

SECRET

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C O N F I D E N T I A L

HEADQUARTERS
 461st BOMBARDMENT GROUP (H)
 APO 520 U S Army

314.7

8 August 1944

GROUP HISTORY

For the Period 30 June 1944 to 31 July 1944

1. The present designation of this unit is 55th Bombardment Wing (H), Fifteenth Air Force, APO 520, U S Army.
2. Major William H. Reddell, O-1699426, was appointed Commanding Officer of the 776th Bombardment Squadron (H), succeeding Major Harold E. Blehm, missing in action on mission over Ploesti on 22 July 1944.
3. The strength of the unit, commissioned and enlisted was as follows:

	<u>Officers</u>	<u>Enlisted Men</u>
As of 30 June 1944	370	1641
Net increase	4	4
As of 31 July 1944	374	1645

4. Striking enemy objectives in Southern France, Northern Italy, Austria, Southern Germany, Hungary and Roumania, this Group during this period flew a total of eighteen (18) combat missions, with 527 sorties, dropping a total of 1307 tons of bombs. Enemy oil, transportation and aircraft industries received the brunt of attacks during this period. Five

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GROUP HISTORY, 464 Bomb Gp (H), 30 Jun 44 to 31 Jul 44, contd
(5) missions against important marshalling yards, six (6)
against oil installations (three (3) of these attacks being on
Ploesti targets), four (4) on aircraft factories, one (1) on
submarine docks, one (1) on enemy airdromes, and one (1) on
a prominent tank factory.

The attacks by this Group on the Luftschiffbau Zeppelin
Works at Friedrichshafen on 20 July 1944, and on the Herman
Goering Tank Works at Linz, Germany on 25 July 1944 were par-
ticularly successful, both plants being completely demolished.

A total of five (5) missions were cancelled.

5. Our gunners continued to give an excellent account of
themselves in combat with enemy aircraft, with a score of 26
destroyed, 20 probably destroyed and 5 damaged.

6. A total of 180 combat crew members were listed as
missing in action during this period, with 27 crew members being
returned to duty who had been previously listed as missing in
action. Many others are back in American hands who have not as
yet been returned to this Group. The time spent in enemy ter-
ritory varied from just a few days to fifty four (54) days.
Returning personnel speak very highly of the treatment and aid
received while in enemy territory -- many stories of heroism
in their defense, the sharing of food, clothing and tobacco by
those who aided them, and the general all-round excellence in
which they were treated, protected and sheltered.

C O N F I D E N T I A L

GROUP HISTORY, 464 Bomb Gp (H), 30 Jun 44 to 31 Jul 44, cont'd

7. During this period twenty four (24) Purple Heart Medals, 212 Air Medals, 345 First Oak Leaf, 122 Second Oak Leaf, 17 Third Oak Leaf and 4 Fourth Oak Leaf Clusters were awarded to flying personnel of this Group.

The Silver Star was awarded to:

Colonel Marshall Bonner, O-18967 - Missing in Action.

The Distinguished Flying Cross was awarded to the following:

Major Weldon K. Burton	O-1699310	Hq Det
1st Lt Walter H. Rose	O-789511	776th Squadron
1st Lt Robert (NMI) Todd	O-801194	776th Squadron
1st Lt Robert H. Focht	O-734443	776th Squadron
T/Sgt Marshall F. Farrell	11029226	779th Squadron

The Distinguished Flying Cross was awarded to the following combat crew members missing in action:

1st Lt Lamar J. Dunn	O-366754	777th Squadron
1st Lt Oliver M. Wright	O-739234	777th Squadron
2nd Lt Henry A. Dangler	O-727814	777th Squadron
2nd Lt Clarence R. Vana	O-698799	777th Squadron
T/Sgt Daryl P. McGowan	17069106	777th Squadron
S/Sgt Donald F. Claeys	36130486	777th Squadron
S/Sgt William W. Lester	37494475	777th Squadron
S/Sgt Herman E. Pyrum	18129409	777th Squadron

C O N F I D E N T I A L

GROUP HISTORY, 464 Bomb Gp (H), 30 Jun 44 to 31 Jul 44, contd

S/Sgt Thornton D. Trout Jr 13047714 777th Squadron

Sgt Oscar (NMI) Akers 35269674 777th Squadron

8. Two (2) aircraft accidents happened during this period, both occurring during landings, resulting in major damage to one (1) aircraft and the salvage of the other - There were fortunately no fatalities and only one minor injury to personnel.

9. Captain Raymond W. Drake Jr, O-659363 had the distinction of being the first combat crew member to complete fifty (50) combat missions. Captain Drake flew his first mission on 2 May 1944 and his fiftieth on 19 July 1944.

10. Good progress is being made in the reduction of venereal disease. The rate per 1000 men per annum being 32.54 per cent during July as compared to 83.49 per cent during the preceding month, new cases being reduced from sixteen (16) to five (5). This improvement has been made possible by more recreational facilities being made available on the Base and an educational program conducted by the Medical Officers of the Group.

11. The morale of the Group during this period was excellent, being as high as could normally be expected.

12. General News and Events of the Month:

(a) Lt Gen Ira C. Eaker, and Lt Gen Carl Spaatz visited this Group on 5 July 1944.

C O N F I D E N T I A L

GROUP HISTORY, 464 Bomb Gp (H), 30 Jun 44 to 31 Jul 44, contd

(b) The Officers Clubs of the 777th, 778th and 779th Squadrons were opened during this period, with the construction of the 776th rapidly nearing completion. These clubs are also used for Officers Mess.

(c) Enlisted Mens Clubs of the 777th, 779th Squadrons and Headquarters Detachments were also opened, with the 778th Club scheduled to open early in August. These clubs have barber shops, bars, and facilities for tailor shop, mail room, and general reading, writing and lounge rooms. The men spent considerable time and effort in the construction and furnishing these Clubs, resulting in spirited competition between the various individual units to have the best Club.

(d) Plans for the erection of a Chapel were formulated and construction started under the direction of Chaplain Eastwood. A splendid response to the call for funds was had, with over \$2600 being given by individuals in the Group.

(e) After many windy, dusty, and hot weeks, the building to house S-1, S-2, S-3 in conjunction with an adequate Briefing Room is well under way. When completed this will be a great improvement over the tents now being used, and should result in greater efficiency in all departments.

(f) A number of Tufo block houses are rising on the base, being built by personnel for permanent living quarters. The Italian contractors are busy drawing plans for tile

C O N F I D E N T I A L

GROUP HISTORY, 464 Bomb Gp (H), 30 Jun 44 to 31 Jul 44, contd
floors, fireplaces, showers and latrines with all the trimmings.
Some of the more optimistic members of the Group, who feel
that our stay in Italy is drawing to a close are taking a great
deal of pleasure in reminding the others that their pleasures
of a "house" will be short lived.

(g) The new Camp Newspaper "464th Bomb Blast" made
its initial appearance on 15 July 1944. It is very interesting
and contains a variety of news, articles and cartoons. Special
Services and those responsible are to be congratulated. Copies
are inclosed.

(h) Both Officers and Enlisted Men continue to
enjoy relaxation and rest at the various rest camps and trips
to Rome. This has had a decided influence on the morale of
the Group and Air Force is to be congratulated on their far
sightedness, which cannot help but result in increased effi-
ciency on the part of both air and ground personnel. Everyone
is anxiously awaiting the day when Florence, Venice, Genoa and
Milan will be open for inspection, with, of course, Vienna and
Berlin also on the itinerary.

13. The subjects of operations, losses, biographies,
promotions, and pictorial record are covered under those
headings.

BIOGRAPHIES

1. Major John W. Morris, O-263677, Executive Officer of the 776th Bombardment Squadron (H). Major Morris was Dean of Curtis High School, New York City at time of entering active service on 29 April 1942, being commissioned a 1st Lt, AC, and reporting for duty at Mitchell Field, Long Island, New York. Served as Base S-1 at Gowen Field, Boise, Idaho, and joined 464th Group on 17 November 1943 at Pocatello, Idaho. Major Morris served in New York National Guard for five (5) years and held a commission as 1st Lt in U S Cavalry Reserve from 1934 until called to active duty. Major Morris is 54 years old, married with two grown children. Hobbies are horses. Promoted to Major 17 September 1943.

2. Captain Clyde (NMI) Crabtree, O-914836, Executive Officer of the 777th Bombardment Squadron (H), was Athletic Director and Coach at the West Palm Beach Florida High School at the time of entering active service as 2nd Lt, AC on 14 August 1942. After completing training at OTS served at Gowen Field, Boise, Idaho, until 26 August 1943 when he joined the 464th Bombardment Group (H) as Executive Officer of the 777th Bombardment Squadron (H). Captain Crabtree is 38 years old and married, home town Miami, Florida. His hobbies are fishing and golf. Promoted to Captain 27 September 1943.

3. Major Richard F. Brewer, O-908449, Executive Officer of the 778th Bombardment Squadron (H) was Superintendent of North American Rayon Corporation, Johnson City, Tennessee at the time he was commissioned a 1st Lt on 9 June 1942. He was assigned to Maxwell Field, Alabama, as Asst Commanding Officer of AAF Pre-Flight School (Pilot). Also served at Hq Army Service Forces, Washington, D. C. and at Gowen Field, Boise, Idaho. Joined the 464th Bombardment Group (H) on 10 October 1943. Major Brewer is 35 years old, single, and home town is Johnson City, Tennessee. Hobby is golf. Promoted to Major 11 March 1944.

4. Major Arthur E. Chambers, O-489720, Executive Officer of the 779th Bombardment Squadron (H), was Executive of a large furniture firm in Logan, West Virginia at the time he received his commission as 1st Lt, AC on 13 August 1942. After attending OTS was assigned to AAB, Casper, Wyoming, later serving at Scottsbluff, Nebraska. Joined the 464th Bombardment Group (H) on 8 November 1943. Major Chambers served with General Pershing on the Mexican border in 1916 when he was 14 years old. Also served in Intelligence in World War I, both as an enlisted man. Major Chambers is 45 years old, married and chief hobbies are motor boats, archery and amateur radio. Promoted to Major on 7 July 1944.

5. Major William H. Reddell, O-1699426, Commanding Officer of the 776th Bombardment Squadron (H) started his flying career as a civilian in 1938 with a commercial Pilot's rating. Joining the RAF as a Pilot Instructor in May 1941, he was commissioned a Pilot Officer and served with the RAF until 26 May 1942 when he transferred to the U S Army Air Forces as a 2nd Lt. After serving as an instructor at Basic Flying School, Waco, Texas, and as a pilot in C-47's at Lubbock, Texas, Major Reddell took B-24 transition at Ft Worth, Texas and was assigned to Gowen Field, Boise, Idaho as a B-24 Pilot Instructor. Major Reddell joined the 464th Bombardment Group (H) with the original personnel on 26 August 1944 and was Operations Officer of the 776th Bombardment Squadron (H), and was appointed Commanding Officer of the Squadron on 23 July 1944. Major Reddell is 25 years old, married and lives at McKinney, Texas.

6. Captain Raymond W. Drake Jr, O-659363, joined the Air Forces on 23 August 1941 as a flying cadet at Cimarron Field, Oklahoma City, Oklahoma. Captain Drake received his wings as a 2nd Lt at Brooks Field, Texas on 29 April 1942. Assigned to the Anti-Sub Patrol in May 1942 he flew regular patrol out of Jacksonville AAB, Florida and Bastista Field, Cuba until October 1943. Joining the 464th Bombardment Group (H) on 11 November 1943, Captain Drake came overseas with the

Group and flew his first combat mission on 2 May 1944 and his fiftieth on 19 July 1944, which is an outstanding achievement. Captain Drake has been awarded the Distinguished Flying Cross, the Air Medal and four Oak Leaf Clusters to the Air Medal.

Captain Drake is 26 years old and unmarried, lives at Newark New Jersey.

PROMOTIONS OF KEY PERSONNEL

1. The following Officers were promoted to grades indicated during the month of July 1944:

Elvin E. Goodyear, O-401217, to Lt Col
SO 186, par 15, Hq NATOUSA 7 July 1944

William H. Reddell, O-1699426, to Major
SO 205, par 17, Hq 15th Air Force 23 July 1944

Arthur E. Chambers, O-489720, to Major
SO 186, par 15, Hq NATOUSA 7 July 1944

A SALUTE TO THE GROUND CREW

47 Missions -- Never an Early Return and Still Going Strong

She doesn't wear any medals, gets no overseas ribbons.... no rest leaves....not even a pass....but she's a soldier with plenty of combat experience!

"She" is a 15th AAF B-24 named "Shoo-Shoo Baby", a patched up, olive-drab painted job that has flown 47 missions against the Germans over many targets from France and Germany to the oil fields at Ploesti, Roumania.

Master Sergeant Lester W. (Smoky) Halonan, 30, is her crew chief, a guy who "babies" the baby and sees that she's ready to go every morning when the planes take off with a load of worry and destruction for Adolph and his boys. Halonan hails from Milwaukee, Wisconsin where his wife, the former Marvan Blazek resides at 726 W. Washington St. He was employed as a crane hitcher at Nordberg Manufacturing Co. before he entered the army in January '42. He attended Cudahy Vocational school in Cudahy, Wisc. where he studied mechanics and electricity and attributes much of the success of "Shoo-Shoo Baby's" record of never having an early return from a mission to the class rooms of Cudahy.

His parents, Mr. and Mrs. William N. Halonan reside at 933 N. 17th St. in Milwaukee and he has three brothers in the service. Arthur is a marine in the Marshall Islands while Monty and Gene are still in the states.

The other mechanic who works day and night on the ship is Sergeant Sterling N. Lawrence, 29, whose wife Anna lives at 2315 Dumesnil in Louisville, Ky. He was a stationary fireman for the Louisville and Nashville Railroad before entering the army 18 months ago. He attended DuPont Manual Training high school in Louisville and has two brothers in the Navy. Both sergeants arrived overseas last March.

Seven swastikas decorate the sides of their plane....one for each German fighter that failed to return to Uncle Herman Goering's Luftwaffe unless they picked up the pieces after the planes crashed.

Halonan and Lawrence check everything after every missionnot even a dirty spark plug is too insignificant to be remedied. Proof of the fact of their watchful eyes is that only two engine changes have been made since the ship started operations. One gas tank had to be replaced, only because the original was shot off by flak over Weiner Neustadt. There are more patches on the ship than you can find in a patch quilt like grandma used to make. Once there was an idea making the rounds to change the name of the plane to "Spotted Fever" because of the headaches it has caused the German and of the spotted effect of the patches when she rolls down the runway. That suggestion was over-ruled by her crew. "Shoo-Shoo Baby" she was named, and "Shoo-Shoo Baby" she'll be.... even when they take her home for a bond sales tour one of these days.

This is but one example of the hard and faithful work being done by our Ground Crews. They are very seldom in the limelight, but just ask the men who fly the planes and they will tell you who is doing a whale of a job to "keep em flying".



Left to right:
General Twining,
Colonel Acheson, and
General Spaatz

Colonel A.L. Schroeder
Group Commanding
Officer





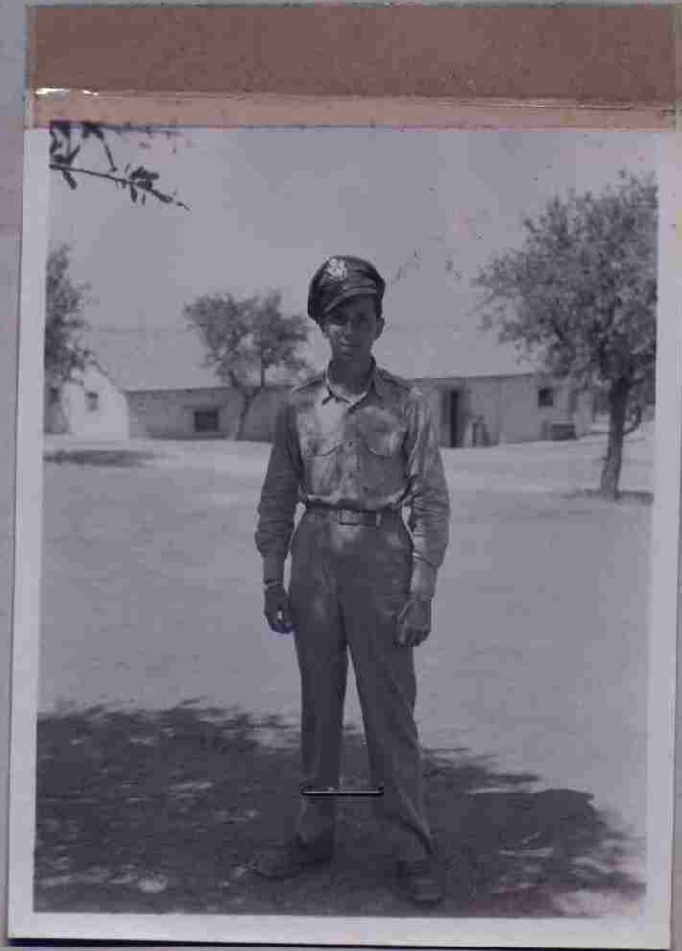
Front Row:
General Spaatz,
Colonel Acheson,
General Eaker,
General Twining,
Back Row:
Colonel Schroeder,
Group Commanding
Officer
Lt. Colonel Foster
of 465th Group



From left to right:
Colonel Schroeder,
General Eaker,
General Twining,
Colonel Acheson, and
General Spaatz, with
back to camera.



