

REF ID: A393  
DODIIR 5200.9

1 June 1944 - Have you ever heard of someone losing his shirt in a poker game? You Haven't? Then evidently you didn't see Lieutenant Colonel Pardue at evening chow.

To his, and the amazement of others, he was wearing the insignia of a Second Lieutenant. He must have chosen the wrong shirt after the game.

It was hot today and is correspondingly sultry this evening. In response to an invitation by the Warwick Squadron; eight of the Officer imbibed White Horse Scotch and London dried gin, mixed with lemon juice cocktails, with our British friends in their tent-enclosed bar.

Today we were paid and have surprisingly little left after the PTA checks were sent home.

Sergeant Gorrell, Pfc Schott and Private Bradley are busy preparing the foundation for our Mess Hall building.

No missions - No rescues today!

2 June 1944 - Captain Ruckman and Lieutenant Work flew with Lieutenant Colonel Pardue and Captain Smith to Grottaglie, where the Commanding Officer will spend a few days with Flight "A".

The whole of Flight "B" received its stimulating dose of Typhus vaccine at 0900 this morning. Similar shots were repeated in other flights.

It's hot as Hades--excellent beer weather, but the allotment of one pint per man, although it only aggravates our thirst, is nevertheless appreciated. We must scoop chocolate out of droppings with a spoon. Everything is melting, including our ambition.

3 June 1944 - Lieutenants Eisman, Millard, Witt and Busby; Staff Sergeant White, Sergeant Paulo, Pfc's Posterli, Schneider, Worts and Pistoletti, took-off for Grottaglie at 0900 to pick up Lieutenant Turnbull, who in the company of Lieutenant Busby, will be flown to Naples, there to take a boat for the rest camp at Capri.

Unsubstantiated word has reached us that a "Cat" piloted by Lieutenant Maurice Matson, with nine men aboard, including Co-Pilot K. Mantean, was shot down by the Japs last month in the South Pacific Theater. Lieutenant Matson, a classmate of Lieutenant Milburn, who came from a small town near Stafford, Kansas, left a young wife and a seven month old baby.

Lieutenant Millard returned last night from Flight "A" with historical data on the activities of that flight.

RSI Cont No  
**S 00929**

Lieutenant Lasher is doing an excellent job as reporter.

Five hours and fifteen minutes of patrol duty was without results.

4 June 1944 - Today Flight "C" added another survivor to the Squadron's growing total.

Taking off at 0610, with an overcast of approximately 500 to 100 feet and visibility of two miles, they proceeded to the given "fix"--that of 41°34' North-10°17' East. After searching the "fix" area, for about an hour, one man in a life raft was sighted at 41°25' North 10°30' East, at 0715. Flying over the dinghy several flares were dropped. The PBY then circled, landing downwind, and taxied up to the survivor. The engines were cut and the survivor paddled over to the starboard wing and was helped aboard through the blister. Flight Lieutenant Robert B Davidson, of the RAF, had been in the water approximately two hours and fifteen minutes and seemed none the worse for his experience. The survivor had done an excellent job of bailing out of his disabled plane. He was uninjured and had all necessary emergency equipment intact and in use at the time of rescue.

A take-off was made at 0730, after fifteen minutes on the water, and the PBY proceeded back to Asprettobase accompanied by an English "Beaufighter", which had been its escort the entire mission:

#### PBY CREW

Pilot	2nd Lt Therel C Jarman	0-739724
Co-Pilot	2nd Lt Carl O Mingle	0-810921
Navigator	2nd Lt John K Lonsdale	0-744074
Engineer	T/Sgt Frank J Trinca	12023994
Engineer	S/Sgt Daniel A English	32364478
Radio Operator	Sgt Charles A Dill	36432756
Radar Operator	Pfc Loren R Holzer	17108894
Surgical Tech	Sgt John Vargo Jr	32453702

Lieutenant Baldridge, our enterprising Supply Officer and all-around good fellow, has made social contact with the Headquarters of the Twelfth Air Force. Through his efforts, we have been invited into club membership, carrying with it the privileges of the bar, theater, dining hall and lounge in Foggia and also those of the Beach House on the Adriatic, in Manfredonia.

5 June 1944 - Lieutenant Colonel Van Auken, A-3. Headquarters Twelfth Air Force, Flight "B"'s dinner guest, made several faultless water landings with Lieutenant Big man on Lake Varano this afternoon, forty five miles Northeast of Poggia.

It has been suggested that self-sealing gas tanks be installed, as a safety measure, in the wings of our PBY's. This, it appears, is a capital idea, as it may reduce insurance premiums and somewhat minimize the early, if not actually premature collection of principal sums, by our bereaved widows.

6 June 1944 - Today three more lives were saved, bringing the total number rescued by Flight "B" up to nineteen.

This morning at 0500, three hundred and fifty "Liberators" (B-24H) including some from the 782nd Bomb Squadron, 465th Bomb Group, took off from Pometella Field for the Polesi Oil Fields in Roumania, probably the most heavily fortified district in Europe, where flak rises as thick as hail and "ack-ack" fire spits murderously. The B-24 raced over the target, a refinery, and the bombardier dropped his bomb load. Billowing black smoke and leaping flames were testimony of his accuracy. Bursting flak made a sieve of the fuselage; number two engine sputtered and failed. The Pilot trimmed the ship and headed back over the Adriatic.

Engines 1 and 3 quit, the prop governor no longer worked, the oil pressure lowered dangerously, altitude was rapidly lost and the plane, hitting the water's surface at 1200, exploded, breaking in half. Four of the fliers sank with the Bomber. Three were found dead, floating in life vests on the sea, and three others, also in Mae Wests, were rescued.

The account of the mission follows:

ORGANIZATION: Flight "B", 1st Emergency Rescue Squadron.  
DATE 6 June 1944. Mission No 13. SCRAMBLED AT 12:30  
Take Off Time: 1250 From: Foggia Main Arrived at Search Area: 13:45 Time Landed: 14:15 At Sea Scrambled by: 323rd Fighter Wing--RAF. Control Sector: Fruity Fix Given: 42°18' North 17°23' East Area Assigned: Same as Fix. Area Searched: 42°18' North 17°23' East also area around 42°04' North 17°27' East Type Search Used: Square Weather Enroute Hazy Average Weather: Good Condition of Sea: Rough Visibility: 3 to 5 Miles Ceiling: Unlimited Surface Craft Assisting: None Other A/C in Search: Two Warwicks, Two Spitfires. Fighter cover: Two Spitfires for one hour. Sightings: Wreckage at place of landing. Target Sighted: Location and Time: 42°04' North 17°27' East at 14:00. Action Taken: Survivors were in life vests, so we landed immediately. Details of Rescue: Searched given "fix" with no result. Continued to search outside "fix" - res, sighted wreckage and men at 14:00 at 42°04' North 17°27' East. Landed at 14:15. Taxied to a group of three and managed to pull them aboard by means of a rope and basket litter. Four of the crew members had gone down with the ship. Found three dead bodies among wreckage, but because of the added weight and the extremely rough sea were forced to leave them behind. Landed at Base at 17:20. Survivors of B-24 taken to 61st Station Hospital at Foggia.

Unusual Incidents: Extremely rough water made work, also taxiing and take-off from water very difficult.

Enemy Opposition & Sightings: Unidentified aircraft at 8,000 feet, just before take-off.

