

442nd AIR EXPEDITIONARY SQUADRON

MISSION

LINEAGE

442nd Bombardment Squadron (Medium) constituted, 19 Jun 1942

Activated, 23 Jun 1942

Redesignated 442nd Bombardment Squadron, Medium, 9 Oct 1944

Inactivated, 6 Dec 1945

Redesignated 442nd Bombardment Squadron Light, 26 May 1947

Activated in the Reserve, 9 Jul 1947

Inactivated, 27 Jun 1949

Redesignated 442nd Bombardment Squadron, Medium and activated, 1 Dec 1952

Discontinued, 15 Sep 1960

Redesignated 442nd Air Expeditionary Squadron, and converted to provisional status, 13 May 2011

STATIONS

MacDill Field, FL, 1 Jul 1942

Drane Field, FL, 8-28 Aug 1942

Hethel, England, 12 Sep 1942

Tibenham, England, 1 Oct 1942

La Senia, Algeria, 9 Jan 1943

Tafaraoui, Algeria, 28 Jan 1943

Montesquieu, Algeria, 14 Apr 1943

Massicault, Tunisia, 29 Jun 1943

El Bathan, Tunisia, 29 Jul 1943

Decimomannu, Sardinia, 9 Nov 1943

Alto, Corsica, 20 Sep 1944

Dijon/Longvic, France, 11 Nov 1944

Dole/Tavaux, France, 2 Apr 1945

Herzogenaurach, Germany, 22 Jun 1945

Clastres, France, Oct-27 Nov 1945

Camp Shanks, NJ, 4-6 Dec 1945
Mitchel Field, NY, 9 Jul 1947-27 Jun 1949
March AFB, CA, 1 Dec 1952-15 Sep 1960

ASSIGNMENTS

320th Bombardment Group, 1 Jul 1942-6 Dec 1945
320th Bombardment Group, 9 Jul 1947-27 Jun 1949
320th Bombardment Wing, 1 Dec 1952-15 Sep 1960
Air Combat Command to activate or inactivate at any time on or after 13 May 2011

WEAPON SYSTEMS

B-26, 1942-1945
B-26B
B-26G
B-29, 1952-1953
YRB-47, 1953
B-47, 1953-1960

COMMANDERS

Cpt William J. Headrick, Jr., 1 Jul 1942
Maj Charleston B. Gladden, 28 Aug 1942
Maj Gordon F. Friday, 6 Dec 1943
Cpt L. E. Probasco, 20 Apr 1944
Cpt Robert N. Deatly, 28 Jul 1944
Cpt James R. Carraher, 14 Nov 1944 (acting)
Maj Robert N. Deatly, 28 Mar 1945-unkn
Unkn, 9 Jul 1947-27 Jun 1949
LTC A. W. Holderness, 1 Dec 1952
LTC William A. Martin, Aug 1953
LTC Keith A. Whitaker, 19 Apr 1954
LTC James R. Irish, 14 Jun 1955
LTC James W. Wray, Jr., 3 Nov 1956
LTC John E. Murphy, Sep 1958-unkn

HONORS

Service Streamers

None

Campaign Streamers

World War II
Tunisia
Sicily
Naples-Foggia
Anzio

Rome-Arno
Northern France
Southern France
North Apennines
Rhineland
Central Europe
Air Combat, EAME Theater
Antisubmarine, EAME Theater

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citations
Italy, 12 May 1944
France, 15 Mar 1945

French Croix de Guerre with Palm
Apr, May, and Jun 1944

EMBLEM



442nd Bombardment Squadron emblem: original insignia was a cartoon figure of Donald Duck cradling a bomb and charging forward. This design which, caused the 442nd to be nicknamed the Ugly Duckling Squadron, was used throughout the war. The only alteration was fitting the duck with a USAAF shirt, tie, and cap in early 1945.