Captain Raymond W. Drake Jr.
First to complete 50 combat
missions over enemy territory



Major William H. Reddell
Commanding Officer 776th
Bombardment Squadron (H)



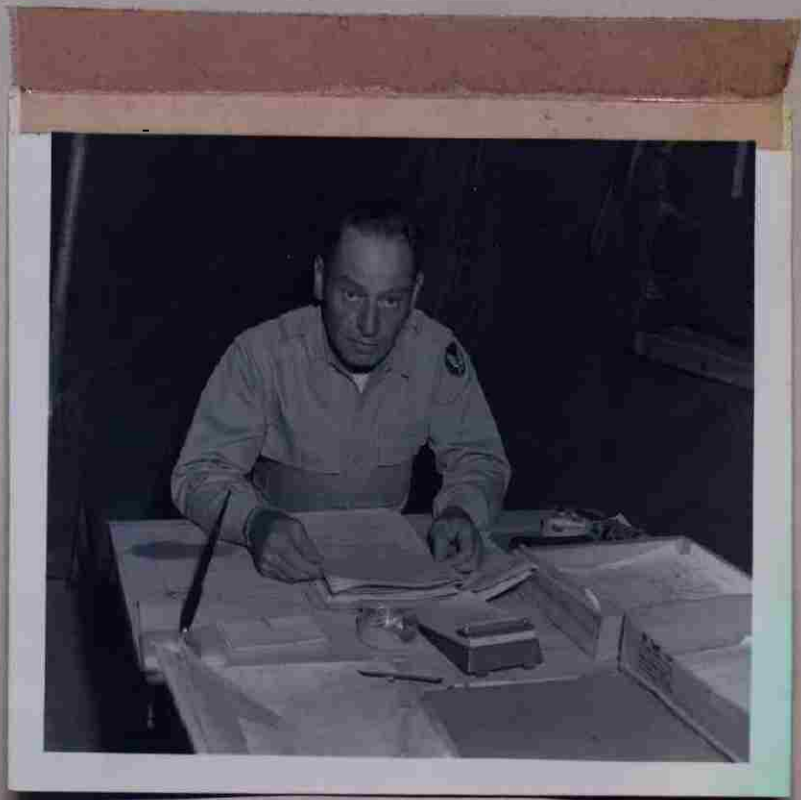
Interior Enlisted Mens
Service Club of the
778th Bombardment
Squadron (H)



Enlisted Mens Service
Club 776th Bombardment
Squadron (H)



Major Richard F. Brewer
Executive Officer
778th Squadron



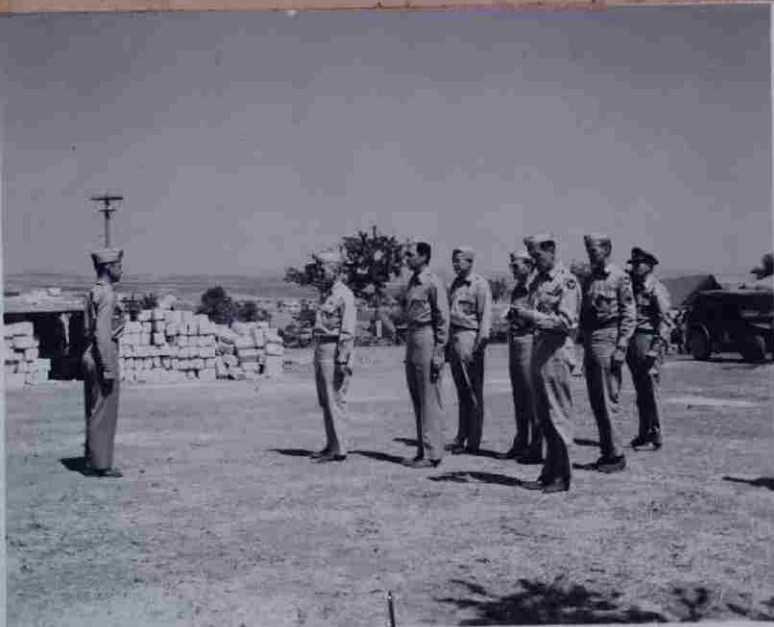
Major Arthur E. Chambers
Executive Officer
779th Squadron



Colonel Clark of the 465th Group

Lt Col McKenna, Deputy Group Commander,
464th Group

Major Johns, Group Adjutant,
464th Group



Maj Gen Twining
Presenting
SILVER STAR
to
Major Clarence G Poff
Commanding Officer
778th Bomb Sq (H)

Lt Col Chas F McKenna
and
Colonel A L Schroeder

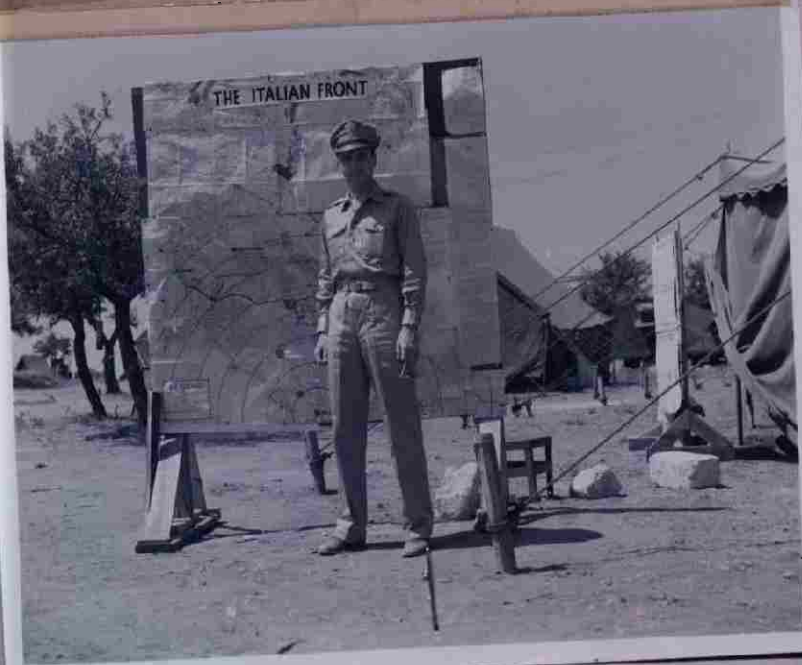




Capt John W Nance
Asst Group Operations
Officer, receiving the
DISTINGUISHED FLYING
CROSS
from Colonel Acheson,
with other personnel
receiving the
PURPLE HEART

Major Clarence G Poff
Commanding Officer
778th Bomb Sq (H)
with
SILVER STAR
just awarded

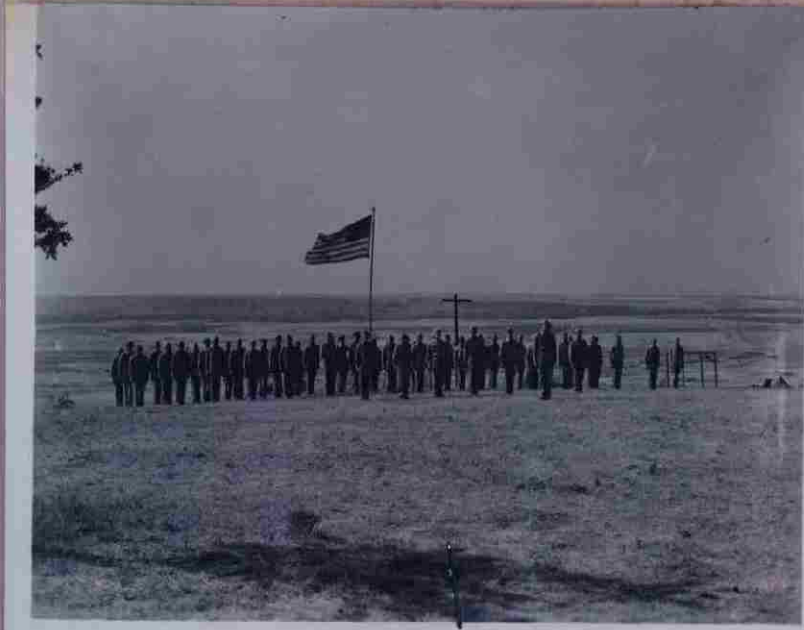




Lt Col Chas F McKenna III
Deputy Group Commander

Purple Heart, Air Medal,
and Distinguished
Flying Cross awards
being made by Maj Gen
James E Fechet

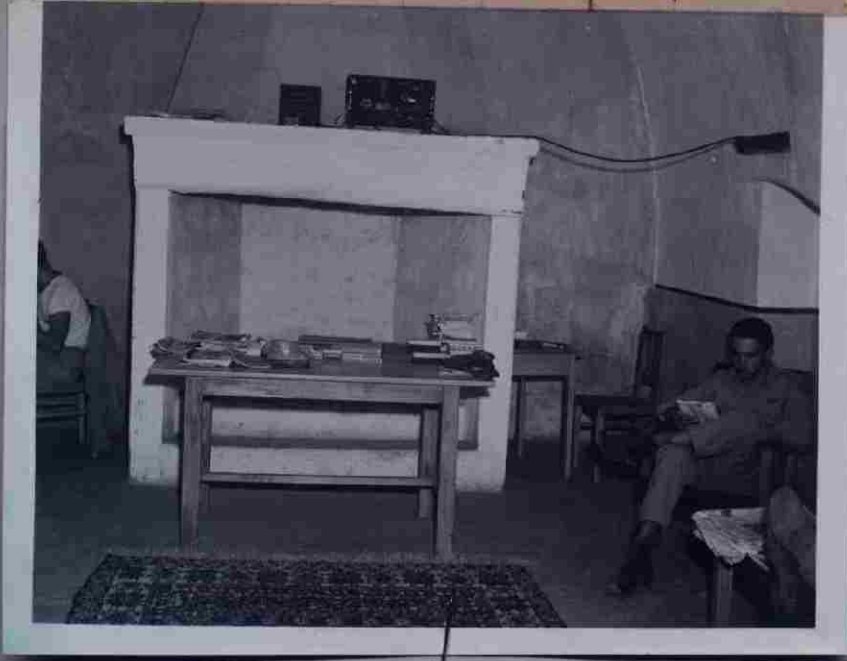




Presentation
of
Awards

Capt Peter Ceccato
receiving
SOLDIERS MEDAL
from
Col Marshall Bonner





Lounge of the 779th
Bombardment Squadron (H)
Officers Club

U S C O N F I D E N T I A L Equals British C O N F I D E N T I A L

HEADQUARTERS
 464th BOMBARDMENT GROUP (H)
 Office of the Intelligence Officer
 APO 520 U S Army

BVB/FFE/lem

319.1

2 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),
 APO 520, U S Army
 Attn: A-2

1. On 2 July 1944 starting at 0630B hours, 39 B-24 a/c of 39 a/c scheduled, took off to bomb the Budapest-Rakos M/Y (primary target). The 39 a/c formed in two (2) attack units. The first unit was led by Major Clarence G. Poff, Commanding Officer of the 778th Bombardment Squadron (H) and the second by Lt Robert M Fowler, Flight Leader of the 779th Bombardment Squadron (H).

2. Group take off and assembly was accomplished according to plan. Line rendezvous with 465th Bombardment Group (H) at Andria was as prescribed. The 464th Bombardment Group (H) arrived two (2) minutes early at Spinazzola, and to permit the other two (2) groups of this wing to fall in proper formation, a slight dog-leg was executed. The wing was formed shortly after passing over Spinazzola and proceeded on course.

3. Rendezvous with the fighter escort which consisted of 20 P-38 a/c, 10 P-47 a/c and 40 P-51 a/c was effected commencing at 0929B hours at 44°19'N-18°20'E. The Bombers were given excellent penetration escort, target cover and withdrawal escort to the Yugoslavian coast, the escort departing at 1205B hours. All of the crews at interrogation report the recognition of P-51 a/c with red noses. No yellow nosed P-51 a/c were observed, nor were the wing markings or recognition letters indentified.

4. Five (5) B-24 a/c returned early: B-24 a/c No. 42-52357 returned early due to complete failure of No 3 engine necessitating the feathering of the engine. This a/c jettisoned ten (10) bombs safe at (41°15'N - 16°50'E). B-24 a/c No. 42-78701 returned early when the nose turret, the tail turret, and the ball turret were found inoperative. This a/c returned ten (10) bombs to base. B-24 a/c No. 42-78340 returned

- 1 -

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U S C O N F I D E N T I A L Equals British C O N F I D E N T I A L

Ltr, Narr Miss Rpt, 464B G, dd 2 Jul 44 Cont'd

early due to the fact that the right landing gear failed to lock in the retracted position. This a/c jettisoned ten (10) bombs safe at (41°33'N - 16°56'E). B-24 a/c No. 42-78318 returned early due to gas lead in lines in the rear of the bomb bay which was flocking the bomb bay. This a/c jettisoned ten (10) bombs at (44°40'N - 19°02'E). B-24 a/c No. 42-78261 returned early when loss of oil in No. 2 engine made it necessary to feather the engine. This a/c jettisoned ten (10) bombs at (44°26'N - 18°59'E).

5. No flak or enemy planes were encountered or observed enroute to the target. At the target IAH flak was encountered. The main formation flying at its assigned altitude was above most of the flak bursts. However, due to the fact that the lead a/c of Dog Box had two superchargers out and was unable to reach the assigned altitude, this box, coming into the target at between 19,500 feet and 20,000 feet, received many flak hits. The a/c in this box, which maintained a tight box formation at all times, suffered considerable flak damage, and four (4) crew members of a/c flying in Dog Box received flak injuries. In the target area, at 1031B hours, 4 ME-109 a/c were observed, deployed for attack, one of which attacked from 12 o'clock high and pressed, the attack to within 400 yards of a/c No. 42-52549 which was flying in Dog Box. Sgt. Walter H. Stutts, nose gunner of a/c 42-52549 opened fire on the ME-109 at about 600 yards. The e/a pulled up and over Dog Box, smoking badly, and was seen to crash. E/A observed in the target area consisted of six (6) ME-109 a/c and four (4) FW-190 a/c. These e/a appeared to be well engaged by our friendly escort with the exception of the encounter mentioned. No particular markings or peculiar tactics were employed by the enemy. On the return route, the formation flying west off of the briefed course was engaged by flak at Sarajevo while flying at between 15,000 and 16,000 feet. The crews had been briefed to avoid this flak area. Flak at Sarajevo was MAH apparently consisting of about 12 heavy guns. Also SIH flak was encountered at Tuzia (44°33'N - 18°45'E). SIL flak was observed at Mostar.

Thirty four (34) B-24 a/c of this group were over the target at 1028B hours (assigned target time was 1014B hours). Thirty four (34) a/c dropped 64½ tons of 500 pounds General Purpose Bombs (.1 nose and mixed .01 and non-delay tail fuses) from 23,700 feet. Dog Box dropped from 19,500 feet to 20,000 feet. Four (4) early returns jettisoned ten (10) tons of bombs. B-24 a/c No. 42-95228 jettisoned ½ ton of bombs west of the target when one (1) bomb failed to release due to rack malfunction. B-24 a/c No. 42-78326 returned ¼ ton of bombs to base when, due to a rack malfunction, bombs could not be released or salvoed. One (1) early return brought back 2½ tons of bombs to the base.

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Ltr, Narr Miss Rpt, 464 B G, dd 2 Jul 44 Cont'd

Very good bombing results are indicated from description given by the crews at interrogation, who stated that the M/Y was full of wagons and that the M/Y was well covered by strikes.

7. Weather at the base at take off was 1/10 scattered cumulus at 20,000 feet. There was 2/10 cumulus at 18,000 feet over the Adriatic, lowering to 14,000 feet over the mountains of Yugoslavia and coverage increasing to 3/10. Visibility was 18 miles with slight haze. Some alto-stratus prevailed. At the target there was 5/10 cirro-stratus at 20,000 feet with visibility 18 miles. On return near the Hungarian Yugoslavian border, visibility increased to 25 miles with 5/10 alto-cumulus with tops at 15,000 feet, which lowered to 10,000 feet over the mountains of Yugoslavia. The Adriatic was hazy with visibility 18 miles and alto-cumulus activity at 14,000 feet. At the base on return the scattered cumulus had lowered to 7000 feet with a 5/10 coverage and visibility was restricted in haze.

8. Thirty-four a/c landed at 1250B hours without incident.

9. Seven (7) a/c received minor flak damage, and three (3) a/c were sufficiently damaged to be inoperational for more than 24 hours.

10. S Sgt Lewis R. Cook, ASN 35118567, 779th Bombardment Squadron (H), right waist gunner on a/c No. 42-95337 suffered a flak wound in his right thigh, and has been removed to the 26th Station Hospital in Bari.

Sgt A. W. Mc Neil, ASN 13084807, 779th Bombardment Squadron (H), radio - gunner on a/c No. 42-95337 suffered a flak wound in his right thigh, and has been removed to the 26th Station Hospital in Bari.

S Sgt Ernest J. Turner, ASN 20220540, 779th Bombardment Squadron (H), right waist gunner on a/c No. 42-29351 received a slight wound on the right check from flak. He remains on duty status.

2nd Lt. Scott S. Murphy, ASN 0-736553, 779th Bombardment Squadron (H), co-pilot on a/c No. 42-52526 received a slight scratch from flak on his left check. He remains on duty status.

11. Observations of importance were reported by crews at interrogation as follows:

Two (2) B-24 a/c burning on the ground were observed at 1039B hours at (47°00'N - 18°47'E) from air altitude of 18,000 feet. No chutes were seen in the vicinity.

About 40 large barges were observed in the Danube River at 1045B hours from 20,000 feet. All crews report heavy barge traffic in this river.

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Ltr, Narr Miss Rpt, 464 B G, dd 2 Jul 44 Cont'd

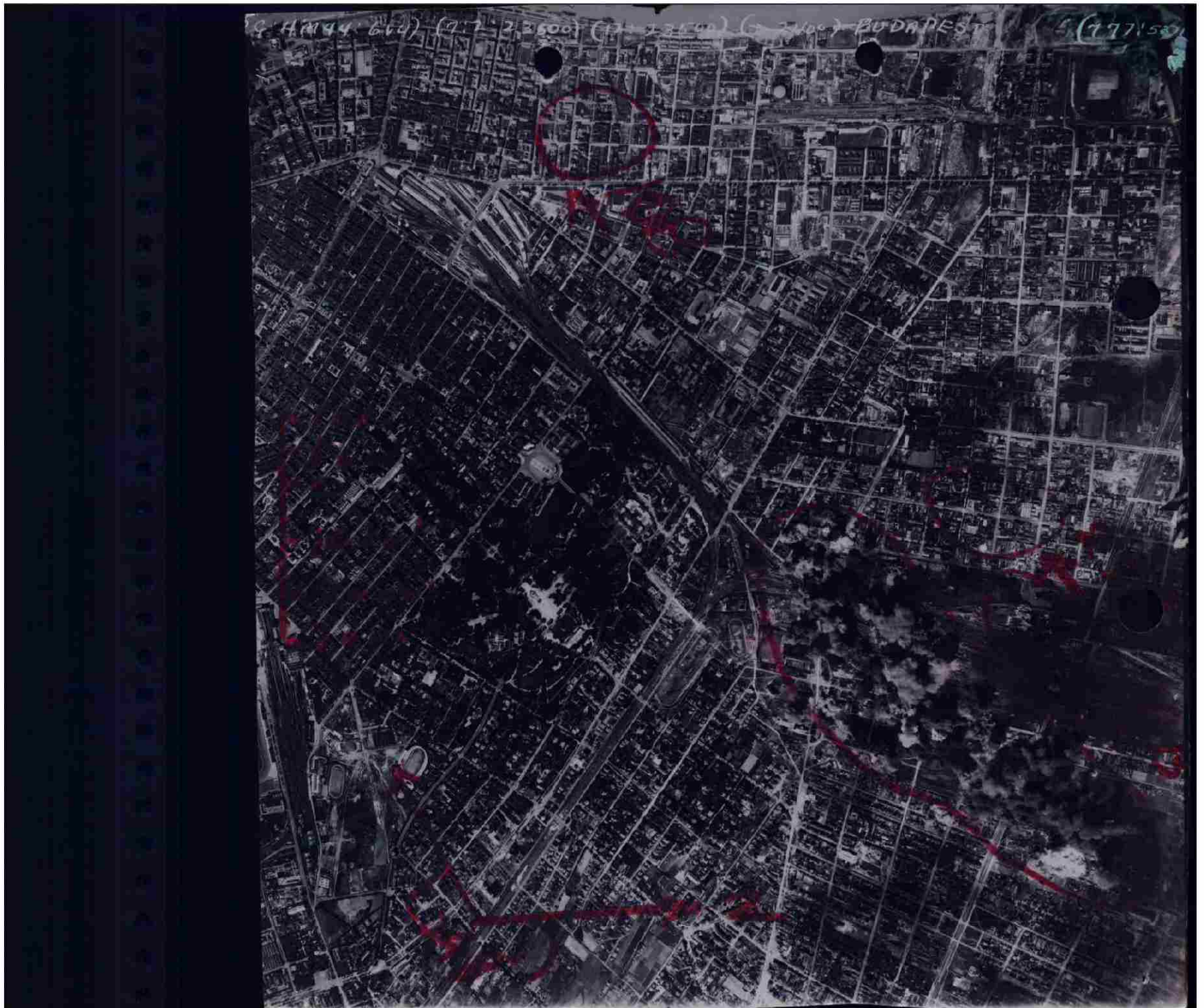
12. The route as briefed and as flown is plotted on attached target chart. To the target the route was flown as briefed, then to Szekazard (46°21'N - 18°41'E) as briefed, then directly to Sarajevo at which point a turn was made to the left to bring the formation back on to the briefed course.

