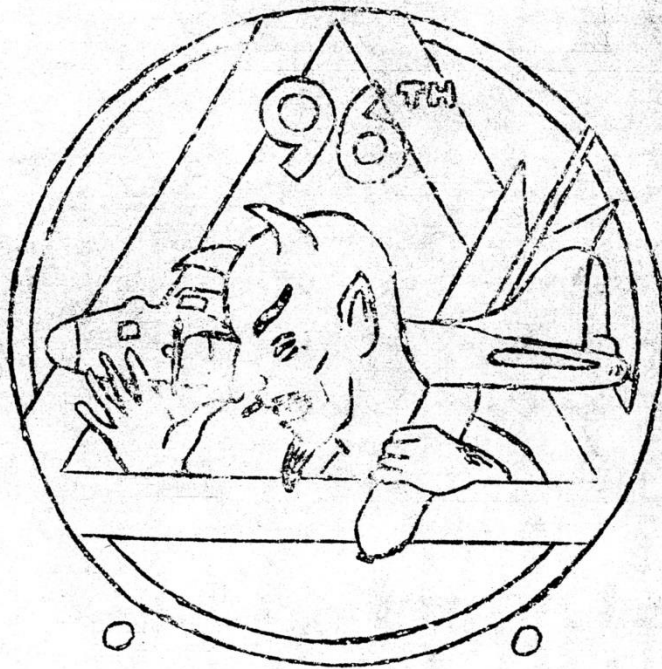


P.I.F.



Junior

A WELCOME FROM THE CHAPLAIN

As chaplain of the 2nd Bomb Group I extend to you a most hearty welcome to our organization. And I urge upon you from the start a realization of the value of habitual church attendance.

Following is the schedule of services for the three faiths:

Protestant:	Sundays at 10:30 and 19:00 Weekdays as announced.
Catholic:	Sundays at 09:00 and at 18:30 (this PM service at the 97th Bomb Group.) Thursdays at 18:30 (Our Chapel)
Jewish:	Friday evening at 19:00

Overseas offers many temptations to forsake the high standard which ruled our lives and gave us happiness at home. Through the services and whatever personal service we can render, my Catholic colleague, Fr. Musch of the 97th., and I stand ready to aid you in keeping the faith. Use us.

Donald E. Paije

TEAM TRAINING

Recollection of your training and the mission assigned each man in Combat Flying is worth two minutes thought. The Crew, formed around its Pilot is no better than the tail gunner, and unless each man coordinates his duties with the others, we have failed in our mission.

Lead Crews are made on ability and performance which includes the Pilot's judgement, decisions, and ability to coordinate his bombing team. The Bombardier must be effective, but only after the Navigator has led to the target, and he successfully "TALKS" the Pilot to the Point of release at the proper altitude and specified air speed.

Who can drop bombs on a designated target if the Gunners do not prevent enemy fighters from knocking your aircraft out, or after a good drop, keep the fighters from preventing your return to the base.

The Co-Pilot and Radio-Gunner, together with the Engineer-Gunner, are also your reserve forces, to be used in emergency along their specifically trained lines, to aid in safe landings and help the crew home.

Through it all, keep one point in mind "Our Mission is to put the bombs on the- Target" – and return our crew back to the base SAFELY.

Earl E. Batten

EARL E. BATTEN,
Major, Air Corps,
Commanding,

THINK

HAVE COURAGE TO

MAKE HASTE

Slowly

S-2

THE EYES AND EARS OF THE COMMANDER

All the information you want to know about the ENEMY can be found in:

S-2

Situation Maps

Flak Areas

Enemy Aircraft

Enemy Naval Craft

Escape and Evasion

POW Camps

Special Intelligence Reports on the Enemy

CONCERNING YOU IN S-2:

Awards & Decorations

Public Relations

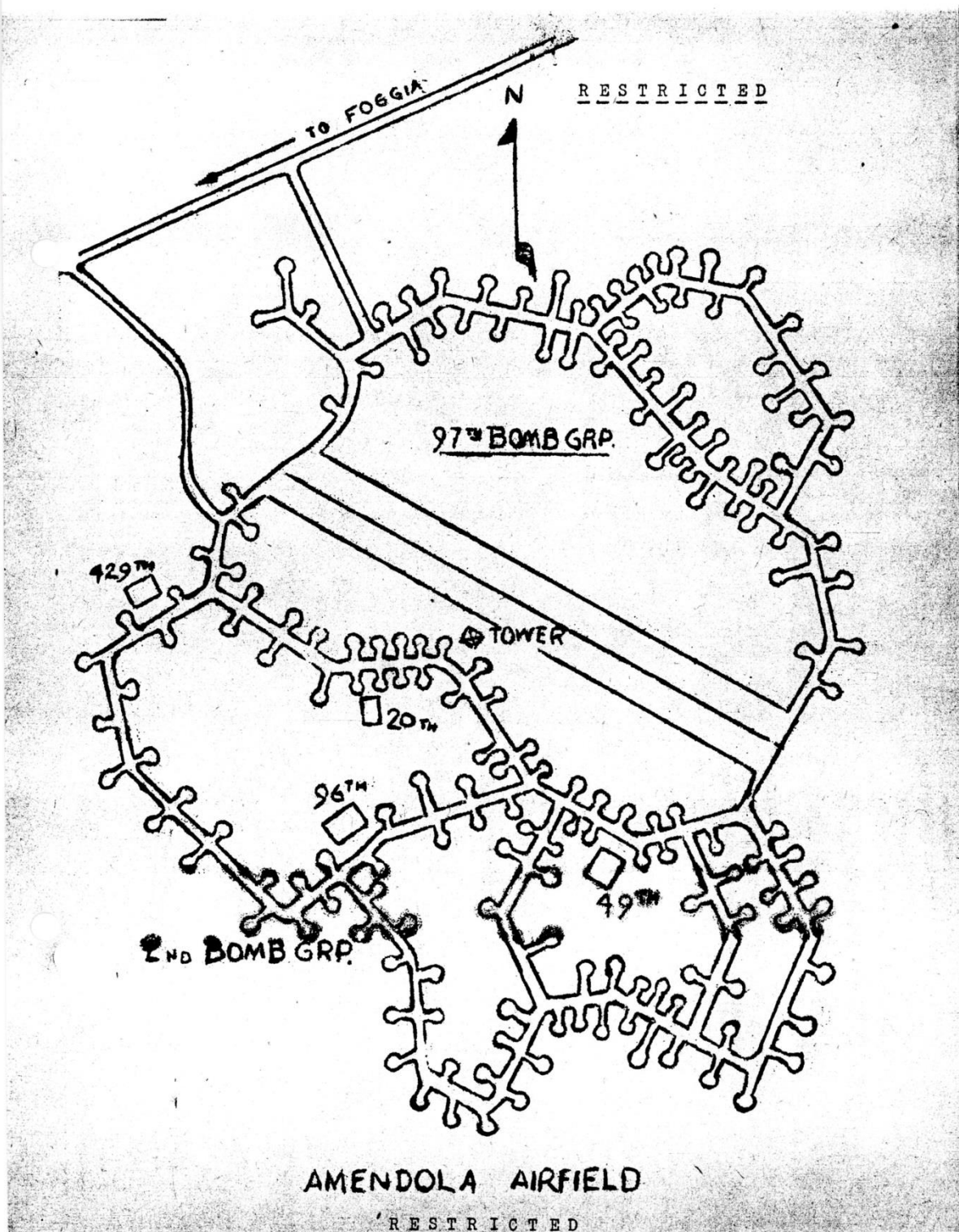
Target Chart Study

Bombing Reports

Bombing Photos

Daily War News on All Fronts

All Latest Intelligence Reports of the
Allies on Equipment-Tactics-Battles.





