

the squadron was hit hard when Captain Larson, flying in the "Mickey" Ship 501 (44-48828) collided in mid air on the way to the target over Yugoslavia with the lead "Mickey" ship 502 (44-49721) which was on its first combat mission, with Major Mc Daniels at the controls. Both ships went down. Major Mc Daniels was seriously injured and died on the 18th of injuries received in the crash landing. He was 23 years of age, one of the most popular men in the squadron, married, holder of the Distinguished Flying Cross, the Air Medal with five clusters, the American and Mediterranean theatre ribbons and battle stars, the Squadron Operations Officer, his home was Cleveland Heights, Ohio.

Larson's crew consisted of himself, his co-pilot, Lt Cummins, Lt. Rabinowitz, Nav, Lt Duke, Bombardier; Lt Mulcahy, Radar, and T/ Sgts' Morris and Unterberger, Engr, and Radio Operator, S/Sgts' Coke, Scheina, Mathison, and Unger, gunners. Captain Larson's ship went into a spin and never came out. Lt. Duke was the only one to bail out.

The crew of 502 consisted of Major Mc Daniels Pilot; Lt Dippel, Co-Pilot, Lts' Danowski and Schwartz, Navigators, Lt. Weser, Radar, Lt. Dowdey, Bombardier, and Sgts' Kolbe, Redifer, Clark, Hiser, and Mordica, Engr, radio operator. Lts' Schwartz, Weser and Dowdey, and Sgts' Redifer and Mordica came out of the crash with slight injuries while the rest were killed or died of injuries received.

On 20 February, 2nd Lt O.M. Colvin and his crew went down MIA over Southern Austria in #42-51882 on its 36th sortie and 42nd mission. and 1st Lt John M Mac Crum Jr, made Captain. In the evening a memorial service was held at the newly erected Miles Memorial Chapel for Major Mc Daniels and the men who died with him on the 17th. A quartette sang "Lord, guard and guide the men who fly" and Sgt Theodore A. Daum sang "One Sweet Solemn Thought".

On 21 February Major Walter V. Hogan was transferred to group where he took over as Group Executive Officer, and Captain James L Bennett, adjutant of the 827 was assigned as the squadron's new Executive Officer. Captain Bennett was commissioned in 1942 and came up from the ranks by way of OCS. He was with the old 5th anti-sub at Westover where he was an S-2 officer, his home is Handley, Texas, he's single, and 32 years of age.

Lt. Colonel Paine, completed his missions and was relieved of his primary duty of Commanding Officer and was replaced by Major Claude A. Trotter who came back to the squadron, where he received a great ovation at the enlisted men's club that evening in expressing their gladness in having him back and as the new Commanding Officer, and the men gave Lt. Col. Paine and Major Hogan a champagne salute of "He's a Jolly Good Fellow." and farewell.

The new Squadron Commander Major Claude A. Trotter Jr came over with the original air echelon from Harvard. He comes from Petrey, Alabama and was 25 years of age in February. He entered the army as an Aviation Air Cadet on February 1 1941 with a military background of Marrion Military Academy and North Texas Aggies. He attributes his love of flying to his father, who is a Captain in the Air Corps stationed at Tyndal Field, Panama City, Florida. He was Air Cadet Captain in primary, basic, and advance training, taking them at Love Field, Dallas, Texas, Curtis Field, Brady, Texas., and Kelly Field, San Antonio, Texas where he graduated and received his commission on the 26th of September 1941. Married a southern girl but is not a rebel. Prior

to joining up with the 5th anti-sub at Westover, Major Trotter, a 1/Lt then, worked on experimental flying with Major General Doolittle at Norfolk, Virginia in February 1942 when Lt/Col. Doolittle was working out his Tokyo raid with B-25's off the aircraft carrier Hornet in the waters of Norfolk. Major Trotter holds the American Defense Ribbon, the Distinguished Flying Cross, the Air Medal with four clusters besides the Mediterranean Theatre Ribbon and battle stars.

There was no easing up on the targets of Europe as March came in. The Western and Eastern fronts were in the process of their spring objectives and the Air Forces were up in maximum effort in tactical and strategic support. On 4 March, Lt Crockett and his crew in #61 (42-51697) went down in action over Muhldorff, Germany and were dropped from the rolls as missing in action.

On 9 March, Captain William H. Dowd, who had taken over as Squadron Operations Officer and the only remaining flying officer other than Major Trotter of the American and Mediterranean Theatre Ribbons, the Distinguished Flying Cross, the Air Medal With Four Clusters, member of the old 5th Anti-Sub, a native of Stoneham, Mass., Boston College, and Graduate Aviation Cadet at Turner Field, Georgia and commissioned in April 1942 was promoted to the field grade of Major.

Warm weather brought in a general spring housecleaning and the camp area began to look spic and span. The tree trunks were limed white and so were the tufa block houses and buildings, giving the area a new and clean looking appearance, General McNarney, the theater Commander paid a visit to the group. M/Sgt William A. Pekkala, the squadron line chief, was transferred to the group air inspector's office and M/Sgt Carl Williams became the squadron line chief.

13 March 1945 marked the official one year overseas anniversary of the squadron. Its achievement was marked indelibly in the records of the war department and in the progress of the war in Europe. On 13 March it had participated in 156 sorties over the roughest targets in Europe; it had 30 confirmed Me-109's and Me-210's to its credit. and had achieved the distinction of being recognized by the Berlin Radio as "The Red Tailed Devils". It had participated in flights made in unbelievable adverse weather and flying conditions; it had given its men and planes an effort to the highest degree of merit and skill for the purpose for which it was activated, and as the anniversary month ran out and the end of the war in Europe came in view, the powerful roar of the squadron planes taking off vibrated the pride of the squadron in its officers and enlisted men and the part they had played in upholding the banner and cause for which they had so nobly given.

*Moonshine:*

*Code name of US equipment used to produce false readings on German Radar, developed by Dr Joan Cockburn and first tested on April 6, 1942 for its ability to simulate bombers approaching Cherbourg. Moonshine was used extensively during the D-Day landings to generate the impression of a fictitious fleet approaching the Pas de Calias so that the Germans would not move reinforcements to Normandy.*