13. Six (6) a/c attempted photographs. Six (6) a/c took photographs. The negatives from one (1) camera do not show bomb strikes. Selected prints from five (5) a/c are attached.

For the Commanding Officer:

FRANCIS F. ELDER,
Major, Air Corps,
Intelligence Officer.

2 Incls:
Incl 1 - Track Chart
Incl 2 - Photos (5 sets)



U S CONFIDENTIAL Equals British CONFIDENTIAL

Ltr, Narr Miss Rpt, 464th BG ad 3 Jul 44, par 6, Cont'd

nose and mixed .01 and .125 tail) at 22,000 feet. Large concentration of bombs within 2000 feet of aiming point. 10 bombs on aiming point proper. 5 bomb hits causing explosions on large circular storage tanks in south eastern portion of target area. Buildings and storage tanks in south western portion of target area are hit by 12 bombs causing a large cloud of white smoke. A pproximately 4 barges and harbor installations are hit by 11 bombs. The bomb hits on harbor installations and barges start approximately 1,700 feet east of aiming point and extending 1,500 feet along river away from target area. Several bomb hits on large "L" shape buildings and surrounding smaller buildings south of target.

7. On take off, the weather was clear at Base, visibility 20 miles, 2/10 cirrus at 32,000 feet; enroute over Adriatic visibility was 15 miles. From Denaric Alps to target 1/10 to 3/10 alto-cumulus, tops 13,000 feet; at target, 3/10 to 4/10 alto-cumulus tops 14,000 feet with visibility 20 miles; return, 5/10 cumulus over Denaric Alps tops 12/14,000 feet. 2/10 cirrus over Adriatic. Base 3/10 cumulus.

8. MIH flak was encountered at target.

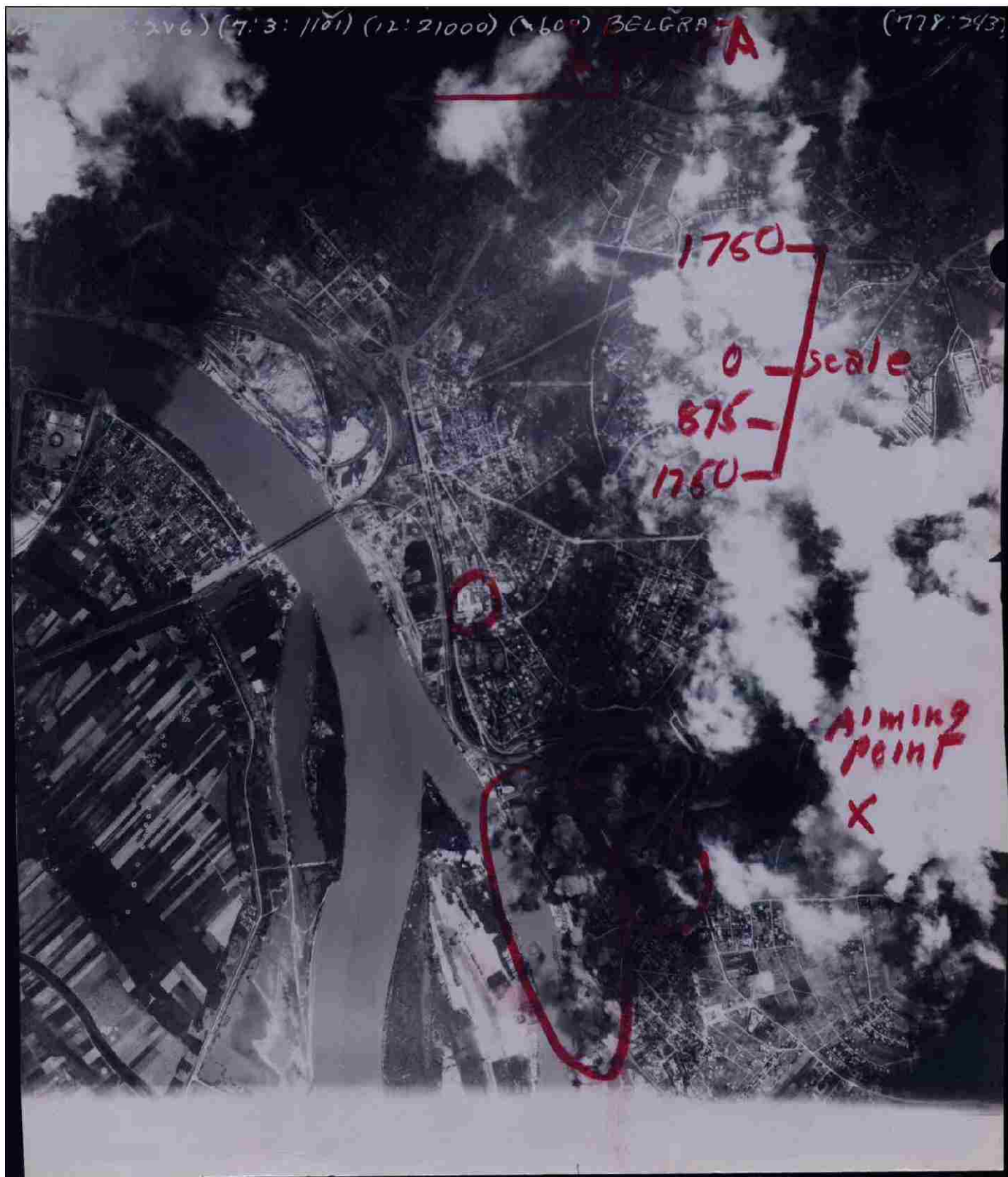
9. Return was without incident. 28 a/c landed at 1255B hours. There were no stragglers, no late arrivals.

10. Route as briefed and as flown, axis of attack plotted on chart attached.

11. 3 a/c attempted photographs, selected prints attached.

For the Commanding Officer:

FRANCIS F. ELDER,
Major, Air Corps,
Intelligence Officer.



U S C O N F I D E N T I A L Equals British C O N F I D E N T I A L

HEADQUARTERS
 464th BOMBARDMENT GROUP (H)
 Office of the Intelligence Officer
 APO 520 U S Army

FFE/lem

319.1

5 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),
 APO 520, U S Army
 (Attn: A-2)

1. On 5 July 1944, 39 B-24 a/c scheduled took off at 0730B hours to bomb Toulon Submarine Docks (primary target). The 39 a/c formed two attack units, the first unit was led by Major Elvin E. Goodyear, Squadron Commander, 779th Squadron and the second unit by Major Weldon K. Burton, Group Operations Officer. Five a/c returned early for the following reasons:

1. Co-Pilot ill, lack of oxygen and stomach cramps.
2. Feathered #3 engine, supercharger malfunction.
3. Engine malfunctions.
4. Three generators inoperative.
5. #1 engine inoperative.

2. Group assembly was accomplished as planned and line rendezvous with the 465th Group was made as ordered on course over Corato at 0834B hours.

3. Wing rendezvous was made over Spinazzola at assigned altitude at 0851B as scheduled and no difficulties were encountered there or in maintaining formation on course.

4. 34 a/c were over the target at 1242B hours (briefed target time 1206E) and dropped eighty-three and one quarter (83 $\frac{1}{4}$) tons of 500 pound GP bombs with .1 and .01, .025 fusing, from 21,800 feet. Three a/c jettisoned 1 $\frac{1}{4}$ tons of bombs, one a/c $\frac{1}{4}$ ton at 41°50'N-11°30'E, one a/c 3/4 ton in water at coast near target, one a/c $\frac{1}{2}$ ton at 42°20'N-09°40'E, one a/c brought back $\frac{1}{4}$ ton. All bombs jettisoned or returned were a result of malfunctions. Three early returns brought their bombs back and two jettisoned in the water at 40°15'N-17°00'E and 42°35'N-07°45'E respectively. No "Bombs Away" report was received as the lead and deputy lead radio operators could not make contact and the

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Ltr, 464 BG, Subj: Narr Miss Rpt, dd 5 Jul 44, par 4 contd

third ship assigned to send was lost at the target. Results of bombing were poor. Briefed target was missed but hits were made on storage tank area and railroad sidings 3,500 feet S W. Dock installation and coal depot 1,500 feet south were damaged, and direct hits on dry dock 2,500 feet south and slightly east. Warship in dry dock received direct hits or near misses. Submarine station 5,000 feet S E received numerous direct hits. Smoke from preceding group and smoke screen made damage assessment difficult.

5. Weather at the target was clear with light haze and visibility of 15/20 miles. Enroute over Italian mainland 9/10 cumulus, tops 13,000 feet, clear over Tyrrhenian Sea with the exception of 2/10 cirrus clouds at 20,000 feet, visibility 25 miles. Over Corsica 4/10 cumulus, tops 12,000 feet. Return clear over Tyrrhenian Sea, 8/10 cumulus, tops 12,000 feet over Italian mainland.

6. Six e/a were seen, four ME 109 a/c at 1254B hours at 43°05'N-06°07'E at 20,000 feet, these a/c appeared ready to attack when they were driven off by P-38s. Two unidentified e/a at 1240B hours at 21,700 feet were also engaged and driven off by our fighter escort.

7. Flak was encountered in the target area only, and formation was within range of M to IAH for periods of from 3 to 5 minutes, depending upon their formation position. Permanent batteries were augmented by fire from warships in harbor and greatest concentration was west of target. Evasive action was taken immediately after bomb release by the group leader, this consisted of a slight rally left before the briefed rally right off the target. Crews report heavy concentration would have been encountered after target without this action. Predicted concentration is indicated from crew interrogation and bursts are reported as black and white with a few red.

8. Smoke screen was used and covered a large portion of the area making the target identification difficult. Considerable concentration of Naval and Merchant Vessels were reported and are visible in photographs.

9. Twenty-seven (27) a/c returned to this base between 1453B hours and 1530B hours. Five a/c landed at friendly fields on return route for refueling and one a/c landed and has remained at Borgo, Corsica overnight. Last report from this a/c indicated one engine inoperative. Seventeen (17) of the returning a/c were slightly damaged by flak.

- 2 -

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Ltr 464 BG, Subj: Narr Miss Rpt, dtd 5 Jul 44, contd

10. One (1) a/c No 42-52484 was observed to receive direct hit in bomb bay over target area. Fire in bomb bay was followed by an explosion and a/c was seen to disintegrate in air before crashing. Location (43°08'N-05°55'E), time 1245B hours.

Crew members were the following:

Pilot	Grunewald, Edward A.	2nd Lt	0-799385
Co-Pilot	Newborg, William T.	2nd Lt	0-750669
Bombardier	Wooding, Charles E.	2nd Lt	0-743805
Navigator	Porter, John D.	2nd Lt	0-811739
Engineer	Creswell, Ory S.	T/Sgt	14181616
TTG	Lubiejewski, Walter J.	S/Sgt	13110552
Radio Oper	Allen, Kenneth L.	T/Sgt	37266081
Gunner	Holcombe, Foy L.	S/Sgt	14182096
Gunner	Higgins, Joseph S., Jr	S/Sgt	17160747
Gunner	Rosenfield, Abraham (NMI)	Pvt	33289576

Six (6) chutes were observed and one (1) chute was reported on fire. Bomb photographs include two (2) chutes during descent.

11. The only observations of importance are the vessels in the harbor facilities at the target and photographic coverage of those vessels on strike photographs is complete.

12. Route was flown as briefed and track chart showing axis of attack is inclosed.

13. Five (5) a/c attempted photographs, selected strike photographs inclosed.

For the Commanding Officer:

FRANCIS F. ELDER
Major, Air Corps
Intelligence Officer

2 Incls
Incl 1 - Track Chart
Incl 2 - Photos (4 sets)



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HEADQUARTERS
 464TH BOMBARDMENT GROUP (H)
 Office of the Intelligence Officer
 APO 520 U S Army

BVB/PFE/jmm

319.1

6 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),
 APO 520, U S Army
 Attn: A-2

1. On 6 July 1944 starting at 0650B hours, 33 B-24 a/c of 38a/c scheduled, took off and bombed the Porto Marghera Oil Storage facilities, dropping 82 1/4 tons of 500 lb GP bombs (.1 nose and mixed .01 and .025 tail fuses) at 1047B hours (assigned target time was 1034B hours) from 19,000 feet.

2. The 33 a/c formed in two (2) attack units. The first unit was led by Major Clarence G. Poff, Commanding Officer of the 778th Bombardment Squadron (H), and the second unit was led by Major Harold E. Blehm, Commanding Officer of the 776th Bombardment Squadron (H). The Group form-up was executed according to plan. Line rendezvous with the 465th Bombardment Group (H) was as prescribed, as was the Wing rendezvous.

3. Five a/c failed to take off for the following reasons: B-24 a/c No 42-78248 failed to take off because of excessive magneto drop in two engines resulting in reduced power on full throttle. B-24 a/c No 42-52522 failed to take off when the superchargers on all four engines stuck. B-24 a/c No 42-51083 failed to take off because No 4 engine was out. B-24 a/c No 42-52536 failed to take off because broken electrical lines could not be repaired in time. B-24 a/c No 42-95355 failed to take off because the electrical system on No 3 engine was out.

4. Rendezvous with the fighter escort which consisted of 30 to 35 P-38 a/c was effected at 0933B hours at 43°27'N-15°10'E. The fighters escorted the bombers to the target and on withdrawal to 41°55'N-15°20'E departing at 1208B hours.

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Ltr Narrative Mission Report, contd

5. There were no early returns and all a/c dropped all bombs on the target with the exception of a/c No 42-78374 which had a rack malfunction and was able to drop only nine (9) of the ten (10) bombs on the target. This a/c jettisoned 1/4 ton of bombs in the Adriatic at 1134B hours. The results of the bombing were generally poor in that the main concentration of bombs hit short and to the west of the briefed aiming point. Three bombs hit in the southern edge of the Oil Storage area, and five (5) bombs hit in the northeast corner of the area. Outside of the briefed target, eighteen (18) bombs hit the Ammonia Plant and seventeen (17) bombs struck the Aluminum Plant, with a few bombs striking close to the Power Station and the Carbide Plant.

6. No flak or enemy fighters were observed or encountered enroute to or on return from the target. At the target, MAH flak was encountered and crews report pin-point positions of batteries as briefed. One crew reports that five (5) FW 190s were observed at the target flying about 5000 feet below and away from the bomber formation. There is no confirmation of this observation.

7. Weather at take-off at the base consisted of scattered middle clouds increasing to 2/10 strato cumulus with bases at 7000 feet and tops at 10,000 over the Adriatic with visibility 20 miles. At the target, 1/10 cumulus with visibility about 20 miles. The weather on return was the same as the weather out except the strato cumulus had increased to 3/10 to 4/10 near the spur and 6/10 to 7/10 over land to base.

8. Thirty two a/c landed at 1245B hours without incident. B-24 a/c No 42-78374 received a flak hit before bombs away and Flight Officer Williard S. Layne, T-122860, received a severe wound on the middle finger of his left hand which bled profusely. This a/c landed at Foggia Main at 1225B hours in order that Flight Officer Layne could be given treatment. The wounded Bombardier was left at the Station Hospital at Foggia Main while the rest of the crew returned to base landing at 1400B hours. Flight Officer Layne remained at the bombsight and released his bombs with the formation only to have one (1) bomb hang up.

9. Six (6) B-24 a/c received flak damage, one of which will be inoperational for more than twenty four (24) hours.

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Ltr Narrative Mission Report, contd

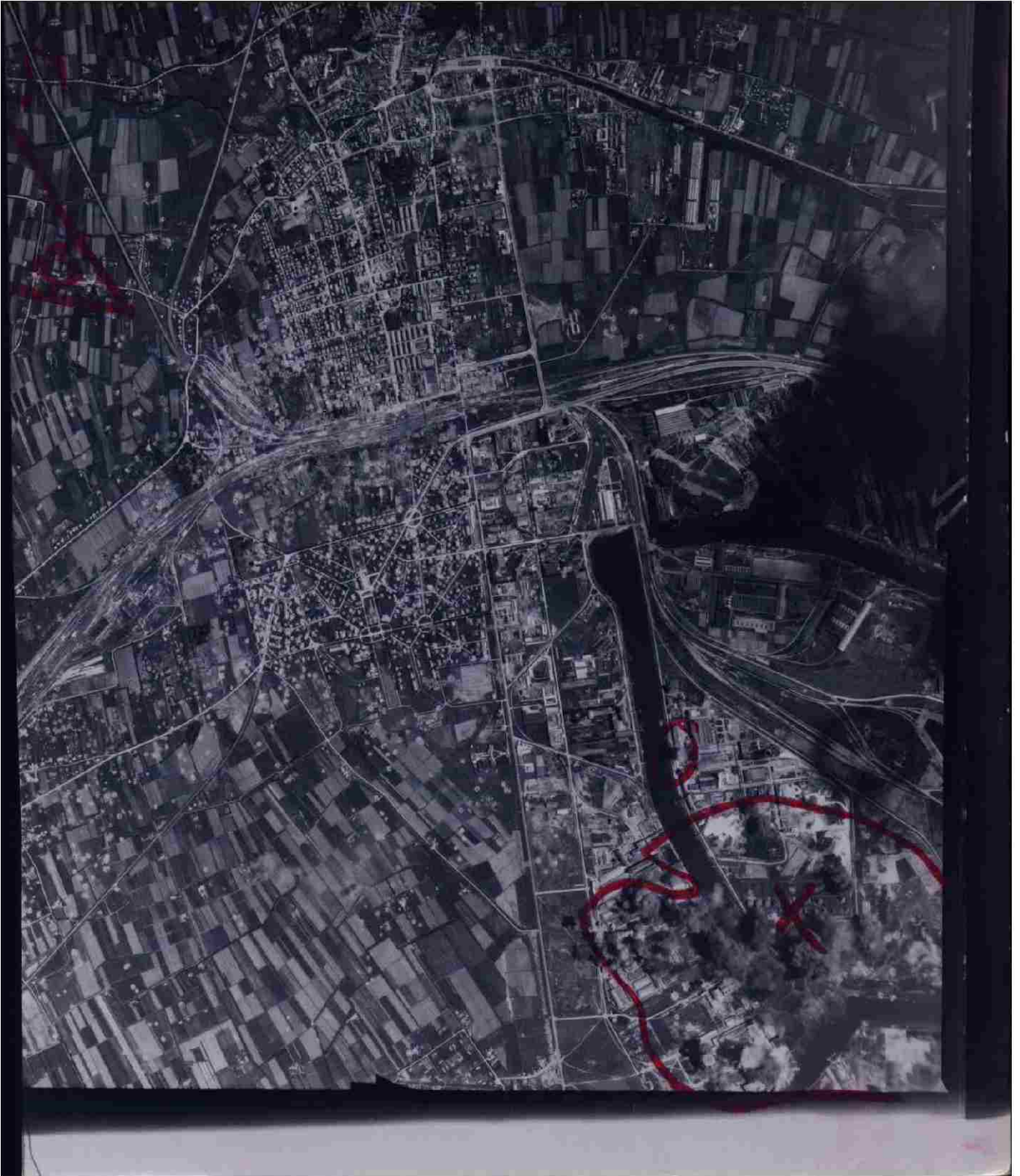
10. The route was flown as briefed and is plotted on the attached track chart.