CREW MEMBERS:

Pilot	2nd Lt Mork, John H	0-739983
Co-Pilot	Capt Thomas M. Ruckman	0-424164
Navigator	2nd Lt Colnon, Redmond	0-798755
Flt Surgeon	Capt Craig, Paul E	0-493698
Crew Chief	S/Sgt Birard, Louis	33180137
Engineer	Sgt Brown, Dan C	39633082
Radio Oper	S/Sgt Pettle, Kenneth	18052261
Radar Opr	Sgt Rhodes, Elmer G	33212383

PBY-5A, No 957, the ship, having already sixteen rescues to its credit, took off from Foggia Main at 12:50 and without fighter escort--although searching all the while within sight of the Yugoslavian coast (except for one hour and a half)-- landed on a high sea to pick up three survivors, all of whom

were effects in "Mac Wests". Lieutenant Mork made a spectacular water landing, popping a minimum number of rivets, considering the roughness of the water. The men were helped into the plane, by the crew through the port blister hatch. One, with a hip injury, was strapped to a basket litter and with Lieutenant Colnon pushing upward from the water, was lifted into the Catalina. The PBY rolled and plunged, the wing floats alternately dipping out of sight only to rise and hit the waves with a resounding slap. Captain Craig, Flight Surgeon, became motion sick and "tossed his cookies" over the gunwale, much to the amusement of the rescued Navigator, who sympathetically offered assistance. Take-off, at right angles to the swells and into the wind, was something for the records. It was beautifully executed. A waiting ambulance took the patients to the flat Station Hospital, where it is reported they are convalescing from shock and exposure due to immersion for over two and one half hours in cold salt water.

It was the tenth mission for this particular crew replacement, which left Morrison Field, Florida to fly the Atlantic on April 16th and started base operations on 15th May 1944. It was the 25th mission for the Squadron as a whole. The aviators were attached to the Fifteenth Air Force. They flew "Pathfinder" at 24,000 feet and used oxygen for six hours. The average age of the crew was 20.4 years

A list of the three survivors by station, rank, name age, Army serial number, address and injuries follows:

1. Navigator F/C William Leppala, 24 125301  
Injuries about legs and face - Long Blvd, Island City  
New York.
2. Top Turret Gunner - S/Sgt Cecil L Simmons, 19, 34725100  
Abrasions of Right Arm and foot Eads, Tenn.
3. First Engineer - T/Sgt Walter A Reiter, 20, 12153837  
Right Hip injury 78 West 13th Street  
Bayonne, New Jersey.

#### THE DEAD ARE:

1. Pilot - 2nd Lt Ralph Pemberton, 20, 0-603401  
Little Rock, Arkansas.
2. Co-Pilot 2nd Lt Edwin Boehme, 20 - 0-599390  
Rochester, New York
3. Bombardier 2nd Lt William L Clayton, 21 - 0-13684  
Petersburg, Virginia
4. Radio Operator T/Sgt Thomas R Whyte - 20 - 38366674  
Texas
5. Nose Gunner S/Sgt J. R. McGrath - 20 - 37656806  
Des Moines, Iowa
6. Tail Gunner S/Sgt Paul Ledney - 19 - 33611553  
Pittsburgh, Pennsylvania

7. Ball Turret Gunner S/Sgt<sup>v</sup>Sherman Loub - 21 - 32914337  
Newark, New Jersey.

7 June 1944. - Lieutenant Mork and crew, in response to a "Mayday", went out on search shortly after 1140, and returned emptyhanded at 1240.

8 June 1944 - 1200 - Our "SOS" for mail, of yesterday, was heeded, for the plane in question just flew in. With it came the post, back dated letters--old to be sure, but nevertheless appreciated. Aboard were Captains Walton and Dwyer, S/Sgt Welling, Sergeants Eberlin, Tessa, Neifert, and Corporals from the 2688th Squadron in Ajaccio.

The headquarters plane took off for Grottaglie at 1515. Lieutenant Colonel Fardue, having spent the past week with Flight "A", will return with Captain Walton to Asprettò Bass, possibly tomorrow. Our Mess building is now up, then down, according to the whim of the wind that blows. If you want sand in your coffee, eyes, nose and hair, just spend an hour with us on the sand-swept desert at Foggia Main.

Promotions, arrived today and are in accordance with Special Orders mentioned on the following page.

#### Details of Flight "A"'s rescue:

Lieutenant Walker and crew, on stand-by, were awakened at 0500 and informed of a "ditching" which had occurred fourteen miles South of the "heel" of Italy. During the night a "Beaufighter" had shot down a JU-88 reconnaissance plane which for weeks had been frequenting the sunset skies of Southern Italy; particularly the harbors and convoy lanes. The "Beaufighter" noted the "ditching" position and remained in the immediate locality radioing the "fix", which was established at 39°27' North and 18°23' East, to the control sector. The Catalina, under cover of two "pitfires", from the 240th Fighter Squadron (RAF), was straightway directed to the scene. Two men, both German, bobbing about in life vests about one hundred yards from a burning red flare, were sighted at 0605, tossed a rope and assisted aboard. The "Jerries" have a device fixed to the dinghy which makes it buoyant without inflation; allowing the salvage of food and medical supplies, which would otherwise sink and be lost. Each German aviator had a flying suit, with inner pockets, for holstering a "very pistol and accessory flares. The rescued Germans, Flight Sergeant Heinz Schiller, age 30, with a left eye injury and Sergeant Ernst Müller, age 26, having a fractured right forearm, made it understood that there was a third comrade in their crew, Corporal Otto Christian, missing. After a short period of search the body of the third man was found, floating face down about five hundred feet from the site where the raft was discovered. There was room in the PBY for

the dead German and he was lifted aboard thru the port blister hatch. Take-off on moderate swells was comparatively simple. Landing at Grottaglie Field was effected at 0745. A search of the survivors accorded every possible kindness yielded a 32 Caliber American Patented Pistol, four dollars in Italian Lire, additional Greek, Yugoslavian and German money and stamps, bearing Hitler's grim, mustached visage, the global symbol of violence, uneventful slaughter and chaos.

CREW:

Pilot	2nd Lt	Walker, James F	0-739874
Co-Pilot	2nd Lt	Burns, One W	0-811005
Navigater	2nd Lt	Lyle, Vernon J	0-678146
Crew Chief	T/Sgt	Asbury, Paul L	6634030
Engineer	S/Sgt	Gill, Samuel A	30261819
Radio Operator Cpl	Cpl	Stohl, Harold A	12149133
Radar Operator Sgt	Sgt	Bolles, Gerald R	12161969
Surgical Tech Cpl	Cpl	Martinicic, Carl W	55394439

9 June 1944 - Lieutenant Colonel Pardue, Captain Walton, Smith and Dwyer and Crew, enroute to Ajaccio, stopped for about thirty minutes at Foggia Main. Sergeant O'Brien, bound for Capri, will ride with them as far as Naples. Lieutenant Milburn and Crew, still without a rescue, have had a continuance of tough luck.

10 June 1944 - Today, for the first time, all three Catalinas took to the air. Lieutenants Mork and Eisman, with their respective crews, patrolled the West Italian Coast, while Lieutenant Milburn, on a dangerous mission, despite Fighter cover, searched for six B-17 fliers who had bailed out over the Northwest Adriatic. The six P-38's, for a while, flew parallel with old 968, then criss-crossed its path; now above, now below the bow and stern; much in the manner of Sparrows darting at a nest-robbing Jay. With hammering heart and bounding pulses we flew to within eighteen miles of Venice, bristling with shore batteries and ack-ack emplacements. By the moment, we expected the sky to darken with Messerschmitts and be sprayed with the parabolic fire of tracer and incendiary shells. Although it was chilly, we were drenched with perspiration. Only fleeting debris was detected near the Bay of Venice. On our way, just north and about one mile east of Ancona, we sighted a body of a pilot buoyed in a life vest and obviously dead. After five hours of searching we returned to the base.

This evening a number of us met Lieutenant Adams, a B-17 Pilot, who, flying information behind one of the Fortresses saw its port wing hit by flak, explode, and break off at its junction with number one engine. As the Bomber went into a spin, six of its crew parachuted to safety. "The incident", he said, "occurred about two miles off the coast of Venice", in which event their capture by the Germans is not only plausible but probable.

