

Editor

Sgt. Arthur Snow

"Battle of Salerno Cont'd."

Fal-staff

S/Sgt. Sid Howard

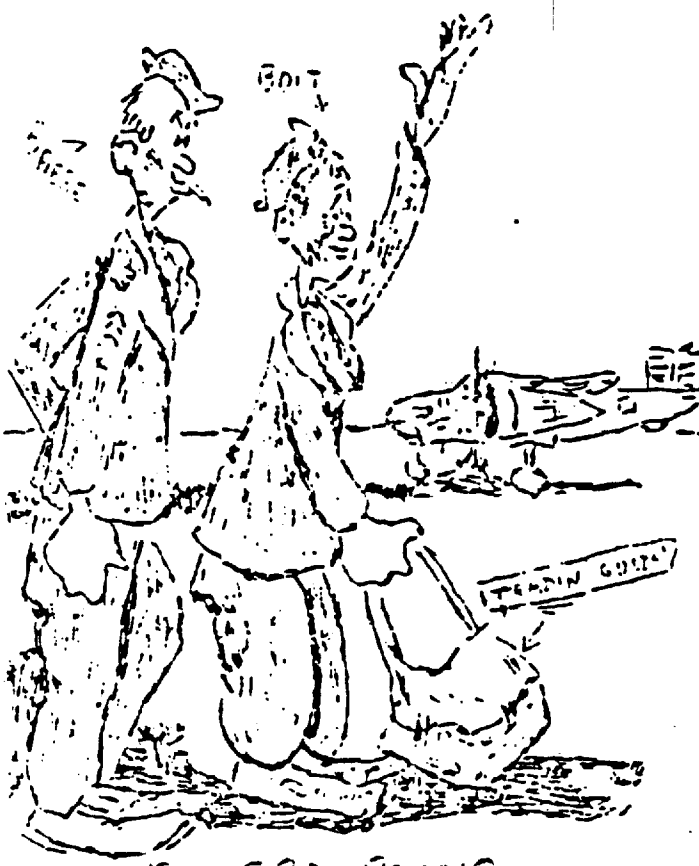
Art Staff

S/Sgt. John Davidson  
Sgt. Horace Bradford

"On the BESS Cont'd."

We shouldn't mention the election we suppose, as we wouldn't want to be classified as another "old you so-ber", so we'll merely breath a silent prayer of thank to the good citizens of Nebraska who vote up to all their righteous wrath to vote down a state-wide prohibition proposal. It is good, indeed, to know that the home front is not asleep in these trouble-ous times.

... ..



RIVIERA BOUND

This in regard to the fighter and fighter bombers. The attack was explained in the form of a timetable, and each group commander was told how many of his airplanes would be required, their assigned altitudes, their patrol period and the particular stretch of the beachhead for which they would be held responsible. Lt. Col. Frank A. Hill, commanding officer of a Spitfire group, commented later, "We didn't deviate from that schedule by more than thirty seconds. It was absolutely perfect."

For from two to four days before the invasion, the convoys en route to the assault area were protected by an aerial screen composed of General Command aircraft. At 0505 on September 9 the beachhead air cover schedule went into effect. Four different types of aircraft made up the first aerial umbrella. A-36s and British carrier based Seafires covered from 6,000 to 10,000 feet, and Seafires and Spitfires from 15,000 to 22,000 feet. The A-36s operated with squadrons of eight planes. The Seafires used from six to eight, the Lightnings twelve, and the Spitfires patrolled in two groups of six planes each, with the first element at 15,000 feet and the second from 20,000 to 22,000 feet. Each squadron was given a fifteen-to-twenty mile beach area to cover and reinforcements were arranged so there was always a relief group of planes on the way to the target.

This is how Lieut. William Murphy, P-38 pilot, describes the first mission of his group: "We left after dawn and picked up warships, transports and landing craft just off Salerno. I could see the activity beneath us and it appeared that there wasn't much in the way of opposition. We assumed our position over the beachhead in groups of four in stepped-down (To be Continued Next Issue)

# MENU



THANKSGIVING IN ITALY  
NOVEMBER 23RD, 1944  
527TH FIGHTER SQUADRON

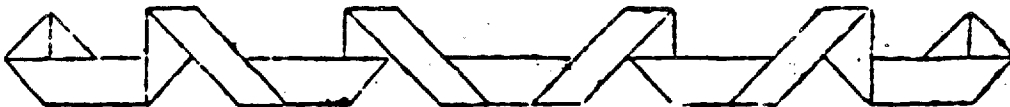


"TURKEY-DAY TIDELTS A LA 1944"

By S/Sgt. Sid Howard.

