

30 TACTICAL MISSILE SQUADRON



MISSION

The mission of the 30 Air Defense Missile Squadron is to maintain the IM-99 Bomarc weapons system and to be prepared to launch this missile at enemy aircraft that penetrated the defense area. The unmanned BOMARC ground-to air interceptor missile is designed to seek out aircraft and missiles while still far from America's borders

LINEAGE

669 Bombardment Squadron (Light) constituted, 25 Jan 1943

Activated, 5 Feb 1943

Redesignated 669 Bombardment Squadron, Light, Apr 1944

Inactivated, 11 Oct 1945

69 Pilotless Bomber Squadron, Light constituted, 4 Dec 1951

Activated, 10 Jan 1952

Redesignated 69 Tactical Missile Squadron, 8 Jun 1955

Inactivated, 18 Jun 1958

30 Air Defense Missile Squadron (BOMARC) constituted, 23 Jan 1959

Activated, 1 June 1959

Discontinued and inactivated, 15 Dec 1964

669 Bombardment Squadron, Light, 69 Tactical Missile Squadron and 30 Air Defense Missile Squadron (BOMARC) consolidated and redesignated 30 Tactical Missile Squadron, 19 Sep 1985

STATIONS

Will Rogers Field, OK, 5 Feb 1943
Lake Charles AAFld, LA, 4 11 Jun 1943
Laurel AAFld, MS, Nov 1943-1 Jan 1944
Wethersfield, England, 1 Feb 1944
Melun, France, 23 Sep 1944
Laon/Athies, France, 9 Feb 1945
Cormeilles-en-Vexin, France, 25 May 1945
Laon, France, 27 Jul-15 Sep 1945
Camp Myles Standish, MA, 10-11 Oct 1945
Patrick AFB, Fla, 10 Jan 1952
Hahn AB, West Germany, 30 Sep 1954-18 Jun 1958
Dow AFB, Maine, 1 Jun 1959-15 Dec 1964.

ASSIGNMENTS

416 Bombardment Group (Light) (later, 416 Bombardment Group, Light, 5 Feb 1943-11 Oct 1945
Air Force Missile Test Center, 10 Jan 1952 (attached to 6555 Guided Missile Wing)
6555 Guided Missile Wing (later, 6555 Guided Missile Group), 1 Feb 1952
Tactical Air Command, 15 Jan 1954
Ninth Air Force, 15 Mar 1954
Twelfth Air Force, 1 Oct 1954
7382 Guided Missile Group, 15 Apr 1956
586 Tactical Missile Group, 15 Sep 1956-18 Jun 1958
Bangor Air Defense Sector, 1 Jun 1959-15 Dec 1964

ATTACHMENTS

50 Fighter Bomber wing, 14 Mar 1955-14 Apr 1956

WEAPON SYSTEMS

B-25, 1943
A-20, 1943-1944
A-26, 1944-1945
Matador, 1952-1958
T-33, 1954-1956
CIM-10 BOMARC A, 1960-196

COMMANDERS

Unmanned, 5-14 Feb 1943
Capt Robert F Price, 15 Feb 1943
Maj Murdoch W Campbell, 4 Dec 1943
Lt Col Theodore R Aylesworth, 6 Jun 1944
Lt Col John G Napier, 3 Jul 1944
Maj Richard F Shaefer, 17 Apr 1945
Capt Joseph A Haubrich, 16 Jul-11 Oct 1945

Lt Col George T Walker, 10 Jan 1952
Lt Col Richard W Maffry, 2 Nov 1952
Lt Col Eugene G Mulling Jr, 20 Feb 1956
Maj Albert S Bolten Jr, 15 Sep 1956-18 Jun 1958
None (unmanned), 1 Jun 1959-24 Jan 1960
Unkn, 25 Jan 1960-1961
Lt Col William H Joyner, 1 Jan 1962
Lt Col William C Barnes, 1 Jul 1962
Lt Col Allie McDonald Jr, 1 Jul-15 Dec 1964

HONORS

Service Streamers

Campaign Streamers

Air Offensive, Europe
Normandy
Northern France
Rhineland
Ardennes-Alsace
Central Europe
Air Combat, EAME Theater.

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation: France, 6-9 Aug 1944

EMBLEM



669 Bombardment Squadron emblem: Over and through a light blue disc, thin border red,

piped white, a caricatured figure, "Sure Shot Sully," in western costume, consisting of brown hat, yellow shirt, white vest, gray trousers, black chaps, and brown holster about the waist with black and white revolver handle protruding from holster, standing in saddle over red saddle cloth strapped about the back of a caricatured tan and white pinto pony, snorting steam proper, and perched on a white cloud formation in base; orange aerial bomb being held aloft and hurled by right hand of "Sully." Sure Shot Sully" never misses; he deals out death and destruction from his perch on the clouds. His faithful mount, camouflaged and powerful, is well aware of the objective of "Sully's" search and will serve his master to the last. The design depicts the untiring search of the Squadron for its objective and the driving home of the attack from the clouds. (Approved, 28 Jul 1943)



A disc edged in red is divided into two equal tear-drops, one blue, and the other black and white checks. At the bottom center, a typical pilotless aircraft is diving into a ground burst. **SIGNIFICANCE:** The two equal tear-drops are symbolic of the "6" and "9" of the unit's designation. The field of Air Force blue indicates USAF organization. The black and white in checks are the squadron colors. The pilotless aircraft diving into a ground burst symbolizes the squadron mission of launching and guiding surface to surface pilotless aircraft. Approved: 28 October 1954.

30 Air Defense Missile Squadron emblem: The emblem is symbolic of the squadron and its mission. On a background of the Air Force colors, a falcon and a modern missile swoop downward together to attack. The falcon, in power of flight and speed, is probably not surpassed by any living bird. Cutting the air with hissing velocity, it overtakes its quarry in mid-air and strikes it a quick, terrific blow with its hard, closed fist, or reaches out and grabs it with long-curved talons, either the blow or the grip brings instant death. The falcon represents the characteristics of the missile, which is ready to attack and destroy the adversary in much the same manner, in the defense of this nation's freedom.

On an AF golden yellow disc a wide AF blue pile issuing from sinister and sinister chief, surmounted by a red falcon, wings raised in flight, swooping to attack, his left wing surmounted by a white stylized missile in flight to dexter base, jet trail red outlines and details

black throughout. Motto: SEEK AND DESTROY. Significance: On a background of the AF colors, ultramarine blue and golden yellow, a falcon and a modern missile swoop downward together to attack. The falcon, in power of flight and speed, is probably not surpassed by any living bird. Cutting the air with hissing velocity, it overtakes its quarry in mid-air and strikes it a quick, terrific blow with its hard, closed fist, or reaches out and grabs it with long-curved talons; either the blow or the grip brings instant death. The falcon represents the characteristics of the missile which is ready to attack and destroy the adversary in much the same manner, in the defense of this nation's freedom. Approved: 21 June 1960.

MOTTO

SEEK AND DESTROY

OPERATIONS

The 669 Bombardment Squadron Light was activated as one of the four component Squadrons of the 416th Bombardment Group Light on 5 February, 1943, without personnel, at Will Rogers Field, Oklahoma. The authority for the organization of this Squadron is found in General Orders #3, Headquarters Army Air Base, Will Rogers Field, Oklahoma, dated 4 February, 1943.

The original transfer of personnel was made on 15 February 1943. Sixtyeight (68) Enlisted Men for the 51st Bomb Sq (L) of the 46th Bomb Gp (L) and Capt. Raymond T. Schlanser were assigned to the Squadron in Special Orders #46. The first Group Special Order relieved Capt. Schlanser of command and appointed Captain Robert F. Price Commanding Officer. Eleven other Officers were assigned to the Squadron by this same Special Order.

Until 15 February, all personnel were attached to their parent organization for duty, rations, and quarters. On that date, the 46th Bomb Gp (L) moved to the North side of Will Rogers Field, leaving the South side to be occupied by the 416th Bomb Gp (L).

Squadron Order #1 was signed on February 15th by Capt. Price. It assigned some of the Officers to Squadron duties. They were:

Adjutant and Mess Officer-----Capt. Lewis C. Dull
Armament and Chemical Officer-----2d Lt. William L. Eubanks
Communication Officer-----2d Lt. Joseph R. Allen
Engineering and Tech. Supply Officer-----2d Lt. August T. Rini
Intelligence and Public Relations Officer-Capt. William B. Cleves
Supply and Transportation Officer-----2d Lt. Carl M. Holbert

March, 1943 The organization at last was well located and comfortably housed. It was at first a small organization, laying a foundation for the problems of administration and operations in the future. Slowly, personnel and equipment were acquired. By the end of March our strength consisted of the 140 Officers and Enlisted Men.

There was much valuable training during these early days, most of it under the auspices of the 46th Bomb Group, and in their classrooms. Pilots were attached to the 46th Bomb Group for transition flying, since the first two planes did not arrive until 11 May, one B-25C and one A-20B. Pilots had complete ground school training in such subjects as code, link trainer, fish recognition, operation and maintenance of the A-20 and B-25, air navigation, radio, and instrument procedure; these classes continued for five hours a day. Likewise, the Intelligence personnel had one hour of school each day.

In a schedule of Squadron activities published on 15 March, a period was set aside each day for Close Order Drill and Physical Training. This training enabled the men to keep alert and to profit from a program offered by an Operational Training Unit such as ours.

The Squadron participated in the Weekly Ceremonial Reviews. A physical fitness test was conducted during the third week in May. The organization, on 21 May, proceeded on a Group bivouac, marching to the bivouac area, pitching shelter halves, eating, and marching back to the cantonment area.

On 16 March, the first group of Aerial Gunners became eligible to be placed on flying status. The transfer of Capt. Cleves and Lt. Rini to the 46th Bomb Group necessitated further changes in the Squadron duty assignments.

April, 1943 Training continued during the month of April. All personnel were required to attend an Anti-Incendiary Demonstration and an Anti-Gas Demonstration given by a Mobile Chemical Warfare Training Unit. Ground crews were becoming better acquainted with the mechanics and the operation of the planes, and were given authority to start and warm up, and taxi the planes.

Morale during the stay at Will Rogers Field was very high. Military courtesy and discipline was commendable. After an inspection tour and a formal review for Brigadier General McDaniel, Lieutenant Colonel Richard D. Dick, Commanding Officer of the 416th Bombardment Group (Light), sent a letter of commendation to the members of the Group.

The Enlisted personnel enjoyed the recreational activities and the entertainment that was prepared for them. Dances were held on the Base and at the Oklahoma City U.S.O. clubrooms. The Squadron Dayroom was a popular spot whenever the men returned from the "line". An Officer's Softball League and an Enlisted Men's League were started up in April and continued on through May with Squadron teams entered in both Leagues. Our teams entered in the Enlisted Men's League were known as the "Giants" and the "Cardinals".

