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DESIGNATION SHEET
HISTORICAL RECORDS

COMMAND : XXII Tactical Air Command

WING : _____

GROUP : 57th Fighter Group

SQUADRON: 64 Fighter Squadron

OTHER : _____

OUTLINE HISTORY X

WAR DIARY X

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S E C R E T

HEADQUARTERS 64th FIGHTER SQUADRON

64th Fighter Squadron
OUTLINE HISTORY
March, 1945

S E C R E T

By Auth. CO *EJL*
64th Ftr. Sqdn.
12 April, 1945

SUBJECT : Historical Records.

TO : Commanding Officer, 57th Fighter Group (Attention Historian)

1. Outline History of the 64th Fighter Squadron for the period 1 March to 31 March, 1945.

a. Present designation: 64th Fighter Squadron, 57th Fighter Group, XIII Tactical Air Command.b. Changes in organization: None.c. Strength, commissioned and enlisted.

(1) Month of March, 1945.

(a) 1 March: Commissioned, 58; Enlisted, 245.

(b) Net increase: Commissioned, 2; Enlisted, None.

(c) Net decrease: Commissioned, None; Enlisted, 2.

(d) 31 March: Commissioned, 60; Enlisted, 243.

d. Stations: Grosseto Main L. G., Italy.e. Movement of unit: None.f. Campaigns:

(1) Italian.

(2) Duration: 9 September, 1943. Still in progress.

g. Operations:

(1) Operations during the month of March were of a somewhat more varied nature than in months past, although the principle role of the planes continued to be that of fighter-bombers. The interdiction of vital railroad lines continued, with concentration on the Brenner Pass railroad line and network between Verona, Vicenza, and Udine. In addition, enemy movement was disrupted in the Po Valley by attacks upon motor transport and railway rolling stock. Several medium bomber missions were escorted, and the longest of these penetrated into Southern Austria, south of Innsbruck. This was the longest escort mission this Squadron has flown to date. Many supply

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depots and storage dumps within the Po Valley also suffered the brunt of attacks by the Squadron, and the ground forces were given direct support in the form of dive-bombing and strafing attacks against targets which the Army specified. During the month of March this Squadron flew 113 missions totaling 760 sorties, amounting to 1991:30 combat hours, on which 735,600 pounds of bombs, 116 rocket projectiles, and 117,490 rounds of .50 calibre ammunition were expended. As a result of these expenditures, a partial assessment of the devastation and destruction to the enemy follows: 82 railroad cuts were inflicted, 11 railroad bridges were rendered impassable, 57 M/T and 2 tanks were destroyed or damaged, 7 highway bridges were rendered impassable, 130 railroad cars were destroyed or damaged, and 5 locomotives were destroyed or damaged. In addition, in attacks on oil storage areas and supply depots many buildings were destroyed and many supply areas suffered damage, the extent of which is very difficult to determine, as are the missions against troop assembly areas and the gun positions giving opposition to our ground forces along the front lines.

h. Losses in action:

- (1) 1st Lt Myers J. Reynolds, III, O-812875.

This officer was missing in action on 12 March, 1945, when his plane crashed in the Po Valley while strafing an enemy truck.

i. Personnel who have distinguished themselves in action:

