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SP-Fl-4-H  
Mar-Apr 1944

64TH Ftr. Sqd.  
Outline History / March 44

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By Auth CC  
64th Ftr. Sqd.  
10 April 1944  
Initials *EM*

HEADQUARTERS SIXTY FOURTH FIGHTER SQUADRON  
A.P.O. 650

EDL/K/k

10 April 1944

AG 413.7

SUBJECT : Historical Records,

TO : Commanding General, XII Air Support Command, APO 374.

1. Outline History of the 64th Fighter Squadron for the period  
1 March 1944 to 31 March 1944.

a. Present Designation: 64th Fighter Squadron, 57th Fighter  
Group, XII Air Support Command.

b. Changes in organization.

- (1) No change in designation.
- (2) No transfer of units.
- (3) Commanding Officer, Major Arthur E. Exon, O-666908.
- (4) Changes of Staff Officers:
  - Capt. James S. Novy, O-736308, was appointed Squadron Ass't. Operations Officer vice Capt. J.B. Wildberger, O-790744 (relieved)
  - 1st Lt. Michael C. McCarthy, O-736277, was appointed "A" Flight leader vice Capt. J.S. Novy.
  - 1st Lt. William F. Nuding Jr., O-736309, was appointed "B" Flight leader, vice 1st Lt. M.C. McCarthy relieved.
  - 1st Lt. Paul L. Carll, O-795571, was appointed "C" Flight leader, vice 1st Lt. W.F. Nuding Jr., relieved.
  - 1st Lt. James D. Moore, O-666975, was appointed "D" Flight leader, vice 1st Lt. Paul L. Carll, relieved.
- (5) T/O - 1-27, dated 22 December 1943.

P.R.C.

c. Strength, Commissioned and Enlisted.

- (1) Month of March, 1944.
  - (a) 1 March: Commissioned: 37, Enlisted: 224
  - (b) Net increase: Commissioned: 8, Enlisted: none
  - (c) Net decrease: Commissioned: None, Enlisted: 24.
  - (d) 31 March; Commissioned: 45, Enlisted: 209.

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## d. Stations.

- (1) Amendola I.G., Italy
  - (a) Date of arrival 28 October 1943
  - (b) Date of departure 1 March 1944
- (2) Cercola L.G., Italy
  - (a) Date of arrival 1 March 1944
  - (b) Date of departure 23 March 1944
- (3) Alto L.G., Corsica.
  - (a) Date of arrival 28 March 1944.

## e. Movements

- (1) From Amendola L.G. Italy to Cercola L.G. Italy
  - (a) Change of station
  - (b) Advance echelon 1 March 1944, Planes and rear echelon 3 March 1944.
  - (c) Travel by motor convoy with small detachment flying on C-47 transport plane.
  - (d) Condition of roads: good  
Weather on motor convoy move 1 April: rain and winds.  
Weather on motor convoy 3 April: favorable.

## f. Campaigns.

- (1) Italian
- (2) Duration: September 18, 1943. Still in progress.

## g. Operations.

- (1) Campaign: Italian.
- (2) Nature of operations: Dive Bombing.
- (3) Number of missions 1 March through 31 March: 14  
Number of sorties 1 March through 31 March: 178.
- (4) Results of most important missions:
  - (a) Mission 24 March 1944.  
1 Messerschmitt 109 destroyed by Captain Nuding in Aerial Combat.
  - (b) Mission 29 March 1944  
1 Messerschmitt 109 destroyed by Major Exon in aerial combat.

## h. Commanding Officers in important missions.

- (1) Captain Paul L. Carll led mission on 24 March 1944, on which one Me 109 was destroyed.
- (2) Major Arthur E. Exon led mission on 29 March 1944 on which 1 Me 109 was destroyed.

## i. Losses in action: Officers and men.

- (1) Mission on 24 March 1944, in engagement with enemy aircraft.
  - (a) Lt. Loyst N. Towner, missing.