442nd Bombardment Squadron, Medium emblem: On a blue shaded disc, or globe, a blue left palm cut off at the wrist supporting a white globe marked with black meridian lines of latitude and longitude; the globe cross encircled by a red vapor track issuing from a stylized jet bomber bearing toward 3 o'clock, in red. (Approved, 10 Aug 1953)

MOTTO

NICKNAME

OPERATIONS

Antisubmarine patrols in the Mediterranean, Feb-Mar 1943; combat in the Mediterranean Theater of Operations and the European Theater of Operations, 22 Apr 1943-1 May 1945. Received a Distinguished Unit Citation for the 12 May 1944 bombing of enemy concentrations near Fondi, Italy in support of Fifth Army's advance toward Rome. Received a second DUC for 15 Mar 1945 participation in a five day dawn-to-dusk attack on the Siegfried Line. Combat crews trained to ensure combat readiness on short notice, globally, and under any climate, terrain, or weather conditions, 1952-1960.

The Squadron started out the month of February with a strength of 370 EM and 86 Officers for a total of 456 assigned personnel. Weather forced cancellation of today's mission. Lt Crain departed today for Beaune, France where he will attend the Army Mess Institute for a 15 day period. Members of the Squadron are waiting to see the results when they show up on the dining hall table. Finally, a new man, Major Jordan joined the Sqdn today, fresh from the States.

Lt Wernick left for a period of DS and study at a Special Navigation school in Chalgrove, England. Lt Roberts was promoted to the grade of 1st Lt. Captain Estes, Lt Spann, and their crew

left today for a period of special Bomb training in Marseille. 9 of our A/C participated in a 27 A.C raid on the Ramsbach Ammo Dump with good results.

Capt Welch and Lt Youenes departed for 3 days on the bombing range at Marseilles, as weather here closed in once again keeping all ships on the ground.

Today Capt Johnson, Lt Childs, T/Sgt Bessire, S/Sgt Wendell and Sgt Woodward left for a trip to the front lines where they will be the foxhole guests of the 7th Army for seven days.

It finally happened, The first new crew to arrive in months came in today lending joy to the many combat men "up in there" with their missions. The new crew included Lts McDougal, Meyer, and Guedel and Cpls Grady, Glazer and Phalen.

The Squadron bid goodbye to some of the ground personnel who were transferred to the infantry as combat replacements. They departed today to start their combat Infantry training. Death stalked the runway today when Lts McOmbler and Kithcart and Sgt McCarley died in a crash while on a transition flight. Both Officers and the enlisted man were popular members of the squadron and the accident cast considerable gloom throughout both Areas.

"Keep 'em coming" is the theme in the squadron as Lts Pierce and Prather, both pilots arrived from the States to replace some more of the men who have had it. Lt Carter a Radar Communications Officer was assigned to the squadron also.

Promotions again, this time Lt Abernathy became a Captain, while Lt Haun was promoted to grade of 1st Lt. S/Sgts McClellan, Feller and Fredette arrived today, new combat men to replace some lucky men who are about to finish their missions.

Rest camp in England was the destination of 2 Officers and 2 enlisted men who departed today. We finally got a mission off. It was a 37 A/C raid on the Hornberg RR Bridge, which was damaged but left standing. 12 of our B-26's participated. Capt Carraher flew as Flight Commander, Capt Baker as lead pilot.

Sgt Klammer of Ordnance left today for DS at Marseilles while Capt Welch and Lt Youenes returned after 3 days of practice bombing. They report excellent weather in the southern coast but little opportunity to enjoy the night life of Marseilles. A 31 B-26 formation attacked Hornberg Rail Bridge but inflicted little damage. 12 of the Sqdn's A/C took part in this mission.

Bad weather in the form of a heavy fog cancelled all operations today.

Today in a futile effort to get in a mission, the formation took off only to be recalled while joining up over the base.

After 3 months of transferring from one hospital to another Sgt Widau made his way back to the Sqdn to take up his duties as an Engineer Gunner. The 2 officers and 3 enlisted men who

have been learning about life in a foxhole returned today, and Lts Kent and Porcynaluk and S/Sgt Margolis returned from England and Paris.

