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DOD DIR 5200.9, 27 Sep-58
By: Dir, RSI - Init:

MAY - 5, 1959

So-11-11-H1
21 MAR 1941
17 October 1943

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RESTRICTED**CONFIDENTIAL**HEADQUARTERS
99TH FIGHTER SQUADRON
ARMY AIR FORCES
AFC #525

SQ FI-99-HI

21 MAR 1941

May 24, 1943

HISTORICAL RECORD OF THE 99TH FIGHTER SQUADRON

The 99th Fighter Squadron was activated on March 31, 1941.

Recruits came from practically every state in America were enlisting to join the ground crew of the 99th Fighter Squadron. Among these enlistees were many college graduates. Ninety per cent were high school graduates.

Early training was received at Chanute Field, Chanute, Illinois. The various courses completed were teletype, ordnance, armament, radio, airplane mechanics, administration, and many other courses. Some courses were shorter than others, however, approximately eight months later on November 9, 1941, the entire group left Chanute Field for Maxwell Field, Montgomery, Alabama. Tuskegee, Alabama had already been decided as the future base of the world's first Negro Fighter Squadron.

The first class of pilots graduated March 5, 1942. The class numbered five. Out of the first graduation class, there are three officers in the 99th Fighter Squadron. Lt. Col. Benjamin C. Davis, Jr., a West Point graduate of 1936, then a captain, was in the first class. He is the commanding officer of the 99th Fighter Squadron. Capt. George S. Roberts, now operations officer and Capt. Emanuel R. Curtis, flight commander of Flight "A", were the other two to graduate in the first class.

Pilot personnel were selected and assigned immediately upon the completion of a cadet course which required nine months.

The first commanding officer of the 99th was the present operations officer, Capt. George S. Roberts. Capt. Roberts is a graduate of West Virginia State College. Lt. Col. Benjamin C. Davis, Jr. was appointed commanding officer on August 22, 1942.

From April of 1942 to the date of departure from Tuskegee Army Flying School, which was April 2, 1943, the 99th Fighter Squadron was receiving training in tactical combat. The squadron as a complete unit had pilots and crews in detached service at Eglin Field, Florida and Dale Mabry Field, Tallahassee, Florida. Gunners practice was received at these fields.

The ground crew of the 99th were the highest scores of any group in the Alpha test.

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Historical Record of the 99th Fighter Squadron (Contd.)

Secretary of War Stimson visited the 99th Fighter Squadron at Tuskegee Army Flying School on October 7, 1942. He made a statement that the 99th Fighter Squadron would not see action before June of 1943. On October 14, 1942, Elmer Davis, in a news broadcast, noted Secretary of War Stimson as saying that the 99th Fighter Squadron was "ready to go".

Since its activation, the 99th Fighter Squadron has constantly been in the "spotlight". It has been featured in several magazines, in Times magazine, and in numerous newspapers. There was a great deal of interest in England magazine for a story and pictures of the 99th.

We have well known all over America. To illustrate the popularity of the 99th is the following letter received from a social worker of the "Missionary Boys' Club, Coulter and Palasko Avenue, Germantown, Philadelphia, Pennsylvania. A group of underprivileged boys had heard of the 99th and they wanted to send Christmas gifts to the squadron. In appreciation of these gifts, which were handmade, various letters of the 99th began corresponding with the little fellows. "My dear Lt. Pettigrew, I want to thank you for having members of your Fighter Squadron write to the boys of the 'Missionary Boys' Club. If you could have witnessed the delight of the youngsters when those letters arrived! Had they been written by General MacArthur himself, they could have made no greater impression. One letter had two silver wings and the little fellow who received it (he was only 6 years old) insisted that it was from a general. 'Because only generals can write on paper with the silver wings'. He had the strength of his convictions all right. Some of your boys asked the boys to write back to them and told they will do. They are planning a further surprise for the men who wrote to them in the very near future. Thanks again for helping us to express the idea of service to others. My boys always and the story now with the paper, 'God bless our soldiers everywhere'. Now they add, 'Especially the 99th Fighter Squadron'. The best of luck to you and the 99th. Sincerely, Laura L. Coleman."

Perhaps, we may get need the prayer of those youngsters.

On November 17, 1942, Lt. Col. Davis spoke to the squadron. This was the first time that the Colonel had talked to his command as a group. This appearance before the officers and enlisted men was well timed and had its psychological effect upon the entire squadron.

November 23, 1942, the 99th Fighter Squadron marched as a group to "Parade" for the first time. Men of the 99th on parade. How proud was every man in the squadron, as well as those who watched us from the curb and windows. The 99th Fighter Squadron, a quiet group of soldiers, the cream of the Negro Race, trained to a razor-edged sharpness, ready for combat action. This was in November 1942.

The 99th has had three casualties. The first on September 12, 1942. On this date, Lt. Fayette A. McDaniel crashed during a routine flight. The second was that of Lt. Richard A. Davis who crashed on Jan. 30, 1943. The third casualty was that of Lt. Earl E. King on March 24, 1943.

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Historical Record of the 39th Fighter Squadron (Contd.)

Time and time again, the 39th pilots had proven that they could fly. On several occasions, one of our pilots were in distress while flying. Always they remained with their planes and bided their time. The following is an account of a near crash by 1st Lt. Charles W. White of the 39th Fighter Squadron.

On February 9, 1943, over the Wallingford Army Airfield, while engaging in a "dog fight" with a group of pilots from Clark Field, this pilot was picked up by radio operators in the tower: "Lt. White calling, in distress, Lt. White calling, will have to make an emergency landing. Oil pressure has dropped to zero and I hear a knocking noise." The controller said: "Come in, Lieutenant." A corrective circular wind caused two cylinders to blow out. Due to the proximity of the plane to the wall and the rate of speed of the plane, Lt. White was able to make the forced landing. The engine looked as though a 30 mm cannon had scored direct hits on it. Upon alighting from the cockpit, the Lieutenant was unscathed over the incident.

The above is just one of many similar incidents.

There has been much discussion, pro and con, about how the 39th will stand up under fire. After seeing the several pilots of the 39th engage in a more experienced group of combat pilots in a "dog fight" on February 9, 1943, this writer made the following observations:

"Prior to February 9, 1943, it had been my belief that all combat pilots, the pilots of the 39th Fighter Squadron were as good or better than any other pilots on a comparative basis, according to the extent of training received. After having witnessed at this location, at no time was there any doubt that the 39th could not be able to develop the sort of initiative required for combat fighting.

"On February 9, 1943, after watching six pilots of the 39th Fighter Squadron engage an equal number of pilots in a "dog fight", I believed that our pilots had much to learn about combat flying tactics, allowing for the fact that their opponents were using P-40 planes, while the planes they were flying were P-40's which are less maneuverable than the P-40 plane."

The 39th Fighter Squadron was on "alert" from September 15, 1942 until April 2, 1943.

Approximately seventy-five per cent of the enlisted personnel are eligible for Officer Candidate Schools.

Colonel Roscoe G. Cocklin of the 4th Fighter Command was in command of the final training for the 39th. For three and one-half weeks, he wore the "through the mill" - fifteen to twenty-five mile hikes. Col. Cocklin's

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Historical Record of the 9th Fighter Squadron (Cont'd).

parting words were: "I'm going to follow you no matter what, for I know you will do well in the end."

At 11:45, the 9th Fighter Squadron was leaving the field and had been the base for some time. Colonel Frederic, V. A. Davis, former commanding officer of the Tuskegee Army Flying School, requested that qualified men in the field be sent to the base. Col. Frederic's statement to this writer was: "I made the trip to Tuskegee especially to see the 9th Fighter Squadron 'off', because all of them are very close to me, because I have associated with them for so long." There was a ring of officers in the Colonel's office as he made his statement. Colonel Paul F. Frederic, Commanding Officer of the Tuskegee Army Flying School, also assisted with the loading of officers and enlisted men.

The 9th Fighter Squadron and its personnel were moved to Camp Greaser, New York, on April 1, 1943. It remained there for several days.

The 9th Fighter Squadron was always known as "A. Squad". This was the official name of the S. S. Squad, for officers and enlisted men of the 9th Fighter Squadron were known as "A. Squad". The name itself is reasonably correct to say that the first time in the history of air force organization that American Negro officers and men were in command of all troops. Lt. Col. Davis was the Executive Officer; Col. Elmer D. Jones, Adjutant; 1st Lt. Dallas V. Stover, Quartermaster; 1st Lt. Henry W. Litchner, Police Officer; and 1st Lt. Richard S. Brown, Chaplain.

Colonel William F. Davis, Commanding Officer of all troops, emphasized the importance of its efficient performance of duties at base.

After an eventful crossing, we arrived in Casablanca, French Morocco, Africa. We proceeded to Ben R. Messager where we remained for some days. On April 2, 1943, the squadron left Casablanca by train and arrived at the airport in the afternoon of the following day. We proceeded by truck to the present camp, Camp W. A. Field, French Morocco.

This was an important event in the history of the 9th Fighter Squadron. For it marked the first time in the history of aviation that an American Negro pilot had flown and landed a United States Army Air Corps fighter airplane in conquered territory during the Second World War. Two P-40's landed a few minutes apart. The first two planes to land were piloted by 1st Lt. James T. Wild, and William Smith. These were the first of a group of four planes flown from Casablanca to the 9th Fighter Squadron's new base. The other two pilots, seeing that one of the P-40's was stuck in the soft sand of the landing field, proceeded to Ras-el-Ma, where they landed. These two planes were flown by Capt. Curtis and Lt. Clark. Before landing, 1st Lt. Smith and Wild flew at low altitude, skimming the tops of tents in the spectrum area. This type of flying, called "hedge hopping" is considered an excellent procedure for future ground strafing missions. This occurred on May 2, 1943, at Ras-el-Ma, French Morocco.

On May 9, 1943, news came over the radio that Tunisia had been taken by the Allies. We were invited to participate in the Victory Parade in Feb. Capt. Elmer D. Jones and 1st Lt. Herbert V. Clark marched with the Guard of Honor of the American troops. Capt. Hayden C. Johnson was in command.

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Historical Record of the 99th Fighter Squadron (Contd).

of the 19th contingent.

On May 11, 1943, two letters from the CG, ending General of the Garrison in Fez, French Morocco, were received through channels to the Adjutant, Capt. Hayden E. Johnson, commanding the 99th Fighter Squadron for their part in the Victory Parade.

RECUEIL DU MAROC

May 9, 1943

DIVISION DE FEZETAT-MAJOR

Bataillon d'Aviation

-0-0

ORDRE No. 2

After the imposing parade which concluded that day of May 8, 1943 devoted to Jean of Arc and to the Victory of Tunisia, the General Commanding the Division is very glad to express his deep satisfaction and his hearty congratulations to the Troops.

In spite of a brief, albeit improvised, preparation, the parade and the marching past were worthy of the splendid traditions of the Garrison of Fez.

The martial and determined gait of the Officers and men, their resolute looks, the splendid participation of the American and British detachments, largely comforted the enthusiastic crowd and gave them the assurance of the final success.

Supplied by the Allies with modern arms and weapons, the Troops of Fez will be able to take a very large share in so glorious fights, which will free FRANCE and secure the final VICTORY.

Signed, S. LEBER,

General de Division,

Commandant la Division de Fez.

Since arriving in Oued M' el we have had many distinguished visitors. Col. Coqueret, flying flyer, is a constant visitor to our field. On May 19, 1943, Lt. General Spantz and a party of officers inspected the flying field. The General was pleased and surprised at the number of flying hours that our pilots had in I-40 planes. Major Ralph E. Keyes, Lt. Robert F. Thackler and Robert J. Connor have been daily visitors since May 20, 1943. They are instructing our pilots in certain tactical maneuvers.

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Historical Record of the 99th Fighter Squadron (Contd).

Statistical Operational Information.

- a. Sorties: None Missions: None Combat Hours: None
- b. Number of victories over E/A, probable victories and damaged: None
- c. Number of planes each group has handled, as follows:
 - (1) No. of planes originally assigned: None
 - (2) No. of replacements: None
 - (3) No. lost enroute to theater: None
 - (4) No. lost to E/A in aerial combat: None
 - (5) No. lost on ground through strafing, etc.: None
 - (6) No. transferred: None
 - (7) No. lost through accidental reasons: None
 - (8) No. planes on hand: 21
- d. Personnel losses: None

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~~CONFIDENTIAL~~ 99th Fighter Squadron
PART II Outline History
May - Oct. 1943

10 November 1943.

At 1630 hours, May 28, 1943 there was a Squadron meeting. Lieut. Col. B. C. Davis informed the Squadron that they would leave Qued N'ja for a landing field east of Tunis.

On May 30, 1943 at approximately 1830 hours a group of pilots of the 99th Fighter Squadron took off in P-40s for their new landing field. There was an air echelon for mechanic and enough supplies with which to operate until the ground echelon arrived.

The first section of the ground echelon left Qued N'ja, French Morocco by boxcars (railway) on the same day. Three days later, the motor convey departed from the camp at Qued N'ja. Both ground echelons arrived June 7, 1943 at Ferojeuna landing ground. This field was located near Cape Ben, Tunisia.

Our pilots had their first mission on June 2, 1943. They did not encounter the enemy on this mission.

The 99th Fighter Squadron was attached to the 33rd Fighter Group for its initial missions. The 33rd Fighter Group operated under the XII Air Support Command.

Pilots of the 99th Fighter Squadron had an average of two missions daily from June 2, 1943 to June 8, 1943. The missions were varied, some were to bomb gun positions on Pantelleria Island, others were as escorts for A-20s and B-25s.

Pilots of the 99th Fighter Squadron had their first encounter with enemy aircraft on the morning of June 8, 1943 while escorting 12 A-20s over Pantelleria Island.

Prior to the bomb run, four Me-109s were seen to take-off from the airfields below. The Me-109s attacked the bombers from a height of 3,000 feet after the bomb run. Eight P-40s from another squadron escorted the A-20s home. Four P-40s of the 99th Fighter Squadron were left to engage the enemy aircrafts. When the P-40s of the 99th turned into the Me-109, the latter fled.

The Pantellerian Campaign ended June 11, 1943. Our pilots were "in" on this show and came through without any mishaps.

From June 11, 1943 to June 15, 1943 things were comparatively quiet for the pilots. We engaged in four missions on June 15, 1943 as cover for sniping. All pilots returned from these missions. Enemy aircraft was encountered again on June 16, 1943. One P-40 of the 99th received a cannon hit and several 30. caliber holes in the right wing. 1st Lieut. Lee Rayford was the pilot of the plane which was hit.

Approximately 50 enlisted men of the 99th Fighter Squadron were reviewed at Gherbulia airfield, N. Africa, by King George of Great Britain.

While on a forty-eight plane escort on July 2, 1943 for 12 B-25s to the southwest section of Sicily, two pilots of the 99th failed to return to their home base. These pilots were Lieuts. Sherman White and James L. McCullin. It is believed that one of these pilots had a forced landing along the coast of Sicily. 1st Lieut. Hall (now Capt.) shot down a FW-190 on this day. 1st Lieut. W. I. Lawson claimed one damaged Me-109 and a probable destroyed FW-190. All other pilots returned from this mission. In the afternoon of this same day, General Eisenhower and staff visited the 99th Fighter Squadron.

Marshal Coningham of the R.A.F. visited the 99th on July 6, 1943. He talked for an hour and a half to our pilots concerning British operational procedures.

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On July 8, 1943, while on a mission as escort for bombers to Millo, Sicily, two of our pilots, Lieuts. Herbert Clark and W. I. Lawson claimed one damaged FW-190 each.

The invasion of Sicily began on July 10, 1943. Our pilots were off at 0630 hours to cover the landing of troops at Licata, Sicily. All planes returned.

July 11, 1943, 1st Lieut. Bolling of the 99th Fighter Squadron was shot down by AA fire from vessels 8 miles off shore N.E. of Licata, Sicily. This occurred during the second mission for that day. The 99th formation ran into 12-FW-190s. They attempted to attack the naval vessels below. Our pilots intercepted their attack. The FW-190s' attacked in two's. There were no claims by our pilots. The enemy aircraft scattered.

Lieut. Bolling bailed out and was seen by 1st Lieut. William Campbell to get into a dingy. His position was radioed in by Lieut. Campbell.

When Lieut. Bolling returned to camp on July 15, 1943 he stated that he remained in the dingy approximately twenty-four hours before being picked up by an allied destroyer. He was greatly dismayed to see many naval vessels passing by in the distance. Finally despairing of being rescued the Lieut. attracted the destroyer by standing up in the dingy and waving part of his parachute which he had tied to the dingy.

July 15, 1943, we received a treat in having fresh vegetables called for "chow". This was the first time we had had fresh vegetables since arriving at Fardjouna.

July 19, 1943, twenty-nine C-47s took off from Fardjouna field at 1320 hrs., carrying supplies and personnel of the 99th Fighter Squadron to Licata, Sicily. The transports carried necessary supplies and personnel of the 99th Fighter Squadron sufficient to operate under combat conditions until the arrival of all supplies along with the ground echelon who remained at Fardjouna to complete arrangements for their departure by trucks to a port of embarkation from which they would proceed to Licata, Sicily.

We were still attached to the 33rd Fighter Group. For a short period during the early part of the Sicilian campaign we operated with the 32nd Fighter Group.

July 21, 1943 the 99th participated in thirteen missions. The first mission got off at 0630 hours. The last took off at 1935 and were down at 2050 hours.

The squadron received its' first replacement of pilots on July 23, 1943. Lieuts. Baugh, Foppina and Morgan arrived.

July 25, 1943 was another grueling day. The squadron had twelve missions on this day. The last flight landed at 2025 hours. It was dark when the last planes landed.

Major General House visited the Squadron on July 27, 1943. During the afternoon of this day 1st Lt. Edsel Jett was drowned in attempting to rescue a downed soldier.

July 29, 1943 Lieut. Col. F. O. Davis and 1st Lieut. Herbert Carter flew to Tunis to meet Secretary of War Stimson.

The ground echelon arrived from Palermo, Sicily by conveyer. They came by boat from Bizerta to Palermo then to Licata, Sicily.

August 11, 1943 1st Lieut. Mitchell was killed when his plane crashed in mid-air with another aircraft of his formation.

Major General Cannon visited the Squadron on August 15, 1943.

With the fall of the city of Messina on August 17, 1943 ending the Sicilian campaign the 99th Fighter Squadron were veterans of two campaigns. The Pantelleria and the Sicilian.

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August 24, 1943 the Squadron received six replacement pilots from the United States.

Special Service of the 99th Fighter gave a benefit performance for all soldiers in the vicinity of Licata. August 30, 1943 Special Service at the request of the Commanding Officer of the 56th Squadron of the 33rd Fighter Group gave a soldiers show in honor of Col. Mosey, Commanding Officer of the 33rd Fighter Group.

September 2, 1943, Lieut. Col. B. O. Davis, Commanding Officer of the 99th Fighter Squadron was transferred to the 3rd Fighter Command, U. S. A. Before leaving he spoke to the Squadron stating how happy he had been as C.O. of the 99th.

Capt. George S. Roberts, Operations Officer became the new Commanding Officer of the Squadron. Capt. L. R. Custis was made Operations Officer; 1st Lieut. Henry M. Letcher became Executive Officer; 1st Lieut. Bernard S. Preter became Adjutant and 1st Lieut. James L. Johnson was made assistant Intelligence Officer.

At 0900 of the same day the advance echelon composed of seventy-eight enlisted men and two officers left Licata for Milazzo Sicily. The convey was under the command of 1st Lieut. Henry M. Letcher. This group remained in an assembly area until September 10, 1943. The advance groups (echelon) was split into two groups of 40 persons each. The first group of thirty-nine enlisted men under the command of Lieut. Henry M. Letcher left Milazzo by LST on the evening of September 10, 1943. The men arrived and landed in Italy on D plus 1 September 11, 1943. The landing was made on a beach near Battapaglia, Italy. We were under fire for twenty-four hours. The first night in Italy, the Germans broke through the allies line. The 99th's 39 men and one officer along with the advance echelon of the 33rd Fighter Group made a hasty retreat and were placed with elements of the British Xth Corps. We were ordered not to fire on any German tanks, but to wait and fire upon German infantrymen should they pass where we were hidden along the highway. We came through that night successfully. The Germans were turned back before they reached us. We had gotten out of our bivouac area in fifteen minutes. At 0600 hours the next morning we returned to bivouac area from which we had departed the night before.

That night we made another retreat approximately twenty miles south to a landing field near Paestum, Italy. The landing field which we were to have occupied was recaptured by the Germans. In moving to Paestum we passed between the Germans' line and elements of the 5th American Army. The enemy were less than 600 yards away from us.

Upon reaching the landing field near Paestum we were bombed at night and strafed during the day for five consecutive days. The Germans came over three times daily.

We came through all of this without suffering any casualties.

Our pilots in the meantime, along with the main Group of the Squadron moved to East Termini, Sicily, from there they moved to Barcellona, Sicily. On September 23, 1943 ten planes of the 99th arrived to operate for one day and return to Barcellona. We had four patrol missions on this day and a total of 14 sorties.

1st Lieut. Sidney P. Brooks died on September 18, 1943 from secondary shocks as the result of a plane crash on September 17, 1943.

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The advance echelon remained at Paestum, Italy with the 33rd Fighter Group until October 16, 1943. On the morning of October 16, 1943 we left Paestum for Foggia # 3 landing field.

The advance echelon reached Foggia # 3 landing field at 0900 hours, October 17, 1943. Shortly after the arrival of the advance ground echelon the advance air echelon of the 99th arrived. This after six weeks of separation from the squadron we were again united. The squadron is attached to the 79th Fighter Group; Col. Bates Commanding Officer.

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SUMMARY

The 99th Fighter Squadron has been overseas six and half months.

Pilots killed in action or missing:

1st Lieut. Sherman W. White ----- Missing -- July 2, 1943.
 1st Lieut. Paul G. Mitchell ----- -- August 11, 1943.
 2nd Lieut. James L. McCullin----- Missing -- July 2, 1943.
 1st Lieut. Sidney P. Brooks ----- -- September 18, 1943.

Enlisted men killed; Line of duty:

T/Sgt. Edsel Jett. ----- July 27, 1943 - Received Soldiers Medal.
 T/Sgt. James A. Jackson ---- Died enroute to America.
 S/Sgt. Edward Dexier ----- Died in hospital.

Officers and enlisted men lost to the Squadron through injuries received in line of duty.

1st Lieut. George E. Pettress.
 1st Lieut. Thomas Malone -- Received Purple Heart.
 Sgt. Stephen M. Davis.
 Cpl. William Benson.

Awards.

Pfc. James W. Jones ----- Purple Heart.
 Sgt. Henry Laguna ----- Soldier's Medal.

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Commanding Officer ----- Capt. George S. Roberts.
 Adjutant ----- Bernard S. Precter. 1st Lt.
 Executive Officer ----- 1st Lieut. Henry M. Letcher.
 Operations Officer ----- Capt. Lemuel Custis.
 Ass't Operations Officer-- 1st Lieut. Irwin B. Lawrence Jr.
 Intelligence Officer ----- 1st Lieut. Cornelius Vincent Jr.
 Ass't Intelligence Officer-1st Lieut. James L. Johnson.

Nine officers (pilots) have returned to the United States.

Total missions to date; ----- 199

Total Sorties ----- 843

Number of planes ----- 17 - P-40s'

Claims: -- Destroyed ----- One FW-190
 Damaged ----- Two FW-190s'
 Damaged ----- One Me-109
 Prob. Destroyed --- One Me-109

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99TH FIGHTER SQUADRON
TUSKEGEE ARMY FLYING SCHOOL
TUSKEGEE, ALABAMA

3FC 314.7 (3-22-43)

March 27, 1943

SUBJECT : History of the 99th Fighter Squadron.

TO : Commanding General, III Fighter Command, Drew Field, Tampa, Florida.

1. In reply to letter, your headquarters, "Subject: History of the III Fighter Command", the following information is hereby submitted.

a. Date of activation.
March 21, 1941

b. Bases at which located.
Chanute Field, Illinois, from March 21, 1941 to November 9, 1941 and Tuskegee Army Flying School, from November 10, 1941 to present date.

c. Name(s) of Commanding Officer(s) with dates; and names of other high-ranking officers.
Commanding Officers - Capt. Harold R. Maddux, from March 21, 1941 to November 9, 1941; 2nd Lt. Clyde H. Bynum, from November 10, 1941 to December 5, 1941; Capt. Alonzo S. Ward, from December 6, 1941 to May 31, 1942; 2nd Lt. George S. Roberts, from June 1, 1942 to August 21, 1942; Lt. Col. Benjamin O. Davis, Jr., from August 22, 1942 to present date.

d. Activities of the unit, (maneuvers, etc.)
The squadron operated under actual field conditions at Dale Mabry Field, Tallahassee, Florida from December 22, 1942 to January 13, 1943.

e. Facts about individuals who have been outstanding, (decorations, actions engaged in, etc.)
None

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f. Miscellaneous (other incidents worthy of mention.)
None

For the Commanding Officer:



Hayden C. Johnson
HAYDEN C. JOHNSON,
Capt., A. C.,
Adjutant.

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99TH SQUADRON, III FIGHTER COMMAND

D:B

Early in 1941, the Secretary of War announced that the Army was contemplating the acceptance of colored applicants as aviation cadets. Announcement was also made at that time that an all-colored Air Corps flying unit was to be organized in the near future. Shortly before, a congressional committee had made a tour of educational institutions, particularly southern negro colleges, with the primary mission of establishing the availability of suitable negro personnel for aviation ground training.

The 99th Fighter Squadron was activated on March 22, 1941, at Chanute Field, Rantoul, Illinois, pursuant to letter, Adjutant General's Office, dated March 19, 1941. The 24th Infantry, Ft. Huachuca, Arizona, and the 25th Infantry, Ft. Benning, Georgia, supplied the original cadre of 14 non-commissioned officers. These enlisted men were transferred in their present grades and ratings and included one First Sergeant, one Mess Sergeant, one Supply Sergeant, three administrative clerks and eight cooks. The remaining enlisted personnel were enlisted specifically for the 99th Fighter Squadron. Many colored high school graduates and college students enlisted, particularly from southern schools, following the original announcement of the forming of an all-colored aviation unit. These enlisted men were given instructions as clerks, mechanics, and cooks in the Air Corps Technical Schools at Chanute Field. The 99th Squadron at that time, was under the command of two white officers assigned temporarily in a supervisory capacity.

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89TH SQUADRON - III FIGHTER COMMAND

On November 5, 1941, the unit, under the supervision of two white officers, moved to Maxwell Field, Alabama where they remained several days, proceeding to the nearby Tuskegee Army Air Base on November 10, 1941. The two white officers temporarily in charge of the unit returned to their stations at Chanute Field.

In the meantime, the Tuskegee Army Flying School had been activated in July, 1941, at the Tuskegee Army Air Base, and the first colored aviation cadets accepted for flying training. The first class of negro trainees was composed of civilians and officers recently transferred from other branches of the service. On March 7, 1942, the first class of five was graduated. These negro flying officers were then transferred to the 89th Fighter Squadron and thus became the first members of the air echelon of the unit. Subsequent classes completed their training on April 28, 1942, May 20, 1942, July 3, 1942, August 8, 1942, September 6, 1942, October 9, 1942, and November 10, 1942. All graduates have become a part of the 89th Fighter Squadron or other colored flying units located at Tuskegee Army Air Base. Upon completion of their advanced flying training the graduate pilots have received fighter pilot training in P-40 aircraft under the supervision of the Director of Fighter Training at the Tuskegee Army Flying School.

On August 15, 1942, the 89th Fighter Squadron, as a tactical unit, was assigned to the III Fighter Command. In order to prepare flying officers for combat readiness, several experienced pilot officers from the 58th Fighter Group, Dale Mabry Field, Tallahassee, Florida and the 20th Fighter Group, Drew Field, Florida, were temporarily assigned to instruct

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99TH SQUADRON - III FIGHTER COMMAND

pilots of the 99th Fighter Squadron in combat fighter tactics and gunnery.

Since that time all pilots assigned to the 99th Squadron have been given advanced training in fighter tactics and gunnery and all pilots have a minimum of 135 hours in fighter aircraft.

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MOD DIR 5200.9, 27 Sep 58
By: Dir, RSI - Init:

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80-FI-99-H1
Nov. 43 - Jan. 44

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HEADQUARTERS
99TH FIGHTER SQUADRON
APO # 650, U. S. ARMY

CV/pcb

52-51-99-41
1 NOV 1943 - JAN 44

3 February 1944.

SUBJECT: Historical Record.

TO : Historian, S-2 Section, 79th Fighter Group, APO # 525, U. S. Army.

Month of January 1944.

1. Strength, commissioned and enlisted.

To date the 99th Fighter Squadron has a total strength of 45 Officers and 246 Enlisted Men. During the month of January the Squadron's losses amounted to four, three Officers and one enlisted man. Two men were transferred into the Squadron. Sgt. Charles Bowden who was transferred out in July 1943 to the Hospital returned on January 17, 1944. Pfc Jake Burnham Jr., was also transferred into the Squadron.

"A" party of the 99th Fighter Squadron, operating from Capodichino Airfield has a total strength of 168 Officers and enlisted men. "B" party which is at Madonna Landing Ground on the Adriatic coast has a total strength of 78 Officers and enlisted men. The difference in the amount of men in "A" and "B" party is due to the fact that all Operations are at Capodichino Airfield.

MARCHES - Nil.

3. CAMPAIGNS:

January 20, 1944 completed our third month of operations in the Italian Campaign.

BATTLES:

On January 27, 1944 while on patrol in the assault area south of Rome, our formation led by Captain Clarence C. Jamison, spotted 15 F.W. 190's at 0840 hours dive bombing our shipping off Peter's Beach. Our Formation of 16 aircrafts went into the attack diving down on the enemy. Lts. Baugh and Allen attacked one F.W. 190 from 5,000 feet. About 4 five second bursts sent the F.W. 190 crashing at F-6250. Lt. Baugh then turned left and fired three, three second bursts, 10 degree deflection shots on another F.W. 190. Tracers were seen going into the plane and small fragments flew off from the wing and tail.

Lt. Ashley, jumped 1 F.W. 190 on deck and chased him to within a few miles of Rome. The F.W. 190 first began to smoke and burst into flames.

Lt. Roberts chased one F.W. 190 on deck to F-7662 and the F.W. 190 flipped over on his back and went into the ground.

Lt. Toppins #3 man in the Flight fired short bursts into an F.W. 190 heading in the general direction of Rome. As the plane was smoking excessively and diving toward the ground about 50 feet, a probable is claimed by Lt. Toppins.

Lt. McCarthy at 1,000 feet spotted an F.W. 190 on deck. Lt. McCarthy picked

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DOD DIR 5200.9, 27 Sep 58

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SHEET 11: Historical Record Cont'd.

a lead and commenced firing at point blank range. Sections of the horizontal stabilizer and rudder flew off.

Lt. Deiz, got a 60 degree deflection shot closing 150 to 200 yards on an F.W. 190 below. A portion of the cowling flew off and the plane went into a steep dive at 750 feet and crashed and burned in a yard near a house in patrol area.

Lt. Perry caught one F.W. 190 coming out of a dive, raking the enemy ship from head to tail at about 300 yards. The F.W. 190 was at 1,000 to 1,500 feet when pieces from the canopy flew off. The plane fluttered and fell off on the wing and headed for the ground.

Major Roberts, Commanding Officer of the Squadron, chased an FW.190 to F-7555, hits were registered in the right wing and chunks flew off. Major Roberts' ship was hit by flak which knocked a hole in his wing cutting his electrical on that side. His three guns stopped firing. The Major headed for home, sighted a machine gun nest and with his three remaining guns and his wingman, strafed the nest.

At 1425 hours on the afternoon of January 27, 1944, Captain Custis, crafty leader spotted an FW.190. The FW. 190 was on deck. Several bursts were fired at close range in the fuselage. The plane crashed in a creek.

Lt. Bailey caught an FW.190 headed in the general direction of Rome with a 45 degree deflection shot. The pilot was seen to bail out.

Lt. Eagleson caught an FW-190 diving on the tail of Lt. Lawrence. He closed in to 250 yards firing a 10 degree deflection shot. The FW.190 burst into flames and crashed at F-8558.

Lt. Lawrence probably destroyed an FW-190 at F-8725 with a 75 degree deflection shot. Lt. Eagleson saw the FW-190 roll over and dive for the ground smoking excessively at 3,000 feet.

Lt. Lane was shot down during his chase on two FW-190's. Lt. Lanes' ship caught fire, his cockpit became unbearably hot. Lt. Lane bailed out and was picked up by fifth army troops in the assault area. He was flown back to our field in a cub.

Lt. Samuel F. Bruce was killed in action. Reports were received stating that his parachute did not fill. Lt. Bruce was last seen chasing FW-190's.

One aircraft belly landed on the airfield (Lt. Gibson). The plane was damaged by enemy aircraft fire.

Another important day was the 28th of January 1944. On the morning of the 28th, Capt. Charles B. Hall whose formation was patrolling the assault area, sighted 7 plus enemy aircrafts approaching our shipping from the north. Our formation at 5,000 feet dove on the enemy as he turned away. One M.E. 109 was shot down by Capt. Hall at F-7240 by a 15 degree deflection shot closing in at 300 yards. The M.E. 109 was on deck and burst into flames crashing on the ground.

Capt. Hall caught an FW. 190 at F-8146 firing dead astern closing in at 200 yards with short bursts. The FW-190 went into the ground.

Lt. Smith caught an FW-190 at F-8339 about 3,000 feet, with a 30 degree deflection shot above and behind and to the left. The pilot was seen to bail out. One of our ships was damaged by enemy aircraft. All returned and landed safely.

In the aerial battles 12 enemy aircrafts were destroyed, 3 probably destroyed and 4 damaged.

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5. STATIONS:

At 0630 hours on January 15, 1944, "A" party of the 99th Fighter Squadron left Madna Landing Ground. At 1800 hours of the same day we arrived at Capodichino Airfield, Italy. Here at Capodichino, we have been sending out patrol missions to the assault area south of Rome.

6. COMMANDING OFFICER IN AN IMPORTANT ENGAGEMENT:

On January 27, 1944, Major Roberts, George S., Commanding Officer of the 99th Fighter Squadron damaged one FW-190 and wiped out a machine nest. The 99th formation led by Captain Clarence C. Jamison sighted the enemy dive bombing our shipping in the vicinity of Peters' Beach. Major George S. Roberts after damaging an FW-190 was hit by flak. His three right wing guns stopped firing for the hole in his wing and his electrical system on that side were affected by the flak. Major Roberts turned and headed for the home base. Upon completing his turn, Major sighted a machine guns' nest. Together with his wing man and his three remaining guns, he strafed the nest which immediately ceased firing.

7. LOSSES IN ACTION:

2nd Lieut. William E. Griffin is missing in action. Lt. Griffin was on a dive bombing mission to the town of S. Valentino on January 15, 1944 and was last seen smoking and diving at 2,000 feet.

1st Lieut. Samuel F. Bruce was killed in action during aerial combat with the enemy on the afternoon of January 27, 1944. Lt. Bruce was last seen chasing FW-190's. Lt. Bruce's body was identified by his Identification tags. Fifth army personnel stated that the lieutenant bailed out but his chute did not fill.

8. FORMER AND PRESENT MEMBERS WHO HAVE DISTINGUISHED THEMSELVES IN ACTION.

Captain Charles B. Hall of Brazil, Indiana who is the first American Negro pilot to shoot down an enemy plane again distinguished himself in aerial combat when he shot down an FW-190 and an ME-109 during a scramble in the assault area south of Rome. In the morning of January 28, 1944 while leading a formation of 8 aircrafts which were patrolling the assault area, Captain Hall sighted 7 plus E/A approaching from the north. Capt Hall and his formation dove on the enemy from 5,000 feet. In the chase that followed, Capt. Hall caught an F.W-190 at F-8146 firing dead astern closing in at 200 yards with short bursts. The F.W. went into the ground. One ME-109 was shot down at F-7240 by Capt. Hall with a 15 degree deflection shot, from 300 yards. The ME-109 which was on deck burst into flame and crashed. The Captains' first victory was won over Sciacca, Sicily giving him credit in both the Sicilian and Italian Campaigns.

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SECRETHEADQUARTERS
99TH FIGHTER SQUADRON
APO # 525, U. S. ARMY*Outline History
Dec 43**SR-71-22-41*

12 January 1944.

Outline History - 99th Fighter Squadron, Madna L/G., Italy.

Month of December 1943: Prepared by Cpl. Cleveland H. Watts.

Since the 99th Fighter Squadrons' operations with the 79th Fighter Group, they have been drilled in close cover support for ground troops. The close cover support given thus far have been for elements of the British Eighth Army.

Two months have passed since our initial mission as part of the 79th Fighter Group. With the Pantellerian and Sicilian Campaigns completed, we thought of ourselves as veterans. That belief was short lived. The 79th Fighter Group was an experienced organization. Their flight tactics had been repeatedly tested and proven in engagements with the enemy.

The 99th Fighter Squadron has adopted the take off system of the 79th Group. The formation used in flying over enemy territory has been changed. With these changes comes more experience and with the experience comes confidence. These two attributes are precisely what pilots of the 99th Fighter Squadron are getting.

After more than three weeks at Madna field, we have become accustomed to its' surroundings, the mud, the sea, and the snow capped mountains to the north east of Madna field. Occasionally the sun is bright, the mud becomes dry. It is then that the soldiers mark time against the weather in order to get clothing washed. A few days later, rain has again whipped the ground into slush. This goes on week after week.

December 22, 1943, Lieut. James Wiley of Pittsburgh, Penna. became the first pilot of the 99th Fighter Squadron to get fifty Sorties.

Christmas day was just like any other day. Although the Squadron had no missions, pilots were alerted from 0730 hours.

Col. Bates spoke to pilots on December 27, 1943.

Under the new system inaugurated by the 79th Fighter Group, several pilots of the 99th Fighter Squadron fly with various Squadrons of the 79th Fighter Group.

The 99th Fighter Squadron is entering into its' ninth month over-seas. Total number of missions to date 255, total sorties, 1365.

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War Diary Nov 43
SQ-F1-17-H1HEADQUARTERS
99TH FIGHTER SQUADRON
APO # 525, U. S. ARMY

CV/chw

December 10, 1943

Sheet # 1. - War Diary- Squadron, 99th. Fighter, Madna I/G, Italy
Month of November, 1943- Prepared by Cpl. Cleveland H. Watts
Section- Intelligence.

Pilots of the 99th. Fighter Squadron have been idle for several days. Bad weather being the cause for the inactivity.

On November 1, 1943 approximately fifty P-38s' landed on Sal Sola field. The mechanics of the 99th. had to service twenty of them. There was splendid cooperation from all four squadrons of the 79th. Group in gasing the planes.

On November 3, 1943, while taking off on a twelve ship bombing mission, Flight leader, Lieut. H. Clarks' plane hit a P-38 that was taxiing toward the runway. The right landing gear of Lieut. Clarks' plane was rendered inoperative, yet the lieutenant continued on the mission, dropped his bombs and crashed landed to safety on his home field.

Doughnuts and coffee was served by American Red Cross workers. Their visit was a complete surprise to the Squadron and greatly appreciated. It was a pleasure to hear the voices of American women.

November 5, 1943, Lieuts. William Campbell, Span Watson, and Herbert Clark departed for the United States.

Major General Cannon visited the 79th. Fighter Group on November 7, 1943. Several pilots from the 99th. Fighter Squadron were presented Air Medals by the General.

Late in the afternoon of November 7, 1943 a group of officers and enlisted men arrived from Barcelona, Sicily. They were the first section of the rear echelon of the 99th. They had come part of the way by railway. There is still another group of men of the 99th. Fighter Squadron in Barcelona waiting for moving orders.

From November 8, 1943 through November 11, 1943 it rained daily.

The Squadron had no missions on these days.

Toward evening November 12, 1943, Service Detachment # 99 arrived at Sal Sola field.

During the night of November 13, 1943, the wind blew down several tents in the area.

From November 13, 1943 through the 17th., bad weather prevented the Squadron from having any missions.

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Sheet # 2. (99th. Fighter Squadron)

"A" Group of the 99th. Fighter Squadron departed November 17, 1943 for a new landing field.

A mission got off late in the afternoon. Poor visibility obscured the target. All planes returned with their bombs.

On mornings when the pilots are on an early alert, planes are pre-flighted at 0600 or 0630 hours. Often it is still dark. Incessant rain has softened the ground in our bivouac area. The mud is black, sticky and slippery.

The mountains that are visible from Sal Sola field are a dark purple color early in the morning, especially when there is a threat of rain. The mountains have been this color for five days. In places, the color seems to merge into a huge mass of blackness.

We are up to our necks in mud. Here and there are fallen tents, blown the night before by the wind. No one soldier has on a complete uniform. Every man has a different idea regarding which of his clothing to wear in order to keep warm. It is very difficult to keep clothes clean.

November 22, 1943, the first element of "B" Group departed from Sal Sola for the new landing field. It was dark when this group arrived at Medina field. The new arrivals slept that night in tents with members of "A" Group. The ground inside of the tents was as sleppy as the ground outside. At least our blankets were dry. The next morning, "B" Group members proceeded to get themselves straightened out. Trucks were unloaded and additional tents were pitched. It began to rain — a driving rain. The strength of a man holding the corner ropes of the tents was almost nil against the force of the wind. Mud splashed men were struggling against the wind to hold center poles of tents while others staked the corner pegs.

The officers and enlisted men were indeed happy on Thanksgiving day. Our tents were dry inside, there was the promise of a typical American Thanksgiving dinner. Prior to learning that the Squadron would have turkey, the men had discussed among themselves just how regular rations would be camouflaged for the occasion. The turkey was unusually good.

The Squadron did not have any missions until November 29, 1943. On this day we engaged in five missions. The next day, the Squadron engaged in nine missions for a total of fifty-one sorties for the day.

The mechanics and armers were kept busy throughout the day.

It was a great day for the 79th. Fighter Group and the 99th. was proud to have been in on the show.

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By: Dir, RSI - Init: ~~RSI~~

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DOD DIR 5200.9, 27 Sep 58

By Dir, RSI - Init.

MAY 5 1959

99th Ftr. Sqdn.
Outline History
February, 1944.~~SECRET~~
By Auth. CO,
99th Ftr. Sqdn.
12 March, 1944.HEADQUARTERS
99TH FIGHTER SQUADRON
APO # 650, U. S. ARMY

CV/chw.

314.7

12 March, 1944

SUBJECT: Historical Records.

TO : Commanding Officer, 79th Fighter Group, Attention S-2, APO, -650,
U. S. Army.

1. Outline History of the 99th Fighter Squadron for the period February 1, 1944 to February 29, 1944.

a. Original unit- None

a. Present Designation: 99th Fighter Squadron, 79th Fighter Group, XII ASC.

- (1) Original designation- 99th Pursuit Squadron.
- (2) Place of Activation- Chanute Field, Rantoul Illinois.
- (3) Date of Activation- 1 March, 1944.
- (4) Authority for Activation- GO, Hq. # 13.
- (5) Sources of personnel- Voluntary enlistment, selective service and the transfer of men from other units.

b. Changes in Organization- None.

- (1) Changes in designation- None.
- (2) Transfer of unit as a whole.- Nil.
- (3) Change of Commanding Officer. No change in command.
- (4) Change of staff officers.- None.
- (5) Changes in T/O.- None.

c. Strength, commissioned and enlisted.

(1) Month of February, 1944.

- (a) At beginning.- 291
- (b) Net increase.- None
- (c) Net decrease.- 4
- (d) At end of Month.- 287.

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- For the Squadron Commander:

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CORNELIUS VINCENT Jr.,
Captain, Air Corps,
Intelligence Officer.

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War Diary
February, 1944.~~SECRET~~
By Auth. CO,
99th Ftr. Sqdn.
12 March 1944.HEADQUARTERS
99TH FIGHTER SQUADRON
APO # 650, U. S. ARMY

CV/pcb

12 March 1944.

SUBJECT: Historical Record.

TO : Commanding Officer, 79th Fighter Group, Attention S-2, APO 650,
U.S. Army.War Diary - February 1, to February 29, 1944. Prepared by Col. Cleveland
H. Watts.FEBRUARY 1, 1944:The Squadron had no missions on this day. Routine activity progressed
as usual.FEBRUARY 2, 1944:There were two missions on this day. Both were patrol missions. The
second of these missions got off at 1305 hours and was down at 1510 hours.FEBRUARY 3, 1944:There were three missions on this day. Eight Focke-Wulf 190's were seen
at 0900 hours. Our formation attempted to intercept but the FW-190's turned
and were lost in the clouds. All planes returned safely to the Landing Ground
from the other two missions. Major G.S. Roberts and four Lieutenants were ad-
mitted to the hospital.FEBRUARY 4, 1944: The Squadron had only one patrol mission on this mission the
formation was advised to return to the L/G due to low ceiling. 1st Lieuts.
Cornelius Vincent, Henry M. Letcher and Bernard S. Proctor were promoted to
Captain since 1/26/44.FEBRUARY 5, 1944:The "A" Group of the 99th Fighter Squadron have been stationed at Capodichino
Field three weeks today. What at first appeared to be routine patrol missions
for pilots of the 99th Fighter Squadron have developed into lively engagements
with the enemy. The use of the word lively is not to be misunderstood for many
of these missions have been major encounters with Jerry, some being successful
for the flyers of the 99th, others being rather disastrous inasmuch as some of
the famed pilots of the 99th Fighter Squadron failed to return from some of these
missions. In the short time of three weeks the experiences of the 99th Fighter
Squadrons' pilots have become important lessons either to be passed to be passed~~CONFIDENTIAL SECRET~~

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on to less experienced and younger pilots, to be utilized by themselves on future missions, or to ever remain with them. Each mission has become (for the pilots) a struggle for survival and a blow toward eliminating the enemy.

This day, February 5, 1944 was characterized by an increase in fighter aircraft employed by the Germans in stemming the advance of troops who landed on the Anzio and Nettuno, Italy beachhead.

There was increased ground activity by the Germans. Our bomb-line dropped back considerably. The weather cleared enough for an increase in air activity for the Allies and the German Air Force.

Our pilots are no longer able to chase enemy aircrafts to the outskirts of Rome in order to shoot them down.

On this day the first mission of 7 A/C took off at 0830 hours. Ceiling and visibility was unlimited. Thirty minutes later, the formation reached its objective, assault beach area; where they patrolled at 6,500 feet. Twenty-five minutes after reaching the patrol area, ten plus FW-190's coming out of the sun at approximately 1,000 feet, attempted to attack the harbor at Anzio. The 99th's formation of seven planes dove on the FW-190's. Lieut. Elwood T. Driver caught one FW-190 on deck and dove on him closing in to 300 yards. Flames shot out from the right side. Lieut. Driver explained how he shot down the FW-190 to Captain Vincent, Intelligence Officer in the following manner: "About ten plus FW-190's dove from 16,000 feet from an easterly direction and flattened out on deck over Anzio. At the time, I was headed west at 6,000 feet. "Before the FW-190 reached a position beneath me, I made a diving left turn and pulled out about 300 yards behind him and began firing". "I continued to fire in long bursts even though he was pulling away." "As my tracers straddled the cockpit, a sheet of flames burst from the right side." "I last saw the plane burning and headed toward Rome at 50 feet from the ground." "The firing was done from 500 feet down to the deck. "I was slightly above at all times." "During the time I was firing, a clipped wing Spitfire was also firing." "He was to my right and ahead about 50 yards: I claim one Focke Wulf 190 destroyed!"

On this first mission one pilot bailed out and landed in the vicinity of Nettuno.

Two pilots of the 99th Fighter Squadron was missing on this flight, Captain Clarence Jamison and his wingman, Lieut. George T. McCrumby.