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- j. Former and present members who have distinguished themselves in action: General Order Number 22, Headquarters Twelfth Air Force, 29 February 1944.
- (1) Major Arthur E. Exon, O-666908.
    - (a) For heroism and particularly successful strafing attack on enemy supply trains near Ancona, Italy 22 October 1943.
    - (b) Reward: Distinguished Flying Cross.
  - (2) 1st Lt. Joseph M. Kelly, O-884152.
    - (a) For extraordinary achievement in leading a most successful attack on enemy communications near Potenza, Italy, 16 October 1943.
    - (b) Reward: Distinguished Flying Cross
  - (3) Captain Louis Frank III, O-666915.
    - (a) For extraordinary achievements, while alone over Yugoslavia, successfully strafing Knin marshalling yards and on enemy Landing Ground destroying two planes on the ground and damaging several others.
    - (b) Reward: Distinguished Flying Cross.
  - (4) Captain Everette L. Marcum, O-1704184. (Former member of the 64th Fighter Squadron)
    - (a) For leading a flight through most intense ack-ack fire to successfully dive bomb gun positions thus rendering possible, Allied ground forces to occupy forward positions.
    - (b) Reward: Distinguished Flying Cross.
  - (5) Captain John A. Patterson, O-793663. (Former member of 64th Fighter Squadron)
    - (a) For successfully leading a flight to enemy shipping targets on the Italian coast after his plane had been seriously damaged by enemy flak en route to target.
    - (b) Reward: Distinguished Flying Cross.
  - (6) Captain J. B. Wildberger, O-790744. (Former member of 64th Fighter Squadron)
    - (a) For successfully leading the Squadron through most intense ack-ack fire to dive bomb enemy fortifications on the army front.
    - (b) Reward: Distinguished Flying Cross.
  - (7) 1st Lt. Louis Mastriani, O-793945. (Former member of 64th Fighter Squadron)
    - (a) For leading a section of planes on a low level strafing attack on enemy communications near Ancona, Italy. 50 railway cars were destroyed in the attack.
    - (b) Reward: Distinguished Flying Cross. (General Order Number 29, Headquarters Twelfth Air Force. 16 March 1944.)
2. Inclosed is War Diary, 64th Fighter Squadron for the period 1 March 1944 to 31 March 1944.

For the Commanding Officer:

**CONFIDENTIAL**

*Earl D. Lovick*  
 EARL D. LOVICK,  
 Captain, Air Corps.  
 Intelligence Officer.

1 Incl: War DIARY

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**CONFIDENTIAL**~~SECRET~~64th Ptr. Sqd.  
Outline History April 44~~SECRET~~  
By Auth CO  
64th Ptr. Sq.  
10 May 1944HEADQUARTERS SIXTY FOURTH FIGHTER SQUADRON  
A.P.O. 650

EDL/K/k

10 May 1944

AG 413.7

SUBJECT : Historical Records.

TO : Commanding General, XII Tactical Air Command, APO 874.

1. Outline History of the 64th Fighter Squadron for the period 1 April 1944 to 30 April 1944.

a. Present Designation: 64th Fighter Squadron, 57th Fighter Group, XII Tactical Air Command.

b. Changes in organization.

- (1) No change in designation.
- (2) The 6755th Ordnance Co. was dissolved and 1 officer, 11 enlisted men were transferred into the Squadron from that unit. 25 April 1944.
- (3) 21 April 1944 Captain Louis Frank III O-666915 assumed command of the Squadron vice Major Arthur B. Exon, O-666908.
- (4) Changes of Staff Officers:
  - Capt. James S. Navy, O-736308, appointed Sq. operations officer vice Capt. Louis Frank III
  - 1st Lt. Charles P. Neese, O-736301 appointed assistant Sq. Operations officer, vice Capt. J. S. Navy.
  - Capt. James D. Moore, O-666975, appointed "C" flight leader, vice Captain Paul L. Carll, O-795571.
  - 1st Lt. August P. Keller, O-736238, appointed "D" flight leader, vice Captain James D. Moore.
- (5) T/O - 1-27, dated 22 December 1943.

c. Strength, Commissioned and Enlisted.