May 1943 was another month of varied activity, with clothing inspections, ground school classes, changing personnel, etc. Among the changes was the assigning of 2d Lt. Erving Klein as the Squadron Intelligence Officer. Instructions were published to be followed by all Officers newly-assigned to the Squadron.

A new table of Equipment Number 1-137 was distributed to all of the sections in the Squadron. A revised Enlisted Roster per T/O 1-137 (revised 4-15-43) was received by the Squadron on 18 May, putting the T/O strength at 266 Enlisted Men.

Personnel also attended a Decontamination School during the month.

The problem of a Squadron insignia was a tough one. Many designs were submitted, but none were satisfactory. At last it was decided to write to the War Department for an insignia.

As usual near the end of the month rumors ran rampant about the Base that a move was coming up. The rumor-spreaders, oddly enough, had it right this time. Orders were given on the 30 of May to begin the packing of equipment for a change-of-station movement. On 31 May, an Advance Echelon left Will Rogers Field by rail for the new Base at Lake Charles, Louisiana. Our part of the Group Advance Echelon was divided up into two sections. One section was under the command of Lt. Jackson L. Marks; the other, under the command of Lt. William L. Eubanks. On the third of June, the Ground Echelon departed by train from Will Rogers Field with organizational equipment cars, mess cars, individual equipment cars, and sleeping coaches. Captain Lewis C. Dull was train Commander; Lt. Paul Lucas, Mess Officer, and Lt. Robert J. Kelly, assistant train commander. The Air Echelon followed the Ground Echelon one day later.

With a minimum of time and with fine cooperation and efficiency, the Squadron made its exit from Oklahoma City. Many friends were left behind, but the prospect of a better Base to carry on our real work caused us all to look forward to our new home expectantly.

The second phase of our existence began in the attractive surroundings of the Army Air Base at Lake Charles, Louisiana. The large cream-colored barracks, the large green lawns, the flower gardens, and finally the pleasant welcome of our new hosts impressed all of us. Although almost four months had slipped by since that first day when men started to say that they were from the 669, the Squadron had little equipment and few facilities, although we were at T/O strength when we arrived at L.C.A.A.B. with 305 Officers and Enlisted Men.

The new Base, offered much to us in the way of new equipment and added facilities. Although the Squadron only possessed five planes at the time, promise of additional planes made the availability of this equipment and added facilities our greatest need. We were therefore assigned a hanger to be shared with the 671st Bomb Sq (L). Operations, Intelligence, Tech Supply, Engineering, Armament, and Ordnance all had offices in the Hanger.

An elaborate training program was set up by the Group. The usual ground school courses were conducted. The lack of planes meant that pilots had to spend many hours in the Link Trainer. The Squadron itself conducted courses for men who had not had their basic training. The emphasis on training of the ground crews was placed on knowing the A-20 and B-25 thoroughly.

The month of June 1943 went by with only one Squadron bivouac, and that on the last day of the month. The men returned after a 6 1/2-mile march and bivouac. They emphasized orderly road marching, camouflage discipline, and messing under field conditions. One Field Day was held in which the Squadron demonstrated its superiority in the field of athletics by coming out No.1. In the Group Softball League, our Giants and Cardinals appeared to be just two other teams.

By the end of June everyone was well aware of the recreational facilities on the Base and in town. A Base movie, a Group recreational hall, a Library, a Squadron Day Room that was the model day room on the Base, athletic fields, and a boxing ring were some of the things on the Base itself. In the city was a pleasant U.S.O. club, tennis courts, a library, theatres, and then, of course, those night spots such as the "Palms" and "Batt Gormleys". The Officers found the Officer's Club a pleasant place to relax at the end of the day.

July, 1943 We had acquired considerable over strength, during the month of June, and by 7 July, we had 404 Officers and Enlisted Men.

To begin the month, the 3rd, 4th, and 5th of July were set aside as Insurance, Allotment and Bond Days. The usual garrison duties continued throughout the month. Flying training improved with the acquisition of more planes. The heat of the Louisiana Summer slowed the intensity of all training. Perhaps the toughest job of the month was the 12-mile march and bivouac on the 26th. The Group Field Day was again won by the men of our Squadron. The Softball Leagues continued but we were far from champions in either league.

On the 23rd a list of names was published of men who were to constitute 25% of the cadre of the 418th Bomb Group (L). These men continued to be a part of our Squadron,

Approval was received on the 28th for the Squadron Aircraft marking, "Sure-Shot Sully".

Our strength on 1 August, 1943, was 38 Officers and 393 Enlisted Men. On the first day, too, orders were received activating the 418th Bomb Group (L). The personnel were assigned on the 12th from the 416th and its Squadrons. Part of this cadre left immediately for a three weeks course at AAFSAT, Orlando, Fla.

Ordnance was interested in getting all men qualified in the Carbine. As a result, a range was secured and all men were required to qualify.

The Squadron was not as successful in the monthly Group Field Day. We finished in third place.

The usual garrison duties were carried on during the month of August. All personnel participated in a 6-mile hike and bivouac on the 27th. Flying training continued slowly because of the scarcity of planes and the overabundance of Pilots.

It was in the month of September 1943 that the status of the Squadron was changed from an Operational Training Unit to a Tactical Unit. News of this change on 7 September boosted the spirits of all men to a high peak. Training in the Squadron was continued with greater zeal. A Bombardier-Navigators school was conducted. Part of the Enlisted Men attended Intelligence School. The flying Personnel concentrated on Low Altitude missions. Ordnance and Armament Sections attended training classes.

The personnel, both Officer and Enlisted, was changing constantly. Within a few days after we became a tactical unit, the newly activated 418th Bomb Group (L) was deactivated. As a result, its personnel was added to that of our own Group. It became necessary to have men spread throughout the barracks area in order to find adequate housing. Each day, a few of the overages were transferred to other units. An all-time high was reached on the 18th when the Squadron consisted of 522 Officers and Enlisted Men.

New faces were seen in the different Sections. Capt. Dull, Lt. Eubanks, Lt. Lancelotti left the Orderly room. Lt. Marks and Lt. Weismann took their places. Lt. Locke became S-2, replacing Lt. Klein. Lt. Earth and Lt. Hoppe came into the Squadron as Assistant Intelligence Officers. Lt. Clayton R. Foster was Supply and Transportation Officer. Lt. Sheffy McBroom became the new Communications Officer when Lt. Shikore was transferred. Lt. Hall and Lt. Simms became the Ordnance and Armament Officers on the 10th. Flying personnel was also shifted around until only a few familiar faces remained- Lts. Huff, Sommers, Peck, MacManus, Morton, and Sheinberg. Among the newcomers were four West Pointers. They were: Lts. Street, Boukamp, Renth (son of Col. Renth), and Lt. Gullion (son of Maj. Gen. Gullion). Lt. William H. Palin, Bombardier-Navigator, and Lt. Thomas L. Van Over, Assistant Operations Officer, were added to our permanent strength.

During the month the Third Bomber Command and the 56th Bomb Training Wing conducted inspections. Weaknesses were found, but generally both inspections were satisfactory.

Although the figures won't hear them out, all 669 men will agree that they were far superior to their competitors in the Squadron athletic competition held on the 27th. The struggle was hard and close, but the 668th Bomber Sq (L) managed to nose out our forces for first place.

The big excitement of the month was the Hurricane alert. On the 16th all planes that could be flown took off from the Field for Will Rogers Field and Muskogee. Those who stayed behind had visions of terrible disaster. The days passed slowly, each one becoming less menacing. On the 21st, flying in perfect formation all the planes returned to find the Field as safe and unharmed as ever.

The month of October 1943 was a month of increased activity. Our strength was 38 Officers and 469 Enlisted Men, on the first day of the month. Section personnel became comparatively stable in the latter half of the month. It was on the 13th that the permanent personnel were decided on. Lt. Kenneth Earth was made Train Commander of the troop train that took the

overages to their new station. This transfer brought the Squadron to its T/O strength, plus 2% of overages. Thoughts of training permanent personnel caused Section heads to strive to train their men to the highest degree. Each section set up its own training program and followed it diligently. One-third of the Squadron attended a 3rd A.F. Mobile Camouflage School. Classes were conducted in an area four miles north of the Field, formerly used for a bivouac area. Orientation and S.M.I. lectures were given to the Enlisted Men. All combat crew members attended recognition courses conducted by the Group. Throughout the month Low and Medium Altitude missions were flown. Weather was fair so that there was some night flying. The Ordnance Section was busy getting as many men as possible qualified in required weapons. The Engineering Section was proud of the best record in the Group for the flying hours of planes.

Again inspections were made of all our departments. The 56th Wing made their inspection from the 5th to the 8th. Inspectors from the Group checked the Squadron on the 15th and 16th. All the discrepancies formerly noted had been corrected. We were still striving for the comment, "very satisfactory".

Unfortunate accidents marred a record that had been closely approximating a perfect one. On the first day of October, Lt. Walter C. Morris and his two gunners, Sergeant Everette L. Bass and Sergeant Hughes M. Braud, crashed into the Gulf of Mexico. None of the bodies were recovered. The cause of the accident is unknown. On the 10th, while flying cover for our Convoy to Gillis Airfield, the plane flown by Lt. Robert F. Kempernlte, with Lt. John W. Wisdon, his Bombardier-Navigator, collided in mid-air with a plane from the 671st Squadron. The occupants of both planes were killed. The cause is unknown. On the 23rd, Lt. Wilfred Siggs was involved in the last of the unfortunate series. This time there was no personal injury. Slight damage to the plane resulted when the left landing gear buckled as the plane touched the ground at the home Field.

With the arrival of a new Commanding Officer to the Group, Colonel Harold L. Mace, at about the middle of the month, new personnel could be expected. Major Walter Farmer came into our Squadron to replace Capt. Price as Squadron Commander. Capt. Price became the Operations Officer. Capt. Harold A. Radetsky was transferred from the Squadron into the Group to be Assistant Air Support Officer. The Squadron Flight Leaders were named on the 31st.

As part of the training to ready the Squadron for combat duty, an evacuation and bivouac to Gillis Airfield took place on 10 October. A running log of the bivouac was kept.

The first day of November 1943 was an eventful one. It was on that day that the 416th Bomb Group (L) transferred from Lake Charles to the Army Air Field at Laurel, Miss.

An advance party under Lt. Frank M. Hoppe flew to the new base during the afternoon and evening of 31 October. At 1915, 1 November, the motor convoy that carried the remainder of the Group arrived at the new Base. Word of the movement had been given to the Squadrons

at 0915, 30 October. A program of packing was discussed at a Squadron meeting that afternoon. By midnight of the 31st, all of the impedimenta were loaded, ready for movement. The vehicles were lined up in convoy order. The zero hour had been set for 0400 on 1 November. When the 668th Bomb Squadron was unable to take its scheduled place at the head of the convoy, the 669 was able to move right up so that at exactly 0400 the convoy moved off. Periodic stops were made along the way for the men to rest. The convoy stopped just east of Baton Rouge to refuel.

