



Darling Darlene #50 flown by Clarence L Lollar crew 82 Sq 42-56633. Crew Chiefs shown from left: M/Sgt Clyde Jones, ? and M/Sgt Joe Dickman

was noted that beside other things, the personnel of the Squadron had acquired "wolf" tendencies.

September brought in new replacement crews and sent home with missions completed such old timers as Capt. C. Ireland, Lts' Dion, Enright, Gobles, Huntoon, R E Myers, and Myron Portor; Likewise Sgts' Daugherty, Barber, Bouchee, Koch, Johnson, Mathesius, Cornett, Kirby, Biernat, Kinder, Stromback, and Skolny. 2nd Lts' Mac Crum and Linkous were promoted to the rank of 1/ Lts, and Lt Floyd R Creasman was transferred to the 11th Air Depot. Captain R. L. Cole, The squadron S-2 officer moved over to group as Group Adjutant, and 1/ Lt John F. Holstius of San Francisco came over from the 825th as the new S-2 officer. Lt Holstius entered the army in July 1942 and graduated from OCS Administration at Miami Beach. As 2/Lt, he attended the S-2 School at Harrisburg, Pennsylvania and was a classmate of 1/st Lt Norman Edwards, congenial Asst. S-2 officer.

A Unit Commendation (GO #9, dated 10 Sep 44) was received from the Commanding General for outstanding service. The ferry slips at Smedervo, Yugoslavia; R/R Bridge at Mitrovica, Yugoslavia, and troops at Ferroda, Italy came in for attacks by the 826th during the month from 10 September to 2 October, The planes of the squadron stripped of its turrets and turret guns and loaded with supplies, flew without escort to Dijon, and Lyon, France with high octane gas, ammunitions, bombs, oil, grease, and other supplies to feed the hungary tactical Air Force of the 7th Army who were way ahead of their normal supply lines in the early days of the Southern France invasion.

On 20 Sept the squadron sent 8 planes with crews and ground men under the command of Major Hogan to France; and Lyon, Avignon, and Istres, France, became familiar places and hotbeds of interest that restored the vim and enthusiasm which the unchanging decadency of Italy had dulled.

October brought the planes and the men back from France and immediate reconversion to combat operations. Casarsa, Bologna, and Milan, Italy caught hell and so did Vienna, Munich and Linz, Austria, as well as Komarom and Ersekiyvar, Hungry. Of the latter, 1/Lt Robson in "Dry Run" (41-28803) went down with Captain F. Oliver, Lts' Voss and Walrond, and Sgts' Dodge, Farnieri,

Dunmire, Wakolee, Reimer, Parsons, and Sykes. The plane was on its 60th sortie and 78th mission, all eleven men bailed out and after 45 days of traveling through enemy territory with the help of partisans, returned to the base.

Most of Major Lollar's crew went home after completing their fifty missions. The rest were Major Lollar, 1/Lt Petrie, T/Sgt Sweitzer, and S/Sgt Shorty Czaplicka; 1/Lt Shobee; Captain Dowds, the co-pilot also went home and, so did the Stedman Twins.

"Novetta Maria* (42-94747) after flying 50 sorties and 64 missions without an abortion was retired as war weary and was converted into a cargo plane. Major Claude A. Trotter was transferred to the 824th as Operations Officer, and Captain Mc Daniels took over as 826 Squadron Operations Officer in Major Trotter's place

The "spokes" was in the process of construction; the first and forerunner of the winterized tufa block living quarters in the tent area, and autumn was hardly noticeable except in the evening when the sun went

down and the cool wind swept over the mountains, the skies at night were illuminated with crystal clear brilliant stars which together with a silvery moon, bathed the inked darkness of the night with dreamy illumination

November brought in the rains and the mud - ankle high thick gooey Italian mud that just wouldn't scrape off. The weather was wet and damp and chilling, with overcast skies that kept flying down to a minimum. Only 12 combat missions were flown during the month. Kapfenburg, Austria; Augsburg, Germany, and Villafranca, Italy became new names on the target roster of the squadron.

On 1 November, "Vicious Virgin* (42-94746) with 2nd Lt Simkins and his crew went down and were reported missing in action. "Cover Girl" (42-51684), Mc Intyre's second plane after flying 41 sorties and having 55 missions to its credit made a crash landing and was transferred to the 496th service squadron. Crew Chief Matthews' ship 42-52490 nose #59, was retired as war weary after 57 sorties and with a credit of 75 missions and was transferred to the Air Service Command.

1/ Lts Jepson and Holstius made Captain; T/Sgt Willie R. Ashurst Jr the last of the old timers, completed his missions and went home. So did T/Sgt Wesley R. Zink, 2nd Lt Stanley H Mauldin, the squadron's All American Football Texas star made 1st Lt, Sgt F W Mossbarger went home on an emergency rotation. On 6 November 1944 the squadron participated with the group in a review by Major General Twining, Commanding General of the 15th Air Force who on behalf of the War Dept. presented the group with a battle honor and presidential citation for meritorious achievement in combat duty,

The following GO (General Orders) from the (WD) War Department) milestone the Achievement Record of the Squadron. General Orders: War Department Washington 25, D.C. 4 January 1945

Battle Honors

As authorized by executive order no. 9396 (Sec.1, Bull. 22 WD 1943) superseding executive order 9075 (Sec.111, Bull 11, WD,1942), Citation Of The Following Unit In General Orders,