

Sa. BOMB-553-H1
Aug 44

X

Classification canceled (changed to *Unclass*)
by authority of *EO 386* *Frank App*
by *CC Oster* *Maj* date *15 Nov 45*

RESTRICTED

MICROFILMED

X

SQ-BOMB-533-H1
AUGUST 1944

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553RD BOMBARDMENT SQUADRON (M) AAF
386TH BOMBARDMENT GROUP (M) AAF
APO #140, U.S. ARMY

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RESTRICTED

19 September 1944

SUBJECT: Unit History.

TO : Commanding Officer, 386th Bombardment Group (M) AAF, APO #140,
U. S. Army.

In compliance with letter 314.7, Headquarters Ninth Air Force, subject: "Instructions for the Guidance of Historical Sections of Commands" dated 4 January 1944, the following information is submitted covering the history of the 553rd Bombardment Squadron for the month of August 1944:

- a. Organization: Negative.
- b. Strength: 100 Officers and 396 Enlisted Men.
- c. Date of arrival at and of departure from each station occupied in ETO: Negative.
- d. Losses in action: None.
- e. Awards and decorations earned by officers and enlisted men of this organization during August are as follows:

	3rd SOLC to A.M.	14th Cluster to A.M.	13th Cluster to A.M.	12th Cluster to A.M.	11th Cluster to A.M.
No. Officers earned award:	1	0	2	13	16
No. E. M. earned awards:	0	1	3	7	19
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	2nd SOLC to A.M.	9th Cluster to A.M.	8th Cluster to A.M.	7th Cluster to A.M.	6th Cluster to A.M.	1st SOLC to A.M.
No. Officers earned award:	10	10	4	4	1	1
No. E. M. earned award:	13	8	5	4	5	3

	4th Cluster to A.M.	3rd Cluster to A.M.	2nd Cluster to A.M.	1st Cluster to A.M.	Air Medal
No. Officers earned award:	2	6	12	13	14
No. E. M. earned award:	5	6	17	11	21

- f. Awards and decorations received by officers and enlisted men of this organization per Hq IX BOMBER COMMAND General Orders as follows:

Awards per General Order #144, dated 3 August 1944:

- 14th Oak Leaf Cluster to A.M. - 1 Officer and 1 E.M.
- 13th Oak Leaf Cluster to A.M. - 2 Officers and 2 E.M.
- 12th Oak Leaf Cluster to A.M. - 0 Officers and 4 E.M.
- 11th Oak Leaf Cluster to A.M. - 2 Officers and 5 E.M.

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Ltr. subj: ~~Unit History and 19 Bomb Sq~~ Bomb Sq (cont'd)

Awards per General Order #144, dated 3 August 1944, (cont'd)

2nd SOLC to A.M. - 6 Officers and 4 E.M.
9th Oak Leaf Cluster to A.M. - 4 Officers and 0 E.M.
8th Oak Leaf Cluster to A.M. - 1 Officer and 7 E.M.
7th Oak Leaf Cluster to A.M. - 2 Officers and 0 E.M.
6th Oak Leaf Cluster to A.M. - 0 Officers and 2 E.M.
1st SOLC to A.M. - 0 Officers and 1 E.M.
4th Oak Leaf Cluster to A.M. - 2 Officers and 3 E.M.
3rd Oak Leaf Cluster to A.M. - 1 Officer and 1 E.M.
Air Medal - 3 Officers and 0 E.M.

Awards per General Order #147, dated 6 August 1944:

Air Medal - 0 Officers and 1 E.M.

Awards per General Order #150, dated 10 August 1944:

11th Oak Leaf Cluster to A.M. - 1 Officer and 0 E.M.
2nd SOLC to A.M. - 1 Officer and 2 E.M.
8th Oak Leaf Cluster to A.M. - 2 Officers and 1 E.M.
6th Oak Leaf Cluster to A.M. - 0 Officers and 1 E.M.
2nd Oak Leaf Cluster to A.M. - 0 Officers and 3 E.M.
1st Oak Leaf Cluster to A.M. - 1 Officer and 1 E.M.

Awards per General Order #153, dated 13 August 1944:

4th Oak Leaf Cluster to A.M. - 2 Officers and 1 E.M.
3rd Oak Leaf Cluster to A.M. - 2 Officers and 6 E.M.
2nd Oak Leaf Cluster to A.M. - 1 Officer and 0 E.M.
1st Oak Leaf Cluster to A.M. - 3 Officers and 6 E.M.
Air Medal - 1 Officer and 0 E.M.