RADIO RANGES

<u>LOCATION</u>	<u>C/S</u>	<u>FREQ.</u>	<u>REMARKS</u>
LESINA	LA	263)	CONT BY DAY. ON REQUEST AT NIGHT TO CARDCLUB, WURO
SAN GIOVANNI	SG	325)	4595 KCS W/T 02K 3560 KCS W/T, WURO 4220 KCS R/T
SAN PRANCRAZIO	SP	340	CONT BY DAY. ON REQUEST AT NIGHT TO 81G 5050 KCS W/T, BIG FENCE
SPINAZZOLA	ZO	240	CONT BY DAY. ON REQUEST AT NIGHT TO CARDCLUB OR BIG FENCE, WURO 4595 KCS W/T, 02K 3560 KCS W/T, WURO 4220 KCS R/T

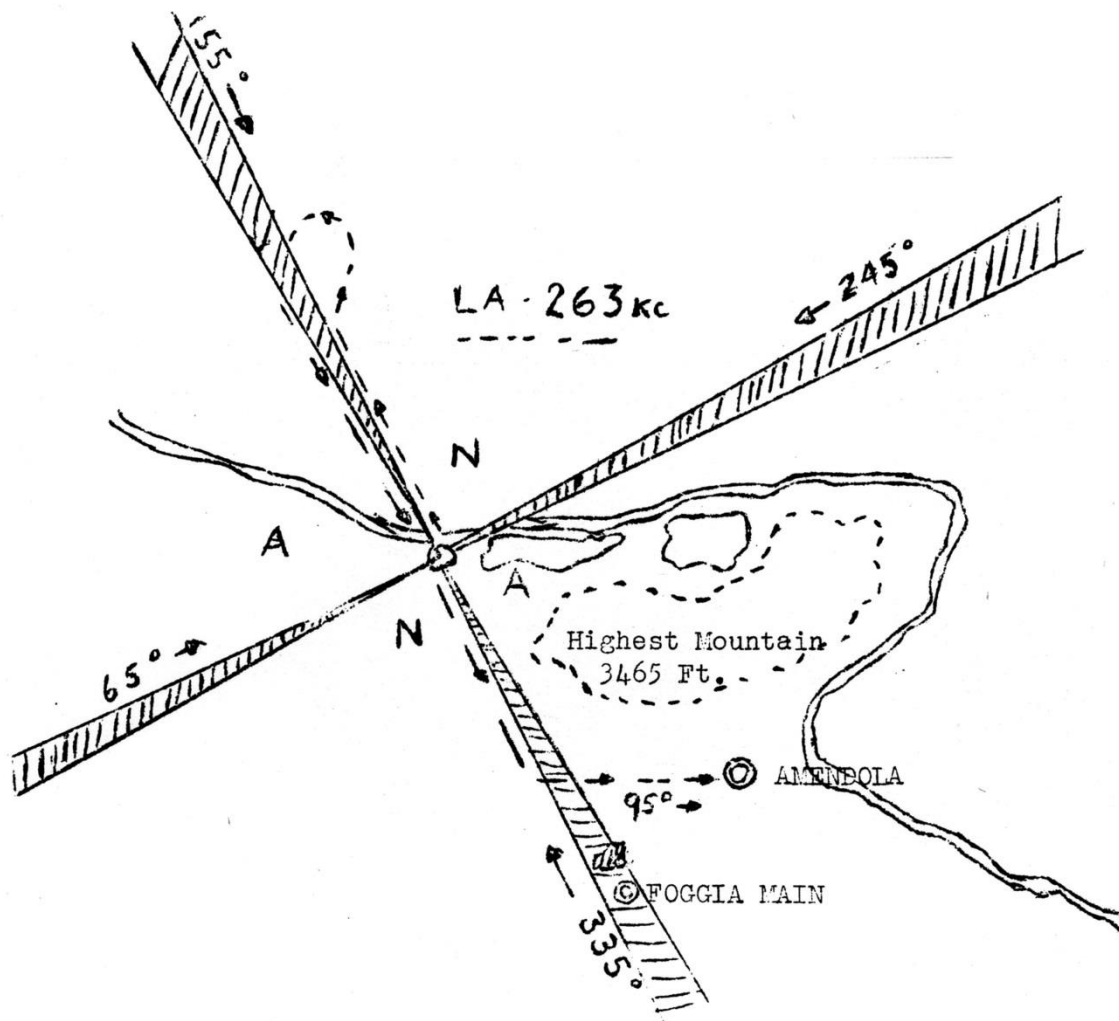
RADIO BEACONS

AMENDOLA	AM	1520	ON REQUEST ONLY. BY DAY TO 31K 6530 KCS W/T. BY DAY AND NIGHT TO 02K 3560 KCS W/T, WURO 4595 KCS W/T, WURO 4220 KCS R/T, CARDCLUB
ANCONA	AC	1630	CONT BY DAY, ON REQUEST AT NIGHT TO BIG FENCE
BIFERNO	BI	356	HOURS OF OPERATION 1800-0700 DAILY. (CONT AT NIGHT) 0800-1100 MON-WED-FRI
CASTELLUCIO	CA	230	ON REQUEST ONLY. BY DAY TO 64F 6985 KCS W/T, BY DAY AND NIGHT TO 02K 3560 KCS W/T, WURO 4595 KCS W/T, WURO 4220 KCS R/T, CARDCLUB
CELONE	CE	408	ON REQUEST ONLY TO 84L 3915 KCS W/T, 02K 3560 KCS W/T, WURO 4595 KCS W/T, WURO 4220 KCS R/T, CARDCLUB
FOGGIA	FO	460	DUSK TO DAWN OPERATION ON REQUEST BY DAY TO 84L 3915 KCS W/T, CARDCLUB
GROTTAGLIE	GR	1530	CONT BY DAY. ON REQUEST AT NIGHT TO 50S 5050 KCS W/T, BIG FENCE
LECCE	LE	320	CONT BY DAY, ON REQUEST AT NIGHT TO 17J 5050 KCS W/T, BIG FENCE
LUCERO	RA	219	ON REQUEST ONLY. BY DAY TO 40N 6 530 KCS W/T, BY DAY AND NIGHT TO 02K 3560 KCS W/T, WURO 4595 KCS W/T, WURO 4220 KCS R/T. CARDCLUB
MANDURIA	MD	1515	CONT BY DAY. ON REQUEST AT NIGHT TO 36K 5050 KCS W/T, BIG FENCE
PANTANELLA	PA	314	CONT BY DAY. ON REQUEST AT NIGHT TO BIG FENCE OR CARDCLUB, WURO 4595 KCS W/T, 02K 3560 KCS W/T, WURO 4220 KCS R/T
SAN PANCRAZIO	SP	285	CONT BY DAY. ON REQUEST AT NIGHT TO 81G 5050 KCS W/T, BIG FENCE