- (1) Month of April, 1944.
  - (a) 1 April: Commissioned; 45, Enlisted 209
  - (b) Net increase; Commissioned; 3, Enlisted; 23
  - (c) Net decrease; Commissioned; None, Enlisted; None
  - (d) 30 April: Commissioned; 48, Enlisted; 232

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**CONFIDENTIAL**~~SECRET~~**d. Stations.**

- (1) Alto L.G., Corsica.
  - (a) Date of arrival 28 March 1944.

**e. Movements.**

- (1) From Cercola L.G., Italy to Alto L.G., Corsica.
  - (a) Change of station.
  - (b) Rear echelon departed Cercola L.G., Italy 2 April 1944, arrived Ajaccio, Corsica 5 April 1944, arrived Alto L.G., Corsica 6 April 1944.
  - (c) Method of travel, motor convoy from Cercola L.G. to Naples, LCT (H.M.S. Thuister) from Naples to Ajaccio, motor convoy from Ajaccio to Alto L.G.
  - (4) Condition of roads: good.  
Weather for entire move: very favorable

**f. Campaigns.**

- (1) Italian
- (2) Duration: 18 September 1943. Still in progress.

**g. Operations.**

- (1) Campaign: Italian
- (2) Nature of operations: Dive Bombing.
- (3) Number of Missions 1 April through 30 April 45 43
- (4) Results of most important mission:
  - (a) Mission 6 April 1944.  
6 Italian Torpedo bombers destroyed and 2 Italian Torpedo bombers damaged in aerial combat.  
2 destroyed, 2 damaged by Captain Louis Frank.  
1 destroyed, 1 damaged by Major C. A. Chamberlain.  
3 destroyed by Lt. J.J. Lenihan  
2 damaged by Lt. R.K. Nevett.
  - (b) Mission 14 April 1944.  
2 Me 109's destroyed by Capt. P.L. Carll.  
1 Me 109 destroyed by Capt. M.C. Mc Carthy  
1 FW 190 damaged by Lt. C. P. Neese.

**h. Commanding Officers in important missions.**

- (1) Captain Louis Frank III led mission on 6 April 1944 on which 6 Italian Torpedo bombers were destroyed and 2 more damaged.
- (2) Capt. James S. Novy led mission on 14 April 1944 on which 3 Me 109's were destroyed and 1 FW 190 was damaged.

**i. Losses in action; Officers and men.**

- (1) Mission on April 1944, in engagement with enemy aircraft.
  - (a) Lt. Neal H. Gunderson, missing.
- (2) Strafing mission 20 April 1944, Capt. E.L. Franklin, missing in action.
- (3) Dive bombing and strafing an enemy ammunition dump on 20 April 1944, Major Arthur E. Eron, missing in action.

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- j. No officers of this Squadron have distinguished themselves in action during the period covered by this report.
2. Inclosed are War Diary, 64th Ptr. Sq., for the period 1 April 1944 to 30 April 1944. Two Special Accounts for the month of April.

For the Commanding Officer:

*Earl D. Lovick*  
EARL D. LOVICK,  
Captain, Air Corps.  
Intelligence Officer.

Incl:

War Diary  
Special Accounts (2)