11 June 1944 - Another British Wellington Bomber ("Impy") crashed landed on Foggy Main at 0500, caught fire and exploded. The framework of the British Night Bomber is canvas-covered, therefore highly inflammable. The only mortality among the crew was that of the tail gunner.

Lieutenant Eisman and crew are on patrol today.

PBY-5A No 959, piloted by Lieutenant Eisman, successfully completed another rescue, the twentieth for Flight "B". Second Lieutenant Leo Waltz, 0-763863, Age 25, from Lakes, Minnesota, is a member of the 307th Fighter Squadron, 31st Fighter Group, based near San Severo, Italy. He took off in a P-51 at 0730 this morning, in company with a Fighter escort protecting a B-17 Squadron, which had been assigned targets in the vicinity of Bucharest, Hungary. On his return, flying at an altitude of 23,000 feet, the oil system in his plane failed and the Fighter, catching fire, dove to the right in a spin. The pilot bailed out at 18,000 feet. His dinghy did not open immediately and it was necessary, while in the water, to pare away the cheesecloth wrapping before it could be inflated.

Lieutenant Waltz "ditched" eight miles off the East coast of Italy, 42°00' North and 18°45' East at approximately 1230, and was in the water a total of one hour and ten minutes, before he was helped into the rescue plane. A B-17 circled over the raft until Lieutenant Eisman set the "Catalina" down on the open sea, whipped by gusty winds into six foot swells, and taxied up to the dinghy. One of the PBY's from Flight "A" having arrived too late to make the rescue, turned back in chagrin. Sergeant Paulo, noticing that the thoroughly wet, but uninjured pilot was clutching something in his hand inquired as to what it could be. The Lieutenant, grinning sheepishly, uncurled his fingers; exposing a pair of wet arch supports, "These," he said, "Can't be replaced and I'm taking darn good care of them".

The PBY landed at Foggy Main at 1500. The Pilot was taken, by ambulance, to the Glat Station Hospital.

CREW:

Pilot	2nd Lt	Eisman, Charles F	0-739747
Co-Pilot	2nd Lt	Millard, Charles D	0-810919
Navigator	2nd Lt	Witt, James H	0-676196
Crew Chief	S/Sgt	White, Gaither E	32470969
Engineer	Cpl	Utley, Billy H	13106332
Radio Operator	Pfc	Wortz, Gordon H	16070376
Reader Operator	Sgt	Brooks, Jess L	18194533
Surgical Tech	Sgt	Paulo, Edward S	35287896

12 June 1944 - None of "B" Flight's planes were in the air

today! Mail for the past five consecutive days has been poor in the extrxme. Delivery, from Ajaccio, has not been forthcoming of late.

T/Sergeant Paul Kutz is a father, of that he is certain. He even knows the date of birth, but the baby's sex and name remain a mystery.

In the midst of noisy surroundings, racing engines, blinding sand-clouds and crippled planes; crash-landing in flames; rocking the earth with their explosions and ringing down the curtain on "sudden death", we have observed the unfolding of a strange animal friendship--That between a horse and a ram. Wherever one goes the other is sure to follow. They graze side by side and when the sun reaches Meridian height the wooly quadriped nips grass between high front legs in the shadow cast by a heavy, boved chest. The equine companion stands statuesquely, still, or if he moves, does so carefully and with exaggerated deliberation; lest he trample his friend. In the cool of evening, they frolic like children, kicking up their heels, getting tangled in the tether and butting one another, playfully, with their heads. It is one of natures aberrations, inexplicably, but amazing that two animals totally unlike, should demonstrate almost human attachment and devotion.

13 June 1944 - Lieutenant Mork and crew, with Captain Russell, Twelfth Air Force Medical Dispensary Officer riding as passenger, took-off at 1035 in PBY No 957, for patrol duty. At 1200 the whistle blew indicating a call and Lieutenant Eisman with his crew flying in PBY No 959, scrambled at 1215.

Lieutenant Eisman and crew proceeded under Fighter cover of six P-38's to the "ditching" position of a B-24H which over Munich, the target, had been disabled by flak. The "fix" given was 43°50' North 13°30' East. A B-24 circling overhead assisted in the search. At 1404 a dinghy was sighted at the coordinates--43°35' North 14°00' East, surrounded by scattered bits of wreckage. A parachute and two empty, but inflated, Mae Wests were seen. After dropping smoke flares, the solitary B-24 and Fighter escort were informed of an intention to land. Four uninjured survivors were taken from the raft and helped aboard by the crew. Water landing and take-off despite six foot swells, was accomplished with relative ease. They returned to Foggin Main at 1800. The survivors were conveyed, in a waiting ambulance to the 61st Station Hospital.

#### SURVIVORS:

- |                              |                                 |                |
|------------------------------|---------------------------------|----------------|
| 1. 2nd Lt Harold F. Anamaker | 0-570613                        | Bombardier     |
|                              | RFD #2, Boyertown, Pennsylvania |                |
| 2. Sgt Roderick C. Carlson   | 328304-6                        | Bell Turret G. |
|                              | 530 La Salle Avenue             |                |
|                              | Buffalo, New York               |                |

3. T/Sgt Harry J Ferrett 38240484 1st Engineer  
 1916 Beaumont Avenue  
 Port Arthur, Texas.
4. Sgt Robert W. Beaman 48760705 Top Turret Gunner  
 Pompton Plains, New Jersey.

The rescued are members of the 744th Bomb Squadron, 466th Bomb Group, located at Sturno Air Base, Italy. The number of the B-24 in which they ditched was #285, and ditching time was 1230.

CREW:

Pilot	2nd Lt Kisman, Charles F	0-739747
Co-Pilot	2nd Lt Millard, Charles D	0-810919
Navigator	2nd Lt Witt, James H	0-676196
Crew Chief	S/Sgt White, Seither E	38470969
Engineer	Cpl Utley, Billy H	13106332
Radio Operator	Pfc Mork, Gordon H	16071376
Radar Operator	Sgt Brooks, Jess L	18194533
Surgical Tech	Sgt Paulo, Edward S	35287896

At 1245, Lieutenant Mork and crew, on alert patrol, were informed by radio of the "ditching" position of a B-24H which had come to grief over a flak belt near Munich, Germany. The Catalina proceeded under cover of seven "Lightnings" to a given "fix" where search was begun. Seamariner was discovered ten miles North of Fenne Point but nothing else, after thirty minutes of searching, was sighted. Another position was then given, this time, four miles Northeast of Pescara--only recently captured by the Allies. Here again the search, lasting one hour, was without results. Thirty miles further North and only three miles off the enemy held coast of Northeastern Italy, at the mouth of the Tarinto River, 42°30' North 14°20' East, two dinghys containing ten survivors, surrounded by seamariner were sighted. The sea was rough. High rolling swells, flecked with foam, menaced the safety of an open sea landing, because of this and the imminent danger of fire from the shore batteries; it was, after much discussion, decided to call for the assistance of a high speed launch. An amphibious "jeep" from Ortona braved the high seas to direct the launch on its proper course, since its Italian crew, unfamiliar with our code and signals, could not be made to understand. With the P-51 circling overhead and the P-38's patrolling the immediate vicinity, the launch was lead to the rafts and the survivors, ten in number, were seen to be taken aboard. The "CAT" then returned to Foggia Main, landing at 1930. The names of the survivors have not yet been ascertained.