A new rest camp opened in Southern France today, at Cannes. Capt Barraclough left to give it a trial run and report on the pleasures to be had on the Riviera. The dread of all pilots, a blow-out on take-off finished A/C #26 today but fortunately the crew was saved. Maj Jordan, Lt Lachasse, S/Sgt Ciniello, S/Sgt Burns and Cpl Berry were hospitalized, and Cpl Williams was placed in Gp. Dispensary. Cpl Williams was the only member of the crew unharmed. Lt Wernick returned today from England, bringing stories of good food, a good time and a lot of hard work. 30 ships took off to strike the Labach M/Y but turned back due to weather. 10 of our A/C were credited with sorties.

Another new crew was assigned today including Lt Kokolus, F/Cs Gardner and Locutro and Cpls Murdock and Pond. Today the mission was able to get through to Labach M/Y and plaster it with a good concentration of bombs. Capt Baker was lead pilot of the formation with Lt Stough as lead bombardier. 12 of our B-26s participated in the raid.

Lt Clemson, a pilot was assigned to the Sqdn, a new man to replace one of the boys who is sweating out that return trip to the States. Lt Teich left for a special Navigation course in England. An excellent concentration of bombs covered the Offenburg M/Y, dropped by a 54 ship formation. 12 ships from the 442nd were included in the formation.

Long awaited orders relieving combat man from duty for rehabilitation in the good old USA arrived today. Lt Ober and T/Sgts De Laire and Walden packed up, said so long and took off. Capt Steinback, Operations Officer and Sgts Ratts and Nye left for a rest in the U.K. Lt Crain returned from the Mess Institute full of good ideas on what we should eat and how to serve it; now all he has to do is show us.

The woods is full of 'em and the Sqdn is overflowing, another new crew. This one included Lts Keagy, Ferris, Venturino and Obeid, Sgt Montgomery and Cpl Farmer.

Rotation for ground personnel subtracted from the strength of the Sqdn today, when T/Sgts Winstill, McWilliams and S/Sgt Carmack took leave of their many friends for the States and home. All 3 EMs were original members of the squadron and will be missed by all their buddies.

Lts Gustafson, Olson and Villelli left for a period of rest on the Riviera at Cannes. Five EM from the First Army were assigned to the Sqdn today. They are all battle casualties with a Purple Heart award as a result of foxhole combat in Belgium. Today's missions ran into a lot of weather over Germany but finally bombed the last resort target. Lahr Barracks Area with good results.

The first mission of 29 A/C included 3 B-26s from our Sqdn. The second mission was composed of 21 A/c with 11 from this squadron being credited with sorties. Capt Carraher flew as Flight Commander, Capt Baker was lead pilot and Lt Stough was led bombardier of the second formation.

Weather, though not too bad, forced cancellation of today's missions. Lt Wojtkowski today was notified of his promotion to 1st Lt.

The only thing of interest today was the nice weather and a successful mission. Bad Munster M/Y was the target of a 3 A/C marker flight. The Rail Bridge just east of the yards was the target for the main formation and possible hits were scored. Included in the 27 ship formation were 9 from the squadron.

Germany really suffered this day as the Group set a record for missions, getting 9 off in one day. The Squadron participated in two, both 6 ship affairs. Capt Carraher flew as Flight Commander, Capt Baker as lead pilot and Lt Stough as lead bombardier in a successful raid on Loffingen M/Y. Capt Welch was lead pilot and Lt Youenes was lead bombardier of the formation hitting Ludwigshafen M/Y. This was an unusual mission as the formation finally bombed from 6300', a new low for the squadron.

Major Strickland, a new arrival from the States joined the squadron today. S/Sgt Burns and Cpl Berry were released from the hospital where they have been confined since Lt Lachasse cracked up 10 days ago. Today's mission dropped a good concentration of bombs on Standenbuhl Rail Bridge. 27 ships took part, 14 from this squadron.

Another Razzle Dazzle affair today. Finding the primary target weathered in, the missions split up into squadrons and bombed targets of opportunities. Capt Carraher led the second formation as Flight Commander with Maj Hayward, Group Operations Officer, acting as lead pilot, and Capt Traynor, Group Bombardier, flying with the Sqdn as lead bombardier. 9 ships were credited with sorties.

