

partisans came back after 37 days of underground traveling through enemy country. The rest of the crew were reported missing in action and dropped from the rolls.

On June 9th, returning from Munich with an engine out, "Darling Darline" (42-52633) with Captain Lollar's crew landed at the Isle of Vis, Yugoslavia, but the crew and the ship returned several days later. On 12 June, "Sa Wrong Girl" (42-52689) after establishing a record of 26 consecutive sorties for 37 missions (the highest in the group) made a crash landing and was destroyed by fire.

In July, the fields were waist high in rustling ripening wheat; the construction of the mess hall at the northeast site of the camp was almost completed, and the medics had sided in north and the south ends of the camp with spaced two seater latrines made from steel gas drums and sided with canvas and rag box tin. Mosquitos made their appearance and so did atabrine and repelent. Lizards scurried in the grass, and moles pushed up knobs of new-turned earth inside the tents and out. Dogs enlivened the tent area, and showers were discovered at the 496th Service Squadron, a flowing river nearby became the "ole swimming hole".

21 combat sorties were flown during the month at the Herman Goering Tank Works at Linz, Austria; the Manfred Weiss Armament Aircraft Factories at Budapest, Hungary; the submarine pens at Toulon, France; the Messerschmidt factories at Friedrichafen and Weiner Neudorf, Germany; and other places like Tarascon, Beziers, Aviano, and Nimes, France resounded and rocked with the bombs of the 826th.

Two "Mickey" Ships were assigned to the squadron, and they went to crew chiefs Cushard and Price. "Miss Fire" went down at Corsica on 12 July on its 30th sortie, but returned in August.

On 10 July, Lt Fairchild's crew and Lt Nash's crew were sent back to the states on detached service after having completed 35 missions. Lt Fairchild's crew consisted of himself, Lts' Kellys, Sureck, and Cronin, Sgts' Ross, Bloods, Schley, Cox, Mason, and Holbrook; while Nash's crew included Lts' Fenick, Rubenstein, F/O Maniak together with Sgts' Hecht, Doerfler, Lopez, Fitch, Kowalski and Purdue. The enlisted men of the two crews were in a train wreck in Indiana on their way to a distribution base after their furloughs, and Schley, Hecht, Doerfler and Fitch were killed in the wreck.

S/Sgt Coopridner, the mess sergeant was transferred to the 825th, Lt. Porter was checked out as a first pilot and the flying combination of Ireland and Porter broke up as a team. Capt. Trotter, the Squadron Operations Officer made Major; 1st Lt Clare T Ireland Jr, made Captain and so did 1st Lt E C Martinson. 2/ Lt/ L Patlogan took off his gold bar and pinned up a silver bar in its place, Robert Keating and Thomas "Red" Meere were transferred to the 461st Bomb Group; 30 men were going to Naples every



*A Foot Race ran in celebration of the end of the war in Europe May 1945, the squadron is not identified.*

fifth day to stay at the villa and Major Hogan had a budding turkey and chicken ranch adjacent to the orderly room.

The summer August sun goldened the bodies, and the wind flurried the grey dust from the parched earth. Miniature whirlwinds-swept dust cones high into the air and myriads of bugs helped in the cussing of Italy and Mussolini.

Captains Mc Clung and Lollar received their gold leaves, and the squadron sent Miskimen, Jaraslaw, Donnell, Keith Berger, Coleman, Cole, Ramseyer, Casteel, Flavin, R Howard, Saucier, and Mulder back to the states for B-29 training. The squadron flew twenty combat missions during the month, hitting the gun positions at Genoa, Italy, Toulon, France; the chemical works at Ober Raderach, Germany; airdromes at Alibunor and Szolnok, Hungary, and Markersdorf, Austria; marshalling yards at Ferrara, Italy; oil at Lobau, Austria and Ploesti; and other targets at Avignon and Miramas, France, and Barovnica, Yugoslavia.

On 22 Aug 44, over Szolnok, Hungary, Lt Abbot and his crew went down in "Salvo Sally" (42-52697). It was the plane's 48th sortie and 65th mission. "What's Cooking" 44-411143 was assigned to the squadron and it went to crew chief Yates to replace "Flaming Mamie", while 42-51882 received on the 30th, went to Tesselone to replace the ill-fated 42-78364 which was wrecked and transferred to the 496th service squadron with only 4 sorties to its credit.

On 15 Aug 44, the 826th participated in the history making Southern France D-Day Invasion, earning not only another bronze battle star, but also was included in the commendation received from the Commanding General of the United States Strategic Air Forces In Europe.

The enlisted men's bar room and day room were completed by the end of August and was formally opened on 2 September with a strip tease number as the entertainment of the evening. It