The second mission got off at 1100 hours to patrol the same area, patrolled by the first formation. All planes returned safely to the Landing Ground.

The last mission which was a twelve ship show took off at 1415 hours. All planes returned safely to Capodichino.

Late in the evening, Captain Jamison who was reported missing from the first mission returned to camp by motor transport.

Captain Jamison stated that he was closing in on 5 FW-190's when his guns ceased firing; before he could make a get away, his plane was hit by cannon fire from the FW-190's. He was too low to bail out. Captain Jamison cut off all switches and belly landed in an open field. Nearby, in a clump of bushes a small group of American soldiers motioned to him frantically to get the hell away from the plane as quickly as possible. The Germans were only a few hundred yards away and would probably get the range on their position. The American soldiers led Capt. Jamison between a gully to their Headquarters. From there, he was driven to a nearby airfield from which he departed by motor for his own camp. The pilots greeted him as only pilots can greet one of their comrades who has been missing.

No information was received concerning Lieut. McCrumby.

The 99th Fighter Squadron gained 10 P-40's on this day, making a total of 33 planes for the Squadron.

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Pilots of the 99th Fighter Squadron went on four missions on this day. The first got off at 0930 hours and 8 ship patrol mission. All A/C returned safely to the Landing Ground.

The second mission was an eight ship patrol mission. All A/C returned safely.

The third mission was a 6 ship escort with 6 ships from the 85th and 86th Fighter Squadrons, making a total of 18 A/C as escort for 24 A-20s that were to bomb Roccasecca, Italy. The rendezvous was over Capua, Italy. At 1430 hours at 12,000 feet. Oxygen masks had to be used on this mission. All A/C returned safely.

All A/C returned safely from the last mission.

Ending today's operations, the Squadron had a total of 298 missions and 1777 sorties.

FEBRUARY 7, 1944:

On the first mission today which took off at 0700 hours, three pilots of the 99th Fighter Squadron shot down one Focke-Wulf 190 apiece. The pilots claiming victories are Lieut. Clinton B. Mills, Leonard Jackson and Wilson V. Eagleson. All A/C returned safely from the other two missions.

FEBRUARY 8, 1944:

The first mission was a 6 ship escort for a DC-3 to Nettuno, Italy and return. Lieut. General Mark Clark, Commanding Officer of the Fifth Army was the passenger on the DC-3. Pilots on this mission were; Capt. Charles B. Hall, Flight Leader, Lieuts Rice, Wiley, Carter, Knighten and Fuller. All planes returned safely. There were two other missions on this day, one was a seven ship bombing mission with 500 pound bombs at F-820365. The last mission was a 4 ship escort for 3 B-25's to Porto Carbo, Italy.

FEBRUARY 9, 1944:

There were three patrol missions on this day and one 8 ship bombing mission with 1000 pound bombs. The target was a road junction in the center of the town of Aquino, Italy. Four bombs fell on target. There were four near misses. One A/C was damaged by flak. All A/C returned safely to the Landing Ground.

FEBRUARY 10, 1944:

There were two patrol missions on this day. Both were without incident.

FEBRUARY 11, 1944:

Overcast ceiling prevented the Squadron from taking-off on missions on this day.

FEBRUARY 12, 1944:

12 A/C were scheduled to take off on a bombing mission with 500# bombs. Sleet and snow which fell during the night held up the take off. Later in the day the Squadron was released from the alert.

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FEBRUARY 13, 1944:

The Squadron had three dive bombing missions on this day. "B" Group of the 99th Fighter Squadron arrived from Madra Landing Ground. They had been separated since the 15th of January 1944. Five pilots came to 99th Headquarters, attached unassigned. They were 2nd Lieuts. George E. Gray, Charles F. Jamerson, John S. Sloan, Alva M. Temple and John Daniels.

FEBRUARY 14, 1944:

The Squadron had one dive bombing mission on this day. All A/C returned safely to L/G. 1st Lieut. Benote H. Wimp, Supply and Transportation Officer was admitted to the hospital.

FEBRUARY 15, 1944:

The Squadron had one dive bombing mission of 12 A/C with 500 pound bombs. There was one early return. The target was supply dumps at Valmontova, Italy. All bombs fell in a good pattern on target. Over the target there was heavy and light ack ack intense and accurate. One plane was damaged by flak. All planes returned to L/G.

Special Service of the 99th Fighter Squadron gave a performance for patients at an Allied General Hospital.

At 1630 hours two representatives of the American Red Cross served doughnuts and coffee to enlisted personnel of the 99th Fighter Squadron.

Photographs were taken of the American Red Cross workers by T/Sgt. Bordeaux of Communication Section. The men were surprised and happy to have their old friend Miss Gretchen Alsmode to serve them. Miss Alsmode first visited the Squadron at Licata, Sicily. We had not seen her for four and a half months. Aiding Miss Alsmode was Miss Jean Balby of Hartford Conn.

FEBRUARY 16, 1944:

The Squadron had one dive bombing mission on this day. All planes returned safely to L/G.

Each night, trucks transports men of the 99th to Naples to attend the Cinema.

FEBRUARY 17, 1944:

There were three dive bombing missions on this day. On the last mission against a bridge, there was one direct hit and 7 near misses. All A/C returned safely. Pilots reported that the bridge seemed to be destroyed.

FEBRUARY 18, 1944:

Pilots were on an early alert. Unfavorable weather prevented any formations from taking off.

FEBRUARY 19, 1944:

The first mission on this day got off at 0630 hours. The last mission got off at 1615 hours and was down at 1745 hours. Lieut. Gibson forced landed at the L/G of the Nettuno, Italy beachhead. Approximately half an hour later he returned to his home field.

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CAPTAIN Charles B. Hall and 1st Lieut. James T. Wiley flew their 80th sorties on this day. No A/C were lost during the day.
Major G.S. Roberts returned to the Squadron from the hospital.

FEBRUARY 20, 1944:

A 12 ship mission got off at 0700 hours with 1000 pound bombs to dive bomb troop concentration and M/T movement in the vicinity of the Anzio area. After the first mission pilots were alerted up to 1115 hours.

The Squadron is having difficulty keeping enough flying personnel on status. There are many officers and enlisted men of the 99th Fighter Squadron in the hospital for various reasons. Another mission got off in the afternoon, dive bombing. Two pilots of the 99th Fighter Squadron flew with the 87th Squadron. All targets were in the vicinity of the Anzio and Nettuno beach areas, Italy.

It is significant to note that since the 99th have been in the Naples area, a majority of the bombing missions have been with 1000 pound bombs being used. The 99th is one of the fighter squadrons providing support for front line troops.

FEBRUARY 21, 1944:

This was one of those harrowing days for the 99th Fighter Squadron. The Squadron was assigned four patrol missions. The first mission took off at 0630 hours. It was barely light at this hour.

2nd Lieut. Alwayne Dunlap, while patrolling at 8,000 feet over the assault area overshot the landing field there, crashed and was killed instantly. During the patrol, the plane began to smoke and emit flames. Lieut. Dunlap attempted to land on the beach head. After over shooting the field he attempted to turn at 500 feet. The plane was still smoking and emitting flames. The plane stalled in the turn and crashed into the ground. Captain Charles B. Hall Flight leader maintained radio contact with Lieut. Dunlap and repeatedly told him to bail out.

The second mission got off at 0930 hours. After the formation had been in the area assigned to be patrolled for approximately a half hour, 22 plus enemy planes at 18,000 feet approaching from the North, were sighted. 10 plus ME-109's started a dive bomb run in the vicinity of Anzio, Italy. 12 plus enemy aircraft provided top cover for the dive bombers. The 99th Fighter Squadron intercepted 10 plus ME-109's at 6,000 feet. Maj. Roberts fired short bursts at one M.E. 109. In the same instant he turned to shake another ME-109 from the tail of his plane. No claim was made by Maj. Roberts.

1st Lieut. James T. Wiley and Lieut. Gibson chased 4 ME-109's on deck toward Rome, firing short bursts. The ME-109's out distanced them.

Lt. Saunders is missing. He was last seen at 1043 hours, apparently in no difficulty.

One unidentified aircraft was seen to hit the ground and explode. One ME-109 smoking excessively was seen heading for the ground at 1000 feet. The aircraft was not observed to hit the ground.

Seven A/C returned safely.

The third mission got off at 1315 hours. 12 plus enemy aircrafts were called in at 1410 hours. The enemy planes were headed S.E. at 5,000 feet. The 99th formation attempted to intercept them but the ME-109's turned and fled.

The last mission took off at 1615 hours. Lieut. Houston belly landed at the Nettuno, Italy I/G. Late in the evening, information reached the Squadron concerning Lieut. Saunders who was reported missing earlier in the day. He crash landed his plane and was in the hospital on the Nettuno beach-head. Lieut. Herbert Carter's plane was hit by flak.

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CONFIDENTIALFEBRUARY 22, 1944:

In the first mission, Lieut. Bailey accomplished a marvelous feat in landing his aircraft. His visibility was obscured by a layer of oil over the canopy. An oil line sprang a leak. Lieut. Elwood T. Driver led Lieut. Bailey back to his home field. The Squadron a total of three missions on this day.

FEBRUARY 23, 1944:

There was no flying for the Squadron on this day due to unfavorable weather. Lieut. Saunders (MIA) was transferred to the 103rd General Hospital, Italy.

FEBRUARY 24, 1944:

The Squadron had four patrol missions on this day. One pilot crashed landed at Nettuno, Italy. All other aircrafts returned safely. Twenty four hour passes are being granted to enlisted personnel.

FEBRUARY 25, 1944:

There were no missions on this day for the 99th. "Up on the Hill" as the men refer to their living quarters, routine Army activity goes on. Regardless of the weather, the mechanics continue to service their planes.

FEBRUARY 26, 1944:

There was no flying on this day due to unfavorable weather. There were no unusual occurrence on this day.

FEBRUARY 27, 1944:

There was no flying on this day for the Squadron. The 99th Service Detachment arrived from Madna Field (Italy). They bivouaced on Capodichino Field.

FEBRUARY 28, 1944:

There was one patrol mission on this day. All A/C returned safely to L/G.

FEBRUARY 29, 1944:

Capt. Charence Jamison one of the best pilots in the Squadron was transferred to Personnel Center # 1, to await transportation back to America.

There were two scheduled missions that took-off on time. The first mission took off at 1020 hours. One pilot reported missing, Lieut. McCrumby left formation at Gaeta Pt. at 1030 hours, reported engine trouble. Col. Bates of 79th and Lieut. Lawson took off at 1255 hours on a dual reconnaissance in search of Lieut. McCrumby, who was missing from the first show.

The month of February seemed to be a climax to the magnificent record established during the month of January 1944.

Many mornings mechanics and pilots were up early for missions. It was difficult to keep planes "in" for flying. There was a high percentage of crash landings. Several planes were hit by enemy flak.

Sickness played havoc with the flying personnel. The nerves of the pilots was on edge. For some reason, pilots was on edge and no longer laughed and joked as they sat around operations waiting for take-offs.

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Some little difficulty always arose during each mission.

Pilots and mechanics talked in whispers about the dreaded percentage system catching up with the Squadron. We had eluded this parasite of Fighter Squadrons for many months.

A life time seems to pass during the time a flight is out on a mission and as the last plane touches the ground one long sigh of relief is expelled and we continue to look forward to the next days operations, hoping that it will be one day less to remain away from home.

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~~SECRET~~
~~CONFIDENTIAL~~99th Ftr. Sqdn.
Outline History
March 1944~~CONFIDENTIAL~~
By Auth. 180, 1944
99th Ftr. Sqdn.
12 April 1944.HEAD QUARTERS
99TH FIGHTER SQUADRON
APO # 650, U. S. ARMY

CV/clw.

314.Y

SUBJECT: Historical Records.

TO : Commanding officer, 324th Fighter Group, Attention S-2

1. Outline history of the 99th Fighter Squadron for the period 1 March 1944 to 31 March 1944.

- a. Original unit- None.
- a. Present Designation: 99th Fighter Squadron, 79th Fighter Group, XII AFG.
 - (1) Original designation-99th Pursuit Squadron.
 - (2) Place of Activation-Chanute Field, Mantoual, Illinois.
 - (3) Date of Activation- 1 March 1944.
 - (4) Authority for Activation-G. O., Hq., # 13.
 - (5) Sources of personnel- Voluntary enlistment, selective service, and the transfer of men from other units.

- b. Changes in Organization- None.
 - (1) Changes in designation- None.
 - (2) Transfer of unit as a whole- Nil.
 - (3) Change of Commanding officer.-No change in command.
 - (4) Change of staff officers.-None.
 - (5) Changes in T/O.-Now T/O, effective 25 March 1944.

- c. Strength enlisted and commissioned.
 - (1) Month of March 1944.
 - (a) At beginning-292
 - (b) Net increases- None.
 - (c) Net decreases- 1.
 - (d) At end of Month- 291.

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- d. Stations (as distinct from mere stopping points,
 (1) Name of station- Capodichino, Italy (Naple area.),
 (a) Date of arrival.-16 January 1944
 (b) Date of departure.- Still present.
- e. Movements (from place to place as well as station to station)
 (1) enlisted men who were quartered in the town of Casavatore, Italy, moved to bivouac area located on Capodichino I/G., 28 March 1944.
- f. Campaigns.
 (1) Name- Italian.
 (2) Duration: From- 12 September 1943 to the present date (Advance echelon of the 99th Fighter Squadron numbering 2 officers and 78 enlisted men.) Advance Echelon joined Squadron in Italy on 17 October 1943.
- g. Operations: Anzio, Nettuno, Ardea, Casino, Piedmonte, Mipi and areas S., Sw., and Se of Rome, Italy
- (1) Campaign: Italian
 (2) Nature of Operations: Patrol, Dive bombing, with 1000 pound bombs and armed reconnaissance.
 Dive Bombing predominated
 (3) Number of Missions and Sorties for the period.
 Missions- 39
 Sorties--309
 (4) Results of the most important Mission.
 (a) Mission : Dive bombing a heavy gun position and Storage Dump N. of Pie monte, Italy. 7 A/C participated in the mission, 6 direct hits were scored on the target and one bomb fell in a curve on the side of the road in the target area. High columns of black smoke arose to a height of 1,500 feet. At intervals, there were explosions from the target area.
 1. why was target important? Enemy supplies were destroyed.
 (b) Unit was subjected to enemy action in the following engagement (if applicable): None (nature of enemy action, at Nil, on Nil (date)
- h. Commanding officer on important missions.
 (1) none.
- i. Losses in action: officers and men, (official casualty reports need not be submitted).
 (1) Mission or engagement,
 (a) Killed-None
 wounded-2nd Lieut. John Hamilton, wounded in the leg by flak while participating in a dive bombing mission on 9 March 1944, in the vicinity of Anzio, Italy. 2nd Lieut. J. S. Sloan, wounded while participating in aerial flight on a combat mission.
 (c) Missing.- none.
- j. Former and present members who have distinguished themselves in action. (Mention only once; citation orders not quoted or attached)

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- (a) Engagement: (previously mentioned in Historical Outline)
- (b) Act.- Lieut. John Hamilton landed his plane safely, although he was wounded in the leg by flak, plane was also hit by flak. Lieut. J. S. Sloan crash landed his plane. Lieut. Sloan was injured by flak, plane was also damaged by flak.
- (c) Reward.- Both pilots received the Purple heart.

- 2. Inclosed is war Diary, 99th Fighter Squadron for the period 1 March 1944 to 31 March 1944.

For the Squadron Commander:

Cornelius Vincent Jr.
CORNELIUS VINCENT Jr.
Captain Air Corps,
Intelligence Officer.

Incl:

- 1. war Diary (In triplicate,

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99th Ftr. Sqdn.
war Diary
March 1944CONFIDENTIAL
By Auth. 100
99th Ftr. Sqdn.
12 April 1944.HEADQUARTERS
99TH FIGHTER SQUADRON
APO # 650, U. S. ARMY

CV/clw

12 April 1944.

SUBJECT: Historical Record.

TO : Commanding Officer, 324th Fighter Group, Attention S-2.

war Diary - 1 March 1944 to 31 March 1944.

1 MARCH 1944

The Squadron had no combat missions on this day. Weather was unfavorable for flying. Mechanics are a ways to have days of non flying, for it gives them additional time to get planes in commission.

Each day a group of officers and enlisted men attend some opera, usually presented at the San Carlo Opera house which is located in Naples, Italy. It is surprising to note the number of opera enthusiasts among members of the Squadron.

2 MARCH 1944

The Squadron had three missions on this day. The first mission took off at 0945 hours to patrol the area of Anzio and Nettuno, Italy. Upon the return of the formation, the leader reported the crash of a B-17. The various positions of the crew who bailed out were reported by members of the 99th Fighter Squadron who saw the plane crash.

The second mission took off at 1315 hours. Lieutenant Manning returned early due to the spinner-cone of his aircraft becoming dislodged after the take-off. The third mission which took off at 1645 hours was without incident. All aircraft returned safely to the landing ground.

3 MARCH 1944

Unfavorable weather and low maintenance prevented the Squadron from having any missions on this day. It rained throughout the entire day. The area around Operations (Sqdn.) is similar to the area we had at Madna L/G. The rain has made slush of the ground especially where there is considerable transportation to and fro.

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~~CONFIDENTIAL~~4 MARCH 1944

We had no missions on this day. Activity on the flying line is the same as though the Squadron had missions. The Status Board is looking much better. It continued to rain.

5 MARCH 1944

There were no missions on this day for the 99th Fighter Squadron. There were no unusual activities on this day.

6 MARCH 1944

The Squadron had two missions on this day. Both were dive-bombing missions with a total of 16,100 pound bombs being dropped on enemy positions. On the first mission, one aircraft was damaged by flak. All aircraft returned safely from the second mission.

7 MARCH 1944

The Squadron had one dive bombing mission on this day. 1000 pound bombs were used against a gun position. All A/C returned safely.

8 MARCH 1944

There were two missions on this day. The first was a patrol mission over the Anzio beach-head. All A/C returned safely from this mission. The 99th Fighter Squadron received three P-47's (Thunderbolts) on this day. There was much speculation among pilots and enlisted men as to the meaning of the arrival of the 47's. Some believed that the 99th Fighter Squadron would remain with the 79th Fighter Group inasmuch as that Group already had Thunderbolts.

9 MARCH 1944

The Squadron had two dive-bombing missions on this day. The first missions took off at 0730 hours. The target was a (3) three gun position North of the Anzio, Italy bomb-line. The formation scored one direct hit on a gun position, two near misses and four hits in a good pattern over the target area. All planes returned safely from the mission.

The second mission took-off at 1430 and was down at 1545 hours. Visibility over the target area was poor. The formation dropped from 5,500 feet down to 300 feet to release their bombs. There were two near misses and six hits in a good pattern over the target area. The guns were believed to be silenced. Anti-aircraft fire over the target area was heavy, moderate and accurate. Lieut. Houston "force landed" his plane at Nettuno, Italy. This was the third time in less than a month that Lieut. Houston force landed an aircraft on the Nettuno beach area. Lieut. Houston returned to his home field in another aircraft previously left there by another pilot. The plane that Lieut. Houston landed at Nettuno was damaged by flak (coolant system). 2nd Lieut. John Hamilton was wounded in the leg by flak. He landed his plane safely on his home field. All other aircraft returned safely to the I/G.

American Red Cross Workers served doughnuts and coffee at 1730 hours to enlisted men of the 99th Fighter Squadron. Special Service of the 99th gave a performance for members of the Squadron after the American Red Cross workers finished serving.

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~~CONFIDENTIAL~~10 MARCH 1944

The first mission got off at 1110 hours to dive bomb a heavy gun position at G-106147. Six 1000 pound bombs fell in the target area in a good pattern. There were two near misses.

The second mission was to dive bomb tank vehicles and 88 mm guns. This target was very close to the bomb-line. The mission did not get off on scheduled time due to unfavorable weather.

11 MARCH 1944

The Squadron had three dive bombing missions on this day. All three targets were gun positions.

On the first mission, the formation scored two direct hits. Five bombs (1000 pounders) hit the target area in a very good pattern. All aircraft returned safely from the first mission. (one near miss.)

The second formation took off at 1030 hours. Seven one thousand pounds bombs dropped in the target area in a good pattern. Small Arms Fire was intense and accurate around the target area. One bomb was jettisoned in the sea due to the aircraft having prop trouble. One plane was damaged by flak.

The last mission for this day took off at 1600 hours and was down at 1725. One direct hit was scored on the gun position. Five fell in the target area and two were short. All A/C returned safely.

12 MARCH 1944

The Squadron had no missions on this day. Administrative activity in Headquarters continued as usual. 1st Lieut. Allen B. Lane departed for the United States of America. Lieut. Lane was one of the original pilots of the 99th. Lieut. Lane has been off flying status for some time due to pilots' fatigue.

13 MARCH 1944

The Squadron had three missions on this day.

The first mission was a dive bombing attack on a two (2) heavy gun position with 1000 pound bombs. Results of the bombing was as follows: Five hits in a good pattern over the target area and two near misses. One pilot (Capt. Hall) returned early. He jettisoned his bomb at sea. All aircraft returned safely to the L/G.

The second mission took off at 1010 hours to bomb a gun position. One direct hit was scored and seven bombs fell in good pattern in the target area. All A/C returned safely to the Landing Ground.

The third mission took off at 1300 hours to dive bomb a (field) fuel depot. All bombs fell in the NE corner of the target area. Anti-Aircraft fire over the target was heavy, moderate and inaccurate. All aircraft returned safely to the landing ground.

14 MARCH 1944

The pilots of the 99th F.S. had two dive bombing missions in the morning. Seven aircraft took off on the first mission at 0910 hours to dive bomb a gun position. The formation scored three direct hits and four bombs hit the target area in good pattern. All aircraft returned.

The target for the second mission was a supply dump. All bombs fell in the target area.

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CONFIDENTIAL15 MARCH 1944

During the night enemy aircraft raised hell for thirty minutes. It was one of the worst air raids we had witnessed since being overseas. Anti-aircraft guns blazed away at the fleeing German planes. From a window of a blacked-out room of a school building in Casavatore, Italy this writer watched the rays of giant searchlights as they searched the sky for enemy planes. No bombs fell near the school building in which the enlisted men of the 99th Fighter Squadron lived.

The Squadron had two missions on this day. Both of these missions were in the Cassino, Italy area.

For over a month the Allies and Germans have been fighting in the vicinity of Cassino (near the now famous monastery). The first mission was to dive bomb an Amphitheatre. Decoy controller called in to Major Roberts who led the formation that the results of the bombing was as follows: Two hits in the center of the area, two hits in the South end of the target area and four bombs long. All A/C returned safely.

The second mission was against the same target. All A/C returned safely.

Squadron Operations tent burned down. No records were destroyed. In less than an hour, another tent was erected.

16 MARCH 1944

The Squadron has no missions on this day due to weather conditions. The pilots were on an early alert and released before noon.

The Squadron gained one P-47.

17 MARCH 1944

The Squadron gained two more Thunderbolts on this day.

The Squadron had two dive-bombing missions on this day. All aircraft returned safely from both missions.

Both missions were to dive bomb gun positions Northeast of Piedmonte, Italy. The last mission took off at 1455 hours. Six 1000 pound bombs hit in the target area, one bomb was a near miss. One bomb was jettisoned at sea by Lieut. Gibson who had engine trouble.

Each day, pilots of the 99th who are not on the alert or on a mission, take off in P-47's for transitional flights. Several transition flights were "run off" on this day.

Special Service of the 99th gave a performance at the 386th Engineers. From the amount of applause, the soldiers who participated, were well paid for their efforts to entertain other soldiers.

18 MARCH 1944

Today was a typical spring day. It was an abrupt change from the cloudy, rainy days over the Naples area during the first half of the month of March.

Mt. Vesuvius is spreading havoc among civilians and soldiers. Vesuvius has begun to erupt. It is traveling at the rate of 300 yards per hour. In places the crest of the creeping lava was fifty feet high. In speaking of the Volcano the soldiers say, "We are seeing everything by being in the Army." Articles in newspapers about the eruption state that it is the worst eruption in over seventy odd years.

Special Service gave another performance in Naples at the Palm Theatre.

The Squadron had two dive-bombing missions on this day. Both targets were gun positions. All A/C returned safely to the Landing Ground.

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CONFIDENTIAL19 MARCH 1944

Eight A/C of the 99th Fighter Squadron took off at 1030 hours to dive bomb a gun position. There were four direct hits scored and four 1000 pound bombs overshot the target. The target area was strafed. Anti-aircraft fire over the target area was heavy, moderate and inaccurate. One plane was damaged by flak. All A/C returned safely to the L/C.

20 MARCH 1944

The Squadron had a dive bombing mission off at 0745 hours to dive bomb a gun position and storage dump. The formation scored six direct hits on the target. One 1000 pound bomb fell long. All A/C returned safely to the L/C.

21 MARCH 1944

We had no missions on this day. Since the Squadron have been in the Napoli area, it marks the second time that the men have been fortunate in having a building in which to live. Most of the men have made friends among the Italians around the area. The men are fortunate in that they have some one to do their washing.

Fresh fruits are always available as well as nuts and figs. The military police are friendly. On the whole, the relationship between the soldiers and civilians is very good.

22 MARCH 1944

We had no missions on this day. The fact that the Squadron had no missions does not mean that our pilots did not fly on that day. Planes have to be slow-timed and test hopped. Occasionally, official business necessitates, that one or two of our pilots make a cross country flight. New pilots have to be trained. Seldom in the Air Corps are there days where a unit does not have some type of flying to do; so, it is easily understood that there are no idle days. Mechanics, armorers, communication, personnel and clerks continue to function regardless of flying.

23 MARCH 1944

Mt. Vesuvius is still erupting. There are rumors that Vesuvius will reach its climax on 24 March 1944.

Two enlisted men of the 99th Fighter Squadron aided in the evacuation of civilians and troops from areas threatened by creeping lava. The two men were Sgt. Alexander Buchanan and Cpl. Clarence Kimes.

The Squadron had one dive bombing mission on this day against a gun position. All eight 1000 pounds bombs hit in the target area.

Miss Gretchen Alswede visited the Squadron to serve dough-nuts and coffee and to present a show for the men. It was a mixed show. Most of the performers were Italians. The American Red Cross Workers sang three songs that "sorta" got all of us.

24 MARCH 1944

The Squadron had one dive bombing mission on this day. The target was a gun position. This was a twelve ship mission. Seven 1000 pound bombs fell in the target area, four bombs overshot the target and one bomb was jettisoned at sea.

Mt. Vesuvius is still active.

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CONFIDENTIAL25 MARCH 1944

There was one air raid last night by enemy aircraft. It was one of many the 99th Fighter Squadron have experienced since being in the Napoli area. Most of the men had retired. They did not bother to arise, nor did they become excited. From a cot, this writer watched the tracers of allied Anti-aircraft guns go up after Jerry.

There were no missions on this day.

26 MARCH 1944

This was a busy day for pilots of the 99th Fighter Squadron. We had one dive bombing mission and three patrol missions on this day. The first mission got off at 0900 hours to dive bomb a gun position. Five bombs fell in the target area, three fell long. All planes returned safely to the L/G. The patrol missions were without incident. All aircraft returned safely to the Landing Ground.

27 MARCH 1944

The 99th Fighter Squadron had one dive bombing mission on this day. Two planes of our formation were hit by flak. Grubstake called in bandits. Our formation did not contact them. All planes returned safely.

28 MARCH 1944

We had one patrol mission on this day. The patrol was without incident.

29 MARCH 1944

The Squadron had two dive bombing missions on this day. Both targets were gun positions. The first formation took off at 0700 hours and were down at 0805 hours. Seven aircraft participated in this raid. Five direct hits were scored, one fell long and one was a near miss. All A/C returned safely. All A/C returned safely from the second mission.

30 MARCH 1944

The Squadron had two missions on this day. The first mission took off at 1125 hours and landed at 1230 hours. Four aircraft returned at 1210 hours with their bombs. Weather prevented the formation from reaching its target.

The second mission took off at 1130 and landed at 1230 hours. Eight 1000 pound bombs were dropped from a height of 1,500 feet at 1200 hours on a Command Post dump. Enemy Anti-Aircraft fire was heavy, intense and accurate. One A/C was hit by flak. The pilot flying this plane was also hit by flak. The pilot Lt. Sloan called his element leader via radio that he was hit by flak in the leg and crash landed in friendly territory and was picked up by New Zealand troops. Lieut. Sloan was taken to the hospital. This is the second pilot of the 99th who has been hit by flak while on a combat mission.

31 MARCH 1944

The Squadron had one dive bombing mission on this day. The mission was not successful due to unfavorable weather. All eight 1000 pound bombs were jettisoned at sea. Today's mission was the Squadron's 379th and a total of 2422 Sorties.

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99th Ftr, Sqdn.

~~Receipt~~~~History~~~~Supporting~~~~Document~~~~S. C. B. F. T.~~~~By Auth. No. 44~~

99th Ftr, Sqdn.

17 March, 1944.

HEADQUARTERS
99TH FIGHTER SQUADRON
APO # 650, U. S. ARMY

CV/chw

17 March, 1944

SUBJECT: Historical Record.

TO : Commanding Officer, 79th Fighter Group, Attention S-2, APO, 650, U. S. Army.

1. Herewith submitted in compliance with Memorandum of 22 February, 1944 to Historical Officers of all Squadrons.

2. Strength reports of 99th Fighter Squadron for each operational month after first combat date. (Commissioned and enlisted)

3. Month of June 1943

- a. Beginning-287
- b. Net increases-None
- c. Net decreases-None
- d. At end-284

4. Month of July 1943

- a. Beginning-284
- b. Net increases-None
- c. Net decreases-7
- d. At end-277

5. Month of August 1943

- a. Beginning-277
- b. Net increases-4
- c. Net decreases-None.
- d. At end-281

6. Month of September 1943

- a. Beginning-281
- b. Net increases-8
- c. Net decreases-None.
- d. At end-289

7. Month of October 1943

- a. Beginning-289
- b. Net increases-None.
- c. Net decreases-7
- d. At end-282

8. Month of November 1943

- a. Beginning-282
- b. Net increases-10
- c. Net decreases-None.
- d. At end-292

9. Month of December 1943

- a. Beginning-292
- b. Net increases-None.
- c. Net decreases-10
- d. At end-282

10. Month of January 1944

- a. Beginning-282
- b. Net increases-9
- c. Net decreases-None.
- d. At end-291.

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11. List of all commanding officers and dates of services.
 - a. 2nd. Lieutenant George S. Roberts, from June 1, 1942 to August 27, 1942.
 - Lieutenant Col. Benjamin O. Davis Jr. from August 27, 1942 to September 2, 1943.
 - Captain George S. Roberts, from September 2, 1943 to the present date.
(Note The present Co promoted to Major in December 1943)
12. Sources, Squadrons and Groups served.
 - a. 33rd. Fighter Group, 64th Fighter wing, XII ASC.
 - b. 324th Fighter Group, 64th Fighter wing, XII ASC.
 - c. Independent period, attached directly to XII ASC.
 - d. 33rd. Fighter Group, 64th Fighter Wing, XII ASC.
 - e. 79th Fighter Group, 64th Fighter Wing, XII ASC.
13. Assignments.
 - a. Cape Bon, Tunisia.
 - b. Licata, Sicily.
 - c. Milazzo, Sicily (Advance Echelon) Salerno area (Advance Echelon)
 - d. Paestum, Italy (Advance Echelon) From Sept/14/43 to Oct/16/43.
 - e. East Termini, Sicily (Main Group of 99th Fighter Squadron, From September 4, 1943 to September 17, 1943.
 - f. Barceolom, Sicily (Main Group of 99th Fighter Squadron)
 - g. Foggia area, Italy (Entire Squadron, October 17, 1943 to November 19, 1943.
 - h. Madna Field, South of Termoli, Italy, from November 19, 1943 to January 15, 1944.
 - i. Capodichino Field, Naples, Italy area January 16, 1944 to the present date.

For the Squadron Commander:

Corneilus Vincent Jr.
 CORNELIUS VINCENT Jr.
 Captain Air Corps,
 Intelligence Officer.

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99th Ftr Sqdn.
Outline History
April 1944.

S E C R E T
By Auth. Co.,
99th Ftr Sqdn.
12 May 1944

HEADQUARTERS
99TH FIGHTER SQUADRON CV/cmw.
AFC 070, U. S. ARMY

314.1

SUBJECT: Historical records.

TO : Commanding officer, 324th Fighter Group, Attention S-2.

1. Outline history of the 99th Fighter Squadron for the period 1 April 1944 to 30 April 1944.

a. Original unit-None.

a. Present Designation: 99th Fighter Squadron, 324th Fighter Group, XII AF.

- (1) Original designation-99th Pursuit Squadron.
- (2) Place of activation-Chanute Field, Mankato, Illinois.
- (3) Date of activation-1 March 1944.
- (4) Authority for activation-G. O. Hq., # 13.
- (5) Sources of personnel-Voluntary enlistment, selective service and the transfer of men from other units.

b. Changes in organization-Three.

- (1) Changes in designation-None.
- (2) Transfer of unit as a whole-Attached to 324th Fighter Group, effective 1 April 1944. Moved to Cercola A/G where the 324th Fighter Group were stationed, on 2 April 1944.
- (3) Change of Commanding officer-Capt. Irwin B. Lawrence succeeded Major George S. Roberts by authority of Special Order # 12, 324th Fighter Group 13 April 1944.
- (4) Change of staff officers-Appointed operations officer and succeeding Capt. Samuel A. Custis, Capt. Leon C. Roberts by authority of Sqdn Order # 11, dated 17 April, effective 12 April 1944. Appointed Asst. operations officer and succeeding Lieut. Willie Muller, Lieut. Henry B. Perry. Appointed Assistant engineering officer, succeeding Capt. Herbert C. Carter, Lieut. Charles R. Bailey, by authority of Sqdn. Order # 7 dated 2 March 1944, effective 21 February 1944.
- (5) Changes in r/o-None.

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- c. Strength enlisted and commissioned.
 - (1, Month of April 1944.
 - (a, At beginning-291
 - (b, Net increases-None.
 - (c, Net decreases-one.
 - (d, At end of month-290.
- d. Stations, as distinct from mere stopping points,
 - (1, Name of Station-Cercola I/G, Italy.
 - (a, Date of arrival-2 April 1944.
 - (b, Date of departure-Still present.
- e. Movements, from place to place as well as station to station, -stated above.
- f. Campaigns- present, Italian, others previously mentioned.
 - (b, Duration: from 12 September 1943 to the present.
- g. Operations: Anzio, Nettuno, Ardea, Cassino and areas S, SW, and NW of Rome, Italy.
 - (1, Campaign: Italian.
 - (2, Nature of operations-ratrolling, Dive bombing. Dive bombing predominated.
 - (3, Number of Missions and Sorties for the period.
 - Missions-32
 - Sorties-245
 - (4, results of the most important Mission.
 - (a, Mission: Dive bombing a Dump located SE of Avezzano, Italy. 7 A/C participated. 1000 lb bombs and 14 clusters of 600 lb fragmentation bombs were dropped on the Dump. All Bombs hit the target area. Large fires resulted. Black smoke and red flames rose to 1500 feet. One building in the target area was demolished, another was left smoking. Gas drums in the target area were strafed. An M/T oil truck was strafed on a road in Avezzano, the truck blew up; three plus personnel were killed. Three freight cars were strafed, cars were damaged, no fires observed. All aircraft returned safely from the Mission.
 - 1. why was target important? enemy supplies were destroyed.
 - (b, Unit was subjected to enemy action in the following engagement, if applicable: none, Nature of enemy action, at Nil, on Nil-date.
- h. Commanding officer on important Missions.
 - (1, None.
- i. Losses in action: officers and men-None.
 - (1, Mission or engagement-Nil.
 - (a, Killed-None.
 - (b, Wounded-None.
 - (c, Missing-None.
- j. Former and present members who have distinguished themselves in action.
 - (Mention only once;
 - (a, engagement: previously mentioned in other historical outlines.
- 2. Inclosed are War Diary, 99th Fighter Squadron for the period 1 April 1944 to 30 April 1944; Special Account for the Month of April 1944; Supporting documents, Sortie reports, for the Month of April 1944.

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For the Squadron Commander:

C. Vincent Jr.
CORNELIUS VINCENT Jr.
Captain Air Corps,
intelligence officer.

incis:

1. war Diary
2. Special Account
3. Supporting Documents,
 \ Sortie reports,

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S. A.

af.

99th Ftr. Sqdn.
Special Account
April 1944

~~SECRET~~
By Auth. Cv, 887
99th Ftr. Sqdn.
12 May 1944.

HEADQUARTERS
99TH FIGHTER SQUADRON
Apo # 090, U. S. ARMY

CV/chw

SUBJECT: historical record.

To : Commanding officer, 324th Fighter Group, Attention S-2.

1. Special Account of the 99th Fighter Squadron for the period 1 April 1944 to 30 April 1944.

At 1430 hours 20 April 1944, Lieut. General Ira Baker visited the 99th Fighter Squadron. General Baker arrived at Cercola field by motor. He was accompanied by Lieut. Col. Benjamin J. Davis, commanding officer of the 332nd Fighter Group. Upon the arrival of the General at Cercola field, he was greeted by Col. Lydon, commanding officer of the 324th Fighter Group.

A group of pilots from the 99th Fighter Squadron were present to hear Lieut. General Baker's speech. The formation was in front of the 99th Fighter Squadrons' operations and intelligence tents. There were many news reporters and photographers present to cover the visit of General Baker.

General Baker spoke for approximately an hour to the pilots and news reporters. He requested that the details of his talk be kept confidential. After the speech, the General made a brief inspection of the intelligence section of the 99th Fighter Squadron. He was interested in knowing how the pilots were briefed before going on a mission. The briefing system of the 324th Fighter Group was explained to General Baker by Col. Lydon. The General asked to be shown the Briefing Room of the 324th Group intelligence. Accompanied by Capt. Irwin B. Lawrence, commanding officer of the 99th Fighter Squadron; Col. Lydon; Lieut. Col. B. J. Davis and Capt. Leon C. Roberts, operations officer of the 99th Fighter Squadron, the General departed for Group intelligence.

Before General Baker departed, as many enlisted men who could get near enough took pictures of the General whom they had read so much about during the other Army Air Forces' bombing of Germany. This was a rare treat for camera fans, for it gave many an opportunity to snap a picture of a three star general.

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99th Ftr. Sqdn.
war Diary
April 1944.

~~SECRET~~ *EDF.*
~~By Auth. Co.~~
~~99th Ftr Sqdn.~~
~~12 May 1944.~~

HEADQUARTERS
99TH FIGHTER SQUADRON
AFCM 050, U. S. ARMY

CV/chw.

12 May 1944

SUBJECT: Historical Record.

To : Commanding officer, 324th Fighter Group, Attention S-2.

1. war Diary of the 99th Fighter Squadron for the period 1 April 1944
to 30 April 1944.

1 April 1944

The Squadron had three missions on this day.

The remaining three P-47's assigned to the 99th Fighter Squadron were transferred to the 95th Squadron of the 77th Fighter Group. Rumors began to spread that the 99th Fighter Squadron were about to sever its attachment with the 77th Fighter Group. The enlisted men and a majority of the officers hoped that this was not true.

All aircraft returned safely to the A/G from each mission.

2 April 1944

One year ago today, the 99th Fighter Squadron departed from the Tuskegee Army Flying School, Tuskegee, Alabama. On the 2 April 1944, the 99th Fighter Squadron moved from Capodichino field to Cercola field. The Squadron is now attached to the 324th Fighter Group, while stationed on Cape Bon, N. Africa, the 99th Fighter Squadron was also attached to the 324th Fighter Group. There was considerable grumbling among the men at the sudden change in Group affiliation. Every man was proud of the attachment with the 77th Fighter Group and the policy of its commanding, Col. Earl Bates. The dust at the new field is another problem.

3 April 1944

Elements of "B" Group arrived on this day.

S/Sgt. Eugene Lickett of Columbus, Ohio and a member of engineering section 99th Fighter Squadron, was shot and died enroute to the hospital. Circumstances surrounding his death are still in the process of investigation.

The Squadron had no mission on this day. The men and officers spent the day adjusting themselves to their new surroundings.

4 April 1944~~CONFIDENTIAL~~

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-2-4 April 1944

The Squadron had one 12 snip dive bombing mission against an M/T park located near Krasati, Italy. One of our aircraft was damaged by flak. This was the first combat mission flown from Cercola field, since the arrival of the 99th Fighter Squadron. One plane nosed over upon landing. The formation circled the field six times before the first aircraft peeled-off for the landing. The landing field was extremely dusty.

5 April 1944

S/Sgt. Eugene Rickett was buried on this day. The Squadron had one dive bombing mission on this day. All planes returned. The Squadron is bivouaced in an excellent location. All sections are functioning normally. The pilots of the 99th are housed in an Italian Villa about four miles from the field.

6 April 1944

There was a meeting for all section heads. Capt. Letcher, Executive Officer of the Squadron spoke to the men. An investigator was present to attempt to uncover the mystery of S/Sgt. Rickett's death. The Squadron had no new cases of venereal disease from 1 April 1944 to 6 April 1944.

7 April 1944

A Squadron meeting was held at 1730 hours. The Adjutant and Executive Officer of the Squadron spoke to the men. An investigator was present to attempt to uncover the mystery of S/Sgt. Rickett's death.

8 April 1944

The Squadron had no combat mission on this day. The pilots were alerted until late in the afternoon. Nothing unusual occurred on this day.

9 April 1944

Today is Easter. It is the second Easter that the 99th Fighter Squadron have spent away from the United States. This day was no different from any other day for men of the Squadron. Of course every soldier was aware that this day was Easter. The Italians who lived near our bivouac area were making elaborate preparations to celebrate this day. Some of the enlisted men were invited to dinner by their Italian friends.

The Squadron had two dive bombing missions on this day. All aircraft returned safely from both missions.

10 April 1944

The Squadron had one dive bombing mission on this day. All aircraft returned safely to the L/G. Since being with the 324th Fighter Group, the 99th men have learned how to operate more independently. The enlisted men are hard at work building an enlisted men's club house. The idea of an enlisted men's club was obtained from Special Service of the 324th Fighter Group.

Major Roberts, commanding officer of the 99th, has received orders to return to the United States.

11 April 1944

Capt. Irwin B. Lawrence became commanding officer of the 99th Fighter Squadron.

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-3-11 April 1944, contd.)

The Squadron had one dive bombing mission on this day against a heavy gun position. Of the 7 aircraft participating on the mission, 5 scored hits in the target area. All aircraft returned safely to the A/C.

During the night, ten new pilots arrived at officers' quarters. Unlike other pilot personnel transferred to the 99th Fighter Squadron, these pilots had received some training in North Africa before being assigned to the 99th. The ten pilots were assigned to the 99th on Special Order # 11, paragraph # 2, Fighter Training Center, effective 9 April 1944.

12 April 1944

The Squadron had no missions on this day.

The new pilots were given a lecture by Capt. Samuel Gustis on operational procedures. The rest of the day, the new pilots spent getting acquainted with mechanics and other line men.

13 April 1944

The Squadron had one dive bombing mission on this day. The target was a factory. Seven direct hits were scored on the target. One plane was damaged by flak.

The new replacements were given a lecture by Capt. Vincent, intelligence officer of the 99th Fighter Squadron.

14 April 1944

Several transition flights were flown on this day as well as two successful combat missions.

15 April 1944

More transition flights were run-off on this day. Whenever new pilots arrive, there are always periods of transition. The Squadron had two dive bombing missions on this day. All planes returned safely.

16 April 1944

S/Sgt. Plummer Alexander and the Squadron band broadcast from the 324th Fighter Groups' Broadcasting Station. Communication Section have erected an amplifying system in the bivouac area of the enlisted men. It is a good change to have music after a hard days work. Work on the club of the enlisted men is progressing.

17 April 1944

This day was very quiet. Several transition flights were scheduled and carried out. At approximately 1400 hours, the "line" was hit by a dust storm. Despite being sprinkled with oil each day, it does not seem to hold the dust down. Cercola field brings back memories of Fardjouna, N. Africa. Sand, dust, scattered trees.

18 April 1944

The Squadron had one dive bombing mission on this day against a heavy gun position. Weather prevented the formation from reaching the primary target. The formation turned around at Terracina, Italy and bombed the town of Atri. Seven of the eight bombs fell in the town. The Squadron have flown a total of 2600 sorties and 401 combat missions against the enemy.

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19 April 1944

The Squadron had no missions on this day. A Squadron meeting was held at 1815 hours. Major George S. Roberts, Capt. Herbert Carter and Capt. L. Custis bade the enlisted men good-bye. In addition to these three officers, four others were scheduled to leave the Squadron for the United States. Two of the officers were in the first class of Negro pilots to receive their "wings" from the Tuskegee Army Flying School, Tuskegee, Alabama. Major Roberts and Capt. Custis had been a part of the 99th Fighter Squadron since its activation. Members of the Squadron watched these pilots develop from inexperienced pilots to experienced combat pilots who have aided the cause of Negro flyers in the AAF. During this period every man in the 99th Fighter Squadron has learned to know these officers intimately, therefore it was with a feeling of sadness that the Squadron bade the commanding officer and the others farewell. Major Roberts stated that he was returning to America merely for a rest and would return to the 99th Fighter Squadron. The other officers departing were: Capt. James T. Wiley, Capt. Charles B. Hall, Lieut. Willie Fuller, Assistant Operations officer and Lieut. Willie Ashley.

20 April 1944

The Squadron had one dive bombing mission on this day against a gun position. Six hits were scored near the gun. One aircraft, flown by Lieut. Gibson crashed landed at the Castel Volturno I/G. The pilot was unhurt.

21 April 1944

This was a beautiful day in the vicinity of Cercola. A volleyball court was placed in front of operations and intelligence tents. While waiting on the alert, the pilots relax or amuse themselves by playing baseball or volleyball.

22 April 1944

The Squadron had no missions on this day. Pilots were on a half hour "stand-by" from 0730 hours. Our target was to have been somewhere on the 6th Army front. Weather prevented the Squadron from going on the mission. Major Keyes who taught the original group of 99th pilots combat tactics in N. Africa visited Cercola field.

23 April 1944

The Squadron had two dive bombing missions on this day. All planes returned safely to the I/G. The fellows are making preparations to celebrate the Squadron's first anniversary overseas.

24 April 1944

The Squadron had an early mission. 0625. The target was a gun position. All bombs fell in the target area. A few pilots were kept on the alert all day. The second mission did not take-off until 1545 hours. From an operational viewpoint this mission was not too successful. The pilots were sitting around operations yapping about being kept on the alert. A call came in from Group operations, pilots had to go to Group intelligence to be briefed. Shortly after taking off, Lieut. Jamerson landed his plane. It was an almost fatal landing. Lieut. Jamerson jettisoned a 500 lb bomb and 12x20 fragmentation bombs on the runway. The plane was approximately 25 feet from the ground.

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24 April 1944, contd.

Lieut. Daniels who was on the last mission landed at the Volturno A/G. His plane nosed over upon landing. Lieut. Brown had to jettison his bomb and landed at an airfield in the vicinity of Santa Maria, Italy. Both pilots returned to camp later in the evening.

During the night, while enlisted men and officers were celebrating the Squadron's first anniversary overseas, Jerry came over. The entire area of Cercola was bracketed by flares dropped by the enemy aircraft. Most of the men jumped into foxholes. As the searchlights picked up an enemy plane, we could see bombs being jettisoned somewhere over Naples.

25 April 1944

The pilots were on an early alert and remained on the alert until 1700 hours. Weather prevented the Squadron from having any missions.

26 April 1944

It began to rain the night before. It was still raining when we awakened this morning. The thunder sounded like the ack ack guns. It rained all day. The weather turned colder.