11. Six (6) a/c attempted photographs. Selected strike photos are attached.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

2 Inclosures
Incl 1 - Track Chart
Incl 2 - Selected strike photos



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HEADQUARTERS
 464th BOMBARDMENT GROUP (H)
 Office of the Intelligence Officer
 APO 520 U S Army

MCK/FFE/lem

319.1

7 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),
 APO 520, U S Army
 (Attn: A-2)

1. On 7 July 1944, 34 B-24 a/c of 35 a/c scheduled took off to bomb Blechhammer North Synthetic Oil Plant (primary Target) at 0612B hours at Blechhammer, Germany. One (1) a/c failed to take off because two (2) generators were inoperative. The 34 a/c formed two (2) attack units, the first unit being led by Lt Col Charles F. McKenna III, Deputy Group Commander, and the second attack unit by Major William G. Moore, Commanding Officer of the 777th Bombardment Squadron (H). Nine (9) a/c returned early for the following reasons:

1. Gasoline was syphoning from Tokyo tank and oxygen leaking in ball turret.
2. Prop governor deficient, prop ran away, stayed at 2700.
3. Gas leak in left wing, leaking into bomb bay.
4. Gas leak in #3 tank.
5. Nose and ball turret inoperative and one tail gun out.
6. Malfunction in #3 engine, had to feather
7. Navigator ill with bad case of bends in left knee.
8. Lost #3 engine due to oil leak.
9. #2 turbo went out and #1 and #4 were fluctuating, lost speed could not keep up with formation.

2. Group assembly was accomplished as planned and line rendezvous with the 465th Group was made as ordered on course over Andria at 0705B hours.

3. Wing rendezvous was made over Spinazola at assigned altitude at 0722B hours. The 485th was late at wing rendezvous and did not fall into correct wing position until ten (10) minutes before the target was reached.

4. 25 a/c were over the target at 1120B hours, (briefed target time was 1050B hours), and dropped sixty-two and one half (62½) tons of 500 lb G.P. bombs (.1 nose and mixed .01

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Ltr 464 BG Subj: Narr Miss Rpt, dd 7 Jul 44, par 8, contd

Flak was also encountered at the following points:

Komaron	SAH
Gyor	SAH
Vospyrum (47°05'N-17°54'E)	SAH
Kisber (47°30'N-18°02'E)	SAH
Mor (47°23'N-18°12'E)	SAH
Modve (47°48'N-17°40'E)	MIH

9. Nineteen (19) a/c returned to this base between 1440B hours and 1455B hours. Two (2) a/c landed at friendly fields to take wounded crew members to the hospital. One (1) of these a/c landed at this base at 1645B hours, and the other at 1805B hours.

10. Eight (8) a/c were damaged, one (1) will be inoperative for more than 24 hours.

11. There were two (2) crew members wounded by flak; S/Sgt Walter E. Wolden, 16058979, suffered a flak wound in the thigh resulting in a broken thigh bone, now at 26th General Hospital, Bari, Italy, and T/Sgt George DuPuis, 38185348, was wounded by flak in left side, now in 61st Station Hospital, Foggia, Italy.

12. One (1) a/c was lost to flak and three (3) a/c are missing:

B-24 a/c No 42-95228 was hit by flak at the target (50°20'N-18°10'E). #3 engine had parts blown off including the prop, a/c winged over and fell out of formation. After falling about 2,000 feet, it leveled off and seemed to be under control. Seven (7) chutes were seen to open. Crew roster is as follows:

Pilot	John W Westlake	2nd Lt	0-686614
Co-Pilot	Charles Yoast	F/O	T-122218
Navigator	James L Mydland	2nd Lt	0-748086
Bombardier	Robert C McKee Jr	2nd Lt	0-691650
Engineer	Earl P Downey	T/Sgt	39193520
Asst Eng	Elwin L Majors	S/Sgt	38356404
Radio Oper	Raymond L Brandis	T/Sgt	16151920
Gunner	Herbert W Frankenfield	S/Sgt	35632489
Gunner	William F Horn	S/Sgt	35131886
Gunner	Francis R Holley	S/Sgt	15130201

B-24 a/c No 42-78241, dropped out of formation at the target (50°22'N-18°18'E) with #2 engine feathered. A/C seemed to be under control. Crew roster is as follows:

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Ltr, 464 BG, Subj: Narr Miss Rpt, dtd 7 Jul 44, par 4 contd

and .025 tail fusing), from 21,000 to 22,000 feet. Three (3) a/c jettisoned $7\frac{1}{2}$ tons of bombs, one a/c 2.5 tons at $41^{\circ}40'N-16^{\circ}32'E$, one a/c 2.5 tons at $42^{\circ}10'N-16^{\circ}45'E$ and one a/c 2.5 tons at $44^{\circ}42'N-17^{\circ}15'E$. Five (5) a/c returned 12.5 tons of bombs to base. All bombs jettisoned or returned to base were a result of malfunction as explained in paragraph 1. One (1) a/c bombed a target of opportunity dropping 2.5 tons of bombs on a railroad bridge across the Kapos River near Kaposvor ($46^{\circ}20'N-18^{\circ}10'E$), due to bomb sight malfunction during bomb run. This target of opportunity was not hit. Due to the target being completely covered by an effective smoke screen, it was impossible to definitely locate the target. The smoke screen covered an area approximately 4 to 15 miles. Due to the smoke screen, it is impossible to accurately determine the results of the bombing.

5. Weather was clear at take off and clear over the Adriatic. 5/10 to 6/10 altocumulus over Dinaric Alps at 10,000 feet. 3/10 to 4/10 altocumulus over the Plains of Hungary with lower scattered cumulus. 5/10 cumulus over the Carpathians with tops of 16,000 feet. 3/10 to 4/10 altocumulus over the target with tops of 16,000 feet. On the return route, altocumulus increased to 5.10 to 6/10 and 8/10 cumulus over the Dinaric Alps with tops of 12,000 feet. Visibility at base was 20 miles, enroute, 25 miles, and at target, 20 miles.

6. Seventeen (17) e/a were seen, eight (8) ME 109s in the target area from 1115B hours to 1130B hours, dark gray, silver and brown color. These e/a made several passes from 6, 10 and 5 o'clock but did not fire. One (1) JU 52 at Lake Balaton going south, some distance away from the formation was seen. Six (6) FW 190s were seen at 1037B hours at $48^{\circ}30'N-17^{\circ}40'E$, were below formation and made no attempt to attack. Two (2) more FW 190s were seen at 1216B hours at $47^{\circ}45'N-18^{\circ}08'E$ near Kumeron but made one pass from 5 and 7 o'clock and turned away without firing.

7. Rendezvous with fighter escort was made at 0905B hours at $44^{\circ}40'N-17^{\circ}00'E$ at which time forty (40) P-38 a/c provided penetration cover. At the target, fifteen (15) P-51 a/c provided cover. Withdrawal cover was provided by P-38 a/c who accompanied the formation to the Adriatic, last being seen at 1410B hours.

8. Flak at the target was IAH, with black and gray bursts. Some white bursts were observed at approximately 27,000 feet. A considerable number of guns have apparently been moved into this area since 2 June 1944. Formation was in flak for 6 minutes.

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Ltr 464 BG Subj: Narr Miss Rpt, dd 7 Jul 44, contd

Pilot	Clyde B Judy	2nd Lt	0-750505
Co-Pilot	Robert E DeLawder	2nd Lt	0-822933
Navigator	James J Costello	2nd Lt	0-709297
Bombardier	Francis A Gudy	2nd Lt	0-706850
Engineer	Delbert T Wilson	T/Sgt	34645154
Asst Eng	Robert W Hughes	S/Sgt	36681322
Gunner	Joe Domisetto	S/Sgt	36677580
Gunner	Cecil E Overtuf	S/Sgt	37258493
Gunner	Frederick L Lawson	S/Sgt	35706938
Gunner	Mara C Fucello	Pfc	32247767

B-24 a/c No 42-52489 - There is no information as to where this a/c left the formation or where it encountered trouble. Crew roster is as follows:

Pilot	Marcel R Green	2nd Lt	0-813690
Co-Pilot	Roy LGullledge	2nd Lt	0-818145
Navigator	George C Weinberg	2nd Lt	0-703355
Bombardier	Neal T Cott	2nd Lt	0-699510
Engineer	Claude H Davis	T/Sgt	34708368
Asst Eng	Jesse C Huston	S/Sgt	13064943
Radio Oper	Jack E Elliott	S/Sgt	13119201
Gunner	Andrew C Parker	S/Sgt	34776541
Gunner	Gerald K Howland	S/Sgt	37109806
Gunner	John J Schianos	S/Sgt	31106819

B-24 a/c No 42-78350, was hit by flak in #3 engine and was streaming white smoke at 50°15'N-18°15'E and a/c fell out of formation and from view of witnesses, six (6) chutes were seen but it is not definitely established that they came from this a/c. Crew roster is as follows:

Pilot	Scott H Murphy	1st Lt	0-736553
Co-Pilot	Paul H Dunn	2nd Lt	0-799355
Navigator	Owen S Strand	2nd Lt	0-707808
Bombardier	Morris D Keesee	2nd Lt	0-694465
Engineer	Clarence G Westley	Sgt	15329082
Asst Eng	Herschell A Bramel	S/Sgt	31131493
Radio Oper	Robert W Ludden	Sgt	33191997
Gunner	James W McGaughey	S/Sgt	37551559
Gunner	Harold R Coffey	Sgt	37501004
Gunner	James D Uinclus	Sgt	12198962

13. Important observations made by returning crew members are listed below:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
0941	Nevska	20,000	M/Y with 750 wagons-plus

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Ltr 464 BG, Subj: Narr Miss Rpt dd 7 Jul 44, contd

16. While on bomb run and just before release, a/c No 42-50408 received a direct flek hit through the fuselage severing the A-5 and rudder cables. After turn off target and leaving flak area, a/c let down to 18,000 feet. T/Sgt Alvin C. Peterson, 17154777, first engineer, aided by S/Sgt Francis C. Ramsey, 14105135, waist gunner, ingeniously accomplished the needed repair by using a cut off portion of the radio trailing antenna material to rejoin and serviceably bind the severed cables. The well done task consuming about one-half ($\frac{1}{2}$) hour, during all of which the two men were working without oxygen at 18,000 feet, having first removed their masks to do the job. As a result of this work by these crew members, the pilot was able to safely fly the a/c on the long trip home from Eastern Germany and safely land at the Base.

For the Commanding Officer:

FRANCIS F. ELDER
Major, Air Corps
Intelligence Officer

2 Incls
Incl 1- Track Chart
Incl 2 -Selected Photos

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Ltr 464 BG Subj: Narr Miss Rpt dd 7 Jul 44, contd

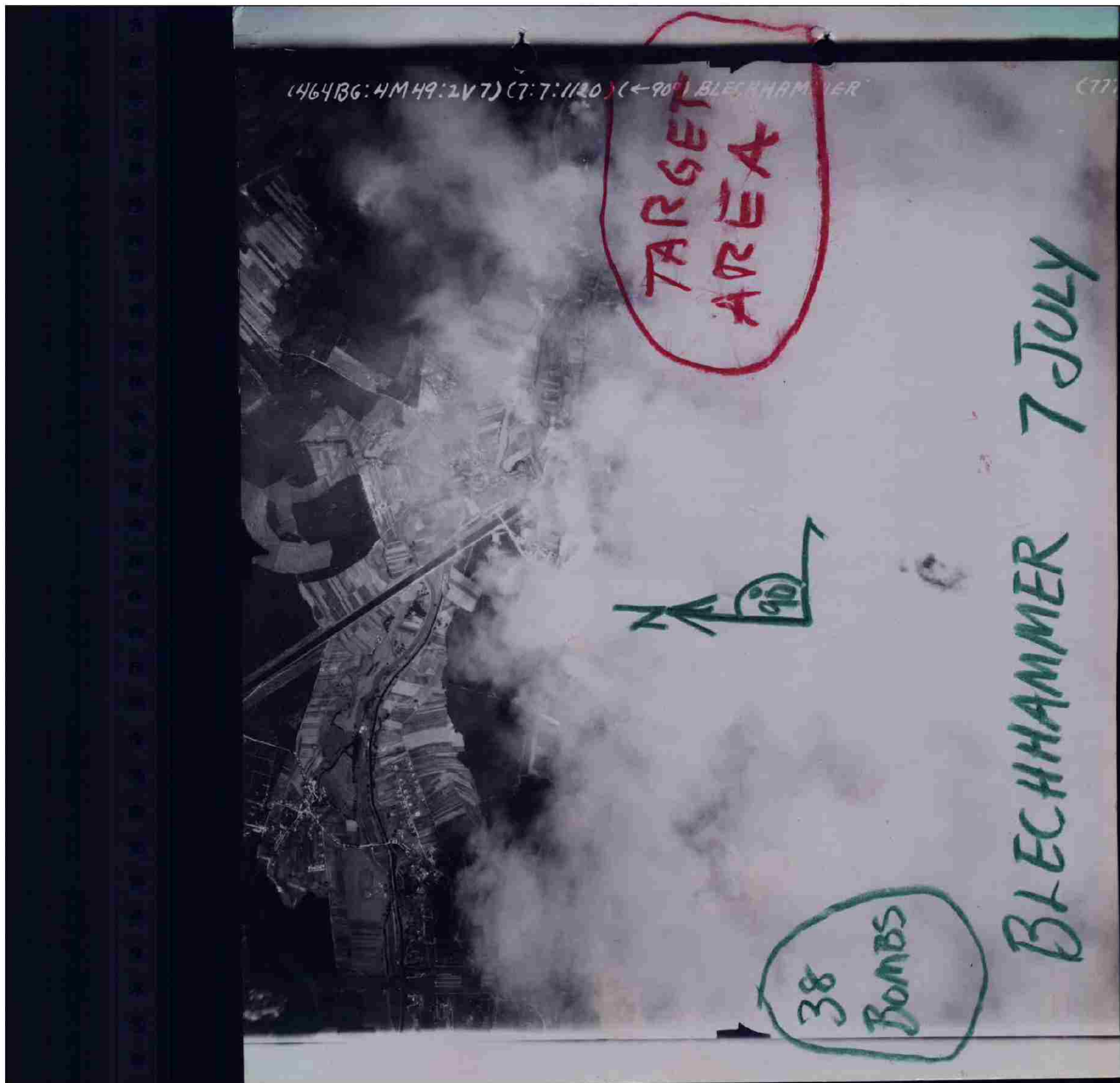
<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1040	Piestany (48°35'N-17°51'E)	21,500	A/D with 25 or more T/E a/c-Single strip about 40 bldgs with red roofs forming a square.
1036	48°19'N-17°35'E	21,500	Large active M/Y 20 tracks, over 500 wagons
1019	Gyor	22,000	30 small freighters anchored on both sides of river, anchored in pairs 3 miles east of Gyor
1034	Galanta (48°11'N-17°43'E)	22,000	M/Y- over 500 wagons
1208	Banjaluka	13,800	River barges going west.
1358	42°45'N-16°49'E	9,500	Submarine in harbor, appeared to be submerged. 4 small boats nearby.
1045	48°20'N-17°47'E	21,000	Tent area-paths-road in center with 6 covered trucks on road.
1214	47°44'N-18°15'E	19,000	6 large tanks, possibly oil tanks (storage). Some brown and some black, quite a number of bomb craters in vicinity.
1144	Zilina	20,000	M/Y with over 500 wagons.
1212	Komaron	13,200	O/R- 12 large & 16 small storage tanks
1019	Gyor	22,100	Oil storage tanks
1038	49°24'N-17°40'E	21,000	Ammunition or bomb dump.

14. Route was flown as briefed: Track chart inclosed.

15. Four (4) a/c attempted photographs, selected prints inclosed.

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17. Twenty-three (23) a/c were damaged by flak and a/c, fifteen (15) of which will be inoperational for twenty-four (24) hours.

18. Chart of route as briefed and flown, showing axis of attack is inclosed.

19. Only one (1) a/c attempted photographs and it was necessary to secure negatives of photographs from the 465th Bombardment Group in order to properly evaluate the bombing of this group. Set of selected strike photographs inclosed.

For the Commanding Officer:

FRANCIS F. ELDER
Major, Air Corps,
Intelligence Officer

Inclosures:

- Incl 1 - Track chart
- Incl 2 - Selected photos (1 set)



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HEADQUARTERS
 464TH BOMBARDMENT GROUP (H)
 Office of the Intelligence Officer
 APO 520 U S Army

MCK/rom

319.1

12 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),
 APO 520, U S Army
 (Attn: A-2)

1. On 12 July 1944, 37 B-24 a/c of 39 a/c scheduled took off at 0615B hours to bomb the central 1/3 of Nimes M/Y (France) primary target. Two (2) a/c failed to take off due to Magneto Malfunctions. The 37 a/c formed two (2) attack units, the first unit being led by Major Elvin D. Goodyear, Commanding Officer of the 779th Bombardment Squadron (H), and the second attack unit by Lt Colonel Charles F. McKenna III, Deputy Group Commander. One a/c returned early due to #2 supercharger going out and a high pressure oxygen leak.

2. Group rendezvous was formed seven (7) miles South of Corato and the two (2) group rendezvous was made with the 465th Group, two (2) miles South of Corato at 0725B hours this Group falling in behind the 465th Group.