TORRETTO	TO	1725	ON REQUEST ONLY. BY DAY TO 81H 7025 KCS W/T, BY DAY AND NIGHT TO 02K 3560 KCS W/T. WURO 4595 KCS W/T, WURO 4220 R/T, CARDCLUB OR BIG FENCE
TORTORELLA	TT	1720	ON REQUEST ONLY. BY DAY TO 82L 530 KCS, W/T, BY DAY AND NIGHT TO 02K 3560 KCS W/T, WURO 4595 KCS W/T, WURO 4220 KCS R/T, CARDCLUB
VENOSA	VE	380	CONT BY DAY. ON REQUEST AT NIGHT TO BIG FENCE OR CARDCLUB, WURO 4595 KCS W/T, 02K 3560 KCS W/T, WURO 4220 KCS R/T
VIS	VS	423	HOURS OF OPERATION CONT.

NOTE: BOMBER AIRCRAFT WILL CONTACT BIG FENCE OR CARDCLUB ON CHANNEL "A";
 FIGHTER AIRCRAFT WILL CONTACT BIG FENCE OR CARDCLUB ON CHANNEL "A" OR "C".

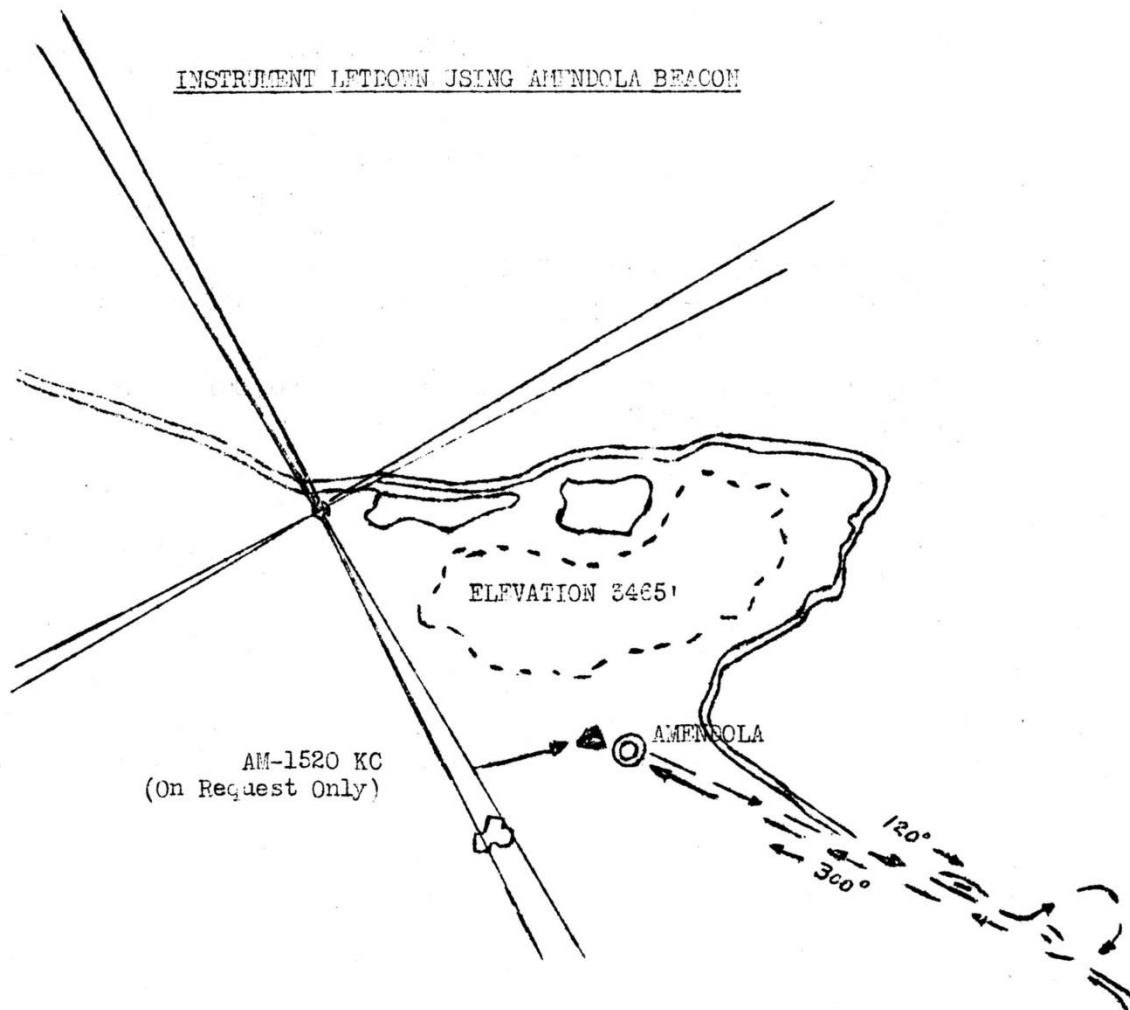
INSTRUMENT LETDOWN USING LESINA RANGE



INSTRUMENT LETDOWN PROCEDURE USING LESINA RANGE

Initiate Letdown at Cone, letting down out to sea on North Leg 335° at rate of 500 Ft. per minute, 150 MPH IAS. At 3000 Ft. make procedure turn and continue letdown. Fly back: over Cone and continue on South Leg 155° for ten (10) minutes then turn to a Heading of 95° and hold it for Eight (8) minutes. With no wind, this will bring you directly over the field. Minimum safe altitude - 500 Ft.