27 April 1944

It began raining early in the morning. Pilots were placed on a one hour alert. The weather did not "clear up" enough for Group to give any of the Squadron missions.

The Squadron haven't had a mission for three days.

Two groups of enlisted men went by trucks to Caserta, Italy to see the production, "This is The Army."

28 April 1944

The Squadron had two missions on this day. In the first mission five hits were scored on the target and two near misses. The second mission took off at 1400 hours to dive bomb a heavy gun position. The formation consisted of 8 A/C with 5000 pound bombs and 5000 pounds fragmentation bombs. Flak concentrations were intense and heavy. One pilot, Lieutenant Smith was compelled to land at the Nettuno landing ground. Later in the evening, Lieutenant Smith returned to his home field.

Captain Rogers, Lieutenant Knighten and Lieutenant Gibson left the Squadron on Detached Service for 30 day furloughs to the United States. With the departure of these three officers, only three of the original pilots who left the United States on 16 April 1943 are now left with the 97th Fighter Squadron.

29 April 1944

Another dive bombing mission on this day resulted in three hits in the target area, 2 near misses and 3 hits were unobserved due to the smoke caused by the first bombs.

Operations and intelligence have enlarged upon their tents by adding a resting room for pilots. This addition is adjacent to operations tent.

The attitudes of enlisted men are such that it is difficult to accurately describe the degree of their morale. The link connecting the state of morale of enlisted men with performance of duty, has developed into an unbelievable pride in organization, which pride acts as an incentive toward understanding more fully

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~~CONFIDENTIAL~~29 April 1944 Cont'd

that a war is being fought and they, the enlisted men are in the midst of it; therefore anything that might affect the normalcy of the status of morale among enlisted men of the 77th Fighter Squadron is hidden behind love and admiration for their Squadron.

30 April 1944

The 77th Fighter Squadron had one dive bombing mission on this day. The formation of 7 A/C took off at 1105 hours. The A/C carried 500# G/P and clusters of fragmentation bombs. The target was a dump near Avezzano, Italy.

This was the last mission for the month of April 1944 and it was the best mission for the Squadron. All bombs hit within the target area. Large fires resulted, black smoke and red flames rose to 1,000 feet. One building in the target area was demolished, another was left smoking. Gas drums in the target area were strafed, however the drums did not explode. A gas truck on a road in the town of Avezzano, Italy was strafed. The truck blew up and three plus personnel were killed. Three freight cars were observed on a side track. These cars were strafed, No fires were started, however the cars were damaged.

Flak near the target area was heavy, intense and accurate. All seven A/C returned safely to their home landing ground.

END

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1st Mission Today.		SORTIE REPORT (Part A)		R.A.F. I
Sheet No. 1 of 1	Oprep. Ref. No. A06	Date, pr. 4, 1944	Squadron 99th Ftr.	
Type of Aircraft P-40L's	CONFIDENTIAL	Captain Maj. Roberts, A-13 Lt. Rogers, A-2.		
Aircraft No.		Lt. Jamerson, A-14 Lt. Daniels, A-3		
Aircraft Letter "A"		Lt. Allen, A-18 Lt. Topkins, A-17		
		Lt. Manning, A-37 Lt. Temple, A-21		
Time Up 1315		Lt. Roberts, A-24		
Time Down 1450		Lt. Rice, A-20		
Total Time 1:35		Lt. Baugh, A-38		
		Lt. Gibson, A-27		
		Aerodrome or L.G. Corcola		
Type of Cloud Target Area:	Enroute:	Map or Chart Albano Laziale		
Amount of Cloud	8/10 to 10/10	Reference 1:50,000		
Base of Cloud G.W.U.	10,000 feet	Sheet # 150-IV		
Visibility	unlimited.			
General Weather				
Fighter-Bomber: 12 A/C with 12X1000# bombs, to bomb M/T parked near Frascati.				
Task or Duty P.- F-879578 - F-882578 - F-883575.				
Time	Height	Place	Narrative	
			<p>BOMBING: 10X1000# bombs at 1400 hours from 2500 to 4000 feet on M/T pool. Bomb run NE to SW. 8 bombs in Target Area. Two bombs overshot SW of Target Area.</p> <p>STRAFFING: All A/C straffed in the dive.</p> <p>OBSERVATIONS: Target possibly M/T or bivouac area. No M/T movement observed on roads.</p> <p>FLAK: Heavy, moderate, accurate at Velletri S. of Target. Light, moderate, inaccurate " " " "</p> <p>NOTE: Two bombs jettisoned in water at M-4537 (Lt. Manning defective fuel system. Lt. Allen returned to I/G with Lt. Manning.</p> <p>One A/C damaged by flak (Cat. II). One A/C nosed over upon landing, pilot unhurt, plane damaged Cat. II.</p> <p>Total weight of bombs dropped today <u>10,000 pounds.</u></p> <p>181st Mission this theater. 383rd Mission.</p> <p>For the Squadron Commander:</p> <p><i>Cornelius Vincent Jr.</i> CORNELIUS VINCENT Jr., Captain, Air Corps, Intelligence Officer.</p>	
			CONFIDENTIAL	

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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R.A.F. Form 441 A.

SORTIE REPORT
(Part A)

1st Mission Today

Sheet No. 1 of 1	Oprep. Ref. No. 402	Date 5, 1944	Squadron 99th
Type of Aircraft B-24's	Crew Lt. Roberts, A-24 Lt. Willis, A-11		
Aircraft No.	Crew Lt. Gray, A-38 Lt. Jackson, A-35		
Aircraft Letter 15	Crew Lt. Sawyer, A-10 Lt. Toppins, A-17		
	Crew Lt. Bailey, A-32 Lt. Dies, A-24		
	Crew Lt. Baugh, A-21 Lt. Knighton, A-36		
	Crew Lt. Bolling, A-15 Lt. Temple, A-27		
Time Up 0745	CONFIDENTIAL		
Time Down 0920			
Total Time			
Aerodrome or L.G. Caracas			

Type of Cloud Target Area	Amount of Cloud 8/10	Base of Cloud 6,000 ft.	Visibility 5 miles	General Weather Poor
Amount of Cloud	8/10	6,500 ft.	5 miles	Poor
Base of Cloud	6,000 ft.	6,500 ft.	5 miles	Poor
Visibility	5 miles	5 miles	5 miles	Poor
General Weather	Poor	Poor	Poor	Poor

Flight - Bomb - 12 A/C with 120,000# bombs to bomb Heavy Gun Position at
Task or Duty **PP - P-839/37.**

Time	Height	Place	Narrative
			MISSION: 120,000# bombs at 0843 hours from 700 to 1,500 feet. Bomb run North to South out of a left turn. 10 bombs in T/A; 2 overcast to the North.
			STRAFFING: All A/C strafed in the dive.
			DESTRUCTION: Large explosion and black smoke reported as a result of bombing.
			FEAR: S.A. dive in target area, light, intense, accurate. Heavy, moderate, accurate at P-573426, P-755355, and P-7035.
			NOTE: Flight scheduled for 0730 taken off, weather delayed take off.
			Total weight of bombs dropped today - 12,000 pounds. 13th Mission: 132nd Mission in this theater. Cumulative Sorties - 246.
			For the Squadron Commander:
			<i>Amelius Vincent Jr.</i> CORNELIUS VINCENT JR., Captain, Air Corps, Intelligence Officer.

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837/GHQP/1 500,000/4-42

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1st Mission Today.

SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

Sheet No. **1 of 1**

Oprep. Ref. No.

Date **Apr. 6, 1944**Squadron **99th**Type of Aircraft **12 P-40L's**

Aircraft No.

Aircraft Lettering

Time Up **1350**Time Down **1510**Total Time **1 hour 20 minutes**Type of Cloud **Scattered**Amount of Cloud *****Base of Cloud **3,000 to 4,000 feet.**Visibility **10 to 15 miles.**General Weather **Heavy**

Captain

Crew

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Lt. Rogers, A-21 **Temple, A-24**
Capt. Custis, A-12 **Lawson, A-17**
Lt. Smith, A-15 **Gray, A-38**
Daniels, A-27 **Allen, A-18**
Bolling, A-13 **Manning, A-25**
Jamerson, A-29
Knighton, A-36

Aerodrome or L.G. **Caracola**Map or Chart **Prosinone**Referenced **1:250,000****1:100,000****Aerial Photo of Target.**

Task or Duty **Fighter-Bomber: 12 A/C with 12x1000# bombs to bomb Heavy Gun Position at G-157122.**

Time Height Place

Narrative

DOBBING: 12x1000# bombs at 1430 hours from 5,000 to 300 feet. Bomb run E. to W. out of a left turn. 5 bombs fell in Target Area. 5 fell short. 2 fell long.

STAFFING: All A/C strafed in the dive.

QBS: Square green strip between house and canal, possibly camouflage net.

FLAK: Heavy, moderate, inaccurate at G-1209.

NOTES: Two ships hit by flak-ant. II. All A/C returned safely to I/O.

Total weight of bombs dropped - 12,000 pounds.
 183rd mission in this theatre. 385 mission.
 Cumulative Sorties - 2400.

For the Squadron Commander:

Cornelius Vincent Jr.
CORNELIUS VINCENT Jr.
 Captain, Air Corps,
 Intelligence Officer.

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 P/1,500,000/4-42

P.T.O.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

Sheet No. 1 of 1		Oprep. Ref. No. 5	Date Apr. 6, 1941	Squadron 99th
Type of Aircraft P-40's	Aircraft No.		Captain Lt. Baugh, A-18	
Aircraft Letter			Crew Lt. Gibson, A-20	
			Lt. Deitz, A-16	
			Lt. Driver, A-31	
			Lt. Topline, A-20	
			Lt. Bailey, A-32	
			Lt. Perry, A-35	
			Lt. Jackson, A-29	
Time Up 1650	Time Down 1750		Aerodrome or L.G. Carcola	
Total Time 1 hour				

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Type of Cloud Target Area	Map or Chart G121
Amount of Cloud 6/10	Reference 1:250,000
Base of Cloud 6,000 to 10,000 feet	Scale 1:100,000
Visibility 10 miles	Aerial photo of Target.
General Weather Baze	

Task or Duty Fighter-Bomber: 8 A/C with 8000 lbs bombs to bomb Bridge at P.-G-35533.

Time	Height	Place	Narrative
			<p><u>BOMBING:</u> 8000 lbs bombs at 1725 hours from 8,000 to 2,000 feet. Bomb run North West to South East. All bombs near misses in Target Area.</p> <p><u>STRAFFING:</u> All A/C strafed in the dive.</p> <p><u>LG:</u> Landing Ground at G-7030.</p> <p><u>FLAK:</u> GA fire in Target Area. Heavy, mol rate, accurate North of Aim.</p> <p>All A/C returned safely to the L/G.</p> <p>Total weight of bombs dropped - 20,000 pounds. 14th Mission in this theater - 306th Mission. Cumulative Sorties - 2498.</p> <p>For the Squadron Commander:</p> <p><i>Cornelius Vincent Jr.</i> CORNELIUS VINCENT JR. Captain, Air Corps, Intelligence Officer.</p>

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47, GHOP/1 500,000/4-42

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R.A.F. Form 441 A.

SORTIE REPORT
(Part A)

1st. Mission today.			
Sheet No. 1 of 1.	Oprep. Ref. No.	Date 4/7/44	Squadron 99th Ftr.
Type of Aircraft 12 P-40's.	Captain Lt. Roberts, 24		
Aircraft No.	Lt. Gibson, 21		
Aircraft Letter "A"	Lt. Bolling, 16		
	Lt. Jackson, 18		
	Capt. Custis, 13		
	Lt. Rice, 31		
	Lt. Mills, 11		
	Lt. Bailey, 32		
Time Up 1200	Aerodrome or L.G. Cercola		
Time Down 1305			
Total Time 1:05			
Type of Cloud	Map or Chart Cassino		
Amount of Cloud C.VU	Reference 1:100,000		
Base of Cloud	Napoli		
Visibility	1:250,000		
General Weather Haze	Photograph of target.		
Task or Duty Fighter Bomber. 12 A/C with 12x1000# bombs to dive bomb a two (2) gun position at pp. G-689129.			

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Time	Height	Place	Narrative
			12 A/C a/b One early return (Lt. Knighten)
			<u>BOMBING</u> 3x1000# bombs direct hits, 5 near misses, 2 undershot, 1 in the town of S. Oliva at 1230 hours. Bomb run from 8,500' to 2,000', N. to S. Compass course 320 degrees.
			<u>STRAFFING</u> All A/C strafed in the dive.
			<u>OBSERVATIONS</u> A Red Cross Hospital seen at G-689130. White smoke rose to approx. 1,000' in target area.
			<u>FLAK</u> --- Light, moderate, inaccurate at G-689130 Heavy, moderate, inaccurate at " Light, moderate, inaccurate over target area.
			Total weight of bombs dropped today, 11,000 lbs. 185th. Mission this theater. 387th. Mission. 2499- Cumulative Sorties.
			For the Squadron Commander:
			<i>Cornelius Vincent Jr.</i> CORNELIUS VINCENT Jr. Captain Air Corps, Intelligence Officer.

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877/GHQP/1,500,000/4-42

P.T.O.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st Mission Today

Sheet No. 1 of 1	Oprep. Ref. No.	Date Apr. 9, 1944	Squadron 99th
Type of Aircraft P-40's	Captain Maj. Roberts, A-30		
Aircraft No.	Crew Lt. Jamerson, A-21		
Aircraft Letter "A"	Lt. Lawson, A-17		
	Capt. Gustis, A-24		
	Lt. Manning, A-25		
	Lt. Rice, A-30		
	Lt. Allen, A-31		
	Lt. Driver, A-23		
Time Up 065	CONFIDENTIAL		
Time Down 0810			
Total Time 1 hour 20 minutes			
Type of Cloud	Aerodrome or L.G. Corcola		
Amount of Cloud C.W.	Map or Chart Roma		
Base of Cloud	Reference Napoli		
Visibility 10 miles	1:500,000		
General Weather Hazy			
High ton-Barbar: 8 A/C with 8x1000# bombs to bomb and strafe M/T's on Road			
Task or Duty from G-6120 to G-6562.			

Time	Height	Place	Narrative
			<u>BOMBING:</u> 1x1000# bomb hit between two M/T's; 1x1000# bomb hit left of two M/T's. 1x1000# bomb hit in front of two M/T's. 1x1000# bomb near miss. All bombs of 1st element fall on road at G-6432 at 0730 hours from 10,000 and released at 4,000 feet.
			2nd Element: 1x1000# bombs dropped near two M/T's on road at G-6552, HRO.
			<u>STRAFFING:</u> 1st element strafed in dive. 2nd element strafed 6 plus Railway Cars on bridge between towns of Civitella Rovito and Di Fabio, HRO.
			<u>U/S:</u> 2 Friendly A/C at 12,000 feet circling in vicinity of target area.
			<u>FIAR:</u> Heavy, intense, accurate at Pico. Heavy, intense, accurate at G-6043
			<u>NOTE:</u> Major Roberts in A-13, bombed with 1x500# and a cluster of 12 Fragmentation bombs, changed to A/C A-30.
			Total weight of bombs dropped today - 8,000 pounds.
			136th Mission: this theater. 300th Mission.
			Cumulative Sorties - 2507.
			For the Squadron Commander:

Cornelius Vincent
 CORNELIUS VINCENT
 Captain, Air Corps,
 Intelligence Officer.

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PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 31.

837, GHQP, 1,540,000, 4-12

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

Sheet No. 1 of 1		Oprep. Ref. No.	Date Apr. 10, 1944	Squadron 99th
Type of Aircraft B-17's	Aircraft No.		Captain Gustis, A-13	
Aircraft Letter			Crew Rogers, A-21	
			Hills, A-17	
			Mico, A-14	
Time Up 12:5			Aerodrome or L.G. Carcass	
Time Down 1:25				
Total Time 2 hours 30 minutes				
Type of Cloud	Amount of Cloud 10/10 6,000 feet.		Map or Chart	Reference
Base of Cloud				1:250,000
Visibility 1 mile				
General Weather				
Task or Duty Escort 4 A/C to escort L. C-5 from Lago L/G to Bondi-head.				

Time	Height	Place	Narrative
			<p>4 A/C a/b</p> <p><u>COURSE:</u> Along coast landing at Lago L/G. Operations told the flight that the weather was bad and to return to home field.</p> <p>All A/C returned safely to L/G.</p> <p>107th Mission: this theater.</p> <p>300th Mission:</p> <p>Total weight of bombs dropped today - 8,000 pounds.</p> <p>Cumulative Sorties - 2507.</p> <p>For the Squadron Commander:</p> <p><i>Comelius Vincent</i> COMELIUS VINCENT Captain, Air Corps, Intelligence Officer.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

837/GHQP/1 590,000/4-42

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st Mission Today.

Sheet No. 1 of 1	Oprep. Ref. No.	Date Apr. 10, 1944	Squadron 99th
Type of Aircraft P-40L's	Aircraft No.	Captain Lt. Toppins, A-30	
Aircraft Letter "A"		Crew Lt. Gray, A-15	
		Lt. Knighten, A-10	
		Lt. Temple, A-29	
		Lt. Rogers, A-16	
		Lt. Gibson, A-39	
		Lt. Dies, A-34	
		Lt. Bailey, A-11	
Time Up 0820		Aerodrome or L.G. Carcoda	
Time Down 0945			
Total Time 1 hour 25 minutes			
Type of Cloud		Map or Chart Rom	
Amount of Cloud		Reference 1:250,000	
Base of Cloud	CAV - T/A.	1:100,000	
Visibility		Sheet # 150.	
General Weather			
Task or Duty Fighter-Bomber - 8 A/C with 8x1000# bombs, to bomb M/T's and Dump at G-006553 to G-010550.			

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Time	Height	Place	Narrative
			8 A/C a/b
			<u>BOMBING:</u> 8x1000# bombs at 0855 hours from 11,000 to 3,000 feet, NW to SE. All bombs in T/A in good pattern. H.R.O.
			<u>STRAFFING:</u> All A/C strafed T/A in the dive.
			<u>OBS:</u> Possible Stores dump extending from G-0154 - 015534 to G-016546.
			<u>FIAC:</u> Heavy, moderate, accurate at G-5609
			All A/C returned safely to L/C.
			Total weight of bombs dropped today - 8,000 pounds.
			180th Mission: this theater. 390th Mission.
			Cumulative Sorties - 2515
			For the Squadron Commander:

Cornelius Vincent Jr.
 CORNELIUS VINCENT JR.,
 Captain, Air Corps,
 Intelligence Officer.

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PART B (on reverse) to be completed according to relevant pro forma in H.Q. R.A.F. M.E. Instruction 34.

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R.A.F. Form 441 A.

SORTIE REPORT
(Part A)

1st Mission Today.

Sheet No. 1 of 1.	Oprep. Ref. No.	Date 4/11/44	Squadron 99th Ftr.
Type of Aircraft 8 F-40L's.	Captain Lt. Daugh, 40	CONFIDENTIAL Aerodrome or L.G. Cerco a	
Aircraft No.	Crew Lt. Jamerson, 15		
Aircraft Letter "A"	Lt. Mills, 31		
	Lt. Jackson, 29		
	Lt. Driver, 23		
Time Up 1215			
Time Down 1340			
Total Time 1:25			
Type of Cloud 8/10	T/A 8/10	Map or Chart Roma & Frosinone	
Amount of Cloud 1,000'	1,000-8,000'	Reference 1:250,000	
Base of Cloud 2 miles.	2 miles.		
Visibility haze.			
General Weather			

FIGHTER BOMBING - 8 A/C with 8x1000# bombs to dive bomb a Heavy gun at F-851118.
 Task or Duty

Time	Height	Place	Narrative
			<p>8 A/C a/b One A/C did not take off.</p> <p>BOMBING - 7x1000# bombs dropped at 1300 hours from 11,000' to 1,500', 5 bombs in target area, 1 fell long, 1 fell short. Bomb run made from East to West.</p> <p>STRAFFING: All A/C straffed in the dive.</p> <p>OES: MIL.</p> <p>FIAK: Small Arms fire in Target Area, light accurate. Heavy, moderate, accurate at F-8346. All A/C returned safely to the L/G.</p> <p>Total weight of bombs dropped today 7000 pounds. 189th Mission in this theater: 391st Mission: Cumulative Sorties - 2522.</p> <p>For the Squadron Commander:</p> <p><i>Cornelius Vincent Jr.</i> CORNELIUS VINCENT JR., Captain, Air Corps, Intelligence Officer.</p>

PART B (on reverse) to be completed according to relevant pro forma in H.Q. R.A.F. M.E. Instruction 34.

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R.A.F. Form 441 A.

SORTIE REPORT
(Part A)

Sheet No. 1 of 1	Oprep. Ref. No.	Date Apr. 13, 1944	Squadron 99th
Type of Aircraft B-10L	Aircraft No.	Captain Lt. Toppins, A-23	
Aircraft Letter W		Crew Lt. Gray, A-15	
		Lt. Allen, A-31	
		Lt. Bailey, A-16	
		Lt. Roberts, A-24	
		Lt. Manning, A-37	
		Lt. Lawson, A-33	
		Lt. Gibson, A-21	
Time Up 0025			
Time Down 0930			
Total Time 1 hour 5 minutes		Aerodrome or L.G. Garcola	
Type of Cloud Target Area	Enroute	Map or Chart Cassino	
Amount of Cloud CUVU	10/10 at 3,000 feet	Reference 1:100,000	
Base of Cloud		Napoli	
Visibility 4 miles		1:250,000	
General Weather			
Task or Duty Fighter-Bomber - 8 A/C with 8x1000# bombs to bomb factory at G-623340.			

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Time	Height	Place	Narrative
			<p>8 A/C a/b</p> <p><u>BOMBING:</u> 8x1000# bombs at 0900 hours from 7,500 to 2,000 feet. Bomb run North to South. 7 Direct Hits. 1 bomb fell Short.</p> <p><u>SEVEN:</u> All A/C strafed in the dive.</p> <p><u>OBJ:</u> Hospital South of Target Area.</p> <p><u>FLAK:</u> Heavy, moderate, accurate at G-6232 Light, intense, accurate at G-6431 Small Arms Fire at G-7437.</p> <p><u>NOTE:</u> Large fires as result of bombing. Columns of smoke rose to 1,500 feet at southern of building. 1 A/C damaged by flak Cat. I. All A/C returned safely to L/G.</p> <p>Total weight of bombs dropped 8,000 pounds. 190th Mission in this theatre: 392nd Mission: Cumulative Sorties - 2530.</p> <p>For the Squadron Commander:</p> <p><i>Cornelius Vincent Jr.</i> CORNELIUS VINCENT Jr., Captain, Air Corps, Intelligence Officer.</p>

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st. Mission today. Sheet No. <u>1 of 1.</u>		Oprep. Ref. No.	Date <u>4/11/44</u>	Squadron <u>97th Ftr.</u>
Type of Aircraft <u>8 P-40's.</u>		Captain <u>Lt. Driver, 24</u>		
Aircraft No.		Crew <u>Lt. Gray, 31</u>		
Aircraft Letter <u>"A"</u>		<u>Lt. Daniels, 37</u>		
		<u>Lt. Rogers, 30</u>		
		<u>Lt. Raugh, 40</u>		
		<u>Lt. Jamerson, 36</u>		
		<u>Lt. Perry, 34</u>		
		<u>Lt. Temple, 33</u>		
Time Up <u>0900</u>		Aerodrome or L.G. <u>Carcola</u>		
Time Down <u>1020</u>				
Total Time <u>1:20</u>				

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Type of Cloud <u>BRUCLD-TA (dgc)</u>	Map or Chart <u>Cassino</u>
Amount of Cloud <u>GW 10/10</u>	Reference <u>1:100,000</u>
Base of Cloud <u>1,500' to 2,000'</u>	<u>Maplet</u>
Visibility	<u>1:250,000</u>
General Weather <u>None.</u>	<u>Photograph of Target.</u>

Task or Duty FINER BOMB. 7 A/C bombed with 7x500# incendiaries & a cluster of 8x20# fragmentation bombs and 1 A/C with 1x1000# bomb to dive bomb Dump at G-602254 to G-603247.

Time	Height	Place	Narrative
			8 A/C a/b.
			<u>BOMBING</u> - 7x500# incendiaries with 8x20# fragmentation bombs dropped at 0935 hours in target area in a good pattern. Bomb run made from 9,000' and released at 4,000', H-S.
			<u>OBSERVATIONS</u> - Puffs of white smoke scattered over target area. Yellow and red flames observed after bomb run. Column of black smoke rose to approximately 1,000', no explosion observed.
			<u>FEAR</u> - Heavy, intense, accurate at G-5720. Small arms fire, intense, inaccurate- T/A.
			All A/C returned safely to I/G.
			Total weight of bombs dropped today- 6,180 lbs.
			191st. Mission this theater.
			393rd. Mission.
			2530 Cumulative Sorties.
			For the Squadron Commander:
			<i>Comelius Vincent Jr.</i> COMELIUS VINCENT JR. Captain Air Corps, Intelligence Officer.

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PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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2nd Mission Today.		SORTIE REPORT (Part A)		R.A.F. Form 441 A.	
Sheet No. 1 of 1.	Oprep. Ref. No.	Date 4/14/44	Squadron 99th Ftr.		
Type of Aircraft 3 P-40's.	Aircraft No.	Aircraft Letter "A"	Captain Lt. Lawson, 17	CONFIDENTIAL Aerodrome or L.G. Corcoran	
			Crew Lt. Jackson, 41		
			Lt. Bolling, 16		
			Lt. Smith, 15		
			Lt. Davis, 34		
Time Up 1500			Lt. Mills, 11	Map or Chart Cassino Reference 1:100,000 Imboli 1:250,000 & Photograph of target.	
Time Down 1600			Lt. L. G. Roberts, 24		
Total Time 1:00			Lt. Bailey, 26		
Type of Cloud BRUCC T/A					
Amount of Cloud 5/10					
Base of Cloud					
Visibility 3,000'-4,000'					
General Weather CAVU					
Task or Duty FIRST BOMB. 8 A/C with 8x500# incendiaries with clusters of 96x20# fragmentation bombs to dive bomb a Dump at G-602254 to G-603247.					
Time	Height	Place	Narrative		
			8 A/C a/b one early return (Lt. Bailey) jettisoned bomb at H-7667, engine trouble.		
			BOMBING - 7x500# incendiaries and 14 clusters of 96x20# fragmentation bombs dropped at 1535 hours on target in a good pattern. Bomb run made from 10,500' and released at 5,000' H. to S.		
			OBSERVATION - White smoke from bombing observed. 15 M/S's., scattered, moving N. at pp. G-7522, at 1530 hours.		
			FIAR light, intense, accurate at G-7517 small arms fire, moderate at G-6220 All A/C returned safely to I/O.		
			Total weight of bombs dropped today - 11,360 lbs. 192nd Mission this theater. 39th Mission. 2546 cumulative sorties.		
			For the Squadron Commander:		
			Cornelius Vincent Jr. Captain Air Corps, Intelligence Officer.		

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PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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1st Mission Today		SORTIE REPORT (Part A)		R.A.F. Form 441 A.	
Sheet No. 1 of 1	Oprel. Ref. No.	Date Apr. 15, 1944	Squadron 99th		
Type of Aircraft 8 P-40L's	Captain Lt. Toppins, A-17		Crew Lt. Temple, A-10		
Aircraft No.	Lt. Rice, A-28		Lt. Diaz, A-18		
Aircraft Letter "A"	Lt. Gibson, A-16		Lt. Allen, A-13		
	Lt. Manning, A-25		Lt. Daniels, A-33		
Time Up 0730	CONFIDENTIAL				
Time Down 0910			Aerodrome or L.G. Carcola		
Total Time 1 hour 40 minutes					
Type of Cloud TARGET AREA:	ENROUTE		Map or Chart Roma		
Amount of Cloud 9/10	10/10		Reference 1:250,000		
Base of Cloud 1,000 ft.	1000 ft.		1:50,000		
Visibility 3/4 mile.	3/4 mile.		Sheet # 150 - III		
General Weather			Albano Lancia.		
Task or Duty	Fighter-Bomber: 8 A/C with 8X500# bombs and 96X20# fragmentation bombs, to bomb Heavy Gun Position at F-843430.				
Time	Height	Place	Narrative		
		8 A/C a/b			
		BOMBING:	8X500# and 96X20 frags. All bombs in Target Area at 0805 hours. Bomb run from North to South from 9,000 to 1,500 feet.		
		STRAFFING:	All A/C straffed in the dive.		
		OBS:	1 building destroyed on North side of road in Target Area, with large explosion; 1 heavy gun at F-851426.		
		FIAC:	Heavy, light, accurate at F-9440. Small Arms Fire in Target Area.		
		NOTE:	Two pilots landed at Pomigliano L/G. due to weather. 6 A/C returned safely to the Landing Ground.		
			Total weight of bombs dropped - 5920 pounds.		
			193rd Mission in this theater. 395th Mission.		
			2552 Cumulative Sorties.		
			For the Squadron Commander:		
			<i>Cornelius Vincent Jr.</i> CORNELIUS VINCENT JR., Captain, Air Corps, Intelligence Officer.		

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PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

Sheet No. 1 of 1	Oprep. Ref. No. 15 Apr	Date 15 Apr. 1944	Squadron 99th
Type of Aircraft 8 P-40L's	Captain Lt. Baugh, A-24		
Aircraft No.	Crew Lt. Perry, A-38		
Aircraft Letter 11	Lt. Mills, A-11		
	Lt. Lawson, A-28		
	Lt. Rogers, A-21		
	Lt. Jamerson, A-31		
	Lt. Smith, A-32		
	Lt. Gray, A-14		
Time Up 1350	Aerodrome or L.G. Corcola		
Time Down 1500			
Total Time 2 hours			
Type of Cloud	Map or Chart Roma		
Amount of Cloud CAVU	Reference 1:100,000		
Base of Cloud			
Visibility			
General Weather			

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Task or Duty **Fighter-Bomber - 8 A/C with 8X500# bombs and 96X20# frags to bomb Heavy Gun Position at F-848430.**

Time	Height	Place	Narrative
			8 A/C a/b
			BOMBING: 8X500# and 96X20# Fragmentation bombs at 1430 hours. 3 fell in T/A. 3 fell long SW of T/A, 2 fell short North East of T/A. Bomb run from 10,000 to 2,000 feet. 1st Section bombed from E. to W. 2nd Section from N. to S.
			STRAFFING: All A/C straffed in the dive.
			OGS: Large fire South of Rome at F-772652. Gun was observed firing on approaching T/A but was not when leaving.
			FIAC: Heavy, light, accurate at F-9440. Light, intense, accurate at F-9440. Intense Small Arms Fire in Target Area.
			BOBS: One A/C damaged by flak, Cat. I. All A/C returned safely to I/G.
			Total weight of bombs dropped today, 11,840 pounds. 194 Mission in this theater: 396th Mission: 2560 Cumulative Sorties.
			For the Squadron Commander:
			<i>Cornelius Vincent Jr.</i> CORNELIUS VINCENT JR., Captain, Air Corps, Intelligence Officer.

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PART B (on reverse) to be completed according to relevant pro forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

Sheet No. <u>1 of 1.</u>	Oprep. Ref. No.	Date <u>1/16/44</u>	Squadron <u>90th Ftr.</u>
Type of Aircraft <u>8 P-40's.</u>	Captain <u>Lt. Ignace, 10</u>		
Aircraft No.	Crew <u>Lt. Gibson, 11</u>		
Aircraft Letter <u>"A"</u>	<u>Lt. Jackson, 29</u>		
	<u>Lt. Gray, 10</u>		
	<u>Lt. L. S. Roberts, 21</u>		
	<u>Lt. Bailey, 35</u>		
	<u>Lt. Polling, 36</u>		
	<u>Lt. Temple, 30</u>		
Time Up <u>1120</u>	CONFIDENTIAL		
Time Down <u>1215</u>			
Total Time <u>1:55</u>			
Type of Cloud	Aerodrome or L.G. <u>Caracas</u>		
Amount of Cloud <u>CU</u>	Map or Chart <u>None</u>		
Base of Cloud	Reference <u>1:100,000</u>		
Visibility			
General Weather <u>Clear.</u>			

Task or Duty SEARCH DIVER. 8 A/C with 8-500's & 16 clusters of 6-20's fragmentation bombs to dive bomb a Navy gun at pp. P-0512177.

Time	Height	Place	Narrative
			<p>8 A/C a/p.</p> <p><u>8-500's</u> - 8-500's bombs and 16-20's frags. dropped. 1 in target area, 3 near misses and 1 over shot the target. 7:00-12:00 hours. Bomb run made from 11,000' and released at 3,000', H. to S.</p> <p><u>SEARCHED</u> - All A/C started in the dive.</p> <p><u>CHINA</u> - 6 H/T's. stationary, facing NW (bunched) seen at 1203 hours at pp. P-055364. One Navy gun at P-055365</p> <p><u>TRAIL</u> - Heavy, intense, accurate T/A. Small area fire, intense, T/A.</p> <p>All A/C returned safely to I/G.</p> <p><u>NOTE</u> - One A/C damaged by flak hit. 1.</p> <p>Total weight of bombs dropped today - 5,920 lbs.</p> <p>195th Mission, this theater.</p> <p>377th Mission.</p> <p>2560 - Cumulative Services.</p> <p>For the Squadron Commander:</p> <p><i>Comelius Vincent</i> COMELIUS VINCENT Jr. Captain Air Corps, Intelligence Officer.</p>

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PART B (on reverse) to be completed according to relevant pro forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

2nd. Mission Today.

Sheet No. 1 of 1.	Oprep. Ref. No.	Date 4/16/44	Squadron 99th Ftr.
Type of Aircraft 8 P-40's.	Aircraft No.	Captain Lt. Toppins, 14	Aerodrome or L.G. Carcola
Aircraft Letter "A"		Crew Lt. Knighten, 37	
		Lt. Mills, 11	
		Lt. Daniels, 39	
		Lt. Deitz, 34	
		Lt. Manning, 12	
Time Up 1550		Lt. Smith, 23	
Time Down 1715		Lt. Jamerson, 26	
Total Time 1:25			
Type of Cloud		Map or Chart Roma	
Amount of Cloud CIVU.		Reference 1:100,000	
Base of Cloud			
Visibility			
General Weather			

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Task or Duty DIVE BOMBING. 8 A/C bombed with 8x500 bombs & 16 clusters of 6x20# frags., to dive bomb a Heavy gun position at pp. F-85124177.

Time	Height	Place	Narrative
		8 A/C	a/b 2 A/C returned early, bombs jettisoned at E-6384, off Gaeta Pt.
		<u>BOMBING</u> -	6x500# bombs and 72x20# frags. dropped on target area. 4 hits in target area, 2 unobserved. TOT, 1630 hours. Bomb run made from 9,000' and released at 2,000'.
		<u>STRAFFING</u> -	All A/C strafed in the dive.
		<u>OBSERVATIONS</u> -	Black smoke obs. on leaving target area. One Heavy gun at rear of house at pp. F-868429.
		<u>FLAK</u> -	Light, intense, accurate at F-3336.
		<u>NOTE</u> -	One A/C damaged by flak, Cat 2. All A/C returned to L.G. Total weight of bombs dropped today- 10,360 lbs. 196th Mission this theater. 398th Mission. 2576 cumulative sorties.
			For the Squadron Commander:
			<i>Cornelius Vincent Jr.</i> CORNELIUS VINCENT Jr. Captain Air Corps, Intelligence Officer.

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PART B (on reverse) to be completed according to relevant pro forma in H.Q. R.A.F. M.E. Instruction 34.

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R.A.F. Form 441 A.

SORTIE REPORT
(Part A)

1st Mission Today

Sheet No. 1 of 1	Oprep. Ref. No.	Date Apr. 17, 1944	Squadron 99th Ftr.
Type of Aircraft 8 P-40L-6	Captain Rogers, A-21	Lt. Bolling, A-12.	
Aircraft No.	Crew Capt. Lawrence, A-10		
Aircraft Letter "A"	Lt. Daniels, A-29		
	Lt. Jamerson, A-35		
	Lt. Mills, A-25		
	Lt. Daugh, A-37		
	Lt. Gibson, A-39		
Time Up 0740			
Time Down 0910			
Total Time 1:30			
	Aerodrome or L.G. Cercola		

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Type of Cloud	Map or Chart Volletari
Amount of Cloud	Reference 1:50,000
Base of Cloud CAVU	Part II
Visibility	
General Weather	

Task or Duty Dive Bombing: 8 A/C bombed with 8X500# and 16 clusters of 6X20# frags., to
dive bomb M/T's and Storage Dump at Pr. F-957570.

Time	Height	Place	Narrative
			8 A/C a/b
			<u>BOMBING:</u> 8X500# bombs, 96X20# frags; 2 in T/A, 2 near misses, 4 fell long, Bomb run from 10,000 to 3,000 feet at 0815 hours from N. To S. N.R.O.
			<u>STRAFFING:</u> All A/C straffed in the dive.
			<u>QBS:</u> None.
			<u>FIAC:</u> Heavy, Intense, Accurate at G-7214.
			All A/C returned safely to L/G.
			Total weight of bombs dropped today - 5,920.
			197th Mission in this theater. 399th Mission:
			2504 Cumulative Sorties.
			For the Squadron Commander:

Cornelius Vincent Jr.
CORNELIUS VINCENT JR.,
Captain, Air Corps,
Intelligence Officer.

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R.A.F. Form 441 A.

SORTIE REPORT
(Part A)

2nd Mission Today			
Sheet No. 1 of 1	Oprep. Ref. No.	Date Apr 17, 1944	Squadron 99th
Type of Aircraft 8 P-40L's		Captain Lt. Dietz, A-34	Lt. Knighton, A-14
Aircraft No.		Crew Lt. Jackson, A-18	
Aircraft Letter "A"		Lt. Temple, A-26	
		Lt. Toppins, A-36	
		Lt. Smith, A-19	
		Lt. Perry, A-38	
		Lt. Manning, A-24	
Time Up 1300			
Time Down 1435			
Total Time 1 hour 35 minutes		Aerodrome or L.G. Gercola	
Type of Cloud		Map or Chart Roma	
Amount of Cloud 5/10		Reference 1:100,000	
Base of Cloud 13,000 feet.		1:50,000	
Visibility 3/4 to 1 mile.		Velletri # 150-Part II.	
General Weather		Aerial Photo of Target.	
Task or Duty Fighter-Bomber- 8 A/C with 8X500# bombs and 96X20# frags to bomb M/T's and Stores Dump at F-457570.			

Time	Height	Place	Narrative
			BOMBING: 8X500 and 96X20# frags. from 9,500 to 2,000 feet at 1335 hours. 4 bombs in T/A; 2 NW of T/A. 1 fell long SE of T/A. 1 not observed.
			STRAFFING: All A/C straffed in the dive.
			OBS: 5 large M/T's and 1 small truck at F-990380. 1 destroyed M/T at F-99636h. 6 M/T's at F-910576, headed East at approximately 1340 hours.
			FIAC: Medium, light, inaccurate from T/A. Shell Arms Fire from T/A.
			All A/C returned safely to the L/G.
			Total weight of bombs dropped today - 5522 11,840.
			198th Mission in this theater: 400th Mission:
			2592 Cumulative Sorties.
			For the Squadron Commander:

Cornelius Vincent Jr.
 CORNELIUS VINCENT JR.,
 Captain, Air Corps,
 Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

P.T.O.

537 GHQP 1,500/000 4-42

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st Mission Today Sheet No. 1 of 1		Oprep. Ref. No.	Date Aug. 18, 1944	Squadron 99th
Type of Aircraft B-24D's	Aircraft No.		Captain Lt. Lawson, A-41 Lt. Smith, A-26.	
Aircraft Letter "H"			Crew Lt. Hadley, A-19 Lt. Daniels, A-12 Lt. Gray, A-30 Lt. Hill, A-11 Lt. Baugh, A-30 Capt. Roberts, A-36	
Time Up 0810	CONFIDENTIAL		Aerodrome or L.G. Scarsdale	
Time Down 0915				
Total Time 1 hour 5 minutes				
Type of Cloud	Amount of Cloud 10/20		Map or Chart Rum	
Base of Cloud 5,000 ft.	Visibility 2 miles		Reference 1:100,000 Valletta 1:50,000	
General Weather fine			Aerial Photograph of Target.	
Task or Duty Dive-Bombing: 8 A/C with 8500 & 96000 frags to bomb Heavy Gun Position at P-33A37.				

Time	Height	Place	Narrative
			BOMBING: 8500 & 96000 frags at 0915 hours. Bomb run from NE to SW. Bombed from 8,500 to 4,000 feet. 7 bomb hits in town. 1 fell long.
			STRAFFING: All A/C straffed in the dive.
			OBJ: Red Cross, Hospital at edge of the town of Bari.
			FIAC: Heavy, Intense, Accurate at 0-5097. Small Arms Fire from the town of Bari. Light, Intense, Accurate from the town of Bari.
			NOTE: Weather prevented the formation from reaching the target, formation turned around at Terracina and bombed Alternate Target, Bari.
			Total weight of bombs dropped today 5,920 pounds. 199th Mission in this theater. 1021 lbs down. 2600 Cumulative Sorties.
			For the Squadron Commander:

Comelius Vincent
COMELIUS VINCENT JR.,
Captain, Air Corps,
Intelligence Officer

CONFIDENTIAL

PART B (on reverse) to be completed according to relevant problems in H.Q. R.A.F. M.E. Instruction 34.

837, GHQP, 1, 5/9, 0/0, 4-42

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1st Mission Today		SORTIE REPORT (Part A)		R.A.F. Form 441 A.	
Sheet No. 1 of 1	Oprep. Ref. No.	Date 20 Apr. 1944	Squadron 99th		
Type of Aircraft P-40L's	Captain Lt. Toppins, A-30		Crew Lt. Temple, A-19		
Aircraft No.	Crew Lt. Manning, A-25		Lt. Knighten, A-36		
Aircraft Letter "B"	Crew Lt. Jackson, A-35		Lt. Gibson, A-29		
Time Up 0805	Crew Lt. Bolling, A-14		Lt. Gray, A-10		
Time Down 0930	Aerodrome or L.G. Carcola				
Total Time 1 hour 25 minutes					
Type of Cloud	Map or Chart Roma		Reference 1:250,000		
Amount of Cloud			Aerial Photograph of Target.		
Base of Cloud CAVU					
Visibility					
General Weather					
Fighter-Bomber: 8 A/C with 8X500# and 96X20# frags to bomb Heavy Gun position at Pt. F-839437.					

Time	Height	Place	Narrative
			BOMBING: 7X500# bombs, 81X20# frags: 6 bombs in Target Area. 1 fell long West of Target near white bridge. Bomb run at 0850 hours from 10,000 to 2,000 feet SE to NW.
			STRAFFING: All A/C straffed in the dive.
			OBSERVATIONS: The Gun has been knocked out or has been removed as stated by pilot who dived lower than the rest of the flight. He observed only bomb-crater in T/A.
			FLAK: Heavy, moderate, inaccurate at F-8546.
			NOTE: 1 A/C made Emergency landing at Castel Volturno I/G, jettisoned bombs at M-6780. 1 A/C damaged in emergency landing Cat. II. 7 A/C returned safely to the I/G.
			Total weight of bombs dropped today 5,180 pounds. 200th Mission this theater. 402nd Mission. 2607 Cumulative Sorties.

For the Squadron Commander:

Cornelius Vincent Jr.
 CORNELIUS VINCENT Jr.,
 Captain, Air Corps,
 Intelligence Officer.

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PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st Mission Today

Sheet No. 1 of 1

Opre. Ref. No.

Date 21 Apr. 1944

Squadron 99th

Type of Aircraft P-40L's

Aircraft No.

Aircraft Letter "A"

Captain Rogers, A-21

Lt. Mills, A-36

Lt. Lawson, A-18

Lt. Manning, A-25

Lt. Daniels, A-31

(Spare)

Lt. Baugh, A-13

Lt. Jamerson, A-34

Lt. Thompson, A-16

Lt. Smith, A-19

Time Up 1340

Time Down 1510

Total Time 1 hour 30 minutes

CONFIDENTIAL

Aerodrome or L.G. Carcola

Type of Cloud Bn/R.

T/A

Map or Chart Roma

Amount of Cloud 8/10

7/10

Reference 1:250,000

Base of Cloud 4,000 ft.

5,000 ft.

Littoria

Visibility Unlimited

Unlimited

1:100,000

General Weather Haze

Haze

Aerial Photograph of Target.

Task or Duty Dive-Bombing: 9 A/C with 9X500# Incendiary and 108X20# frags to dive-bomb bivouac area at P-1236.

Time	Height	Place	Narrative
			9 A/C - a/b
			<u>BOMBING:</u> 9X500# and 108X20# frags, 7 in T/A, 2 overshoot. Bomb Run from 10,000 to 1,000 feet N.W. to S. E. at 1420 hours.
			<u>STRAFFING:</u> All A/C straffed in the dive.
			<u>OBS:</u> Three small fires observed in the T/A, also 20 plus tents.
			<u>FLAK:</u> Heavy, moderate, accurate from T/A.
			<u>NOTE:</u> Lt. Manning (spare) took off in error.
			All A/C returned safely to the L/G.
			Total weight of bombs dropped today 6,660 pounds.
			201st Mission in this theater: 403rd Mission:
			2615 Cumulative Sorties.
			For the Squadron Commander:

Cornelius Vincent Jr.
CORNELIUS VINCENT JR.,
Captain, Air Corps,
Intelligence Officer.

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PART B (on reverse) to be completed according to relevant proforma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st Mission Today

Sheet No. 1 of 1	Oprep. Ref. No. 104	Date 23 Apr. 1944	Squadron 99th
Type of Aircraft P-40's	Captain Lt. Driver, A-36		
Aircraft No.	Crew Lt. Rice, A-21		
Aircraft Letter "A"	Lt. Allen, A-10		
	Lt. Jackson, A-18		
Time Up 0930	Aerodrome or L.G. Carolina		
Time Down 1045			
Total Time 1 hour 15 minutes			
Type of Cloud	Map or Chart Atina		
Amount of Cloud	Reference 1:50,000		
Base of Cloud CUV	Aerial Photograph of Target.		
Visibility			
General Weather			
Task or Duty Fighter-Bomber: 4 A/C with 4x500# bombs and 4x20 frags to bomb three medium guns at G-836361.			

CONFIDENTIAL

Time	Height	Place	Narrative
			4 A/C a/b
			DURING: 2x500# and 2x20# frags dropped at 1005 hours in target area: 2x500 and 2x20# frags overshot target, landing SE. Bomb run at 1005 hours from 10,000 to 2,000 feet, NW to SE.
			STAFFING: All A/C strafed in the dive.
			QES: IRO of bombing. Spitfire or Macchi with solid red circle on wing seen at 7,000 feet NE of Cassino at 1030 hours, A/C acted hostile, interception was attempted. E/A lost altitude and disappeared.
			FIAC: Small arms fire over T/A.
			NOTE: Formation 15 minutes late over target due to overshooting target on first run. All A/C returned safely.
			202nd Mission in this theater. Total weight of bombs dropped 2,900 pounds. 2019 Cumulative Sorties.
			For the Squadron Commander:

CONFIDENTIAL

Cornelius Vincent Jr.
 CORNELIUS VINCENT Jr.,
 Captain, Air Corps,
 Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

2nd Mission Today

Sheet No. 1 of 1

Oprep. Ref. No. 405

Date 23 Apr. 1944.

Squadron 99th

Type of Aircraft P-40L's

Aircraft No.