3. The wing rendezvous was completed four (4) miles South of Spinazzola at 0734B hours. The route was flown as briefed over the French Coast to Marabeau. At that point turned left in close right echelon with the 465th Group. Followed the 465th Group to four (4) miles South of the I.P. at which time the 465th Group made a fifteen (15) degree correction to left and then turned sharply to right. Due to prop wash and close right echelon, the 464th Group made a left turn to avoid a collision. This Group then flew in a South West heading passing to the left of Tarascon and over Arles sur Rhone, then sighted the primary target (Nimes). A right turn was made and the Group passing into the target on a 20° heading. In passing over Arles sur Rhone, some of this Group's Bombardiers thinking this was the target released, dropping 17½ tons of bombs. After bombing the Primary target this Group rallied left to the coast. From this point the Group headed for the Southern tip of Corsica due to bad weather conditions over the Mountains of Corsica. Then to the Briefed land fall on

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Ltr, Narrative Mission Report contd

the Italian Coast where the Group broke up due to weather conditions and the a/c proceeded to the base individually.

4. Seventeen (17) a/c were over the target at 1134B hours (briefed target time 1110B hours) and dropped forty one (41) tons of 500 lb G.P. bombs (.1 nose and .01 and .025 tail fusing) from 19,000 to 20,500 feet. Two a/c jettisoned one half ($\frac{1}{2}$) tons; one a/c jettisoned at (43°00'N - 04°20'E) over water, due to rack malfunction at 1150B hours, the second jettisoned $\frac{1}{2}$ tons at (43°10'N - 04°20'E) over water, due to rack malfunction at 1152B hours. One (1) a/c returning early brought two and one half ($2\frac{1}{2}$) tons back to base. Fifteen a/c dropped bombs as follows:

<u>A/C</u>	<u>Place</u>	<u>Time</u>	<u>Altitude</u>	<u>Tons</u>
2	Bellegarde	1130B 1131B	19,300 20,400	5
2	St Giles	1131B 1130B	19,000 19,000	3 3/4
1	Aramon	1129B	20,000	2 1/2
7	Arles sur Rhone	1128B 1131B 1132B 1128B 1128B 1128B 1126B	19,000 22,000 20,100 19,920 19,900 20,300 20,000	17 1/4
1	43°35'N-04°48'E	1131B	20,000	2 1/2
1	43°30'N-04°25'E	1134B	19,000	2 1/2
1	Tarascon	1128B	20,000	21/2

Five (5) a/c have not yet returned to this base and twelve and one half ($12\frac{1}{2}$) tons of bombs are not accounted for. Of these a/c, one (1) is missing, one crashed near base and crew not as yet interrogated, and three (3) a/c landed at friendly fields. Disposition of bombs not accounted for will be forwarded as soon as returning crews can be interrogated. Due to the axis of attack and dropping of bombs prematurely bombing results were not as good as could be expected. There were numerous hits on shops at the South edge of the M/Y.

Ltr Narrative Mission Report contd

with a near miss on the highway overpass. Seventeen (17) hits on eight (8) columns of freight cars at the East end of the M/Y. Several hits at the East edge and also adjacent to the South edge of a large rectangular building on the South side of the M/Y. Part of the area is smoke obscured. There are twenty four (24) hits in open fields. At Arles sur Rhone photographs show nine (9) hits in the M/Y at the East approach to the bridge and five (5) hits on the East bank approach to this same bridge. There were no photographs taken of the bombs dropped at other points.

5. The weather at take off was 9/10 strato cumulus with visibility unrestricted. Over the Apennines 5/10 cumulus with tops at 12,000 feet. Along coast 3/10 alto cumulus. Scattered middle and high currus over water. Over Corsica 6/10 cumulus with tops at 12,000 feet. Generally clear to scattered to target. Visibility fifteen (15) miles. At target 2/10 alto stratus at 14,000 feet with visivility twenty five (25) miles. On the return, cumulus over Corsica had built up to 18,000 feet. Over te Apennines to base 9/10 cumulus with top of 18,000 feet, and ato cumulus with rain showers. At base on return 10.10 alto cumulus, scattered lower cumulus and rail showers.

6. Fifteen (15) e/a were observed, consisting of eight (8) ME 109's, six (6) FW 190's and one (1) JU 88 (one crew reported 30 ME 109s at (43°49'N - 05°17'E) but this does not coincide with other observations in the same area and time). Enemy a/c were observed and encountered from 1106B hours until 1130B hours from (43°35'N - 05°51'E) to the target. Majority of attacks were from 3 to 9 o'clock some high and some low. Some e/a attacked from 12 o'clock highdiving down through the formation and coming up and attacking from rear of formation. Attacks were aggressive generally. There were 13 actual encounters, with our gunners giving an excellent account of themselves. Claiming seven (7) destroyed, two (2) probable, and three (3) damaged. Evaluation of these claims still pending. E/A were silver and dark colored.

7. Rendezvous was made with fighter escort at 1040B hours just off the coast of France, consisting of twelve (12) P-51 a/c - nineteen (19) P-38 a/c were seen at 43°03'N 07°03'E passing by. Escort last seen at 1140B hours at 43°30'N - 04°30'E. Returning combat crews advise that fighter protection was inadequate and in majority of cases the escort was not seen again after initial contact.

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Ltr Narrative Mission Report contd

8. Flak at the target was reported S.I.H. to M.A.H. Some crews reported no flak at the target. Flak was encountered at the following points:

<u>Location</u>	<u>Type</u>	<u>Remarks</u>
43°38'N - 04°55'E Salon De Provence	S I H	4 guns
43°37'N - 05°45'E Mirabeau	S I H	
43°48'N - 04°40'E Tarascon	I A H	
43°50'N - 04°53'E Cavailion	S I H	
43°58'N - 04°50'E Avignon	S I H to M A H	

9. Thirty one (31) a/c returned to this base between the 1450B hours and 1900B hours. Three (3) a/c landed safely at friendly fields.

10. One a/c is missing, B-24 a/c No. 41-28999 was last seen at 43°00'N - 04°20'E, thirty (30) miles off French coast, at 9,000/10,000 feet with #1 engine out. A/C was on heading of 180° when last seen. Crew roster is as follows:

<u>Duty</u>	<u>Name</u>	<u>Rank</u>	<u>A.S.N.</u>
P	Harry A. Stroud Jr.	1st Lt.	0-725371
CP	Charles A. Rausch Jr.	1st Lt.	0-463899
N	Ralph D. Morey	2nd Lt.	0-685695
B	Harold (NMI) Kornich	F/O	T-122859
F	William R. Fayle	T Sgt	18009866
AG	Gordon W. Knowles	S Sgt	39104717
G	Harry L. Knowlton	S Sgt	11023544
G	Raymond P. Linneman	S Sgt	36475462
G	Dunlop C. Hollinger	S Sgt	18103973
RO	George T. Fain	S Sgt	34684118

11. One a/c No. 42-52357 crashed between Bari and this base after bailing out by crew members. No further information is available regarding this a/c at this time.

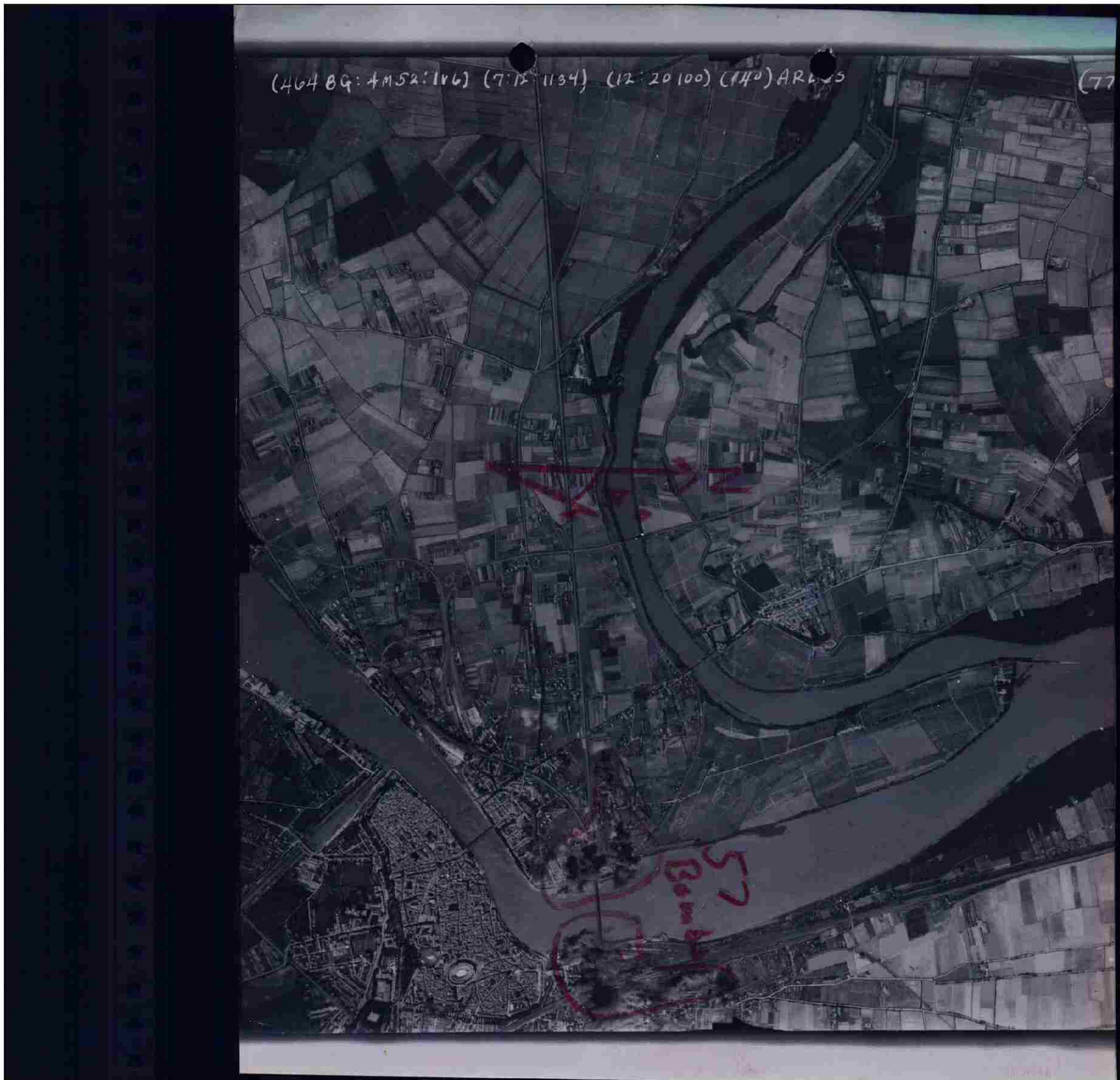
12. Important observations made by crew members are listed below:

<u>TIME</u>	<u>Place</u>	<u>Altitude</u>	<u>Observations</u>
1130B	Lake Borrs	19,600	8 ships in lake, looked like cargo vessels
1145B	43°28'N - 04°26'E	20,000	six (6) tankers tied up

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Ltr Narrative Mission Report contd

<u>TIME</u>	<u>PLACE</u>	<u>ALTITUDE</u>	<u>OBSERVATIONS</u>
			near oil storage installations of 12 tanks near the docks.
1109B3	miles SE of Peruvia on bank of river	19,400	A/D with 40/50 s/e a/c on field
1136B	Miramas	19,000	A/D with 6 a/c large number of barracks. 8 guns on a/d

13. There were no a/c damaged by enemy action. Nothing is known about the condition of the three (3) a/c landing at friendly fields.

14. Track Chart showing route briefed and route actually flown is inclosed.

15. Three (3) a/c attempted photographs, two took pictures. Selected prints inclosed.

For the Commanding Officer:

MAURICE C. KIELING,
Capt, Air Corps,
Actg. Int. Officer

2 Incls:
Incl - 1 - Track Chart
Incl - 2 - Selected Photos

- 5 -

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HEADQUARTERS
 464th BOMBARDMENT GROUP (H)
 Office of the Intelligence Officer
 APO 520 U S Army

JFP/MCK/rcm

319.1

13 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),
 APO 520, U S Army
 Attn: A-2

1. On 13 July 1944 at 0720B hours, 32 B-24 of 33 a/c scheduled took off to bomb MANTUA M/Y (Last Resort Target). 1 A/C failed to take off because 2 engines had excessive RPM's. The 32 a/c formed in 2 attack units; the first unit was led by Major Clarence G. Poff, Commanding Officer 778th Bombardment Squadron (H), and the second was led by Major Weldon K. Burton, 464th Group Operations Officer.

2. The take off and Group assembly was carried out S.O.P. The two Group line rendezvous between Andria and Canosa was S.O.P. On Wing rendezvous over Spinazzola, only one other group was sighted and we turned into right echelon with this group. On the flight up the Adriatic the 464th and 465th were in good formation, but it was difficult to keep up with the lead group because of the apparent excessive air speed, change of course, and interference of other groups. On arriving at the I.P. for the Primary Target it was found that clouds obscured the target area and the decision was made to bomb the Target of Last Resort. On arriving at this Target, it was found that the M/Y was covered by clouds on the east, reaching up to the western edge, and it was impossible to hit target on this approach, but it was evident it could be hit from a reciprocal heading. Since no opposition was encountered we made a 180° turn and came in and bombed the target.

3. 15 P-51 a/c were observed at 1005B hours at 44°30'N - 13°40'E and 12 P-38 a/c were observed at 1035B hours at 44°40'N - 13°30'E.

4. 1 A/C returned prior to bombing because of gas leak in #3 tank.

5. 6 ME-109 e/a were observed at 1042B hours at 45°05'N - 10°42'E; 4 DO-217 e/a were observed at 1100B hours at a point

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Ltr Narrative Mission Report contd

20 miles N W of Mantua; 1 ME-110 e/a was observed at 1109B hours at MANTUA; none of these e/a attack formation.

6. 31 A/C were over target at 1059B hours, 24 a/c dropped 59 3/4 tons of 500# G.P. bombs (.1 nose and .01 and .025 mixed tail fusing) at 21,000 feet. 1 A/C of the 24 a/c dropping on target jettisoned 1 bomb; 2 a/c jettisoned 20 bombs, one of which landed in water off target, the other a/c jettisoned its bombs at 45°08'N - 10°48'E; 5 a/c returned 50 bombs to base. The M/Y was observed to be fairly well filled before bombs away. Six bombs hit in M/Y in front of the R.R. Station. 10 hits in M/Y between R R station and Locomotive shed. Two hits at North Choke Point of M/Y, 3 or more direct hits and several near misses on the combined R R and Highway bridge at the North end of the M/Y. Two hits on Flour Mill adjacent to bridge. Twenty hits on several buildings 2,000 feet North West of the bridge. Largest concentration of bomb hits were adjacent to the N W corner of the M/Y.

7. Weather - Generally clear over base at take off, cumulus over mountains, visibility 20 miles. No clouds over South Adriatic. Further North were 5/10 to 6/10 stratocumulus clouds, tops 12,000 feet. At target, 4/10 to 5/10 strato-cumulus clouds which obscured Primary Target. Visibility was 20 miles. The Secondary Target was clear on second bomb run. 5/10 cumulus necessitated a 180° turn and return over target.

8. Course was as briefed until reaching the I.P., at which time a left turn was made, turning right approximately three miles north of Chioggia. A course of 267 degrees was flown directly to MANTUA, after which a thirty degree turn to the right was made in order to circle to the left, missing briefed flak areas, to make the second run on the target. The course back to the briefed route was the reciprocal of the one in from the coast. The rally and return was made without difficulty.

9. No flak was encountered on route to target nor on return.

10. Route as briefed and as flown, axis of attack plotted on chart attached.

11. 5 a/c attempted photographs. Selected prints attached.

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Ltr Narrative Mission Report contd
For the Commanding Officer

MAURICE C. KIELING,
Capt. Air Corps,
Asst. S-2 Officer.

2 Incls -
Incl 1 - Track Chart
Incl 2 - Selected Strike Photos



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HEADQUARTERS
 464TH BOMBARDMENT GROUP (H)
 Office of the Intelligence Officer
 APO 520 U S Army

JFP/MCK/lem

319.1

16 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),
 APO 520, U S Army
 (Attn: A-2)

1. On 16 July 1944 at 0625B hours 30 B-24 of 32 a/c scheduled took off to bomb Wiener Neudorf a/c engine factory (Primary target). 2 a/c failed to take off because the copilot of one a/c and the pilot of the other a/c were both ill. The 30 a/c formed in 2 attack units, the second attack unit consisting of only 2 boxes; the first unit was led by Maj William G. Moore Jr, Commanding Officer 777 Sq and the second unit was led by Capt. Robert H. Fowler ass't operations officer 779 Sq. One a/c returned before assembly because of the loss of #2 engine after T/O.

2. The group assembly was executed according to plan. Line and wing rendezvous was as prescribed. The Group leader received flak damage two minutes before bombs away resulting in severe gas leaks around #3 engine, and in the bomb bay. Immediately after bombs away the Group leader left his position and the deputy leader took over.

3. Rendezvous of fighter escort which consisted of 35 to 50 P-38 a/c of 306th Fighter Wing was effected without incident in the vicinity of Lake Balaton at 0955B hours.

4. Five a/c returned prior to bombing: Two a/c because of uncontrollable manifold pressure and turbos in 3 engines; one a/c because of 3 leaky superchargers, which resulted in blown rubbers; one a/c because of oxygen leak; one a/c because #3 engine vibrated badly was throwing excessive oil.

5. 21 a/c were over target at 1030B hours (target time 1021B hours), and dropped 52½ tons of 1,000 G.P. (.1 nose and

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Ltr, 464 BG, Narr Miss Rpt dd 16 Jul 44, par 5 cont'd

.025 tail mixed fusing) at 23,000 feet; 2 a/c jettisoned 10 bombs; 5 bombs at 41°38'N-18°00'E and 5 bombs at 45°12'N-17°15'E; 4 a/c returned 20 bombs to base; 7½ tons of bombs went down in 3 shops, which were shot down between I P and target. Target area was completely obscured by undercast. Bombs away photos and bomb bursts which are slightly discernable beneath clouds indicate strikes in or near the target.

6. Clear at take off. Visibility 20 miles. 1/10 Stratus over Adriatic at 4,000 ft visibility 15 miles.

Clear over Dinaric Alpt - Scattered Strato cumulus to East.

From Dinaric Alps to Target 7/10 Alto Stratus at 12,000.

At Target 8/10 Alto Cumulus, tops 15,000 ft. Visibility 15 miles in haze.

RETURN: Middle layer had increased to nearly overcast to Lake Balaton. Gradually dissipated in the vicinity of Sava River.

Scattered Cumulus over Dinaric Alps, tops 12,000 ft.

Thin scattered cumulus over Adriatic at 3,000 ft.

Base 3/10 cumulus at 4,000 ft on return.

7. 25/30 ME 109 e/a and 3/7 FW 190 e/a were observed between I P and target. These e/a were very aggressive in their attacks on the formation. One series of attacks came from 6 o'clock, at 2,000 yds the e/a about 30 in number were abreast as they approached the formation, the width of the attacking e/a narrowed similar to a funnel sliding from side to side, thus presenting a difficult target. The e/a pressed their attack to within 150' peeling off to right and left: Another series of attacks were from 1030 o'clock high, pressed very close to the formation. Another series of attacks were from all clock positions. Our bomber crews claim 9 ME 109s' destroyed, and probably destroyed 6 ME 109s' and 3 FW 190s'.