CREW:

Pilot	2nd Lt Mork, John H	0-739983
Co-Pilot	S/P O Murphy, Joseph D	T-61 16
Navigator	2nd Lt Johnson, Edmund V	0-738755
Crew Chief	T/Sgt Birard, Louis	33160137
Engineer	Sgt Brown, Dan J.	39683082

Indie Operator S/Sgt Pottic, Kenneth E 11054201  
Radar Operator S/Sgt Rhodes, Al or C 221-353  
Surgical Tech S/Sgt Ginn, Stanley F 2440-561

14 June 1954 - Lieutenant Millbury and crew, in route home to air 5 of Valley Mill, took off from "O" via min at 11:30 and 11:45, under a weather cover of overcast "50% broken", so a designation of "overcast" that of 11°52' North and 149°25' East. The crew consisted also and a heavy cloud layer was soon seen and reported at 13:05. The "overcast without tops" soon faded and became "50% broken". All but two survivors were injured and driven to the ground by impact and the plane broke upon impact and without explosion exploded in "explosion zone", the "explosion/collapse zone". This took place about 1000 feet above sea level. The survivors were all able to get away to safety, the two who did not get away were killed in the explosion.

Airborne losses were 6000 men & 600 aircraft destroyed, and a  
loss of 1100 aircraft lost with 30000 crew  
killed or captured. The crew of the ill-fated American Liberator  
in B-24J, No 655, together in training since 31st November  
1943, flew from Merritt Field, Florida to the Mediterranean  
Theater on 27 March 1944. The "Liberator" crew, members  
of the 82nd Bomb Squadron, 484th Bomb Group, Yerres  
Field, Italy, took-off from Corignola field at 0700, 13  
June 1944, in formation with forty planes bound for an  
morning raid over Munich. This particular Squadron is  
credited with more direct hits, on targets in greater  
Germany, than any other Harbor Squadron in the entire  
Fifteenth Air Force. Only thirty two of the forty bombers  
actively participated in the mission. Sixty four wings  
of planes had to turn back. While last night in command  
from the 82nd, in command of the 11th, in command  
of all the 6 groups. Who at this time had  
two extremely difficult, and difficult.

1922-1923, New York City, New Jersey,  
and by mail.

The hospital ship of Italian design, but manned by a German crew, was painted white and green. It, they were informed, was returning from Barcelona, Spain, where prisoners of war had been exchanged, and was now on its way to Venice. To the astonishment of the Americans, they were greeted not warmly but coolly and were accorded every kindness and courtesy. The wounded were given instant care and attention. All were made comfortable and given refreshments, consisting of orange juice, grain crackers proportioned bread and black coffee; despite its color was exceptionally palatable. They were offered American "winkles" to smoke. There was no demonstration of beligerence or antipathy on the part of the Germans, nor of a lively and full of gaiety to please. They fed the Americans well, such as the supplies of food available were limited by the circumstances. The ship's cook, dressed in a white apron and holding two large spoons, willingly assisted them. They were given food, water and medical supplies and those helped back into the aircraft. As they drifted away, the German waved farewell bidding them adieu with "Auf wiedersehen", the Americans, appreciative of the unexpected turn of events, responded in kind.

Three and one half hours later a Catalina, fast becoming a heart warming sight, to men lost at sea, circled over the raft and landing, taxied up to the rafts and seaplane; none the worse for its harrowing experience.

The survivors by position, rank, name, army serial number, age and home address, are listed:

Pilot	2nd Lt Bedwell, Robert B Box 193, Calipatria, California	0-161096	21
Co-Pilot	2nd Lt Foss, A. Dennis W 11444 Cobham Ave San Francisco, California	0-31565	21
Navigitor	2nd Lt Flood, Frank J Glen Ellyn, Illinois	0-1-0109	26
Navigator	1/20 Johnson, H. H 36 5008, Missouri	D-1-3003	21
Engineer	S/Sgt Solin, Harry J New Orleans, Louisiana	3837167	25
Tail Gunner	S/Sgt Rahn, John V Indianapolis, Indiana	15109255	25
Tail Gunner	S/Sgt Upton, Vaughn Staten Island, New York	2261001	25

## DEATH:

Radio Operator	S/Sgt Willour, Vincent Boston, Mass.	19
Ammunition Gunner	S/Sgt Conn, Nathan V Gulfport, Miss.	27
Nose Gunner	S/Sgt Long, Leonard E Chicago, Illinois.	23

## KIA AIRCREW MEMBERS:

Pilot	2nd Lt Milburn, Walter E	O-739328
Co-Pilot	Capt F. J. Kirby, Russell	O-739324
Navigator	1st Lt Phillips, Orthe J Jr	O-739364
Crew Pilot	C/Sgt Cope, William B	3819-91
Engineer	Capt Lippman, Arnold J	191-263
Radio Oper	Cpl Dols, Harold A	38025492
Under Oper	Sgt Hendrix, Louis L	27-46826
Surgical Tech/Cpl	Ciza, Stanley F	3660-581

Turned out to be the red letter day for "O" flight. At 0515 hours, Lieutenant Robert B Dols's crew wit Lieutenant Homenage as co-Pilot and Lieutenant Holling substituting for Lieutenant Curran, Major O'Rourke, Captain J Holling substituting for S/Sgt Phillips as Navigator, 1st Engineer, Sergeant Phillips Willard, Major as Under Operator and Anthony J Russo as Surgical Technician and Corporal Allen T Wappeler as Radio Operator and Major Donald R McIlroy Jr as second Engineer were alerted for a nocturnal mission. Our orders were to search at a position thirty six miles northeast of the Cape at Calvi.

During the night a plane had spotted a distress signal flare at this position. A "Malifus" had been laid in all night and the "Mister Rock" reported that a boat had not yet found in this vicinity. The crew took off at 0515 hours and proceeded by pilotage and dead reckoning to the position of the proposed search. After a square search was executed and on the sixth look at 0710 hours, Lieutenant Holling reported over the radio phone that he had seen some shipping, and C. G. J. were sailing to the Starboard at a distance of about 10000' fms. The plane circled the ship and slowly descended and the crew flew toward the ship. It soon determined that there were four men aboard. A fishing net was cast and when they had started to throw it upon one hundred yards of the ship, it was possible to identify the components of Captain McIlroy. Security demanded the return of Major three of the crew who were carrying .45 pistols in their belt positions as well. The Captain showed no hostility and appeared to be very grateful for their lives being saved.

The crew set to work and searched the ship. They found that the only two they carried at the time of rescue were three demolition knives with retractable blades. They had the one four inch dingley which they were in and three one-inch dingles. Everyone seemed surprised at how the good quality and quantity of U.S. G.I. gear in the cargo equipment, which in every way, resembled American and British. The crew returned to Aspreto for plane 1000, twelve, hours and landed at 0900 hours.

The prisoners of war—survivors were turned over to guard and the U-2 Officer of this base, then they were returned to the base dictionary for physical examination. Here it was found necessary to hospitalize one of the men of rank and minor injuries. The other three were interrogated in the base guard house and held for examination by the A-2 Office from Bastia, Corsica.

The crew had taken off without having breakfast, but the kitchen had prepared eggs and other food stuffs for preparation in flight. Sergeant Heizer, acting as chef, had fed the entire crew and had just finished giving his own personal extra special touch when Sergeant Bell sighted the dingley. Sergeant Heizer regretfully tossed his "extra specials" into the garbage pail as the ship came in for the landing.

During the night, a mine had broken loose or it's mooring in the harbor and drifted in the vicinity of the Aspreto Bon Base. The French demolition squad were making attempts to destroy this menace when Lieutenant Bell was coming in for the landing. Just as the plane was about to hit the water, the mine went off with a terrific explosion and many of the spectators on the sea wall had thought the jet hit the mine as it landed.

Soon after taking off after leaving a place with no survivors, Lieutenant Bell called Lieutenant Bellini to the cockpit inquiring as to the quality of the snap shots that had been taken. It was only then that anyone on the crew had given their first thought to the 116 cameras lying in the navigator's drawer.