The early part of the movement was made in dense fog. It was almost noon before the sun managed to win in its fight against the fog. But even the sun couldn't warm those bodies well chilled by the brisk wind. Nor was there any hot food to warm them.

There was one thought in the minds of all the men as the convoy arrived at the gates of the Laurel Army Air Base. Oddly enough, there were few questions asked about the new Base. What was almost a universal question on their lips was, "When do we eat?" The food on the convoy consisted of two sandwiches per man and one apple. Breakfast had been eaten at midnight of the evening before.

The advance party made up of men from Engineering, Armament, Ordnance, the Orderly Room, and other departments became cooks for one night, and fed a dinner of cold cuts, salad, and hot coffee to an appreciative group of men. When all appetites had been appeased, the men were assigned to barracks according to their type of work. Five barracks were assigned to the Squadron. The men were glad to get into their beds after the long, hard journey.

Despite the bad fog in the morning, the Squadron made a successful trip. There were no accidents to our men or vehicles.

The morning of the 2nd was devoted to locating the Sections and setting up equipment. In the afternoon all Sections of the Squadron were ready to carry on their duties. The planes were dispersed on the western side of the N-S runway. The Engineering Section was set up in that area.

Also in the morning of the 2nd the entire mess section along with its equipment left for maneuvers at Pollock, La. The maneuvers were conducted from the 2nd to the 15th in conjunction with the armored troops from Camp Polk, La. Our planes operated with the Blue Forces. Low and Medium attack missions were flown, day and night formations were used, and air-ground recognition was practiced. The personnel changed frequently so that the ground personnel as well as the combat crews had an opportunity to engage in the maneuvers.

On the 6th, five planes flown by Lt. Siggs, Lt. Renth, Lt. Land, Lt. Sommers, and Lt. McDonald, with one Bombardier-Navigator, Lt. Palin, left L.A.A.F. for a tour of five Army camps throughout the country. Sufficient personnel accompanied the planes to provide the necessary maintenance. The tour took them to Fort Benning, Fort Knox, Fort Riley, Fort Sill, and Camp

Hood. At each Camp a convincing display of Low Altitude tactics was presented before the eyes of thousands of ground troops.

The only casualty on the entire trip was Lt. Demun. He was hit by one of the blades of his propeller while preparing to take off at Will Rogers Field. He received a cut on the scalp that confined him to the Hospital for four days. He had been sent to Fort Riley to replace Lt. Sommers who was to leave on the 19th to attend a Camouflage School at Walterboro, N.C. Lt. Demun flew his own plane back to Laurel on the 22nd. The other men and planes returned on the 25th.

Plans were drawn up with an end to operate under conditions more closely approximating field conditions. All training was directed toward that end. Ranges were secured at Hancock and Pachuta to be used for medium altitude bombing, skip bombing, and for gas attacks. Live demolition bombs were used several times rather than the usual practice bombs. The weather at L.A.A.F. was very bad for night flying. Trips to Shreveport were necessary so that the needed night flying could be done from that Field.

Further training was the bivouac in the area west of the Field. The bivouac started on the 9th. The Officers and Enlisted Men lived in pyramidal tents which contained six cots. A comforter was supplied each man to supplement his two blankets. A few of the craftier ones managed to draw stoves from Supply. The days were clear and bright, but cold. Trees that had at first furnished good camouflage were soon chopped down and thrown on fires whose smoke could be seen curling upwards from all four bivouac areas. The nights seemed impossibly cold. At first a few less rugged souls decided to seek the comparative comforts of their barracks and B.O.Q.'s. A bed check and a few inquiring words from the Squadron Commander soon caused all the weaker ones to sleep in the bivouac area. Everyone ate from his mess kit the food that was cooked at the 670th Bomb Squadron Field Kitchen-our own mess was still operating at Pollock, La.

At 0800 on the morning of the 16th, the Group broke camp. The men returned to live in the barracks and B.O. Q's. Operations, Intelligence, Communications, Engineering, and Tech Supply remained in the bivouac area. All other Sections return to their original locations.

Training continued along many other lines. Lt. Dolphus Whitten left at the end of October to attend a one month's course at Cook's and Baker's School at Fort Benning, Ga. On the 19th of November, Lt. Sommers returned from the tour of Army Camps to attend the Camouflage School at Walterboro, N.C. for two weeks. On the 13th, Lt. Weismann left to attend a month's course at the Administrative Inspectors School at Denver, Colo. All Squadron Officers and Enlisted Men attended courses in Chemical Warfare and First Aid. S.M.I. lectures were given by the Intelligence Section. The Ordnance Section continued to work with the men at the ranges to get all Squadron personnel qualified in a required weapon. The Communications Section installed field telephones and trained its men in their use and operation. Several men attended a Base Driver's school and obtained licenses. Two night convoys were conducted in which our drivers participated.

Inspections occupied the minds of all men during the month. On the 7th, General Parker made an inspection with a 3rd Air Force staff. On the 12th, the Group inspectors made a tour of all the Squadrons. From the 22nd to the 25th, the III Bomber Command made an inspection. This was the big inspection of the month. It brought out many weaknesses. Immediate steps were taken to correct all discrepancies.

Changes in personnel again disrupted the Squadron. Major Farmer became the Group Operations Officer and Major Clarence Martin became Squadron Commanding Officer, this occurred on 4 November. After an overseas physical examination, on the 22nd, Maj. Martin and Capt. Randall were disqualified for overseas duty. Major Martin left the group on the 29th and was replaced by Capt. Price, who became acting Squadron Commander. Capt. MacGillivray left with Maj. Martin. A change in the T/O meant that the Intelligence Section had to lose one Officer. Lt. Earth was transferred out of that Section to MacDill Field on the 21st. With Lt. Marks on leave, Lt. Weismann on D.S., and with other duties too numerous to mention, Capt. Randall who had become Squadron Executive Officer on the 15th called Lt. Hoppe into the Orderly Room to become Acting Assistant Adjutant until December 8th.

Thanksgiving Day on the 25th was a day of rest for the Squadron. Some of the Sections operated for a couple of hours in the morning in order to complete records held over from the previous day. Lt. Whitten and his mess personnel outdid themselves. It was already a generally known fact that the 669 had the best Mess Hall in the Group. It was definitely proven on Thanksgiving Day. Squadron Officers were invited to dine with the Enlisted Men. Most of them readily accepted the gracious invitation., the news spread and some of the Officers from Group Headquarters wandered over to partake of the delicious food. The food was plentiful and excellent, as well.

There was a feeling of uncertainty prevalent when the month of December 1943 rolled around. Uncertainty as to the adequacy of our training; uncertainty as to what could be taken along or needed when we did get notice of overseas duty; uncertainty as to squadron personnel. Major Martin had left, and Captain Price was acting commanding officer. Who would lead us in Combat?

The last question was answered on the 4th of December when Major Murdoch W. Campbell was transferred into the squadron as commanding officer from Headquarters, Morris Field, North Carolina. Major Campbell, whose home is in Chicago, was 29 years old. He had attended Northwestern University for 2 1/2 years studying mechanical engineering. Entering the Air Corps as a cadet in December, 1939, he received his commission as a single engine pilot on August 30, 1940. He served in the Panama Canal and the Antilles Air Command from October, 1940, until October, 1943. By doing transition flying, Major Campbell obtained his twin-engine pilot's rating. He was also rated as a D/R Navigator in January, 1941, and an expert aerial gunner in March of 1943.

Two days before Major Campbell arrived, Lieutenants Leonard R. McBride and Thomas J. Leonard were transferred out of the Squadron to the 670th Bombardment Squadron. On the 10th, Lt Harold H. Johnson, bombardier-navigator, was transferred into the 46th Bomb Group at Morris Field, N.C. Two days later, Captain Van Allen Randall was transferred into the same Group. With the transfer of Captain Randall, Lt Jackson Marks became Squadron Executive Officer, and Lt Herman Weisman, who was away at Administrative Inspectors' School at Denver, Colorado, became Squadron Adjutant. During the month, Lt John Andrews attended an Aviation School of Medicine at Randolph Field, Texas. Lts Peck, Morton, MacManus, Sommers, and Stewart were promoted to the rank of First Lieutenants.

We got through a III Bomber Command Inspection on the 13th and 14th and prepared ourselves for the POM team inspection, from the 16th to the 19th, the make or break inspection that would send us overseas or back into training again. We passed the POM team hurdle with an excellent rating.

Recreation was given a small place in our program at Laurel. Facilities were very limited. The enlisted men chose the Laurel USO. The officers had the Officers' Club and its Saturday night dances. To end the old year, the Squadron held a beer party at the Mess Hall. It proved to be the final party that the Squadron would hold before it landed on foreign soil.

The last few days of the month were spent in preparation for an overseas movement. Equipment was packed and crated, or turned into Post Quartermaster Stores. On the 28th, all officers and enlisted men were restricted to the Base. We could not receive visitors, nor could we make phone calls off the Base on anything but official business.

Throughout the month, an attempt was made to give every officer and enlisted man who had not had a furlough or leave since July 1, at least a few days off. Men were given overseas physical examinations. Clothing and personal equipment was constantly being inspected.

January, 1944 By two o'clock on New Year's Day, it was goodbye to Laurel as the Squadron boarded a train headed for destination unknown. Major Campbell was train commander. After 2 1/2 days of riding, we arrived at Camp Shanks, N.Y., at 0300 in the morning of January 3. We stepped off the train into a couple of inches of wet, slushy snow. It didn't take long before a few heads were hit by flying snow balls. The Northerners bragged about the fresh and pure Northern air, while the Southerners complained bitterly about wet feet. After a long, hard hike, we finally arrived at our barracks and sank half-frozen into hurriedly made-up bunks.

When we had completed the regular staging area routine, we began to realize that we were just outside the Big City. Men, whose mail was being censored for the first time, found many things to write about after each 12-hour pass into New York City. Although it was a hardship after an overnight pass, we took 8 mile hikes every other day and practiced "abandon ship" procedure, climbing down from a high platform on a rope ladder.

With suddenness, the Group was alerted on the 13th. It meant that men were confined to their barracks. Officers had to take formations of them to the P.X., the movies, etc. On the 16th, an Advance Echelon made up of Squadron Bombardier-Navigators left to make the necessary preparations at the P.O.E. The remainder of the Squadron left Camp Shanks on the following day and proceeded by train and ferry-boat to the Port of Embarkation and the U.S.A.T. Colombie. At 1400, January 18th, we steamed away from the dock toward England.

The trip was conducted under ideal conditions, with no alerts, and a minimum of seasickness. Movies in the officers' dining room, the shows "This is It," and "A Crock of Ship" combined with books, games, etc., kept the minds of the men off the journey itself. We debarked in the evening of the 31st and spent the rest of the night and most of the next day on a train headed for our new station at Wethersfield.