8. 19 a/c landed at 1300B hours; one a/c landed at Vis; one a/c #42-52487 with 20mm shell damage from e/a crash landed at Foggia and will be salvaged. Tail turret gunner received wound in side of head from 20mm shell, hospitalized Foggia. 3 of our bombers were lost apparently to e/a between I P and target. One a/c attack ve e/a between I P and target had direct hit in #2 engine at 1025B hours, spiraled down to approximately

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Ltr, 464 BG, Narr Miss Rpt dd 16 Jul 44, par 8 cont'd

16,000 feet, where left wing broke off, 5 to 6 chutes were seen to open; one a/c left formation between I P and target with #3 engine on fire after attack by e/a. One crew reported seeing 2 chutes at 1025B hours and one crew reported 10 chutes at 1028B hours; one a/c shot down between I P and target, #3 engine on fire.

9. Smoke pots were observed along the North, North West and West side of the target area. The pots were located approximately 2,000 feet from the target along the road.

10. ITH to IAH flak was encountered between I P and target.

11. Route as briefed and as flown, axis of attack plotted on chart attached.

12. 3 a/c attempted photographs. Selected prints attached.

For the Commanding Officer:

MAURICE C. KIELING
Captain, Air Corps,
Actg Intel Officer.

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HEADQUARTERS
 464TH BOMBARDMENT GROUP (H)
 Office of the Intelligence Officer
 APO 520 U S Army

MCK/hob

15 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),
 APO 520, U S Army
 (Attn: A-2)

1. On 14 July 1944 starting at 0600 B hours, 37 B-24 a/c of 38 a/c scheduled, took off to bomb the M/Y at Mantua, Italy (Second alternate target). Thirty four (34) a/c were over the target dropping 60.55 tons of clustered 100 lb GP bombs (mixed instantaneous and .1 nose and non-delay tail fuse) at 0948 B hours to 0952 B hours from 21,000 feet.

2. The 37 A/C formed in two (2) attack units. The first unit was led by Col. Charles F. McKenna III, Deputy Group Commander of the 464th Bombardment Group (H) and the second attack unit was led by 2nd Lt. John T. Welch, Flight Leader of the 778th Bombardment Squadron (H). The Group form up was executed according to plan. Line rendezvous with the 465th Bombardment Group (H) was as prescribed, as was the Wing Rendezvous.

3. One (1) a/c failed to take off. B-24 a/c No. 41-29429 failed to take off because of excessive mag drop.

4. Rendezvous with fighter escort consisting of 7 to 11 P-38 a/c and 15 to 20 P-51 a/c was effected at 0910 B hours at (44°20'N-13°40'E) and at 0930 B hours at (45°10'N-12°05'E) respectively. The escort provided what the returning crews describe as superior cover to the target and withdrawal to the coast of Italy. The escort was last observed at 1017 B hours at (44°51'N-12°30'E).

5. Three a/c returned early. B-24 a/c No. 41-29398 landed at 0800 B hours, returning with two (2) tons of bombs when a hydraulic leak was reported. On landing it was discovered that the fluid was leaking from a spare container and not from the hydraulic system. B-24 a/c No. 41-29453 landed

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Ltr Narrative Mission Report, contd

at 0820 B hours, returning with two (2) tons of bombs due to an oxygen system leak which reduced the supply of 75 lbs pressure. B-24 a/c No. 42-52563 landed at 1038 B hours, returning with two (2) tons of bombs when No. 3 and No. 4 turbos were lost and No. 1 turbo was oscillating, preventing this a/c from keeping up with the formation. The crew of this a/c was given a sortie credit having stayed with the formation as far as (44°37'N-13°20'E). No attempt was made to bomb the Primary Target at Porto Marghera or the First Alternate Target at Mestre because of the almost complete overcast which obscured this area.

6. Of the 34 a/c which were over the target, B-24 a/c No. 42-52522 did not release as the bombardier could not pick up the target through the overcast. This a/c returned with two (2) tons of bombs. B-24 a/c No. 42-95348 because of a bomb sight malfunction did not bomb and returned with two (2) tons of bombs. B-24 a/c No. 42-52520 jettisoned two (2) tons of bombs at 0940 B hours at (45°20'N-11°20'E) in order to keep up with the formation as this a/c with two (2) engines smoking and pulling full power was dropping behind. Six (6) other a/c were unable to release the full bomb load for the following reasons. B-24 a/c No. 42-52402 returned .1 ton of bombs which failed to release and could not be salvaged because improperly loaded. B-24 a/c No. 42-51083 jettisoned .1 ton of bombs at 1010 B hours at (45°00'N-12°40'E) when two (2) bombs failed to release due to a rack malfunction. B-24 a/c No. 42-99813 jettisoned .3 tons of bombs at 0950 B hours just beyond the target when six (6) bombs failed to release due to a rack malfunction. B-24 a/c No. 42-52526 returned .15 tons of bombs when three (3) bombs failed to release due to a rack malfunction. B-24 a/c No. 42-78339 jettisoned .5 tons of bombs between 0955 B hours and 1005 B hours as 10 bombs were thrown out manually after leaving the target area. Bombs failed to release due to a rack malfunction. B-24 a/c No. 42-78243 jettisoned .3 tons of bombs at (45°05'N-11°20'E) when six (6) bombs failed to release due to a rack malfunction. The results of the bombing were poor. The target was obscured by clouds through which the lead bombardier sought to find an opening to enable him to identify the aiming point, cloud coverage prevented accurate and positive identification. A good pattern of bombs struck one (1) mile east of the city in a Brick Works and in the surrounding open fields. Some direct hits were scored on a single track railroad north of the Brick Yards.

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Ltr Narrative Mission Report, contd

7. No enemy fighters were observed en route to or on return from the target. No flak was experienced at the target however at Ostiglia SAE flak was encountered both going into and on the route out from the target. Three (3) or four (4) bursts were observed on each pass. SIF flak was observed at Rovigo (45°05'N-11°47'E). Some 30 smoke pots were observed just east of Ostiglia through a break in the clouds as the formation passed this point.

8. The weather was clear at take-off with visibility 20 miles. 4/10 cumulus over mountains at (43°00'N). 4/10 strato cumulus, tops 10,000 feet from (44°25') northward. From the IP to target, 9/10 alto cumulus with an indeterminate amount of lower cumulus. Both primary and the first alternate targets were obscured by alto cumulus 9/10 to 10/10. At the second alternate target there was 1/10 cirrus at 28,000 feet, 2/10 cirrustratus at 19,000 feet and 5/10 alto cumulus, 12,000 feet tops. The return was the same, with a few scattered cumulus over the base. Visibility over Adriatic was 10-15 miles restricted in haze.

9. Thirty four a/c landed at 1157 B hours without incident. 1st Lt. Raymond W. Drake, Flight Leader of the 776th Bombardment Squadron (H) had successfully completed his forty-sixth (46) combat mission with this Group, and is several missions ahead of his closest rival. Lt. Drake has never been an early return and has flown on all except one (1) double credit mission.

10. No a/c received flak damage. None will be in-operational for 24 hours.

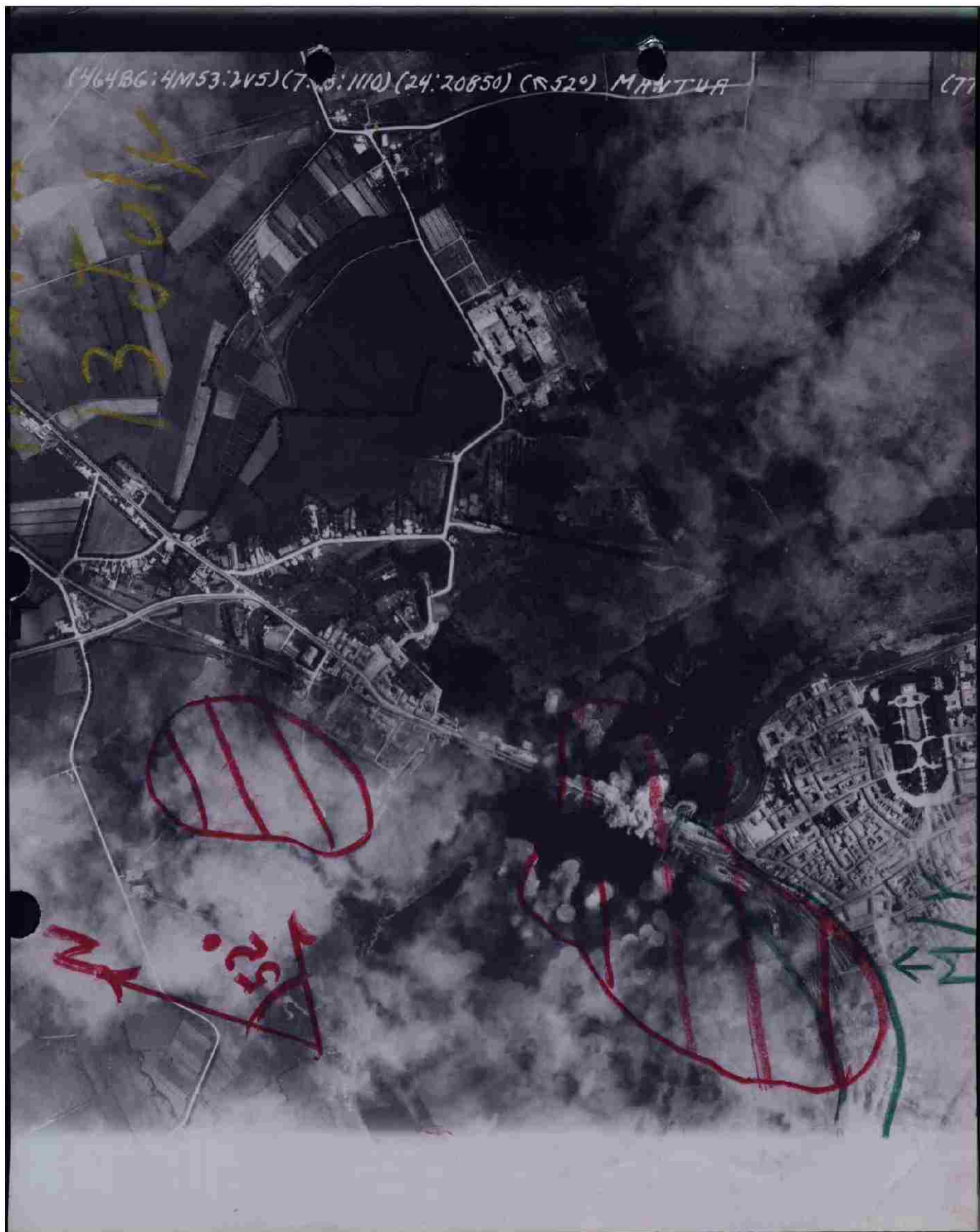
11. The route to the Second Alternate and return was flown as briefed and is plotted on the attached track chart.

12. Nine (9) a/c attempted photos. Selected print is attached.

For the Commanding Officer:

2 Incls:
Incl 1 - Track Chart
Incl 2 - Selected Photo

MAURICE C. KIELING
Capt, AC
Actg. Int. Officer



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HEADQUARTERS
 464TH BOMBARDMENT GROUP (H)
 Office of the Intelligence Officer
 APO 520 U S Army

MCK/ALS/lem

319.1

16 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H)
 APO 520, U S Army
 (Attn: A-2)

1. On 15 July 1944, 38 B-24 a/c of 39 a/c scheduled, took off at 0630B hours to bomb the Uniera Sperantza Oil Refinery, (Roumania). One (1) a/c failed to take off due to 100 RPM's in #2 engine.

The 35 a/c formed two (2) attack units, the first unit being led by Lt. Colonel Charles F. McKenna III, Deputy Group Commander, and the second attack unit by Colonel Arnold L. Schroeder, Group Commander. Eight (8) a/c returned early for the following reasons:

- (1) A/C No. 78248 - engine failure
- (2) A/C No. 52479 - tail and top turrets inoperative, no heat for flying suits.
- (3) A/C No. 78336 - excessive gas consumption, using between 500 and 400 gallons per hour.
- (4) A/C No. 51083 - bad gas leak in #3 engine, oil leak in #2 engine, #1 RPM swung about 300 RPM s.
- (5) A/C No 52504 - crack in #1 cylinder of #4 engine, throwing oil.
- (6) A/C No. 29351 - oil leak in #3 engine, 3 generators cut, runaway supercharger on #4 engine and runaway prop on #1.
- (7) A/C No. 78093 - #1 engine overheated and cut out, throwing a/c out of formation, was unable to catch up;

2. Group form-up was accomplished without incident. Group rendezvous was made as briefed behind the 465th Group at 9,000 feet. The wing rendezvous was made as briefed.

3. Weather at base on take off was 1.10 atlo-stratus

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Ltr, Narr Miss Rpt, 464 BG dd 16 Jul 44 cont'd

at take off. 4/10 alto-stratus on route to Adriatic. Clear on course over Adriatic. Visivility 10 miles, overcast with alto-stratus to north. Scattered cumulus from Yugoslavian Coast to just west of Ploesti where an alto-cumulus layer was encountered which increased towards target. At target, 5/10 to 6/10 alto-cumulus at 12,000 feet. City was mostly obscured. Visivility 15 iles. On return to Dinaric Alps, 5/10 cumulus with scattered tops to 20,000 feet. Over Dinaric Alsp, 8/10 swelling cumulus, tops averagine 15,000 feet with visibility 10 miles. Over the Adriatic, 5/10 alto-cumulus base of 12,000 feet. 2/10 cumulus at base on return.

4. Approximately twenty-one (21) a/c were observed consisting of eight (8) ME 109s in the Nis area at 1215B hours, and eight (8) ME 109s and five (5) FW 190s in the target area between 1050B hours and 1115B hours. Seven (7) encounters took place, five (5) in the target area, one (1) at Craiova and one(1) in the Nis area. E/A in the target area attacked from six (6) o'clock high and low and at eleven (11) o'clock. In the Nis area, e/a appeared to have a rocket under each wing. Several e/a fired rockets, gunners stated they did not see any tracers fired by e/a. Combat Claims for this Group are two (2) ME 109s probably destroyed.

5. Rendezvous with fighter escort at 1025B hours in the vicinity of Rostorii de Vede where 15/20 P-51 a/c were observed. Cover continued unti 1135B hours just past the target area. Consensus of opinion among returning crew members was that excellent cover was given the Group and Wing formation.

6. Flak at the target was IAH with black and white bursts. The white bursts were mostly considerable higher than the formation. Numerous red and pink bursts were observed. SIH flak was observed at Pitesti and MAH observed at Bucharest.

7. Thirty-one (31) a/c were over the target at 1059B hours (briefed target time was 1045B) and dropped seventy-four (74) tons of 1,000 lb G.P. bombs (.1 nose and mixed .01 and .025 tail fusing) from 20,000 to 23,000 feet. Five (5) a/c returning early returned twelve and one half (12½) tons to base and two (2) jettisoned five (2) bombs were jettisoned by one (1) a/c twelve (12) miles east of Novi Paza at 0950B hours (43°57'N - 24°13'E) at 1145B hours, due to rack malfunction, and one (1) a/c jettisoned five (5) bombs

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Ltr, Narr Miss Rpt, 264 BG dd 16 Jul 44 cont'd

members state they observed this a/c between the target and the Danube River, but were unable to pin point the location. Roster of the crew is as follows:

P	CAPOR, BURCE C.	Captain	0-24100
CP	BEKER, SWIGHT L.	2nd Lt	0-750310
N	RECTOR, ROBERT B.	2nd Lt	0-699305
B	HARTTER, WILLIAM J.	F/O	T-122995
ENG	PETERSON, ALVIN E.	T Sgt	17154777
RO	KNOCH, RUSSELL R.	S Sgt	19084382
G	BLACKBORN, GLENN F.	S Sgt	19151218
G	BLAZER, ROBERT F.	Sgt	39287555
G	GISELLI, EUGENE M. JR.	Sgt	12155505
G	RAMSEY, FRANCIS C.	Sgt	14105135

10. Twenty-eight (28) a/c returned to this base between 1417B hours and 1440B hours. One (1) a/c landed at 1625B hours having previously landed at Bari at 1420B hours.

11. There were twelve (12) a/c damaged, one (1) will be inoperative for more than twney-four (24) hours.

12. Route was flown as briefed. Track chart is inclosed.

13. Nine (9) a/c attempted photographs, and nine (9) took pictures. Selected print inclosed.

14. It was impossible for members of the Group to determine the effect of the smoke screen at the target, due to earlier bombing which caused clouds of heavy black smoke to almost entirely obscure the Ploesti area. Smoke was seen 75/100 miles away, rising to 17,000 to 20,000 feet. One (1) crew member observed one (1) smoke generator at the south west end of railroad yards. Coordinates on T.C. 11-101B-NA is (19-H).

15. The Group Commander, Colonel Arnold L. Schroeder, expressed his satisfaction at the excellent formation flown by this Group on to-days mission. Colonel Schroeder is of the opinion that his good formation was responsible to some extent in discouraging attacks by enemy aircraft.

For the Commanding Officer:

MAURICE C. KEILING
Captain, Air Corps,
Actg Intel Officer.

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Ltr, Narr Miss Rpt, 464 BG dd 16 Jul 44 cont'd

at (44°08'N-25°50'E) at 1030B hours because two (2) turbos went out and a/c was unable to keep up with the formation, this a/c continued over the target with the formation. Due to cloud cover and heavy smoke from previous bombings by previous wings, the target was bombed by Pathfinder with undetermined results. The entire area was smoke covered and it was impossible to see the target. Photographs taken show five (5) bomb hits 6,200 feet south east of the aiming point directly on course, and it is felt that a/c dropping later hit the target area.