INSTRUMENT LIFTDOWN USING AMENDOLA BEACON



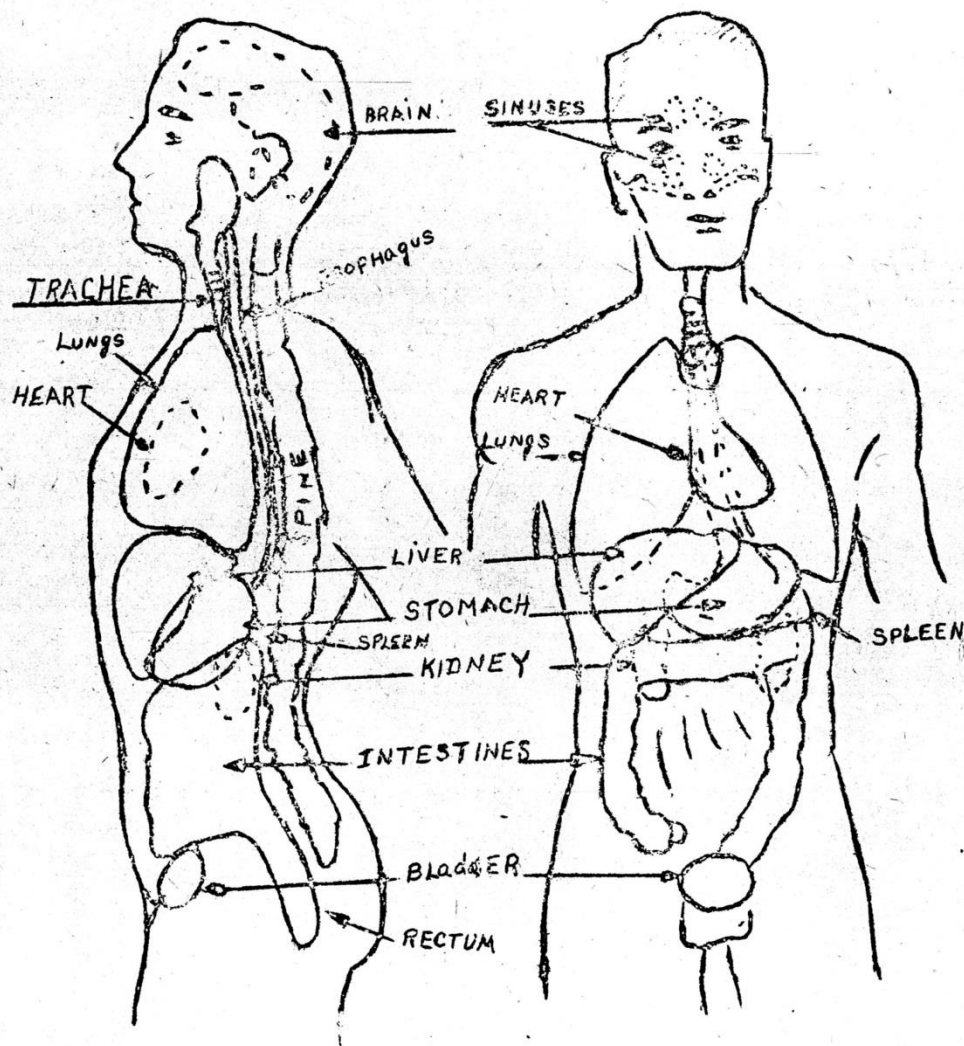
ALTERNATE INSTRUMENT LETDOWN FOR AMENDOLA
USING RADIO COMPASS AND AMENDOLA HOMING 3SAC0N

Cross Homing Beacon at 6000 Ft., let down on heading of 120° at 500 Ft. per minute and 150 IAS. Make Procedure Turn and home on Beacon (Approximately 300°) letting down to minimum safe altitude of 500 Ft. If contact is not made before reaching Amendola Beacon, turn left to avoid mountains, to 120° and climb to safe altitude.

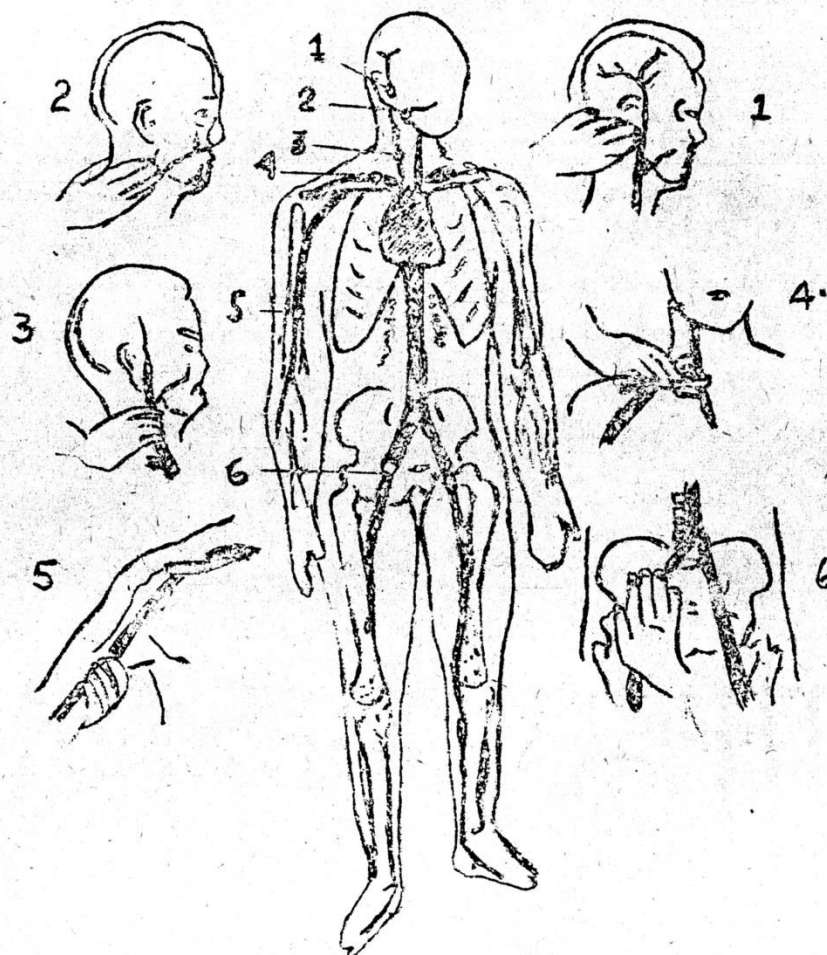
Beacon will be turned on upon request to Darnthing Tower, Channel "B", or, Cardclub Channel "D".

Transcribed by Michael G. Moskow

KNOW YOURSELF!