Aircraft Letter "A"

Captain ROBERTS, L. C. A-17

Crew LT. PERRY, A-38

CAPT. LAWRENCE, A-13

LT. BAILEY, A-19

CONFIDENTIAL

Time Up 1115

Time Down 1200

Total Time 45 minutes

Aerodrome or L.G. Gercola

Type of Cloud

Amount of Cloud 1/10

Base of Cloud 8,000 feet.

Visibility Unlimited

General Weather

Map or Chart

Atina

Reference

1:50,000

Aerial Photograph of Target.

Task or Duty ~~FROM~~ DIVE BOMBING: 4 A/C with 4X500# bombs and 48X20# frags to dive bomb 2 M/G positions at G-850355.

Time	Height	Place	Narrative
			4 A/C a/b
			<u>BOMBING:</u> 4X500# bombs and 8 clusters of 6X20# frags dropped in Target Area in a good pattern at 1135 hours. Bomb Run made N. to S. from 9,000 and released at 3,500 feet.
			<u>STRAFFING:</u> All A/C straffed in the dive.
			<u>OBS:</u> White smoke observed from Castelforte following river to the coast.
			<u>FLAK:</u> Heavy, moderate, inaccurate at G-815366. Light, moderate, inaccurate at T/A. All A/C returned safely to the L/G.
			Total weight of bombs dropped today 5,920 pounds. 203rd Mission in this theater. 2623 Cumulative Sorties.
			For the Squadron Commander:

Cornelius Vincent Jr.
CORNELIUS VINCENT JR.,
Captain, Air Corps,
Intelligence Officer.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st. Mission Today.

Sheet No. 1 of 1.	Oprep. Ref. No. 406	Date 4/24/44	Squadron 99th Ftr.
Type of Aircraft 8 P-40's.	Aircraft No.	Captain Lt. Deitz, 12	
Aircraft Letter "A"		Crew Lt. Temple, 26	
		Lt. Knighten, 30	
		Lt. Houston, 37	
		Lt. Smith, 15	
		Lt. Bolling, 16	
		Lt. Mills, 11	
		Lt. Jackson, 25	
Time Up 0635			
Time Down 0735			
Total Time 1:10			
		Aerodrome or L.G. Cercola	

Type of Cloud	Map or Chart
Amount of Cloud CAVU	Cassino
Base of Cloud	Reference 1:100,000
Visibility	Napoli
General Weather	1:250,000.

Task or Duty BOMBING 8 A/C with 8x500# bombs and 16 clusters of 6x20# frags., to dive bomb a Heavy Gun position at pp. G-667120.

Time	Height	Place	Narrative
			8 A/C c/b
			<u>BOMBING</u> - 6x500# bombs and 72x20# frags dropped in target area in a good pattern, 2x500# and 24x20# frags near misses. Tot. 0655 hours, bomb run made from 11,000' and released at 2,500' NW to SE.
			<u>STAFFING</u> - All A/C strated in the dive.
			<u>OBSERVATIONS</u> - None, of bombing. No M/T movements seen on roads.
			<u>FIAR</u> - Inten se, small arms fire from T/A. All A/C returned safely to L/G.

Total weight of bombs dropped today-5,920 lbs.
204th Mission this theater.
406 Missions.
2631 Cumulative Sorties.

For the Squadron Commander:

Cornelius Vincent Jr.
CORNELIUS VINCENT JR.
Captain Air Corps,
Intelligence Officer.
P.T.O.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.C. 4-42

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

2nd Mission Today			
Sheet No. 1 of 1	Oprep. Ref. No. 407	Date 4/24/44	Squadron 99th Ftr.
Type of Aircraft 8 P-40L's	Captain Rogers, A-31 Lt. Brown, A-36.		
Aircraft No.	Lt. Daniels, A-41		
Aircraft Letter "A"	Lt. Gray, A-35		
	Lt. Jamerson, A-27		
	Lt. Baugh, A-13		
	Lt. Lawson, A-18		
	Lt. Thompson, A-19		
Time Up 1545	Aerodrome or L.G. Carcola		
Time Down 1705			
Total Time 1 hour 20 minutes			
Type of Cloud	Map or Chart Cassino		
Amount of Cloud 10/10	Reference 1:100,000		
Base of Cloud 10,000 to 15,000 feet.	Napoli		
Visibility T/A GAVU	1:250,000		
General Weather	Aerial Photograph of Target.		
Dive-Bombing: 8 A/C with 8 500# and 16 clusters of 6X20# frags to dive bomb			
Task of Duty 3 Guns at G-667120.			

Time	Height	Place	Narrative
			8 A/C a/b, one returned early (Lt. Jamerson # 27) plane running hot.
			<u>BOMBING:</u> 2X500# and clusters of frags hit SE of center of Target area, 2X500 and clusters hit NW of T/A, 1X500# and clusters hit N. of Target, 1X500# and clusters hit long N. of Target Area. T.O.T. 1615 hours. Bomb Run made from 9,500 to 3,000 feet.
			<u>STAFFING:</u> All A/C strafed in the dive.
			<u>OBS:</u> Oblong shaped pits observed in Target Area, believed to be gun pits.
			<u>FLAK:</u> Light, intense, accurate from T/A.
			<u>NOTE:</u> Lt. Daniels landed at Volturmo L/G (plane nosed over). Lt. Brown landed at S. Maria, jettisoned bombs at mouth of Volturmo River.
			Total weight of bombs dropped today, 10,360 pounds. 205th Mission in this theater. 2637 Cumulative Sorties.
			For the Squadron Commander:

Cornelius Vincent Jr.
CORNELIUS VINCENT JR.,
Captain, Air Corps,
Intelligence Officer.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

Sheet No. 1 of 1	Oprep. Ref. No. 1408	Date 1/23/44	Squadron 99th Ftr.
Type of Aircraft B-17's	Aircraft No.	Captain LT. DRIVER, A-21	Crew LT. DRIVER, A-21 LT. DRIVER, A-25 LT. DRIVER, A-33 LT. DRIVER, A-30 LT. DRIVER, A-11 LT. DRIVER, A-12 LT. DRIVER, A-30
Aircraft Letter			
Time Up 0730			
Time Down 0850			
Total Time 1 hour 20 minutes			
Type of Cloud		Map or Chart Albano	
Amount of Cloud		Reference Lucile	
Base of Cloud	0.5	1:30,000	
Visibility			
General Weather			
Task or Duty at 1-2-17427. Fighter-Bomber: 3 A/C with 2500 lbs 2000 lbs frags to bomb Heavy Gun position			

CONFIDENTIAL

Aerodrome or L.G. Corcoran

Time	Height	Place	Narrative
			3 A/C a/b (1 A/C returns early). (Lt. Bailey.)
			<u>REMARKS:</u> 5 hits in target area; 2 near misses. Bomb run at 0830 hours from 2,500 to 3,000 feet North to South.
			<u>REMARKS:</u> All A/C strafed in the dive.
			<u>REMARKS:</u> Large fire observed in T/A. Black smoke and red flame.
			<u>REMARKS:</u> Heavy, light, accurate from T/A. Light, intense, accurate " " "
			Total weight of bombs dropped, 5,000 pounds. 200th Mission in this theater. 20th Cumulative sorties.
			For the Squadron Commander:
			<i>Cornelius Vincent</i> CORNELIUS VINCENT Captain, Air Corps, Intelligence Officer.

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PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

2nd Mission Today

Sheet No. 1 of 1

Oprep. Ref. No. 409

Date

Squadron 99th Pfr.

Type of Aircraft 8 A-30

Aircraft No.

Aircraft Letter

Captain LT. TOPPING, A-30 LT. BILLY, A-19

Crew LT. ROBERT, A-27

LT. JONES, A-34

LT. ROBERT, A-11

LT. SMITH, A-35

LT. BART, A-10

LT. BILLY, A-17

Time Up 1555

Time Down 1640

Total Time 1 hour 45 minutes

Aerodrome or L.G. Caracola

CONFIDENTIAL

Type of Cloud 1/4

Amount of Cloud 1/10

Base of Cloud 6,000 ft.

Visibility 2 miles

General Weather

ENROUTE

Scattered

5,000 ft.

Map or Chart Albano

Reference 1:10,000

1:10,000

Flight-Comber: 8 A/C with 8X500 and 16 Clusters of 6X20 frags to dive.
Task or Duty: bomb a Heavy Gun position at P-447827.

Time Height Place

Narrative

8 A/C a/b

BOMBING: 8A500 and 96X20 frags dropped at 1530 hours. Bomb run North to South from 10,000 to 2,000 feet. 1 bomb hit E. of target, 1 fell long, E. of target, 1 hit SE of target, approximately 70 yards from target. 1 direct hit. 1 hit slightly North of target.

SHOOTING: All A/C strafed in the dive.

OBX: Fires seen burning in several places in vicinity of Beach-head. Not as result of bombing.

FLAK: Heavy, intense accurate at P-44782. Small Arms Fire, intense at P-44739.

NOTE: Grubstake contacted at 1525 hours, informed that formation was about to make bomb run. and is not observed. Lt. Smith in A-35 landed with wheels down at Nettuno, returned later to this field at 1750 hours.

207th Mission in this theater.

2022 Cumulative Sorties.

Total weight of bombs dropped today, 11,600.

For the Squadron Commander:

Conrad Vincent
CONRAD VINCENT ST.,
Captain, Air Corps,
Intelligence Officer.

CONFIDENTIAL

PART B (on reverse) to be completed according to relevant provisions in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

Est. Mission To say

Sheet No. 1 of 1

Oprep. Ref. No. 110

Date 11/29/44

Squadron 9941

Type of Aircraft 8 P-40's

Aircraft No.

Aircraft Letter "A"

Captain Lt. LEBRON, A-17

Crew Lt. B. Y., -38

Lt. DAVIES, A-27

Lt. DUNN, A-49

Lt. ROSE, A-33

Lt. LEBRON, A-30

Lt. ROSE, A-18

Lt. LEBRON, A-37

CONFIDENTIAL

Time Up 0900

Time Down 1030

Total Time 1 hour 30 minutes

Aerodrome or L.G. Garsela

Type of Cloud 3/4

Min. Alt.

Amount of Cloud 1/10

1/10

Base of Cloud 1,000

5,000

Visibility 5 miles

5 miles

General Weather None

Map or Chart None

Reference 1:50,000

Aerial photograph of target.

Task or Duty Fighter-Bomber: 8 A/C with 2550W and 9000W bombs to bomb heavy tank position at P-83524000.

Time Height Place

Narrative

8 A/C a/b

BOMBING: 3 bombs in 7/4, 2 near miss, 3 bombs unobserved at 0940 hours from 9,000 to 2,000 feet, 12 to 14.STRAFFING: All A/C straffed in the area.ON: None.WIND: Heavy, moderate, inaccurate at P-83513
Light, moderate, inaccurate at P-83513

All A/C returned safely to L/G.

Total weight of bombs dropped today, 5,900 pounds.
200 mission in this theater.
2000 Cumulative Series.

For the Squadron Commander:

Comanding Officer
C. J. V. V. V.
Captain, Air Corps,
Intelligence Officer.**CONFIDENTIAL**

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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R.A.F. Form 441 A.

SORTIE REPORT
(Part A)

Sheet No. 1 of 1.	Oprep. Ref. No. 411	Date 4/30/44	Squadron 99th Str.
Type of Aircraft 8 P-40's.	Aircraft No.	Aircraft Letter "A"	Captain Lt. Allen, 37 Lt. Houston, 14 Crew Lt. Tate, 12 Lt. Driver, 23 Lt. Jackson, 18 Capt. Roberts, 10 Lt. Bailey, 19 Lt. Manning, 25
Time Up 1105	Time Down 1240	Total Time 1:35	Aerodrome or L.G. Sereol
Type of Cloud Cumulus	Amount of Cloud 9/10	Base of Cloud 4,000' to 13,000'	Map or Chart Avezzano Reference 1:100,000 1:250,000 Photograph of target.
Visibility Good.	General Weather Fair.	Task or Duty Fighter Bomber- 8 A/C with 8x500 bombs and 16 clusters of 4x20 frags., to dive bomb a dump at pp. G-537761.	

CONFIDENTIAL

Time	Height	Place	Narrative
			8 A/C a/b One A/C returned early (Lt. Tate, A-12), 1120 hours, throttle trouble.
			Bombing- 8x500 bombs and 16 clusters of 4x20 fragmentation bombs were dropped at 1145 hours on a dump at G-537761. All bombs in target. Large fire resulted, black smoke and red flames rose to 1000 feet, building in target area demolished, also one building left smoking. Gas drums in target area strafed. Drums did not blow up.
			STRAFFING- one M/T (oil truck) strafed on road in Avezzano, truck blown up; 3 plus personnel killed, pp. G-54010. Three freight cars strafed at approx. G-5200, cars damaged, no fire observed.
			FIAR Heavy, intense, flak at G-7025
			ONS. Railroad Station: tracks torn-up, bomb hits observed on and around the station.
			All A/C returned safely to L/G.
			Total weight of bombs dropped today, 5,180 lbs. 209th Mission this theater. 411th Mission (Cumulative) 2007 Cumulative Sorties.

For the Squadron Commander:

CONFIDENTIAL

Cornelius Vincent
CORNELIUS VINCENT
CAPT. USA, Instruction 34
Intelligence Officer, P.T.O.

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DOD DIR 5200.9, 27 Sep 58

By: Dir, RSI - Init:

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June - 44

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SQ-FI-99-H1

1 June 44

RESTRICTED

SECRET

99th Ftr. Sqdn.
Outline History
June 1944.

SECRET
By Auth. CO # 87
99th Ftr. Sqdn.
17 July 1944.

HEADQUARTERS
99TH FIGHTER SQUADRON
APO # 520, U. S. ARMY

RGF/chw

17 July 1944

SUBJECT: Historical Records.

TO : Commanding General, 15th Air Force, Attention Historian, APO # 520, U. S. Army.

THROUGH: Commanding General, 306th Fighter Wing, Attention Historian, APO # 520, U. S. Army.

1. Outline History of the 99th Fighter Squadron for the period 1 June 1944 to 30 June 1944.

a. Original unit-None.

a. Present Designation: 99th Fighter Squadron, 324th Fighter Group, XII Tactical Air Command.

- (1) Original designation-99th Pursuit Squadron.
- (2) Place of activation-Chanute Field, Rantoul, Illinois.
- (3) Date of Activation, 1 March 1941.
- (4) Authority for Activation, General Order, Hq., # 13.
- (5) Sources of personnel, Voluntary enlistment, selective service and the transfer of enlisted men and officers from other units.

b. Changes in Organization, None.

- (1) Changes in designation, None.
- (2) Transfer of unit as a whole, Attachment to 324th Fighter Group severed 5 June 1944, attached directly to XII Tactical Air Command (Rear) from 5 June 1944 to 10 June 1944. Attached to the 86th Fighter Bomber Group from 11 June 1944 to 29 June 1944. Assigned to 332nd Fighter Group, 306th Fighter Wing, XV Air Force from 30 June 1944 to the present.
- (3) Change of Commanding Officer-No change in command.
- (4) Change of Staff Officers, None.
- (5) Changes in T/O, None.

DECLASSIFIED

DOD DIR 52009, 27 Sep 58

By: Dir, RSI - Init: MAY 5 1959

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Outline History continued.

S E C R E T

c. Strength, enlisted and commissioned.

(1) Month of June 1944.

- (a) At beginning, 289
- (b) Net increases, None.
- (c) Net decreases, 3
- (4) At end of Month, 286

d. Stations (as distinct from mere stopping points)

- (1) Name of Station, Pignataro, Airfield, (near Capua, Italy)
 - (a) Date of arrival; The advanced party arrived at Pignataro, 6 May 1944. The Main Group of 99th followed them on 10 May 1944.
 - (b) Date of Departure, An Advance Group of 3 officers and 46 enlisted men departed for Fubana Airfield, (Located north of Rome, Italy) 11 June 1944, "A" Group of 99th departed for Ciampino Airfield, Italy; 13 June 1944, the officers and enlisted men who departed for Fubana Airfield left there and returned to Ciampino Airfield. The 99th Fighter Squadron departed from Ciampino Airfield 17 June 1944 for Orbetello Airfield, Italy.

e. Movements from place to place as well as station to station, See above.

f. Campaigns:

- (1) Italian.
- (2) Duration: From 12 September 1943 to the present date.

g. Operations: Frosinone, Valmontone, Tivoli, Itri, Fondi, S. Quirico, Bagnoli S. Giuliano, Cassino, Italy.

- (1) Campaign: Italian
- (2) Nature of Operations, Dive-bombing, armed reconnaissance.
- (3) Armed Reconnaissance with bombs predominated

- (3) Number of missions and sorties for the period.
- (4) Results of the most important mission(s)

MISSIONS-94
SORTIES- 457

(a) Mission: Strafing(All missions on 7 June 1944) The 99th Htr. Sqdn. had four missions on this day (all 4 ship missions) A total of 47 motor vehicles were damaged, 24 were destroyed, eight persons killed and one self-propelled gun was destroyed. All aircraft returned safely to base.

1. Why were missions important? The enemy had resorted to the use of motor vehicles for hauling supplies. Any destruction of their method of getting supplies through to their troops was a definite gain for the Allies.

(5) Unit was subjected to enemy action in the following engagement (if applicable): None (nature of enemy action) at Nil, on Nil Date.

h. Commanding Officer on important missions.

- (1) Commanding officer led the Squadron's 500th combat mission 2 June 1944.

S E C R E T

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Outline History continued.

S E C R E T

1 Losses in action: Officers and enlisted men. (Official Casualty Reports need not be submitted).

(1) Mission or engagement)

(a) Killed, None.

(b) Wounded, None.

(c) Missing, 1st Lieut. Lewis C. Smith, 8 June 1944 (bailed)

2nd Lieut. Floyd A. Thompson, missing, 29 June 1944 (bailed).

J. Former and present members who have distinguished themselves in action.

(Mention only once:) Citation orders not quoted or attached.

(a) Engagement: (Previously mentioned in preceeding Historical Outline)

2. Inclosed is War Diary, 99th Fighter Squadron for the period 1 June 1944 to 30 June 1944.

For the Squadron Commander:

Robert G. Pitts
ROBERT G. PITTS
Captain Air Corps,
Intelligence Officer.

Incl:

1. War Diary (in triplicate)

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S E C R E T

99th Ftr Sqdn.
War Diary,
June 1944.S E C R E T
By Auth CO,
99th Ftr. Sqdn.
17 July 1944.HEADQUARTERS
99TH FIGHTER SQUADRON
APO # 520, U. S. ARMY
RGP/chw

17 July 1944

SUBJECT: Record (Historical)

TO : Commanding General, 15th Air Force, Attention Historian, APO #
520, U. S. Army.THROUGH: Commanding General, 306th Fighter Wing, APO # 520, U. S. Army,
Attention Historian.1. War Diary of the 99th Fighter Squadron for the period 1 June 1944
to 30 June 1944.1 June 1944T/Sgt. Clarence Clark was promoted to M/Sgt. M/Sgt. Clark is the Sqdn.
Technical Inspector.The month of June was begun with seven 4 ship missions. The pace main-
tained by the 99th Fighter Squadron for the past two weeks was terrific. A
majority of the missions were for the purpose of creating road blocks by
dive-bombing and to disrupt the supply lines of the enemy. On this day, the
first formation took off at 0810 hours to bomb a Supply Dump. Targets for
the rest of the day were road junctions. All formations were successful in
getting several hits in the target areas. All planes returned safely to L/G.2 June 1944One year ago today, the 99th Fighter Squadron flew its' first combat
mission from an Allied airfield at Fardjouna, North Africa. One year later,
pilots of the 99th are dive-bombing motor-transports, railyards, supply
lines and gun emplacements in the latest offensive on Rome, Italy. On this
day, the 99th flew seven combat missions for a total of twenty-six sorties.
Ending operations that day, the Squadron had dropped a total of 19,240 lbs.
of bombs. It flew its' 298th mission in the Italian theater and its' 500th
Cumulative mission for a total of 3,277 sorties. The 500th mission was led
by Capt. Erwin B. Lawrence, Commanding Officer of the 99th Fighter Squadron.

S E C R E T

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War Diary cont'd.

S E C R E T

3 June 1944:

The Squadron had four missions on this day. The formation bombed the town of Tivoli, Italy. Four direct hits. Two other formations bombed bridges leading over the Tiber River. All aircraft returned safely to the landing ground.

4 June 1944:

This day, pilots of the 99th engaged in two twelve-ship missions to recon roads north of Rome, Italy.

Captain Leon C. Roberts led the first formation. The formation damaged 34 motor transports and destroyed 10, 3 of which were oil tank carriers, killed 12 persons and silenced one 20 mm machine gun. Flak was intense and accurate. All aircraft returned safely.

5 June 1944:

The 324th Fighter Group moved from Pignataro airfield on this day.

The 99th Fighter had been on detached service with the 324th Fighter Group. The Squadron continued to operate independently, all reports were called in directly to XII Tactical Air Command (Rear).

The Squadron flew three eight ship combat missions on this day. Three motor transports were destroyed by the first formation.

The second formation of eight planes was led by Lieutenant Driver. Approximately 150 enemy motor transports were observed moving on roads north of Rome, Italy. Fifteen were damaged and seven were destroyed. One motor-cycle was destroyed. The second section of four aircraft damaged 10 M/T's and destroyed 4 oil tank carriers and two horse drawn wagons.

The last formation destroyed 14 M/T's and damaged two. All aircraft returned safely to the landing ground.

6 June 1944:

Lieutenants Baugh and Manning returned to the 99th from the 332nd Rest Camp.

The Squadron had six 4 ship missions on this day. During the day, pilots of the 99th Fighter Squadron damaged 29 enemy motor-vehicles, destroyed 11 and destroyed one motor-cycle and its occupant.

Lt. Dart crash landed in friendly territory. Lt. Jackson did not return. His plane was smoking excessively.

7 June 1944:

Lieutenants Robert W. Deiz and Clinton B. Mills departed for the 332nd Rest Camp.

The Squadron had four missions on this day (all 4 ship missions). A total of 47 motor-vehicles were damaged, 24 were destroyed, 8 persons killed and one self-propelled gun was destroyed. All planes returned.

Lieutenant Leonard M. Jackson reported missing the day before, returned to camp by motor. He crash landed in no mans land. The Germans had left the spot where he landed just two hours earlier. Lieutenant Jackson captured two Germans. They were turned over to the 1st Armored Division.

8 June 1944:

The Squadron had six 4 ship missions on this day. On this day the 99th destroyed 16 motor transports, one armored car, one motor-cycle, 2 machine guns, 4 howitzers and killed 13 persons and four horses. Twenty-eight motor transports were damaged and two armored cars.

Lieutenant L. C. Smith's plane was hit by flak, the pilot bailed and landed in enemy territory.

9 June 1944:

The men began to ask questions about how long they would be operating in-

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S E C R E T

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War Diary, cont'd.

S E C R E T

dependently.

The Squadron flew six missions for a total of 22 sorties. Six motor transports and 6 horse drawn carts were destroyed. 15 M/T's were damaged, one motor-cycle and six horse drawn vehicles.

10 June 1944:

Three officers and forty-six enlisted men of the 99th departed for Fubana, Italy (new field).

The Squadron had five missions on this day. Twelve M/T's were destroyed, 8 damaged, one motorcycle destroyed, one tank and one motorcycle damaged. One horse drawn cart was destroyed.

11 June 1944:

2nd Lieutenant H. Lacy was assigned to the 99th Fighter Squadron.

One flight took off on a combat mission and was advised by the controller to return to base due to the weather.

"A" Group departed for Ciampino airfield, Italy. Several enlisted men returned to Pignataro Airfield from Fubana Airfield. Fubana Airfield was littered with mines and booby traps.

12 June 1944:

Three officers and enlisted men departed for Ciampino from Fubana, Italy.

The Squadron had four missions on this day. A total of 25 M/T's were damaged and 12 were destroyed by the 99th Fighter Squadron on this day.

13 June 1944:

Pilots of the 99th engaged in three missions on this day. Five motor-transporters were destroyed and ten were damaged. Two motor-cycles were damaged and two persons killed. All aircraft returned to base safely.

14 June 1944:

The 99th was attached to the 86th Fighter Bomber Group. Ciampino field is located 9 miles south of Rome, just off highway number 6. The field at that time was over crowded with planes of other Fighter Groups.

The Squadron had four missions on this day. The first formation led by Captain L. C. Roberts strafed and damaged ten plus RR passenger cars, 12 coal cars at S. Miniato Station, Italy. 3 M/T's were damaged at Certaldo, Italy. Two more M/T's were destroyed and damaged.

The second formation led by Lt. C. W. Allen destroyed three M/T's and damaged two. Lieutenant Allen was hit by flak and bailed at 1255 hours. Together, the last two formations destroyed 6 M/T's, two motorcycles and killed eight personnel.

15 June 1944:

Lieutenants Deiz and C.B. Mills returned from the 332nd Rest Camp.

On this day, the Squadron had six dive-bombing missions. Railroads, bridges and road blocks were successfully bombed, five motor vehicles were destroyed. One plane was hit by flak and belly landed, pilot safe.

16 June 1944:

The Squadron had six dive-bombing missions on this day. The targets for that day were bridges and the town of S. Quirico, Italy. Lt. C.W. Allen who was reported missing on 14 June 1944, returned to the Squadron. Lt. Allen had a thriller to relate concerning his escape. After bailing, the Lieut. landed approximately 50 yards from highway number 2. Germans from a nearby gun position attempted to

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S E C R E T

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War Diary, continued.

S E C R E T

capture Lieut. Allen. He evaded the enemy and hid in a wooded area. The Germans repeatedly raked the area with machine gun fire. Towards night, Lieut. Allen covered himself with leaves to prevent being detected by the enemy. The Germans were so close to his position, that it was possible to hear them talking. The next day, a French armored unit moved in. The enemy departed during the night.

17 June 1944

The first group of enlisted men departed for the 5th Army's Rest Camp, located in Rome, Italy. Two Officers and twenty-five enlisted men departed from Ciampino Airfield for Orbetello Airfield, Italy. The Squadron had one reconnaissance mission on this day. All Aircraft returned safely to L/G.

18 June 1944

An Officer and one hundred enlisted men left Ciampino field for Orbetello. Unfavorable weather prevented the Squadron from having any missions on this day.

19 June 1944

Officers and enlisted men of the 99th spent the day rearranging their equipment and getting adjusted to their new surroundings. The bivouac area of the 99th was the most ideal and the cleanest of any which the Squadron had since being overseas. Nearby was a river which afforded an excellent swimming place for the men. 13 P-40 L's were flown in by pilots of the 99th.

20 June 1944

The Squadron had two missions on this day. All planes returned safely to L/G.

21 June 1944

Five more enlisted men were sent to the 5th Army's Rest Camp. More enlisted men and officers arrived from Ciampino, Italy. During a mission on this day, one plane was damaged by flak.

22 June 1944

Two officers and ten enlisted men arrived from Ciampino. Two successful missions were flown by the 99th on this day. Thirty plus RR cars were strafed at Bagni di S. Giuliano, Italy. One motor vehicle was destroyed.

23 June 1944

Lieut. Howard L. Baugh accidentally shot himself. He was taken to the 95th Evacuation Hospital. Two missions were flown on this day by the 99th.

24 June 1944

Lieut. Price D. Rice was transferred to Personnel Center # 6. Four enlisted men of the 99th were sent to the 332nd Fighter Group's Rest Camp. Two missions were flown by the Squadron on this day. All A/C returned.

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War Diary continued.

S E C R E T

25 June 1944

Sgt. Henry Laguna and Cpl Charles Benniefield were transferred on rotation to Personnel Center # 6. The Squadron had two dive-bombing missions on this day. All A/C returned safely to L/G.

26 June 1944

The same routine missions against railtracks were flown by the 99th on this day.

27 June 1944

The Squadron had one mission on this day. All A/C returned safely.

28 June 1944

The 99th received orders to move to Ramitelli Airfield, Italy. The convoy trucks were expected to arrive 1 July 1944.

Sgt. Thomas Fuller arrived as an enlisted replacement. Sgt. Fuller was the first enlisted man to be assigned to the Squadron to take the place of another enlisted man previously rotated to the United States.

29 June 1944

The Squadron had two missions on this day. The last formation which was led by Capt. Leon C. Roberts destroyed six railroad cars, damaged twenty-eight and set one building afire.

Lieut. Floyd Thompson's plane was hit by flak. The pilot bailed and landed near Spescia, Italy. At the end of the day, ten of the best P-40's of the 99th were transferred to the 324th Fighter Group.

Lieut. George Bolling was transferred to Personnel Center # 6.

30 June 1944

Nine P-40's of the 99th were transferred to a Replacement Center located at Capodichino Airfield, Italy. The remaining aircraft of the 99th were transferred to a Service Squadron. After more than a year of flying P-40's, pilots of the 99th were to get a new type of plane.

-End-

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S E C R E T

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Sg-Fi-99-50

Jul 43 - Nov 48

BN TO
STUDIES
ST. E.
HISTORICAL SECTION
ARMY

DECLASSIFIED

DOD DIR 5200.9, 27 Sep 58

By: Dir, RSI - Init: *mk*

MAY 5 1959

Weekly Status + Operations Report
99th Fighter Squadron
(From 34th)

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DOD DIR 5200.9, 27 Sep 58

By: Dir, RSI - init: *ME*

MAY 5 1959

*by Status + Operations Report
5th Fighter Squadron
(from 34's)*

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OFFICE OF THE OPERATIONS OFFICER
99th Fighter Squadron
APO 526, U.S. Army

SA/1

30 Jul, 1943

SUBJECT: Transmittal of Weekly Status and Operations Report.

TO : Headquarters, XII Air Support Command, APO 766, U.S. Army,
(Attention A-1)

1. Transmitted herewith, Weekly Status and Operations Report for the period ending 24 July 1943.

2. Note the following items in Table II of inclosed report:

a. Col. "M", MA, Air Corps, - 4 enlisted men transferred out to the 9th Evacuation Hospital, APO 534, U.S. Army.

b. Col. "M", Tot. Officers, - 3-N shows 3 staff pilots gained, This report, who were erroneously omitted from previous reports. 3-N shows a gain of 3 replacements.

c. All absentees are personnel of ground echelon; which, as of this date, has not joined the organization.

For the Commanding Officer:

Major, U.S. Army,
Captain, Air Corps,
Operations Officer.

OFFICIAL:

ERWIN B. LAWRENCE,
1st Lieut., Air Corps,
Asst. Operations Officer.

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WEEKLY STATUS AND OPERATIONS REPORT

(REPORT FOR PERIOD 1 AUGUST 1954 TO 7 AUGUST 1954 INCLUSIVE)

20th Fighter
Bomber Wing
1st AF, H.S. (F-4)
1st AF, H.S. (F-4)
1st AF, H.S. (F-4)

REPORT

TABLE III - WEEKLY OPERATIONS

Time	Location	Remarks	Altitude	Speed	Direction	Weather	Visibility	Clouds	Temperature	Humidity	Wind	Remarks	Remarks
0630	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0640	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0650	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0700	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0710	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0720	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0730	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0740	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0750	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0800	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0810	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0820	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0830	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0840	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0850	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0900	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0910	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0920	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0930	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0940	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
0950	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
1000	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
1010	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
1020	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100	100	100	100	100	100	100
1030	Patrol area, 10,000 ft.	Patrol area, 10,000 ft.	10,000	100	100	100	100						

1384 WEEKLY STATUS AND OPERATIONS REPORT (REPORT FOR PERIOD TO EXCLUSIVE)

TABLE I - STATUS OF AIRCRAFT

TABLE II - STATUS OF PERSONNEL

TABLE III - WEEKLY OPERATIONS

TABLE IV - TOTAL WEEKLY OPERATIONS

TABLE V - REMARKS AND RECOMMENDATIONS

1030

43 7/3

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WEEKLY STATUS AND OPERATIONS REPORT
(REPORT FOR PERIOD 20 AUG. 1962 TO 26 AUG. 1962 INCLUSIVE)

TABLE I - STATUS OF AIRCRAFT

Aircraft	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
P-40L	23	18	51																												

TABLE II - STATUS OF PERSONNEL

Personnel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1st Lt																															
2nd Lt																															
3rd Lt																															
4th Lt																															
5th Lt																															
6th Lt																															
7th Lt																															
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28th Lt																															
29th Lt																															
30th Lt																															
31st Lt																															

TABLE III - WEEKLY OPERATIONS

Date	Time	Location	Altitude	Speed	Direction	Remarks
8/20	0500	Patrol Willys beach	1140	2	1140	No comment
8/20	0550	Patrol Lema beach	0550	2	1155	Intensive action in beach area, called in by radio, 2nd Lt. pilot, 2nd Lt. pilot.
8/20	0945	Cover shipping, vicinity of S. Stefano & remain	1015	2	2:00	No comment
8/20	1045	" " " "	1115	2	2:00	6 transports and 2 freighters at S. Stefano. Several large freighters & about 10 landing barges at S. Stefano.
8/20	1330	Cover shipping, area from Willys to remain	1600	2	2:00	11 ships, barges & naval vessels, in column, moving west at 1550.
8/20	1900	Patrol Willys beach	1915	2	1:00	No comment
8/20	1900	Patrol Lema beach	1900	2	1:00	No comment
8/20	1900	Patrol, patrol to S. Stefano	1020	2	1:00	6 transports and 10 barges landed at 1900.
8/21	1100	" " " "	1130	2	1:50	No comment
8/21	1600	" " " "	1630	2	0:10	1st pilot crash-landed (wheels retracting) 15 minutes after take-off. mechanical failure. Rescue accomplished.
8/21	1800	Patrol vicinity of S. Stefano	1830	2	1:55	6 Lt's & 6 escorting naval vessels, headed west at 1800.

TABLE IV - TOTAL WEEKLY CONSUMPTION

Category	Consumption
1. Fuel (Gallons)	109,30
2. Fuel (Gallons)	4500
3. Fuel (Gallons)	
4. Fuel (Gallons)	
5. Fuel (Gallons)	
6. Fuel (Gallons)	
7. Fuel (Gallons)	
8. Fuel (Gallons)	
9. Fuel (Gallons)	
10. Fuel (Gallons)	
11. Fuel (Gallons)	
12. Fuel (Gallons)	
13. Fuel (Gallons)	
14. Fuel (Gallons)	
15. Fuel (Gallons)	
16. Fuel (Gallons)	
17. Fuel (Gallons)	
18. Fuel (Gallons)	
19. Fuel (Gallons)	
20. Fuel (Gallons)	
21. Fuel (Gallons)	
22. Fuel (Gallons)	
23. Fuel (Gallons)	
24. Fuel (Gallons)	
25. Fuel (Gallons)	
26. Fuel (Gallons)	
27. Fuel (Gallons)	
28. Fuel (Gallons)	
29. Fuel (Gallons)	
30. Fuel (Gallons)	
31. Fuel (Gallons)	

TABLE V - REMARKS AND RECOMMENDATIONS

NOTE: Item "Total Officers" in table II includes 3 staff pilots not listed above.

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TABLE II - STATUS OF PERSONNEL[illegible]

TABLE IV TOTAL WEEKLY CONSUMPTION		Data for Table III (See attachment)															
Section I		Section II		Section III		Section IV		Section V		Section VI		Section VII		Section VIII		Section IX	
Type of Material	Quantity Consumed	Type of Material	Quantity Consumed	Type of Material	Quantity Consumed	Type of Material	Quantity Consumed	Type of Material	Quantity Consumed	Type of Material	Quantity Consumed	Type of Material	Quantity Consumed	Type of Material	Quantity Consumed	Type of Material	Quantity Consumed
1. Fuel - Heavy Oil	3,750 gal.	2. Fuel - Light Oil	7,620 gal.	3. Fuel - Gasoline	1,200 gal.	4. Fuel - Kerosene	800 gal.	5. Fuel - Diesel	1,500 gal.	6. Fuel - Propane	1,000 gal.	7. Fuel - Natural Gas	1,800 cu ft.	8. Fuel - Coal	1,200 tons	9. Fuel - Wood	1,500 cords
10. Fuel - Other		11. Fuel - Total		12. Fuel - Total		13. Fuel - Total		14. Fuel - Total		15. Fuel - Total		16. Fuel - Total		17. Fuel - Total		18. Fuel - Total	19. Fuel - Total
20. Fuel - Total	7,620 gal.	21. Fuel - Total		22. Fuel - Total		23. Fuel - Total		24. Fuel - Total		25. Fuel - Total		26. Fuel - Total		27. Fuel - Total		28. Fuel - Total	29. Fuel - Total
30. Fuel - Total		31. Fuel - Total		32. Fuel - Total		33. Fuel - Total		34. Fuel - Total		35. Fuel - Total		36. Fuel - Total		37. Fuel - Total		38. Fuel - Total	39. Fuel - Total
40. Fuel - Total		41. Fuel - Total		42. Fuel - Total		43. Fuel - Total		44. Fuel - Total		45. Fuel - Total		46. Fuel - Total		47. Fuel - Total		48. Fuel - Total	49. Fuel - Total
50. Fuel - Total		51. Fuel - Total		52. Fuel - Total		53. Fuel - Total		54. Fuel - Total		55. Fuel - Total		56. Fuel - Total		57. Fuel - Total		58. Fuel - Total	59. Fuel - Total
60. Fuel - Total		61. Fuel - Total		62. Fuel - Total		63. Fuel - Total		64. Fuel - Total		65. Fuel - Total		66. Fuel - Total		67. Fuel - Total		68. Fuel - Total	69. Fuel - Total
70. Fuel - Total		71. Fuel - Total		72. Fuel - Total		73. Fuel - Total		74. Fuel - Total		75. Fuel - Total		76. Fuel - Total		77. Fuel - Total		78. Fuel - Total	79. Fuel - Total
80. Fuel - Total		81. Fuel - Total		82. Fuel - Total		83. Fuel - Total		84. Fuel - Total		85. Fuel - Total		86. Fuel - Total		87. Fuel - Total		88. Fuel - Total	89. Fuel - Total
90. Fuel - Total		91. Fuel - Total		92. Fuel - Total		93. Fuel - Total		94. Fuel - Total		95. Fuel - Total		96. Fuel - Total		97. Fuel - Total		98. Fuel - Total	99. Fuel - Total
100. Fuel - Total		101. Fuel - Total		102. Fuel - Total		103. Fuel - Total		104. Fuel - Total		105. Fuel - Total		106. Fuel - Total		107. Fuel - Total		108. Fuel - Total	109. Fuel - Total
110. Fuel - Total		111. Fuel - Total		112. Fuel - Total		113. Fuel - Total		114. Fuel - Total		115. Fuel - Total		116. Fuel - Total		117. Fuel - Total		118. Fuel - Total	119. Fuel - Total
120. Fuel - Total		121. Fuel - Total		122. Fuel - Total		123. Fuel - Total		124. Fuel - Total		125. Fuel - Total		126. Fuel - Total		127. Fuel - Total		128. Fuel - Total	129. Fuel - Total
130. Fuel - Total		131. Fuel - Total		132. Fuel - Total		133. Fuel - Total		134. Fuel - Total		135. Fuel - Total		136. Fuel - Total		137. Fuel - Total		138. Fuel - Total	139. Fuel - Total
140. Fuel - Total		141. Fuel - Total		142. Fuel - Total		143. Fuel - Total		144. Fuel - Total		145. Fuel - Total		146. Fuel - Total		147. Fuel - Total		148. Fuel - Total	149. Fuel - Total
150. Fuel - Total		151. Fuel - Total		152. Fuel - Total		153. Fuel - Total		154. Fuel - Total		155. Fuel - Total		156. Fuel - Total		157. Fuel - Total		158. Fuel - Total	159. Fuel - Total
160. Fuel - Total		161. Fuel - Total		162. Fuel - Total		163. Fuel - Total		164. Fuel - Total		165. Fuel - Total		166. Fuel - Total		167. Fuel - Total		168. Fuel - Total	169. Fuel - Total
170. Fuel - Total		171. Fuel - Total		172. Fuel - Total		173. Fuel - Total		174. Fuel - Total		175. Fuel - Total		176. Fuel - Total		177. Fuel - Total		178. Fuel - Total	179. Fuel - Total
180. Fuel - Total		181. Fuel - Total		182. Fuel - Total		183. Fuel - Total		184. Fuel - Total		185. Fuel - Total		186. Fuel - Total		187. Fuel - Total		188. Fuel - Total	189. Fuel - Total
190. Fuel - Total		191. Fuel - Total		192. Fuel - Total		193. Fuel - Total		194. Fuel - Total		195. Fuel - Total		196. Fuel - Total		197. Fuel - Total		198. Fuel - Total	199. Fuel - Total
200. Fuel - Total		201. Fuel - Total		202. Fuel - Total		203. Fuel - Total		204. Fuel - Total		205. Fuel - Total		206. Fuel - Total		207. Fuel - Total		208. Fuel - Total	209. Fuel - Total
210. Fuel - Total		211. Fuel - Total		212. Fuel - Total		213. Fuel - Total		214. Fuel - Total		215. Fuel - Total		216. Fuel - Total		217. Fuel - Total		218. Fuel - Total	219. Fuel - Total
220. Fuel - Total		221. Fuel - Total		222. Fuel - Total		223. Fuel - Total		224. Fuel - Total		225. Fuel - Total		226. Fuel - Total		227. Fuel - Total		228. Fuel - Total	229. Fuel - Total
230. Fuel - Total		231. Fuel - Total		232. Fuel - Total		233. Fuel - Total		234. Fuel - Total		235. Fuel - Total		236. Fuel - Total		237. Fuel - Total		238. Fuel - Total	239. Fuel - Total
240. Fuel - Total		241. Fuel - Total		242. Fuel - Total		243. Fuel - Total		244. Fuel - Total		245. Fuel - Total		246. Fuel - Total		247. Fuel - Total		248. Fuel - Total	249. Fuel - Total
250. Fuel - Total		251. Fuel - Total		252. Fuel - Total		253. Fuel - Total		254. Fuel - Total		255. Fuel - Total		256. Fuel - Total		257. Fuel - Total		258. Fuel - Total	259. Fuel - Total
260. Fuel - Total		261. Fuel - Total		262. Fuel - Total		263. Fuel - Total		264. Fuel - Total		265. Fuel - Total		266. Fuel - Total		267. Fuel - Total		268. Fuel - Total	269. Fuel - Total
270. Fuel - Total		271. Fuel - Total		272. Fuel - Total		273. Fuel - Total		274. Fuel - Total		275. Fuel - Total		276. Fuel - Total		277. Fuel - Total		278. Fuel - Total	279. Fuel - Total
280. Fuel - Total		281. Fuel - Total		282. Fuel - Total		283. Fuel - Total		284. Fuel - Total		285. Fuel - Total		286. Fuel - Total		287. Fuel - Total		288. Fuel - Total	289. Fuel - Total
290. Fuel - Total		291. Fuel - Total		292. Fuel - Total		293. Fuel - Total		294. Fuel - Total		295. Fuel - Total		296. Fuel - Total		297. Fuel - Total		298. Fuel - Total	299. Fuel - Total
300. Fuel - Total		301. Fuel - Total		302. Fuel - Total		303. Fuel - Total		304. Fuel - Total		305. Fuel - Total		306. Fuel - Total		307. Fuel - Total		308. Fuel - Total	309. Fuel - Total
310. Fuel - Total		311. Fuel - Total		312. Fuel - Total		313. Fuel - Total		314. Fuel - Total		315. Fuel - Total		316. Fuel - Total		317. Fuel - Total		318. Fuel - Total	319. Fuel - Total
320. Fuel - Total		321. Fuel - Total		322. Fuel - Total		323. Fuel - Total		324. Fuel - Total		325. Fuel - Total		326. Fuel - Total		327. Fuel - Total		328. Fuel - Total	329. Fuel - Total
330. Fuel - Total		331. Fuel - Total		332. Fuel - Total		333. Fuel - Total		334. Fuel - Total		335. Fuel - Total		336. Fuel - Total		337. Fuel - Total		338. Fuel - Total	339. Fuel - Total
340. Fuel - Total		341. Fuel - Total		342. Fuel - Total		343. Fuel - Total		344. Fuel - Total		345. Fuel - Total		346. Fuel - Total		347. Fuel - Total		348. Fuel - Total	349. Fuel - Total
350. Fuel - Total		351. Fuel - Total		352. Fuel - Total		353. Fuel - Total		354. Fuel - Total		355. Fuel - Total		356. Fuel - Total		357. Fuel - Total		358. Fuel - Total	359. Fuel - Total
360. Fuel - Total		361. Fuel - Total		362. Fuel - Total		363. Fuel - Total		364. Fuel - Total		365. Fuel - Total		366. Fuel - Total		367. Fuel - Total		368. Fuel - Total	369. Fuel - Total
370. Fuel - Total		371. Fuel - Total		372. Fuel - Total		373. Fuel - Total		374. Fuel - Total		375. Fuel - Total		376. Fuel - Total		377. Fuel - Total		378. Fuel - Total	379. Fuel - Total
380. Fuel - Total		381. Fuel - Total		382. Fuel - Total		383. Fuel - Total		384. Fuel - Total		385. Fuel - Total		386. Fuel - Total		387. Fuel - Total		388. Fuel - Total	389. Fuel - Total
390. Fuel - Total		391. Fuel - Total		392. Fuel - Total		393. Fuel - Total		394. Fuel - Total		395. Fuel - Total		396. Fuel - Total		397. Fuel - Total		398. Fuel - Total	399. Fuel - Total
400. Fuel - Total		401. Fuel - Total		402. Fuel - Total		403. Fuel - Total		404. Fuel - Total		405. Fuel - Total		406. Fuel - Total		407. Fuel - Total		408. Fuel - Total	409. Fuel - Total
410. Fuel - Total		411. Fuel - Total		412. Fuel - Total		413. Fuel - Total		414. Fuel - Total		415. Fuel - Total		416. Fuel - Total		417. Fuel - Total		418. Fuel - Total	419. Fuel - Total
420. Fuel - Total		421. Fuel - Total		422. Fuel - Total		423. Fuel - Total		424. Fuel - Total		425. Fuel - Total		426. Fuel - Total		427. Fuel - Total		428. Fuel - Total	429. Fuel - Total
430. Fuel - Total		431. Fuel - Total		432. Fuel - Total		433. Fuel - Total		434. Fuel - Total		435. Fuel - Total		436. Fuel - Total		437. Fuel - Total		438. Fuel - Total	439. Fuel - Total
440. Fuel - Total		441. Fuel - Total		442. Fuel - Total		443. Fuel - Total		444. Fuel - Total		445. Fuel - Total		446. Fuel - Total		447. Fuel - Total		448. Fuel - Total	449. Fuel - Total
450. Fuel - Total		451. Fuel - Total		452. Fuel - Total		453. Fuel - Total		454. Fuel - Total		455. Fuel - Total		456. Fuel - Total		457. Fuel - Total		458. Fuel - Total	459. Fuel - Total
460. Fuel - Total		461. Fuel - Total		462. Fuel - Total		463. Fuel - Total		464. Fuel - Total		465. Fuel - Total		466. Fuel - Total		467. Fuel - Total		468. Fuel - Total	469. Fuel - Total
470. Fuel - Total		471. Fuel - Total		472. Fuel - Total		473. Fuel - Total		474. Fuel - Total		475. Fuel - Total		476. Fuel - Total		477. Fuel - Total		478. Fuel - Total	479. Fuel - Total
480. Fuel - Total		481. Fuel - Total		482. Fuel - Total		483. Fuel - Total		484. Fuel - Total		485. Fuel - Total		486. Fuel - Total		487. Fuel - Total		488. Fuel - Total	489. Fuel - Total
490. Fuel - Total		491. Fuel - Total		492. Fuel - Total		493. Fuel - Total		494. Fuel - Total		495. Fuel - Total		496. Fuel - Total		497. Fuel - Total		498. Fuel - Total	499. Fuel - Total
500. Fuel - Total		501. Fuel - Total		502. Fuel - Total		503. Fuel - Total		504. Fuel - Total		505. Fuel - Total		506. Fuel - Total		507. Fuel - Total		508. Fuel - Total	509. Fuel - Total
510. Fuel - Total		511. Fuel - Total		512. Fuel - Total		513. Fuel - Total		514. Fuel - Total		515. Fuel - Total		516. Fuel - Total		517. Fuel - Total		518. Fuel - Total	519. Fuel - Total
520. Fuel - Total		521. Fuel - Total		522. Fuel - Total		523. Fuel - Total		524. Fuel - Total		525. Fuel - Total		526. Fuel - Total		527. Fuel - Total		528. Fuel - Total	529. Fuel - Total
530. Fuel - Total		531. Fuel - Total		532. Fuel - Total		533. Fuel - Total		534. Fuel - Total		535. Fuel - Total		536. Fuel - Total		537. Fuel - Total		538. Fuel - Total	539. Fuel - Total
540. Fuel - Total		541. Fuel - Total		542. Fuel - Total		543. Fuel - Total		544. Fuel - Total		545. Fuel - Total		546. Fuel - Total		547. Fuel - Total		548. Fuel - Total	549. Fuel - Total
550. Fuel - Total		551. Fuel - Total		552. Fuel - Total		553. Fuel - Total		554. Fuel - Total		555. Fuel - Total		556. Fuel - Total		557. Fuel - Total		558. Fuel - Total	559. Fuel - Total
560. Fuel - Total		561. Fuel - Total		562. Fuel - Total		563. Fuel - Total		564. Fuel - Total		565. Fuel - Total		566. Fuel - Total		567. Fuel - Total		568. Fuel - Total	569. Fuel - Total
570. Fuel - Total		571. Fuel - Total		572. Fuel - Total		573. Fuel - Total		574. Fuel - Total		575. Fuel - Total		576. Fuel - Total		577. Fuel - Total		578. Fuel - Total	579. Fuel - Total
580. Fuel - Total		581. Fuel - Total		582. Fuel - Total		583. Fuel - Total		584. Fuel - Total		585. Fuel - Total		586. Fuel - Total		587. Fuel - Total		588. Fuel - Total	589. Fuel - Total
590. Fuel - Total		591. Fuel - Total		592. Fuel - Total		593. Fuel - Total		594. Fuel - Total		595. Fuel - Total		596. Fuel - Total		597. Fuel - Total		598. Fuel - Total	599. Fuel - Total
600. Fuel - Total		601. Fuel - Total		602. Fuel - Total		603. Fuel - Total		604. Fuel - Total		605. Fuel - Total		606. Fuel - Total		607. Fuel - Total		608. Fuel - Total	609. Fuel - Total
610. Fuel - Total		611. Fuel - Total		612. Fuel - Total		613. Fuel - Total		614. Fuel - Total		615. Fuel - Total		616. Fuel - Total		617. Fuel - Total		618. Fuel - Total	619. Fuel - Total
620. Fuel - Total		621. Fuel - Total		622. Fuel - Total		623. Fuel - Total		624. Fuel - Total		625. Fuel - Total		626. Fuel - Total		627. Fuel - Total		628. Fuel - Total	629. Fuel - Total
630. Fuel - Total		631. Fuel - Total		632. Fuel - Total		633. Fuel - Total		634. Fuel - Total		635. Fuel - Total		636. Fuel - Total		637. Fuel - Total		638. Fuel - Total	639. Fuel - Total
640. Fuel - Total		641. Fuel - Total		642. Fuel - Total		643. Fuel - Total		644. Fuel - Total		645. Fuel - Total		646. Fuel - Total		647. Fuel - Total		648. Fuel - Total	649. Fuel - Total
650. Fuel - Total		651. Fuel - Total		652. Fuel - Total		653. Fuel - Total		654. Fuel - Total		655. Fuel - Total		656. Fuel - Total		657. Fuel - Total		658. Fuel - Total	659. Fuel - Total
660. Fuel - Total		661. Fuel - Total		662. Fuel - Total		663. Fuel - Total		664. Fuel - Total		665. Fuel - Total		666. Fuel - Total		667. Fuel - Total		668. Fuel - Total	669. Fuel - Total
670. Fuel - Total		671. Fuel - Total		672. Fuel - Total		673. Fuel - Total		674. Fuel - Total		675. Fuel - Total		676. Fuel - Total		677. Fuel - Total		678. Fuel - Total	679. Fuel - Total
680. Fuel - Total		681. Fuel - Total		682. Fuel - Total		683. Fuel - Total		684. Fuel - Total		685. Fuel - Total		686. Fuel - Total		687. Fuel - Total		688. Fuel - Total	689. Fuel - Total
690. Fuel - Total		691. Fuel - Total		692. Fuel - Total		693. Fuel - Total		694. Fuel - Total		695. Fuel - Total		696. Fuel - Total		697. Fuel - Total		698. Fuel - Total	699. Fuel - Total
700. Fuel - Total		701. Fuel - Total		702. Fuel - Total		703. Fuel - Total		704. Fuel - Total		705. Fuel - Total		706. Fuel - Total		707. Fuel - Total		708. Fuel - Total	709. Fuel - Total
710. Fuel - Total		711. Fuel - Total		712. Fuel - Total		713. Fuel - Total		714. Fuel - Total		715. Fuel - Total		716. Fuel - Total		717. Fuel - Total		718. Fuel - Total	719. Fuel - Total
720. Fuel - Total		721. Fuel - Total		722. Fuel - Total		723. Fuel - Total		724. Fuel - Total		725. Fuel - Total		726. Fuel - Total		727. Fuel - Total		728. Fuel - Total	729. Fuel - Total
730. Fuel - Total		731. Fuel - Total		732. Fuel - Total		733. Fuel - Total		734. Fuel - Total		735. Fuel - Total		736. Fuel - Total		737. Fuel - Total		738. Fuel - Total	739. Fuel - Total
740. Fuel - Total		741. Fuel - Total		742. Fuel - Total		743. Fuel - Total		744. Fuel - Total		745. Fuel - Total		746. Fuel - Total		747. Fuel - Total		748. Fuel - Total	749. Fuel - Total
750. Fuel - Total		751. Fuel - Total		752. Fuel - Total		753. Fuel - Total		754. Fuel - Total		755. Fuel - Total		756. Fuel - Total		757. Fuel - Total		758. Fuel - Total	759. Fuel - Total
760. Fuel - Total		761. Fuel - Total		762. Fuel - Total		763. Fuel - Total		764. Fuel - Total		765. Fuel - Total		766. Fuel - Total		767. Fuel - Total		768. Fuel - Total	769. Fuel - Total
770. Fuel - Total		771. Fuel - Total		772. Fuel - Total		773. Fuel - Total		774. Fuel - Total		775. Fuel - Total		776. Fuel - Total		777. Fuel - Total		778. Fuel - Total	