- (1) 1st Lt George W. Anderson, O-826352 - DFC, date of act 26/2/45.
Bombed and strafed anti-aircraft positions. 4th OIC to AM on 3/3/45.
- (2) 1st Lt John P. Anderson, O-826354 - date of act for DFC, 4/3/45.
Bombed artillery and strafed M/T and tanks.
- (3) 1st Lt Henry H. Diers, O-2059239 - 1st OIC to AM, on 4/3/45.
Bombed artillery and strafed M/T and tanks.
- (4) 1st Lt Samuel S. Durfee, O-721355 - 1st OIC to AM, on 26/2/45.
Highway bridge bombed, vehicles destroyed.
- (5) 1st Lt Vernon R. Farmer, O-711975 - 3rd OIC to AM, on 7/3/45.
RR bridge bombed and convoy of carts strafed.
- (6) 1st Lt Forrest L. Fears, O-721364 - 1st OIC to AM, on 3/3/45.
Locomotive destroyed, light AA guns silenced.
- (7) 1st Lt Dwight E. Gallagher, O-774105 - 1st OIC to AM, on 3/3/45.
Locomotive destroyed, light AA guns destroyed.
- (8) 1st Lt Ray J. Garcia, O-721373 - 1st OIC to AM, on 3/3/45.
AA guns destroyed, crews strafed.
- (9) Captain John P. Glaws, O-792703 - DFC, on 27/12/45.
Oil plant destroyed, M/T destroyed and damaged.
4th OIC to AM, on 17/2/45. RR bridge bombed, M/T strafed, M/Y hit.
- (10) 1st Lt Arthur C. Goettel, O-721382 - 1st OIC to AM, on 14/2/45.
RR rolling stock and M/T destroyed.
- (11) 1st Lt Calvin W. Goss, O-774122 - 1st OIC to AM, on 8/3/45.
RR bridge bombed, 2 boats and 1 locomotive strafed and damaged.
- (12) 1st Lt LeRoy (NMI) Hall, O-721388 - 1st OIC to AM, on 10/2/45.
RR bridge damaged and M/T destroyed.

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- (13) Captain Paul M. Hall, O-745365 - 4th OIC to AM, on 13/2/45.
RR bridge damaged, locomotive destroyed.
- (14) 1st Lt James L. Harp, Jr., O-771015 - 1st OIC to AM, on 26/2/45.
RR rolling stock and river barges destroyed.
- (15) 1st Lt William H. Harse, O-721394 - 1st OIC to AM, on 26/2/45.
AA positions bombed and strafed.
- (16) Captain James E. Hoffmann O-792835 - 4th OIC to AM, on 23/2/45.
M/Y bombed and strafed, rolling stock destroyed.
- (17) 1st Lt Edward W. Howard, O-819525 - Air Medal, on 20/2/45.
Gun pits bombed and strafed.
- (18) 1st Lt Robert L. Hubbard, O-721413 - 1st OIC to AM, on 6/3/45.
Buildings and field guns bombed and strafed.
- (19) 1st Lt Edward F. Jones, O-714111 - 1st OIC to AM, on 4/3/45.
RR bombed, locomotive and 5 cars damaged, 4 gun pits silenced.
- (20) 1st Lt Charles P. Kitowski, O-721429 - 1st OIC to AM, on 26/2/45.
AA positions bombed and strafed.
- (21) 2nd Lt Milton H. A. Opheim, O-720921 - Air Medal, on 3/3/45.
AA guns destroyed, crews strafed.
- (22) 1st Lt William M. Pribyl, O-695203 - 4th OIC to AM, on 8/3/45.
RR bridge bombed, 2 boats and 1 locomotive strafed and damaged.
DFC, on 11/3/45. Explosives storage point destroyed.
- (23) 1st Lt Robert W. Scheller, O-801783 - 3rd OIC to AM, on 6/3/45.
Buildings and field guns bombed and strafed.
- (24) Captain Ralph B. Williams, O-436947 - DFC, on 2/12/44.
M/Y bombed and M/T destroyed.

- i. Enclosed is Unit Journal of Events, 64th Fighter Squadron, for the period 1 March to 31 March, 1945.

Earl D. Lovick
 EARL D. LOVICK
 Captain, Air Corps
 Squadron Historian

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Sheet No. 1, Unit Journal of Events, 64th Fighter Squadron, 57th Fighter Group,
Grosseto, Italy.

Month of March, 1945

Prepared by Earl D. Lovick, Capt., A.C.