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Sheet No. -1- War Diary

64th Fighter Squadron, 57th Group

Month of March 1944

Prepared by EARL D. NOVICK, Capt., A.G

Day

EVENTS

1. "A" party, the advance echelon, moved out from Amendola L.G. by motor convoy, en route to Cercola L.G. near Naples. The trip, of one hundred and fifteen miles, took approximately seven hours. The journey itself was quite interesting for it was through the mountains, but as the weather was bad and it rained for a good share of the time, it's scenic values were not enjoyed by the travelers as they might have been if the weather was more favorable.
2. The detachment at Cercola L.G. was concerned with getting the camp set up during the day. The field is shared with another Fighter Group, the 324th so the area is quite crowded. The bivouac area is located in a grove of trees a short distance from the field. All 3 squadrons and Group Headquarters live in the same area. The field itself is long for a fighter base but it is extremely dusty which will be an inconvenience as well as making maintenance of the planes more difficult.
3. The planes arrived from Amendola L.G. in the afternoon and the rear ground echelon arrived at the field in the early evening. A house in the town of San Sebastiano was rented from the owner in Naples and will be used for Officers Quarters. There is sufficient room for all the officers and it was rented partially furnished, so it will be very satisfactory for a club and living quarters. One new pilot joined the Squadron, Lt. Brown.
4. The weather today has been very poor. It rained during most of the daylight hours making flying impossible. Mail came in however, which helped morale to compensate for the depressing weather.
5. The weather continues to be bad today, so that no flying is possible. A small amount of mail came in. Members of the squadron get one of their biggest treats since being overseas today, this was the issue of 3 coca-colas to each man. These were greatly appreciated.
6. Rain again today which makes things very miserable for all. It is difficult for the ground crews to do any work on the planes in such weather.
7. The weather has improved somewhat today. The ground crews have been chiefly concerned with work on the planes. Many of these planes are new from assembly depots and they have been making small modifications and preparing them for combat.
8. Eight new planes arrived from the assembly depot today. This will be more work for the ground crews preparing them to meet the enemy. Many of them do not have air filters in them and they are a considerable task to install. On this field they are quite necessary because of the thick dust on the field. A large amount of mail came in today which was well received by all.
9. Two officers, Captains' Harold P. Sparks, and Rondel W. Hendricks arrived from England to be on attached service with this Squadron for a short time. The purpose of their stay with this Squadron will be to study and observe close support operations as practiced here.

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Sheet No. - 3 - War Diary

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64th Fighter Squadron, 57th Group

Month of March 1944

Prepared by EARL D. LOVICK, Capt. A.C.

Day

EVENTS

18. Another dive bombing mission today against enemy ground communications. The target was a railroad bridge in the area North of Rome and this was successfully bombed. The P-47 is proving itself to be an effective weapon in low altitude operations although it was designed and built for operations at high altitudes. Mount Vesuvius, which is but a short distance from our field, began an eruption. Late in the evening a red stream of molten lava could be seen pouring out of the crater of the mountain and running down its slopes. 1st Lt. Edward A. Liebing and S/Sgt. Harold P. Corey were killed in an aircraft accident. Major Exon the Squadron Commander was presented with the Distinguished Flying Cross by Major General Saville.
19. The Squadron had one dive bombing mission again today near the town of Piedmonte, where the Germans had a supply dump. The center of interest however was on Mount Vesuvius which pours out great billows of smoke and lava can be seen running down the mountain in a steady stream. It is interesting to watch but all realize the results may be catastrophic.
20. Chemical factories in Fontana Livi were dive bombed today by our P-47's with outstanding results. The bomb coverage was very good and photo reconnaissance showed that great damage resulted. Baggage of the officers was moved out of their building in San Sabastiano because the lava from erupting Vesuvius is getting dangerously close. 3 trucks were detailed to stand by in the event of a forced evacuation.
21. The officers were forced to evacuate their building in San Sabastiano at 2 A.M. because of the flood of lava which was getting dangerously close to the town. By morning the smoking and molten lava had reached the building which the officers had evacuated. By nightfall the town was surrounded and many of the buildings had succumbed to the pressure and heat exerted by the oncoming flow of lava.
22. The officers are now set up in the bivouac area occupied by the enlisted men. The neighboring mountain continues to belch large amounts of molten rock which continues to flow down the mountain reaching further and further down its slopes. The planes are flown off the field each night to Marcianese A.D., as a precaution against a change in the wind which would blow the cinders and ashes of the volcano our way and bury all. There is enough transportation in the squadron to move personnel if such a move becomes necessary.
23. Mail arrived in the squadron today, pleasing all. The PX rations have been very good of late and distribution is made regularly of them. In addition to this, the food rations at this field have been very good. There has been plenty of fresh meat and vegetables which are a welcome change. Today "A" party, the forward ground echelon, moved out of this field to the staging area near Naples en route for Alto L.G., Corsica.