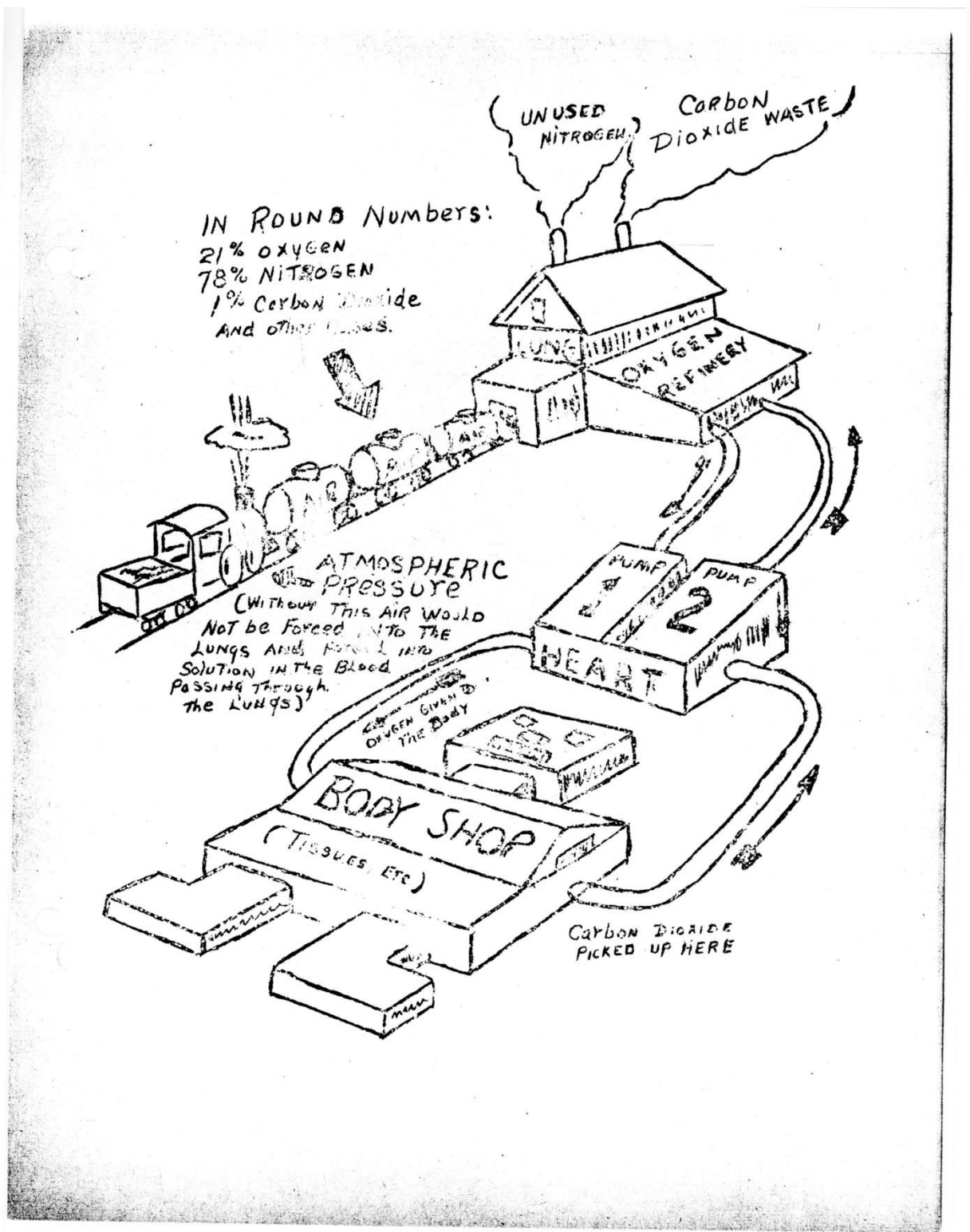
KNOW WHAT'S UNDER THAT FLAK WOUND!
IT MAY SAVE HIS LIFE! (OR YOUR OWN)!



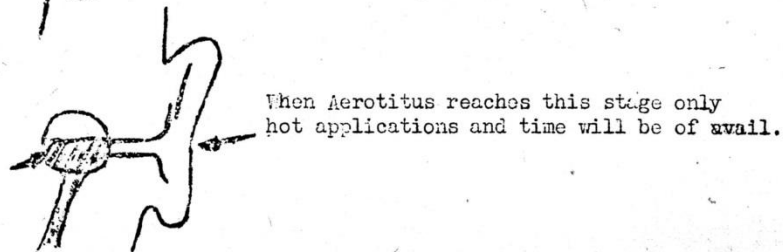
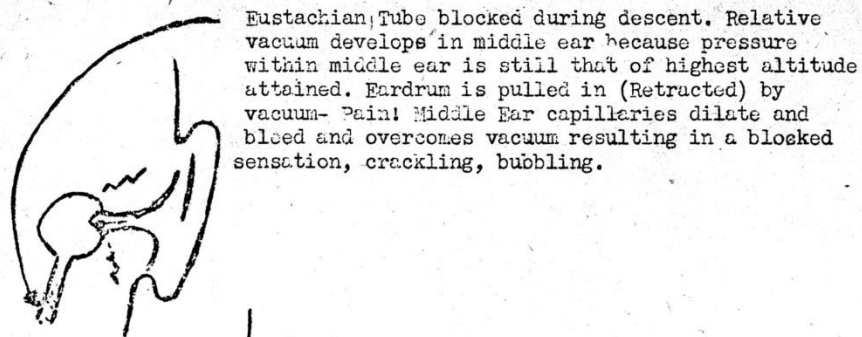
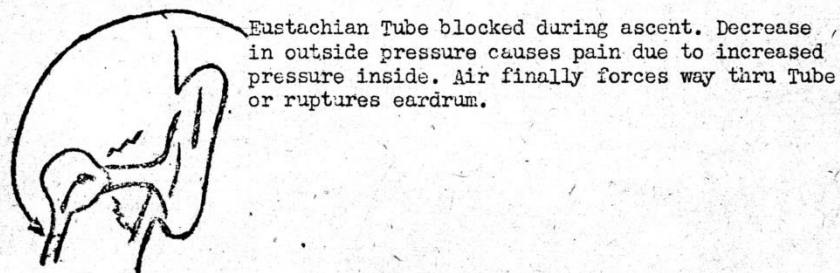
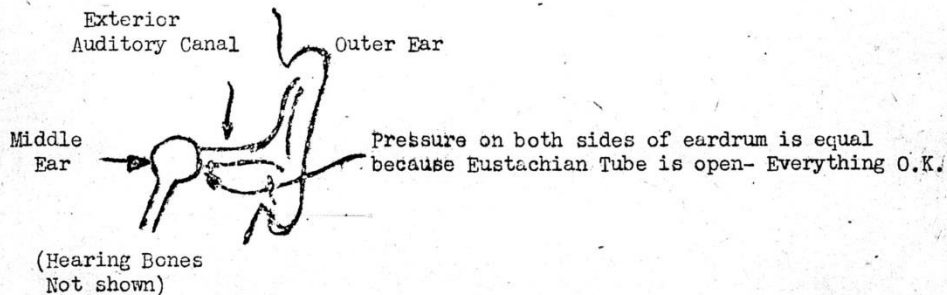
ARTERY - PRESSURE POINTS

A TORN ARTERY MAY BLEED HIM BEYOND RECOVERY
WHILE YOU ARE FUMBLING WITH THE FIRST-AID KIT.