DAY

EVENTS

1. No flying today on account of the weather up front...We beat 66 squadron for top place in February by 14 sorties, thereby capturing the Group operational championship.
2. The I&E meeting for tonight failed to work out according to plan, so the program was cancelled for the time being.
3. Today the ships were armed for ground attack missions. We used fire tanks and incendiary bombs for the first time in several days. The squareheads are reported to be very allergic to our fire bombs. Survivors from the last "disputed barricade" plastered with these bombs were said to be gibbering idiots. The infantry - our infantry - likes them.
4. Lt. Harp brought his ship back badly shot up and was forced to bail out over the swamp near the field. We were all notified of his predicament in plenty of time to get out and watch the show. It looked for an instant as if his chute had fouled with the tail section, but he came clear and landed safely, none the worse for a jar and a few scratches. I&E movies this evening in the mess hall. Subject of the film was "Why We Fight". Very good, very thrilling battle scenes - it always looks good in the movies; but the geopolitical implications bored us. Some day perhaps our intellectual departments in the Army, as well as our solicitous friends outside, will realize what tremendous advantage to the National Effort lies in our much-deplored indifference.
5. One of the missions today went on a Rover Joe patrol in sight of the frontlines and blew up some houses. The Italian real estate business is practically one-hundred per cent insolvent by now, thanks to our fighter-bombers. Anyhow, we didn't invent the new European-type architecture; they did.
6. Henry, the deeply-inhibited Italian KP who always went about his work with a precariously balanced temper, finally and at last got canned today. The mess sergeant fell heir to Henry's leather jacket, which article he has been eyeing for some time. Editorially speaking, the men are by no means happy over the practice of letting Italians and sundry other breeds wear our clothes. Many of them have better clothes than we have. This is the uniform we are supposed to be proud of - worn by Wops. The English do the same with their employees, but at least the uniforms are dyed a different color, to spare the Tommy's feelings. This man Henry was seen nursing his grudge on the streets of Grosseto, clad in complete Class "A" stuff, blouse and all, even to the 12th Air Force Patch. Such brass we have seldom seen before.

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Sheet No. 2, Unit Journal of Events.

7. The supply of leftover rations was sold at the club tonight, and those who came early got a small additional stock of cigarettes. The club ran out of drinks before the evening was over, including the delectable cherry brandy, for which many of us are developing quite a taste.
8. Atabrine season started today with the evening meal. One pill per day until further notice. Those of us who have had malaria will never again classify this daily rite as a darn nuisance.
9. I&E meeting featured a talk by a lieutenant on his experience as a censor in the higher echelons. His talk was mostly about prisoners' mail and the steps which are taken to enforce security or extract information from POW letters.
10. The officers sometimes journey up to Southern France for their vacations. They have a veritable Zanadu of a rest camp up there, at Cannes or someplace. But the only hitch is in the price levels of that country, which are usually too steep even for a flying officer with his Wall Street pay. One of the pilots brought back a large tinted photograph of a woman reclining on the golden sands of a beach. She was "almost" clad in a very brief and candid swim suit, top and bottom. The picture used to hang in the EM club, but for some reason the owner transferred it back to the officer's lounge, and there it hangs in all its wanton splendor. His property is his own, the men figure, so let him have it, and they will have to comfort themselves with knowledge of their superior taste. These foreign women are a bunch of rank exhibitionists anyway.
11. Today is Sunday - because yesterday was Saturday, and Monday won't be due until tomorrow.
12. Lt Myers J. Reynolds is MIA from one of today's missions. This was the second tour of duty with this outfit for Lt Reynolds. He returned from TD in the States last month. He was very popular with the fellows and had done a lot of work in organizing and training our Squadron band, being himself an excellent musician.
13. This morning we got up and looked out and saw a hell of a fog, thick as pea soup, not the Sgt. Wilson variety however; we said there would be no flying, but the phenomena didn't last. Here in Wopland the thick fog serves as a harbinger of spring and blue skies.
14. Some of the boys out on the line built themselves a "Rube Goldberg" motorboat. It is built catamaran-style from a couple of cutaway fuel tanks, and is powered by a one-cylinder engine. They hauled the contraption out to the beach this afternoon and launched it in the surf. The engine conked out on the shakedown cruise.
15. The Form 63 program is going along nicely. Those who have had their chests X-rayed include up to the "R's" on the roster.
16. Names of eight men to be sent home from the Squadron were made known today in an order from the 12th Air Force. Three of the men are on permanent rotation and the rest on 30-day leave. Two corporals were on the list, thereby setting a precedent of some kind or another.
17. The new OD jacket was issued today and the blouses were turned in. Most of the men are well pleased with the Patten-style sartorial getup.