TABLE V - REMARKS AND RECOMMENDATIONS									
1. Remarks		2. Training Personnel		3. Account Facilities		4. Field Conditions, Weather, Communications		5. Facilities, General Remarks or Remarks, ETC.	
1. Remarks		2. Recommendations		3. Recommendations		4. Recommendations		5. Recommendations	
<div style="text-align: center;">SECRET</div>									

SECRET

Benjamin Davis
BENJAMIN O. DAVIS, JR.,
Lieut. Colonel ~~Army Corps~~
Cavalry

10460

11/11/11

TABLE 1 - STATUS OF AIRCRAFT

[illegible]

TABLE II - STATUS OF PERSONNEL

STATE OF NEW YORK

PATIENT'S NAME: [Handwritten Name]

DATE OF BIRTH: [Handwritten Date]

SEX: [Handwritten Sex]

RACE: [Handwritten Race]

RELIGION: [Handwritten Religion]

MARRIAGE: [Handwritten Marriage Status]

EDUCATION: [Handwritten Education Level]

OCCUPATION: [Handwritten Occupation]

HISTORY: [Handwritten History]

PHYSICAL EXAMINATION: [Handwritten Examination Results]

LABORATORY EXAMINATIONS: [Handwritten Laboratory Results]

DIAGNOSIS: [Handwritten Diagnosis]

Physician's Signature: [Handwritten Signature]

Remarks, Table I:
col. #7 - 4-21-42-10-29 awaiting engine since
Sept. 25, 1943
Remarks, Table "Y":
Item "Total Officers", col. 4B includes 3 staff
pilots not included above.

TABLE III WEEKLY OPERATIONS

[illegible]TABLE IV
TOTAL WEEKLY CONSUMPTION[illegible]

TABLE V-REMARKS AND RECOMMENDATIONS

[illegible]

George S. Roberts,
Captain, Air Corps,

OFFICE OF THE OPERATIONS OFFICER
10th Fighter Squadron
APO SF 25, U.S. Army

180/e

23 October, 1943

MEMORANDUM FOR THE RECORD, APO SF 25, "Weekly Status and Operations".

TO: THE COMMANDER, 10th Fighter Squadron, APO SF 25, U.S. Army.

FROM: THE OPERATIONS OFFICER, 10th Fighter Squadron, APO SF 25, U.S. Army.
SUBJECT: Weekly Status and Operations, 17 August, 1943 through 16 October, 1943.

Due to transportation problems, and a state of transit which has existed for the above period, it has been impossible to submit this report. The entire period has been consolidated into the enclosed report which is being submitted to date.

Under the circumstances in the future, a report will be submitted.

For the Commanding Officer:

James P. Curtis
JAMES P. CURTIS,
Captain, Air Corps,
Operations Officer.

10466 **WEEKLY STATUS AND OPERATIONS REPORT**
(REPORT FOR PERIOD 12-24-54 TO 12-30-54 INCLUSIVE)

TABLE I - STATUS OF AIRCRAFT

Aircraft	12-24	12-25	12-26	12-27	12-28	12-29	12-30	Total
B-29	1	1	1	1	1	1	1	7
B-50	1	1	1	1	1	1	1	7
B-52	1	1	1	1	1	1	1	7
B-54	1	1	1	1	1	1	1	7
B-57	1	1	1	1	1	1	1	7
B-58	1	1	1	1	1	1	1	7
B-59	1	1	1	1	1	1	1	7
B-60	1	1	1	1	1	1	1	7
B-61	1	1	1	1	1	1	1	7
B-62	1	1	1	1	1	1	1	7
B-63	1	1	1	1	1	1	1	7
B-64	1	1	1	1	1	1	1	7
B-65	1	1	1	1	1	1	1	7
B-66	1	1	1	1	1	1	1	7
B-67	1	1	1	1	1	1	1	7
B-68	1	1	1	1	1	1	1	7
B-69	1	1	1	1	1	1	1	7
B-70	1	1	1	1	1	1	1	7
B-71	1	1	1	1	1	1	1	7
B-72	1	1	1	1	1	1	1	7
B-73	1	1	1	1	1	1	1	7
B-74	1	1	1	1	1	1	1	7
B-75	1	1	1	1	1	1	1	7
B-76	1	1	1	1	1	1	1	7
B-77	1	1	1	1	1	1	1	7
B-78	1	1	1	1	1	1	1	7
B-79	1	1	1	1	1	1	1	7
B-80	1	1	1	1	1	1	1	7
B-81	1	1	1	1	1	1	1	7
B-82	1	1	1	1	1	1	1	7
B-83	1	1	1	1	1	1	1	7
B-84	1	1	1	1	1	1	1	7
B-85	1	1	1	1	1	1	1	7
B-86	1	1	1	1	1	1	1	7
B-87	1	1	1	1	1	1	1	7
B-88	1	1	1	1	1	1	1	7
B-89	1	1	1	1	1	1	1	7
B-90	1	1	1	1	1	1	1	7
B-91	1	1	1	1	1	1	1	7
B-92	1	1	1	1	1	1	1	7
B-93	1	1	1	1	1	1	1	7
B-94	1	1	1	1	1	1	1	7
B-95	1	1	1	1	1	1	1	7
B-96	1	1	1	1	1	1	1	7
B-97	1	1	1	1	1	1	1	7
B-98	1	1	1	1	1	1	1	7
B-99	1	1	1	1	1	1	1	7
B-100	1	1	1	1	1	1	1	7

TABLE II - STATUS OF PERSONNEL

Personnel	12-24	12-25	12-26	12-27	12-28	12-29	12-30	Total
1st Lt	1	1	1	1	1	1	1	7
2nd Lt	1	1	1	1	1	1	1	7
3rd Lt	1	1	1	1	1	1	1	7
4th Lt	1	1	1	1	1	1	1	7
5th Lt	1	1	1	1	1	1	1	7
6th Lt	1	1	1	1	1	1	1	7
7th Lt	1	1	1	1	1	1	1	7
8th Lt	1	1	1	1	1	1	1	7
9th Lt	1	1	1	1	1	1	1	7
10th Lt	1	1	1	1	1	1	1	7
11th Lt	1	1	1	1	1	1	1	7
12th Lt	1	1	1	1	1	1	1	7
13th Lt	1	1	1	1	1	1	1	7
14th Lt	1	1	1	1	1	1	1	7
15th Lt	1	1	1	1	1	1	1	7
16th Lt	1	1	1	1	1	1	1	7
17th Lt	1	1	1	1	1	1	1	7
18th Lt	1	1	1	1	1	1	1	7
19th Lt	1	1	1	1	1	1	1	7
20th Lt	1	1	1	1	1	1	1	7
21st Lt	1	1	1	1	1	1	1	7
22nd Lt	1	1	1	1	1	1	1	7
23rd Lt	1	1	1	1	1	1	1	7
24th Lt	1	1	1	1	1	1	1	7
25th Lt	1	1	1	1	1	1	1	7
26th Lt	1	1	1	1	1	1	1	7
27th Lt	1	1	1	1	1	1	1	7
28th Lt	1	1	1	1	1	1	1	7
29th Lt	1	1	1	1	1	1	1	7
30th Lt	1	1	1	1	1	1	1	7
31st Lt	1	1	1	1	1	1	1	7
32nd Lt	1	1	1	1	1	1	1	7
33rd Lt	1	1	1	1	1	1	1	7
34th Lt	1	1	1	1	1	1	1	7
35th Lt	1	1	1	1	1	1	1	7
36th Lt	1	1	1	1	1	1	1	7
37th Lt	1	1	1	1	1	1	1	7
38th Lt	1	1	1	1	1	1	1	7
39th Lt	1	1	1	1	1	1	1	7
40th Lt	1	1	1	1	1	1	1	7
41st Lt	1	1	1	1	1	1	1	7
42nd Lt	1	1	1	1	1	1	1	7
43rd Lt	1	1	1	1	1	1	1	7
44th Lt	1	1	1	1	1	1	1	7
45th Lt	1	1	1	1	1	1	1	7
46th Lt	1	1	1	1	1	1	1	7
47th Lt	1	1	1	1	1	1	1	7
48th Lt	1	1	1	1	1	1	1	7
49th Lt	1	1	1	1	1	1	1	7
50th Lt	1	1	1	1	1	1	1	7
51st Lt	1	1	1	1	1	1	1	7
52nd Lt	1	1	1	1	1	1	1	7
53rd Lt	1	1	1	1	1	1	1	7
54th Lt	1	1	1	1	1	1	1	7
55th Lt	1	1	1	1	1	1	1	7
56th Lt	1	1	1	1	1	1	1	7
57th Lt	1	1	1	1	1	1	1	7
58th Lt	1	1	1	1	1	1	1	7
59th Lt	1	1	1	1	1	1	1	7
60th Lt	1	1	1	1	1	1	1	7
61st Lt	1	1	1	1	1	1	1	7
62nd Lt	1	1	1	1	1	1	1	7
63rd Lt	1	1	1	1	1	1	1	7
64th Lt	1	1	1	1	1	1	1	7
65th Lt	1	1	1	1	1	1	1	7
66th Lt	1	1	1	1	1	1	1	7
67th Lt	1	1	1	1	1	1	1	7
68th Lt	1	1	1	1	1	1	1	7
69th Lt	1	1	1	1	1	1	1	7
70th Lt	1	1	1	1	1	1	1	7
71st Lt	1	1	1	1	1	1	1	7
72nd Lt	1	1	1	1	1	1	1	7
73rd Lt	1	1	1	1	1	1	1	7
74th Lt	1	1	1	1	1	1	1	7
75th Lt	1	1	1	1	1	1	1	7
76th Lt	1	1	1	1	1	1	1	7
77th Lt	1	1	1	1	1	1	1	7
78th Lt	1	1	1	1	1	1	1	7
79th Lt	1	1	1	1	1	1	1	7
80th Lt	1	1	1	1	1	1	1	7
81st Lt	1	1	1	1	1	1	1	7
82nd Lt	1	1	1	1	1	1	1	7
83rd Lt	1	1	1	1	1	1	1	7
84th Lt	1	1	1	1	1	1	1	7
85th Lt	1	1	1	1	1	1	1	7
86th Lt	1	1	1	1	1	1	1	7
87th Lt	1	1	1	1	1	1	1	7
88th Lt	1	1	1	1	1	1	1	7
89th Lt	1	1	1	1	1	1	1	7
90th Lt	1	1	1	1	1	1	1	7
91st Lt	1	1	1	1	1	1	1	7
92nd Lt	1	1	1	1	1	1	1	7
93rd Lt	1	1	1	1	1	1	1	7
94th Lt	1	1	1	1	1	1	1	7
95th Lt	1	1	1	1	1	1	1	7
96th Lt	1	1	1	1	1	1	1	7
97th Lt	1	1	1	1	1	1	1	7
98th Lt	1	1	1	1	1	1	1	7
99th Lt	1	1	1	1	1	1	1	7
100th Lt	1	1	1	1	1	1	1	7

TABLE III - WEEKLY OPERATIONS

Operation	12-24	12-25	12-26	12-27	12-28	12-29	12-30	Total
1. Bombing	1	1	1	1	1	1	1	7
2. Reconnaissance	1	1	1	1	1	1	1	7
3. Search and Rescue	1	1	1	1	1	1	1	7
4. Training	1	1	1	1	1	1	1	7
5. Other	1	1	1	1	1	1	1	7

TABLE IV - TOTAL WEEKLY CONSUMPTION

Consumption	12-24	12-25	12-26	12-27	12-28	12-29	12-30	Total
1. Fuel	1	1	1	1	1	1	1	7
2. Oil	1	1	1	1	1	1	1	7
3. Lubricants	1	1	1	1	1	1	1	7
4. Other	1	1	1	1	1	1	1	7

TABLE V - REMARKS AND RECOMMENDATIONS

1. Remarks: [Handwritten notes]

2. Recommendations: [Handwritten notes]

3. Other: [Handwritten notes]

99th Fighter 10
 1st Lt. 99th Fighter
 Poggio, J. Drome
 Poggio, J. Drome

Mission		Remarks	Time	Altitude	Distance	Direction	Weather	Visibility	Remarks
Time	Altitude	Remarks	Time	Altitude	Distance	Direction	Weather	Visibility	Remarks
0800	1500	To bomb bridge at B-4097. (1)	1200	1500	1200	1500	1200	1500	Several near misses. Bridge at 1100 appears to have been destroyed.
0800	1500	To bomb motor transports & communications at B-75277. (1)	1200	1500	1200	1500	1200	1500	Several hits on the road near the junction.
0800	1500	To bomb shore dump at B-733, (CAMP HONOR) (1)	1200	1500	1200	1500	1200	1500	Several direct hits. Accurate machine-gun fire from B-7241.
0800	1500	To bomb shipping E & S of B-75277, taking advantage of targets of opportunity (2)	1200	1500	1200	1500	1200	1500	Several bombs appeared hit dock at PHNANG KH. Also several near-misses.
0800	1500	To bomb 15 to 20 ships at B-8559. (2)	1200	1500	1200	1500	1200	1500	Four small ships (appears to be landing barges) at B-8559.
0800	1500	To bomb shipping in vicinity of GIENLAOVA, B-75277. (2)	1200	1500	1200	1500	1200	1500	Several direct hits & near-misses on docks & nearby merchant vessels. The damage caused was minor.
0800	1500	To bomb merchant vessels at B-7768. (2)	1200	1500	1200	1500	1200	1500	Approximately 12 small boats in target area.

TABLE IV
TOTAL WEEKLY CONSUMPTION

Indicate Tons, Cubic Yd or Other

1. Total Mass Plant 69150

2. Total Gasoline Consumed 52164

3. Total Electric and Disposition used

51 th	500 Tons
52 nd	500 Tons
53 rd	500 Tons
54 th	500 Tons
55 th	500 Tons
56 th	500 Tons
57 th	500 Tons
58 th	500 Tons
59 th	500 Tons
60 th	500 Tons

TABLE V - REMARKS AND RECOMMENDATIONS							
(1) Remarks	(2) Results	(3) Training Remarks	(4) Recommendations	(5) Remarks	(6) Summary	(7) Remarks	(8) Recommendations
				Comme-ss, Tall:		Col. D., mission 40 th .	
				Col. E., mission 41 st :		1 x/o damaged by small arms fire.	
				Col. F., mission 42 ^d :		Col. G., mission 43 ^d :	
				entire flight back to base.		w/o secondary target.	

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WEEKLY STATUS AND OPERATIONS REPORT

(REPORT FOR PERIOD 12/10/50 TO 12/16/50 INCLUSIVE)

12/17

TABLE III - WEEKLY OPERATIONS

Date	Mission	Type of Mission	Number of Aircraft	Number of Bombs	Number of Rockets	Number of Missiles	Number of Fuel	Number of Oil	Number of Water	Number of Food	Number of Medical	Number of Other	Remarks
12/10/50	Strafe M/T & personnel using targets of opportunity 8 miles or more back of beachline (1)	Strafe	1	150	1								See remarks below.
12/11/50	Strafe M/T & personnel using targets of opportunity 8 miles or more back of beachline (3)	Strafe	3	500	1								Several bombs hit on the W. side of town with black and white smoke observed after attack. Town was smoking from a previous attack.

TABLE IV - TOTAL WEEKLY CONSUMPTION

Category	Consumption
1. Fuel	5000
2. Oil	1000
3. Water	1000
4. Food	1000
5. Medical	1000
6. Other	1000

TABLE V - REMARKS AND RECOMMENDATIONS

Remarks	Recommendations
1. Fuel consumption was inefficient, and deficient in vegetables.	1. Fuel consumption was inefficient, and deficient in vegetables.
2. One a/c making late take-off, was unable to catch formation.	2. One a/c making late take-off, was unable to catch formation.
3. W-2009, col. 11. Flight split into three elements of four ships each. One flight attacking tanks and M/T N. of QUANG TRIEN. W-2009, a second flight attacking M/T at 0210K, destroying at least two trucks. The third flight attacking several groups of from five to eight trucks dispersed along QUANG TRIEN road.	3. W-2009, col. 11. Flight split into three elements of four ships each. One flight attacking tanks and M/T N. of QUANG TRIEN. W-2009, a second flight attacking M/T at 0210K, destroying at least two trucks. The third flight attacking several groups of from five to eight trucks dispersed along QUANG TRIEN road.

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DOD DIR 5200.9, 27 Sep 58

By: Dir, RSI - Init: mk

MAY 5 1959

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APR-44

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st Mission Today.

Sheet No. 1 of 1	Oprep. Ref. No. R06	Date, pr. 4, 1944	Squadron 99th Ftr
Type of Aircraft P-40's	RESTRICTED	Captain Maj. Roberts, A-13 Lt. Rogers, A	
Aircraft No.		Crew Lt. Jamerson, A-14 Lt. Daniels, A	
Aircraft Letter "A"		Lt. Allen, A-18 Lt. Topaine, A- Lt. Manning, A-37 Lt. Temple, A- Lt. Roberts, A-24 Lt. Rice, A-20 Lt. Laugh, A-38 Lt. Gibson, A-27	
Time Up 1315	Aerodrome or L.G. Carcola		
Time Down 1450			
Total Time 1:35			
Type of Cloud Target Area:	Enroute:	Map or Chart Albano Iusale	
Amount of Cloud	8/10 to 10/10	Reference 1:50,000	
Base of Cloud CAVU	10,000 feet	Sheet # 150-IV	
Visibility	unlimited		
General Weather			
Fighter-Bomber: 12 A/C with 12x1000# bombs, to bomb M/T parked near Frascati.			
Task or Duty P. - F-879578 - F-882578 - F-883575.			
Time	Height	Place	Narrative
			BOMBING: 12x1000# bombs at 1400 hours from 2500 to 4000 feet on M/T pool. Bomb run NE to SW. 8 bombs in Target Area. Two bombs overshoot SW of Target Area.
			STRAFFING: All A/C straffed in the dive.
			OBSERVATIONS: Target possibly M/T or bivouac area. No M/T movement observed on roads.
			FLAK: Heavy, moderate, accurate at Velletri S. of Target. Light, moderate, inaccurate " " "
			NOTE: Two bombs jettisoned in water at M-4587 (Lt. Manning defective fuel system. Lt. Allen returned to L/O with Lt. Manning.
			One A/C damaged by flak (Cat. II). One A/C nosed over upon landing, pilot unhurt, plane damaged Cat. II.
			Total weight of bombs dropped today <u>10,000 pounds.</u>
			181st Mission this theater. 383rd Mission.
			For the Squadron Commander:
			<i>Cornelius Vincent Jr.</i> CORNELIUS VINCENT Jr., Captain, Air Corps, Intelligence Officer.

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DOD DIR 5200.102-12-8
By: Dir, RSI - Inf: MAY 5 1959

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st Mission Today

Sheet No. 1 of 1	Oprep. Ref. No. 02	Date 17.5, 1944	Squadron 99th
Type of Aircraft B-24D	Captain Lt. Roberts, A-21 Lt. Mills, A-11		
Aircraft No.	Crew Lt. Gray, A-30 Lt. Jackson, A-35		
Aircraft Letter A	Lt. Driver, A-40 Lt. Topkins, A-17		
	Lt. Bailey, A-32 Lt. Rice, A-31		
	Lt. Raugh, A-21 Lt. Erighton, A-36		
	Lt. Belling, A-15 Lt. Temple, A-27		
Time Up 07:15			
Time Down 07:20			
Total Time	Aerodrome or L.G. Caracul		
Type of Cloud Target Area	Amount of Cloud 9/10	Base of Cloud 6,000 ft.	Map or Chart Ref.
Visibility 5 miles	General Weather Poor		Reference 1:100,000

Task or Duty **Fighter-Bomber- 12 A/C with 12,000# bombs to bomb Heavy Gun Position at**
Ref. - R-337437.

Time	Height	Place	Narrative
			<p>BOMBING: 12,000# bombs at 08:13 hours from 700 to 1,500 feet. Bomb run North to South out of a left turn. 30 bombs in 7/8; 2 overcast to the North.</p> <p>SEAFIRE: All A/C struffed in the dive.</p> <p>OBSERVATION: Large explosion and black smoke reported as a result of bombing.</p> <p>FLAK: S.E. fire in target area, light, intense, accurate. Heavy, moderate, accurate at R-073430, R-755355, and R-7635.</p> <p>NOTE: Flight scheduled for 0730 take off, weather delayed take off.</p> <p>Total weight of bombs dropped today - 12,000 pounds. 30th Mission - 182nd Mission in this theater. Cumulative Sorties - 2,660.</p> <p>For the Squadron Commander:</p>

Charles Vincent J
CHARLES VINCENT J
Captain, Air Corps,
Intelligence Office

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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R.A.F. Form 441 A.

SORTIE REPORT
(Part A)

1st Mission Today.

Sheet No. 1 of 1	Oprep. Ref. No.	Date Apr. 6, 1944	Squadron 99th
Type of Aircraft 12 P-40L's	Aircraft No.	Captain Lt. Rogers, A-21 Temple, A-24	
Aircraft Letter "A"		Crew Capt. Custis, A-12 Lawson, A-17	
		Lt. Smith, A-15 Gray, A-38	
		Daniels, A-27 Allen, A-18	
		Bolling, A-13 Manning, A-25	
		Jamerson, A-29	
		Knighten, A-36	
Time Up 1350			
Time Down 1510			
Total Time 1 hour 20 minutes			
	Aerodrome or L.G. Carcola		
Type of Cloud Scattered		Map or Chart Frosinone	
Amount of Cloud		Reference 1:250,000	
Base of Cloud 3,000 to 4,000 feet.		1:100,000	
Visibility 10 to 15 miles.		Aerial Photo of Target.	
General Weather Hazy			
Task or Duty Fighter-Bomber: 12 A/C with 12X1000# bombs to bomb Heavy Gun Position at G-157122.			

Time	Height	Place	Narrative
			<p>BOMBING: 12X1000# bombs at 1430 hours from 5,000 to 300 feet. Bomb run E. to W. out of a left turn. 5 bombs fell in Target Area. 5 fell short. 2 fell long.</p> <p>STRAFFING: All A/C strafed in the dive.</p> <p>OBS: Square green strip between house and canal, possibly camouflage net.</p> <p>FLAK: Heavy, moderate, Inaccurate at G-1209.</p> <p>NOTE: Two ships hit by flak-Cat. II. All A/C returned safely to L/G.</p> <p>Total weight of bombs dropped - 12,000 pounds. 183rd mission in this theatre. 385 mission. Cumulative Sorties - 2480.</p> <p>For the Squadron Commander:</p> <p style="text-align: right;"> <i>Cornelius Vincent Jr.</i> CORNELIUS VINCENT Jr., Captain, Air Corps, Intelligence Officer. </p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

2nd Mission Today

Sheet No. 1 of 1	Oprep. Ref. No. A.O. 5	Date Apr. 6, 1944	Squadron 99th
Type of Aircraft P-40L's	Aircraft No.	Aircraft Letter "A"	Captain Lt. Baugh, A-10 Crew Lt. Gibson, A-10 Lt. Deis, A-10 Lt. Driver, A-31 Lt. Toppins, A-20 Lt. Bailey, A-32 Lt. Perry, A-35 Lt. Jackson, A-29
Time Up 1650	Time Down 1750	Total Time 1 hour	Aerodrome or L.G. Corcola
Type of Cloud Target Area	Amount of Cloud 6/10	Base of Cloud 6,000 to 10,000 feet	Map or Chart Grid 1
Visibility 10 miles	General Weather Haze		Reference 1:250,000 Sora 1:100,000 Aerial Photo of Target.

Task or Duty Fighter-Bomber: 8 A/C with 8x1000 bombs to bomb Bridge at P.-G-955533.

Time	Height	Place	Narrative
			<p>BOMBING: 8x1000 bombs at 1725 hours from 8,000 to 2,000 feet. Bomb run North West to South East. All bombs near misses in Target Area.</p> <p>STARTING: All A/C strafed in the dive.</p> <p>DES: Landing Ground at G-7838.</p> <p>FLAK: S/A fire in Target Area. Heavy, moderate, accurate North of Atim.</p> <p>All A/C returned safely to the L/G.</p> <p>Total weight of bombs dropped - 20,000 pounds. 10th Mission in this theater - 386th Mission. Cumulative Sorties - 2488.</p> <p>For the Squadron Commander:</p>

Cornelius Vincent Jr.
 CORNELIUS VINCENT JR.
 Captain, Air Corps,
 Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st. Mission today.

Sheet No. 1 of 1.	Oprep. Ref. No.	Date 11/7/41	Squadron 29th Str.
Type of Aircraft 12 P-40's.	Aircraft No.	Aircraft Letter "A"	Captain Lt. Roberts, 21 Crew Lt. Gibson, 1 Lt. Toppins, 17 Lt. Polling, 16 Lt. Temple, 34 Lt. Jackson, 18 Lt. Gray, 10 Capt. Gustis, 13 Lt. Knighten, 38 Lt. Lee, 11 Lt. Mills, 11 Lt. Bailey, 32
Time Up 1200	Time Down 1305	Total Time 1:05	Aerodrome or L.G. Corsica
Type of Cloud	Amount of Cloud 0-10	Base of Cloud	Map or Chart Cassino Reference 1:100,000 1:250,000 Photograph of target.
Visibility	General Weather Haze		

Task or Duty Fighter Bomber. 12 A/C with 12x1000 bombs to dive bomb a two (2) gun position at pp. C-089129.

Time	Height	Place	Narrative
			12 A/C a/c One early return (Lt. Knighten)
			<u>BOMBING</u> 3x1000 bombs direct hits, 5 near misses, 2 under-shot, 1 in the town of S. Oliva at 1230 hours. Bomb run from 8,500' to 2,000', N. to S. Compass course 320 degrees.
			<u>STRAFFING</u> 11 A/C strafed in the dive.
			<u>OBSERVATIONS</u> A Red Cross Hospital seen at C-089130. White smoke rose to approx. 1,000' in target area.
			<u>FLAK</u> ---- Light, moderate, inaccurate at C-089130 Heavy, moderate, inaccurate at Light, moderate, inaccurate over target area.
			Total weight of bombs dropped today, 11,000 lbs. 185th. Mission this theater. 337th. Mission. 249-- Cumulative sorties.
			For the Squadron Commander:
			<i>Cornelius Vincent Jr.</i> CORNELIUS VINCENT JR. Captain Air Corps, Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441.A.

Sheet No. 2 of 2	Oprep. Ref. No.	Date Apr. 9, 1941	Squadron 27th
Type of Aircraft B-17's	Aircraft No.	Captain Maj. Roberts, A-30	Crew Lt. Johnson, A-21 Lt. Brown, A-17 Capt. Justice, A-24 Lt. Harding, A-23 Lt. Rice, A-31 Lt. Miller, A-22 Lt. Smith, A-25
Aircraft Letter		Aerodrome or L.G. Carcova	
Time Up 065	Time Down 0825		
Total Time 1 hour 25 minutes			
Type of Cloud	Map or Chart	None	
Amount of Cloud	Reference	Map 1:50,000	
Base of Cloud			
Visibility 20 miles			
General Weather Breezy			

Task or Duty High Sea-Bombing 3 A/C with 12,000 lbs bombs to bomb and strafe U/V's on road from 12-131 to 12-132.

Time	Height	Place	Narrative
			<p><u>12:10:</u> 1st A/C bomb hit between two U/V's; 12:00 bomb hit left of two U/V's. 12:00 bomb hit in front of two U/V's. 12:00 bomb near mine. All bombs of 1st element fell on road at 12-131 at 12:00 hours from 10,000 and released at 4,000 feet.</p> <p>2nd element 12:00 bombs dropped near two U/V's on road at 12-132, etc.</p> <p><u>12:15:</u> 1st element strafed in dive. 2nd element strafed 6 plus railway cars on bridge between towns of Civitella Rovato and St. Paolo, etc.</p> <p><u>12:20:</u> 2nd element A/C at 12,000 feet circling in vicinity of target area.</p> <p><u>12:25:</u> Heavy, intense, accurate at 12:00.</p> <p><u>12:30:</u> Heavy, intense, accurate at 12:00.</p> <p><u>12:35:</u> Major Roberts in A-30, bombed with 12,000 and a cluster of 12 fragmentation bombs, changed to A/C A-30.</p> <p>Total weight of bombs dropped today - 8,000 pounds.</p> <p>106th Mission this theater. 38th Mission.</p> <p>Cumulative sorties - 2507.</p> <p>For the Squadron Commander:</p>

Lucius Vincent
Colonel, USAF
Chief, Air Corps,
Intelligence Officer.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

Sheet No. 1 of 1	Oprep. Ref. No.	Date Apr. 10, 1944	Squadron 974
Type of Aircraft B-24D	Aircraft No.	Captain Curtis, A-13	Crew Rogers, A-21 Hills, A-17 Rice, A-21
Aircraft Letter			
Time Up 1145	Time Down 1215	Aerodrome or L.G. Casola	
Total Time 2 hours 30 minutes			
Type of Cloud	Amount of Cloud 10/10 6,000 feet.	Map or Chart Map 1	Reference 1:250,000
Base of Cloud	Visibility 1 mile		
General Weather			
Task or Duty	sortie 4 A/C to escort 2 B-5 from Lago 1/3 to Beach-head.		

Time	Height	Place	Narrative
			<p>4 A/C 2/3</p> <p><u>NOTE:</u> Along coast landing at Lago 1/3. Operations told the flight that the weather was bad and to return to base field.</p> <p>All A/C returned safely to 1/3.</p> <p>107th Mission: this theater.</p> <p>307th Mission:</p> <p>Total weight of bombs dropped today - 8,000 pounds.</p> <p>Cumulative sorties - 2507.</p> <p>For the Squadron Commander:</p>

Cornelius Vincent
 CORNELIUS VINCENT
 Captain, Air Corps,
 Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st Mission Today.

Sheet No. 1 of 1	Oprep. Ref. No.	Date Apr. 10, 1944	Squadron 99th
Type of Aircraft A-10L's		Captain Lt. Topkins, A-30	
Aircraft No.		Crew Lt. Gray, A-15	
Aircraft Letter T.		Lt. Knighton, A-10	
		Lt. Temple, A-29	
		Lt. Rogers, A-16	
		Lt. Gibson, A-20	
		Lt. Dixon, A-34	
		Lt. Bailey, A-11	
Time Up 0720		Aerodrome or L.G. Garesnais	
Time Down 0915			
Total Time 1 hour 25 minutes			
Type of Cloud		Map or Chart None	
Amount of Cloud		Reference 1:250,000	
Base of Cloud CAVI - T/A.		1:100,000	
Visibility		Sheet # 150.	
General Weather			
Task or Duty	Lightning-Bomber - 8 A/C with 800000 bombs, to bomb M/T's and Dug. at 0-01053 to 0-01054.		

Time	Height	Place	Narrative
			8 A/C a/b
			<u>BOBBER:</u> 800000 bombs at 0855 hours from 11,000 to 3,000 feet, NW to SE. All bombs in T/A in good pattern. H.M.C.
			<u>STRAFFER:</u> All A/C straffed T/A in the dive.
			<u>OBJ:</u> Possible Stores dump extending from 0-0154 - 0155 to 0-0156.
			<u>FIAR:</u> Heavy, moderate, accurate at 0-5609
			All A/C returned safely to L/G.
			Total weight of bombs dropped today - 8,000 pounds.
			100th Mission: this theater. 390th Mission.
			Cumulative Services - 2015
			For the Squadron Commander:

Cornelius Vincent Jr.
 CORNELIUS VINCENT JR.,
 Captain, Air Corps,
 Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro forma in H.Q. R.A.F. M.E. Instruction 34.

837, GHQP 1, 5/10, 0/0, 4-42

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st Mission Report.

Sheet No. <u>1 of 1.</u>	Oprep. Ref. No.	Date <u>4/11/41</u>	Squadron <u>9th Str.</u>
Type of Aircraft <u>7 P-40's.</u>		Captain <u>Lt. Daugh, 10</u>	
Aircraft No.		Crew <u>Lt. Jamerson, 15</u>	
Aircraft Letter <u>A</u>		<u>Lt. Mills, 31</u>	
		<u>Lt. Jackson, 29</u>	
		<u>Lt. Driver, 23</u>	
		<u>Lt. Daniels, 35</u>	
		<u>Lt. Rice, 20</u>	
Time Up <u>1715</u>			
Time Down <u>1840</u>			
Total Time <u>1:25</u>		Aerodrome or L.G. <u>Caracas</u>	
Type of Cloud <u>Scattered</u>	<u>TA</u>	Map or Chart	
Amount of Cloud <u>0/10</u>	<u>8/10</u>	Reference <u>None & Proximity</u>	
Base of Cloud <u>1,000'</u>	<u>1,000-3,000'</u>	<u>1:250,000</u>	
Visibility <u>2 miles.</u>	<u>2 miles.</u>		
General Weather <u>BS.</u>			

Task or Duty ATTN: BOMB - 3 A/C with 7x2000# bombs to dive bomb a Navy gun at F-351410.

Time	Height	Place	Narrative
			3 A/C 2/b One A/C did not take off.
			<u>BOMBED</u> - 7x2000# bombs dropped at 1300 hours from 11,000' to 1,500', 5 bombs in target area, 1 fell long, 1 fell short. Bomb run made from East to West.
			<u>STRAFFING</u> : All A/C straffed in the dive.
			<u>OBJ</u> : <u>ML.</u>
			<u>FEAR</u> : Small Arms fire in Target Area, light accurate. heavy, moderate, accurate at F-3514.
			All A/C returned safely to the I/G.
			Total weight of bombs dropped today 7000 pounds.
			109th Mission in this theater: 31st Mission
			Cumulative Sorties - 2522.

For the Squadron Commander:

Colonel Vincent Jr.,
 COLONEL VINCENT JR.,
 Captain, Air Corps,
 Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

837, GHQP/1, 500, 000/4-42

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

Sheet No. 1 of 1	Oprep. Ref. No.	Date Apr. 13, 1944	Squadron 99th
Type of Aircraft P-40E	Aircraft No.	Captain Lt. Toppins, A-23	
Aircraft Letter #1		Crew Lt. Gray, A-15	
		Lt. Allen, A-31	
		Lt. Bailey, A-16	
		Lt. Roberts, A-24	
		Lt. Manning, A-37	
		Lt. Lawson, A-23	
		Lt. Gibson, A-21	
Time Up 0835			
Time Down 0930			
Total Time 1 hour 5 minutes		Aerodrome or L.G. Cascano	
Type of Cloud Target Area	Route	Map or Chart Cascano	
Amount of Cloud CAVU	10/10 at 3,000 feet	Reference 1:100,000	
Base of Cloud		1:250,000	
Visibility 4 miles			
General Weather			
Nighttime Bombing - 8 A/C with 8x1000 bombs to bomb factory at G-623340.			
Task or Duty			

Time	Height	Place	Narrative
			8 A/C a/b
			<u>BOMBING:</u> 8x1000 bombs at 0900 hours from 7,500 to 2,000 feet. Bomb run North to South. 7 Direct Hits. 1 bomb fell Short.
			<u>SEVEN:</u> All A/C strafed in the dive.
			<u>HQ:</u> Hospital South of Target Area.
			<u>FLAK:</u> Heavy, moderate, accurate at G-6232 Light, intense, accurate at G-6431 Small Arms Fire at G-7437.
			<u>NOTE:</u> Large fires as result of bombing. Columns of smoke rose to 1,500 feet at southern of building. 1 A/C damaged by flak Cat. I. All A/C returned safely to I/G.
			Total weight of bombs dropped 8,000 pounds. 190th Mission in this theatre: 372nd Mission. Cumulative Sorties - 2530.
			For the Squadron Commander:

Comelius Vincent Jr.
COMELIUS VINCENT JR.,
Captain, Air Corps,
Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st. Mission today.		Sheet No. 1 of 1.		Oprep. Ref. No.	Date 1/11/44	Squadron 99th Str.
Type of Aircraft 3 P-40's.	Aircraft No.	Aircraft Letter "A"	Time Up 0900	Time Down 1000	Total Time 1:00	Captain Lt. Driver, 21 Lt. Gray, 31 Crew Lt. Daniels, 37 Lt. Rogers, 30 Lt. Baugh, 10 Lt. Jamison, 36 Lt. Perry, 31 Lt. Temple, 33
Type of Cloud BROOD-2A (400)				Map or Chart Cassino		
Amount of Cloud CAV 10/10				Reference 1:100,000		
Base of Cloud 1,500' to 2,000'				Napoli		
Visibility				1:25,000		
General Weather Bce.				Photograph of Target.		
Task or Duty <u>PERIOD BOMB.</u> 7 A/C bombed with 7x500 incendiaries & a cluster of 8x20 fragmentation bombs and 1 A/C with 1x2000 bomb to dive bomb <u>camp</u> at G-60224 to G-60247.						

Time	Height	Place	Narrative
			8 A/C a/b.
			<u>BOMBING</u> - 7x500 incendiaries with 8x20 fragmentation bombs dropped at 0935 hours in target area in a good pattern. Bomb run made from 9,000' and released at 4,000', H-3.
			<u>OBSERVATION</u> - Puffs of white smoke scattered over target area. Yellow and red flames observed after bomb run. Column of black smoke rose to approximately 1,000', no explosion observed.
			<u>FLAK</u> - Heavy, intense, accurate at G-5720. Small arms fire, intense, inaccurate- 2/A.
			ALL A/C returned safely to L/G.
			Total weight of bombs dropped today- 6,180 lbs.
			191st. Mission this theater.
			393rd. Mission.
			2538 Cumulative Sorties.
			For the Squadron Commander:
			<i>Cornelius Vincent Jr.</i> CORNELIUS VINCENT JR. Captain Air Corps, Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro forma in H.Q. R.A.F. M.E. Instruction 34.

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2nd Mission Today.

SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

Sheet No. 1 of 1.	Oprep. Ref. No.	Date 4/11/44	Squadron 99th Ftr.
Type of Aircraft 8 A/C's.	Captain Lt. Lawson, 17		
Aircraft No.	Crew Lt. Jackson, 11		
Aircraft Letter "A"	Lt. Bolling, 16		
	Lt. Smith, 15		
	Lt. Davis, 31		
	Lt. Mills, 11		
	Lt. L. C. Roberts, 21		
	Lt. Bailey, 26		
Time Up 1500	Aerodrome or L.G. Caracas		
Time Down 1600			
Total Time 1:00			
Type of Cloud SC 3000 7/8	Map or Chart Cassino		
Amount of Cloud 5/10	Reference 1:100,000		
Base of Cloud 2,000'-4,000'	1:250,000		
Visibility 3.00	Photograph of target.		
General Weather C.V.			

MISSION ORDER: 8 A/C with 8x500 incendiaries with clusters of 6x20 fragmentation bombs to dive bomb a Dump at G-602251 to G-602247.

Time	Height	Place	Narrative
			<p>8 A/C a/b one early return (Lt. Bailey) jettisoned bomb at H-7667, engine trouble.</p> <p>BOMBING - 7:50 incendiaries and 11 clusters of 6x20 fragmentation bombs dropped at 1535 hours on target in a good pattern. Bomb run made from 10,500' and released at 5,000' H. to G.</p> <p>OBSERVATION - white smoke from bombing observed. 15 H/C's., scattered, moving N. at pp. G-7522, at 1530 hours.</p> <p>FAIR light, intense, accurate at G-7517 small arms fire, moderate at G-6220</p> <p>All A/C returned safely to I/O.</p> <p>Total weight of bombs dropped today - 11,360 lbs.</p> <p>192nd Mission this theater.</p> <p>39th Mission.</p> <p>25th anniversary parties.</p> <p>For the Squadron Commander:</p> <p><i>Cornelius Vincent</i> CORNELIUS VINCENT Jr. Captain Air Corps, Intelligence Officer.</p>

PART B (on reverse) to be completed according to relevant pro forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st Mission Today

Sheet No. 1 of 1	Oprep. Ref. No.	Date Apr. 15, 1944	Squadron 99th
Type of Aircraft 8 P-40's	Aircraft No.	Captain Lt. Toppins, A-17	
Aircraft Letter "A"		Crew Lt. Temple, A-10	
		Lt. Rice, A-28	
		Lt. Rice, A-18	
		Lt. Gibson, A-16	
		Lt. Allen, A-13	
		Lt. Manning, A-25	
		Lt. Daniels, A-33	
Time Up 0730		Aerodrome or L.G. Carcola	
Time Down 0910			
Total Time 1 hour 40 minutes			
Type of Cloud TARGET AREA:	ENROUTE	Map or Chart Rom	
Amount of Cloud 9/10	10/10	Reference 1:250,000	
Base of Cloud 1,000 ft.	1000 ft.	1:50,000	
Visibility 3/4 mile.	3/4 mile.	Sheet # 150 - III	
General Weather		Albano Lancia.	

Fighter-Bomber: 8 A/C with 8x500# bombs and 96X20# fragmentation bombs, to
Task or Duty Bomb Heavy Gun position at F-343130.