When the F.W. had finally been lowered to the beaching gear, a huge crowd had gathered to witness the unloading of the prisoners of war and an armed guard was furnished by the 6503rd Headquarters and Headquarters Squadron Fighter Control Area.

Sergeant William Reiser, Radar Operator: "Upon taxying to the hangar I was surprised to see that all four of the occupants attempted to board the truck simultaneously without regard for each other, leaving the injured survivor last to board. After all survivors were aboard our ship, one "Jerry" nonchalantly reached down in his hip pocket and handed me a tiny portrait possibly of his wife or sweetheart mounted with a coat of moths from the sea which he rubbed off with his fingers so, so gently even. Whether his actions were for sympathy or just for the gratitude of being alive, I can not say. While lying in the bunk, I noticed the youngest of the crew staring up at the fuselage, tears trickling down his cheeks... whether they were tears of pain which were caused from his injuries or tears of worry over his situation - I do not know. I cannot get close past over him or any of the others because I realize that men like these have been the guiding misfortune of our allies meeting the same fate."

Major Corrigan - Flying Officer - "I was left up in the tower at the time I sighted the signal flares and the pilot advised me over the interphone to stand by for the landing. Upon approaching the craft, I was amazed to discover the occupants turned out to be "Jerrys" instead of the British flyers which we were originally instructed to search for. The Pilot immediately confirmed my conception over the inter phone and ordered all of us to have our weapons ready and ready for fire if need be. Not a moment was lost when I threw a shell in the chamber of my .45 and leaned out the tower window to cover any hostile move in any event the "Jerrys" venturing a first attempt to take advantage of us. After all the occupants and booty were hoisted aboard we took-off for Shreftto base, quite elated over the capture of our precious cargo."

Sergeant Anthony J Russo - Surgical Technician: "Medines were under our control and lying on the ground over to the admiral's first aid. They, too, were willing to converse. In one instance, the pilot of one German crew spoke English fluently, I later learned that he was taught English at a school in Germany. While dressing his wounds, the pilot remarked:

"What's the probability of life?"  
"I guess soy I replied.  
"How are we going now?" he asked.  
"We are going to Scotland," I answered.  
"Whereabouts in Scotland?" he continued.  
"Aberdeen," I said.  
"What kind of a plane were you flying?  
He has the same plane dropped down at near?"  
I inquired. No answer.

I handed him a "look" of whiskey, raised it directly under his nose and when he detected the fine aroma, I said to him: "Take a drink!" . . . "A, Good! Thank You!" he gratefully acknowledged. Another kept tapping me on the shoulder. I began to talk with him and he readily asserted that it was a great feeling to be alive. With that thought in mind, he laid back and dozed off. I have often wondered what the "master knee" is like--now I know!"

Corporal Allen T Hasyanen—Radio Operator: "I was the first of the crew to come in contact with the enemy. S-2 turned out of the blaster I was heartily welcomed by a smoking hand of a grateful survivor. I believe that the American Air Forces would do well to take a few points from the Germans. While searching thru their clothing I discovered that they are equipped with very pistol and pyro smoke flares which are stored in a pocket of their flying uniform, something I never knew before. This, to me, is very important, especially in cases where the survivor is forced to ditch without a dingy. Almost any person will agree, who is acquainted with air sea rescue work, that it is practically impossible to see a survivor floating in a "line West" after searching for any length of time. The Germans were very well dressed except that their clothing was torn and ragged at the sleeve cuffs and elbows. I might add that all in all, the completeness of their equipment, although inferior in quality to ours, is what impressed me most."

First Lieutenant William B Wellington - Navigator: While Lieutenant Bell and crew were out making their first reconnoisseur, Lieutenant Shoyer and crew was ordered to check and search for possible survivors of a Pook Wolke (190) which German "Ack-Ack" fire had shot down earlier this morning. No results were obtained from this search. In all probability all of the crew of the broken aircraft never had a chance to bail out.

The Squadron busied itself from the time Lieutenant Bell had returned from the first mission until noon, examining the German equipment that had been brought back with Lieutenant Bell's crew. After lunch, the outfit had settled down to normal only to be alerted at 1330 hours. The same crew that had picked up the Germans took-off to search for what was reported to be a dingy sixty miles off Cagliari, Sardinia. This mission turned out to be the usual false alarm as the only object sighted during the search was a life preserver from some surface vessel.

At 2030 hours, twenty minutes after the first news of a "ditching" the Brown Derby was airborne with the following crew aboard.

Pilot	2nd Lt Thorel C Janzen
Copilot	2nd Lt Carl R Ingle
Navigator	2nd Lt William B Welling Jr
Radio Operator	2nd Lt J. P. Hart
Flight Surgeon	Capt Hollings C Smith
Engineer	T/Sgt Frank J Trinca
Test Engineer	T/Sgt Daniel English
Radar Operator	Sgt William Keizer
Observer	1st Thomas F Murray

Lieutenant Ingle was acting as first pilot on the trip to the scene where "Bomurighters" and B-26's as well as miscellaneous aircraft passing had been circling six persons in "The Hosts". The "Brown Derby" crossed the entire crew by 11:45 hrs. but indicated six hours in the flight to the proposed rescue so no "fire" was placed, a man to reach the scene before completion of fueling and get in.

On the Navigators' ethn for the reported position, "very" pistol flares were spotted at some distance to the port and the plane was turned in this direction. In a short time, a large smoke flare dropped by a "Bomurighter" was sighted on the horizon. Total darkness was so incast that it was now 2140 hrs. At 2150 hrs, the plane had come to rest on the very turbulent sea and for twenty minutes, Lieutenant Janzen taxied around in vain hope of finding at least one of the men in "The Hosts".

It was very dark by now and the cries of anyone in the water would have been inaudible unless by chance the plane passed within a few feet of where he was. Hope for finding anyone was abandoned and a very successful take-off in the darkness was made.

The "Brown Derby" has seen its last of duty and is now in a very dilapidated state of being. The crew had only seen after it was airborne as Lieutenant Hart reported that radio contact could barely last more than two or three minutes. Shorts in the lighting system made it impossible to provide any navigation, so a call was made to Captain to release a plane to guide the ship to the Diana Air Base. However, Lieutenant Hart succeeded in keeping the plane after going and the Capilini copter guided the ship to the base. Here the crew was served a hot meal, a midnite snack; fresh eggs, bread, jelly and coffee. They were given bunks in the crude structures in which those who slept can be described by such a title, until the damaged crew had turned the lights out for a few hours sleep.

On 15 June 1944 they were awakened at 0430 hours, and the crew was airborne by 0515 hours to continue the search which had been abandoned the night before.

Assisted by a corvette, some P-26's and "Warbirds", the ditching area was covered and recovered from 0645 until 1100 hours this morning. The only sighting by any of the ships was debris assumed to have come from the cargo of the crashed plane. At 1200 hours sharp, the survivors of the "Brown Derby" were cut at the Ajaccio Air Base. Only then was it certain that Sergeant Prineas Fours of a fuel shortage were fully realized. The British crew which serviced the ship reported that the remaining gasoline was all within the fuel lines. At 1330 hours, the very exhausted crew was on its way to Aspreto Bay Plane base, Ajaccio.

During the past thirty four hours, the following records had been set by the "C" Flight Personnel: Captain Duit, Lieutenant Welling and Sergeant Keizer had flown four search missions and Lieutenant Welling and Sergeant Keizer had spent over half their time in the air since they had risen yesterday morning at 0515 hours.

15 June 1944 - No planes were up on patrol or missions today. Lieutenant Eisman practiced water landings on Lake Varano. Lieutenant Turnbull and crew from Flight "A" were noonday visitors.