8. Important observations made by returning crew members are listed below:

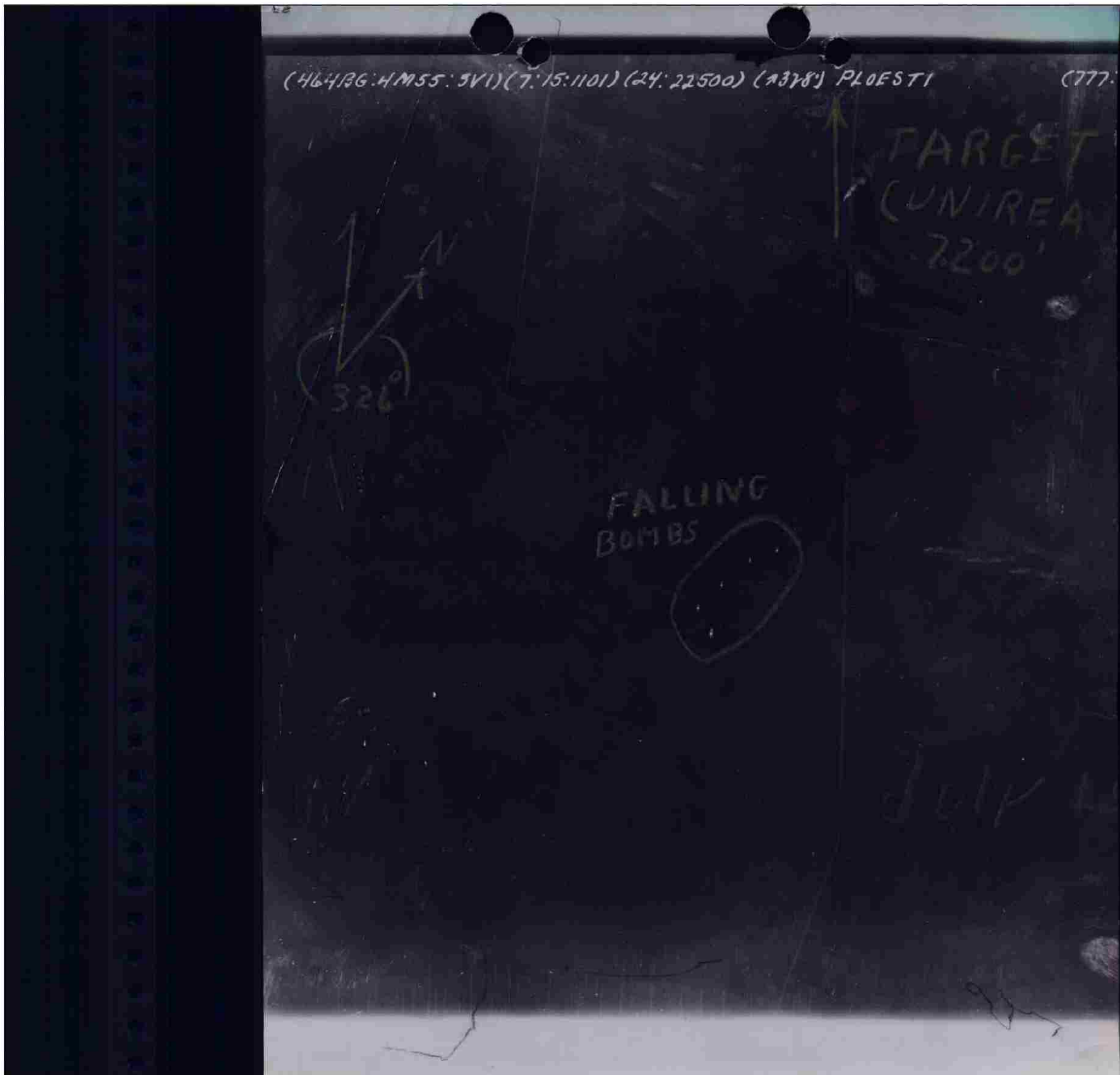
<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
0845	(42°25'N-18°42'E)	15,000	Large freighter in harbor
1036	(44°05'N-26°08'E)	22,000	14 storage tanks on bank of river.
1015	(44°07'N-25°00'E)	18,000	42 barges in Danube headed south east.
	(44°23'N-23°37'E)		500 yards square ammunition dump in woods.

9. Two (2) a/c are missing.

A/C No. 42-78261 received a direct flak hit over the target, being hit at the camera hatch. A/C broke in two and went down. There were no chutes seen to open. Crew roster is as follows:

P	FOLSOM, BENJAMIN A.	1st Lt	0-798999
CP	WHITE, JAMES M.	2nd Lt	0-743222
N	RADLER, ANTHONY J.	2nd Lt	0-685723
B	KIDD, ALVIN S.	2nd Lt	0-686195
ENG	CORBETT, REUBEN S.	T Sgt	14182340
RO	FREUNDLICH, HAROLD D.	S Sgt	19045781
BTG	FOWLER, RAYMOND D.	S Sgt	34474215
WG	PARRIS, WYLIE T.	S Sgt	18169975
NG	TARGE, NORMAN L.	S Sgt	17471593
TG	SNYDER, RICHARD E.	Sgt	14107803

A/C No. 42-50408 is missing. Reports indicate this a/c left the formation at the I.P. with #1 engine smoking or #1 turbo torching. One (1) crew reports this a/c joined formation, went over the target, dropping its bombs and then pulling out and back of the formation. Other crew



(46486:4M56) (7:11-1030) (12-22950) (A2) WIENER NEUDORF (776:)

⊕
B.A.P.



WIENER NEUDORF
16 JULY

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HEADQUARTERS
 464th BOMBARDMENT GROUP (H)
 Office of the Intelligence Officer
 APO 520 U S Army

BVB/FFB/lcm

319.1

19 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),
 APO 520, U S Army
 (Attn: A-2)

1. On 19 July 1944 starting at 0651B hours, 34 B-24 a/c of 34 a/c scheduled took off to bomb the Allach a/c Engine Factory. Twenty-eight (28) a/c were over the target dropping seventy (70) tons of 500 lb GP bombs (.1 nose and .01 tail fuse) at 1144B hours from 23,800 feet.

2. The 34 a/c formed in two attack units. The first unit was led by Major Clarence G. Poff, Commanding Officer of the 778th Bombardment Squadron (H) and the second attack unit was led by Captain Robert L. Wingfield, Flight Leader of the 779th Bombardment Squadron (H). The group form-up, line rendezvous and the wing rendezvous were executed as prescribed.

3. Five (5) a/c returned early. B-24 a/c No 42-51082 landed at 0900B hours, returning with two and one half (2½) tons of bombs, for the reason that the Navigator had forgotten his oxygen mask; B-24 a/c No 42-52563 landed at 0953B hours, returning with two and one half (2½) tons of bombs, because of an injury to the top turret gunner caused when an empty shell case from another a/c testfiring its guns crashed through the top turret rendering this gunner unconscious momentarily, followed by dizziness and headache. The formation leader authorized this return; B-24 a/c No 42-78434 landed at 1117B hours, returning with two and one half (2½) tons of bombs, because of excessive fuel consumption; and a leak in the oxygen system; B-24 a/c No 42-52402 landed at 1205B hours having jettisoned two and one half (2½) tons of bombs at (45°40'N-13°00'E) because of No 2 engine burning out completely; B-24 a/c No 42-78415 landed at 1245B hours, returning with two and one half (2½) tons of bombs,

- 1 -

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Ltr, 464 BG Subj: Narr Miss Rpt dd 19 Jul 44 contd

because of excessive fuel consumption. The formation leader authorized this return.

4. Rendezvous with the fighter escort consisting of 30 to 40 P-38 a/c and 30 to 40 P-51 was effected at 1013B hours at the Key Point and at 1145B hours in the target area. The escort provided penetration, target and withdrawal cover which the crews described as the best escort so far provided. The escort departed at the Key Point on return at 1240B hours.

5. All of the twenty-eight (28) a/c over the target released ten (10) bombs each on the briefed target for a total of seventy (70) tons. This figure includes two and one half (2½) tons of bombs carried by B-24 a/c No 42-99813 which is listed as missing, but which is believed to have bombed the target with the formation. B-24 a/c No 42-78339, listed as missing was observed to jettison its bombs just before reaching the Initial Point, and the bomb load of two and one half (2½) tons of this a/c is not considered as having been released on the target. Four (4) early returns brought back to this base ten (10) tons of bombs, while one (1) a/c jettisoned two and one half (2½) tons of bombs in the Adriatic. The results of the bombing were fair. Two (2) direct hits on a large workshop including a store near the west edge of the building. One direct hit on a very large workshop with a rail siding and an unloading bay near the north edge of the building. There was an explosion among the fuel storage north of the factory. Direct hits were made on a small workshop adjacent to the canteen, and numerous hits at the southeast section of the aero engine test beds, extending eastward to include hits on cycle sheds. Several hits were made on the main plant offices. At least two (2) hits at the south edge of the boiler house were made while other hits scattered for three-quarters (¾) of a mile north and northwest of the factory. The south and southwest portions of the factory area was obscured by smoke.

6. Due to efficient work of the escort, enemy air opposition was negligible: One (1) ME 109 was observed at 1024B hours at (46°15'N-13°05'E) headed south. Between 1147B hours and 1210B hours, 20 to 30 ME 109s were observed in the target area. These a/c were engaged for the most part with the escort, or remained at a distance and close to cloud cover. Six (6) FW 190 a/c were observed in the target area and one (1) FW 200 a/c was observed headed south at 1210B hours at (47°20'N-12°10'E). At 1205B hours, one (1) ME 109 made an unaggressive pass at the formation from 2 o'clock high. At this time, about twenty (20) ME 109 a/c

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Ltr 464 BG, Subj: Narr Miss Rpt dtd 19 Jul 44 contd

were observed climbing up apparently coming from the Munich area. Three (3) JU 88 a/c were observed at 1205B hours but made no effort to attack. Flak at the target was described as IAH, but due to the sharp rally left, the formation was exposed to anti aircraft fire for not more than five (5) minutes. Crews report that the main concentration of flak in the area was south of their course and centered around the town of Munich proper. HM flak was observed at Muhldorf. HS flak was observed at Tolmezzo (46°34'N-13°02'E). One (1) early return encountered LSA flak at 13,000 feet at Grado (45°41'N-13°24'E).

7. There was 2/10 alto cumulus at 8,000 feet with visibility 15 miles at the base at take off time, which increased to 4/10 alto cumulus over the Adriatic. Off Ravenna, 5/10 alto cumulus with visibility restricted in haze to 10 miles. From Ravenna to the Alps, 3/10 cirrus, tops 21,000 feet and 5/10 alto cumulus with tops at 13,000 feet. Over the Alps, 6/10 alto cumulus with tops at 14,000 ft, and lower scattered cumulus with 18 to 20 miles visibility. The target itself had 4/10 coverage with visibility 20 to 25 miles, while Munich itself was reported as 8/10 to 9/10 covered. On the return there was 6/10 alto cumulus with tops at 14,000 feet over the Alps, scattered 2/10 alto cumulus in the North Adriatic, and 3/10 to 4/10 swelling cumulus at the base.

8. The following observations were reported: The smoke generators at the Primary Target were observed to be as briefed with the main concentration to the west and north of the target. On arrival of this Group at 1144B hours, the smoke screen had not yet obscured the target which was identified by most bombardiers. The screen was reported as thin and in the early stage of development. The town of Salzburg was totally obscured by a smoke screen as the formation passed at 1105B hours at 22,000 feet. One (1) crew reports the observation of generators mounted on trucks moving north west of Salzburg. The ME 109 a/c observed in the target area was reported as being black to slate grey in color, and some with a wide yellow band around the center section of each wing. Others with red noses were reported.

9. Two (2) a/c are missing:

E-24 a/c No 42-78339 is believed to have been last seen at about 1145 hours at approximately (47°10'N-12°00'E), headed in the direction of Switzerland.

Crew roster is as follows:

P	MacDonald, Thomas J.	1st Lt	0-814595
CP	Rucigay, John C.	2nd Lt	0-820069

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Ltr 464 BG, Narra Miss Rpt dd 19 Jul 44 contd

B	Lidiak, Joseph E.	2nd Lt	0-712858
N	Denison, Robert O.	2nd Lt	0-698966
E	Garin, Robert E.	T Sgt	19122266
AE	Weik, Merele O.	S Sgt	37513933
RO	Howard, Guy W.	S Sgt	36563226
G	Cartmille, Charles F.	S Sgt	35623379
G	Lewis, John (NMI)	S Sgt	31301310
G	Marcum, Robert M.	S Sgt	39697848

B-24 a/c No 42-99813 is believed to have been seen about 30 minutes after leaving the target approximately at (46°47'N-12°32'E), flying at about 10,000 feet with one engine feathered.

Crew roster is as follows:

P	Moran, James V.	2nd Lt	0#818193
CP	Moore, Donald R.	2nd Lt	0-822956
N	Furcolo, Michael P.	2nd Lt	0-708810
B	Walker, Virgil F.	2nd Lt	0-707545
E	Hedrick, George L.	T Sgt	15171230
G	Arndt, Jacob R.	S Sgt	37559959
RO	Shive, Howard (NMI)	S Sgt	33597670
G	Riester, Robert L.	Sgt	33607199
G	Souther, Max L.	Sgt	34890615
G	Thompson, Bernard E.	Sgt	35771816

10. S Sgt William C. Petty, 18007188, received a slight eye injury, caused when a flak fragment shattered the glass in the nose turret. S Sgt Petty remains on flying status.

11. Twenty-seven (27) a/c landed from 1438B hours until 1615B hours. B-24 a/c No 41-29453 landed at San Severo to refuel at 1420B hours. This a/c took off, then discovered that the Tokio tanks had not been filled but successfully completed the mission. Captain Raymond W. Drake, Flight Leader of the 776th Bombardment Squadron (H), on what would have been his fiftieth and fifty-first (50 & 51st) missions was forced to return early for his initial early return when he lost No 2 engine.

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Ltr 464 BG, Subj: Narr Miss Rpt, dd 19 Jul 44, contd

12. Eleven (11) a/c received flak damage. Three (3) of the eleven (11) a/c will be inoperational for more than twenty-four (24) hours.

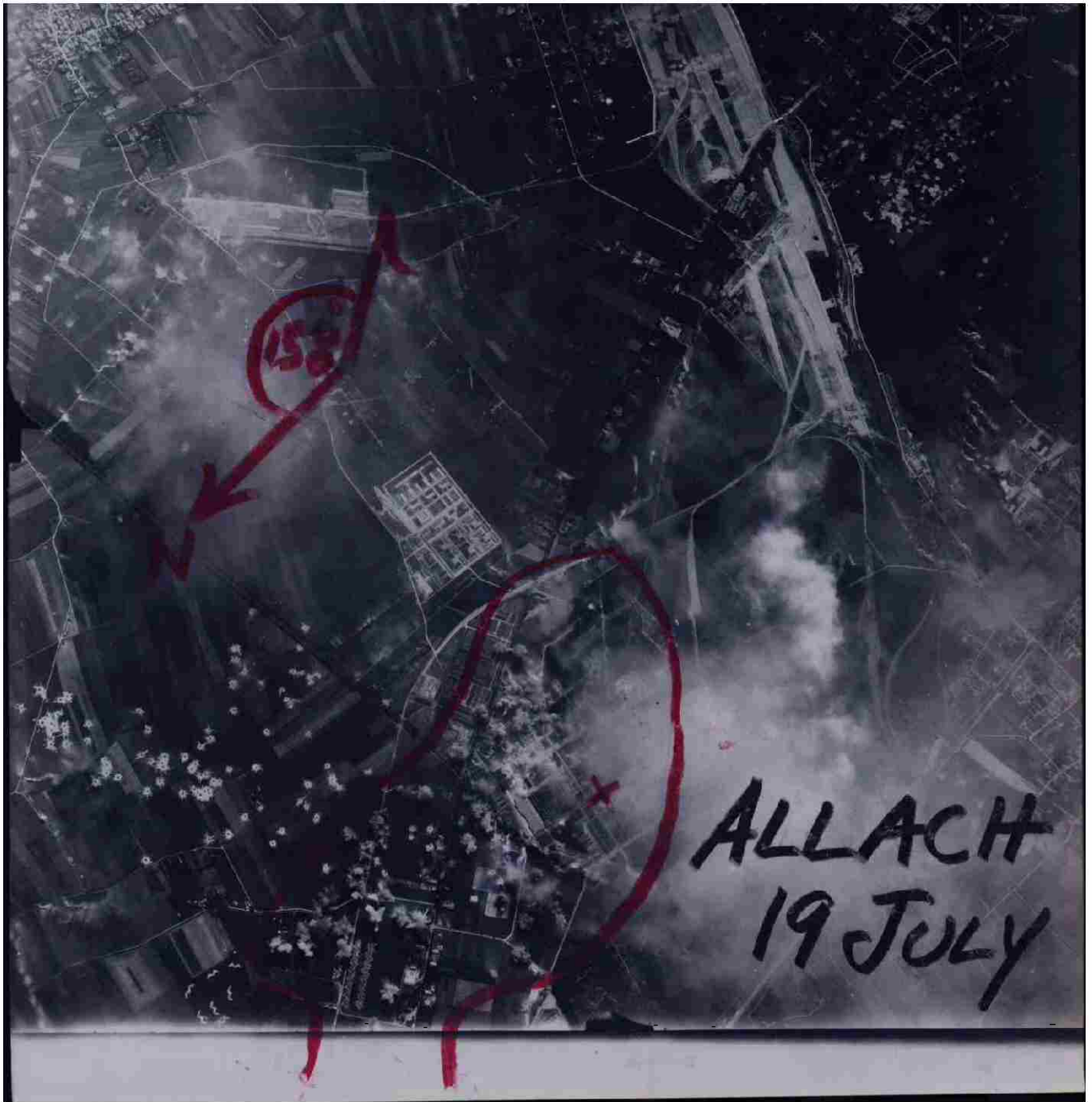
13. The route was flown as briefed. Track chart of the route is inclosed.

14. Five (5) a/c attempted photos. Selected prints are attached.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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HEADQUARTERS
 464th BOMBARDMENT GROUP (H)
 Office of the Intelligence Officer
 APO 520 U S Army

MCK/FFE/job

319.1

20 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),
 APO 520, U S Army

1. On 20 July 1944, 35 scheduled B-24 a/c took off at 0620B hours to bomb Luftschiffbau Zeppelin Works, Germany. The 35 a/c formed two (2) attack units, the first being led by Lt Colonel Charles F. McKenna III, Deputy Group Commander, and the second by Captain Sherman F. Martin, Operations Officer of the 778th Bombardment Squadron (H).

2. Six (6) a/c returned early for the following reasons:

- A/C No 42-78336 - Complete loss of oxygen.
- A/C No 41-29351 - Failure of #4 engine.
- A/C No 42-51082 - RPM was fluctuating on #1 engine for an hour. Engine ran away over Venice, had to feather prop.
- A/C No 42-78472 - Fuel pressure #4 engine four (4) pounds. Engine ran too rough to keep up with the formation. Lower ball turret out.
- A/C No 42-50962 - Pilot's oxygen regulator broken and shortage of oxygen.
- A/C No 42-52522 - Oil leaking #4 engine, pressure dropping below 60 lbs, necessitating feathering this engine.

3. Group and bomber rendezvous was made according to plan without incident. The wing rendezvous was made as briefed on course over Spinazzola at 0739B hours.

4. Rendezvous with fighter escort was made at (45°29'N-12°40'E) at 0945B hours when twelve (12) P-51 a/c were observed. The main escort consisting of thirty (30) P-51 and thirty (30) P-38 a/c were observed at (46°15'N-11°50'E) at 1010B hours. Fighter escort continued to the target increasing in number, and on withdrawal left the Group at 1240B hours on the Italian Coast. Returning crews advised that the escort today provided the best cover and protection that had yet been given.