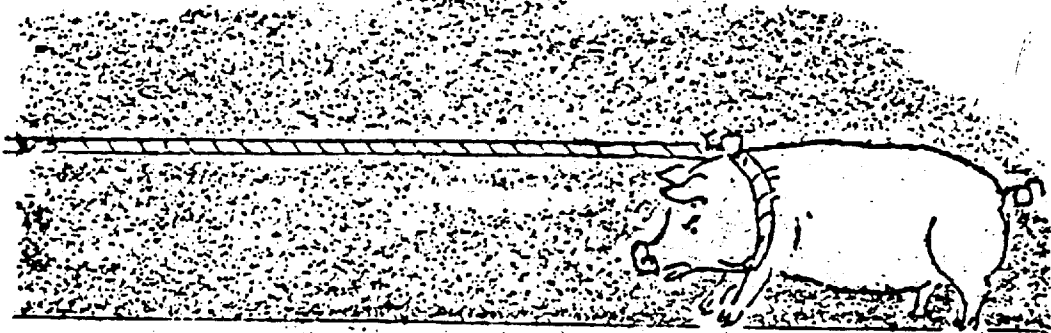
It hardly seems possible, but it's here again- Thanksgiving, that is, the day the gobblers sweat out all year, one of the few days when the boys don't have to bitch at "Chief" about the chow, and the day, (the it is far from unique in this respect), when a large number of the lads imbibe a little too freely of John Barley corn. Who will ever forget Doug Hall's bout with the "Gus E. Downs specials" in our club at "Pcmig" last Thanksgiving? He got five (5) of 'em down alright -- just like he said he could- but that part about him playing the Fathe News Rooster didn't have a damn thing to do with the wager. (Did it Doug?)

This year as all well-informed citizens know we have something new and different, namely a Group E.M. Club. None liked the idea when it was first broached. 'Smatter o' fact some of 'em were damn well ready to fight anyone who said the thing would work. And so our group club got under way with about 2 2/3 strikes on it. Now after a couple of months operation it has been decided that the club should have a name. It will be left up to a vote of the general assembly, but our own nom-ination is "The Arena". We would call it this in recognition of those stalwart young gentlemen who regularly wish to display their prowess at the Marquis of Queensbury sport to the assembled patrons-- and generally wind up taking their departure in a horizontal position. All in all we feel that the club has proved a real success. All of the visiting firemen, including a one-star "buck" general, have praised the joint as one of the finest in Italy, and not a few of the group officials have spoken with something very akin to envy of the place. Certainly the local signorinas enjoyed the place, as they flocked to the bi and tri-weekly dances in ever increasing numbers-- without the inducement of Spem- corn willie sandwiches, or some other such delicacy too. This in itself was a victory worthy of some kind of mention. There are those who say that the girls came out to hear that "smooth" dago orchestra, but we prefer to toss that bouquet right into the collective laps of Blackshaw-Enloe & Co. with their "Sweetest Music This Side of Staten Island".



No, it doesn't seem possible that Thanksgiving has snuck up on us again already, yet when you think back on it, a lot of things have happened. A lot of old familiar faces are gone and a lot of new faces have taken their places; we've been to a lot of places, (which we won't mention because Prouty's probably gonna try and talk the PHS censor into lettin' us send this pamphlet home), and now we're back 'home' again. Yes sir, that's one major accomplishment we can chalk up for the year- not the Presidential Citation- that's not what we're talking about. We're referring to the fact that we lived thru that 'Siege of Corsica' without a single CDD being passed out in the squadron. (In making this statement we fully realize that perhaps a couple of prime prospects were overlooked.) We feel that all good citizens will agree that 'four-star' vino and 'buon giorno's' beat the hell outta a lot of frog gibberish and Eau de Vie. And incidentally, speaking of citizens, wonder how many members of the squadron are gonna apply for their first papers. Latest rumor has it that Premier Bonomi and the Italian government are re-cruiting future dago citizens from the ranks of the G. I.'s.

In winding this little job up, and in so doing not pointing fingers at anyone- (we couldn't very well afford to) - we suppose that the G. I.'s will seize on this day as a good excuse for feasting, frolicing and tipping. This is alright in a way too, we guess. Guys overseas 18 months, (and 25 days), have gotta have some outlet. But as you pull that wishbone apart, let's all make a fervent wish that next Thanksgiving will see us all-- not in Burma or China, not in the Philippines or Texas- but back home in the good old Newnited States of America. We wanta be just like that returning soldier, who, looking up at the Statue of Liberty, said: 'You can put down that terah, honey, I'm home!!!'