Awards per General Order #155, dated 15 August 1944:

14th Oak Leaf Cluster to A.M. - 1 Officer and 0 E.M.
13th Oak Leaf Cluster to A.M. - 0 Officers and 1 E.M.
12th Oak Leaf Cluster to A.M. - 4 Officers and 3 E.M.
11th Oak Leaf Cluster to A.M. - 2 Officers and 0 E.M.
2nd SOLC to A.M. - 5 Officers and 5 E.M.
9th Oak Leaf Cluster to A.M. - 0 Officers and 1 E.M.
8th Oak Leaf Cluster to A.M. - 3 Officers and 2 E.M.
7th Oak Leaf Cluster to A.M. - 0 Officers and 1 E.M.
6th Oak Leaf Cluster to A.M. - 0 Officers and 1 E.M.
1st SOLC to A.M. - 3 Officers and 3 E.M.

Awards per General Order #161, dated 21 August 1944:

13th Oak Leaf Cluster to A.M. - 0 Officers and 3 E.M.
12th Oak Leaf Cluster to A.M. - 2 Officers and 2 E.M.
11th Oak Leaf Cluster to A.M. - 9 Officers and 6 E.M.
2nd SOLC to A.M. - 6 Officers and 3 E.M.
9th Oak Leaf Cluster to A.M. - 2 Officers and 7 E.M.

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Awards per General Order #161, dated 21 August 1944 (cont'd)

8th Oak Leaf Cluster to A.M. - 2 Officers and 0 E.M.
7th Oak Leaf Cluster to A.M. - 0 Officers and 2 E.M.
6th Oak Leaf Cluster to A.M. - 2 Officers and 3 E.M.
1st SOLC to A.M. - 0 Officers and 1 E.M.
4th Oak Leaf Cluster to A.M. - 1 Officer and 1 E.M.
2nd Oak Leaf Cluster to A.M. - 4 Officers and 4 E.M.
1st Oak Leaf Cluster to A.M. - 2 Officers and 1 E.M.
Air Medal - 5 Officers and 6 E.M.

Purple Hearts Awarded per General Order #146, dated 5 August 1944:

Purple Hearts - 1 Officer and 2 E.M.

g- Important events which occurred throughout the month of August 1944 in this Squadron are summarized as follows:

1 August 1944

As during the previous month only targets in France were bombed during August. A railroad bridge at Chateau du Loir which was an important link in the German withdrawal from the Normandy Peninsula was bombed out of usefulness by our flights today. The hits ranged from fair to excellent. The damage was inflicted by 1000 lb. bombs. There was no opposition. The pilots were Capt L. C. Meyers and Lts Fugit, Rutt, Marquis, LaTourrette, Henry and Boersema.

2 August 1944

A spectacular bombing was completed today when our bombs hit an area near Le Lupe containing approximately 20,000 tons of shells and ammunition. Oblique pictures taken after the bombs struck show innumerable secondary fires and explosions and much smoke. Prisoners who witnessed the bombing state that most of the area was hit. This Group received a commendation from General Brerton for the results achieved on this mission. 100 lb. fragmentation bombs were dropped. There was no opposition. The pilots were Maj Dewhurst and Lts Richardson, Crisman, Nelson, Lytle, Goodwin, Henry, Harris and Young.

6 August 1944

Another fuel dump at Foret De Perseigne was left blazing after another outstanding bombing rated as good to excellent. Lt. W.E. Smith of this Squadron led a box while Lt. H.P. Dye navigated and Lt. Smith released his bombs well within the designated area. 100 lb. fragmentation bombs were again dropped. There was moderate to heavy flak near the target causing the loss of one plane of the formation. The pilots were Col Kelly, and Lts Harris, Richardson, Hodge, Rutt, Henry and Adams and Capt Klimovich.

After reloading with 100 lb. fragmentation bombs this afternoon, the planes were flown to a fuel dump and ammunition storage area at Foret Dandaine.

Here the bombs were dropped on the target area causing numerous fires and explosions. The area was attacked in flights with results varying from fair to excellent. There was no opposition. Correction: 100 lb. demolition bombs were dropped during the missions of August 2nd and 6th instead of 100 lb. fragmentation bombs. The pilots for the mission this afternoon were Maj Dewhurst and Lts Worden, Crisman, Rauh, Marquis, Scott, Lytle, Boersema, and Fensler.

7 August 1944

An ammunition dump south of the enemy lines in Normandy near Le Lude was the object of the attack today. Although observations were somewhat limited, which hampered observations of the results, photographs indicate that the bombing was good. Each plane dropped the usual load of twenty-eight 100 lb. demolition bombs. There was no opposition. The pilots were Capt Klimovich and Lts Fugit, Young, Dismukes, Rutt, Royer, R.T. Harris, Scott and Sentner.