KNOW THESE PRESSURE POINTS!

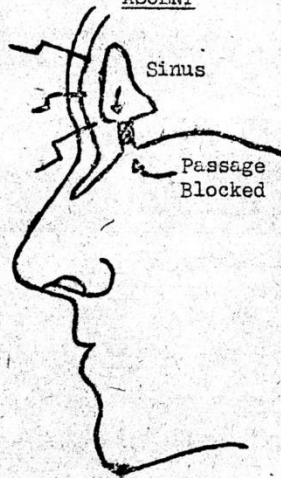


A E R O T I T I S



A E R O S I N U S I T I S

ASCENT



During ascent, if sinus passage is blocked by Phlegm or swollen mucus membrane, Air has difficulty in escaping from Sinus, causing headache.

If passage is blocked while descending, air cannot get back into sinus, causing intense pain.

DESCENT



I N T R O D U C T I O N

You are now in a Combat Organization. You are in the oldest Squadron and Group still in existence, dating back to the First World War. You have a fine tradition to live up to.

We realize the change from conditions existing in the United States to those in combat. Rather than let you learn haphazardly, this booklet has been prepared to carry you over the, period of false first impressions.

Use this only as a sampler. Important details are for you to read for yourself in the memorandums and other material placed at your disposal. Learn the right way now.

We assume that at least your first night and day have passed, that you have been billeted, and that your papers have been processed by the Orderly Room. Squadron Operations will now be the center of most of your activity. Read the bulletin board carefully, and any orders posted there are to be treated as Battle Orders. All training and flying schedules are posted there.

For the first week your time will be spent in Orientation lecture periods, scheduled both morning and afternoon. They will include the primary Orientation Lecture, and then Group History, Theatre Orientation, Security and Censorship, Engineering and Personnel Equipment, Evasion and Escape, Armament, Communications, Briefing and Interrogation, Prisoner of War Procedure, and a Medical Lecture. This training will be centered about S-2, Squadron Intelligence and the Line. Each lecture will be a vital contribution to the element of safety in YOUR missions. Listen and Learn.

During this Orientation week you will have learned the location of the various Squadron Units, the ranking personnel, and the one very important fact: along with Combat missions, an intensified ground and air training program is in effect. Thus may in time become a drudgery, but a man must constantly be learning and practicing to be efficient in combat. An inefficient man is as dangerous to YOU as is the enemy. This training will include each of you until the time you finish your coir of duty.

An orientation flight will be scheduled for a new crew in order to familiarize them with the general area and to give them confidence after not having flown for several weeks.

As soon as possible, the first pilot will be scheduled for a combat mission as Co-Pilot, and will fly as such for about five missions, or until he is deemed satisfactory for combat. The rest of the crew will also be checked out with experienced crews before they will fly together again as a team. You must realize the value of experience, and do not hesitate to learn when flying with men who have many missions.

You will soon learn the varied differences between combat flying, and flying in the United States. There is less red tape, but the rules, though fewer, are more clearly defined and must be followed, as more than one life is at stake. A Tight formation is the primary MUST, as there will be more planes in the air then you have ever seen, and each plane has been designated to be exactly a certain place at a certain time. You will hear what happens to stragglers.

THE ORGANIZATION

To understand the importance of timing, you must know the organization of the Air Force.

The 15th AAF, under command of Major General TWINING, is composed of Five Bombardment Wings. Four of these are equipped with B-24s, and the other, the Fifth Wing, is equipped with B-17s.

There are Six groups in the Fifth Wing: 2nd, 97th, 99th, 301st, 463rd, 483rd, all located in the Foggia Area. The 2nd and the 97th share the same airdrome, Amendola.

In the Second Bombardment Group there are four squadrons: 20th, 49th, 96th, and 429th. You will soon learn the distinctive insignias and Call Signs.

A mission is usually planned for the entire Air Force, and each Squadron of each-Group of each Wing must do its part to make it a success. If the complete Air Force hits one target, the take-off time and target time will be staggered to allow a comparative freedom of movement. The largest assemblage of planes to follow a specific timed plan will be a wave consisting of three Groups.

There are two types of Group Formation: A Group box with Four Squadron Boxes, and a Group Wave with Three Squadron Boxes. The latter is on a maximum effort mission, when the Group actually puts in the air two waves of three BOXES each. This will be explained to year satisfaction in briefings.

The Squadron normally flies a seven ship box, sometimes being decreased or increased to six or nine. The box position in Group formation is designated by letters: A-Able box being lead, B-Baker box flying high right, C-Charlie box flying low left; and D-Dog box flying low trail on Able.

Each ship in the Squadron box has a specified Call Sign other than that used in lone flight. The prefix is the name of the Squadron box (Able, Baker, etc.), then the number of the element (one, two or three), and last the position in the element (one, two, or three). Thus the squadron lead of Baker box would be Baker one-one (first element, first ship). The ship flying right wing would be Baker one-two, left Baker one-three. The second element lead would be Baker two-one, etc. Again, this name is used only when in formation. At other times the Squadron code name and Ship call letter is used.

THE MISSION

You now have a rough idea of the set-up. And now what happens on the first mission? What will it be like?

It starts the day before, with the Squadron being notified through channels by Air Force of what, will be demanded. The Battle Order is made out by the Operations Officer and his assistants, and posted early in the evening. The lead bombardier and navigator go to a pre-briefing at Group that night to receive general information about the target.

The C.O. awakens the men approximately one hour before briefing time to allow for breakfast. Briefing time varies, but is usually between 0500 and 0600. It is imperative that you are there at the scheduled time, as latecomers are fined. Only the Pilot, Navigator, and Bombardier go to the main briefing. The Radio Operator goes to a special briefing at Group. The rest of the crew _____ and get the shop ready for the mission. The Co-Pilot is in charge of supervising chocking the ship prior to the mission and is responsible for briefing the gunners on "Search and Fire Control". The engineer will pick up rations for the entire crew at the mess hall before leaving the area.

All pertinent information is given at briefing. Mimeographed sheets are given out containing items that you could not trust to your memory. These sheets are classified Secret and must be returned at interrogation. The Navigator will pick up the Escape Kits before briefing, and distribute them to the crew at the airplane.

Pilots leave after the general briefing, and bombardiers and navigators stay for special target information.