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Sheet No. - 4 - War Diary

64th Fighter Squadron, 57th Group

Month of March 1944

Prepared by EARL D. LOVICK, Capt. A.C.

Day

EVENTS

24. On a mission North of Rome in the morning, the Squadron engaged ten plus Focke-Wolfe 190's and in the engagement which followed Capt. Nuding was successful in destroying one, while Lt. Abercrombie damaged another. From this mission Lt. Loyst M. Towner is missing. In the afternoon Lt. Herman F. Routh was killed on a local flight when his plane crashed about a mile from the field. The forward echelon of the Squadron loaded on H.M.S. "Bruiser" an L.S.T. in Naples harbor.
25. The "A" party left Naples harbor en route to Corsica.
26. "A" party arrived in Ajaccio harbor, Corsica in the late afternoon where they unloaded from their ship and proceeded to a staging area to spend the night.
27. "A" party left the staging area en route for "Alto" L.G. They travelled by motor convoy for one hundred miles and camped for the night.
28. "A" party continued by convoy to Alto L.G. arriving there at 1230 hours. Camp was set up near the field in a wooded and grassy area which was quite pleasant. The field was built by American engineers and is large, for our planes. There is a large dispersal area with hard stands for the planes. The runway is somewhat dusty but is an improvement in this respect over Cercola.
29. Final preparations were made at Alto to receive the incoming planes and to accommodate the remainder of the squadron when they arrived. From Cercola L.G. on a mission N of Rome, Major Exon destroyed one Me 109 in aerial combat and Lt. Lenihan damaged one.
30. The planes left Cercola L.G. for Alto L.G. Corsica. In a mission 16 of them participated in en route to the new field Lt. Abercrombie's plane was hit by enemy anti aircraft fire and he was forced to land his plane in the water, 5 miles off enemy held shores. He got into his dinghy and his wingman Lt. Rawson, circled above until the arrival of a "Walrus" plane which picked Lt. Abercrombie up and returned him to Marcianese A.D. He was picked up in just over an hour in the water. He was taken to the infirmary but suffered no ill effects at all from his "swim". 1st Lt. W.F. Nuding and 1st Lt. P.L. Carll were promoted to Capt. F/O M. D. Holmes commissioned a 2nd Lt.
31. A G-47 took some of the remaining men to Alto L.G. The rear echelon prepared to move to the staging area prior to sailing for Corsica.

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Sheet No. - 1 - War Diary

64th Fighter Squadron, 57th Group

Month of April 1944

Prepared by EARL D. LOVICK, Capt., A.C.