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527TH FIGHTER SQUADRON  
OUTLINE HISTORY  
DECEMBER 1944

527TH FIGHTER SQUADRON SE  
86TH FIGHTER GROUP AAF  
APO 650 U. S. ARMY

1 January 1945

AG414.7

Subject: Historical Records.

To : Commanding General, XXII Tactical Air Command, APO 650, U.S. Army.

1. Outline History of the 527th Fighter Squadron for period 1 December to 31 December 1944.

- A. Present Designation: 527th Fighter Squadron, 86th Fighter Group, XXII Tactical Air Command.
- B. Changes in Organization:
  - (1) Changes in Designation, Assignment or Attachment: None.
  - (2) Subordinate Units: None
  - (3) Changes in Commanding Officers: None.
  - (4) Changes in Staff Officers:
    - a. 1st Lt. Clayson S. Garber appointed Squadron Intelligence Officer, Vice Capt. Donald L. Whitney, relieved, per Squadron Order #52, 15 December 1944.
  - (5) Changes in T/O: None.
- C. Strength, Commissioned and Enlisted.
  - (1) Month of December 1944:
    - a. At beginning: 54 Officers, 247 Enlisted men.
    - b. Net Increase: 10 Officers, 4 Enlisted men.
    - c. Net Decrease: None
    - d. At End: 64 Officers, 248 Enlisted men.
- D. Stations:
  - (1) Pisa Airfield, Italy.
    - a. Date of Arrival: 25 October 1944.
    - b. Date of Departure: Present Station.
- E. Movements: None.
- F. Campaigns:
  - (1) Sicilian: 3 July 1943 to 17 August 1943.

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- (2) Southern France: 15 August 1944 to 26 August 1944. (26 August 1944 date of last mission flown by 86th Group).
- (3) Italian:
  - a. Naples - Foggia: 9 September 1943 to 21 January 1944.
  - b. Rome - Arno: 21 January 1944 to present date.

## G. Operations:

- (1) Campaign: Rome - Arno.
- (2) Nature of Operations: Continued flying missions in support of campaign, flying 62 direct support missions on strong points, motor transport concentrations, fuel and ammunition storage depots, and gun positions; 29 bombing missions on rail road targets, 11 road reconnaissance missions, 3 escort and area cover missions, 1 anti-flak diversion and 1 weather reconnaissance.
- (3) Number of missions and sorties for period: 107 missions and 577 sorties during month of December 1944.
- (4) Results of the most important missions:
  - a. Mission #2368, 1 December 1944 (8 planes)
    - 1. Bomb road and rail crossing north of Cremona, Italy.
    - 2. Purpose: To deny the enemy the use of his rail and road communications.
    - 3. Results: 4 rail cuts, 21 boxcars destroyed, 6 motor transports destroyed, 5 motor transports damaged, and 1 JU-88 destroyed in combat. (2 aircraft damaged in combat)
  - b. Mission #2425, 10 December 1944. (8 planes)
    - 1. Track breaking mission - Po Valley.
    - 2. Purpose: To deny the enemy the use of rail communications and to strafe rolling stock.
    - 3. Results: 10 direct hits on tracks - 5 rail cuts. Destroyed 4 boxcars by direct bomb hits. Destroyed 1 ME-410 in aerial combat. (No losses).
  - c. Mission #2488, 15 December 1944. (4 planes)
    - 1. Forward Fighter Controller - Attack Tossignano town.
    - 2. Purpose: To destroy the town the enemy was using as an observation post.
    - 3. Results: 6 incendiary fuel tanks in target town. 2 strafing passes made. Controller commended flight on excellent attack. (No losses)
  - d. Mission #2556, 25 December 1944. (2 planes)
    - 1. Special mission - Bomb train and rail cars vicinity Massa, Italy.
    - 2. Purpose: To destroy train making periodic trips into Massa.
    - 3. Results: Destroyed engine with steam up and 3 flat cars loaded with supplies.

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- e. Mission #2639, 30 December 1944. (4 planes)
  - 1. Bomb gun positions near Aullo, Italy.
  - 2. Purpose: To destroy heavy caliber guns harassing the 5th Army's left flank.
  - 3. Results: 6 - 1,000 lb. bombs in target area - guns probably destroyed. 8 rail road cars damaged by strafing. ( 1 a/c damaged - flak)

- II. Commanding Officers in important missions:
  - (1) Major John R. Dolny commanded squadron 1 December 1944 to 31 December 1944.
  - (2) Squadron Leaders in important missions:
    - a. 1st Lt. George E. Hill led Mission #2368, 1 December 1944.
    - b. Capt. Jesse R. Core, III, led Mission #2425, 10 December 1944.
    - c. Capt. Boyd B. Chambers, Jr., Led Mission #2639, 15 December 1944, And Mission #2688, 30 December 1944.
    - d. Major John R. Dolny led Mission #2556, 25 December 1944.