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Sheet No. 3, Unit Journal of Events.

18. The lucky eight left this morning, all of them wishfully thinking that the war would end before their leave is up. That second trip over is worse than the first, evidently. Should they come back and find us gone there will be a sign pointer here bearing the fatal legend, "This Direction to CBI".
19. One of our boys in the armament section took a truck out and put it in high blower along the highway, thinking perhaps he was Barney Oldfield in the process of beating his own record. Inevitably he wound up in a ditch with the front of the truck bashed in and a patch of skin missing here and there about his head. Now they are going to have an investigation, and this poor gedrule is afraid it will be his hips for it. Immediately after the wreck he was hustled to the General Hospital, and since nothing was actually wrong with him, they decided to check the alcoholic content of his system. We don't know the result of the findings, but we are ready to swear it was not more than sixty per cent.
20. We've got a pretty good set-up here by the sea. The volley-ball court has been hard-surfaced and packed down by our Italian laborers, and Sgt. Lunenfeld, the big candy and fag man, who doubles in off-time as a general fix-it, has built us a pavillon down on the beach, complete with lounges, floor, tables, and everything. Under other conditions it would be downright luxurious, but we can't fully appreciate our little roost here; we would gladly forsake it all to go home.
21. Three-day passes are not authorized in the Florence area, so today one of our men managed to wangle ten one-day passes. Just another example of the ways there are to skin the proverbial cat. Our first sergeant would make a good lawyer - well, a kangaroo court lawyer, anyway.
22. Lt LeRoy Hall, one of our hot fighter pilots, cracked up in an L-5 today. He was making a landing after doing Rover Joe work at the front. He is not seriously injured and will recover soon, but he doubts if he will recover from the jibes of his Squadron mates, for such was his reputation as a hot fighter pilot.
23. Eleven men were promoted on an order received today. Two were staffs and the others minor ranks. While hardly more than a sop to the long-sweating EM, the promotions proved that ratings still exist in the outfit for the men who are diligent, industrious, and persevering.
24. Overseas service insignia was issued. Each man got a set of ten bars, enough to indicate five years of exile.
25. On this day two years ago the Black Scorpions took part in the epic air battle with an armada of German transport planes off Cape Bon. This happened during the closing days of the Tunisian campaign. The incident will probably be mentioned in the detailed historical works of the future as the Palm Sunday Massacre.
26. Routine check of personal clothing and equipment tonight after chow.
27. All flying called off because of heavy rain which has lasted all day.
28. Major Carlton A. Chamberlain has replaced Major Robert A. Barnum as Squadron CO during the latter's temporary absence.

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Sheet No.4, Unit Journal of Events

29. Seven men who have been on furlough to the States returned today. They are the same as ever and even look a little relieved to be back. Adventures at home haven't affected them much, and they had little interesting news to bring back, beyond the usual run of talk about footloose women and privileged POW's, two subjects which make us see red. But they're a hard bunch of men to impress, anyhow. Desert Rats always are. Maybe they saw more than they mentioned.
30. Major McCarthy and Captain Wall were injured today when the L-5 in which they were flying crashed up near the front. Both received cuts about the face, and Major McCarthy received serious injury to one eye. Both were rushed to a hospital for treatment. The Major is the second of our blue-flame pilots to write off a fluttering L-5. But you can get mafeeshed in any type if you monkey with them long enough, so the story goes.
31. Pay day and hot poker games.

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