Day

EVENTS

1. This Squadron's first operational take off from this field was today. It was a dive bombing mission to dive bomb the railroad bridges near Arezzo, Italy. Good results were obtained by bombing and two railway trains were strafed with good results. Lt Brown when strafing ran through a large tree which severely damaged his plane but he was able to fly it back and land successfully at this field. Lt's M.D. Holmes and G. A. Blédnick left the Squadron today to return to the United States. Both pilots have been flying with the Squadron since May of 1943 when we were stationed in Tunisia.
2. There were two missions for the Squadron today both of them being directed against rail lines in central Italy. The bombing on both missions was successful for the targets attacked were well hit. Mail arrived in the Squadron. The rear echelon left Cercola, L.G. and boarded "H.M.S." Thruster, an LCT, bound Corsica.
3. There was only one mission today a dive bombing attack against a railway bridge in the Siena area, the bridge was demolished. There was an oprn air movie in the evening.
4. A soft ball league has been organized among the Squadrons and Group Headquarters. Plans for a tournament are being made, and playing will begin soon.
5. The major part of the Squadron had not been paid the first of the month because they were on the move. Pay day for them was today. There was an open air movie at Group Headquarters in the evening.
6. Today was very significant as far as operations are concerned. On a dive bombing mission in the early afternoon a high way bridge was knocked out and in the late afternoon a four plane recce intercepted a flight of eleven Italian torpedo bomber planes, and succeeded in destroying six of them. The only damage suffered by any of our planes were a few holes which Lt. Nevett's plane received, he was uninjured and the plane is very easily repaired. The rear echelon arrived from Cercola L.G. The LCT they had been aboard docked at Ajaccio the 5th April and the party proceeded here by motor convoy.
7. The Squadron suffered a fatality today. The planes were coming in from a mission when a hung up bomb from one of the planes dropped on the runway and exploded, killing S/Sgt. Howard Weinstack near our operations tent.
8. The weather today was poor permitting only one four plane mission, on a weather recce flight. The weather was found to be bad over Italy as well so there were no further operations.
9. There was a softball game in the evening and that was followed by a movie.

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Sheet No. - 2 - War Diary

64th Fighter Squadron, 57th Group

Month of April 1944

Prepared by EARL D. LOVICK, Capt., A.C.

Day

EVENTS

10. There were two missions today which were directed against railway targets in central Italy. Results of both of them were good, the the tracks were cut both times.
11. Today there were three missions directed against railway targets in central Italy. All three of these were successful for the tracks were cut on all three missions. There was another open air movie in the evening.
12. One very successful mission this morning. On a dive bombing mission the tracks were cut by bombing, and by strafing three railway engines were destroyed, twenty five railway wagons were damaged, and an electricity generating plant was severely damaged. In the afternoon a three span railway bridge was attacked and two spans were completely knocked out. A small amount of mail came in, the first in some time, so it was most appreciated.
13. The weather was bad today, the only operations being one four plane weather recon mission.
14. On a dive bombing mission in the morning the railroad near Arezzo was successfully bombed. After bombing the planes engaged a formation of thirty-two plus enemy fighters near Lake Bolsena. Captain P. L. Carll succeeded in destroying two Me 109's, Captain McCarthy, who received notice of his promotion from 1st Lt. today destroyed another Me 109 and Lt. Neese probably destroyed a F.W. 190. Lt. N.H. Gunderson is missing in action from the mission.
15. A large amount of mail arrived today, which was most appreciated by all. There were two dive bombing missions against railways in Central Italy today, both of which were successful. In the evening the 64th F. Sq. officers softball team played the 65th officers with 64th winning.
16. Again the weather was too poor to permit any operations. In the evening a band composed of members of the 340th A.A. played a concert for the Squadron in the Officers Club. Mail came in again today, to the satisfaction of all.
17. Poor weather today did not permit any operations for the Squadron.
18. Weather permitted operations today and two dive bombing missions were ordered off against the railroads near Poggibonsi. Both were successful. In the evening the 817th Engineer band played for members of the Squadron and were very much enjoyed. After the band's appearance, there was a movie.

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Sheet No. - 3 - War Diary

64th Fighter Squadron, 57th Group

Month of <sup>April</sup>~~March~~ 1944

Prepared by EARL D. LOVICK, Capt. A.C.