16 June 1944 - Lieutenant Bell, Captain Duyer and Lieutenant Lawrence arrived in the "Brown Derby", from Ajaccio. Lieutenant Husby returned with them to pilot an L-5, the Squadron's donation to Flight "B", back to Poggio Main.

Captain Shafe, Public Relations Officer for the base, in company with his staff photographer, took pictures of the flight crews; standing or squatting beside their respective planes. He also requested the Historian to supply him with data pertinent to rescue activities of flight "D" inasmuch as it is stationed on the Field, with the ultimate view of giving newspaper publicity, back home, to the 1st Emergency Rescue Squadron.

Lieutenant Mork and crew on patrol duty since 1045 saw Lieutenant Eisman rescue a British Fighter Pilot who, returning from a strafing mission in Yugoslavia, bailed out over the Eastern Coast of Italy, at 1230, in the Adriatic Sea. When his "Spitfire" hit by anti-aircraft barrage, out of control and in flames, plummeted earthward. Lt. Sergeant Dennis A. Rose, 1096064, age 22, 110-28 Patterdale Road, Hull, East Yorkshire, England, is a member of the 73rd

"Spitfire Squadron", Poggio Min. He is the first of all survivors, from the hole base, to be rescued by Flight "B".

The dingy containing the uninjured R.A.F. pilot was sighted at 1307, at 42° 00' North 17° 19' East. Landing and take-off, on an extremely rough sea, was accomplished not without difficulty. The PBY No 959 landed safely on Poggia Min at 1430.

17 June 1944 - Captain Buckman left for Naples with Captain Harry M. Pittison, Lieutenant Wilson and Pierce, Sergeant Heifert, Corporal Baldwin and Pfc. Nicie.

18 June 1944 - Sergeant O'Brian returned from Naples having spent seven days of pleasant relaxation and a lot of his money, all to fifty cents, on Capri.

It is rumored that Headquarters flight is in possession of a B-25.

Today the field was closed. No flights or any classification.

19 June 1944 - Fragmentary news of the accident to Lieutenant Scarfoss and a nurse has reached us through the medium of casual informants. On 11th June 1944 Lieutenant Scarfoss, in company with a nurse from the 40th Station Hospital, Ajaccio, were driven by Corporal Wilson of Headquarters flight in the direction of Bonifacio, Corsica. The command car in which they were riding broke down enroute. Our Adjutant called Aspretti base and contacted Corporal Hobden who was instructed to bring another car. On the way, a tie-rod broke on the relief command car and Corporal Hobden returned for a "jeep". It was late when help came and Lieutenant Scarfoss deciding on a change of plans, turned back. With Lieutenant Scarfoss driving, the nurse beside him, and Corporal Hobden occupying the rear seat, the "jeep" rounded a curve on a steep incline, swerved off the road and crashed over the embankment; the front wheel locked in a loosened bumper. Lieutenant Scarfoss suffered a head injury, Corporal Hobden a broken collar bone and the nurse died on 14 June, of multiple fractures and internal injuries. She was buried in Ajaccio, Corsica the day following.

No flights today! We are, after being "rushed", growing restless. Lieutenant Lilburn's plane, with a bent prop. ill, it is hoped, is ready to fly tomorrow.

29 June 1944 - Lieutenant Cork is the father of a baby boy, his second. The date of delivery was not specified, in the R&A telegram.

It was finally learned that the baby girl born to Technical Sergeant and Mrs. Kutz, arrived on 14 May 1944.

Flying Officer Joseph Murphy and Pfc Gordon Worts, each with an extremely high temperature, were admitted to the 61st Station Hospital, last night, with a diagnosis of proctomycetis and possible malaria. The first and second slides in a series of blood smears, however, were negative.

Lieutenant Colonel Purdie with Lieutenant Colonel Lewis, Major Pal, Sergeant Fennell and Sergeant Heilman flew in from Goettaglio, this evening, enroute back to Corsica in the "Kentucky Derby"; a reconditioned B-5 which has an enviable combat record.

A mission was ordered by Operations at Ajaccio, Corsica at 140 today. Fix given 44°10' North 08°50' East. The Stand-by crew made ready to take off on a rush call with the following crew members:

Pilot	2nd Lt Edward W Bleier
Co-Pilot	2nd Lt Thomas F Murray
Navigator	2nd Lt John K Lonsdale
Flt Surgeon	Capt Waldo A Regular
Engineer	S/Sgt Welling, Frank J.
Engineer	S/Sgt Jack D Billard
Radio Oper	Sgt Jack Weinsinger
Loader Oper	Cpl Olin D Williams

With engines roaring and ready for take-off, Corporal Williams who was on the portside, started to walk back in the after-station, when he accidentally put his foot through the panel of the port blister, causing a lot of consternation. An uneventful take-off was made. The ship proceeded by pilotage and dead reckoning to the given location. A little difficulty was encountered, but was quickly remedied and all stations reported that their weapons were in order and ready for action at a no notice. About this time, two P-39's were picked up for escort and cover. When the Catalina flew to within two miles of the "fix" position, two RAF "Spitfires" joined in, for additional escort and cover.

Master Sergeant Welling was standing in the after station looking out of the port blister and noticed that they were near land which jutted on him as the coast of France. He became curious when he viewed a large city

a little to the starboard. Russell, he called to the Navigator over the interphone for direction and found they were in close range of Genoa, Italy. The Catalina continued on its course to within six miles of Genoa Harbor. Enemy shore batteries were evident and anti-aircraft aroused everyone's suspicions.

An oil slick was spotted and directly ahead floated a small dingy, bearing a sole survivor. The Pilot flew directly over the dingy, a smoke bomb was released, and then he gave instructions to prepare for a landing. A loud crash resounded in the Pilot's ears as the plane hit the water and his first thought was that the blister had given way. Hearts beat back to normal as faces regained their natural color when the good news was filed that the tool box turned over from the impact of the landing, still in its contents all over the engine and body parts. Following a successful landing, Lieutenant Hognier skillfully taxied the rescue ship up to the dingy and the survivor was carefully assisted aboard through the port hatches. Captain Hognier rendered first aid treatment for second degree burns and shock.

At this point the Pilot reported that just ahead, something appeared like another dingy in the water. Upon closer examination, the pilot identified it as a floating mine. Two attempts were made to bring the dingy aboard but each failed.

Due to the presence of floating mines within the vicinity and nearness to shore batteries, the Pilot ordered the dingy abandoned.

When the Catalina returned to As�etto Aire, another rescue and a story was added to the scores of lives saved by a "Do-or Die" challenge of a job well done.

#### MISSION REPORT

DATE: 20 June 1944 TIME OF TAKE OFF 1610 hrs Ajaccio

TIME LANDED AT SVA: 1729 AT ROME: 1855 TOTAL FLIGHT TIME

: 2:45 hrs AND TIME TO CHARL AIRE: 1:10 hrs

Oil slick and one man dingy at  $44^{\circ}20'$  North  $08^{\circ}50'$  East  
at 1728 hours.

This is the rescued Pilot's own narrative of an engagement between a 20,000 ton German aircraft carrier and twelve P-47's. The carriers' guns apparently hit the engine of one Thunderbolt fighter bomber which caught

on fire, forcing the pilot to bail out six miles outside Genoa Harbor, and was later rescue by a Catalina flying boat crew of the 1st Emergency Rescue Squadron. After many successful attacks, and dives, the battle was over. The big aircraft carrier was left burning, and later reported as having been sunk--thus adding another score for our side.

"I, Lieutenant Tom Hawk, Fighter Pilot of the 79th Fighter Group, 87th Fighter Squadron, together with eleven other P-51's was ordered on a bombing mission at Genoa Harbor, Italy--350 degrees or forty five minutes flying time from our base.

