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QUESADA

QUESADA, ELWOOD R. (OH-476) 215 pages Open

Air Force officer, North Africa and Europe, 1942-45

DESCRIPTION: Interview #1. [October 17, 1973; pp 1-34] Quesada's career during first year of World War II: 33<sup>rd</sup> Fighter Group, Mitchel Field, NY; plane crash on December 7, 1941; P-40 airplanes; pilot training; hysterical reaction to news of Pearl Harbor; lack of experienced pilots; invasion of North Africa; launching of planes by catapults from aircraft carriers; US insignia on planes in North Africa; Quesada's rapid promotions; composition of a flight wing; supplying airplane parts in North Africa; Quesada's command in North Africa; unification of US and British air forces in North Africa; problems with parochialism; Air Vice Marshal Hugh Pughe-Lloyd of Northwest African Coastal Air Force; comparison of P-38, P-39 and P-40 planes.

Interview #2. [August 19, 1974; pp 35-72] Quesada's transfer to England, late 1943; Arthur Tedder; problems with parochialism in unified commands; Arthur Coningham; Quesada's flight to England via Bay of Biscay; B-24 planes on anti-submarine missions; German Condors; James Lee and Edward Gerry of Quesada's staff; Gerry's improvement of anti-submarine warfare. Creation of Ninth Fighter Command in England; evaluation of personnel; assignment of airfields; communications system; use of telephone lines; arrival of units and supplies from US; training of pilots and gunners; Lewis Brereton and Henry Arnold correcting problem with ammunition of P-51 planes; P-51 engines; comparison of P-38, P-47 and P-51 planes; Quesada's participation in combat missions.

Interview #3. [November 13, 1974; pp 73-112] Ninth Air Force in England: escorting heavy bombers; bombing techniques; training for bomber crews; Allied superiority in air-to-air combat; planning for Normandy Invasion; meetings at COSSAC; logistical planning; lack of pre-war Air Corps training on coping with major wartime problems; British ability to plan; fear of German air strength; Leigh-Mallory; Montgomery; Arthur Coningham; air support of ground forces; Omar Bradley; Lewis Brereton; Russian ground commanders controlling their air units.

Interview #4. [January 31, 1975; pp 113-168] COSSAC planning meetings; Harry Broadhurst; tactical aircraft Typhoons, Tempests, P-47s and P-51s; exchange of groups between 8<sup>th</sup> and 9<sup>th</sup> Air Forces; air-to-air and air-to-ground combat training; Allied superiority in air-to-air combat; defeat of German air force prior to D-Day; use of radar to guide airplanes; DDE's interest in radar; DDE's visits to Quesada's headquarters; spartan life-style of air crews; DDE's flight with Quesada in P-51 over Normandy; preparations for D-Day; logistical planning; tactical and strategic bombing; German immobility; Quesada's flight to Normandy on June 7, 1944; flexibility in selecting targets due to good communications.

Interview #5. [August 25, 1976; pp 169-215] Weather forecasting; bombing of German planes at Paris; poor leadership in Luftwaffe; breakout from Normandy beachhead; broad front vs narrow front concept; lack of German opposition; Omar Bradley; air support for ground troops; problems with radio communications between air and ground units; air personnel assigned to ground units; blanket bombing of St. Lo road; use of P-38 and P-47 bombers; how to attack a German tank; German counterattack at Avranches; poor German leadership; air support of First and Third Armies at Falaise Gap; German use of horses; Seine River crossings; pursuit of German reinforcements; Battle of the Bulge; protection of airfields against counterattack; air battle at Maastricht; German jets.

[Eisenhower Library Oral History Project, interview by Dr. Maclyn Burg, 1973-76]