Our train pulled into Sibyl-Castle Hedingham Station at 1430, 1 February 1944, A motor convoy was waiting to drive us to our new Base just outside the town of Wethersfield, Essex. The Base, still in the hands of the RAF, was new and well dispersed. Our men were spread throughout three widely separated areas. The barracks were low Nissen huts with very little heat. The weather was generally damp and cold, but an occasional sunny day brought visions of more pleasant ones.

We were all somewhat disappointed at first because the planes that we had expected to be on the line ready were not there. There was one lone plane on the field. On the 10th of the month the first A-20G received by the Group was assigned to the Squadron. From then on the assignment of planes was quite frequent.

The Ninth Air Force policy of deemphasizing the Squadrons and emphasizing the Group brought many changes. Squadron personnel were appointed to the Group for special duty.

Other changes in personnel were brought about by changing circumstances. Captain Price received his promotion to Major and a few days later relieved Major Towles as Commander of the 668th Squadron. Captain Robert A. Clark was relieved as Group Training Officer and assigned to the Squadron as Operations Officer. Several replacement crews were assigned to the Squadron, including 1st Lt. Robert L. Burton, 1st Lt. Joseph S. Connor, 2nd Lt. Harry E. Hewes, S/Sgt Harold E. Boyer, and S/Sgt. Joseph P. Kasper.

Many of the personnel were away from the Base attending various schools and others were traveling over the United Kingdom procuring supplies and equipment which had not been available on the Base.

As the month of February came to an end, Lts. Hall, McBroom, Simms, and Hoppe were promoted to First Lieutenant. On the last day of the month the Squadron consisted of 39 Officers and 262 Enlisted Men.

March, 1944 The training that had been gained in February stood the Group in good stead when March rolled around. Although training continued in March, it was on a much smaller scale, for, to the joy of everyone the Group became operational.

Divisionary attacks were flown over the channel on the first two days of March. The first combat mission took off on the third to attack the Poix Airdrome in France. The formation was recalled, because of the lack of fighter escort, when it reached the French coast. The following five crews participated in the first attack:

Major Campbell A-20B, 41-9377 S/Sgt. Shields, S/Sgt. Epps
Lt. Sheinberg A-20G 43-9226 S/Sgt. Bresnak, S/Sgt. Cope
Lt. Siggs A-20G, 43-9751 S/Sgt Radlich, Pfc Nicks
Lt. Demun A-20G, 43-9202 Sgt. Rosenstein, Sgt. Carney
Capt. Clark A-20G 43-9673 S/Sgt. Bergeron, S/Sgt. Kelton, Sgt. Colosimo

Of the nine missions flown by the Group during the month of March, our Squadron furnished crews for seven and flew 55 sorties.

Major Campbell with Lt. Kupits as Bombardier-Navigator let the second Box of the formation that went out on the 6th. Lack of fighter escort caused the planes to return after they had reached the Coast. Lt. Col. Ford led the first box and Major Campbell was deputy leader on the 26th. The target, a Noball or rocket installation at Vasqueritte, France was bombed with excellent concentration. This was the last mission for the month of March. During the month we had attacked two types of target - Airfields and Noball targets, the Noballs being Number one on the priority list.

Lt. Van Over was transferred from the Squadron to the Group to act as Group Personal Equipment Officer. Lt. Burton who had been grounded as a Pilot replaced Lt. Van Over as Asst. Squadron Operations Officer. Lts. Harold L. Sommers and Robert L. Behlmer were appointed as members of a permanent board to flight check the instrument flying proficiency of all rated pilots assigned or attached to the Group.

April, 1944 The bad weather that hampered our operations in March threatened to cancel our April activities. For the first nine days not a mission was flown, but when the first mission took off on the morning of the tenth, it began one of the most intensive periods of flying in the history of the Ninth Air Force. The Group flew 24 missions in April. Some of our Squadron personnel flew on each of them. Our crews flew 194 sorties.

That first April mission was a costly one for the Squadron. Of the ten of our planes that took off, two never returned. One plane flown by Lt Marion Street crash-landed at Bradwell Bay. His two gunners bailed out when he decided to bring the plane down. It was an excellent job of flying. None of the crew was injured, but the plane was utterly destroyed. Lt Arthur A. Raines and his two gunners, S/Sgt Jack C. Nielson and S/Sgt Glenn J. Bender, were last seen shortly

after leaving the target area in the Pas de Calais. They were losing altitude. They are listed as "Missing in Action."

A day of cloudy weather, on the 24th, broke a string of bombing days at six. A mission took off, , and was recalled before it had reached the coast. While going through the overcast, Lt Arthur A. McDonald lost control of his plane. He went into a dive and lost a wing. He managed to pull the plane out of the dive, and, before he hit the ground, he maneuvered in a last heroic effort to avoid crashing in the midst of a crowded city district. The plane crashed in the only open area in the vicinity, the bombs exploding on impact. The crew, Lt McDonald, S/Sgt LeRoy Barnard, and S/Sgt Joseph J. Shields were killed.

In the afternoon of the 30, the Busigny marshalling yards were attacked with excellent results. The plane piloted by Lt Edward J. Renth, Jr., was damaged by flak and one engine was knocked out. He lost altitude and made a hair-raising trip across France at low-level on one engine. Hitting an obstruction on the landing strip of an auxiliary field on the south England coast, the plane was damaged beyond repair. Lt Renth and his gunners, S/Sgt Orlando O. LaNave and S/Sgt Everett T. Epps escaped without any personal injury. The bombing was the best that we had done. A congratulatory telegram was received from General Anderson, commanding officer of the IX Bomber Command on the mission.

Some of our crews were chosen to fly on Window missions with B-26 Marauders. The A-20's would precede the B-26's over the target, drop the window, and "scoot" for home. It was on one of these window missions that Lt Patrick F.E. MacManus got separated from the other planes. Coming down through the overcast, he circled what he thought was an English airfield. Some tracers were fired at his plane and at first were taken for flares. Lt MacManus lowered his landing gear and prepared to land when he realized that he was about to land on an airfield on the Cherbourg Peninsula. He quickly sized up his position and headed toward England.

During the month, Major Campbell with Lt Palin as his Bombardier-Navigator led three boxes. Captain Huff with Lt Kupits as Bombardier-Navigator led one box.

A beer party was held by the Enlisted Men on the Base during the month. A G.I. band from a neighboring field provided music for dancing. The Aero Club was opened, furnishing added facilities for entertainment, refreshments and relaxation. A dance and party were held for the Group at the Officers Club on the 14th. It was well attended by 669 Officers.

Our strength at the end of April was 37 officers and 262 enlisted men.

The fast pace that was set during the month of April continued on into the month of May. Comparatively good weather gladdened all of our hearts. It meant not only good flying weather, it also meant that at last we would be warmed a bit by good sunshine. With an extra hour of daylight due to the double Summer time, it was light outside until almost eleven o'clock at night. Everyone found some sort of relaxation and entertainment. There was a twilight Softball League in which we had an Officer's and an Enlisted Men's team. Often after

work you could see men bicycling down the English country lanes. The Base theatre and the new Aero Club offered fine entertainment on the Base. Liberty run trucks took the men into Braintree. On their days off many men visited London and Cambridge and other places.

For the first time the Squadron occupied a site of its own on the 8th. The new site, originally intended to be used as a W.A.A.F. site, had been completed but a few days before we moved into it. Everyone took pride in the new area and tried to keep it the finest looking site on the Base.

The 669 was greatly responsible for the success of the Group in its May operations. Major Campbell, with Lt. Palin, B-N, seven times led formations during the month. Capt. Clark, with Lt. Jones, B-N, led seven boxes.

The All-669 show, led by Major Campbell and Capt. Clark, in the afternoon of the 20th, was a show that featured some of the best bombing that the Group has done. The target was the Corneilles-on-Vexin Airdrome. The results were excellent, with concentrations of bombs blanketing five blast shelters, destroying three of them. Two others received direct hits and near misses.

On the 9th, Major Campbell led a formation against the Aerschot Marshalling Yards deep in Belgium. The engine turntable was severely damaged. A 3-bay workshop and an 8-bay building were partially destroyed. Forty-five cars were destroyed and all tracks opposite the turntable were blocked by a large crater.

Four days later, the Campbell-Palin team did it again scoring excellent results against the Beauvais/Tille Airdrome.

Leading the 410th Bomb Gp (L) in on the Noball target at Behan, Major Campbell and Lt. Palin managed to suspend the installation with well-placed hits. This was on the 28th.

Major Price, now with the 668th Bomb Sq (L), led a formation against an important coastal defense battery at Benerville on the 19th. Weather interfered with his bombing so that he could make no attack. Lt. Jones, flying with Capt. Clark in the lead ship of the second box, managed to get a fleeting glance at the target through a tiny break in the clouds. He released his bombs and caused untold damage to the delicate installations.

We seemed to be headed for a whole month of operations without a loss, when on the 27th all hell broke loose. In an attack on the Amiens Marshalling Yard, both Lt. Allen W. Gullion's and Lt. Harry E. Hewes' planes were hit by flak in the target area. Lt. Gullion's plane caught on fire, and three chutes were seen to come out of it and open up. With him were S/Sgt. Grady F. Cope and S/Sgt. Gerald F. Coffey, his gunners. The plane flown by Lt. Hewes was seen to drop out of formation, losing altitude. This happened shortly after leaving the target area. No reports were ever received on him. With him were his two gunners, S/Sgt. Harold E. Boyer and S/Sgt. Joseph F. Kasper. All six crewmen are listed as "Missing in Action".

These are but a few of the highlights of the 30 missions that comprised the month's operations. Each mission was filled with thrills, for the intensity and accuracy of the Nazi flak was ever increasing. The work of the Engineering department was outstanding. They worked hard and long to keep the planes in the air every day of this pre-invasion offensive.

The strength of the Squadron on the last day of the month was: 41 Officers 370 Enlisted Men.

The changes in personnel that occurred within the Group during August were the most drastic in the history of the Group. The effects from these changes were felt within our own Squadron. On the 10th, Major Clark left the Squadron to become the Assistant Group Operations Officer. His duties as Squadron Operations Officer were passed on to Captain Sommers. Lt. Behlmer was appointed Assistant Operations. The changes in Group which brought these local changes about were the transfer of Colonel Mace to the command of the 98th Combat Wing. Lieutenant Colonel Farmer who had been Deputy Group Commander was lost on a mission on 6 August. He was succeeded by Major Meng.

On the 22nd, three new pilots were assigned: 1st Lt. E. L. Miller, 2nd Lt. J. D. Smith, and 2nd Lt. M. W. Dubose. At the end of the month a check on the strength of the Squadron found us with 50 Officers and 303 Enlisted Men.