We went into a right echelon preparing to do it. The leader shouted: "Follow Me" and we peeled off. One by one we dove onto the target--a 700 foot German Aircraft carrier. As I pulled off the target giving my ship everything it had, I noticed smoke coming out of the left side of my cockpit by my fuel cock. I smelled the rubber burning and I couldn't figure out what was amiss. I called to my element leader and questioned him to find out if my ship was burning. He replied that my transmission was bad and to repeat my message. I became furious and cursed over the radio. I tried to fly near him, but as I was approaching the ship turned into a flaming inferno and I'm not kidding when I say "A flaming inferno! I quickly unfastened my safety belt, but I couldn't bail out the first time because I was tangled up in my harness and radio wires. At my second attempt I made it out of the airplane. From here on I didn't remember anything until I found myself floating down peacefully in my chute. As I neared the water, I tried to remember all the bailing out procedures they had taught us in the days before. I jumped out of my chute about ten feet above the water. When I hit water, I started to look in the direction of my chute to see where it was drifting. I swam with hardly any progress to the spot where my chute lay in the water. As I was swimming I was saying a prayer, over and over again, hoping the chute wouldn't sink with the dinghy in it. I reached the dinghy and opened my "Lee West" to keep it afloat while trying to open the stu born dinghy. By this time my hands were so sore, I could hardly turn the 482 cylinder soon enough. After I inflated the dinghy I climbed in and took a good look at myself. I was a pretty sad looking character. My hands and legs were pretty badly burned and it didn't seem like they could be of much use to me. I stared up and discovered I was only six miles from Genoa harbor, when we bailed the aircraft carrier. At this, I paddled for all I was worth with my sore hands to try to make my dinghy turn from the harbor. I noticed a line which I used for my direction. However, I managed to float away from it as I neared the harbor.

I sat in the dingy--half crying--half laughing--talking to myself and sang my prayers. After I endured the cold from the sun and the incessant burning ~~for~~ two hours and thirty minutes, along came a PBY with a four ship escort of two P-39's and two RAF "Spitfires". They didn't see me at first, but never-for-less, I continued to wave my arms until it felt like they almost came off.

They finally landed and taxied along beside me. I was never so glad to see anything in my life. They treated my burns and gave me water and orange juice to quench my thirst.

The next time I hit land, I was in Asprote Base, Ajaccio, Corsica, and here I was transferred to a waiting ambulance and motored to the 40th Station Hospital, where I am now resting and being treated for my wounds.

I sincerely believe that the Air Sea Rescue Service saved more lives of "ditching" aircraft than any other in this war of today."

~~Survivor:~~ 2nd Lt Thom Hawk, O-317940, fighter Pilot, resided at 1334 North Cherokee Street, Hollywood, Calif.

21 June 1944 - Colonel Purdie and company left for Ajaccio early this morning. Today as on other rainy days, with nothing to do but feel sorry for ourselves, we were inactive and therefore depressed.

No flights!

22 June 1944 - Lieutenant Silsland and Lester flew in from Bretagne in an L-5, No 229252, remained for lunch and took-off immediately.

At 1240 Lieutenant Silsland and crew "scrubbed" on a search mission. A P-38 Pilot, who had bailed out over the Adriatic at approximately 1200, was rescued from a one man dingy by a fishing boat. The Catalina contacted by radio and reported a light speed launch, cruising in the neighborhood, to the fishing boat; which in turn yielded the survivor. An oil slick marked the "ditching site" - 11020 North and 16°45' East, was conspicuous. The PBY returned to the base at 1440.

1640: The "Kentucky Derby" a B-25- No 264519, used by Headquarters as a liaison plane, arrived on Foggia time, from Ajaccio, Corsica, but without mail--none substantial letters from home, which were left sacked and ready in the harbor at Ajaccio--not a disappointment! Captains Wells and Meyer, Sergeants Rosen and Fay, corporal Schlor, Tech Barber and Kiser and four sergeants from the 268th Headquarters Squadron at Ajaccio.

may need two quarts in a single operational day, or none at all for a week, dependent entirely on the state of activity. If for no other reason than that of saving human life, provisions of elasticity should be made to accommodate for this fluctuation in liquor requirement.

24 June 1944 - Another rescue by Lieutenant Milburn and crew ended a ten day famine and netted eight survivors. PBY No 958, having been assigned patrol duty in the vicinity of Peagruz Island, took off from Roggia Main at 1140. Shortly upon arrival at the designated area, a radio "fix" on a "ditched" B-24G was received. The coordinates given were  $41^{\circ}40'$  North and  $17^{\circ}30'$  East. Navigator, Lieutenant Haynie, accurately plotted the course, and following less than ten minutes of search, two dinghys were sighted at 12:55. The sea was high with eight to ten foot swells, presenting not only a very real hazard but a frank challenge to both pilot and crew—which they were quick to accept. (It is secretly believed that the appearance of a plane from Flight "A" was the precipitating factor in prompting the nevertheless bold decision) The Catalina in a cross-wind landing, hit the water with a resounding whack and bounced over the wave crests, its hull battered and its rudder wrinkled. A section of plexiglass, in the starboard blister hatch, shattered under the series of impacts. The damaged plane, leaking water through popped rivet holes, taxied to the rafts and the occupants, eight in number, were assisted aboard. It was debatable whether the plane could, in its present state, make a safe take-off. Two attempts proved unsuccessful, but by taxiing at some distance and retracing its course over the wake of a newly created trough the third try, with prayer and trembling, was more fortunate. The "Cat" was snatched once, twice and then leaping high cleared the water. The PBY was on the sea a total of forty minutes, from 13:05 to 13:45 and landed on Roggia Main at 14:55, where two ambulances waited to take the survivors to the 61st Station Hospital.

Interrogation of the survivors elicited this, an unusual story:

The crew of veteran "Sarah Dee", a B-24G No 322 which had already completed its fourteenth mission and was therefore not a stranger to combat, finished its training at Lincoln, Nebraska and left the States in a B-24J from Manchester, New Hampshire on 29 May 1944, arriving in Italy 9 June 1944. The crew are members of the 759th Bomb Squadron, 459th Bomb Group, located at Giulia Field, near Cerignola, Italy. It was their initial mission.

25 June 1944 - Today Lieutenant Milburn and crew, went on a search over the Mid-Adriatic at 0615, and returned to Foggia Main at 1830. It was thought that still others from the ditching of the previous day might yet be found, but no such luck.

26 June 1944 - We have had many visitors today from many flights. They were, Pilot, Second Lieutenant Therel Jarman; Co-Pilot, Second Lieutenant Charles D Millard (who has been on detached service with Captain Walton at Bastia, flying a B-25) Navigator, First Lieutenant William B Welling; and passengers, First Lieutenant Walter W Searfoss, Adjutant, and Radio Operator Sergeant Charles A Dill. These men delivered a new Plane No 43-47959 to Flight "B", the time of arrival was 1855, 25 May 1944. A new PBY-5A had also been previously ferried to Grottaglie by Second Lieutenant Jackson.

The Headquarters plane, on its way back from Grottaglie to Ajaccio, stopped at Foggia Main shortly before 1000. Aboard were Captains Wells and Dwyer, Second Lieutenant Mingle, Staff Sergeants Meifert and Fay, Sergeant Tessa and Private Rickwald.

Last Tuesday, Sergeant Raymond Fry flew by Bomber to Foggia Main, having ridden from Ajaccio to a neighboring field in Flight "A"'s new Catalina. The field at Foggia Main was then weathered in, and therefore closed. The Sergeant had been visiting his brother who was stationed near Foggia.