- I. Losses in Action:
  - (1) Killed in Action: Boyd B. Chambers, Jr., O-25883, Capt. Failed to return from a bombing mission on a bridge in northern Italy. While strafing, Capt. Chambers' aircraft appeared to strike a high tension wire and crashed immediately.
  - (2) Missing in Action: W. Clifford Adler, O-886220, 1st Lt. Failed to return from a close support mission. Lt. Adler was observed to fly through his own bomb blast and was last seen 500 yards northeast of target area.
  - (3) Missing in Action: John E. Thompson, O-722183, 2nd Lt. Failed to return from a bombing mission on a railroad bridge. Lt. Thompson flew through bomb blast and his plane caught fire. Was last seen on the ground after successfully bailing out of his aircraft.

- J. Former and Present members who have distinguished themselves in action:
  - (1) Newton L. Saunders, O-681709, Captain, (KIA). For gallantry in action. On 13 November 1944, Capt. Saunders led a four ship flight in an attack on vital enemy installations at Tole, Italy. Upon arrival at the target area, his aircraft was heavily damaged by anti-aircraft fire. Despite damage to his aircraft, Capt. Saunders dove to minimum altitude to release his incendiary tanks but was unable to do so. Ordering his flight to remain out of range of the enemy fire, Capt. Saunders dove on the target again, this time releasing his fire tanks and scoring direct hits. His ship was further damaged by flak and flames were enveloping his aircraft as he parachuted. For this action, the Silver Star was awarded per G.O. #262, Hq Twelfth Air Force dated 8 December 1944.

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- (2) George E. Hill, O-451878, 1st Lt. For gallantry in action. On 13 October 1944, Lt. Hill led a four plane flight of fighter bombers on enemy installations near Zula, Italy. After receiving instructions from his controller, he reconnoitered the area making positive identification of his target. At this time, Lt. Hill's aircraft was heavily damaged by anti-aircraft fire. Despite the damage to his aircraft, Lt. Hill maneuvered his flight under the overcast to attack. Forced to make a third bomb run after his bombs failed to release, on the third pass, Lt. Hill dropped his bombs directly on a gun position destroying it. For this action, Lt. Hill was awarded the Silver Star per G.O. #266, Hq. Twelfth Air Force, dated 12 December 1944.
- (3) Jesse R. Core, III, O-665763, Captain, For extraordinary achievement while participating in aerial flight. On 10 December 1944, Capt. Core led an 8 ship mission attacking the Brenner rail line. Leading his flight to the target area, Capt. Core executed a precision dive which enabled seven members of his flight to score direct hits destroying four boxcars and scoring five rail cuts. Sighting an ME-410 on the return route to base, Capt. Core took up the chase. Using expert tactics, Capt. Core maneuvered the enemy aircraft into a position so as to obtain strikes. Capt. Core set both engines and the tail section of the enemy aircraft afire before the enemy aircraft crashed. For these and other actions, the Distinguished Flying Cross was awarded per G.O. #275, Hq. Twelfth Air Force, dated 21 December 1944.
- (4) Air Medals and/or Oak Leaf Clusters were awarded on orders indicated to the following pilots for meritorious achievement while participating in aerial flights:

G.O. #89, Hq. XXII Tactical Air Command,

James W. Hale, 1st Lt. - 1st OLC  
Thomas F. Ellis, 2nd Lt. - 1st OLC

G.O. #92, XXII Tactical Air Command,

James H. Ellis, Capt. - 1st OLC  
Jecil E. Hayes, 1st Lt.- 1st OLC  
James k. Holt, 1st Lt. - 1st OLC  
Allan A. Leventhal, 1st Lt. - 1st OLC  
Leland P. Lewis, 1st Lt.- 1st OLC  
Frederick Marley, 1st Lt- 1st OLC  
John R. Mc Gehee, 1st Lt. 1st OLC  
George W. Ramsey, 1st Lt. 1st OLC  
John A. Robinson, 1st Lt. 1st OLC  
Paul E. Crowell, 2nd Lt. 2nd OLC  
Oluf W. Jefson, 1st Lt. 2nd OLC

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