The month had been a costly one for our Squadron. On the 8th, the Group attacked the railroad junction at Provost. Flak centered on the first flight of the first box, led by Major Clark, Lt. Jones, B-N, was intense and accurate. Lt. Shainberg's plane was hit. It was last seen headed towards our lines, losing altitude. One or two crews reported seeing it crash. No chutes were seen to emerge. Lt. Sheinberg and his gunners, Sgt. J. D. Dugan and Sgt. L. B. Curtis, are listed as MIA. Another plane out of the first flight also went down. The plane caught fire when it was hit shortly after leaving the target. A wing broke off and then the plane exploded. Lt. Dontas was the pilot, and Staff Sergeants A. L. Nielsen and W. E. Fields were the gunners. One chute was seen to come out of the plane. The crew is also listed as MIA. On the 30, eight days after he had joined the Squadron, Lt. John D. Smith was killed. Lt. E. L. Miller was leading a two-plane routine training, navigational formation flight. Lt. Smith was on his right wing. Apparently trying to cross under Lt. Miller's plane, Lt. Smith hit the other plane, cutting the tail off at the turret. Lt. Miller immediately jettisoned his hatch and parachutes to safety. Lt. Smith was interred in the Cambridge American Military Cemetery, Cambridge, England.

Our crews flew on all of the 23 missions flown by the Group. They continued to earn Air Medals and Oak Leaf Clusters. Some received Purple Hearts as well. Seven crew chiefs were awarded the Bronze Star Medal for having kept our planes in such fine condition that they were able to participate in 30 missions without an abortion, the result of a mechanical failure. They were: Technical Sergeants William H. Dyk, Cleo W. Fandson, Elmer Moore, Elmer W. Mullins, Frederick L. Stemmler, Harry G. Wilsman, and Marvin P. Winkle, and Charles V. Blanchard.

The missions that were flown during the month were of extreme importance in driving the Germans back toward their own border. Our attacks were primarily directed toward the cutting of enemy supply and communications lines. This served two purposes - - it kept the German front line troops from getting supplies to keep up a concentrated defensive fight against our ground troops. Secondly, it helped to cut off avenues of escape for the troops that were being pushed back continuously, or encircled.

Bombing during the month was done mostly by flights of sixes. It proved very effective. On almost every mission at least one of our Bombardiers had an opportunity to lay his bombs on enemy targets. Their skill helped to make the Group's bombing record the second best in the whole IX Bomber Command. Here is a short review of some of the missions in which some of the crews participated.

The first mission, on the 4th, was an attack on the Beauvals marshalling yard. All through lines and choke points were severed by several direct hits. Major Napier, Lt. Madenfort, B-N, led the flight.

Capt. Huff, Lt. Kupits, B-N, led one of the most successful missions of the month in the morning of the 5th. The target was the Compiègne/Marigny marshalling yard. Thru traffic was impossible when direct hits showed up the lines from one end of the yards to the other. Major Napier again led a flight.

That afternoon, Capt. Morton led a flight in an attack on the Laigle Railroad Bridge. The bridge and its approaches were hit, making it unserviceable.

The sixth was another two-mission day. In the morning, Major Napier led the second box of a formation attacking the last remaining bridge across the Seine River at Oissel. Capt. Huff was a flight leader, Lt. DeMun, Lt. McQuade, led the window flight. Bad weather forced the formation to return from the target area. The same crews returned in the afternoon to attack the same target. On the bomb run, Lt. Madenfort was hit in the face by flak so the Major Napier's flight did not bomb. Capt. Huff's flight, scored an excellent. The flak was intense and four planes were lost. Severe battle damage forced Lt. Blomgren to crash land at Tanguere - - - none of the crew was injured. Lt. Jack P. Smith also crash-landed at Tanguere due to flak damage. His brakes were shot out, and, when his plane nosed in at the end of the runway, it was washed out. None of the crew was injured.

On the 8th, Major Clark, Lt. Jones, B-N, led a formation in an attack on the Frevent marshalling yards. The results were excellent; the lines being made unserviceable. Flak was intense and accurate for that first flight. The two planes mentioned earlier were shot down, both from our Squadron.

That afternoon the radar installations in the Bois du Pierre were the targets. Again the results ranged from good to excellent, the bombs hitting around the chateau probably destroying or damaging it. Major Napier, Lt. Madenfort, B-N, and Capt. Huff, Lt. Kupits, B-N, led the second

and third flights of the first box. Just one of those things happened, though, and although it looked like our bombs hit their mark, photo reconnaissance showed no evident damage to the installations.

As a result, our target on the morning of the 9th was the same radar installation. Capt. Hulse, Lt. Conte, B-N, led a flight with good results. Some bombs were believed to have fallen directly on the desired MPI. Lt. Hiram Clark was forced to land at Ridgewell when one engine, hit by flak, failed on the return trip.

Leading the second and third flights of the second box that afternoon, Capt. Huff and Capt. Hulse helped blast the Chauay Railroad Bridge, making it unserviceable.

In the morning of the 10th, Capt. Huff led the first box of a formation attacking the Foret du Roumare ammunition dump. The weather over the target was bad, so that no bombs were dropped. That afternoon bad weather caused our planes to bring their bombs back from an attack on the La Lende de Louge ammunition dump. Capt. Huff and Capt. Marion led the two boxes.

Capt. Hulse was deputy leader on a successful PFF mission to the Foret du Roumare ammunition dump on the 11th.

That afternoon Capt. Hulse and Capt. Morton led two flights of a formation that attacked the St. Male gun defenses. Lt. Conte, Capt. Hulse's B-N, did a superior job of bombing with a circular error of a little more than 100 feet. The Infantry sent congratulations on the splendid aid we had given them.

Points along the highway from La Forte Mace to Esatabe, used by the fleeing Germans, were bombed on the 12th. Capt. Morton led a flight. Lt. McManus was forced down in Normandy when he had trouble with his right engine. He later flew the plane back to the Base.

Flying their 10th mission in six days, our crews took off on the 13th to bomb choke points in the Lisieux area to cut off German escape routes from the Falaise Gap. Capt. Hulse led the second box and Lt. Delfun, Lt. McQuade, B-N, led one of its flights. Their results were good.

Two of the three boxes that attacked the fuel dump in the Foret de Chantilly on the 15th were led by Capt. Hulse and Major Napier, Lt. Jones, B-N. The planes, employing area bombing, dropped 500-lb. fragmentation bombs with good results. Lt. Greene, with Lt. Nichols, a new B-N, flew on Capt. Hulse's wing. Lt. Delfun led the works in the window ship.

A successful PFF attack on the Montfort Sur Risle Bridge on the 17th found Capt. Morton flying as deputy in the lead box.

A full week passed before our planes became airborne again on a mission. On the 25th, the siege of Brest began, and our planes dropped their bombs on gun positions in the Brest area.

Major Napier, leading a flight, scored a "good", Lt. Delfun, Lt. McQuade, B-N, scored an "excellent" with his flight.

An improvement in the weather allowed us to fly two missions again on the 26th. The first, against the Champiegne-Clairoix fuel tanks. It was a superb job of bombing. Capt. Huff, leading a flight scored an "excellent", causing violent explosions and large fires which probably destroyed the tanks.

The afternoon of the same day found the Rouen ferrying area our target. Tons of German equipment was lined up waiting to be shuttled across the Seine before our troops completely cut them off. Weather again saved the Germans when poor visibility, haze, and cloud cover prevented all but one flight from bombing. Capt. Morton and Lt. Delfun, flight leaders, were forced to return their bombs. Some flak was encountered and Lt. A. J. Vlegghels was forced to land in Normandy because of flak damage. Lt. Vlegghels received minor wounds, the gunners were uninjured.

On the 28th, the last mission of the month was an All-669 show with Capt. Huff leading the first box; Capt. Morton, the second. The target was the Boulens fuel dump. Photo reconnaissance showed a concentration of craters across the target severely damaging the installations.

With the movement of our Group imminent, a practice move was contemplated with the aim in mind of increasing the efficiency of the organization when we would actually move. On the 21st and the 22nd, the Advance Echelon carried out its practice move. The bad weather made a bivouac impractical, but the rest of the move went off in good order. On the 29th and 30, the Rear Echelon made a similar move although no personnel other than the drivers participated.

The Billy Conn show appeared on the Base on the 5th, and everyone had a chance to see the chap who decided to slug it out with Joe Louis for the World's Heavyweight Championship in action. The bouts were held in the Hanger # 1. Lt. Delfun took the fighter up for a short hop in the nose of a "J".

The "Air Offensive, Europe" was completed on 5 June 1944, and the campaign, "Western Europe", began. Battle participation for this phase entitled us to the award, which was made on the 24th of August. All personnel assigned or attached to the Group or its Squadrons between 6 June 1944 and 24 August 1944 were authorized to wear a battle star on the European-African-Middle Eastern Theatre Ribbon.

September, 1944 Toward the end of August a movement of the Group became more imminent. By the first of September everything was in a state of readiness. The war was progressing so rapidly, that it was necessary for us to get a base east of Paris if we were to gain much by a move. Engineers, working at top speed, and bomb disposal units finally prepared a former Luftwaffe airfield near Melun, southeast of Paris, about 115 miles from the Front.

On the 15th of September, the Advance Echelon of the Squadron left the Squadron area at 0700. The duffel bags and equipment was loaded into the vehicles either the evening before or even earlier. We boarded trucks, which took us to Sible-Nedingham. There we boarded a train for Eastleigh, a suburb of Southampton. After living in tents and eating C-rations, we boarded the "Lady of Mann" on the 17th to cross the Channel. About 0900 on the 18th, we got our first glimpse of Far Shore. The boat anchors near Isigny, and we await orders to disembark. At 1400 we stepped onto a landing craft. By the time the craft approached the beachhead, the tide had gone out. We stayed on the craft until 1945 hours when the tide came in. Then we started on a seven-mile hike to encampment where we pitched our tents. The heavy packs, the cobblestone roads, the dust, the heat, and then finally rain made the trip a difficult one.

The next afternoon found us resuming our travels. This step in our journey took us, by truck, to an RCD at Cats, near bombed out Carentan. Hidden back off the roads, it was a pleasant spot. Tents were pitched on each side of a company street, and the men cleaned up and shaved. We left this delightful spot the next afternoon and rode to airstrip A-13, near Isigny.

After sleeping alongside the landing strip that night, the 669 boarded C-47's and flew to the new Base, Station A-55 at Villa Roche, four miles north of Melun. Everyone had a chance to view the bombed cities, the scenes of tank battles, the main transportation arteries called "Red-ball Highways", and beautiful Paris. We arrived on the 21st, the first unit on the new field.

Capt. Marks, in charge of the Advance Echelon, chose living sites. A mess hall was set up. The men looked around the area to see the ruins left by the hurriedly departing Germans.

The truck convoy arrived a day later with Capt. Stewart in command. The Air and Rear Echelon flew to the new Base on the 23rd in A-20's and C-47's.

The new Base was in shambles. The runways, were repaired and most of the taxi strips useable. We occupied the southeastern corner of the Base with the 43rd Air Depot Group. A couple of old barns were still standing and were soon occupied by Armament, Communications, and Supply. Squad tents were used for living quarters.