You will have had bins assigned in Personnel Equipment for your flying clothes. Those you will draw along with electric suits and be taken; by truck to the ships. The engineer will draw electric gloves for the entire crew. Every man will be in position ten minutes before briefed taxi time, and each man should take it upon himself to see that his position has been checked and is dressed before that time.

When the bombardier and navigator arrive, the enlisted men will be briefed and given all pertinent information about the mission. Do not neglect this. Teamwork is essential and this can be accomplished only by having each member of the crew know what will happen during the flight. Special emphasis should be placed on that day's special escape procedure. This crew briefing will be given out of hearing of anyone except your crew. This is not a reflection on the integrity of the ground crews, but security must be maintained and **ABSOLUTELY NO ONE WILL BE TOLD ABOUT THE MISSION UNTIL IT HAS BEEN COMPLETED.** In case of a scrubbed mission, nothing will be told about the briefed target.

Engines will be started before taxi time as seen as you see the lead ship starting up. Starting at this point radio silence will be maintained unless in an emergency. Listen closely to all radio calls, and follow instructions.

Your turn to taxi will come when you see the ship scheduled ahead of you taxi. Do not waste time -- follow him closely, but safely. Prepare for take-off before you turn on the runway, and move up with the ships ahead to make room for the ships behind. Take-Off will be at a **MAXIMUM 30-second interval.** The longer the take-off interval, the longer it takes to join formation in the air.

After take-off the squadron lead ship will fly at 145 I.A.S., and will follow a specified pattern. There is no need to build up on excessive airspeed, as cutting corners will bring you up much faster. Attain safe altitude after take-off, and maintain it before joining.

After the Squadron has assembled, the Squadron lead will then be free to maneuver into position in Group Formation. The Group Assembly will have a specified time and altitude over the field, and then altitude is gained for Wave rendezvous. This will usually be near the Adriatic Coast, and the next and most important item to meet is Key Point. Key Point is similar to a three-dimensional traffic crossing. Wave traffic must be controlled here to give a clear route to the target.

From, rendezvous to Key Point the flight will be crossing into enemy territory, so all crew members will be at their position and on the alert. Oxygen checks must be called regularly. Guns will be test fired on orders from the Group Lead.

The route to the target is planned to avoid flak areas. Mobile flak may be encountered with the changing war situation. Enemy fighters may intercept at almost any point, so your tight position in formation should be gained at first and held constantly because of this threat. A moment's relaxation in the air may mean your life and others.

Bombing altitude will be reached before the Initial Point, and airspeed, altitude, and course of the lead ship must be held constant on the bomb run regardless of the flak or fighters. It is at this crucial period that a tight formation is of the utmost importance. A good bombing pattern is the result. A target that is knocked out brings you one step further towards home.

There will be a turn after bomb away to Rally Point, and a slow let-down will be started. However, altitude may be maintained to take advantage of tail winds.

Before reaching the Italian Coast, the pilot will give the order to clear all guns.

A good pool-off and landing is essential, as there are many ships that must land in a short time. Ships in trouble have the highest priority, and formations have priority over single ships.

Interrogation is the next step, at Group Briefing Room. All crew members will be present, and any gun that has not been cleaned before leaving the line will be cleaned after interrogation. The navigator is responsible to see that all escape kits have been turned in. The pilot will be responsible for the mimeographed briefing forms.

An intelligence officer will be the interrogator, and accurate reports are necessary for safe and well informed future operations. The navigator will give weather information, and all crew members will give their reports on bomb strikes if seen. All observations in the air should have been given to the navigator and noted in his log.

Your mission has been completed, coffee and doughnuts are there for you, and two ounces of whiskey awaits you at the dispensary.

Thirty-five missions is the present number to be flown on a tour of duty.

Do what is required the way it is required; do not under-estimate the enemy-rand above all, fly good formation and you will finish all thirty-five.

Not all your flying time will be obtained on combat missions. An intensified air training program makes it necessary that every crew member knows the area for all training flights, and that all pilots know the facilities at hand for weather flying.

An orientation flight will be given for all new crews, giving them a picture of the area, and an idea of the radio facilities available. On Combat missions, learn all good chock points in the Adriatic Area.

On practice flights, such as air-to-ground gunnery, or bombing, study your route beforehand, and ask questions until you KNOW what will take place, when-where-and how.

Study the following maps, which are also posted in Operations. Carry a copy of the instrument let-down procedure on all local flights.

Practice flights include the following:

1. Formation - Squadron and Group.
2. Instruments and Instrument Calibration.
3. Navigation.
4. Practice Bombing and Camera Bombing.
5. Slow Time on Engines.
6. Ferry hops.
7. Acceptance checks and test flights.
8. Night Flying.

Make use of the time available to you, as it will improve your combat flying.

FLYING CLOTHING

Equipment has been issued to each combat crew member to avoid discomfort on long and cold missions. However, certain items should be worn that are not supplied by Air Corps Supply.

Wear these to briefing and to aircraft.

1. Long woolen underwear.
2. Dry socks; three pair (silk - cottons-woolen).
3. G.I. Shoes.
4. O.D. Uniform and insignia (metal for officers)
5. B-10 Jacket.

When at the aircraft, dress for flight and have all personal equipment in position before taxi time. Check your oxygen mask, parachute, and put your escape kits **ON YOUR PERSON**. The engineer will pick up electric gloves at Personnel Equipment and distribute them to the crews.

Proper dress for high altitude flight includes the following:

1. Electric suit, gloves, and shoe liners.
2. Fleece lined boots.
3. Fleece lined helmet, with goggles.
4. Scarf or towel.
5. G.I. Shoes attached to harness.

Be smart. And be comfortable. Avoid perspiration before take-off, but do not be chilled. Do not adjust heat too high, and know where the fuse to your set is located. Do not restrict circulation, and exercise fingers and toes. Avoid windblast, and do not remove gloves at low temperatures.

Carry your pistol on all missions. When this is not desirable, you will be notified. A trench knife is optional.

Flak suits and helmets are part of your flying equipment. Make sure they are handy at all positions. The navigator will tell you when to put them on. Leave them on until he tells you to remove them. Flak suits and helmets are life insurance that pays off to **YOU**.

THE FLIGHT SURGEON AND YOU

A medical lecture will be given to you during your orientation week. Once a month another lecture will be given to freshen details in your mind. During those lectures you will find the two great hazards in high-altitude flying: **ANOXIA** and **FROSTBITE**.

ANOXIA:

The importance of knowing how to use oxygen was never as important as it is **NOW**. Altitudes flown on missions will probably be higher than you have previously reached. It varies by missions, going from 26,000 to 30,000, the average being 27,000. A few breaths of this rarified air and a man is well on his way to become a corpse. Don't think that you are an exception.