Time	Height	Place	Narrative
			8 A/C a/b
			<u>BOMBED:</u> 8x500# and 96X20 frags. All bombs in Target Area at 0805 hours. Bomb run from North to South from 2,000 to 1,500 feet.
			<u>STRAFFED:</u> All A/C straffed in the dive.
			<u>QES:</u> 1 building destroyed on North side of road in Target Area, with large explosion; 1 heavy gun at F-354136.
			<u>FIAC:</u> Heavy, light, accurate at F-9440. Small Arms Fire in Target Area.
			<u>NOTE:</u> Two pilots landed at Ponigliano L/G. due to weather. 6 A/C returned safely to the Landing Ground.
			Total weight of bombs dropped - 5920 pounds.
			193rd Mission in this theater. 395th Mission.
			2552 Cumulative Sorties.
			For the Squadron Commander:

Cornelius Vincent Jr.
CORNELIUS VINCENT JR.,
Captain, Air Corps,
Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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R.A.F. Form 441 A.

SORTIE REPORT
(Part A)

Sheet No. 1 of 1	Oprep. Ref. No. IXXXX	Date 16 Apr. 1944	Squadron 99th
Type of Aircraft 8 P-40's	Captain Lt. Baugh, A-24		
Aircraft No.	Crew Lt. Perry, A-38		
Aircraft Letter "A"	Lt. Mills, A-11		
	Lt. Lawson, A-28		
	Lt. Rogers, A-21		
	Lt. Jamerson, A-31		
	Lt. Smith, A-32		
	Lt. Gray, A-14		
Time Up 1350			
Time Down 1550			
Total Time 2 hours	Aerodrome or L.G. Carcola		

Type of Cloud	Map or Chart Roma
Amount of Cloud	Reference 1:100,000
Base of Cloud	
Visibility	
General Weather	

Fighter-Bomber - 8 A/C with 8X500# bombs and 96X20# Frags to bomb Heavy Gun
Task or Duty Position at F-848430.

Time	Height	Place	Narrative
			3 A/C a/b
			BOMBING: 8X500# and 96X20# Fragmentation bombs at 1430 hours. 3 fell in T/A. 3 fell along SW of T/A, 2 fell short North East of T/A. Bomb run from 10,000 to 2,000 feet. 1st Section bombed from E. to W. 2nd Section from N. to S.
			STRAFFING: All A/C straffed in the dive.
			OBS: Large fire South of Rome at F-772652. Gun was observed firing on approaching T/A but was not when leaving.
			FLAK Heavy, Light, accurate at F-9440. Light, intense, accurate at F-9440. Intense Small Arms Fire in Target Area.
			NOTE: One A/C damaged by flak, Cat. I. All A/C returned safely to I/G.
			Total weight of bombs dropped today, 11,840 pounds. 194 Mission in this theater: 396th Mission: 2560 Cumulative Sorties.
			For the Squadron Commander:
			<i>Cornelius Vincent Jr.</i> CORNELIUS VINCENT Jr., Captain, Air Corps, Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro forms in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

Sheet No. <u>1 of 1</u>	Oprep. Ref. No.	Date <u>1/16/44</u>	Squadron <u>204 Sqn.</u>
Type of Aircraft <u>B-24D</u>	Captain <u>Lt. Iggoon, 10</u> Crew <u>Lt. Gibson, 11</u> <u>Lt. Jackson, 29</u> <u>Lt. Gray, 10</u> <u>Lt. L. J. Roberts, 21</u> <u>Lt. Bailey, 35</u> <u>Lt. Dalling, 26</u> <u>G. Wayne, 30</u>		
Aircraft No.			
Aircraft Letter <u>A</u>			
Time Up <u>1120</u>			
Time Down <u>1205</u>	Aerodrome or L.G. <u>Orlando</u>		
Total Time <u>1:15</u>			
Type of Cloud	Map or Chart <u>pan.</u> Reference <u>2:100,000</u>		
Amount of Cloud <u>100</u>			
Base of Cloud			
Visibility			
General Weather <u>hazy</u>			
Task or Duty <u>Target Bombing. 8 A/C with 83003 & 16 clusters of G200 fragmentation bombs to div. bomb a Navy gun at pp. P-511177.</u>			

Time	Height	Place	Narrative
			<p>8 A/C s/o.</p> <p>83003 - 1600 bombs and 16 G200 frags. dropped. 1 in target area, 3 near misses and 1 over shot the target. 100-1200 hours. Bomb run made from 12,000' and released at 3,000', H. to U.</p> <p>REMARKS - All A/C strafed 1 in the div.</p> <p>REMARKS II - 6 A/C's stationary, 2ndary HW (bunched) seen at 2000 hours at pp. P-511177. the Navy gun at P-511177</p> <p>REMARKS - Navy, intense, accurate fire. Small area fire, intense, 1/4.</p> <p>All A/C returned safely to 1/1.</p> <p>REMARKS - the A/C damaged by flak hit. 1.</p> <p>Total weight of bombs dropped today - 5,900 lbs.</p> <p>195th Mission. 1st Wave.</p> <p>197th Mission.</p> <p>196th - Sustained action.</p> <p>For the Squadron Commander:</p> <p><i>Comelius Vincent</i> COMELIUS VINCENT Jr. Captain Air Corps, Intelligence Officer.</p>

PART B (on reverse) to be completed according to relevant pro forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441A.

Sheet No. 1 of 2.	Oprep. Ref. No.	Date 1/16/41	Squadron 22nd Bn.
Type of Aircraft 8 A-19's.	Aircraft No.	Captain Lt. R. H. H. H.	Crew Lt. H. H. H. H.
Aircraft Letter "A"		Lt. H. H. H. H.	Lt. H. H. H. H.
Time Up 1500		Lt. H. H. H. H.	Lt. H. H. H. H.
Time Down 1715		Lt. H. H. H. H.	Lt. H. H. H. H.
Total Time 1215		Lt. H. H. H. H.	Lt. H. H. H. H.
Type of Cloud	Amount of Cloud	Map or Chart	Reference
Base of Cloud	Visibility		
General Weather			

Task or Duty 8 A-19's. 8 A-19's bombed with 8500 bombs & 16 clusters of 6000 frags., to dive bomb a heavy gun position at pp. P-312,177.

Time	Height	Place	Narrative
			8 A-19's 2 A-19's returned & 17, bombs jettisoned at 15-3000, off contact.
			<u>BOMBING</u> - 85000 bombs and 75000 frags. dropped on target area. 4 hits in target area, 2 und. arched. 200, 1600 hours. Bomb run made from 2,000' and released at 2,000'.
			<u>REMARKS</u> - All A-19's strafed in the dive.
			<u>CONCLUSIONS</u> - Black smoke obs. on leaving target area. One heavy gun at rear of house at pp. P-360,129.
			<u>FLARE</u> - Light, intense, accurate at P-3300.
			<u>REMARKS</u> - One A-19 damaged by flak, Oct 2.
			All A-19's returned to base.
			Total weight of bombs dropped today - 10,000 lbs.
			190th Mission this theater.
			300th mission.
			2576 cumulative sorties.
			For the Squadron Commander:
			<i>Cornelius Vincent Jr.</i> Cornelius Vincent Jr. Captain Air Corps, Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st Mission TodaySheet No. 1 of 1

Oprep. Ref. No.

Date Apr. 17, 1944Squadron 29th Ftr.Type of Aircraft 8 B-10's

Aircraft No.

Aircraft Letter 714Captain Hogers, A-21 Lt. Hollins, A-22Crew Capt. Lawrence, A-30Lt. Daniels, A-29Lt. Jamerson, A-35Lt. Mills, A-25Lt. Baugh, A-37Lt. Gibson, A-39Time Up 0710Time Down 0920Total Time 1:30Aerodrome or L.G. Corrolo

Type of Cloud

Map or Chart Vallotri

Amount of Cloud

Reference 1:50,000Base of Cloud CUVUPart II

Visibility

General Weather

Task or Duty Dive Bombing: 8 A/C bombed with 8X500's and 16 clusters of 6020's frags., to
dive bomb H/T's and Storage Dump at PP. R-957570.

Time	Height	Place	Narrative
			8 A/C a/b
			<u>DIBBING:</u> 8X500's bombs, 96X20's frags; 2 in T/A, 2 near misses, 1 fell long. Bomb run from 10,000 to 3,000 feet at 0015 hours from N. to S. H.R.O.
			<u>STRAFFING:</u> All A/C straffed in the dive.
			<u>WRE:</u> None.
			<u>FLAK:</u> Heavy, Intense, Accurate at C-722h.
			All A/C returned safely to L/O.
			Total weight of bombs dropped today - 5,920.
			197th Mission in this theater. 397th Mission.
			25th Cumulative Sorties.
			For the Squadron Commander:

Comelius Vincent Jr.
 COMELIUS VINCENT JR.,
 Captain, Air Corps,
 Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

2nd Mission Today

Sheet No. 1 of 1	Oprep. Ref. No.	Date <u>Apr 17, 1941</u>	Squadron <u>99th</u>
Type of Aircraft <u>8 B-10L's</u>	Captain <u>Lt. Miles, A-34</u> Lt. <u>Knighton, A-14</u>		
Aircraft No.	Crew <u>Lt. Jackson, A-18</u>		
Aircraft Letter <u>"A"</u>	<u>Lt. Temple, A-26</u>		
	<u>Lt. Toppins, A-36</u>		
	<u>Lt. Smith, A-19</u>		
	<u>Lt. Perry, A-38</u>		
	<u>Lt. Manning, A-24</u>		
Time Up <u>1300</u>			
Time Down <u>1435</u>			
Total Time <u>1 hour 35 minutes</u>	Aerodrome or L.G. <u>Carolina</u>		

Type of Cloud
Amount of Cloud 6/10
Base of Cloud 13,000 feet.
Visibility 3/4 to 1 mile.
General Weather

Map or Chart None
Reference 1:100,000
1:50,000
Valletti # 150-Part II.
Aerial Photo of Target.

Flight-Bombard- 8 A/C with 8x500y bombs and 96x100y frags to bomb I.T.'s and
Task or Duty Stores Dump at R-457570.

Time	Height	Place	Narrative
			<u>BOMBING:</u> 8x500 and 96x100y frags. from 9,500 to 2,000 feet at 1335 hours. 4 bombs in T/A; 2 in of T/A. 1 fall long SE of T/A. 1 not observed.
			<u>STRAFING:</u> All A/C strafed in the dive.
			<u>OBJ:</u> 5 large H/T's and 1 small truck at R-990380. 1 destroyed H/T at R-996364. 6 H/T's at R-910576, headed East at approximately 1340 hours.
			<u>FIRES:</u> Medium, light, inaccurate from T/A. Small arms fire from T/A.
			All A/C returned safely to the I/G.
			Total weight of bombs dropped today - <u>5,425 11,840.</u> 198th Mission in this theater: <u>400th Mission.</u> 2592 Cumulative Sorties.
			For the Squadron Commander

Comelius Vincent Jr.
COMELIUS VINCENT JR.,
Captain, Air Corps,
Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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R.A.F. Form 441 A.

Time	Height	Place	Narrative
		<u>ROUTE:</u>	8:400 - 8:5000. Drops at 0015 hours. Bomb Run from 11 to 12. Bomb Run 2, 10 to 4,000 feet. 7 bomb hits in town, 1 still low.
		<u>REMARKS:</u>	11 A/C crashed in the river.
		<u>LOC:</u>	Red Cross, Hospital at edge of the town of Itri.
		<u>REMARKS:</u>	Heavy, intense, accurate at 0-007. Small area fire from the town of Itri. Light, intense, accurate from the town of Itri.
		<u>REMARKS:</u>	Weather prevented the formation from reaching the target, formation turned around at Sorradina and bombed Alghero, Sardinia.
			Total weight of bombs dropped today 5,920 pounds. 1900 lbs in this cluster. All in from 200 Calibrative Series.
			For the Squadron Commander

Cornelius Tincey Jr.
Capt. U.S. Army
Capt. Air Corps,
Intelligence Officer

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st Mission Today

Sheet No. 1 of 1	Oprep. Ref. No.	Date 20 Apr. 1944	Squadron 99th
Type of Aircraft P-109's		Captain Lt. Toppins, A-30	
Aircraft No.		Crew Lt. Temple, A-19	
Aircraft Letter "A"		Lt. Manning, A-25	
		Lt. Knighton, A-36	
		Lt. Jackson, A-35	
		Lt. Gibson, A-29	
		Lt. Bolling, A-11	
		Lt. Gray, A-10	
Time Up 0805		Acrodrome or L.G. Carocla	
Time Down 0930			
Total Time 1 hour 25 minutes			
Type of Cloud		Map or Chart Rom	
Amount of Cloud		Reference 1:250,000	
Base of Cloud CAVU		Aerial Photograph of Target.	
Visibility			
General Weather			
Task or Duty	Fighter-Bomber: 8 A/C with 8X500# and 96X20# frags to bomb Heavy Gun position at P. 1-839437.		

Time	Height	Place	Narrative
			BOMBING: 7X500# bombs, 84X20# frags: 6 bombs in Target Area. 1 fell long West of Target near white bridge. Bomb run at 0850 hours from 10,000 to 2,000 feet SE to NW.
			STRAFFING: All A/C straffed in the dive.
			OBSERVATION: The Gun has been knocked out or has been removed as stated by pilot who dived lower than the rest of the flight. He observed only bomb-crater in T/A.
			FIAC: Heavy, moderate, inaccurate at P-8546.
			NOTE: 1 A/C made Emergency landing at Castel Volturno L/G, jettisoned bombs at H-6700. 1 A/C damaged in emergency landing Cat. II. 7 A/C returned safely to the L/G.
			Total weight of bombs dropped today 5,180 pounds. 200th Mission this theater. 402nd Mission. 2607 Cumulative Sorties.

For the Squadron Commander:

Cornelius Vincent Jr.
 CORNELIUS VINCENT JR.,
 Captain, Air Corps,
 Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

201st Mission Today

Sheet No. 1 of 1	Opreg. Ref. No.	Date 21 Apr. 1944	Squadron 99th
Type of Aircraft P-40L's		Captain Rogers, A-21	Lt. Mills, A-36
Aircraft No.		Lt. Lawson, A-18	Lt. Manning, A-25
Aircraft Letter		Lt. Daniels, A-31	(Spare)
		Lt. Haugh, A-13	Lt. Jamerson, A-34
		Lt. Thompson, A-16	
		Lt. Smith, A-19	
Time Up 1340			
Time Down 1510			
Total Time 1 hour 30 minutes			
Type of Cloud Bk/A.	T/A	Map or Chart Rome	
Amount of Cloud 8/10	7/10	Reference 1:250,000	
Base of Cloud 4,000 ft.	5,000 ft.	Litteria	
Visibility Unlimited	Unlimited	1:100,000	
General Weather Haze	Haze	Aerial Photograph of Target.	

Dive-Bombing: 9 A/C with 9X500# Incendiary and 108X20# frags to dive-bomb
Task or Duty bivouac area at P-1236.

Time	Height	Place	Narrative
			9 A/C - a/b
			<u>BOMBING:</u> 9X500# and 108X20# frags, 7 in T/A, 2 overshoot. Bomb Run from 10,000 to 1,000 feet H.W. to S. E. at 1420 hours.
			<u>STRAFFING:</u> All A/C strafed in the dive.
			<u>OB:</u> Three small fires observed in the T/A, also 20 plus tents.
			<u>FLAK:</u> Heavy, moderate, accurate from T/A.
			<u>NOTE:</u> Lt. Manning (spare) took off in error.
			All A/C returned safely to the I/G.
			Total weight of bombs dropped today 6,660 pounds.
			201st Mission in this theater: 403rd Mission:
			2615 Cumulative Sorties.
			For the Squadron Commander:

Cornelius Vincent Jr.
CORNELIUS VINCENT JR.,
Captain, Air Corps,
Intelligence Officer.

PART B (on reverse) to be completed according to relevant proforma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st Mission Today			
Sheet No. 1 of 1	Oprep. Ref. No. 401	Date 13 Apr. 1944	Squadron 99th
Type of Aircraft P-40L's	Captain Lt. Driver, A-36		
Aircraft No.	Crew Lt. Rice, A-22		
Aircraft Letter 40	Lt. Allen, A-10		
	Lt. Johnson, A-10		
Time Up 0930			
Time Down 1045			
Total Time 1 hour 15 minutes	Aerodrome or L.G. Carolina		
Type of Cloud	Map or Chart Atlin		
Amount of Cloud	Reference 1:50,000		
Base of Cloud Q.V.	Aerial Photograph of Target.		
Visibility			
General Weather			
Task or Duty Lighter-Bomber: 4 A/C with 4000 lbs bombs and 4000 frags to bomb three medium guns at G-336361.			

Time	Height	Place	Narrative
			4 A/C a/b
			DROPPING: 20000 and 25000 frags dropped at 1005 hours in target area: 20000 and 25000 frags overshot target, landing SE. Bomb run at 1005 hours from 10,000 to 2,000 feet, NW to SE.
			STRAFFING: All A/C strafed in the dive.
			OBS: HRO of bombing. Spitfire or Macchi with solid red circle on wing seen at 7,000 feet NE of Cassino at 1030 hours, A/C acted hostile, interception was attempted. E/A lost altitude and disappeared.
			FLAK: Small arms fire over T/A.
			NOTE: Formation 15 minutes late over target due to overshooting target on first run. All A/C returned safely.
			202nd Mission in this theater. Total weight of bombs dropped 2,900 pounds. 2619 Cumulative Sorties.

For the Squadron Commander:

Cornelius Vincent
CORNELIUS VINCENT CR.,
Captain, Air Corps,
Intelligence Officer.

PART B (on reverse) to be completed according to relevant proforma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

2nd Mission Today

Sheet No. 1 of 1	Oprep. Ref. No. 405	Date 23 Apr. 1944	Squadron 99th
Type of Aircraft A-10L's	Captain ROBERTS, L. C. A-27		
Aircraft No.	Crew LT. PERI, A-28		
Aircraft Letter "B"	CAPT. LAWRENCE, A-13		
	LT. BAILEY, A-19		
Time Up 1115			
Time Down 1200			
Total Time 45 minutes	Aerodrome or L.G. Caracola		
Type of Cloud	Map or Chart Atlin		
Amount of Cloud 1/10	Reference 1:50,000		
Base of Cloud 8,000 feet.	Aerial Photograph of Target.		
Visibility Unlimited			
General Weather			
Task or Duty DIVE BOMBING: 4 A/C with 4x500 bombs and 4x200 frags to dive bomb 2 H/C positions at G-350355.			

Time	Height	Place	Narrative
			4 A/C a/b
			DIVE BOMBING: 4x500 bombs and 8 clusters of 6x200 frags dropped in Target Area in a good pattern at 1135 hours. Bomb run made N. to S. from 9,000 and released at 3,500 feet.
			STRAFFING: All A/C straffed in the dive.
			QES: White smoke observed from Castelforte following river to the coast.
			WAK: Heavy, moderate, inaccurate at G-415966. Light, moderate, inaccurate at 2/A. All A/C returned safely to the L/G.
			Total weight of bombs dropped today 5,920 pounds. 203rd Mission in this theater. 2623 Cumulative Sorties.
			For the Squadron Commander:

Comelius Vanier
COMELIUS VANIER A.C.,
Captain, Air Corps,
Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

Sheet No. <u>1 of 1.</u>	Oprep. Ref. No. <u>106</u>	Date <u>14/24/44</u>	Squadron <u>99th Ftr.</u>
Type of Aircraft <u>6 P-51's.</u>	Aircraft No.	Aircraft Letter <u>"A"</u>	Captain <u>Lt. Deitz, 12</u> Crew <u>Lt. Temple, 36</u> <u>Lt. Knighton, 30</u> <u>Lt. Houston, 37</u> <u>Lt. Smith, 15</u> <u>Lt. Bolling, 16</u> <u>Lt. Mills, 11</u> <u>Lt. Jackson, 25</u>
Time Up <u>0635</u>	Time Down <u>0725</u>	Total Time <u>1:10</u>	Aerodrome or L.G. <u>Cercola</u>
Type of Cloud	Amount of Cloud <u>2-40</u>	Base of Cloud	Map or Chart <u>Cassino</u>
Visibility	General Weather	Reference <u>1:100,000</u> <u>1:250,000.</u>	

Task or Duty MISSION: 6 A/C with 6x500 bombs and 16 clusters of 6x20 frags., to dive bomb a heavy gun position at pp. 0-607120.

Time	Height	Place	Narrative
			<p>6 A/C c/b</p> <p><u>MISSION</u>- 6x500 bombs and 7x20 frags dropped in target area in a good pattern, 2x500 and 2x20 frags near misses. TOT, 0655 hours, bomb run made from 11,000' and released at 2,500' W to SE.</p> <p><u>SHIPPING</u>- All A/C stratified in the dive.</p> <p><u>OBSERVATIONS</u>- None, of bombing. No M/P movements seen on roads.</p> <p><u>PLAN</u> - Intense, small arms fire from T/A.</p> <p>All A/C returned safely to L/G.</p>

Total weight of bombs dropped today-5,920 lbs.
20th Mission this theater.
100 missions.
2031 Cumulative sorties.

For the Squadron Commander:

Cornelius Vinc Jr.
 CORNELIUS VINC JR.
 Captain Air Corps,
 Intending Officer.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

2nd Mission Today

Sheet No. 1 of 1	Oprep. Ref. No. 107	Date 1/21/41	Squadron 99th Ftr.
Type of Aircraft 8 A-10L's	Captain Rogers, A-31 Lt. Brown, A-36. Crew Lt. Daniels, A-11 Lt. Gray, A-35 Lt. Jamerson, A-27 Lt. Daugh, A-13 Lt. Lawson, A-18 Lt. Thompson, A-19		
Aircraft No.			
Aircraft Letter q, n			
Time Up 1545			
Time Down 1705			
Total Time 1 hour 20 minutes	Aerodrome or L.G. Caracola		
Type of Cloud	Map or Chart Cassino		
Amount of Cloud 10/10	Reference 1:100,000		
Base of Cloud 10,000 to 15,000 feet.	Napoli		
Visibility T/A G.V.U	1:250,000		
General Weather	Aerial Photograph of Target.		
Dive-Bombing: 8 A/C with 8x500# and 16 clusters of 6X20# frags to dive bomb Task or Duty 3 Guns at G-667120.			

Time	Height	Place	Narrative
			8 A/C a/b, one returned early (Lt. Jamerson # 27) plane running hot.
			BOMBING: 2X500# and clusters of frags hit SE of center of Target area, 2X500 and clusters hit NW of T/A, 1X500# and clusters hit N. of Target, 1X500# and clusters hit long N. of Target Area. T.O.T. 1615 hours. Bomb Run made from 9,500 to 3,000 feet.
			STRAFFING: All A/C straffed in the dive.
			OS: Oblong shaped pits observed in Target Area, believed to be gun pits.
			FLAK: Light, intense, accurate from T/A.
			NOTE: Lt. Daniels landed at Volturno L/G (plane nosed over). Lt. Brown landed at S. Maria, jettisoned bombs at mouth of Volturno River.
			Total weight of bombs dropped today, 10,360 pounds. 205th Mission in this theater. . 2637 Cumulative Sorties.
			For the Squadron Commander:

Cornelius Vincent Jr.
 CORNELIUS VINCENT JR.,
 Captain, Air Corps,
 Intelligence Officer.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT

(Part A)

Time	Height	Place	Narrative
			<p>81/3 a/c (1 1/3 returned early). (Lt. Bailey.)</p> <p><u>MISSION:</u> 5 hits in Target Area; 2 near misses. Bomb Pattern 0020 hours from 2,500 to 3,000 feet North to South.</p> <p><u>REMARKS:</u> All 1/3 strafed in the dive.</p> <p><u>W/O:</u> Large fire observed in W/O. Black smoke and red flame.</p> <p><u>FLARE:</u> Heavy, light, concrete from W/O. Light, intense, concrete " " "</p> <p>Total weight of bombs dropped, 5,000 pounds. 006th Mission in this theater. With Qualitative Remarks.</p> <p>For the Squadron Commander:</p> <p style="text-align: right;"><i>Cornelius Vincent</i> Cornelius Vincent, Jr., Captain, Air Corps, Artillery School.</p>

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

2nd Mission Today

Sheet No. 1 of 1	Oprep. Ref. No. 149	Date	Squadron 9th Par.
Type of Aircraft 3 - 1/2	Aircraft No.	Aircraft Letter	Captain LT. T. H. H. A-30 LT. H. H. H. A-17 Crew LT. H. H. H. A-27 LT. H. H. H. A-34 LT. H. H. H. A-11 LT. H. H. H. A-15 LT. H. H. H. A-10 LT. H. H. H. A-17
Time Up 1105	Time Down 1240	Total Time 1 hour 35 minutes	Aerodrome or L.G. Gurnee
Type of Cloud 7/8	Amount of Cloud 1/10	Base of Cloud 6,000 ft.	Map or Chart Albion
Visibility 2 miles	General Weather	Reference 1:00,000	

Flight-Number: 5 A/C with 5000 and 16 clusters of 500 frags to dive
 Task or Duty Bomb a heavy tank position at 1-2707.

Time	Height	Place	Narrative
			<p>8 A/C n/b</p> <p><u>5000</u>: 5000 and 9000 frags drop at 1230 hours. Bomb run north to south from 10,000 to 2,000 feet. 1 bomb hit 1 of target, 1 full ion, 1 of target, 1 hit 1 of target, 1 approximately 70 yards from target, 1 direct hit, 1 hit slightly north of target.</p> <p><u>9000</u>: All 9000 started in the dive.</p> <p><u>5000</u>: Fires seen burning in several places in vicinity of Beach-head. Not as result of bombing.</p> <p><u>1000</u>: Heavy, intense accurate at 1-2707. Small area fire, intense at 1-2707.</p> <p><u>1000</u>: Submarine contacted at 1225 hours, informed that formation was about to make bomb run. Sub not observed. It, with 1 A-35 loaded with wheels seen at Hutton, returned later to this field at 1700 hours.</p> <p>30th Division in this theater.</p> <p>2002 Cumulative sorties.</p> <p>Total weight of bombs dropped today, 11,000.</p> <p>For the Squadron Commander.</p> <p><i>Comelsthuice</i> Captain, Air Corps, Intelligence & Air.</p>

PART B (on reverse) to be completed according to relevant pro-forms in H.Q. R.A.F. M.E. Instruction 34.

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SORTIE REPORT
(Part A)

R.A.F. Form 441 A.

1st Lt. J. A. B. B. B.

Sheet No. 1 of 1	Oprep. Ref. No. 420	Date 1/29/41	Squadron 941
Type of Aircraft 8 P-51's	Aircraft No.	Captain Lt. J. A. B. B. B.	Crew Lt. J. A. B. B. B.
Aircraft Letter		Lt. J. A. B. B. B.	Lt. J. A. B. B. B.
Time Up 0900		Lt. J. A. B. B. B.	Lt. J. A. B. B. B.
Time Down 1000		Lt. J. A. B. B. B.	Lt. J. A. B. B. B.
Total Time 1 hour 30 minutes		Lt. J. A. B. B. B.	Lt. J. A. B. B. B.
		Aerodrome or L.G. 1000 ft.	

Type of Cloud 2/10	Amount of Cloud 3/10	Map or Chart
Base of Cloud 1,000	Reference 1:00,000	
Visibility 5 miles	General Weather 2:00	

Task or Duty: 8 P-51's with 8:50 AM 9:00 AM drop to bomb enemy air field at 10-10-10000.

Time	Height	Place	Narrative
			8 P-51's
			8:50 AM: 3 bombs in 7/1, 2 near miss, 3 bombs undischarged at 9:00 AM from 9,000 to 2,000 feet, 10 to 10.
			9:00 AM: All 8 P-51's returned in one wave.
			9:10 AM: None.
			9:20 AM: Heavy, moderate, 1000 ft at 1-10-13, light, moderate, 1000 ft at 1-10-13.
			All 8 P-51's returned safely to 1/1.
			Total weight of bombs dropped today, 5,000 pounds.
			200 minutes in this theater.
			2:00 Cumulative Sorties.
			For the Squadron Commander:

Cornelius Vincent J.
Cornelius Vincent J.
Captain, Air Corps,
Intelligence Officer.

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Time	Height	Place	Narrative
0800	7000	near 1/3 rd road early (H. Ave., S-12), LAW house, Grosse Pointe.	
0900	7000	Bomb - 7000 ft bombs and in clusters of 6000 fragmentation bombs were dropped at LAW house on a ship at C-53700. All bombs in target. Large fire reported, which smoke and red flames rose to LAW house, building in target area demolished; also one building left standing, no damage in target area strafed, was not hit up.	
1000	7000	oil truck (oil tank) strafed on road in Avenue, truck blew up; 3 plus personnel killed, 10-6-11-12-13. Three fire in cars started at approx. 10-000, cars strafed, no fire observed.	
1100	7000	Heavy, intense, no waste at C-7000	
1200	7000	railroad station tracks torn-up, bomb hits chimney and around the station.	
1300	7000	All 1/3 rd road early in 1/3.	
1400	7000	one 1/3 rd road early dropped early, 5,100 ft. with machine gun tower. with machine (simulative) 2x7 ammunition article.	
1500	7000	on the ground on terrain;	

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By: Dir, RSI - Init: *mlc*

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HEADQUARTERS
99TH FIGHTER SQUADRON
APO # 525, U. S. ARMY

SS-51-89-51-22-D
OCT 1943
CV/cim/pes

1 November 1943.

Sheet I. War Diary -- Squadron - 99th Fighter.
Paestum, Italy.
Month of October, 1943 -- Prepared by Cpl. Cleveland E. Watts
Section - Intelligence
Day -- Friday October 1, 1943.

WITH THE ADVANCE ECHELON.

We arose at 0600 hours and ate breakfast at 0700 hours. Despite the fact that we were not yet operating in Italy, nevertheless from force of habit we never failed to arise early. The ambulance of the 99th Fighter Squadron along with two men from the medical section were dispatched to the "line" to aid the 33rd Fighter Group. Since our invasion with the advance echelon of the 33rd Fighter Group, our ambulance "stood-by" on the line to aid them should it be necessary. The gasoline truck of the 99th Fighter Squadron was also used by the 33rd Fighter Group. Three of our men worked on this truck each day.

MAIN GROUP OF 99TH FIGHTER SQUADRON, Friday October 1, 1943.

Nothing unusual happened on this day.

Day -- Saturday October 2, 1943

WITH THE ADVANCE ECHELON.

Various camp details were assigned. New latrines had to be dug.

The men in the motor-pool were overhauling all of our vehicles. The frequent rain and wind had hardened the ground around our bivouac area. It gave the area a clean appearance, much different from its appearance upon our arrival. When we first arrived, the dust was so thick that at times we had to wear dust respirators.

The sun was seldom shining. The sky had a dull gray color. Combined with our irregular inactivity, it made camp life colorless. Despite these prevailing conditions, the morale of the men as a whole was excellent. None of us complained about anything.

The fellows "chipped-in" and bought a hog. One of our men, who in civilian life was a butcher, slaughtered and bar-becued the porker. This brightened our camp life somewhat. While eating the bar-becue we sat around on the ground in groups. The fellows sang many songs. Everyone went to bed that night feeling quite nappy.

MAIN GROUP OF THE 99TH FIGHTER SQUADRON - Barcelona, Sicily.

Day -- Saturday October 2, 1943.

1st Lieuts. C.W. Dryden, L. Rayford, L.R. Funnell, G. Smith and W.I. Lawson were transferred to Headquarters of MATCORA presumably to await transportation to

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DOD DIR 5200.9, 27 Sep 58

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the United States were it was believed they would be used as pilot instructors. These pilots were very happy to be going back home.

Day -- Sunday, October 3, 1943.

WITH THE ADVANCE ECHELON

Sunday for us was just another day. Even in our location, we still had evening church services however the distance was so great that hardly any of our seventy-eight men attended. Instead, a few of us always read passages from the bible to those who chose to listen.

Sunday did not change our menu. It was still British and American rations. No fresh meats unless we bought it ourselves.

Day -- Monday, October 4, 1943.

WITH THE ADVANCE ECHELON

Nothing unusual happened during the night. As usual, we arose early. Routine camp activity progressed.

Approximately 1200 hours, Capt. U.S. Roberts and 1st Lieut. Herbert Carter flew to the Paestum landing field in P-40s. They came from Barcelona, Sicily where the main group of the 98th Fighter Squadron was stationed. They brought a small amount of mail for the two officers and the enlisted men. Since the main groups' departure from East Tormini, Sicily on September 17, 1943 and their subsequent arrival at Barcelona, Sicily, all mail for the 98th Fighter Squadron was forwarded to an APC near Sattipaglia, Italy and was collected by a member of Intelligence Section of the advance echelon of the 98th Fighter Squadron.

All mail for officers and enlisted men who were in Barcelona, Sicily was sent back with Capt. Roberts and Lieut. Carter who took off again for Barcelona shortly after their landing.

Day -- Tuesday, October 5, 1943

WITH THE ADVANCE ECHELON

There is a marked change in the weather. In the morning when we arise it is cold. There is one lonely house in our bivouac area. Soldiers in an anti-aircraft battery near our area told us that the large hole in the side of the building was made by a shell that wiped out a German machine gun nest. Some of our men have moved into this abandoned building. In back of the building, there is a long cemented trough formerly used for washing and watering cattle. Soldiers now use it for their morning toilet. When we first arrived at Paestum, the fig trees in our area bore ripe fruit. The trees are now bare. The leaves are beginning to change color. The men amused themselves by playing touch football.

Day -- Wednesday, October 6, 1943

WITH THE ADVANCE ECHELON

During these days of idleness, the men wrote many letters. Mail was coming in regularly. The seventy-eight men and two officers wrote on an average of two hundred and fifty to three hundred letters daily. The in-coming mail did much to keep morale high. Nothing unusual happened on this day to the advance echelon.

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Sheet # 3.

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Day -- Thursday, October 7, 1943

WITH THE ADVANCE ECHELON

Passes were granted to a limited number of enlisted men to visit Naples. This was a treat which had been anticipated since the fall of Naples.

M/Sgt. Alexander Crawford was admitted to the hospital, touch of malaria fever.

Day -- Friday, October 8, 1943

WITH THE ADVANCE ECHELON

Nothing unusual occurred on this day to the advance echelon.

WITH THE MAIN GROUP Barcelona, Sicily.

Rain in Barcelona has made the landing field there unfit for operations. Pilots and enlisted men were in the same predicament as members of the advance echelon; as far as inactivity was concerned. The bivouac area of the main group of the 99th Fighter Squadron in Barcelona was located not more than seventy-five yards from the sea shore. A majority of the enlisted men and officers were living in well constructed Italian homes. Headquarters, and Operations were situated in what appeared to be Italian Villas. By far, this was the best set up that the Squadron had since its arrival overseas.

Day -- Saturday, October 9, 1943

WITH THE ADVANCE ECHELON Pastum, Italy

Passes continued to be granted to the enlisted men to visit Naples. Always, the men came back with "tall tales" concerning their experiences while in Naples.

Day -- Sunday, October 10, 1943

WITH THE ADVANCE ECHELON

We had resigned ourselves to a long period of separation from our squadron. Occasionally someone would make a remark to the effect that the advance echelon of the 99th must be forgotten by higher headquarters. There were some who never complained.

Day -- Monday, October 11, 1943

WITH THE ADVANCE ECHELON

Outgoing mail was unusually large today. The fellows seem to write in spurts. It's a mystery where they obtain so much paper on which to write letters. Issuance of "V" mail paper to the men is limited.

MAIN GROUP OF 99TH FIGHTER SQUADRON Barcelona, Sicily.

The following replacement pilots arrived from the United States; 2nd Lieuts. Charles P. Bailey; Clarence W. Allen; Wilson V. Eagleson; Leonard A. Jackson and

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Sheet # 4.

Lewis C. Smith. They were glad to reach the squadron since they had had a long journey and a difficult time catching up with us.

Day -- Tuesday, October 12, 1943

WITH THE ADVANCE ECHELON

Since frequent rain had curtailed the operation of the 33rd Fighter Group, all of our men were inactive. The usual details were assigned, always one every morning for policing the camp area. The day ended peacefully for us.

Day -- Wednesday, October 13, 1943

WITH THE ADVANCE ECHELON

Each day a few of us would walk out to the main Paestum to Battapaglia highway to watch various units moving up toward the front. There is bound to be someone in the continuous stream of fast moving vehicles whom some of us know.

Day -- Thursday, October 14, 1943

WITH THE ADVANCE ECHELON

Several enlisted men went on passes to Naples. The weather was still too bad for planes to operate from the Paestum landing field. The morale of the men was not at its' highest.

The APO near Battapaglia moved the day before. We have not received mail for several days.

Day -- Friday, October 15, 1943

WITH THE ADVANCE ECHELON

At noon, we received orders to move to Foggia # 3 landing field. Foggia was located near the east coast of Italy. Packing of equipment began immediately. Additional GXS trucks and drivers were obtained from the 1st service group to aid us on the convoy. Morale increased considerably when it was learned that the advance echelon would move.

We had completed our packing in three hours. Late in the evening, M/Sgt. Crawford returned to the squadron from the hospital.

Those persons living in the previously mentioned building had an impromptu celebration. Usually whenever the squadron moves and we knew about it in time, then we always celebrated the occasion by having a dozen or more bottles of vino. This, I'm sure was a little off the record however it provided for the men observer an opportunity to witness the comradeship that prevailed at such gatherings. Our squadrons' best vocalist would preside at these parties to lend the singing of songs.

Day -- Saturday, October 16, 1943

WITH THE ADVANCE ECHELON

It was decided to leave Lieut. George S. Currie at Paestum to await the return of men who were in Naples on leave. Cpl. Alston Williams was left with

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Secret # 5.

Lieut. Currie as driver of the weapons-carrier. At 0615, the advance echelon of the 88th Fighter Squadron departed from Paestum, Italy on motor convoy. Our route was seen happen the previous day by Lieut. Henry H. Letosier. We rolled along steadily. We stopped to eat lunch at approximately 1330 hours. Shortly after continuing on our journey, we had to make a fifty mile detour across a mountain. Towards evening, it became very cold. It was dark when we arrived in Poggia. We could not find Poggia # 3 that night, so we bivouaced besides the main Poggia to Bari Highway.

Day -- October 17, 1943, Sunday.

WITH THE ADVANCE ECHOLON

We were up early and ate a breakfast of hot coffee and a breakfast unit of "A" rations. We pulled out at 0800 hours, and had no trouble finding Poggia # 3. Before we had finished unloading our trucks, the first British operative C-47 arrived loaded with the first personnel of the Air Echolon. Thus, after more than six weeks of separation, we were again united with the main strength of our Squadron.

Captains Robert, J. B. and C. Hall came over a few minutes later in P-40's. Throughout the day, transports (C-47's) arrived with personnel and supplies from Sarcelone, Sicily. Col. Bates, C.O. of the 78th Fighter Group welcomed us. Operations tent was set up. The new arrivals were shown where the British bivouac area was located. By night fall, everyone had a suitable place (tent) in which to stay.

Day -- October 18, 1943, Monday.

WITH THE ADVANCE ECHOLON

The weather was too bad for the remainder of our planes to take off from Sarcelone, Sicily. Most of the day was spent getting "set-up," reassembling tents.

We are now attached to the 78th Fighter Group (D.A.F.) who is now operating with the famous British 8th Army.

Day -- October 19, 1943, Tuesday.

WITH THE ADVANCE ECHOLON.

Routine camp activity. Up to this time, we have always been fortunate in obtaining a natural camouflaged bivouac area. This time, the terrain around us is level. There are no trees around our area. The foliage around the area is not sufficient to serve as a camouflage. We are approximately three and a half miles from the Highway.

Day -- October 20, 1943, Wednesday.

WITH THE ADVANCE ECHOLON

More C-47's arrived bringing additional men and supplies. In the afternoon, 11 of our planes arrived. A movie was shown that night, "Women of the Year."

Day -- October 21, 1943

WITH THE ADVANCE ECHOLON

Routine camp activity. Our planes were serviced. Changing of bomb racks. The Squadron has roast pork for crew. Over here, roast pork is a delicacy. Of course we had to purchase the hog ourselves. The 78th Fighter Group has been very cooper-

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Sheet # 6.

ative in explaining to us how they operate with the British. We are proud and happy to be operating with the British.

Day -- October 20, 1943 - Friday.

Today, marked our first mission since our pilots arrival.
Mission - to bomb Ammo and petrol dump in wooded area at E-3387 with 24X250# bombs. Course - N.W. to Torino - left to the vicinity of Atesa then to Pagli-
ea and Berano then to Bolano to Foggia # 3. 20X250# bombs dropped on target area.
Good pattern across wooded area. Bombs were seen to land in target area. Three
planes of 98th were hit by flak. All pilots returned safely. 187th Mission.
Previous Sorties 709 - this mission 11 - Total Sorties 720.

Day -- October 23, 1943 - Saturday.

Two pilots left on a cross country flight to Barcelona, Sicily. Lieuts.
Jamison and Griffin. One mission was scheduled during the morning. The brief-
ing was at 1130 hours. Wave after wave of medium bombers and fighter planes
flew over our area during the day.

Mission - 12 A/C to bomb and strafe machine gun and troop concentration at
Spinete E-4027, also the edge of the town; 24X250# bombs and 36X20# bombs. Good
pattern over the target area. All pilots returned safely.

Day -- October 24, 1943 - Sunday.

There was no action during the morning alert. Lieuts Jamison and Griffin
returned from Sicily. Movie after work. The British production "Spitfire."
Sunday and church service.

Day -- October 25, 1943 - Monday.

One mission which took off at 1600 hours to bomb bridge at E-4097 with 12X
500# bombs. There were no direct hits on the bridge, however there were several
near misses. Squadrons from the 79th Fighter Group to whom we were attached
had been attempting to destroy this bridge for two days.

Day -- October 26, 1943 - Tuesday.

We had two missions on this day, the first took off at 0540 to bomb a road
junction at E-275277. Time over target 1015 hours. Target 12X500# bombs and
36X20# fragmentation bombs dropped on road junction. Bomb run made at 3000',
bombs released from 4,500'. There were several direct hits on the road near the
junction. No direct hits on junction. Several planes were damaged by flak (Cat
1) - 190th mission - Sorties-753. All pilots returned.

The second formation got off at 1650 hours to bomb the western edge of Carpin-
one E-2733, stores and dump. Target -22X250# bombs and 36X20# fragmentation bombs
dropped. Several direct hits were made on target area. Bomb run began at 7000' and
released at 3000'. Flak intense. No casualties. 191st mission. Sorties 764.

Day -- October 27, 1943 - Wednesday.

We had no missions on this day, however we were on the alert until 1600 hours.
Weather overcast. On days like these, the pilots congregate around operations,
some write letters, while others read magazines on some book-length novels. A few
of the new pilots mingle with the older pilots - always eager to grasp a new bit

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Sheet # 7.

of information.

Day -- October 26, 1943. Thursday.

Passes to enlisted personnel were granted for the first time since our arrival at Foggia # 3.

There was no flying on this day. Several times, it began to rain, then finally cleared up.

Day -- October 28, 1943 - Friday.

The 99th Fighter Squadron had two missions on this day. The first took off at 0720 hours to some shipping north and south of Pescara, Italy. There was an alternate target of opportunity in the vicinity. The docks at Franciella (C-2425) bombed and strafed. The bomb run commenced at 8000'. Bombs were released at 3000'. Observations - approximately 8 landing barges on Pescara river (below the concrete bridge). There were two small freighters in the Pescara harbor, one appeared to be submerged. Three sailing vessels partly submerged were at C-2425. One wrecked vessel was at H-3318. Intense light inaccurate flak at B-4097. No enemy aircraft seen or engaged. All planes returned safely to Foggia # 3.

The second mission took off at 1215 hours and were down at 1340 hours. Total time of mission, one hour and twenty five minutes. 8 A/C A/B 8X500# bombs to some 15 to 20 ships approximately (one large M/V; several LSTs at PP. B-5865. One aircraft was unable to take off (A-30) engine out on right mag.) Weather - cumulus clouds (10/10) base of clouds 4000'; visibility very poor; solid overcast in the vicinity of Pescara. Course - direct, along coast to the vicinity of Ortona (C-3318) Italy. Target - four aircraft with four five hundred pound bombs, bombed the docks at Ortona. There were no direct hits, several near misses. Bomb run made from 8,000' and pulled out at 700 ft. from this height some was released. Dense black smoke arose from the ship. This was our 183rd mission. Sorties - 779.

Day -- October 30, 1943 - Saturday.

The 99th had two bombing missions on this day. The first mission took off at 0835, the second at 1140 hours. During the first mission several direct hits were made on the docks causing large red flames, all planes returned safely.

Special service of the 99th gave a soldiers show.

Day -- October 31, 1943 - Sunday.

We had church service in the afternoon. Most of the entire Squadron attended with exception of those pilots who were on the alert. It was an open air church service. The pulpit was directly in front of a wrecked DO-217 (German) plane. The iron cross stood out in bold relief. Everyone enjoyed the service as it was our first in months. The pilots remained on the alert throughout the day. They were released from the alert at 1500 hours. No missions came up for us on this day.

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DD DIR 5200.9, 27 Sep 58

By: Dir, RSI - Init:

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HEADQUARTERS
99TH FIGHTER SQUADRON
APO # 525, U. S. ARMY

12 January 1944.

SHEET 1. ~~Special accounts~~, - Squadron - 99th Fighter. Madna L/G., Italy.

Month of December, 1943: Prepared by Cpl. Cleveland H. Watts.

There was no slowing up of activity as far as missions were concerned despite the fact that the last four days in November 1943 were somewhat of a record performance by all Squadrons of the 79th Fighter Group.

The 99th Fighter Squadron began the month of December by having one bombing mission which took off at 0755 hours. Due to poor visibility encountered between the Trigno and Sangro Rivers, the formation could not reach the target.

DECEMBER 2, 1943:

The first mission took off at 0815 hours. Lieut. Wall of the 85th Squadron led the formation in the first mission. All planes returned safely. During the interrogation, the pilots stated that they encountered more flak on this mission than they had ever ran into before.

Another bombing mission got off at 0950 hours to bomb the same target. All planes returned safely. Later, the Army phoned to state that all targets had been destroyed.

The 99th Fighter Squadron flew a total of 94 sorties from November 29, 1943 through December 2, 1943.

DECEMBER 3, 1943:

Alerted pilots were at Squadron Operations early. Mechanics were up pre-flighting their planes.

One mission got off on this day. While the pilots were being interrogated, a message came in from the A.I.C. stating that the mission was very successful, "many thanks."

The Squadron was scheduled to go on another bombing mission. Target, road intersection N.W. of the town of Guardigrale. The mission did not materialize due to inclement weather.

DECEMBER 4, 1943:

Pilots were on the alert from 0800 hours. No missions came up during the morning. A mission was phoned in during the afternoon. The pilots were at the end of the runway when information was received to cancel the mission due to weather conditions. Two aircrafts took-off before word could be gotten to them.

The Executive Officer announced that five day passes for enlisted men would begin on December 6, 1943.

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One mission got off on December 5, 1943 to bomb four 88mm gun positions. All planes returned safely.

From December 8, 1943 through December 10, 1943 the 99th Fighter Squadron had a total of ten bombing missions. All planes returned safely.

On December 20, 1943 a formation of aircrafts on a mission bombed a gun position east of Telle, Italy. Several planes were hit by flak. All landed safely.

Pilots of the 99th ended the old year by going on two bombing missions on December 31, 1943. On the last mission, the concentration of flak was heavy, accurate and intense. All planes returned safely.

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SECRETHEADQUARTERS
99TH FIGHTER SQUADRON
APO # 525, U. S. ARMY

12 January 1944.

WAR DIARY: - 99th Fighter Squadron, Madna L/G., Italy.

Month of December 1943: Prepared by Cpl. Cleveland H. Watts.