On the morning of the 14th, one day after the Air Echelon arrived, a field order for a mission was received. Although the mission was scrubbed, the Squadron was established well enough to have been able to carry on operations.

Lt. Conner, S/Sgt. Alden, and Cpl. Gottlieb put their heads together and dressed up "Ye Olde Stable". It was an old barn that they cleaned up and repaired to be used for movies and other entertainment. It was by far the best in the Group.

Now for some of the other happenings during the month. On the 5th, Sgt. J.E. Ray, who had been listed as MIA returned. As the days passed, Lt. Palin, S/Sgt. Boyer, and S/Sgt. J. D. Dugan

also returned from MIA. They were later transferred to return to the States. Word was received that the following men were now Prisoners of War:

Major Murdoch W. Campbell

S/Sgt. Peter P. Masiulewics

S/Sgt. Herbert E. Shatzer

S/Sgt. James B. Thompson

An unfortunate accident on the 24th robbed the Squadron of one of its finest young men. Technical Sergeant Richard L. Haptonstall, a crew chief, was helping to change an airplane engine when the engine fell on him. It crushed his chest, and he died within a short time. A memorial service was held for him with Chaplain Penticoff officiating on Sunday morning, 8 October.

Throughout the month of September, weather limited our operations. Only 16 missions were flown by the Group.

The first mission, No. 134, was flown on the first day of the month. Major Napier, Lt. Jones, B-N, was a flight leader in this attack on gun positions at Brest. Bad weather forced the bombers to bring their bombs back.

Again in the morning of the 3rd, the bombers failed to bomb because of weather. The target was Brest. Capt. Huff and Captain Hulse were flight leaders. That afternoon only 12 planes could drop on another attack on Brest. Capt. Peck, Lt. Madenfort, B-N, led one of the flights that bombed with fair results.

An All-669 show on the 5th provided the best bombing of the month to date. Capt. Huff and Captain Hulse were successful box leaders. Their bombs probably destroyed the buildings and caused severe damage to the strongpoint.

On the morning of the 6th, Brest was again attacked. Capt. Morton, Lt. Moore, B-N, scored one of the five excellents, that were earned by the Group. That afternoon the weather closed in as the formation again approached a target at Brest. Only three flights were able to bomb, although they dropped down to as low as 4,500 feet. Capt. Huff, leading a flight, made six bomb runs, but was unable to drop because of poor visibility. Lt. Greene, Lt. Nichols, B-N, scored a "good" in their first mission as a flight leader.

A vital German strongpoint at Nancy was attacked on the 10th. Capt. Peck, leading a flight, helped knock it out by scoring an "excellent".

A communications center at Metz, which was probably the central center for the whole sector of the front, was attacked on the 11th. Capt. Hulse and Major Napier led the boxes. Results ranged from good to excellent.

The first time we or any Ninth Air Force bombers ever attacked targets in Germany was on the 12th when the 416th hit St. Wendel in Germany. Weather was very bad. Lt. Greene, Lt. Nichols, B-N, managed to drop, hitting a marshalling yard at Ottweiler, just south of the target.

That afternoon, Capt. Morton and Capt. Peck were flight leaders on the next nearly perfect mission flown by the Group. All six flights scored "excellent". The target was an artillery position at Chaligny in the Foret de Haye. A statement from a G.L.O. news summary read, "Ground units report the bombing of the 9th Bombardment Division on the Foret de Haye on 12 September was so effective the Germans in the area marched out with their hands in the air and surrendered. American ground troops had to fire practically no shots to effect the surrender".

The last mission flown by the Group from its base in England was flown on the 16th. The target was the viaduct, railroad, and road over Bergen op Zoom in Holland. The attack was launched to strengthen Allied positions northwest of Antwerp, to eliminate a German avenue of escape, and to soften the area for the great airborne attack to follow on the next day. Capt. Huff and Capt. Morton led the two boxes. Capt. Huff's flight scored an excellent on a perfect bomb run despite intense, accurate heavy flak fire at the target. Capt. Morton chose to hold his bombs when he was forced to alter his course to avoid a collision with another flight rather than release them on too short a bomb run and miss the target. Lt. Vleghels' plane was hit on the bomb run and was thought to have gone down in the southeastern corner of Oosterchelde Bay. One engine was burning badly.

Two chutes were seen drifting toward land. His gunners were S/Sgt. Roger W. Rice and S/Sgt. Clay E. Young. Lt. H. B. Clark's plane was hit on the propeller dome causing oil to leak out. The pilot left the formation, feathered the prop, and continued on through flak centered on his plane which was losing altitude on its single engine. When he neared Antwerp, he instructed his gunners to bail out. They did so successfully, and returned to the base a day later. Lt. Clark, expecting the planes one engine to fail soon headed toward the beachhead. When he attempted to land, he discovered that his hydraulic system was out. He crash-landed the plane near Caen, escaping unscathed himself.

The first mission from the new base in France was flown on the 27th. Bad weather prevented any bombing,

On the 29th, the warehouse and marshalling yard at Bitsburg was attacked. Only 17 planes dropped but their results were excellent. Capt. Morton, leading a flight, was unable to drop because of weather. Photo reconnaissance showed the warehouse and yard completely destroyed. Lt. Bouchamp's plane was hit by the intense flak that defended the target. Both engines were hit and were on fire. The plane broke away from the formation in a gentle glide, but the plane was still under control, heading southeast, 8 miles southwest of the target. No chutes were seen. His gunners were Staff Sergeants Russell J. Colosimo and Jeong S. Wing. All three of them had almost completed their tours of duty.

The last mission of the month, on that afternoon, was an attack on the Julich marshalling yards. Haze, 9/10th-cloud cover, and almost as much flak covered the target. Capt. Huff and Major Napier led the boxes. Results were unobserved. Flak knocked down three planes and killed a gunner in a fourth, but none of the losses were from our Squadron.

On the 30, we received more concrete evidence of what was in store for us in the future. Sixteen A-26's, the Air Force's newest and fastest medium bombers landed on the Base. Four of them were assigned to our Squadron and training in them was to begin immediately - - both ground and air training.

Squadron strength on the last day of September was 55 officers and 307 enlisted men.

The first of October found us having occupied our new Base for a little more than a week. In that one week, much progress was made in rebuilding our area. Rather than rebuilding the area, I should say creating. For there was once nothing but rubble and broken beams, now it was being cleared away and new structures were being erected from the scrap lumber. The mess halls, the theatre, the floors in the tents all helped make our lives more comfortable. Lt. Reese B. Robertson, appointed Squadron Mud Control Officer, did a fine job laying walks around the area to control the mud.

The outstanding event of the month was the training program set up for the conversion to the A-26 Invader. Weather was a great factor in the program. Originally set up to take about a month to convert, bad weather kept the planes on the ground for days at a time. When our Squadron was assigned the planes on the 30, a slight break in the weather and dawn-to-dusk flying enabled us to convert in the record time of 5 days. The Group was completely converted by the 5th of November - after 35 days of training.

Many new crews were transferred into the Squadron during the month. Our strength on the last day was 64 officers and 304 enlisted men. The thing that most of the men looked forward to was the day when they would return to the States. After having completed 65 missions, seventeen crew members had their wishes realized when they left on the 8th and the 27th for the Zone of the Interior.

There were no losses in the Squadron due to accidents or combat during the month.

When Lt. Conner left for the States, the work of Special Services in the Squadron fell in the laps of Corporal Gottlieb and Staff Sergeant Hoffman. Later one of the new pilots, Lt. Martin, was put in charge of the work. A beer party started off the program for the month. The communications section supplied a radio so that the men could hear the broadcast of the Navy-Notre Dame football game. "Joe Banana and his Bunch" supplied the entertainment for several swing sessions. On the 23rd, the Day Room was opened in the rear of "Ye Olde Stable". After the movie, there was a "jam" session with coffee and doughnuts served. A collection taken on pay-day supplied the funds to buy the doughnuts and coffee from the Aero Club. They were served once or twice a week after movies or a jam session. A grand fireplace was

built; a ping-pong table secured; and Lt. Foster found a warehouse full of comfortable furniture to enhance the value of the Day Room. Movies continued to be held in the Squadron theatre on Monday and Friday nights.

Only one inspection was made of the Group in October, but it was a very satisfactory one. A technical inspection was held on the 18th and 19th by an inspecting team from the 9th Bombardment Division. The last paragraph of their report read, "The efficiency rating of the Group, based on the general condition of the technical equipment and the technical administration in all sections, is Superior." The Squadron had again shown up well in the inspection. Inspections were made by the Group during the month, on each one, the Squadron was rated "Excellent".

Crewman from the 669 were found on every loading list for the month. While the other Squadrons were checking out on the A-26 Invader, we had to furnish extra crews to complete the formations.

The attack of our armies had brought us up to the Siegfried Line. When we reached the German frontier, the fighting reached its greatest intensity. The role of the 9th Bombardment Division was confined to attacking targets in the immediate path of the attacking ground forces.

The first two missions of the month, of the 2nd and 3rd, were futile. Cloud cover prevented any attack. On the 6th, Captain Peck, Lt. Madenfort, B-N, led their flight through moderate flak that protected the target to score good results on the Duren Marshalling yards. Heavy damage was inflicted.

The next day, 669 men led the two boxes that attacked the Trier warehouses, Captain Huff, Lt. Kupits, B-N, and Captain Morton, Lt. Moore, B-N. The results were excellent. Six warehouses were completely destroyed, and four were heavily damaged.

A day later, on the 6th, the defended town of Linnich, Germany was the target. In the event the target could not be seen, the bombardiers were instructed to release one minute after the E.T.A. over the target. Only one flight picked out the target. Major Napier, Lt. Jones, B-N, leading a flight, released his bombs according to instructions. Results were unobserved,

On the 12th, our formation suffered considerable battle damage from the moderate to intense accurate flak surrounding the town of Langerwehe, the target. Only two flights were able to bomb because of smoke and haze. As a result, we were sent back after the same town on the next day. This time the same flak was thrown up, but the bombing was better. Although there was no photo coverage of Lt. Greene's flight, the crews said that Lt. Nichols, his Bombardier, laid them in the target for good to excellent results. Captain Huff did not drop because of the cloud cover.

Only nine missions were flown by the Group during the month. Of these bombs were dropped only five times.

With the month of November rolling around, it became more apparent that the days of the Havocs were numbered. The first week of November marked the completion of the task of converting to the A-26 Invader. All the Havocs, with the exception of a few of the glassed-nosed models, were flown to England. The pilots returned with our first assignment of Invaders on the 7th. Within two days, the acceptance checks were completed and we were ready to operate with the new plane. Our group was to be the first to fly the Invaders operationally in any combat theatre.