8 August 1944

IX Bomber Command cited today's bombing of the railroad bridge at Joigny Le Roche as an example of precision bombing and circulated a photograph of the bombed bridge showing eighteen railroad cars in various positions on portions of the bridge left standing. An adjacent marshalling yard was also hit. When American troops captured the bridge sometime later it was still demolished. The damage was done by 1000 lb. bombs. There was no opposition. The pilots were Col Hankey and Lts Rauh, Scott, Crisman, Dismukes, Marquis, Boersema, Lytle and R.T. Harris.

9 August 1944

Transportation facilities behind the enemy lines were further crippled by our 1000 lb. bombs this morning in the destruction of the railroad bridge across the Oise River at Beaumont Sur Oise. The photograph shows smoke rising directly over the bridge indicating the accuracy of the bombing rated as good to excellent. A commendation was received from General Brerton for the destruction of the bridge. Lt. W.E. Smith scored direct hits on the bridge. The opposition was negligible. The pilots were Col Kelly and Lts Scott, Klimovich, Harris, Sentner, Young, L.C. Meyers, Henry, Richardson and Worden.

Again this afternoon good to excellent bombing results were obtained when an embankment supporting a railroad important to the enemy for supplying the Paris area, was hit by many of our bombs. Some days later when our troops arrived at the embankment it was still unrepaired. Each plane dropped eight 500 lb. demolition bombs. The railroad embankment is near Epernon. There was no opposition during the mission. The pilots were Maj Dewhurst and Lts Lytle, Crisman, Dismukes, Nelson, Fugit, Harris and Sentner.

10 August 1944

Limited visibility caused one of the two boxes to turn back without bombing the target while the second box completed the bombing with their 2000 lb.

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bombs. From all available information the results were only poor to fair. The target was the railroad bridge at Fismes. Heavy, accurate flak was encountered near the target inflicting damage on a number of planes. The pilots were Maj Dewhurst, Capt Klimovich and Lts Nelson, Adams, Sentner, Rauh, Crisman, Cummings, and Royer and Col. Hankey.

11 August 1944

The railroad bridge at Creil was bombed with good results putting it out of commission for some time. This bridge was important because the railroad carried component parts for the underground flying bomb sites near the French coast. Col Kelly led with Lt. Smith as lead bombardier and Lt. Dye as navigator. The load was two 2000 lb. bombs. Heavy, accurate flak was encountered near the target causing the loss of one Marauder. The pilots were Col Kelly and Lts Marquis, Dismukes, Sentner, Richardson, L.C. Meyers, Rutt, Henry, Fugit and Nelson.

12 August 1944

Our Squadron completed its first mission with the Group of mining roads from the air. The roads in this instance were the German retreat routes from the Falaise pocket, and the mines consisted of bombs with delay fuses. Four 1000 lb. demolition bombs were dropped by each plane. The location of the bombing is given as the Flers area. Naturally the results are unknown. Moderate to heavy flak over the area was seen. The pilots were Maj Dewhurst and Lts Adams, Worden, Marquis, Rutt, Scott, Henry, Boersema, and Layne.

13 August 1944

Again today the German retreat routes were "mined" from the air - this time in the Lisieux Bernay area. 250 lb. demolition bombs were dropped. This time, however, results of the bombing were obtained and the rating was fair to excellent. There was no opposition. The pilots were Col Hankey, Maj Hoover and Lts J.H. Meyers, Dismukes, Lytle, Dillon, Cummings, Richardson and Harris.

14 August 1944

Two targets were bombed today with results varying from very good to excellent. Five of the six flights bombed the railroad bridge at Esternay with their 1000 lb. bombs and wrecked a large portion of it. The sixth flight experienced a bomb rack malfunction over the target and clearing it later they went on to bomb a railroad terminus at Rivercourt. This latter bombing was cited by IX Bomber Command for the results obtained. There was no opposition. The pilots were Col Kelly and Lts Marquis, Fugit, Harris, Hodge, Dillon, Douglass, Rutt and Adams.

15 August 1944

Today's bombing was rated as excellent. The target was a fortress consisting of heavy guns which were firing on the harbor at St. Malo. Bombing in flights, the planes bombed in tight patterns and direct hits were scored

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on the fortress. The load was sixteen 250 lb. bombs. There was no opposition. The pilots were Capt Klimovich and Lts L.C. Meyers, Cummings, Harris, Dismukes, Lytle, Sentner, J.H. Meyers and Goodwin.

16 August 1944

The target this afternoon was the railroad bridge at Fismes, but inclement weather intervened and the formation turned back.

17 August 1944

Poor visibility persisted again today, but our planes completed the bombing of the railroad bridge at Pont Authou. Limited observations made observations of the results uncertain. 1000 lb. demolition bombs were dropped. There was no opposition. The pilots were Lts Lytle, Harris and Fansler.