The life of enlisted personnel of the ground crew in the U. S. Army Air Corps is very drab at times. Occasionally they get a surprise by having something different. It may be a good movie, a personal appearance of a cinema celebrity from the United States or an extra special dinner.

On December 6, 1943, enlisted men of the 99th Fighter Squadron received a surprise. The first group of enlisted men departed for Manfredonia, Italy to a hotel, Siponto Albergo Cicolella, that served as a rest camp. The hotel, Siponto Albergo Cicolella was operated by the American Red Cross for members of the Desert Air Force. In the first group from the 99th Fighter Squadron there were thirty-two enlisted men. This was the first time since being over-seas that enlisted men had had more than one day off.

The men were instructed to take their cots and blankets along. Quite a few of the fellows stocked up on writing paper, hoping to catch up on correspondence while at the rest camp.

The food was exceptionally fine. There were many forms of recreation, tennis, duck-hunting, sailing, sight-seeing, card playing or just sitting in front of the large open fire place watching the bright sparks glowing.

The esprit de corps that existed among the negro and white troops was admirable. When the five days had expired, the men were reluctant to leave for camp.

DECEMBER 6, 1943:

Parachutes were inspected by S/Sgts Warner and Turner. Several were condemned. The morale of enlisted men and officers was excellent. Christmas packages are arriving in large amounts.

DECEMBER 9, 1943:

General Arnold, Major General Cannon, Marshal Cunningham and several other high officials visited Madna field, Italy. Capt. George S. Roberts, commanding officer of the 99th Fighter Squadron talked with General Arnold.

General Arnold informed Capt. Roberts that the eyes of Negro America were upon the 99th Fighter Squadron. It is now up to the members of this squadron not to let these people in the United States down. The generals remained on the field for approximately one and a half hours.

DECEMBER 13, 1943:

Pfc. Lawrence Boisseau died from injuries received in a motor accident. The Squadron had distinguished visitors again on December 18, 1943. Bishop Gregg accompanied by Major John Deaveaux of the 93rd Division spoke to members of the 99th Fighter Squadron. Major Deaveaux is the only Negro chaplain in the U. S. Army who has the rank of Major.

Bishop Gregg, the highest Negro ecclesiastic in America had just completed

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SHEET 2:

a tour of the Pacific Theater of Operations. He brought a greeting to fighting men from all religious denominations in the United States.

DECEMBER 25, 1943:

Christmas day, was cold. There were overcast clouds. It began to rain. Sgt. Will Etheridge of Operations won the Sortie Contest. The prize was a gift box donated by the Wilmington, Delaware U. S. O. Club and was presented to the winner by the Commanding Officer of the 99th Fighter Squadron. The Squadron had turkey for dinner.

December 29, 1943, two officers of the 99th Fighter Squadron received promotions. Capt. George S. Roberts was promoted to the rank of Major. 1st Lieut. Clarence Jamison was promoted to Captain. Both promotions were effective December 15, 1943.

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HEADQUARTERS
99TH FIGHTER SQUADRON
APO # 650, U. S. ARMY

CV/pcb

31 January 1944.

SHEET 1. Special Accounts, - Squadron - 99th Fighter, Capodichino Airfield, Italy.

TO : Group, Historian, G-2 Section, 79th Fighter Group, APO # 525, U. S. Army.

Month of January 1944: Prepared by Sgt. Peter C. Bertrand.

Even though the first day of the year was a very unpleasant and unfavorable day for operations, the New Year was heartily welcomed by the 99th Fighter Squadron. We could not begin the year with a mission due to bad weather however we had two on the following day.

From January 1st to 14th, we had 12 missions, all being dive bombing and strafing missions in which close support was given for the British 8th Army. Pilots would come back to the Landing Ground with flak holes in their ships but it was not until Lieut. William Walker returned with a 14 inch diameter flak hole in his tail that we realized just how effective the A.A. fire in the target area was.

We lost three pilots this month. Lieut. John Morgan was injured when he crashed upon landing on January 2, 1944. He died in the hospital on the following day.

2nd Lieut. William E. Griffin was last seen smoking and diving at 2,000 feet while on a dive-bombing mission.

1st Lieut. Samuel F. Bruce was killed in action. He was last seen chasing FW-190's in the assault area south of Rome.

1st Lieut. Allen G. Lane was shot down during a scramble with some FW-190's in the assault area. His plane caught fire and went into a dive but Lt. Lane bailed out and parachuted to safety. He was picked up by fifth army troops and was flown back to the home base in a cub.

JANUARY 27, 1944:

On January 27, our formation contacted the enemy both in the morning and afternoon. Our formation caught the enemy coming out of his dive-bombing run. Upon diving and chasing the enemy, 8 FW-190's were destroyed, 2 probably destroyed and 4 damaged. Two of our aircrafts were shot down; one pilot killed in action, the other parachuted to safety. Three of our ships were damaged by enemy aircraft fire and one by flak.

JANUARY 28, 1944:

On the morning our formation again sighted the enemy approaching our ships in the assault beach area. Our formation dove on the enemy making use of their sight and fire power. Four enemy aircrafts were shot down. One of our aircrafts was damaged by enemy aircraft fire.

In the afternoon, Major General Cannon paid the Squadron a surprised visit. The general congratulated the victorious pilots and said "Keep Shooting."

We have had more activity this month than in any of our previous months overseas.

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SHEET 11, Spécial Accounts Cont'd.

On January 25, 1944, 1st Lt. James B. Knighten made a hazardous crash landing due to engine trouble. The aircraft was damaged beyond recognition yet Lt. Knighten was unhurt.

Again on the 26th another pilot (Lt. Clinton B. Mills) crashed landed east of the field due to mal-function in his A/C fuel system. Lt. Mills was unhurt.

Lieut. John Gibson belly landed upon return from a scramble with enemy aircrafts. The Lt's ship was damaged by an FW-190. Lt. Gibson was unhurt.

JANUARY 31, 1944:

After more than three and a half months operating with the 79th Group it was learned that we are to be separated. A farewell party was given by Major George S. Roberts Commanding Officer of the 99th Fighter Squadron. The party held in Naples was attended by Colonel Bates Group Commander. Major McCune, Group Operations Officer, Major Baker, Group Executive Officer and Commanding Officers of the 85th, 86th, and 87th Fighter Squadrons. From the 99th Fighter Squadron there was Major George S. Roberts, Commanding Officer, Captain Lemuel R. Custis, Operations Officer, Captain Hall, 1st Lieut. Henry M. Letcher, Executive Officer, 1st Lieut. Bernard S. Proctor, Adjutant and U. S. War Correspondent Arthur F. Carter a guest.

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Dec. 41- Mar. 44

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C. 4. - 8 Dec. 41 to 31 Mar. 43

SHEET NO. 1 HISTORY

100TH FIGHTER SQUADRON

DEC 41 - MAR 43
CAPODOCHINO
(STATION)

MONTH OF: DEC. 41-MAR. 43. PREPARED BY: W. L. ALLEN, CPL, 100TH FTR SQ

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THE 100TH PURSUIT SQUADRON WAS CONSTITUTED ON 27 DECEMBER 1941, PER LETTER, PAR 1, AG 320.2, DATED 8 DECEMBER 1941. ON 19 FEBRUARY 1942 IT WAS ACTIVATED, PER PAR 4, SPECIAL ORDER NO. 28, HEADQUARTERS TUSKEEGEE ARMY FLYING SCHOOL. CADRES FOR THE SQUADRON WERE FURNISHED BY EXISTING UNITS STATIONED AT TUSKEEGEE AIR BASE.

SHORTLY THEREAFTER IT WAS INACTIVATED, AND MOST OF THE PERSONNEL WAS TRANSFERRED TO OTHER UNITS. A SMALL NUCLEUS WAS PUT ON DETACHED SERVICE.

IN OCTOBER 1942 THE 100TH PURSUIT SQUADRON WAS DESIGNATED THE 100TH FIGHTER SQUADRON, PER PAR 2, GENERAL ORDER NO. 14, HEADQUARTERS, TUSKEEGEE ARMY FLYING SCHOOL, DATED 18 OCTOBER 1942, AND REASSIGNED TO THE 332ND FIGHTER GROUP.

CAPTAIN JAMES HUNTER ASSUMED COMMAND OF THE SQUADRON ON 15 JANUARY 1943, PER SPECIAL ORDER NO. 4, PAR 2. STAFF SERGEANT DANIEL TAYLOR WAS PROMOTED TO FIRST SERGEANT, PER PAR 1, SPECIAL ORDER NO. 2, HEADQUARTERS 332ND FIGHTER GROUP, DATED 3 JANUARY 1943. ON

ON 25 JANUARY 1943, PER PAR 38, SPECIAL ORDER NO. 20, HEADQUARTERS TUSKEEGEE ARMY FLYING SCHOOL, THE FOLLOWING OFFICERS WERE ASSIGNED TO THE SQUADRON:

1ST LT. MAC ROSS	2ND LT. JOSEPH ELLSBERRY
2ND LT. RICHARD C. CAESAR	2ND LT. JAMES L. MC CULLIN
2ND LT. ELWOOD T. DRIVER	2ND LT. NATHANIEL M. HILL
2ND LT. WILLIAM T. MATTISON	2ND LT. ANDREW D. TURNER
2ND LT. TERRY J. CHARLTON	2ND LT. HENRY B. PERRY
2ND LT. SAMUEL M. BRUCE	2ND LT. ROBERT W. DEIZ
2ND LT. WILMORE B. LEONARD	2ND LT. JOHN H. MORGAN
2ND LT. JOHN A. GIBSON	2ND LT. PRICE D. RICE
2ND LT. JEROME T. EDWARDS	2ND LT. MELVIN T. JACKSON
2ND LT. HERMAN A. LAWSON	2ND LT. HOWARD L. BAUGH
2ND LT. EDWARD L. TOPPING	

ON THE SAME DAY, PER PAR 1, SPECIAL ORDER NO. 21, HEADQUARTERS OFFICER CANDIDATE AND OFFICER TRAINING SCHOOL, MIAMI BEACH, FLA., THE FOLLOWING NAMED OFFICERS WERE ASSIGNED TO THE SQUADRON:

2ND LT. WILSON A. COPELAND	2ND LT. ERBBIE L. CROOMS
2ND LT. MORRIS T. JOHNSON	2ND LT. THEODORE G. LUMPKIN
2ND LT. VERNON E. PUNCH	2ND LT. JOHN B. QUICK

1ST LT MAC ROSS WAS APPOINTED COMMANDING OFFICER ON 26 JANUARY, 1943, CAPTAIN JAMES HUNTER RELEIVED.

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SHEET NO. 2 HISTORY

100TH FIGHTER SQUADRON

CAPODOCHINO
(STATION)

MONTH OF: DEC. 41 - MAR. 43

PREPARED BY: W.L. ALLEN, CPL, 100TH FTR SQ

1ST LT MAC ROSS WAS ONE OF THE FIRST 5 NEGROES TO RECIEVE WINGS IN THE U.S. HE WAS FORMERLY COMMANDING OFFICER OF THE 99TH FIGHTER SQUADRON.

DURING THE MONTH OF JANURARY 1943, 12 EM RECIEVED PROMOTIONS, RANGING FROM FIRST SERGEANT TO CORPORAL.

FEBRUARY AND MARCH OF 1943 WERE SPENT IN BUILDING THE ORGANIZATION UP TO STRENGTH. A TOTAL OF 123 EM WERE ASSIGNED TO THE SQUADRON DURING THIS PERIOD.

TO FACILITATE TRAINING, THE SQUADRON, WITH THE REST OF THE GROUP, MOVED TO SELFRIDGE FIELD, MICHIGAN ON THE 29TH MARCH 1943, PER SPECIAL ORDER NO. 77, HEADQUARTERS TUSKEGEE ARMY SCHOOL, DATED 23RD MARCH 1943. THE SQUADRON ARRIVED AT SELFRIDGE FIELD ON 29TH MARCH 1943. THE MOVEMENT WAS MADE BY TROOP TRAIN.

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SHEET NO. 1 HISTORY 100TH FIGHTER SQUADRON CAPODICHINO
(STATION)

MONTH OF: APRIL 1943 PREPARED BY: W.L.ALLEN, CPL, 100TH FTR SQ

ON 5 APRIL 1943, LT GEORGE L. KNOX WAS APPOINTED COMMANDING OFFICER OF THE SQUADRON, LT MAC ROSS RELIEVED, PER PAR 3, SPECIAL ORDER #25.

1ST LT. GEORGE L. KNOX FINISHED IN THE THIRD CLASS OF GRADUATES FROM TUSKEGEE ARMY FLYING SCHOOL. PREVIOUS TO HIS ASSIGNMENT AS COMMANDING OFFICER OF 100TH FIGHTER SQUADRON, HE WAS OPERATIONS OFFICER OF THE 332ND FIGHTER GROUP.

COMPLYING WITH VOCO OF THE BASE COMMANDER O/A 12 APRIL 1943, THE SQUADRON PROCEEDED BY MOTOR AND AIR TRANSPORTATION TO OSCODA, MICH (SUB BASE OF SELFRIDGE FIELD) FOR AERIAL AND GROUND GUNNERY TRAINING.

17 OFFICERS FROM 332ND GROUP HEADQUARTERS, 301ST, AND 403RD FIGHTER SQUADRONS ACCOMPANIED THE SQUADRON. 332ND GROUP HEADQUARTERS AND 301ST FIGHTER SQUADRON WERE ATTACHED FOR TRAINING. THE 403RD FIGHTER SQUADRON FURNISHED INSTRUCTORS FOR FLIGHT TRAINING.

A TOTAL OF 32 EM RECEIVED PROMOTIONS DURING THE MONTH.

THE SQUADRON WAS STEADILY RECEIVING TRAINED PERSONNEL. 46 EM, MOSTLY FROM AAFTC SCHOOLS, WERE ASSIGNED THE SQUADRON DURING APRIL. AT THE END OF APRIL THERE WERE 35 OFFICERS AND 272 ENLISTED MEN.

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SHEET NO. 1 HISTORY 100TH FIGHTER SQUADRON CAPODICHINO
(STATION)

MONTH OF: MAY, JUNE, JULY 1943 PREPARED BY: W.L. ALLEN, CPL, 100TH FTR SQ

1ST SGT. DANIEL TAYLOR WAS REDUCED TO GRADE OF PRIVATE, PER SPECIAL ORDER NO. 35, DATED 3 MAY 1943, FOR MISCONDUCT.

LT. VERNON PUNCH, PER PAR 4, SPECIAL ORDER NO. 38, DATED 16 MAY WAS DETAILED ON SPECIAL DUTY AS CLASSIFICATION OFFICER WITH GROUP HEADQUARTERS. IN ADDITION TO HIS OTHER DUTIES, HE WAS APPOINTED SUMMARY COURT OFFICER, PER PAR. 10, SPECIAL ORDER NO. 39, DATED 19 MAY 1943.

1ST LT. HARRY B. ANDERSON, MEDICAL CORP, JOINED THE SQUADRON ON 19 MAY 1943, PER PAR 12, SPECIAL ORDER NO. 118, AAFSETC, MAXWELL FIELD ALABAMA.

LT ALVIN WILLIAMS CAME TO THE SQUADRON FOR DUTIES AS ADJUTANT AND MESS OFFICER, PER SPECIAL ORDER NO. 56, DATED 24 JUNE 1943.

LT EUGENE D. WEAVER WAS TRANSFERRED TO GROUP HEADQUARTERS.

ON 29TH JUNE 1943 LT. ELWOOD T. DRIVER WAS APPOINTED COMMANDING OFFICER OF THE SQUADRON, VICE 1ST LT. GEORGE L. KNOX RELEIVED, PER PAR 2, SPECIAL ORDER NO. 60.

LT. ELWOOD T. DRIVER FINISHED IN THE SEVENTH CLASS OF GRADUATES FROM TUSKEGEE ARMY FLYING SCHOOL. PREVIOUS TO HIS ASSIGNMENT AS COMMANDING OFFICER HE WAS SQUADRON OPERATIONS OFFICER.

AT THE END OF THE MONTH THE SQUADRON HAD A STRENGTH OF 35 OFFICERS AND 350 ENLISTED MEN.

1ST LT. ROBERT B. TRESVILLE WAS ASSIGNED TO THE SQUADRON FOR DUTY AS COMMANDING OFFICER, VICE LT. ELWOOD T. DRIVER RELEIVED, PER PAR 6 SPECIAL ORDER NO. 64, 6 JULY 1943.

1ST LT. ROBERT B. TRESVILLE IS A WEST POINT GRADUATE OF THE CLASS OF 1943. HE RECEIVED HIS WINGS IN DECEMBER 1942 FROM TUSKEGEE ARMY FLYING SCHOOL. HE WAS FORMERLY COMMANDING OFFICER OF 302ND FIGHTER SQUADRON.

NINE OFFICERS WERE ASSIGNED TO THE SQUADRON PER PAR 1, SPECIAL ORDER NO. 61, DATED 6 JULY 1943.

T- SGT ARTHUR MABRY WAS PROMOTED TO THE GRADE OF 1ST SGT., PER SPECIAL ORDER NO. 75, DATED 25 JULY.

A TOTAL OF 73 EM WERE ASSIGNED TO THE SQUADRON DURING THE MONTH.

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SHEET NO. 1 HISTORY 100TH FIGHTER SQUADRON CAPODICHINO
(STATION)MONTHS OF: AUG. SEPT. OCT. 1943 PREPARED BY: W.L. ALLEN, CPL, 100TH FTR SQ

ALTHOUGH THE SQUADRON WAS OVER STRENGTH, THE PROCESS OF ELIMINATION NECESSITATED A CONSTANT INFLUX OF OFFICERS AND ENLISTED MEN.

ACCORDINGLY 6 OFFICERS WERE ASSIGNED TO THE SQUADRON, PER SPECIAL ORDER # 80, 1 AUGUST 1943; AND ON 3 AUGUST 17 ENLISTED MEN PER SPECIAL ORDER # 81. LT. MILLEDGE J. MOSBY WAS ASSIGNED TO THE SQUADRON PER SPECIAL ORDER # 86, PAR 4, 10 AUGUST 1943. LT. ALVIN WILLIAMS WAS TRANSFERRED FROM THE SQUADRON PER PAR 15, SPECIAL ORDER # 207, HEAD-QUARTERS, ARMY AIR BASE, SELFRIDGE FIELD, MICH. LT. WILSON A. COPELAND WAS ASSIGNED TO THE SQUADRON PER SPECIAL ORDER # 88, PAR 3, 12 AUGUST 1943.

8 OFFICERS WERE ASSIGNED TO THE SQUADRON PER SPECIAL ORDER # 106, PAR 2, 2 SEPTEMBER 1943.

14 EM TRANSFERRED FROM THE SQUADRON PER SPECIAL ORDER # 112, PAR 1, 9 SEPTEMBER 1943.

IN THE COURSE OF EVENTS MANY MEN, IT WAS FOUND, HAD RECEIVED NO BASIC TRAINING AND A PROGRAM FOR SUCH WAS ESTABLISHED.

A TOTAL OF 31 EM WERE PROMOTED DURING THE MONTH OF SEPTEMBER.

6 OFFICERS WERE ASSIGNED TO THE SQUADRON PER PAR 3, SPECIAL ORDER # 129, 1 OCTOBER 1943.

14 ENLISTED MEN, WHO HAD BEEN ON DETACHED SERVICE, RETURNED TO THE SQUADRON DURING THE MONTH. 5 OFFICERS RETURNED FROM DETACHED SERVICE PER SPECIAL ORDER # 146, PAR 6, 26 OCTOBER 1943.

BECAUSE OF THE EXCELLENT WORK BEING CARRIED ON, A TOTAL OF 100 ENLISTED MEN WERE PROMOTED DURING THE MONTH.

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SHEET NO. 1 HISTORY

100TH FIGHTER SQUADRON

CAPODICHINO
(STATION)

MONTH OF: NOV. DEC. 1943. PREPARED BY: W.L. ALLEN, CPL, 100TH FTR SQ

2ND LT. ALEXANDER WASHINGTON WAS ASSIGNED TO THE SQUADRON, PER PAR 3, SPECIAL ORDER # 160, 18 NOVEMBER 1943.

DURING THE MONTH OF DECEMBER PREPARATIONS FOR OVERSEAS MOVEMENT WERE MADE. OFFICERS AND ENLISTED MEN ALIKE WORKED DAY AND NIGHT PACKING EQUIPMENT.

ON 14 DECEMBER 1943 WE HAD OUR LAST DANCE IN THE STATES. EXCEPT FOR A FEW THAT HAD SECURED PASSES, THE ENTIRE SQUADRON ATTENDED.

100 ENLISTED MEN WERE PROMOTED DURING THE MONTH.

ON 22 DECEMBER 1943 THE SQUADRON LEFT SELFRIDGE FIELD MICHIGAN, TRAVELING BY TROOP TRAIN, WE ARRIVED AT CAMP PATRICK HENRY, VA., ON 24 DECEMBER.

THE NEXT FEW DAYS WERE SPENT IN FINAL PREPARATIONS.

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SHEET NO. 1 HISTORY

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100TH FIGHTER SQUADRONCAPODICHINO
(STATION)

MONTHS OF: JAN. FEB. MAR. 1944. PREPARED BY: W.L. ALLEN, CPL, 100TH FTR SQ

THE SQUADRON LEFT CAMP PATRICK HENRY ON 3 JANUARY 1944, BY TRAIN, FOR HAMPTON ROADS, WHERE IT EMBARKED ON A LIBERTY SHIP, SAILING UNDER SEALED ORDERS.

LIFE ON BOARD SHIP, ALTHOUGH CROWDED, WAS PLEASANT. CALISTHENICS AND FIRE DRILL WERE A PART OF THE DAILY SCHEDULE. SPECIAL SERVICE PROVIDED ENTERTAINMENT IN THE EVENINGS.

THE SQUADRON DEBARKED ABOUT 1130 HOURS ON 1 FEBRUARY 1944, AND PROCEEDED TO A STAGING AREA IN BADOGLIO, JUST OUTSIDE OF NAPLES, ITALY.

ON 3 FEBRUARY, AT THE ORDER OF THE COMMANDING OFFICER, WE PROCEEDED TO MONTECORVINO AIRFIELD.

THE SQUADRON BECAME OPERATIONAL ON 19 FEBRUARY 1944. THE FIRST PILOTS TO GO ON A MISSION WERE LTS J.F. BRIGGS, W.T. MATTISON, W.L. MC CREARY, W.J. PALMER, G.A. TAYLOR, C.S. WOODS, B. WYATT AND, CAPTAIN R.B. TRESVILLE.

THE SQUADRON MOVED FROM MONTECORVINO AIRFIELD TO CAPODICHINO ON 21 FEBRUARY 1944.

A TOTAL OF SEVEN MISSIONS WERE FLOWN IN FEBRUARY.

SQUADRON ORDER # 2 APPOINTED LT. JOHN B. QUICK PUBLIC RELATIONS OFFICER; LTS JACKSON, PULLAM AND, MATTISON COMMANDERS OF A, B, AND C FLIGHTS RESPECTIVELY; LT. L.E. JOHNSON ASSISTANT OPERATIONS OFFICER; LT. MILLEDGE J. MOSBY CUSTODIAN OF SQUADRON FUNDS; LT. T.G. LUMPKIN SQUADRON INVESTIGATING OFFICER; AND CPL BERNARD BURCH SPECIAL SERVICE NONCOMMISSIONED OFFICER.

LT. MILLEDGE J. MOSBY APPOINTED CLASS "A" AGENT OFFICER TO FINANCE OFFICER, PER PAR 10, SPECIAL ORDER # 19, 16 MARCH 1944.

LOST FIRST PILOT, LT CLEMENCEAM M. GIVINGS, ON 18 MARCH 1944; PLANE CRASHED INTO SEA.

LT. J.F. BRIGGS APPOINTED SUMMARY COURT OFFICER FOR PURPOSE OF INVENTORYING AND SECURING THE PERSONAL EFFECTS OF LT. C.M. GIVINGS, PER PAR 2, SPECIAL ORDER # 20, 20 MARCH 1944.

2ND LTS ROBERT M ALEXANDER, WILLIE S SELDON, ASSIGNED TO SQUADRON PER PAR 1, SPECIAL ORDER # 23, 21 MARCH 1944.

2ND LTS. HEZEKIAH LACY JR, WILLIAM G WILKERSON ASSIGNED TO THE SQUADRON PER PAR 2, SPECIAL ORDER # 23, 21 MARCH 1944.

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SHEET NO. 2

HISTORY

100TH FIGHTER SQUADRON

CAPODICHINO
(STATION)

MONTHS OF: JAN; FEB. MAR. 1944. PREPARED BY: W.L. ALLEN, CPL, 100TH FTR SQ

SQUADRON ORDER # 6 APPOINTED 1ST LT. MORRIS T. JOHNSON SQUADRON EXECUTIVE OFFICER, IN ADDITION TO HIS OTHER DUTIES, VICE 2ND LT. W.C. WYATT RELEIVED. LT. WILLIAM C. WYATT APPOINTED ASSISTANT SUPPLY OFFICER. LT. MOSES M. HOPKINS APPOINTED SQUADRON PERSONAL EQUIPMENT OFFICER, IN ADDITION TO HIS OTHER DUTIES. LT. THEOPOLIS D. MOORE APPOINTED ASSISTANT SQUADRON PERSONAL EQUIPMENT OFFICER, IN ADDITION TO HIS OTHER DUTIES. LT. ROBERT NELSON APPOINTED ASSISTANT TRANSPORTATION OFFICER.

SQUADRON STRENGTH AT THE END OF MARCH WAS 40 OFFICERS AND 253 ENLISTED MEN.

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100TH FIGHTER BOMBARDIER

MAY 1944

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APR-MAY 1944

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100TH FIGHTER SQ.

OUTLINE HISTORY, APR 1944

HEADQUARTERS 100TH FTR SQ
APO # 650SECRET
BY AUTHORITY OF CO
100TH FTR SQ
APRIL 1944

INITIALS

SUBJECT: HISTORICAL RECORDS.

TO : COMMANDING GENERAL, X11 FIGHTER COMMAND, APO # 650.
ATTENTION: HISTORIAN.1. OUTLINE HISTORY OF THE 100TH FIGHTER SQUADRON FOR THE
PERIOD 1 APRIL 1944 TO 30 APRIL 1944.A. PRESENT DESIGNATION: 100TH FIGHTER SQUADRON, 332ND FIGHTER
GROUP, 62ND FIGHTER WING, X11 FIGHTER COMMAND.

B. CHANGES IN ORGANIZATION: NO CHANGE.

1. ON DS AND TD: 1ST LT ANDREW D. TURNER, 2ND LTS RICHARD W.
HALL AND CAROLL S. WOODS WERE PLACED ON TD FOR A PERIOD OF THREE DAYS
WITH ARMY AIR FORCES REST CAMP, PER PAR 1, SPECIAL ORDER # 32, DATED
28 APRIL 1944. CPLS WENDELL H. ROBINSON, FRANK BROWN, CHARLIE BEASLEY,
PFC THEODORE CHAMBERLAIN AND PVT WARREN B. KELLY WERE PLACED ON DS
WITH 1057 MILITARY POLICE COMPANY, PER PAR 3, SPECIAL ORDER # 32,
DATED 28 APRIL 1944.2. CHANGES IN T/O: PREVIOUS T/O 1-27 DATED 1 JULY 1942 WITH
THREE CHANGES DATED 23 NOVEMBER 1942, 25 FEBRUARY 1943, AND 7 MAY 1943
RESPECTIVELY. CURRENT T/O # 1-27 DATED 22 DECEMBER 1943 WITH ONE
CHANGE DATED 26 FEBRUARY 1944.

C. STRENGTH, COMMISSIONED AND ENLISTED.

1. ON 1 APRIL TOTAL STRENGTH WAS 42 OFFICERS AND 253 ENLISTED
MEN.2. AT THE END OF APRIL TOTAL STRENGTH WAS 40 OFFICERS AND 253
ENLISTED MEN.

D. STATION OF UNIT: CAPODICHINO AIR BASE.

1. SQUADRON ARRIVED AT CAPODICHINO AIR BASE ON 21 FEBRUARY 1944.

E. CAMPAIGNS.

1. ITALY.

2. STILL IN PROGRESS.

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100TH FIGHTER SQ.

OUTLINE HISTORY, APR 1944

HEADQUARTERS 100TH FTR SQ
APO # 65C1

SECRET
BY AUTHORITY OF CO
100TH FTR SQ
APRIL 1944
_____INITIALS

E. OPERATIONS.

1. DURING THE MONTH OF APRIL THE SQUADRON FLEW PATROL, CONVOY ESCORT, RECONNAISSANCE AND STRAFING MISSIONS.

A. POINT PATROL AND HARBOR PATROL PREDOMINATED:

2. A TOTAL OF (59) FIFTY-NINE MISSIONS AND (789) SEVEN HUNDRED EIGHTY-NINE SORTIES WERE FLOWN DURING THE MONTH.

3. RESULTS OF THE MOST IMPORTANT MISSIONS.

A. HARBOR PATROL WAS IMPORTANT BECAUSE OF THE FACT THAT LARGE QUANTITIES OF WAR MATERIAL WERE COMING IN DAILY FOR USE OF ALL UNITS IN THIS THEATER.

1. DURING THE MONTH OF APRIL NO ATTACKS WERE MADE ON NAPLES HARBOR WHILE OUR PLANES WERE ON PATROL.

2. PATROLS INSURED GROUND FORCES A CONTINUOUS FLOW OF SUPPLIES, WITHOUT WHICH OPERATIONS WOULD HAVE BEEN IMPOSSIBLE.

4. UNIT WAS SUBJECTED TO ENEMY ACTION ON A STRAFING MISSION OF LIGHT AA POSITIONS ON CIRCE ROAD. LIGHT ACCURATE AA FIRE WAS ENCOUNTERED OVER TARGET WHILE HEAVY INACCURATE FIRE WAS ENCOUNTERED ENROUTE.

G. COMMANDING OFFICER IN IMPORTANT MISSIONS.

1. CAPTAIN ROBERT B. TRESVILLE LED FLIGHT OF (12) TWELVE PLANES ON STRAFING OF CIRCE ROAD ON 24 APRIL 1944.

H. LOSSES IN ACTION.

1. 2ND LT BERYL WYATT CRASHED WHILE ON POINT PATROL, ON 17 APRIL AND DIED (2) TWO DAYS LATER.

2. 2ND LT EDGAR L. JONES WAS KILLED WHILE TAKING OFF ON A STRAFING MISSION ON THE MORNING OF 24 APRIL.

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SECRET100TH FIGHTER SQUADRON
APO 520, U.S. ARMY

 * **SECRET** *
 * AUTH: CO, 332ND FTR GP *
 * INIT: HQ, 332ND FTR GP *
 * A P O 520 *

S4-F1-100-H1

1 MAY 44

13 JUNE 1944

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SUBJECT: HISTORICAL RECORDS.

TO: COMMANDING GENERAL, FIFTEENTH AIR FORCE, ATTN: HISTORIAN.

THROUGH: COMMANDING GENERAL, 306TH WING (US), APO 520, ATTN: HISTORIAN.

1. UNIT HISTORY OF THE 100TH FIGHTER SQUADRON FOR THE PERIOD 1 MAY 1944 TO 31 MAY 1944.

THE 100TH FIGHTER SQUADRON HAS BEGUN ITS (5) FIFTH MONTH OF COMBAT ON THE SHORES OF ITALY. THIS WELL KNIT UNIT OF OFFICERS AND ENLISTED MEN WERE WELL ON THEIR WAY TOWARD BECOMING AN IDEAL COMBAT TEAM. EVER STRESSING UNITY AND COOPERATION AMONG THE VARIOUS DEPARTMENTS, WITH A SPIRIT OF FRIENDLY COMPETITION, IT IS INEVITABLE THAT AN AMIABLE SPIRIT OF GOOD FELLOWSHIP BECAME A PART OF OUR EVERDAY LIFE. THE PROMISE OF CONVERTING TO THE P-47 TYPE OF PLANE DID MUCH TO RELIEVE THE MONOTONY OF ROUTINE PATROLS.

A. ORIGINAL UNIT OR ECHELON.

THE 100TH FIGHTER SQUADRON IS LOCATED AT CAPODICHINO AIR FIELD. THE 332ND FIGHTER GROUP, OF WHICH THE 100TH IS A PART, IS ASSIGNED TO THE (15) FIFTEENTH AIR FORCE, 306 WING, FROM THE X11 AIR FORCE, 62ND FIGHTER WING.

B. CHANGES IN ORGANIZATION.

THE 100TH FIGHTER SQUADRON, WITH THE 332ND FIGHTER GROUP, WAS TRANSFERRED FROM THE X11 AIR FORCE TO THE FIFTEENTH AIR FORCE, PER GENERAL ORDER # 28, HQ, AAF, MTO, DATED 22 MAY 1944. THE 100TH FIGHTER SQUADRON WAS ASSIGNED TO THE 306 WING, FIFTEENTH AIR FORCE, FROM THE 62ND FIGHTER WING, X11 AIR FORCE, PER GENERAL ORDER # 70, HQ, 306TH WING.

THE FOLLOWING NAMED AC REPLACEMENTS, WHO HAVING REPORTED TO GROUP HEADQUARTERS 6 MAY 1944, PER SPECIAL ORDER # 94, HQ, FTC, APO 762, DATED 2 MAY 1944, WERE ASSIGNED TO THE SQUADRON

2ND LT ROGER B. BROWN	O-814826	2ND LT GEORGE M. RHODES	O-814203
2ND LT OSCAR D. HUTTON	O-814830	2ND LT ALPHONSE SIMMONS	O-814207
2ND LT EDWARD LAIRD	O-814831	2ND LT MACEO HARRIS	O-814193
2ND LT DRISKELL PONDER	O-814202	2ND LT CHARLES B. JOHNSON	O-814195

THE FOLLOWING NAMED OFFICERS WERE PLACED ON TD WITH AAF REST CENTER FOR A PERIOD OF THREE DAYS

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100TH FIGHTER SQUADRON
APO 520, U.S. ARMY

HISTORICAL RECORDS (CONT'D).

2 MAY 1944

1ST LT	WILLIAM T. MATLISON	O-792985
1ST LT	WOODROW W. CROCKETT	O-798943
2ND LT	LOWELL C. STEWARD	O-809254

5 MAY 1944

2ND LT	JACK D. HOLSCLAW	O-809243
2ND LT	WALTER L. MCCREARY	O-798950
2ND LT	DEMPSEY W. MORGAN	O-804558

9 MAY 1944

2ND LT	LANGDON E. JOHNSON	O-804554
2ND LT	SAMUEL L. CURTIS	O-809239
2ND LT	GEORGE A. TAYLOR	O-811291
2ND LT	ALEXANDER WASHINGTON	O-164197

10 MAY 1944

1ST LT	RICHARD C. CAESAR	O-792418
1ST LT	LAWRENCE DICKSON	O-798945
1ST LT	RICHARD C. PULLAM	O-794601
2ND LT	JOHN F. BRIGGS	O-804546

18 MAY 1944

2ND LT	SPURGEON N. ELLINGTON	O-804549
2ND LT	THEOPOLIS D. MOORE	O-807104
2ND LT	RICHARD W. HALL	O-814205

23 MAY 1944

CAPT	CHARLES H. DEBOW	O-441130
1ST LT	JOHN B. QUICK	O-573033
2ND LT	ROBERT NELSON	O-809250
2ND LT	CHARLES B. JOHNSON	O-814195

THE FOLLOWING NAMED ENLISTED MEN WERE PLACED ON DS WITH THE CODE
AND CRYPTOGRAPHY SCHOOL, LOCATED IN ALGIERS

CPL	HARRY W. JONES	32240846
CPL	JOSEPH SANDERS	37209580

THE FOLLOWING NAMED ENLISTED MEN WERE PLACED ON DS WITH THE 325TH
FIGHTER GROUP FOR A PERIOD NOT TO EXCEED (30) THIRTY DAYS

11 MAY 1944

S/SGT	CLAUDE B. ZEELEY	19164415
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SECRET100TH FIGHTER SQUADRON
APO 520, U.S. ARMY

HISTORICAL RECORDS (CONT'D).

S/SGT	HARRY W. DAY	15336716
S/SGT	FRANK SYPERT	38183741
S/SGT	JOSEPH N. JOHNSON	33169585
S/SGT	HARRY P. BAXTER	12127685

9 MAY 1944

T/SGT	JAMES D. PHILLIPS	13125002
S/SGT	ANDREW T. DUNNIGAN	15338160
S/SGT	JAMES B. CARTER	13106366

14 MAY (15 DAYS)

S/SGT	CONIGE C. MORMON	34226944
S/SGT	WILLIAM PITTS	19127193
SGT	JAMES LEAKS	38210560

C. STRENGTH, COMMISSIONED AND ENLISTED.

1. ON 1 MAY 1944 TOTAL STRENGTH OF THE UNIT WAS 42 OFFICERS AND 252 ENLISTED MEN. ON 31 MAY TOTAL OFFICER STRENGTH WAS 50, REPRESENTING AN INCREASE OF 8 OFFICERS, WHILE ENLISTED MEN'S STRENGTH WAS 247, REPRESENTING A DECREASE OF 5.

D. STATIONS OF UNIT. (AS DISTINCT FROM WERE STOPPING POINTS).

1. CAPODICHINO AIR FIELD.

A. THE 100TH FIGHTER SQUADRON ARRIVED AT CAPODICHINO AIR FIELD ON 21 FEBRUARY 1944.

E. MOVEMENTS OF UNIT.

1. DURING THE MONTH OF MAY 1944 THE 100TH FIGHTER SQUADRON REMAINED AT CAPODICHINO AIR FIELD.

F. CAMPAIGNS.

1. AT THE PRESENT TIME THE 100TH FIGHTER SQUADRON IS PARTICIPATING IN THE ITALIAN CAMPAIGN.

2. IT IS STILL IN PROGRESS.

G. OPERATIONS.

1. DURING THE MONTH OF MAY 1944 SQUADRON OPERATIONS INCLUDED HARBOR PATROL, POINT PATROL, CONVOY PATROL, AIR SEA RESCUE AND STRAFING. CONVOY PATROL PREDOMINATED ALL OPERATIONS.

2. A TOTAL OF 78 MISSIONS AND 913 SORTIES WERE FLOWN DURING THE MONTH OF MAY 1944.

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100TH FIGHTER SQUADRON
APO 520, U.S. ARMY

HISTORICAL RECORDS (CONT'D).

3. CONVOY PROTECTION WAS THE MOST IMPORTANT OF ALL MISSIONS.

A. MAINTAINING CONSTANT WATCH OVER CONVOYS TRAVELING FROM NAPLES HARBOR TO THE ANZIO BEACH HEAD WAS IMPORTANT IN THAT IT WAS THE ONLY LINE OF SUPPLY TO OUR FORCES OPERATING THERE. NO ATTACKS WERE MADE ON ANY CONVOYS WHILE OUR PILOTS WERE COVERING THEM.

H. AWARDS.

1. DURING THE MONTH OF MAY 175 ENLISTED MEN RECEIVED THE GOOD CONDUCT MEDAL AWARD.

2. ENCLOSED ARE WAR DIARY, 100TH FIGHTER SQUADRON, FOR THE MONTH OF MAY 1944; AND SPECIAL ACCOUNTS FOR THE MONTH OF MAY 1944.

Robert B. Tresville

ROBERT B. TRESVILLE,
CAPTAIN, AC,
COMMANDING O.

2 INCL:
WAR DIARY.
SPECIAL ACCOUNTS.

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100 FIGHTER SQUADRON

JUN 1944

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15 JUN 44
30 JUN 44

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100TH FIGHTER SQUADRON
APO 520, U.S. ARMY

15 JULY 1944

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SUBJECT: HISTORICAL RECORDS.

TO : COMMANDING GENERAL, FIFTEENTH AIR FORCE.
ATTENTION: HISTORIAN (THROUGH CHANNELS).

1. UNIT HISTORY OF THE 100TH FIGHTER SQUADRON FOR THE PERIOD 1 JUNE 1944 TO 30 JUNE 1944.

MUCH HAS BEEN ACCOMPLISHED TO RELIEVE THE TENSION OF THE MEN THAT HAS BEEN BUILT UP IN THE PRECEDING MONTHS. A REST CAMP FOR ENLISTED MEN HAS BEEN ESTABLISHED AND THREE DAY TOURS TO ROME ARE SCHEDULED FOR OFFICERS.

DURING THE PAST MONTH THE SQUADRON HAS PASSED THROUGH ITS GREATEST CRISIS SINCE BEING OVERSEAS. FIVE PILOTS ARE EITHER DEAD OR MISSING IN ACTION, INCLUDING THE COMMANDING OFFICER. WITH THE TYPICAL SPIRIT THAT HAS CHARACTERIZED AMERICA'S FIGHTING MEN FOR GENERATIONS, EACH MAN IN THE SQUADRON HAS SILENTLY VOWED TO WORK EVEN HARDER FOR AN EARLY END TO THIS LIGHTY STRUGGLE, SO THAT THESE MEN SHALL NOT HAVE DIED IN VAIN.

A. ORIGINAL UNIT OR ECHELON.

THE 100TH FIGHTER SQUADRON IS BASED AT RAMITELI AIR FIELD. THE 332ND FIGHTER GROUP, OF WHICH THE 100TH IS A PART, IS ASSIGNED TO THE 306 FIGHTER WING, FIFTEENTH AIR FORCE.

B. CHANGES IN ORGANIZATION.

1. ON DS AND TD.

THE FOLLOWING NAMED OFFICER AND ENLISTED MAN WERE PLACED ON DS WITH GROUP HEADQUARTERS FOR A PERIOD NOT TO EXCEED (15) FIFTEEN DAYS, PER PAR 5, SPECIAL ORDER # 40, DATED 2 JUNE 1944:

1ST LT THEODORE G. LUMPKIN O-572464
S/SGT FRANK A. MAHAN 36208750

THE FOLLOWING NAMED ENLISTED MEN WERE PLACED ON TD WITH AAFRC, FOR A PERIOD OF (3) THREE DAYS, PER PAR 5, SPECIAL ORDER # 30, DATED 5 JUNE 1944:

T/SGT LEON GETER 34229007
S/SGT JAMES R. CLARK 32106157

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Airm CO 332nd F. Gp
Initial _____ dtg: 332nd F Gp
APO

HISTORICAL RECORDS (CONT'D).

ON 26 JUNE 1944, THE FOLLOWING NAMED OFFICERS WERE PLACED ON TD WITH AAFRC FOR A PERIOD OF SEVEN DAYS, PER PAR 8, SPECIAL ORDER # 60:

1ST LT WILLIAM A. BANKS	O-570472
1ST LT WOODROW W. CROCKETT	O-798043
2ND LT SAMUEL L. CURTIS	O-809239
2ND LT GEORGE A. TAYLOR	O-611091

2. CHANGE OF COMMANDING OFFICERS.

ON 22 JUNE 1944, 1ST LT ANDREW D. TURNER, O-792767, AC, IN ACCORDANCE WITH VOCC, HEADQUARTERS, 332ND FIGHTER GROUP, ASSUMED COMMAND OF THE SQUADRON, PER PAR 1, SQUADRON ORDER # 10 DATED 22 JUNE 1944.

3. CHANGE OF STAFF OFFICERS.

2ND LT EARL S. SHERARD, O-614037, AC, WAS APPOINTED ASSISTANT ENGINEERING OFFICER, PER PAR 1, SQUADRON ORDER # 9, DATED 18 JUNE 1944.

1ST LT WILLIAM A. BANKS, O-570472, AC, WAS APPOINTED MESS OFFICER VICE 1ST LT MILLEDGE J. MOSBY, O-1642411, AC, RECD, PER PAR 2 SQUADRON ORDER # 9, DATED 18 JUNE 1944.

1ST LT RICHARD C. CAESAR, O-792418, AC, WAS APPOINTED TECHNICAL INSPECTOR PER PAR 3, SQUADRON ORDER # 9, DATED 18 JUNE 1944.

2ND LT MOSES M. HOPKINS, O-873263, WAS APPOINTED PERSONAL EQUIPMENT OFFICER AND INSPECTOR, PER PAR 4, SQUADRON ORDER # 9, DATED 18 JUNE 1944.

C. STRENGTH, COMMISSIONED AND ENLISTED.

ON 1 JUNE 1944 TOTAL STRENGTH OF THE UNIT WAS (50) FIFTY OFFICERS AND 247 ENLISTED MEN. ON 30 JUNE 1944 TOTAL STRENGTH OF THE UNIT WAS 49 OFFICERS AND 247 ENLISTED MEN.

D. STATIONS OF UNIT.

1. RAMITELI AIR FIELD.

A. THE 100TH FIGHTER SQUADRON ARRIVED AT RAMITELI AIR FIELD 6 JUNE 1944.

E. MOVEMENTS OF UNIT.

1. THE 100TH FIGHTER SQUADRON MOVED FROM CAPODICHINO AIR FIELD TO RAMITELI IN (4) FOUR ECHELONS; BEGINNING 6 OF JUNE AND CONTINUING TO 10 JUNE 1944. MOTOR VEHICLES WERE THE MEANS OF TRANSPORTATION.

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102nd F. Gp.

HISTORICAL RECORDS (CONT'D).

E. CAMPAIGNS.

1. AT THE PRESENT TIME THE 100TH FIGHTER SQUADRON IS OPERATING IN THE ITALIAN CAMPAIGN.
2. IT IS STILL IN PROGRESS.

G. OPERATIONS.

1. DURING THE MONTH OF JUNE 1944, SQUADRON OPERATIONS INCLUDED STRAFING AND BOMBER ESCORT MISSIONS.
2. A TOTAL OF (9) NINE MISSIONS AND (80) EIGHTY SORTIES WERE FLOWN DURING THE MONTH OF JUNE 1944.
3. BOMBER ESCORT WAS THE MOST IMPORTANT OF ALL MISSIONS.

A. PROVIDING PROTECTION FOR BOMBERS OPERATING OVER EUROPE IS A NECESSARY REQUISITE TO A SUCCESSFUL PROSECUTION OF THE AIR AND GROUND WAR NOW IN PROGRESS.

H. AWARDS.

1. NO AWARDS WERE GIVEN DURING THE MONTH OF JUNE 1944.

I. LOSSES IN ACTION.

1. MISSIONS AND DATES.

A. CAPTAIN ROBERT B. TRESVILLE, O-25761, AC; 2ND LT SAMUEL JEFFERSON, O-811283, AC; AND 2ND LT CHARLES JOHNSON, O-814195, AC ARE MISSING FROM A STRAFING MISSION TO AIRASCA, ITALY ON 22 JUNE 1944.

B. ON 28 JUNE 1944, 2ND LT EDWARD LAIRD, O-814831, AC, WAS KILLED ON TAKE OFF, WHILE ON A MISSION TO FERDINAND, BULGARIA.

2. ENCLOSED IS THE WAR DIARY, 100TH FIGHTER SQUADRON, FOR THE MONTH OF JUNE 1944.

FOR THE COMMANDING OFFICER:

1 INCL
INCL 1 - WAR DIARY

1 INCL:
WAR DIARY

Morris T. Johnson
MORRIS T. JOHNSON,
CAPTAIN, AC,
EXECUTIVE O.