Although the training planes and Mobile Training Unit had left by the 11th, our own training was far from complete. Many new pilots were assigned to the Squadron. Every available minute of flying weather had to be utilized to get these men checked out on the plane. Few, if any of them, had even seen the A-26 before they arrived on the Base. Pilots were not the only ones who had to be trained, the new gun turrets with the latest fire-control mechanism was something entirely strange to most of the gunners and turret mechanics. This meant that they would have to be thoroughly trained before they would be allowed to touch the guns. Communications, engineering, armament, and ordnance were all in need of training to learn the differences between the Havoc and the Invader.

Poor weather which has slowed down our operations almost since D-day, favored us somewhat at this time by allowing us to continue our training without slowing down for a mission.

As the Squadron became more settled on the Base, morale improved. Squadron Special services continued doing a fine job furnishing entertainment here on the field. One of the highlights in their events for November was the 9th Air Force Service Command show on the 12th held in "Ye Olde Stable". A 12-piece orchestra, "The Continentals", and several good acts by the all-G.I. cast scored a big hit with the audience. Movies continued twice weekly. Swing sessions with coffee and doughnuts proved very popular. The Day Room, the best in the Group, was a popular spot for a pleasant evening. A radio was added so that the men could now hear their favorite programs.

It was learned during the month that First Lieutenants Norman V. Sheinberg and Harry E. Hewes and Staff Sergeant Layford B. Curtis were Prisoners of War. Although Lt. Hewes is listed now as POW officially, some members of the Squadron have heard that he is now in England. He lost a leg, amputated by the Germans when he was seriously wounded. Captain Meredith J. Huff and Staff Sergeant Everett T. Epps, after having completed their tours of duty, returned to the Zone of the Interior on the 27th. With the addition of some new personnel, the Squadron's strength on the last day of the month was 64 officers and 303 enlisted men.

Only five missions were flown during the month of November. Exactly one month after the last mission in October, the Group took off on the 17th to fly their first mission in the A-26

Invaders. The target was the supply dump at Hagenau, Germany. Captain Huff, Lt. Kupits, B-N, was chosen to lead the second box on this all-important mission for the new planes. Captain Hulse, Lt. Conte, B-N, led a flight in the first box. Both of the 669 Bombardiers scored "excellents". Extensive damage was inflicted on buildings warehouses, the railroad, and bridges.

The following day, the 18th, Lt. Greene, Lt. Nichols, B-N, led a flight in an attack on the Breisach railroad bridge. Although their bombs did not destroy the bridge, they damaged the approach so badly that the line was now unserviceable. Captain Peck, Lt. Madenfort, B-N, had trouble with the bombsight releasing the bombs on three attempts over the target. They finally decided to make a run on the town of Gebweiler. The bombs were released this time with excellent results. It was through this town that the 6th Army Group made its advance a couple of days later.

In the morning of the 19th, Captain Hulse led a box in an all-out effort against troop concentrations at Merzig. Lt. Greene led a flight. The results brought a commendation from Generals Vandenberg and Anderson.

That afternoon Captain Huff and Captain Peck led the two boxes that took off to attack an ammunition dump at Landau. A solid bank of clouds just east of Nancy forced the formation to abandon the mission. The planes landed in total darkness. Captain Huff flew his 65th mission on this attack to complete his tour of duty.

Ten days later the Group flew its fifth mission of the month. No attack could be made on the assigned target at Mariamweiler because of an 8/10th cloud cover. Captain Hulse led a flight on this mission which encountered moderate to intense flak enroute and moderate flak over the target.

Checking back on the 158 missions flown by the Group since the beginning of our operations on 3 March 1944, the Squadron flew 1506 sorties.

April 1945 will long be remembered as the month when the greatest debacle in military history took place on the plains of Germany. The German armies were decisively defeated on the Western, Southern, and Eastern Fronts. Shattered remnants of these forces continued to fall back toward the center of Germany, but they were relentlessly pursued by victorious Allied Armies. The Air Forces continued to smash the enemy's communications and his beaten armies. American and Russian Armies met in the City of Torgau thus bisecting the crumbling Nazi domain. Mass surrenders of large forces of German troops indicated that Victory in Europe for which the free peoples of the world have been praying and hoping would soon arrive. Optimism ran higher, in the Allied Nations, then at any other time during this long and costly "blood bath" known as World War II. The San Francisco Conference was begun in order to work out a formula for lasting peace through international cooperation. The Conference began despite the world-wide mourning for our great President Franklin D. Roosevelt, who was instrumental in bringing about this conference. In the pages that follow, the author will

endeavor to point out how the 669 Bombardment Squadron (L) played its part in bringing about the collapse of the Nazi regime and, thereby, helped to set the stage for the period of international peace and order that everyone envisioned.

Operational Mission # 260 was flown on the 3rd of April. An attack was made on the Hammeln Marshalling Yards by the use of PFF technique. It was necessary for the formation to go up to 16,000 feet at the Initial Point in order to take the bombing run. Cloud cover made it impossible for photographs to be taken, but visual observation through a break in the clouds disclosed that good results had been obtained. Lt. Col. Napier, with his B/N Lt. Moore, led the second box of the formation.

On the fourth of the month, the Crailsheim Barracks, in Germany, were attacked. Again cloud cover required that PFF aircraft be used to lead the formation on the bombing run. Lt. Miller, with Lts. Conner and Moore, and Lt. Blomgren, with Lts. Johnson and Morley, led the first and second boxes of the formation, respectively. The navigators reported that good results should have been obtained, because the indices on the "Gee" boxes crossed at the time the bombs were released. No observation of the results was possible.

It was not until the eighth of the month that the next operation was run. On that day two missions were flown. The first of these missions attacked the Munchen-Bernsdorf Railroad Sidings and Oil Storage Tanks. Good weather permitted visual bombing runs to be made. Violent explosions were seen, by the crews, in the target area. Lt. Jordan, with Lts. Mulgrew and Moore, led the Third Flight of the Second Box of the formation.

On the afternoon of the same day, the built up area of the Town of Sondershausen was bombed. Bombing was to have been done by boxes, but Lt. Turner found it necessary to lead his flight in separately. In doing so, his flight was able to obtain excellent results. Lt. McGivern and Lt. Moore flew as Bombardier and Navigator for him. Major Sommer's flight became separated from the rest of the formation, and joined a formation of the 386th Bombardment Group (M). Lt. Turner led the Second Flight of the First Box, while Major Sommers led the Third Flight of the same Box. Lt. Kupits flew as Major Sommers' B/N.

An Ordnance Depot at Amberg-Kummersbruck was attacked on the ninth of the month. Despite inclement weather, it was possible for the formation to make a visual bombing run. Excellent results were obtained. Major Sommers, with Lt. Kupits, led Flight Two of Box Two, and Capt. DuFault, with Flight Officer Cardinale, led the Third Box of the formation.

The Saalfeld Marshalling Yards were bombed on the afternoon mission of the same day. Visual bombing methods were employed, and excellent results were known to have resulted. Capt. Miller, with Lt. Conner and F/O Wrubelle, led the entire formation in making the attack. Lt. Blomgren, and his B/N Lt. Johnson, led the Second Box of the Formation.

Again, on the tenth of April, two missions were run. For the first time, aircraft of this squadron flew to Czechoslovakia. This mission was perfect. Weather conditions were ideal, the

navigation was flawless, and the bombing was superior. The Eger Viaduct was attacked by the formation.

The second mission of the same day was flown against the Stassfurt-Leopoldshall Oil Pumps and Underground Storage Tanks. Large sheets of flame were seen immediately after the bombs hit. Smoke was seen to rise to an altitude of between six and seven thousand feet. Excellent bombing results were obtained by the flights led by Lt. Jordan and Capt. DuFault. Lts. Mulgrew and Moore flew with Lt. Jordan in the lead aircraft of the Second Flight of the First Box, while Flight Officer Cardinale flew with Capt. Dufault in the number one position of the Third Flight of the First Box.

Excellent results were obtained in an attack on the Bernburg Marshalling Yards on the eleventh day of the month. The Third Flight of the Second Box was led by Lts. Turner and McGivern. Major Sommers and Lt. Kupits led the Second Flight of the Second Box. Perfect weather permitted visual bombing equipment to be used.

The second mission of the day also attained excellent results. The Zwickau Marshalling Yards were bombed by the formation. Both of the boxes were led by Pilot-Bombardier teams of this squadron. Lt. Miller, with Lts. Conner and Vollmayer as his Navigator and Bombardier, led the entire formation. The Second Box was led by Lt. Blomgren with Lt. Johnson as his B/N.

The Kempton Ordnance Depot, near the frontier of Switzerland, was the target of the Twelfth of April. Lts. Kupits and Dant served as Navigator and Bombardier for Major Sommers. They led the Third Flight of the Second Box of the formation.

Bad weather, on the afternoon of the same day, forced the formation down to an altitude of 7,000 feet in order to attack the Hof Railroad Bridge. Many bomb hits were seen near the structure, but when the smoke had cleared, it was seen to have been damaged but not destroyed. Capt. DuFault and his Bombardier-Navigator Flight Officer Cardinale, led the Second Flight of the First Box of the formation.

The next operational mission, flown by aircraft of this squadron, was against the Ulm Marshalling Yards on the fifteenth. PFF technique had to be used on the bombing run. Major Sommers, together with Lt. Kupits, led the Second Flight of the Second Box of the formation. Results of the bombing were undetermined because of the cloud cover.

Two missions were flown on the following day. The built up area of Zerbst was the target for the morning mission. Major Shaefer, who assumed command of the squadron, as of the seventeenth of April, led the entire formation. He had Lt. Conner and Lt. Hand, of the 668th Bombardment Squadron (L), as his Navigator and Bombardier. Major Sommers, with Lts. Kupits and Vollmayer, led the Second Box of the formation. Excellent results were obtained.

On the afternoon of the sixteenth, the Wittenburg Marshalling Yards were attacked with undetermined results. Cloud cover made it impossible for all but one flight of the formation to

attack. The results of the bombing done by this one flight were obscured. Major Sommers led one of the flights of the formation with Lt. Kupits as his B/N. Capt. Murphy, our squadron Flight Surgeon, flew along as Observer in Major Sommers' airplane.

Superior bombing results were obtained by the formation that attacked the defended town of Magdeburg. This attack was made on the morning of April 17th. Lt. Turner, with Lts. McGivern and Morley, led the Second Flight of the First Box, while Capt. DuFault, with Flight Officer Cardinale, led the Third Flight of the same box.

For the afternoon mission of the same day, the Tribingen Ordnance Depot was bombed. Lt. Jordan's B/N Lt. Mulgrew, scored excellent results in the bombing. This Pilot-Bombardier team led the Second Flight of the Second Box of the formation.

No mission was flown on the 18th of the month, but on the 19th the Ulm Marshalling Yards were bombed with superior results. Capt. Miller, with Lts. Conner and Vollmayer, led the entire formation, while Major Sommers, with Lts. Kupits and Cardinale, led the Second Box of the formation. When the aircraft turned away from the target, it was observed that all the rail lines had been cut and the entire marshalling yard had been rendered useless.