Captain Waldo A Regnier, Squadron Surgeon, who was substituting for Captain Paul E Craig while on detached service at Capri, returned to Ajaccio with a crew from Headquarters. It was he who did excellent work in rendering efficient and praiseworthy medical treatment to the six fliers suffering appallingly from injuries, shock and exposure, who were rescued on 24 May by Lieutenant Eisman and crew.

Captain Waldo A Regnier, Squadron Surgeon and Captain Paul E Craig, Flight Surgeon for Flight "B", were designated Flight Surgeons with concordant orders to participate in regular and frequent aerial flights, by authority vested in Personnel Order No 88, dated 12 April 1944, and emanating from the Headquarters of the Army Air Forces, Washington, D. C.

Some of Flight "B"'s incoming mail was badly charred, with parts of letters missing. The mail pouch, mistakenly left in some hanger or tool shanty, at the 2nd Bomb Group, had caught fire.

27 June 1944 - "Cleanliness is next to Godliness". We admit the full truth of this axiom, but in the anus of creation where we are deluged with rain or inundated with sand, spouted at us without interruption by "pigmy twisters", it is an almost hopeless gesture. Added to these elemental handicaps is the gaunt spector of supply privation, which haunts our dreams.

Take-off, of an echelon of forty-six bombers, was scheduled for 0610. All were successively airborne with the exception of B-24G No 322, which because of a crash landing at the base, was delayed forty-five minutes. Meanwhile with all engines running, much of the 2,700 gallons of fuel was expended. The tower issued instructions and the retarded bomber took to the air, turning its engines to the utmost to catch the formation, for it was discovered that the tail gun turret was not operating and therefore made them easily vulnerable to enemy fighter attack. To compensate for lost time and to remain in formation, the horsepower had to be increased up to 2,500 revolutions per minute, gas consumption was proportionately greater and the manifold pressure was run up to forty-five inches of mercury. The older B-24 models, of which this was one, are equipped with manually operated turbo-superchargers. No 4 engine, out of gas, sputtered alarmingly. Gasoline was transferred from tank No 1, to Number 4 and the engine continued to run. The raiders reached their target objective, a railroad repair depot in Craiova, Rumania, at 0933. No 322, salvoed its bombs taking hits, but losing altitude, lagged behind; showing a marked tendency to swerve to the left. The accessory or "Petrol" wing tanks, holding 250 gallons each, were now empty. No 1 engine cut out and the controls were set on "Two Engine Cross Feed". Once more all motors began to function. At 17,600 feet and about thirty five minutes from the coast, two superchargers indicated a noticeable elevation. Later check on the "Petrol" supply, revealed a figure approximating one hundred and seventy gallons. At 11:35 the radio operator, realizing that the fuel supply was insufficient to reach friendly territory, was ordered to send out "Mayday" or calls of distress, informing all stations that a "ditching" was contemplated at or about 41°30' North and 17°33' East. The pilot leveled off and turned cross-wind with full flaps and a power setting for maximum range and minimum gas consumption. At this point the fuel supply was exhausted and the bomber, with nose held level and gliding fast (110 MPH), slapped the water in the cradle of a trough.

The B-24 immediately broke in two at the bomb-bay, the tail portion sinking in less than two minutes. The forward piece however, buoyant because of empty wing tanks remained afloat for about eleven minutes.

When the plane "ditched", the top hatch and waist windows were open; and the bombay doors closed. The pilot escaped through the top hatch and the co-pilot through the broken window in the pilot's compartment.

All crew member got out, but the Navigator and bombardier, who, too weak or too seriously injured to pull the release cord and inflate their "Life Vests", drowned. All survivors now in life vests climbed into the two dinghies, one of which was capsized and had to be righted. Two M-24's circling overhead dropped additional life preservers, auxiliary kits and a "Gibson Girl" (Radio) by parachute. The survivors were in and on the water a total of one hour and twenty nine minutes. All expressed a willingness despite the mishap, to fly again.

#### SURVIVORS

Pilot	2nd Lt Lewine, Leonard 1647 Dahill Road Brooklyn, New York	0-816508 23 No injuries
Co-Pilot	2nd Lt Penn, Stuart L 5204 Nottingham road Detroit, Michigan	0-705042 23 No injuries
Engineer	S/Sgt Flader, Adolph F 15 Ralph Avenue Oceanside, New York	32714371 21 No injuries
Radio Oper	S/Sgt Sardi, Frederick Mt Kingle Road Morristown, New Jersey	32768318 . 21 No injuries
Ball T Gunner	Sgt Reinhardt, William L 23 Swan Road Livingston, New Jersey	32772165 20 lacerations left side of head
Tail T Gunner	Sgt Mariwether, Nicholas M Box 505 Winnsboro, Louisiana	18135443 20 laceration left hand
Nose Gunner	Sgt Penton, Ralph G 108 Park Ave (Ext) Arlington, Mass	31990283 20 contusion forehead
Top T Gunner	Sgt Waddou, Jack R 319-59th Street West New York, N. Y.	13179274 21 deep lacerations left thigh

	DEAD	Age
Bombardier	2nd Lt Doach, Richard D Fort Wayne, Indiana	20
Navigator	2nd Lt Rytter, Leroy H. Akron, Ohio	26

**CREW:**

Pilot	2nd Lt Milburn, Walter B	0-739638
Co-Pilot	2nd Lt Busby, Mervel	0-750334
Navigator	1st Lt Haynie, Otho J Jr	0-725869
Engineer	S/Sgt Cox, Allen B	38194913
Radio Oper	Cpl Cole, Harold A	35625492
Engineer	Sgt Lester, Paul A	37139437
Radar Oper	Sgt Hendrix, Louis L	37224826
Surgical Tech	Cpl Giza, Stanley F	36608581

Lieutenant Mork and crew on a search mission North of Ancona and within uncomfortable distance of North-eastern occupied Italy, saw one of their ten P-51 escorts, shot down by "ack-ack" fire. The unlucky fighter pilot Howard Welch was from the 325th Fighter Group, 319th Fighter Squadron, Leesona Field, was single, and lived in Springfield, Mass. After five hours of searching only a few empty row boat, probably a booby trap was seen.

25 June 1944 - Lieutenants Jackson and Cleveland flew the "Brown Derby" from Crottaglie to Foggia Main where they remained overnight. Lieutenant Mork accompanied them on the return trip to Crottaglie; piloting the PBY (Brown Derby) back to Foggia Main where it donated a "Piece of Tail" (Rudder) to PBY No 958, Lieutenant Milburn's damaged ship.

1/Pt Robert Barber, Medical Clerk for Flight "C", a welcome guest, is still with us.

26 June 1944 - Today was characterized by two prolonged search and patrol missions with a summation of twenty four hours and ten minutes (Lieutenant Milburn and crew thirteen hours and ten minutes -- Lieutenant Milburn and crew eleven hours)

27 June 1944 - Lieutenant Milburn and crew covered one-hundred and fifty (150) square miles on an unsuccessful search for a lost P-51 Pilot. Flying time—search and patrol—eight hours and fifteen minutes.

28 June 1944 - While on patrol today, Lieutenant Mork and crew received an "SOS" from some plane in

distress, but no "fix" was given. If a "ditching" occurred, it has not yet been established.

The "Kentucky Derby" (B-25) flew in from Algiers, this time loaded with much anticipated mail and packages.

29 June 1944 — Lieutenant Kieran and Lieutenant Milburn with their respective crews and in company with two British "Warwicks" and an escort of twelve P-38's searched the South Adriatic Sea for six hours without results, for the survivors of a British "Halifax" reported to have "Ditched" last evening.

30 June 1944 — The end of the month and payday. One thousand bombers, B-17's and B-24's mixed, hit Southern Germany with only one reported "ditching"—an HSL in this instance, was the good "Semirutan". Five B-17's however, with a number of dead aboard, crash-landed on Foggia Main between 1300 and 1600.