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DESIGNATION SHEET

AIR FORCE XII Air Force
COMBAND XII Ftr. Cmd.
WING 62nd Ftr. Wing
GROUP 332nd Ftr. Grp.
SQUADRON 100th Ftr. Sqdn.
AIR SEA RESCUE SQUADRON _____

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REF ID: A66011	SQ-FI-100-HI JUL-SEP 1947
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UNIT HISTORY

UNIT HISTORY 100th TFS SQ

1 JUL 47 - 30 Dec 47

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UNIT HISTORY

100th Fighter Squadron (SE)
332nd Fighter Group
Lockbourne Army Air Base
Columbus 17, Ohio

Period: 1 July 1947 - 30 September 1947

LEON L. TURNER
1st Lt., Air Corps
Historian

ELWOOD T. TURNER
Captain, Air Corps
Commanding

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R E S T R I C T E D

NARRATIVE

The primary mission of this organization during the reporting period as stated by Ninth Air Force regulations governing missions of Tactical Units was "The continuous training of officers and enlisted personnel by an actual on-the-job training program that will broaden military experience and permit training in administrative and technical duties that will qualify personnel for their peace-time responsibilities.¹" Also, there was the mission of the "training of component units and crews in accordance with proficiency standards as prescribed by this or higher headquarters.¹"

The 100th Fighter Squadron (SE) was activated at 0001 hours 1 July 1947.² Fifteen (15) officers and ninety-eight (98) enlisted personnel were assigned at the outset, this number reflecting a shortage of sixteen officers and overage of two enlisted personnel.²

During the period from 1 July to 15 August, the center of activity was focused around that of solving the initial problems confronting newly activated units.

The squadron was reorganized 15 August 1947 under change 1 to T/O & E 1-27R dated 5 March 1947, authorized strength increasing to thirty-two officers and one hundred enlisted personnel. The Squadron was assigned to the 332d Fighter Group, 332d Fighter Wing.³ A new Commanding Officer, Captain Elwood T. Driver, Air Corps 036 741, was placed in charge and he proceeded to carry out the mission of the

1. 9 AF Reg 20-2, 7 Feb 47, Sec II Par 3.

2. 9 AF GO #15, par 2, 30 Jun 1947

3. 9 AF GO #24, par 1 Sec III, 11 Aug 1947

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squadron with full force.⁴

The changes in officer personnel of the squadron were noteworthy during the reporting period. Three officers accepted appointments as First Lieutenants in the Regular Air Corps, namely: Captain Joseph D. Elsberry, O47 700, Captain Woodrow W. Crockett, O48 660, and 1st Lieutenant John J. Suggs, O44 645.⁵

Nine officers accepted appointments in the Officers' Reserve Corps, branch Air Corps, namely Major Andrew D. Turner, O 792 787,⁶ Captain Claude B. Gowan, O 797 219,⁷ First Lieutenants John F. Briggs, O 804 564,⁸ James E. Harris, O 840 204,⁸ Allen G. Lane, O 790 458,⁸ Mansfield L. Session, O 842 385,⁹ Leon L. Turner, O 406 744,⁸ and Second Lieutenant Fred S. Doggett, O 580 127.¹⁰ These new appointments, however, did not reflect any changes in the assignment or duties of any of the personnel concerned.

The squadron was the subject of three administrative inspections during the reporting period.¹¹ Not too good a showing was made on these inspections however, all personnel assigned have since that time put forth special effort to correct all previous irregularities and deficiencies and to prevent any recurrence of them in the future. This

4. Hq 332d Ftr Gp, SO #22, 12 August 1947.

5. WD SO #121, par 23, 7 July 1947.

6. Ltr, Hq 11AF to O concerned, 17 July 1947.

7. Ltr, Hq 11AF to O concerned, 19 July 1947.

8. Ltr, Hq, 11AF to O concerned, 10 July 1947.

9. Ltr, Hq 11AF to O concerned, 20 July 1947.

10. Ltr, Hq 11AF to O concerned, 24 July 1947.

11. Rpt of Inspection, Office, Wing Air Inspector, LAAB, 17 & 25 Sept 47.

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R E S T R I C T E D

has been stressed continuously during each weekly staff meeting held by the unit commander.¹²

The training of the squadron has been in the direction of carrying out the mission of the organization as set up by current regulations.¹³ A strenuous on-the-job training program has been put into effect and it is the opinion of the unit commander that the organization will be ready for combat by 31 December 1947, with of course the arrival of necessary T/O & E equipment and aircraft.¹²

Seventy-one percent of the personnel assigned have been undergoing on-the-job training since activation date, however, the transition training should not take much longer in these cases.¹⁴

Of note was the relieving of twenty-five former aircrew members from flying status due to the change in organization of the airbase and the units stationed thereon.¹⁵ These former aircrew members were up to this time with B-25s and are at the present performing duties in line with P-47 maintenance.

The flying training program consisted mainly of ground school for all pilots dealing with P-47 transition. The majority of the P-47 missions during the reporting period were those involving transition flying only.¹⁶ This is to change in the very near future since the arrival of thirteen new P-47 type aircraft, which occurred at the writing of this report.¹⁶

12. Interview with Unit CO, 100th Ftr Sq, 15 September 1947.

13. 9AF Reg 20-2, par. 3, Sec II, 7 February 1947.

14. Interview with Unit Training Officer, 100th Ftr Sq, 1 Sept 1947.

15. vHq 332d Ftr Gp, SO #1, 1 July 1947.

16. Interview with Operations Officer, 100th Ftr Sq, 25 Sept 1947.

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Thorough flying safety programs were sponsored by the operations section throughout the flying periods and weekly meetings were held as prescribed by current regulations.

Five of the assigned pilots were attached to the 99th Fighter Squadron (SE) which departed for Myrtle Beach, South Carolina for participation in the "Operations Combine" being carried on at this time between the ground and air units of the military. This activity constitutes the only tactical work done by any personnel this unit during this period.¹⁷

The maintenance and supply section must be commended for the splendid work performed in spite of many difficulties. During the first eleven weeks of the reporting period, satisfactory maintenance was being performed on nine aircraft with only one tool box being available, and without the use of any specialists tools at all.¹⁸ This lack of adequate tools can be attributed to the tie-up in normal supply channels which seems to have corrected itself at this time. The maintenance and supply section was struck sharply when it suffered the loss of the maintenance and supply officer, First Lieutenant Milton T. Hall, O 794 599, Air Corps, who was killed on a routine training flight three miles northeast of the station 18 September 1947.¹⁹ It was generally known that Lt. Hall was mainly responsible for the high morale and successful maintenance of the men in his section before his death.¹⁸

17. Interview with Operations Officer, 100th Ftr Sq, 25 Sept 1947.

18. Interview with Unit CO and Tech Supply O, 100th Ftr Sq 20 Sept 1947.

19. Copy Morning report, 100th Ftr Sq, 18 September 1947.

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The physical training activity of the unit received considerable note during the reporting period. Many scheduled periods were observed along with unsupervised periods of athletic activity, and outstanding in this line were the activities of S/Sgt Malvin G. Whitfield, RA 39 709 748. Sgt Whitfield was selected to represent the National A. A. U. on a track tour of central Europe after a very successful participation in the Army Air Force Track Meet, San Antonio, Texas, and the National AAU Track Meet, Lincoln, Nebraska, during the month of July. Sgt Whitfield was the only representative of the military during this tour of fourteen countries and sixteen cities of central Europe, and thirty-two first places were won out of thirty-two events by him, a remarkable record.²⁰

In conclusion, it may be stated that during the first reporting period, much difficulty was experienced due to the changeover in duty assignments and mission of the squadron. Because of these factors, the maximum efficiency of the unit was not realized. Things are beginning to settle down rapidly and during the following months, it is expected that the desired maximum efficiency of the unit will be attained.

20. Release Public Information Office, Press Section, WD, regards S/Sgt Malvin Whitfield.

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R E S T R I C T E DHEADQUARTERS
332D FIGHTER GROUP
Lockbourne Army Air Base

SPECIAL ORDERS)

Columbus 17, Ohio
1 July 1947

NUMBER 1)

E X T R A C T*****
17. The fol named EM organs indicated, this Gp. are removed from flying
status eff this date. (Auth : AAF REG 35-29)

<u>NAME</u>	<u>RANK</u>	<u>ASN</u>	<u>MOS</u>
<u>100th Ftr Sq (SE)</u>			
Russell D Henderson	T/Sgt	RA 14 003 661	748
Aaron L Awkard	S/Sgt	RA 35 744 609	748
Melvin L Buck	S/Sgt	RA 32 948 990	748
John V Chitwood	S/Sgt	RA 37 217 975	748
Hugh W Crowe	S/Sgt	RA 35 735 383	612
Norvel W Curtis	S/Sgt	RA 37 617 840	748
Elijah M Dyer	S/Sgt	RA 19 141 618	612
Stewart Harper	S/Sgt	RA 14 122 729	612
Leroy Hudson	S/Sgt	RA 37 376 684	757
George O Keyes	S/Sgt	RA 36 790 852	748
Norman L McAllister	S/Sgt	RA 32 501 392	612
Edward Obleton	S/Sgt	RA 38 499 681	612
Howard Oliver	S/Sgt	RA 35 068 390	748
Raymond H Perry Jr	S/Sgt	RA 16 068 114	757
Marvin L Reed	S/Sgt	RA 35 789 888	748
Raymond Rounds	S/Sgt	RA 42 012 618	612
Keith I Stanigar	S/Sgt	RA 36 076 692	612
Malvin G Whitfield	S/Sgt	RA 39 709 748	612
Irvin Riley	S/Sgt	RA 33 614 842	612
Arnold Douglass	Sgt	RA 32 981 912	748
Prather Johnson	Sgt	RA 34 755 690	748
Joseph Walker	Sgt	RA 38 497 676	612
James A Whitaker	Sgt	RA 34 065 623	748
James E Wise	Sgt	RA 33 909 270	612
Archibald Browning	Sgt	RA 34 757 841	612

BY ORDER OF MAJOR CAMPBELL:

WILLIAM H. LEWIS
1st Lt., Air Corps

OFFICIAL:

/s/ William H. Lewis
WILLIAM H. LEWIS
1st Lt., Air Corps
AdjutantR E S T R I C T E D

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A TRUE EXTRACT COPY:

William H. Lewis

WILLIAM H. LEWIS

1st Lt, AC

Adj, 352d Fighter Sq.

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C
O
P
YWAR DEPARTMENT
PUBLIC INFORMATION OFFICE
PRESS SECTION
Washington, D.C.FOR IMMEDIATE RELEASELOCKBOURNE AIR BASE SERGEANT
TOURS ABROAD WITH AAU TRACKMEN

LOCKBOURNE ARMY AIR BASE, Columbus, Ohio -- S/Sgt. Malvin Whitfield, a member of the 332nd "Red Tail" Fighter Group's 100th Squadron, is presently touring Europe as a member of one of three squads of National AAU athletes now competing in foreign countries record-breaking track competitions. A winner in the recent National AAU Track and Field meet at Lincoln, Nebraska, Whitfield will compete in Prague, Vienna, Munich, Berlin, Rome, Paris and Turkey in the course of the tour.

Born in Bay City, Texas, Sergeant Whitfield claims Los Angeles, California as his home. A product of Thomas Jefferson High School and Compton Junior College of that city, he held both state and city quarter and half-mile records from 1941 to 1943. His time of 48 seconds in the 440 yard dash still stands.

Assigned to Lockbourne Army Air Base as a member of the recently de-activated 477th Composite Group, Sergeant Whitfield performed as a member of the Ohio State University track squad. At that time Ohio State track coaches predicted that the lanky airman would develop Olympic promise. Running under Ohio State's Scarlet and Gray, Whitfield added to an already impressive list of wins a flashy victory in the 440 yard dash against athletes from Purdue, Michigan State and Miami (of Ohio) Universities.

In the recent Tactical Air Command Track and Field meet held at Langley Field, Virginia, Whitfield scored a double win, taking both the 440 and 880 yard runs. As a member of the National Army Air Forces squad at the 1947 National AAU Track and Field meet held at Lincoln, Nebraska, Whitfield led his field to the tape in the Junior 440 yard run for competitors who had not won in lots of previous AAU meets. His time for the event was 0:47.4, one-tenth of a second off the AAU record time for the race. The following day, competing in the Senior 880 yard run, he took second place.

His stand-out performances have placed his name on the list of prospective contenders for positions on the United States squad which will compete in the 1948 Olympic games at London.

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R E S T R I C T E D

UNIT HISTORY

100th Fighter Squadron (SE)
332nd Fighter Group
Lockbourne Army Air Base
Columbus 17, Ohio

1 October 1947 - 31 December 1947

Leon L. Turner

LEON L. TURNER
1st Lt., USAF
Historian

ELWOOD T. DRIVER
Captain, USAF
Commanding

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NARRATIVE

The primary mission of this organization as set up by current Ninth Air Force directives remained the same during the reporting period, however, more emphasis was placed on unit training than on individual training. This unit training was in accordance with proficiency standards as prescribed by this or higher headquarters.¹

The initial problems confronting newly activated units have been ironed out, and under the guidance of the present commanding officer, Captain Elwood T. Driver, USAF, the unit is being welded into a state of combat readiness.

Several changes in the officer personnel of the squadron were noteworthy during the reporting period. One officer accepted appointment as First Lieutenant in the Regular Air Force, namely: Captain Claude B. Goven, USAF, AO 52857.² Five officers accepted appointments in the Officers' Reserve Corps, branch, Air Corps, namely: Captain Carrol S. Woods, AO 811 294,³ First Lieutenants Harry T. Stewart, AO 830 794,⁴ Willis E. Sanderlin, AO 842 884,⁵ Charles V. Brantley, AO 2 039 316,⁶ and Leroy Roberts, AO 830 794.⁷ These new appointments, however, did not reflect any changes in the assignment or duties

1. Interview with Capt. E.T. Driver, CO, 100th Ftr Sq 7 Jan 48.
2. Copy morning report, 100th Ftr Sq, 6 Nov 47.
3. Copy morning report, 100th Ftr Sq, 27 Oct 47.
4. Copy morning report, 100th Ftr Sq, 14 Nov 47.
5. Copy morning report, 100th Ftr Sq, 8 Dec 47.
6. Copy morning report, 100th Ftr Sq, 21 Oct 47.
7. Copy morning report, 100th Ftr Sq, 20 Oct 47.

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of any of the personnel concerned.

The squadron was subjected to one administrative inspection which resulted in a satisfactory rating for the unit. The inspection report, however, showed no major irregularities or discrepancies, nor was there any duplicity of any minor irregularity or discrepancy.⁸

One major difficulty was experienced along the administrative line, that pertaining to the preparation of the WDAGO Form 66s to meet the deadline date as set by higher headquarters. The main drawback was the presence of so much inaccurate information which had to be corrected by records which were not immediately available. With much after duty work on the part of unit classification personnel and assigned clerk-typists, the reports concerned were forwarded prior to the deadline date.⁹

Ground training has been an important consideration during the reporting period. The strenuous on-the-job training program which was placed into operation during the last reporting period is beginning to show results. As of 31 October 1947, the percentage of assigned personnel possessing authorized military occupational specialties was thirty-eight(38). This number increased to sixty-nine percent(69%) as of 30 November 1947. As of 31 December 1947, this number remained at sixty-nine percent(69%), this latter figure showing no increase over previous month because of the suspension

8. Rpt of Insp, Office of Wing Inspector, LAAB, 18 Dec 47.

9. Interview with Lt. A.G.Lane, adj, 100th Ftr Sq, 30 Dec 47.

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of ground training during the Christmas season. The major portion of those personnel requiring future training are those holding military occupational specialties in the airplane maintenance field requiring a related specialty before the award of the desired specialty. Double training was required on the part of many of the airplane maintenance technicians(ssn 750-B).¹⁰

As far as pilot proficiency is concerned, there are still some pilots assigned who are still in the process of becoming proficient in the type aircraft currently assigned. As of 31 December 1947, thirty-eight percent(38%) of the pilots assigned were one hundred percent(100%) complete in 1-47 training. Fifteen percent(15%) were between fifty and seventy-five percent(50%-75%) proficient.¹¹

The majority of the missions flown during the reporting period were those involving the ferrying of operational aircraft from the Oklahoma Air Materiel Area, Tinker Field, Oklahoma to this station. Because of the nature of flying pertaining to ferrying of aircraft on such missions, the majority of the pilots assigned were away from their unit for long periods, which in turn, hindered the tactical flying of squadron as a unit. The non-tactical missions flown during this period totalled three hundred and eighty-four(384) for a total of six hundred and two hours and fifty-five minutes(602:55).¹²

10. Interview with Lt. L. Turner, OJT off, 100th Ftr Sq, 2 Jan 48.
11. Interview, Lt. J.F. Briggs, S-3, 100th Ftr Sq, 5 Jan 48.
12. Ibid.

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In spite of the fact that the majority of the missions flown were non-tactical, flight spirit is being developed to a high pitch in all flights. The choice of leaders for the flying side of the unit has proven to be very successful. The true test, however, will come in the future months when large scale missions involving the entire Ninth Air Force will be conducted under Operations 200.¹³

Along the line of leadership, the role of the noncommissioned officer as a leader has been stressed with much emphasis. The idea of non-commissioned officers being technicians only as was somewhat the case during wartime is rapidly losing ground, and it is believed that during the forthcoming months, the best will come from those who have been placed in the supervisory positions.¹⁴

The continuous training of the unit has once again hit the spotlight as far as physical training and sports are concerned. One squadron member, S/Sgt Malvin G. Whitfield, RA 39 709 748 has once again brought fame to himself, to his unit, and to the Air Force. While touring South America during the month of October 1947, as a participant in the South American Olympic games, Sgt Whitfield was the winner in eight races of eight entered. In Argentina, this member of the Armament section, this organization, came within three-tenths of a second of blasting the world record mark.

^{13.} Ibid.

^{14.} Interview with Capt. E.T. Driver, CO, 100th Ftr Sq, 7 Jan 48.

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for the four hundred(400) meter run.¹⁵ Considering his recent triumphs in South America and those in Europe and Asia Minor during the previous reporting period against the greatest competition obtainable, it is a certainty that Sgt Whitfield will be the one to beat in his events in London during the 1948 Olympics.

The morale of the members of the maintenance and supply section received an immeasurable boost during the early part of October 1947. This boost in morale was attributed to the arrival to the squadron of many aircraft which provided adequate work and training for all maintenance personnel.¹⁶ There were many readjustments and personnel changes according to individual capabilities. It has been noted that the recent move of the maintenance section to an area more centrally located and with better facilities has bettered the maintenance of that section. The major drawback to this section is the lack of adequate specialists tools such as those required by the hydraulic specialists and the electrician, the aircraft welder, and those required by the personal equipment technician in the servicing of the oxygen equipment.¹⁷ As of 31 October 1947, thirty percent(30%) of the authorized equipment had been received.¹⁸ As of 30 November 1947, forty-five percent(45%) had been received, and as of 31 December

15. Interview with M/Sgt Phillip F. Elmore, PIO, 332d Ftr Wing, 10 Jan 48.
 16. Interview with Maint. & Sup O, 100th Ftr Sq, 4 Jan 48.
 17. Ibid.
 18. Interview with Lt. J.E. Harris, Tech Sup O, 100th Ftr Sq, 6 Jan 48.

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1947 sixty percent(60%) had been received.¹⁹ Pending the arrival of the remaining forty percent, the cooperation of the two older units of this fighter group will be relied upon as was the case in the past.

In conclusion, it is the opinion of the Squadron Commander that during the coming period, this unit will be able to put forth maximum effort in all operational missions as planned by higher headquarters. It is believed that the lack of training on the part of personnel in the future will be negligible, and that the tactical efficiency of the unit will not be hindered by such. With the approach of the expected maneuvers in March 1948, it is contemplated that this organization will be in a state of combat readiness.²⁰

19. Ibid.

20. Interview with Capt. E. T. Driver, C.O. 100th Ftr Sq,
7 Jan 1948.

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⁹
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PERCENT OF TO&E EQUIPMENT AS COMPARED WITH
PERCENT OF AUTHORIZED AND TRAINED PERSONNEL ASGD

Date	United States (%)	United Kingdom (%)
31 Oct 47	42	25
30 Nov 47	68	38
31 Dec 47	72	45

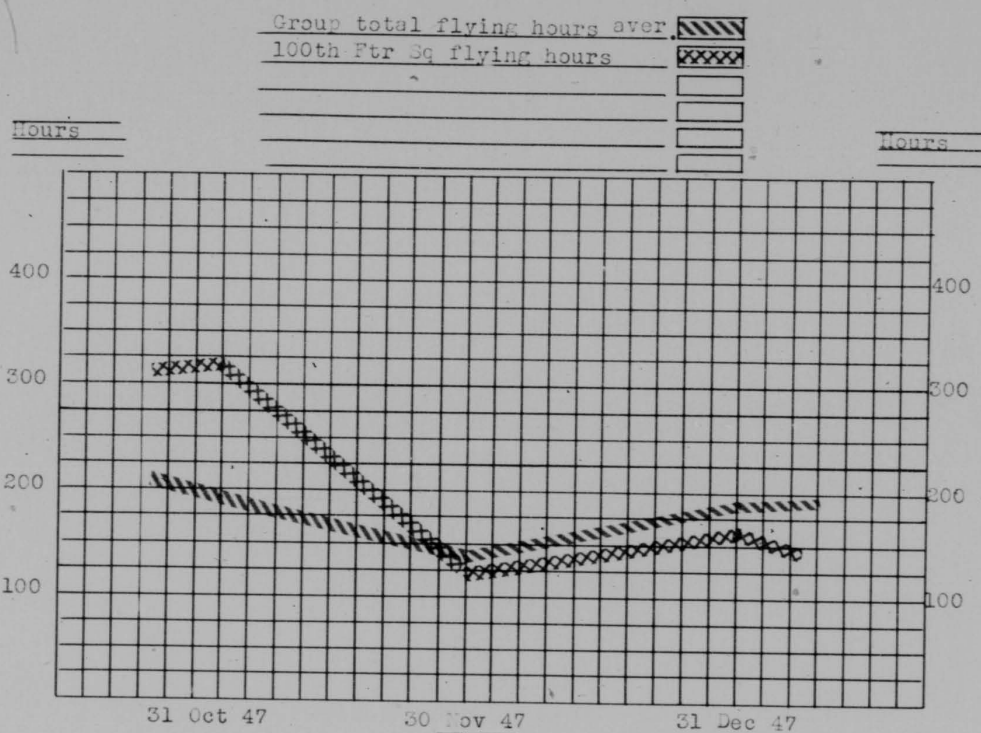
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100TH FIGHTER SQUADRON (SE)
 TOTAL FLYING HOURS ACCOMPLISHED AS COMPARED TO
 FIGHTER GROUP AVERAGE



Gp total(av)	190:40	136:20	189:40
100th tot.	319:15	120:55	162:45

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S/Ogt Malvin G. Whitfield Competing In The
South American Olympic Games, October 1947

Whitfield In Record '800' Run

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TWO U. S. TRACK STARS WIN OLYMPIC MEDALS

Whitfield In Record '800' Run

Vault Laurels
Are Captured
By Guinn Smith

OLYMPIC STADIUM, Wembley, England, Aug. 5.—(AP)—A record-breaking victory by Mel Whitfield in the 800 meter run and a hard-fought fight by Guinn Smith in the pole vault gave America's track and field stars two more Olympic titles before another day's big crowd of 84,000 today.

The Americans wound up the day with titles in the middleweight and light-heavyweight wrestling divisions, too, and an overall point collection of 160. That's just a little better than three times as many as Sweden has in second place. The Swedish aggregate is 52.

It was Glenn Brund of Iowa State College and Henry Wengenborg, New York's wrestling poleman, who won the individual and team championships. Brund won in the middleweight division, 175 pounds.

Wengenborg, an Army Air Corps sergeant stationed at Lackham, Army Air Base, Winchester, Va., won from Ohio State University referee.

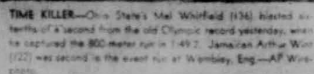
He set a new Olympic mark of 1:52.7 for two laps of the new heavy track in beating the great old field over to win the prize.

Two of the bonuses due to the fastest runner here are equalled. The former Olympic record of 1:48 set by Briton's Tim Hennessey in 1920, and all six American men, the fastest of them Johnny Winfield's winning time of 1:52.3 in the 1920 games at Seattle.



TIME KILLER—Ohio State's Mel Whitfield (136) shattered yesterday's old Olympic record in the 800-meter run at 1:48.3. Jamaica's Arthur Wint (135) was second in the event here at Wembley, Eng.—AP Wirephoto.





Whitfield In Record '800' Run

OLYMPIC STADIUM, Wembley, England, Aug. 2.—(AP)—A record-breaking victory by Mel Whitfield in the 800 meter run and a magnificent flight by Guinn Smith in the pole vault gave America's track and field stars two more Olympic titles before another capacity crowd of 44,000 today.

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HISTORY
of
100TH FIGHTER SQUADRON (SE)
for
JANUARY-MARCH 1948

NARRATIVE HISTORY

R E S T R I C T E D

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R E S T R I C T E D

HISTORY
of
100TH FIGHTER SQUADRON (SE)
(NINTH AIR FORCE)
(TACTICAL AIR COMMAND)
for
JANUARY-MARCH 1948

Lockbourne Air Force Base
Columbu, 17, Ohio

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RESTRICTEDORGANIZATION AND ADMINISTRATION

During the first of the reporting period, the organization of the squadron remained the same as during the last reporting period which portrayed a structure under the provisions of change 1 to Table of Organization and Equipment 1-27R dated 5 March 1947.

As of 20 January 1948, however, Tactical Air Command Training Standard 80-1, Headquarters Tactical Air Command, Langley Field, Virginia, 23 December 1947 was put into operation and there was evidence of reorganization in the structure of the unit. One change centered around the P/Sgt being moved from the Command section to the S-1 section.¹ The P/Sgt now functions as a super chief clerk.¹ As a result there is more coordination between the various sections of the organization. The other outstanding change in the organization of the unit was the addition of a non-commissioned officer to the S-1 section whose function is that of Ground Safety clerk.²

As far as the administration of the unit was concerned during the reporting period is concerned, it should be noted that the loss of the assigned classification specialist due to transfer greatly handicapped the squadron. As there was none other available on the station to replace him, the majority of the reports pertaining to classification during the latter third of the reporting period were delinquent. It

should be noted that although classification specialist is not authorized according to the pertinent E/O, it was recommended one such specialty be added because of the tremendous amount of classification and assignment work being performed within the squadron.

^{1/} Annex, TAC Training Standard 80-1, 23 Dec 47.

^{2/} Ibid

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RESTRICTEDPERSONNEL

Shortages in assigned personnel remained a major drawback in the progress of the unit. As of 31 January 1948, there were twenty-three (23) officers assigned as compared to thirty-one (31) authorized. Of those assigned seventeen (17) were still without authorized military occupational specialties (MOS). As of 29 February 1948, there were twenty-two (22) officers assigned with the number authorized remaining the same. Of those twenty-two assigned sixteen (16) were without proper MOS. As of 31 March 1948, the officer strength report was the same as for the month of February.³

As far as enlisted personnel were concerned, the assigned totals presented a better picture. As of 31 January 1948, there were one hundred and two (102) enlisted personnel assigned against a total of one hundred (100) authorized. Fifty-five percent of these assigned enlisted personnel possessed authorized MOSs. As of 29 February 48, there were one hundred and one (101) enlisted personnel assigned of whom fifty four percent possessed authorized MOSs. As of 31 March 48, there were one hundred and two (102) enlisted personnel assigned against one hundred authorized with seventy-two percent possessing authorized MOSs.³

As far as the shortages in officers personnel are concerned it has been stated by higher headquarters that replacements have been requested and that they should arrive for duty at any future date. All officers assigned are either attending formal schooling which will lead to an authorized MOS under the Air Training Command or are undergoing on the job training as required by Tactical Air Command's "Operation Bootstrap"

3/ Extract of strength section M/R, 100th Ptr Sq for 31 Jan, 29 Feb, and 31 Mar 1948

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And as was put into operation during the reporting period July-September 1947. In the case of enlisted personnel all personnel not possessing authorized MOSs are undergoing on the job training as set-up in "Operation Bootstrap" except for one. This one individual is holding down the job of Fabric and Dope mechanic (S43) for whom quota has been requested of the Air Training Command for formal schooling.⁴

The key personnel of the unit remained the same during the reporting period. A roster of same compiled as of the last day of January, February and of March 1948 will be found in the supporting documents section of this report.⁵

Of note is the fact that additional supply personnel are very much needed in the Technical Supply Section. Two often personnel from this section are placed on detached service with other units hampering the efficiency of the tech supply. As of the last of the reporting period the supply clerk was taken from the general supply section and placed on duty with the AF SC Supply section this station by orders from Wing Headquarters. This fact has been made known thru channels to the unit commander to ascertain whether the practice will continue in the future.

It is generally known that the morale of the unit is at an all time high at the present time. The venereal disease problem has been wiped out with no cases having been reported within the unit during the reporting period. The development of great squadron spirit is responsible for the above facts.

SUPPLY AND EQUIPMENT

The speed at which the T/O and E supplies have reached the unit-

4/ Interview with Ground Tng NCO, Cpl. James Smith, 100th Ftr Sq, 5 Apr 1948.

5/ Roster of key personnel, 100th Ftr Sq as of 31 Jan, 29 Feb, & 31 Mar.

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during the reporting period has been amazing. As far as Air Corps property was concerned, the percentage on hand as of 31 December 1947 was twenty. The number increased each month from fifty one percent as of 1 Jan 48 to sixty percent as of 29 February 1948 and finally to eighty one percent as of 31 March 1948.⁶

Major shortages of supplies include ONE SET, aircraft Jack 3200 30-163 Kit. The proper requisition has been placed for this item but no progress seems to be made toward it being secured.

Another major shortage is SET ENGINEERING TACTICAL SQUADRON 5800 TO-0030 19E which is sixty six (66%) percent complete.⁶

The supply procedure on this station in the operation of the service stock for the convenience of the fighter squadrons often hindered the operation of this unit instead of aiding it. Often the service stock was depleted and time was wasted waiting for supplies to come to service stock from AF Supply.

During the reporting period the shortage of hydraulic fluid hampered operations greatly. There was none available on the station which put a great number of otherwise in-commission ships out of commission. Oxygen was not available during the reporting period which held up all high altitude flying operations. Shortage of auto-pilot instruments presented a shortage and the non-availability of such parts hindered training along special lines. Generally, the time-lag involved in securing action on shortages was negligible.⁶

^{6/} Interview, Tech Supply Officer, 100th Ftr Sq/ Lt. James Harris.

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Of note is the fact that nine (9) aircrafts departed this station during the reporting period for air-ground missions of the armored school at Fort Knox, Ky. These aircrafts departed 21 March 1948 and returned 24 March 1948. At no time was the mission hampered because of the lack of some part for some aircraft, and this can be tributed to the efficient operation of the unit Tech Supply section and the cooperation of the unit operation section which remained at the home station.⁷

M A I N T E N A N C E

The maintenance section was reorganized in the early part of the reporting period according to the proper annex to TAC Training Standard 80-1, dated 23 December 1947. At this time the section operates very efficiently under the present set-up.

Of major importance were the drawbacks brought about by the existence of cold weather during this period. One of the most severe winters in the history of the local weather bureau was experienced and the progress of the unit along flying lines was hindered very much. Cold weather equipment was not available in sufficient quantities for successful starting of aircraft and often equipment which was borrowed proves of very little assistance. There was the problem of the unheated hangar where the maintenance section was force to put on very bungleome clothing in order to keep from freezing while working.

As was brought out earlier in the supply and equipment chapter of this report, the organization of the service stock did not function as was designed in that the issue of equipment and parts was blocked on many occasions when the stock levels in service stock were depleted.

7/ Field Order #2. 332nd Ftr Gp. IAFB, Cois. Ohio. dated 7 Mar 48.

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Operations in this section were curtailed completely for the entire morning periods throughout the month of February in order to comply with the TAC Training Standard 80-1.

Several personnel changes were effected in order to make more smooth the operation of this section which included the shifting of the former technical inspector to the position of line chief. One flight chief was replaced by another, and since these adjustments were made there has been a very smooth flow of the operating channels.⁸

Consequently, the average daily number of aircraft in commission increased from fifty percent for January to seventy percent for February.

Along communication lines of maintenance, there was an acute shortage of AM/ARC-3 sets, sixty four percent, with a seventy eight percent shortage of BC-453 range receivers. These radio sets are covered in Technical Order 01-65 BD-36, and with out them the flying training program is greatly hampered.⁹

There were major shortages along the line of tubes which included 6AX5, 832s, 6L6s, 6V6s and in all cases where shortages existed, the sets had to be removed to the Airborne Maintenance section on the station and in cases where the supply level of the latter section was depleted the sets went out of commission. Technical Order 16-40 I 56-2 covered these tubes.⁹

To facilitate the smooth operation of this section the supply of an 156K Tester covered in TO 16-40 I 56-2 is much needed. It has been noted that should the unit go into the field unless being accompanied by an Airborne maintenance section efficiency here will drop severely.

^{8/} Interview with 1st Lt. W. Sanderlin, Maintenance O. 100th Ftr Sq

^{9/} Interview with S/Sgt F. Bone, Communication Chief. 100th Ftr Sq

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RESTRICTEDTRAINING

Major emphasis was placed during this period on the compliance with TAC Training Standard 80-1. Fifty percent of the required training was accomplished by all personnel of the unit, the remaining fifty percent of the training dealing with mainly outdoors exercises which are to be completed during more favorable weather conditions. The quality of the training received to date has been considered excellent and signs of it being absorbed by the right individuals is very evident.¹⁰

As was brought out in the chapter on personnel in this report, seventy two percent of the enlisted personnel possess authorized MOSs as of 31 March 1948 and all others excepting one were undergoing on the job training under TAC "Operation Bootstrap".

As far as flying training was concerned, as of 31 March nineteen (19) pilots had completed seventy five percent (75%) of the required flying training, while there were three (3) who had completed less than fifty (50) percent of the training. The lack of oxygen, which was not available until 15 March 1948, was one reason for the slowness of the completion of this training, whereas the cold weather was the other contributing cause.¹¹

Much experience was gained by the flying personnel in performing control missions as set up by higher headquarters. These missions were in conjunction with Ninth Air Force's "Operations Two Hundred". An average of one mission per week was participated in during this period.

The unit suffered one aircraft accident during the reporting period.

¹⁰/ Interview with Cpl. James Smith, Ground Tug MCC. 100th Ftr Sq

¹¹/ Interview with Lt. Charles Brantley, S-3. 100th Ftr Sq.

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The complete investigation has not been made and no final action has been taken, however, as the pilot bailed out of the aircraft the damages resulted in a complete washout of the ship.

One joint operation with the ground force was participated in by the unit. Nine (9) aircraft departed for Godman Field, Ky on 21 March 1948, for dive bombing, rocket firing, napalm dropping and smoke laying missions at Ft Knox, Ky. These missions were in conjunction with Air-Ground missions of the Armored School and the unit returned from them 24 March 1948.

FACILITIES

The heating unit of the hangar was the outstanding structure considered inadequate. During the winter months it was almost impossible to insure efficient maintenance because of the lack of heat. Up to the end of this period nothing definite had been done to remedy the situation by the station Air Installations section.

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HISTORY
of
100TH FIGHTER SQUADRON (SE)
for
JANUARY-MARCH 1943

SUBSTANTIATING DATA

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100TH FIGHTER SQUADRON (SE)

The following constitutes a roster of the key personnel for this unit.

As of 31 January 1948, 29 February 1948 and as of 31 March 1948.

DRIVER, Elwood T.	Capt., USAF	Commanding Officer
CROCKETT, Woodrow W.	Capt., USAF	Deputy Commander
LANE, Allen G.	1st Lt., USAF	S-1
TURNER, Leon L.	1st Lt., USAF	S-2
BRIGGS, John F.	1st Lt., USAF	S-3
SANDERLIN, Willis E.	1st Lt., USAF	S-4
HARRIS, James E.	1st Lt., USAF	Tech Supply Officer
FLETCHER, Henri F.	1st Lt., USAF	Armament Officer
CHIN, Jack	2nd Lt., USAF	Communications Officer

FOR THE COMMANDING OFFICER:

ALLEN G. LANE
1st Lt., USAF
Adjutant

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UNIT HISTORY

~~100th FTR SQ~~

SQ-FI-100-HI
APR-JUN 1948

RETURN TO:

Director
Research Studies Institute
Attn: Arnold von Dinnich
Maxwell AFB, Alabama

FILE

4-4322-13

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R E S T R I C T E D

HISTORY
OF
100TH FIGHTER SQUADRON (SE)
FOR
APRIL-JUNE 1948

NARRATIVE HISTORY

R E S T R I C T E D

4-4322-13

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R E S T R I C T E D

HISTORY
OF
100TH FIGHTER SQUADRON (SE)
(NINTH AIR FORCE)
(TACTICAL AIR COMMAND)
FOR
APRIL-JUNE 1948

Lockbourne Air Force Base
Columbus 17, Ohio

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R E S T R I C T E DORGANIZATION AND ADMINISTRATION

During this reporting period, the structure of the unit remained the same as was pictured during the last period. Tactical Air Command Training Standard 80-1, Hq TAC, Langley Field, Virginia, dated 23 Dec 1947, which was put into operation during the last reporting period was continued during the current.

No change was made in the squadron mission.

With the current authorization for a classification specialist as result of special instructions from Wing Headquarters, the administrative work has been more evenly distributed. At the present, there is a man performing on the job training for this position.

PERSONNEL

The major personnel problems during the first of the reporting period centered around the shortage of pilots (1055) and airplane maintenance technicians (750-B). The strength of the unit during the period was as follows: 1/

	Auth:		Asgd:	
	Off	Enl	OFF	Enl
1 April 48	32	100	22	104
30 April 48	32	100	22	102
1 May 48	32	100	22	104
31 May 48	32	100	24	106
1 June 48	32	100	24	108
30 June 48	32	100	26	108

As far as these outstanding shortages were concerned, the lack of suf-

1/ Interview with S-1, Lt. Allen G. Lane, 100th Fighter Squadron (S3)

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ficient pilots, (MOS 1055) was a drawback because of the number of missions scheduled by higher headquarters. As was brought out in the report of the last period, a statement was made by Wing Headquarters that sufficient pilots would be reporting to the unit for duty at a date in the very near future. Four new pilots have been assigned during the current period. As far as MOS shortages are concerned, the major portion of the assigned pilots who do not possess the proper SSN needed only required gunnery training before becoming fully qualified. The gunnery program has just been completed (see section V). 2/

There was somewhat of a different picture in the maintenance section in that there was a major shortage of qualified airplane maintenance technicians. Because of the fact that it was necessary to have all available planes flying the majority of the time, it became necessary to supervise very closely the work of the men maintaining the aircraft. This prohibited the line chief and flight chiefs from delegating any of the responsibility to the various crew chiefs. The reason for the major shortage of qualified maintenance technicians is the absence of adequate training facilities on the station for that purpose. As required by the AAF Classification Manual 35-0-1, an airplane maintenance technician must be skilled in an addition speciality in the maintenance field before becoming qualified as a crew chief (750-B). This can not be accomplished unless these men are sent to an Air Training Command Technical school. 3/

Of note is the fact that during this period Wing Headquarters acting under authority of Hq 9th Air Force authorized an NCO perform on-the-job training as a classification specialist (SSN 275) in the S-1 section. This has greatly eradicated the condition during the last reporting period when there were many delinquent reports because of the need of such a specialist.

2/ I bid

3/ Interview, Sq S-4, Capt H. V. Clark

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Several changes were made in the key personnel during the period. As of the last of each month they were as follows:

30 APRIL

Commanding OFF HERBERT V CLARK, Capt., USAF
 Dep COMMANDER WOODROW W CROCKETT, Capt USAF
 S-1 ALLEN G. LANE, 1st Lt., USAF
 S-2 LEON L TURNER, 1st Lt., USAF
 S-3 JOHN F BRIGGS, 1st Lt., USAF
 S-4 WILLIS E SANDERLIN, 1st Lt
 TECH SUPPLY OFF JAMES E HARRIS, 1st Lt., USAF
 ARMAMENT OFF VIRGIL A DANIELS, 1st Lt., USAF
 COMMUNICATIONS OFF JACK CHIN, 1st Lt., USAF

31 MAY

JOSEPH D ELSBERRY, Capt., USAF
 WOODROW W CROCKETT, Capt, USAF
 ALLEN G. LANE, 1st Lt., USAF
 LEON L TURNER, 1st Lt., USAF
 JOHN F BRIGGS, 1st Lt., USAF
 WILLIS E SANDERLIN 1st Lt USAF
 JAMES E HARRIS, 1st Lt., USAF
 VIRGIL A DANIELS, 1st Lt USAF
 JACK CHIN, 1st Lt., USAF

30 JUNE

Commanding OFF SAMUEL W WATTS, 1st Lt., USAF
 Dep COMMANDER WOODROW W CROCKETT, Capt., USAF
 S-1 ALLEN G. LANE, 1st Lt., USAF
 S-2 LEON L TURNER, 1st Lt., USAF
 S-3 WILLIAM W GREEN, 1st Lt., USAF
 S-4 HERBERT V CLARK, Capt., USAF
 TECH SUPPLY OFF JAMES E HARRIS, 1st Lt., USAF
 ARMAMENT OFF VIRGIL A DANIELS, 1st Lt., USAF
 COMMUNICATIONS OFF JACK CHIN, 1st Lt., USAF

The morale of the unit seemed to have been on the upgrade. This may be attributed mainly to the break in the bad weather experienced during the last reporting period. As a result of this there was much flying activity which kept all concerned very busy. Several air operations were participated in in conjunction with the U. S. Army and the competition between other units served as an additional boost to the morale.

Along the line of special services, most of the free time of the squadron members during this period was spent on the interior decorating of the unit day room. The amount of money available for recreation within the squadron was at a minimum after purchases by the unit fund of a "Pictorial History of World War II" by the Veterans of Foreign Wars. Also, a one volume "Pictorial History of the Air Force in World War II" was purchased.

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RESTRICTEDSUPPLY AND EQUIPMENT

As was brought out in the last report, the service stock section of the 56th AF Supply failed to function properly and this in turn hindered the progress of the unit. Often items were carried "AOC" and were found on hand ~~by the service stock section. On the other hand, the service stock section was not maintaining adequate inventory since the report of the 56th AF Supply. However,~~ the service stock section has been reorganized and during these latter two percent becomes most pronounced when the squadron goes on a training week's progress has been made. ~~flight and encounters weather. There is a 64% shortage of BC-453 range~~ Organizational equipment is authorized by TO & E 1-27R dated 5 March 47 may be maintained in the organization up to a level not exceeding 80%. This is as a result of a directive listed in 9AF ltr file #322, subject: TO & E percentage for Squadrons, dated 31 March 48. Consequently, the percentage of equipment on hand decreased to 74%.

Major shortages include:

One Set, Aircraft Jack 3200 30-163 Kit.

SET ENGINEERING TACTICAL SQUADRON 5800, covered in Tech Order 0030 19B which has been only 68% complete since the middle of the last reporting period.

7800-732860 STAND ASSEMBLY-PORABLE HYDRAULIC TESTER is much needed, however, squadrons not intergrated with Service Groups are the only ones authorized this by pertinent directives. 4/

Communications is affected mainly in the supply echelon. The 56th AF Supply is very slow in filling the requisitions as submitted. During the last period, there was a 64% installation of AN/AR C-3 sets. At this writing the percentage has increased to 78%. The lack of this additional twenty-two percent becomes most pronounced when the squadron goes on a training flight and encounters weather. There is a 64% shortage of BC-453 range 4/ Interview, Tech Supply Officer, Lt. J. E. Harris, 100th Ftr Sq

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receivers. The Tech Order covering the above two sets is TO 01-653D-36. Sufficient 6L6s GA tubes have not been received. The major radio frequency crystals which are in the shortage class are parts of the ARC-3 sets mentioned above, however, the future plan to make these crystals M/R property of the aircraft of installation will help to solve this problem. Tech Order 16-30 ARC-2 covers these crystals. 5/

In the Armament section, the fact that all the K-14A gunsights on hand were defective presented a major supply problem for this section. Replacements were sought for these faulty sights since the early part of this reporting period but as yet none has been received. The cause was a tie-up in supply channels at the Middletown Air Materiel Area, Middletown, Pa. The gunnery program just completed by the unit was greatly hindered by the lack of functioning sights and often pilots had to operate by pointing the nose of the aircraft at the target and relying on luck for hits. Tech Order 11-35C-1 covers K-14A gunsights. Another shortage was one optical stand covered in TO AM -11-35C-L dated 25 April 45. It is believed that with the consideration of the above factors concerning the armament section and the proper correction of all defects, this section can operate efficiently and will continue to do so in the future. 6/

M A I N T E N A N C E

The organization for maintenance during the current reporting period remained the same as during the last period. It should be noted, however, that a maintenance crew was setup under TO 00-20A and although the section operates efficiently, the setup under TAC Training Standard 80-1 showed up best.

5/ Interview S/Sgt F. Bone, Communication Chief, 100th Ftr Sq
6/ Interview Lt. V. A. Daniels, Armament Officer, 100th Ftr Sq

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Maintenance problems centered around the mal-functioning of the service stock section. This problem was brought out thoroughly in the supply section (page 5).

Two changes in the personnel section concerned the removing of two flight chiefs and replacing them with other men. The recent changes have brought definite improvements in the section. After the completion of the investigation following the squadron's only aircraft accident during the period, the Tech Inspector was replaced by a new man. It was found that had the required one hundred hour inspection been made on the aircraft in question the faulty part leading up to the accident would have been detected. Had the tech inspector been thorough with his inspection, the accident never would have occurred.

Of major importance is the definite need for technical schooling for many men in this section. As was brought out in the personnel section of this report (see page 2), unless the majority of the men performing duty as aircraft maintenance technicians (750-B) receive some specialized training at a technical school, the efficiency of this section will drop. 7/

Outstanding maintenance jobs performed include an air operation with the U. S. Army at Camp Campbell, Kentucky from 23 May 48 through 26 May 48. During this operation, the squadron was able to represent the enemy forces in an air-ground operation and aid in the success of an otherwise monotonous maneuver of the U. S. Army. Fourteen missions were flown.

The record of aircraft in commission for the reporting period on a monthly basis as follows:

April 1948 51% in-commission
May 1948 52% in-commission
June 1948 50% in-commission

7/ Interview, Sq S-4 Capt H. V. Clark, 100th Ftr Sq

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R E S T R I C T E DTRAINING

The training participated in by the unit was mainly that of flying. As was required by TAC Reg 50-44, subject: Station Training, dated 2 June 1948, a new ground training project was put into operation. The full effects of the new program have not been realized as yet, however, since it is a continuation of the same type program organized in January, this year, the future results should show up very well.

Ninth Air Force's operation 200 was suspended during the major portion of this period, however, six missions were completed by the unit under the program. Five missions were completed during the first of the reporting period as operational Readiness Test. Other missions with the Ground Forces included four missions in Air Force's Operational Assembly at Camp Campbell, Ky. All of the above type mission do very much to increase the operational efficiency of the unit and should be continued. A special mission participated in was a demonstration for Air Force Dignitaries and West Point Cadets on 1 July 1948 at Range (52), Eglin AFB, Valpariso, Florida. There was rocket firing, napalm dropping, dive bombing, and firing of fifty caliber ammunition. Sixteen aircraft participated in the above exercises.

On 23 June 1948, the major portion of the unit departed the station for Eglin AFB Aux #6, Valpariso, Florida, to remain for twenty-two days. Ground and aerial gunnery was performed throughout the period and as a result four additional pilots were able to qualify for the proper MOS fighter Pilot, (SSN 1085). These pilots were former B-25 pilots, (SSN 1081). As was brought out in the supply section (page 6) the gunnery program was hindered somewhat by the lack of accurate K-14A gunsights. In spite of this the program was completed successfully. S/

S/ Interview Sq S-3, Lt. W.W. Green, 100th Pwr Sq

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One air craft accident was suffered during the period when there was a failure of the down lock mechanism on the landing gear of an aircraft causing the collapse thereof on landing. There was major damage to the aircraft, no injuries to the pilot.

FACILITIES

There were no changes along this line during the reporting period.

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