The twentieth of the month was another day when two missions were flown. An Oil Storage Depot at Deggendorf was the target for the morning mission. Superior results were obtained by the flight led by Lt. Turner, with Lts. McGivern and Morley serving as his Bombardier and Navigator respectively.

A Fuel Storage Depot at Annaburg was the target for the afternoon mission. Superior results were attained by the flights led by Lts. Jordan and Turner. Lt. Jordan led the Second Flight of the First Box and had Lts. Mulgrew and Morley flying with him. Lt. Turner led the Third Flight of the First Box and had Lt. McGivern as his Bombardier-Navigator.

One of the longest operations ever flown by A-26 type aircraft was flown on the twenty-first of April. The Attnang-Puchheim Marshalling Yards, in Austria, were bombed. The total distance traveled by the aircraft on this mission was 970 miles. Cloud cover forced the formation down to 8,200 feet in order that visual bombing could be accomplished. High mountains in the target area increased the hazards encountered by the combat crews. Despite all the handicaps, superior results were achieved by the Bombardiers. On the return trip, the aircraft flew over a number of German airfields, still in enemy hands. One of them, located at Erding, sent up some meagre light flak when the last flight of the formation passed overhead. Lt. Hackley's airplane was damaged by this anti-aircraft fire, but he brought his aircraft back safely.

An attempt was made to use "Shoran" equipment for the first time on the 24th of the month., jamming by German radio prevented the equipment from being used. The attack had to be abandoned, and the aircraft returned to the base with their full bomb loads. An airfield for German jet fighters, located at Landau was to have been attacked. Major Shaefer, with Lts.

Hand and Conner, led the entire formation. The Second Box was led by Lts. Blomgren and Johnson.

Lt. Mulgrew achieved superior results in bombing the Freilassing Ordnance Depot. He flew as Bombardier-Navigator for Lt. Jordan in the lead position of the Third Flight of the Second Box. This mission was flown on the 25th of the month.

Mission # 283 was the last mission flown by aircraft of this squadron for the month. The Plattling Airfield was the target for the attack. The flights led by Lts. Turner and Jordan again achieved superior results.

In addition to the operational missions, an intensive flying training program was conducted for all combat crews. Well over seven hundred hours of training flying was done, including approximately sixty-four hours of night flying. This intensive training, together with the combat operations, kept all personnel extremely busy. The combat men were flying incessantly, and the ground crews had to work extremely hard and efficiently to keep the aircraft serviceable. Also, as part of the training program, a number of Engineering Crew Chiefs were sent to the School of Technical Training, Great Sankey, Warrington, Lancashire, England, for a period of two weeks. They had the opportunity to learn a great deal more about the aircraft that they were servicing.

As of 30 April 1945, the total strength of the 669 Bombardment Squadron (L) was fifty-six Officers and two hundred seventy-two Enlisted Men.

The 69 Pilotless Bomber Squadron, later redesignated as a Tactical Missile Squadron, activated in Jan 1952 at Patrick AFB, Fla. Lieutenant Colonel George T. Walker assumed command of the 69 in January, and 41 officers and 256 airmen were assigned to his squadron by the end of June 1952.

As personnel came into the squadron, they trained in Matador missile operations. The squadron launched its first Matador missile, a YB-61, on 4 Dec 1952. In the spring of 1954, it fired 30 Matadors, B-61As, in an operational suitability testing program. From 1954 through 1956, used T-33s to simulate Matador flights to give personnel training in missile operations. Departed Patrick AFB on 17 Sep 1954 and arrived at Hahn AB, West Germany, on 1 Oct. Between 15 Oct 1954 and 15 Feb 1955, established detachments throughout West Germany. In Jan and Feb 1956, conducted live firings of the Matador, TM-61, at Wheelus AB, Libya. In Sep 1956, the squadron discontinued its detachments, but continued operations from Hahn until inactivated in Jun 1958.

Each Pilotless Bomber Squadron had an assembly and checkout section, maintenance section, guidance section, and a launching section.

Outfitting and testing of the 69 PBS began much the same as had been done with the 1st PBS. As the Air Force began to develop its operational concepts for guided missiles, it soon realized

the research and development organizations at Patrick and Holloman were not suited for large scale, on-going training of missile launch and maintenance crews. The Tactical Air Command, resurrected from the Continental Air Command on December 1, 1950, would be the Air Force command for tactical missiles, and therefore had the responsibility to train the new missile crews.

The 1st PBS and the 69 PBS were officially relieved from the 6555th Guided Missile Group, Air Force Missile Test Center, Air Research and Development Command, at Patrick AFB, and reassigned to Ninth Air Force, TAG, on January 15, 1954. Secretary of the Air Force Harold E. Talbot announced at the same time that both the 1st and the 69 would soon be deployed to Germany to bolster NATO.

The 69 had already launched three Matadors in a highly successful field training operation on January 8th. In April, it fired 13 Matadors in three other multiple-launch operations. By the end of June, the 69 had launched 30 missiles on extended flights (e.g., approximately 500 nautical miles in length), at night, during the day and in all kinds of weather. Its training completed, the 69 was relieved from AFMTC on 15 September 1954, and it departed for Germany.

Operationally, the Air Force was learning quickly that missile squadrons and aircraft squadrons operated on different philosophies. To further hone its organizational alignment of units, a new naming protocol was developed to more accurately identify the missions of the units. With the Matador units assigned to the Tactical Air Command, and deployed overseas with tactical fighter wings, the Air Force eliminated the term pilotless bomber and renamed the Matador to tactical missile.

One year earlier, on June 8, 1955, while still assigned to the Ninth Air Force, Tactical Air Command at Orlando Air Force Base, the 11th Pilotless Bomber Squadron was the first unit to be renamed to a Tactical Missile Squadron. The 7382nd Guided Missile Group (Tactical) at Hahn was renamed to the 7382nd Tactical Missile Group on March 14, 1956, the same day its 1st and 69 Pilotless Bomber Squadrons were renamed to Tactical Missile Squadrons.

The 69 and the 11th Tactical Missile Squadrons were relieved from the 7382nd TMG and reassigned to newly formed 585th TMG at Bitburg, the 586th TMG at Hahn, and the 587th TMG at Sembach, all reporting to the 701st Tactical Missile Wing at Hahn Air Base. The 701st Tactical Missile Wing officially converted from the TM-61A to the newly delivered TM-61C during that time.

As part of the new realignment, the historical missile squadrons that had pioneered the Matadors vanished. USAFE issued General Order 75 which inactivated the 11th Tactical Missile Squadron at Sembach Air Base, and activated the 822nd Tactical Missile Squadron in its place. The new 822nd was assigned to the 587th Tactical Missile Group in place of the inactivated 11th TMS. At the same time, the 1st TMS at Bitburg Air Base was inactivated and replaced by

the 71st TMS, assigned to the 585th TMG at Bitburg, and the 69 TMS at Hahn Air base was inactivated and replaced by the 405th TMS, assigned to the 586th TMG at Hahn.

The AMLO exercises were not only a major portion of the 38th TMW annual training schedules, but a major expense to USAFE as well. The 1958 exercise from October 6th through the 19th of November, called "Operation Marblehead," utilized 19 C-130 Hercules and seven C-124 Globemasters just to move the 339 personnel and equipment of the 71st TMS from Bitburg to Wheelus and back. C-47 twin engine transports carried personnel back and forth as well. Not only did the 71st take 13 missiles and the required launchers and checkout vans, but also two complete MSQ units, plus personnel to back up the two Shanicle base units that were permanently installed at Wheelus. Each of the three launch flights was assigned two Shanicle launches and two MSQ launches each, with the 13th Matador missile used as a backup. As soon as the 71st completed its launch phase at Wheelus, the 69 TMS arrived from Hahn to complete its live firing of its 12 missiles. The 69 required 54 support sorties carrying 768 personnel and 770,975 pounds of equipment to complete the move from Hahn to Wheelus and back again. The return trip was minus 12 Matador missiles.

The 30 Air Defense Missile Squadron activated on 1 Jun 1959 at Dow AFB, Maine, to operate the BOMARC missile. Received first missile on 31 Jul 1960 and reached operational readiness on 2 Dec 1960, the first combat operational squadron in the BOMARC program. In Apr and May 1961, and afterwards annually, conducted training launches on the range at Eglin AFB, Fla. In Jul 1964, the squadron dismantled its missiles in preparation for inactivation five months later, on 15 December 1964.

In April and May 1961, and afterwards annually, the squadron conducted training launches on the range at Eglin AFB, Florida. The Bomarc missile was forty-seven feet long, with a wing span of eighteen feet, and propelled by twin ramjet engines. The Bomarc could attain an altitude of 60,000 feet and strike at incoming aircraft at distances of over 200 miles. Believing it vital to national defense, the Air Force urged installation of the weapon at top speed. Accordingly, the New England Division of the U.S. Army Corps of Engineers rushed construction of Bomarc batteries at Dow and Otis Air Force Bases, turning them over to the Air Force late in 1959 and early in 1960. Twenty-eight launcher shelters were constructed at each base, and each battery was equipped with a power, heating, and air-conditioning plant and other service buildings.

The shelters, measuring about sixty feet long, twenty-four feet wide, and twelve feet high, were made of reinforced concrete and fitted on top with massive steel bi-parting doors. The doors were opened and the big missile was raised into firing position in about ten seconds by a mechanism of watchmaker's precision, powered by hydraulic rams, designed by Boeing Aircraft Company. All engineering problems had not been fully solved. Getting the mechanism to work properly, and making the doors weather-tight, essential to maintaining a precise air-conditioned environment for the missiles, required considerable cooperative effort by division engineers and Boeing representatives.

DETACHMENTS.

Detachment 1, 69 Pilotless Bomber Squadron, Light (later, Detachment 1, 69 Tactical Missile Squadron) (Rhein-Main AB, West Germany): 15 Feb 1955-15 Sep 1956.

Detachment 2, 69 Pilotless Bomber Squadron, Light (later, Detachment 2, 69 Tactical Missile Squadron) (Zell, West Germany): 15 Oct 1954-15 Sep 1956.

Detachment 3, 69 Pilotless Bomber Squadron, Light (later, Detachment 3, 69 Tactical Missile Squadron) (Landsberg AB, West Germany): 1 Dec 1954-15 Sep 1956.

Detachment 4, 69 Pilotless Bomber Squadron, Light (later, Detachment 4, 69 Tactical Missile Squadron) (Driedorf, West Germany): 15 Jan 1955-15 Sep 1956.

Detachment 5, 69 Pilotless Bomber Squadron, Light (later, Detachment 5, 69 Tactical Missile Squadron) (Plettenburg, West Germany): 15 Feb 1955-15 Sep 1956.

Detachment 6, 69 Pilotless Bomber Squadron, Light (later, Detachment 6,

69 Tactical Missile Squadron) (Hallgarten, West Germany), 15 Feb 1955-14 Jul 1956; (Camp De Daaden, West Germany), 15 Jul-15 Sep 1956.

USAF Unit Histories

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