18 August 1944

An ammunition dump near Beaumont Sur Oise was attacked by our planes today with 500 lb. bombs. Despite heavy flak over the target the bombs were dropped with fair to good results. The planes sustained flak damage and one plane was lost. The pilots were Col Kelly, Maj Hoover and Lts Marquis, Dillon, Fugit, R.T. Harris, J.H. Meyers and Cummings.

25 August 1944

Attacking in flights, our planes bombed a strongpoint which was defending Brest harbor and the German rearguard which has been destroying the dock facilities. Two of the flights scored direct hits on the guns while the others inflicted only partial damage. The results were rated from poor to excellent. Lt. Behrens of this Squadron led his flight to an excellent bombing. 100 lb. general purpose bombs were dropped. Slight, inaccurate flak was seen near the target. The pilots were Col Hankey and Lts Dismukes, Douglass, Goodwin, Rutt, Adams, Harris, Swenson and Sentner.

26 August 1944

A target area near Bois de Mont containing a fuel dump was well covered by the bombs from our planes which attacked in flights. Bombing results were good to excellent. Capt. W.E. Smith's bomb pattern was especially good dropping directly across its share of the target. The bombing was commendable in view of the fact that it was difficult to identify in the trees the location of the target. Numerous secondary explosions were seen after the bombing. 100 lb. demolition bombs were dropped. There was no opposition. The pilots were Maj Hoover and Lts Harris, Cleveland, Douglass, Swenson, Richardson, Cummings, J.H. Meyers and Capt Fugit.

27 August 1944

Dock facilities in Rouen on the south bank of the river Seine were bombed by our planes today to prevent the enemy from escaping across the river to

the north. This bombing was in close support of the ground troops, especially the American VII Army Corps. 260 lb. fragmentation clusters were dropped in results that varied from fair to good. There was moderate to heavy flak and fairly accurate over the target. The pilots were Capts Adams and Lytle and Lts J.H. Meyers, Cummings, Dismukes, Hodge, Sentner, Harris and Rutt.

28 August 1944

An ammunition dump in the Compiègne Forest was hit by our planes attacking in flights. The 500 lb. incendiary clusters were dropped with results varying from poor to excellent. As the airplane piloted by Capt Fugit neared the target, the right engine caught fire and the airplane had to turn back. With one engine and the airplane losing altitude, Lt. Dye navigated the plane over a secondary target where Lt. W.E. Smith with only three minutes to recompute the bombing data and reset the bomb sight, released the bombs squarely on the target, an ammunition dump near Ham, causing tremendous explosions and huge fires. The airplane continued to lose altitude and south of Amiens it was hit by light flak necessitating a crash landing which was carried out barely behind the American advance lines. The pilots for today's mission were Capt Fugit and Lts Harris, Dillon, J.H. Meyers, Cleveland, Douglass, Dismukes, Hodge and Rutt.

30 August 1944

155 m.m. guns situated on the Isle de Cezembre and firing on the shipping entering and leaving St. Malo were bombed by our planes today. The 1000 lb. bombs were dropped with gross to fair results. Bombing was difficult due to inclement weather. There was no opposition. The pilots were Col Hankey, Maj Hoover and Lts Goodwin, Dismukes and Swenson.

Miscellaneous

The number of excellent bombings completed by the Group during August almost rivaled the excellent bombing record of May when numerous bridges over the Seine were destroyed in preparation for the invasion. Many of the bombings were in support of the spectacular American push across France. Twelve A-26 airplanes arrived during August and were assigned to this organization. Also assigned to this Squadron were one line chief and seventeen crew chiefs for the A-26's. In addition, twenty officers and fifteen gunners - crews of the A-26 planes - were attached to this organization. On Aug. 17th Capt Justin Bingham was appointed Group Navigator and Lt Harlan P. Dye was appointed to replace him as Squadron Navigator. Lt Col. David H. Dewhurst left the 553rd Bomb Sq. on Aug 22nd having been transferred to the zone of the interior. He was Squadron Operations Officer almost since the formation of the Squadron and assumed command of the Squadron on July 19 1944. He is succeeded by Major Charles W. Hoover. On August 24th this organization was alerted for movement to France. Besides the necessary reports, showdown inspections were completed for all enlisted men. Three crews were transferred to the zone of the interior during August - namely those of Col. Dewhurst and Lts Boersema and Rauh. As replacements, the crews of Lt. Edward H. Winkleman and Lt. John E. Hickman

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joined us on August 19 and August 30 respectively. One airplane crash landed during August (see mission of Aug 28) but there were no personnel losses. Bombs dropped by our planes during August are as follows:

No. Dropped	Weight of Bomb (lbs)
18	2000 G.P.
192	1000 G.P.
8	500 (incendiary clusters)
128	500 G.P.
172	260 (fragmentation)
287	250 G.P.
1541	100 G.P.



LOUIS T. LITTLE
Capt., Air Corps,
Executive Officer

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