The Squadron was happy to welcome back Capt Deatley, C.O. who returned from a 30 day leave in the States. He confirmed our own memories by reporting that the U.S.A. is still the best place this side of Heaven. "Keep 'em coming" is still the favorite saying of the squadron with another new crew arriving, fresh from the States. Today's mission had the most spectacular results of any yet flown in France. The target, Siegelsbach Ammo Dump was covered with an excellent concentration of bombs with a beautiful display of pyrotechnics resulting. Explosions left huge craters, fires were seen for hours after the raid and clouds of smoke towered 9,000 feet. Included in the 45 A/C forming the formation were 9 A/C from this squadron.

Rest camp, replacements, and weather were the only topics of interest today. 3 Officers departed for Cannes and a 7 day rest, 2 enlisted men left for a week in England while 6 Officers and 6 Enlisted men were assigned as replacements having recently arrived from the States. The weather closed in causing the mission to be cancelled.

One Officer and 2 EMs were assigned to the squadron today, replacements. Lt Spann was named Squadron Bombardier to replace Capt Montez who is packed and ready to leave for the States.

Captain Deatley was assigned to Group today to serve as Group Operations Officer. We hate to see him leave the squadron but congratulate him on his new position and wish him the best of luck. Operationally, February developed into a successful month, in spite of periods of bad weather, which hampered flying. The Squadron managed to get in 16 missions, the most spectacular of which was the raid on Siegelbach Ammunition Dump. Explosions in the area racked the planes, and sent billows of smoke 9,000 feet. Communications took a terrific hammering also, with Marshalling yards taking the brunt of the attacks. In all, 274 tons of bombs were dropped by the Squadron on various targets.

Morale really leaped to a new high when replacements started rolling in, and kept right on rolling. "Old Men" wore happy smiles as they talked about home, and what they want to do after a well earned rest. New men were so numerous, one sometimes wondered if he was in the right Squadron.

Although the weather hampered operations, it warmed up enough and dried up enough to make living conditions almost ideal. Boots were laid aside after 2 months of steady wearing. It was possible to walk around the area without sinking into the mud about a foot. The contemplated move to Dole was the main topic of conversation. Everyone is hoping that his living conditions remain as good as they are at present, and rumor has it that they will be, in fact a little better in some aspects.

Rest camps in for a lot of business from the Squadrons, with men visiting England, Paris, Cannes, and a spot in the French Alps. No one has agreed, as yet, which Camp is the best but Paris and Cannes are running a close race for popularity.

When the 320th commenced combat operations in North Africa there was initially no group identification on the aircraft. In July 1943, , the 42nd Bomb Wing ordered that a 10 inch band be painted around the fuselage of all B-26s just behind the rear gunner's position under the stabilizer. This was done for the remainder of the war. When natural aluminum aircraft arrived to the MTO during February 1944, additional thin black banding around the stripe was used to better demarcate the Groups tail banding. Group recognition colors assigned were: yellow for the 320th, red for the 17th, and white for the 319th.

In October of 1943, 48-inch high battle numbers were ordered to be painted on both sides of the plane's rudder. These battle numbers replaced the "last three digits" of the serial number that had previously been utilized for aircraft identification. As in pre-war Air Corps practice, aircraft of the first Squadron were assigned numbers between 1 and 24, the second Squadron, 25 to 49, the third 50 to 74, and the fourth squadron 75 to 99. The 320th painted its battle numbers below the serial number in military block-style (angled corners) and were usually wider in stroke than other MTO units, namely the 319th and 17th. Initially, battle numbers were painted in white, but by the end of 1943, after the 320th moved to Sardinia, the group color, yellow, was used in order to better distinguish the ships in combined formations. When natural metal planes started arriving, as with the tail banding, the battle numbers were outlined in black. Serial numbers were changed to black as well.

Air Force Order of Battle

Created 3 Apr 2012

Updated:

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.