Day

EVENTS

19. Orders came through promoting 1st Lt. J.D. Moore, "D" flight leader to Captain. There were two missions today against rail targets in Central Italy. The rail lines ~~were~~ lines were cut in two different places, five trucks were destroyed and thirty rail road wagons were damaged by strafing, and an ammunition dump was strafed with good results.
20. This was a sad day for the Squadron, two pilots being lost, one of them the Squadron Commander, Major Arthur E. Exon. On a strafing mission in the morning Captain Franklin, who was on D.S. with the Squadron from a P-47 Group in England, was strafing a truck when his belly tank exploded and his plane was seen to hit the ground. In the afternoon Major Exon was leading a dive bombing mission against the ammunition dump which was strafed yesterday, and after bombing, Major Exon went down to strafe the ammunition piles, one of which exploded and caught his plane. He however was seen to bale out and hit the ground safely. Captain Louis Frank III assumed command of the Squadron. In the evening there was a movie, in the open air theatre.
- 21.. The weather was bad today so no missions were possible. Four new pilots arrived in the Squadron. Ten enlisted men and two officers went on leave to Capri rest camp. In the evening Captain George Street the Army Liaison Officer from Group Headquarters came over and gave a talk to the officers and enlisted men on the current war situation in this theatre.
22. There were three missions today, ~~one~~ directed against shipping targets on the Western coast of Italy. There was ~~also~~ two other missions that were directed against rail targets in Central Italy. There was a movie in the evening.
23. There were two missions today against rail communications. Both were successful in cutting the railway. Six new pilots arrived in the Squadron. Mail arrived today.
24. Today was a happy day for two members of the Squadron, T/Sgt. William J. Knupp, and Cpl. Oren L. Carneal left for the United States on the rotation program. Although they said they were sorry to leave the Squadron and the men they had been with so long they were naturally glad to be returning home.
25. The 6755th Ordnance Company has been dissolved and the personnel of it have been divided up between the Squadrons. Today 1 officer, 1st Lt. Robert A. Cohler and ten enlisted men were assigned to the Squadron. Captain Paul L. Carll a flight leader left the Squadron to return to the United States. Captain Carll has been flying with the Squadron since May of 1943 and was very popular with both enlisted men and officers. His presence will be missed. There was again mail from home today.

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Sheet No. - 4 - War Diary

64th Fighter Squadron, 57th Group

Month of April 1944

Prepared by EARL D. LOVICK, Capt. A.C.

Day

EVENTS

26. The weather was bad today so no operations were possible. Colonel Salisbury, the former Group Commander arrived back in the Group for a few days visit.
27. The weather continued bad today permitting no operations. There was a movie in the evening.
28. There were three missions today, all being successful in hitting the enemy's communication lines in Central Italy. Four pilots flew to Italy and returned to the Squadron with four new planes. Lt. Neese left for the States for a thirty day furlough there, and Sgt. Beck left for home on the rotation program.
29. Captain McCarthy, a flight leader, and Captain Novy the operations officer left for the United States to spend a thirty day furlough there. The two officers and ten enlisted men returned from their rest leave on Capri.
30. There were two missions today directed against the enemy's rail communications in Central Italy. Almost the entire effort this Squadron has exerted for the past month has been against enemy communications and operations have been most successful. Except when weather hindered operations, this Group kept almost all rail lines unserviceable as well as destroying a goodly amount of railway rolling stock, and destroying by strafing many trucks, which the enemy has had to rely more heavily upon when his rail lines have been subjected to frequent attacks, slowing up, or stopping altogether all rail traffic. As usual the month was brought to a close with pay call.

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**CONFIDENTIAL**HEADQUARTERS SIXTY FOURTH FIGHTER SQUADRON  
A.P.O. # 650, US ARMY

7 May 1944

SUBJECT : Special Accounts for April 1944 - I  
TO : Commanding General, XII Air Force.

1. The following is the account of a mission participated in by Captain Louis Frank III, Major C. A. Chamberlain, Lt's. J. J. Lenihan and R. K. Nevett, on 6 April 1944:

The planes were ordered off on an armed recce from Florence to Lake Bolsena to pick out possible railroad targets for future missions and to attack any targets of opportunity which presented themselves.

Between Orvieto and Florence two trains were strafed, one of twelve cars, the other contained 15 cars. On the first train three cars were definitely damaged, on the second three further cars were damaged and the engine was left in flames.