It's very simple to live at altitude:

1. Make certain you are getting oxygen.
2. Answer all oxygen checks -- and really **CHECK** your system.
3. Don't let your mask or line freeze.
4. Use auto-mix **ON** -- except in an emergency.
5. Know where the spare mask is located.
6. Remember the symptoms of anoxia, and check the man next to you in flight.

FROSTBITE:

Frostbite goes hand in hand with the danger of anoxia. Temperatures reached on a mission sometimes fall as low as minus 60 degrees.

Again the rules are simple:

1. Keep covered and warm. Electric suits are issued and should be kept in working condition. Electric gloves are drawn before the mission from Personnel Equipment by the engineer and distributed to the crew.
2. Don't allow a slipstream inside the ship to strike you.

3. Don't sit on metal surfaces.
4. Don't touch metal surfaces with your hands.
5. EXCESS HEAT DOES MORE HARM THAN GOOD.
6. If you don't know EXACTLY how to treat frostbite, do nothing more than place the afflicted parts in a fairly warm place on your body, such as the arm pits or between your legs. See the Flight Surgeon as soon after landing as possible.

Above all in both anoxia and frostbite, heed what the Flight Surgeon has told you.

It is important that you are in a healthy condition to fly. If you have a cold or are sick go on sick call. A man who is ill on a mission is endangering the lives of others,

In warm weather, adhere to the instructions that will be posted by the Flight Surgeon on the prevention of Malaria.

DNIF means just that. You still will be scheduled for ground training.

Stay away from Italian food.

A clean Italian woman who WILL is a rarity, so if you MUST, take a PRO.

RADIO

The air has never been strictly Allied property. For that reason the correct use of a radio is extremely important. Knowing when NOT to use it is as important as knowing when to use it.

Your basic radio set is the VHF, and on that your primary channel is B. Each Group uses B channel, but each has its own frequency. Channel C is Wing channel, and channels A and D are for emergencies.

6440 on command is the secondary radio aid. This will be used when the VHF is not working or when contacting other fields.

Radio aids are plentiful in this area, and a careful study of them is essential. Memorize the maps of the ranges, and the frequencies of the most important marker beacons and ranges. Ask Operations for the manual "ABC of Emergency Radio Procedure". Know in your own mind that you have the necessary knowledge of the radio and how to use it to all emergencies.

Most all radio-telephone talk uses code-names. The code-name for the 2nd Bomb is Noisemaker. The control tower is Darnthing, and the 96th Squadron is Shortcut. Ship numbers are not used, but each ship has a letter. For example, when calling the tower, you would say "Hello Darnthing, this is Shortcut A for Able, over". The procedure is the same as is used by both British and American forces. You will call the same way you did in the United States, only substituting present code names and letters for actual names and numbers. Never forget security.

Stay off the air until absolutely necessary. On a mission there will be no need to call anyone until after bombs away, and then only in an emergency. Answer when called, but keep all messages to a minimum and keep them short and concise. Avoid at all times on a mission giving data such as altitude, course and uncoded positions.

The radio operator's folder includes more pertinent items than you can remember, so do not hesitate to use it when necessary.

Remember your aids.

1. Radio Operator's folder.
2. Emergency pamphlet.

3. Radio Aids map.
4. Communications Officer.

Use them.

RANK AND POSITION

Policies regarding rank often changes, so do not expect TOO much. However, an average crew may complete their tour with the following ranks:

1. All Officers First Lieutenant
2. Engineers and Radio Operators Tech Sergeant.
3. All gunners Staff Sergeant.

Promotions for enlisted men are governed by a T.O. that is usually filled. As men complete their tour, there will be openings.

Officer promotions from Second Lieutenant to First Lieutenant are governed by position and-time in grade. The minimum qualifications are as follows:

Pilots	1.	Five missions and six months in grade.
	2.	Ten missions and three months in grade.
	3.	One year in grade.
Co-Pilots	1.	Twelve missions or one year in grade
Navigators	1.	Twelve missions or one year in grade.
Bombardiers	1.	Twelve missions or one year in grade.
Lead Bombardier or Navigator		Ten missions.
Remember, these are minimum only.		

A first-pilot when checked out will fly wing position, and the rear of the Squadron formation. He can set his own goal as to his place in the Squadron formation, but he will have to work for it. If he flies good formation in the rear of the Squadron, he will be advanced to wing in the forward elements. If he continues his good work, he will be checked out as an element lead. More hard work and he can be checked out as Squadron Lead. Each advancement means more work, for in each advancing position his flying affects more men and planes. A Pilot can advance to Flight Commander, Section Leader, an Operations Officer IF – he has the ability and the ambition.

A co-pilot who shows ability can be checked out as first-pilot and receive his own crew after he has completed about half of his missions.

Navigators; and bombardiers work for the lead positions. Again ability and work are the deciding factors. Each Squadron must have a Squadron Navigator and Squadron Bombardier, and these are chosen for their past quality of work.

To sum up, both rank and position are to be had, but not as a gift. You have only yourself as an obstacle.

GENERAL INFORMATION

REST CAMPS

Normally each man will have a chance to go to Rest Camp twice during his tour of duty. Do not expect to go until you have completed 15 missions. The Medical Department will send any man that needs rest, but Squadron Operations will schedule the greater share.

PASSES

Passes are available to Enlisted Men after 1200 each day, if the person is not scheduled for duty. There is a curfew in Foggia at 2300, so all passes will be issued for the hours between 1200 and 2300. Officers must respect the same hours, and have a sign out book in Operations. Group furnishes regular bus service to Foggia, the schedule of which is posted on the Orderly Room bulletin board. All passes must be obtained through Squadron Operations. On operational days passes may be obtained before 1200.

MAIL

Squadron S-2 is in charge of outgoing mail. There is an officer detail each morning to censor Enlisted Men's mail. Before writing any letters, read the censorship regulations in S-2. Check with the mail room for the correct return address and present mail regulations.

QUARTERS

Combat personnel are expected to keep their living quarters clean and orderly. Inspections are made each Saturday of the tents and tent areas. There are certain regulations that must be complied with, and these should be read as soon as possible. See a Section Leader or Plight Commander on these points.

FLYING AND GROUND PERSONNEL COOPERATION

The ground crew of a plane is just as important to the success of a mission as the flying crew. Full cooperation must be maintained in both sections. When your plane is assigned, get to know those men who keep it in the air, and learn and respect the problems confronted by them.

LAUNDRY AND DRY CLEANING

Facilities for both laundry and dry cleaning are available in the Squadron and Group, and also in Foggia. Do not give your clothes to Italians, as sanitary conditions in most private Italian laundries are deplorable.

Rations are issued each week in the Squadron PX on Sundays and Mondays. Hours and the weekly ration list are posted on the Orderly Room Bulletin board. Officers ration cards are not valid in the Foggia Officers PX or any other except the Squadron.