When approximately six miles South of Florence eleven Italian torpedo bombers were sighted, and our planes immediately dove to attack them. The enemy formation split into two groups one of six the other of five planes. Captain Frank, the flight leader, attacked the group of six, and in his words his story follows: "We saw the enemy formation below us and immediately positioned ourselves for an attack. The planes split into two sections, I started after one section with my wingman following. As one of the bombers came into my sights, I pushed the button, and saw tracers go into the left engine and fuselage, and the whole plane caught fire and spun right into the deck. It couldn't have been more than ten seconds later that another enemy bomber made the mistake of getting into my gun sight and with only a short burst he was on fire and spinning in. My wingman saw him hit the ground and explode. I saw another bomber a short distance away. I fired on him and saw hits on the fuselage, and my wingman, Lt. Nevett, also got in some target practice and his guns were true with strikes near the cockpit, but this one was a little tougher, our planes were faster and overshot him, and by the time we were able to turn about he had disappeared.

There were no more enemy planes to be found so I started gathering the flight together. We reformed and returned to base."

Lt. Lenihan, flying wing position, also got in on a bit of sport and it turned out that his luck was the best of the four pilots, for he was able to knock down three of the bombers. His story follows:

"Well, there we were flying along peaceful like when the enemy formation was spotted. I followed my leader down and then got in on the fun. One of the bombers was right in front of me, I pulled the trigger and that plane was in flames and spinning down to the ground. I then banked to the left and another one was in my sights, and with a short burst he was in flames and he hit the ground a mass of fire. I had to look around a bit for the third one, but after locating him it didn't take long to finish him off. He caught fire like the first two and spun in. I've never seen anything like it. By that time there were no more to be found, so the only thing left to do was to get back in formation and come home."

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Of this mission Major Chamberlain, the element leader said, "It all happened pretty quickly. There were eleven of them at first so I pitched right in and started shooting like the others. I saw Captain Frank get one and also Lt. Lenihan get another, I singled one out and fired a couple of bursts at him before he caught fire, but when it did start to burn there was nothing could have put it out. It hit the ground a mass of flames. I did see one man jump and his parachute open, however, before it started its' last spin. I only had the opportunity to fire at one other plane, and there were plenty of hits on it, for many pieces flew off, but it wouldn't burn, and I lost it before the job could be finished. By that time, all the others had been taken care of or had disappeared. It's a good thing for them they all scattered when we started the attack. If they had stayed in formation we would have got them all."

For the Squadron COMMANDER:

*Earl D. Lovick*  
EARL D. LOVICK  
Captain, Air Corps.  
Intelligence Officer.

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AC 33J

**CONFIDENTIAL**HEADQUARTERS SIXTY FOURTH FIGHTER SQUADRON  
A.P.O. #650, U.S. ARMY

7 May 1944

SUBJECT : Special Account of 14 April 1944 - II

TO : Commanding General, XII Air Force.

1. On 14 April 1944, Captain Paul L. Carll was leading yellow section to dive bomb a railroad bridge near Bucine, Italy. The bridge was successfully bombed and the flight continued on to recce the rail lines South toward Viterbo. As the formation approached Lake Bolsena, a formation of thirty-two enemy fighters were sighted. Red section engaged a flight of twelve of these. Captain Carll immediately saw the numerical disadvantage they suffered so he immediately went to their aid. The story continues from here in his words:

"I climbed up to the level of the enemy and got in the scrap. An Me 109 came up from under me and pulled up in front, I pulled the trigger, he flew into my tracers and exploded; it was the darndest thing I've ever seen. I started to turn and noticed another one coming in at me with no good intentions, so I dove and Gerry overshot me, I then got on his tail, and got in a good burst on a thirty degree deflection shot, there were strikes on his engine and cockpit and he spun in. About this time I heard a rattle and my controls froze up, some of those Gerries can really shoot. I managed to get my plane under control and stayed with the others until we started back for base. There was a bit of trouble getting the plane landed in the shape it was in, but I got it on the ground so all was well."

For the Squadron COMMANDER:

*Earl D. Lovick*  
EARL D. LOVICK  
Captain, Air Corps.  
Intelligence Officer.

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AC 330