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Ltr Narrative Mission Report, contd

5. Between twenty (20) and thirty (30) E/A were observed, all but one being ME 109's and one (1) FW 190. 20/30 E/A appearing to come from A/D at Aviano, Italy attacked the 485th Group and shot down one B-24 a/c at 0958B hours in the vicinity of (45°50'N-12°13'E). Some E/A were dark color with light brown on belly, some a yellowish silver with red tails. Some attacked 12 to 2 o'clock high, diving through formation and up under second attack unit. Other attacks from 4 to 6 o'clock. Two (2) E/A were observed going down in spins with P-51 a/c after them. Several dog fights were observed in the target area, between ME 109s and our escort. Ten (10) ME 109s observed at the target below and out of flak area, as though waiting for our a/c crippled by flak. This Group had no encounters.

6. Flak at the target M to IAH. This Group's formation encountering the heaviest concentration of flak after bombs away. The Group following appeared to be encountering IAH flak where this Group had escaped it. Time in flak was from 3/4 minutes. Two (2) batteries located on TC 13-43-NA at coordinates 4-6 were observed to be hit by bombs. 8/10 guns at NE section of airdrome coordinates on TC 13-40-NA N-23 to F-24 were observed. Several gun flashes were observed, at 25Q and around directly north of target. Also M-11, O-13 and E-16. Bursts were mostly black, with some white bursts observed considerably above the formation. One crew reported seeing some red bursts. Flak was observed at the following points:

Bolzano - Moderate to intense heavy
 Venice - Scant heavy
 Treviso - Scant to moderate heavy

Due to distance it was impossible to judge the accuracy at these points.

7. Twenty nine (29) a/c were over the target at 1055½B hours (briefed target time 1100B hours), and dropped seventy two (72) tons of 1,000 lb GP bombs (.1 nose and non-delay tail) from 23,000 feet. Four (4) a/c returned ten (10) tons of bombs to base, one (1) a/c jettisoned two and one half (2½) tons of bombs at (41°18'N-16°43'E) in Adriatic at 0645B hours. One (1) a/c (early return) dropped two and one half (2½) tons on target of opportunity, a bridge at S Dona De Piano (45°38'N-12°33'E) at 0957B hours with no results, bombs missing this target. Bombs returned to base and jettisoned for reasons stated in paragraph two (2). One (1) a/c which was over the

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Ltr Narrative Mission Report, contd

target jettisoned one half ($\frac{1}{2}$) ton at ($47^{\circ}30'N-10^{\circ}10'E$) at mountains, due to one bomb being hung up, at 1109B hours. Bombing results were good, with a heavy concentration of bomb hits in and around the briefed aiming point. There were several hits in wooded area to East of target and several hits extending northwest of the target, with some hits in the built up area to south east of the target. After the rally, heavy black and gray smoke was seen over the entire target area.

8. This Group suffered no losses, either to personnel or a/c, and there were no injuries. There were no a/c damaged.

9. The A-5 Automatic Pilot was used on the bomb run by both the Group Leader and the leader of the second attack unit.

10. Weather at base on take-off was 2/10 alto cumulus, patches 11,000 feet, visibility twenty (20) miles. Over the Adriatic was clear except for patches of stratus along shore lines. Visibility fifteen (15) miles in haze. Over the Alps 4/10 to 5/10 strato cumulus, 14,000 feet base., 16,000 feet tops. Visibility eighteen (18) miles. At the target it was clear with very few scattered cumulus tufts building up, slight haze, visibility 15/18 miles. On return, over the Alps 6/10 to 7/10 cumulus, base 14,000 feet, tops 17,000 feet. Over the Adriatic 2/10 cirrus at 24,000 feet, cumulus visible towards Yugo Coast. Over Italian Mainland 5/10 cumulus visibility twelve (12) miles slight haze. At the base on return 2/10 to 3/10 cumulus 4,000 feet base, tops 6,000 feet, heavy cumulus to west. Visibility twenty (20) miles.

11. Twenty nine (29) a/c landed at this base from 1350B hours to 1425B hours.

12. The following observations were made by crew members:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1005	$45^{\circ}20'N-13^{\circ}00'E$	20,000	One (1) large freighter headed west.
1056	Lindau	22,500	A/D with one (1) very large twin engine a/c
1105	Target area	22,000	A/D with one (1) large a/c and fifteen (15) S/E a/c.
1130	Chivea ($46^{\circ}38'N-11^{\circ}33'E$)	19,000	Medium sized dam and power house.
1150	Treviso	19,000	Many oil storage tanks in this area

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Ltr Narrative Mission Report, contd

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1150	Venice	14,900	Nine (9) ships in harbor appeared to be freighters or tankers.

13. When this Group approached and went over the target there was no evidence of a smoke screen. After bombs away and during the rally right, smoke generators were observed starting to emit smoke between the target and the A/D to the East. The generators appeared to emit smoke in series. The wind was from the North west and blew smoke away from the target. One area one quarter ($\frac{1}{4}$) mile square located at the north east part of the city was covered with thick white smoke. Smoke generators were pin pointed on TC 13-40-NA at S-1, P-2 and 14-J.

14. One crew, five (5) minutes after target during rally, reported seeing square metal disks approximately six (6) inches square in the air around their a/c. These disks were in clusters or concentration of about one hundred (100). Disks were at an altitude of 22,500 feet.

15. Route was flown as briefed. Track chart showing route is inclosed.

16. Eight (8) a/c attempted photographs. Selected print inclosed.

For the Commanding Officer:

FRANCIS F. ELLER
Major, AC
Gp Int Officer

2 Incls
Incl 1 - Track Chart
Incl 2 - Selected print



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HEADQUARTERS
 464th BOMBARDMENT GROUP (H)
 Office of the Intelligence Officer
 APO 520 U S Army

JFP/FFE/lem

319.1

22 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H)
 APO 520, U S Army
 (Attn: A-2)

1. On 22 July 1944 at 0738B hours, 34 B-24 of 35 a/c scheduled took off to bomb Ploesti Romana Americana Oil Refinery (primary target). One a/c failed to take off because R/C starter out, could not be started either by hand or electrically. Changed ships and had runaway supercharger.

The 34 a/c formed in 2 attack units; the first unit was led by Colonel A. L. Schroeder, Commanding Officer, and the second unit was led by Major Harold E. Blehm, Commanding Officer, 776th Bombardment Squadron (H).

2. 6 a/c returned prior to bombing: one a/c had #4 inoperative; another a/c because the compensating valve in #1 carburetor stuck and pumped gas overboard, also had oxygen leak; another a/c due to gas leak; another a/c because of inability to gain altitude due to feathered #2 engine; another a/c because #2 and #3 generators and #3 turbo went out; another a/c because #1 and #4 superchargers inoperative.

3. The 2 group formation as near as I can find out was satisfactory. The wing rendezvous was somewhat delayed due to lack of visual contact for approximately 4 or 5 minutes at which time formation successfully formed. The main difficulty encountered to the target was the speed with which the lead group proceeded. The lead ship attempted to maintain contact with the next proceeding group but was unable to do so because of repeated calls from various ships in the formation, to the effect that they were unable to maintain their position in the formation. It was finally decided that it was necessary to separate the groups in the wing formation in order to keep a group formation, as a result when proceeding over the target the next proceeding group

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Ltr Narrative Mission Report, contd

succeeding group as they came over the target. The only outstanding feature is they did not do more damage to this group than they did.

The Deputy Leader took over the lead of the formation at approximately 1100B hours because the Radar was out in the lead ship but was working in the Deputy Lead Ship. The formation came on the I.P. behind the 460th Group and on the bomb run decided to bomb on Pathfinder as target was obscured by clouds and smoke. A successful run not using A5 was made, because with A5 on the Pathfinder would not give good results. About 50 seconds before bombs away, Pathfinder Operator had trouble discerning target and the bombardier picked it up on his sight. The remainder of the run was made on visual and PDI as no time was had to put A5 in operation. The bombs may have been slightly left of target, was the report of the bombardier.

Rally was to right and the formation proceeded to base as briefed. Group ahead pulled away and was rejoined over Adriatic.

The lead a/c of the second attack was lost over target, hence, it is impossible to determine if A5 was used on bomb run.

4. 28 a/c were over target at 1146B hours (briefed target time 1145B hours). 28 a/c dropped 70 tons of 1,000 lb G.P. bombs (fused .1 nose and mixed .01 and .025 tail) at 23,600 feet.

Bomb strike assessment shows no hits on refinery. Heavy black smoke over tank farm, probably from two tank fires started by previous bombing. Bombs away photos show approximately 50 bombs slightly left of course. Their estimated point of impact is in open country off the northwest corner of the refinery, under the smoke obscured area. 30 hits, 3,500 feet due south of the target.

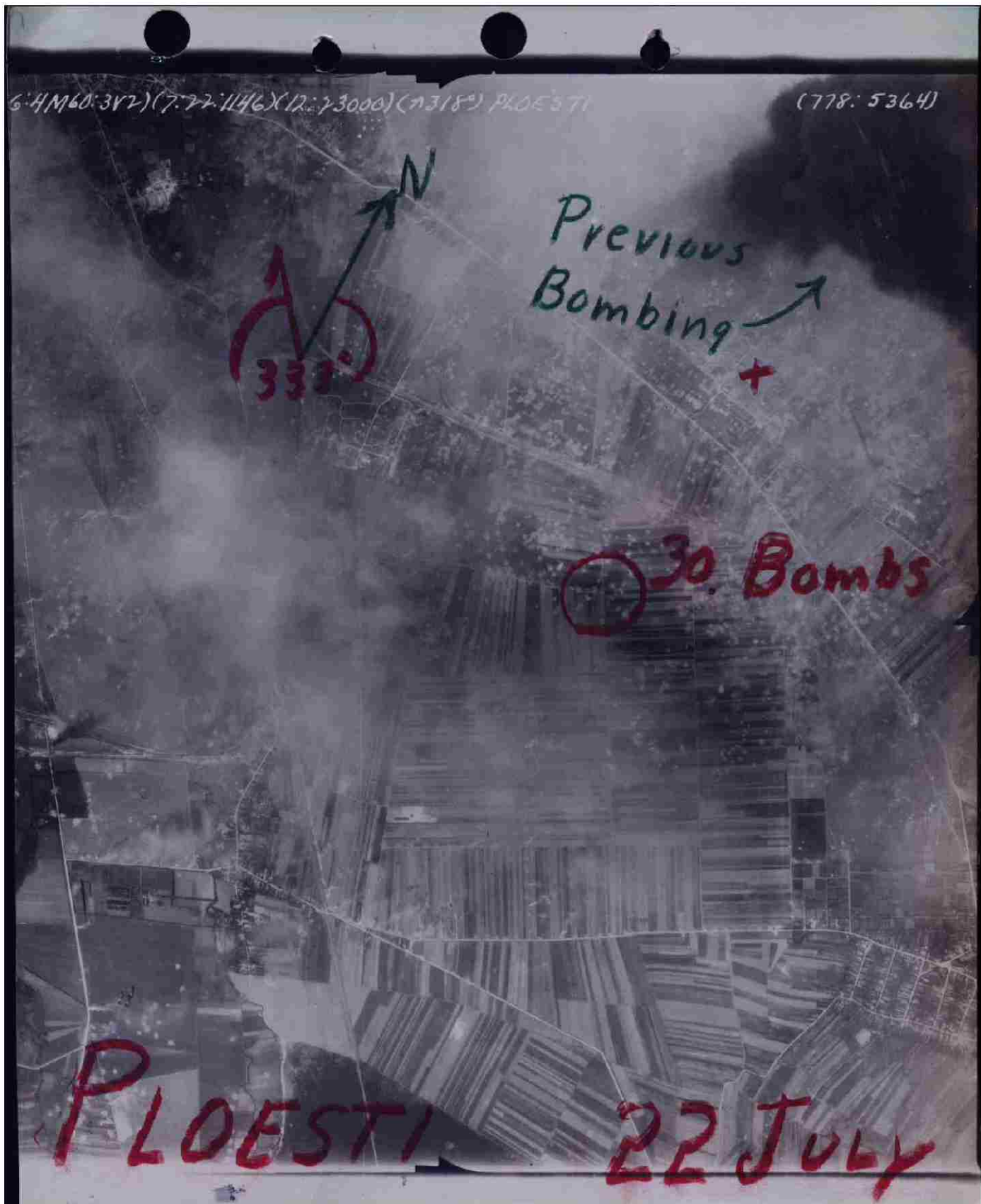
5. Rendezvous with fighter escort consisting of 15/20 P-51 a/c was effected at (44°00'N-24°10'E) at 1100B hours; rendezvous consisting of 20/25 P-38 a/c at (44°05'N-24°20'E) at 1115B hours.

6. Flak at target was IAH. The color of the flak at the target was observed to be black, red and white, the red and white bursts being high. The black barrage was also observed to break into two pieces in shape of dumb balls, each of which again exploded. 40 bursts of SAH flak was encountered at 44°13'N-21°47'E; 16 bursts of SAH flak from one or two guns was encountered at 43°43'N-22°17'E; 25 to 30 bursts of SAH flak was encountered at 44°22'N-22°10'E. Heavy and moderate flak was observed at Bucharest, accuracy unknown.

7. One a/c apparently suffered direct hit in left front

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HEADQUARTERS
 464th BOMBARDMENT GROUP (H)
 Office of the Intelligence Officer
 APO 520 U S Army

FFF/rem

319.1

25 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),
 APO 520, U S Army

1. On 25 July 1944, 39 scheduled B-24 a/c of this Group took off at 0655B hours to bomb the Linz, Austria, Hermann Goering Tank Works. The 39 a/c formed into 2 attack units, the first being led by Captain William H. Reddell, Commanding Officer of the 776th Bomb. Sq. (H), and the second by Captain John W. Nance, Assistant Group Operations Officer.

2. Four a/c returned early. A/C No. 42-525161 returned at 0738B hours, because of No. 4 supercharger going completely out. The crew of this a/c attempted to obtain a spare, but none were available. A/C No. 42-52537 returned at 1000B hours due to the illness of the pilot. A/C No. 42-52526 returned at 1145B hours because of gasoline leaks in Nos. 2, 3, and 4 tanks and an oil leak in No. 1 engine. A/C No. 42-78437 returned at 1316B hours because loss of its No. 4 engine made it impossible to keep up with the formation.

3. Visibility of 3 to 5 miles due to haze, caused the box leaders to encounter difficulties in the Group form-up, which was effected 5 minutes late. Two group assembly, however, was effected on time, and according to plan. Wing rendezvous was effected as prescribed, with the 485th and 460th Groups first paralleling, and then joining the formation.

4. Rendezvous with fighter escort was effected first at 0956B hours at 45°00'N - 15°05'E. Twenty P-38 a/c and 30 P-51 a/c were seen at this time. Fighter escort continued to and over the target, observations enroute ranging from 10 to 60 P-51 a/c and from 2 to 30 P-38 a/c. Over the target, top cover a/c dropped chaff bombs. Upon withdrawal, both types of a/c were continuously seen, the last escort observations being up to 1245B hours and a position of 45°00'N - 15°10'E. All crews were uniformly warm in their praise of the escort and fighter protection provided.

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Ltr Narrative Mission Report contd

5. Enemy a/c observed were one Me-109 at the target, flying in a direction opposite to that of the Group, and ten SEF, otherwise unidentified, at Melk, Austria, 48°14'N - 15°19'E. These latter e/a were engaged in a dog fight with friendly escort at a considerable distance away. This Group had no encounters.

6. I I H flak was encountered at the target, and during the rally from the target. Spot concentrations were observed off and on in the target area for about 6 minutes, leading several crews to report that the flak was of barrage type. The flak picture, as gained from interrogation, indicates that the flak batteries were sending up salvos from all guns in the battery at the same time, and that their fire was very scattered, being at times high, low, and off to both sides. Several crews reported seeing chaff bombs from friendly escort. a/c exploding above them, and were of the opinion that this increased chaff materially aided to decrease the efficiency in aim of the A.A. below. Flak was observed at Zagreb, Moderate and Heavy, and at Steyr, Intense and Heavy. The accuracy of the A.A. fire at these points could not be judged. One of our a/c, an early return, encountered S A H flak at St. Janz 46°30'N - 15°45'E.

7. Thirty-four a/c were over the target at 1128B hours (briefed target time 1120B hours). Eighty-two tons of 1,000 lb. G.P. bombs (.1 nose and .025 tail fusing) were dropped on the target from 23,000 ft. One a/c at 48°05'N - 15°28'E, was forced to jettison one bomb (1/2 ton) to keep up with the Group. The remaining four bombs were released on the target. Due to rack and door malfunctions, another a/c, after successfully making its bomb run, was forced to return its 2 1/2 tons of bombs to Base. A third a/c, an early return, released their five bombs (2 1/2 tons) at 46°30'N - 15°45'E, on a target of opportunity which they believed to be a flak installation, then firing at them on their return route. Three a/c, early returns, brought back their entire bomb loads to base, a total of 7 1/2 tons. One a/c, now missing, was known not to have flown over the target. The disposition of its bomb load (2 1/2 tons) is unknown.

8. Results of the bombing are considered excellent. Previous bombing had covered the area with considerable smoke and dust, but it is believed that this Group scored numerous hits on the southeast section of the steel works, and also hit the transformer station and railroad tracks adjacent. The smoke screen over the target was, in general, considerably obscured by smoke from previous bombings. Smoke pots were

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Ltr Narrative Mission Report contd

spotted as briefed and also along a line at right angles to that briefed. An excellent picture showing these illustrations is inclosed for interpretation and evaluation.

9. One casualty to crew personnel was inflicted on this mission. S/Sgt Robert J Lamb, of the 778th Bomb Sq., was slightly cut on the right cheek by glass from the nose turret, broken by flak. Two a/c were slightly damaged by flak, neither of them being inoperational for more than 24 hours.

10. The weather at Base on Take-Off was good, except for a heavy haze that restricted visibility to 3 to 5 miles. Clouds in the area were to the North, of 2/10 cumulus, base at 5000 ft. Enroute, it was clear over the Adriatic. Over the Dinaric Alps there was stratus 4/10 in patches, tops 8000 ft. In the Target area, there was scattered cumulus and over the Austrian Alps, 6/10 cumulus with tops at 15,000 ft. At the Target, visibility was 20 miles, with 6/10 alto cumulus, tops 15,000 ft. to 18,000 ft. Over the Dinaric Alps there was 5/10 alto cumulus, tops 12,000 ft. Over the Adriatic, there was 2/10 cirrus, and at the base on return, 4/10 cumulus.

11. Thirty-three a/c landed at this base from 1352B hours to 1422B hours. One a/c landed at 1630B hours, due to first landing at Foggia No. 2 in order to replenish fuel. One a/c, B-24 No. 42-52484, is missing. This a/c was last observed at 1045B hours at 46°38'N - 15°52'E. Its No. 2 engine had been smoking for a while, the pilot feathered it, peeled off and turned back, seemingly under control.

12. The following observations were made.

<u>Time</u>	<u>Place</u>	<u>Alt.</u>	<u>Observation</u>
1137B	47°35'N - 14°08'E	22,000	Large Smelting Plant and Hydro Electric Plant
1230B	45°20'N - 15°35'E	15,000	Word "TITO" on ground 100 ft. letters
1030B	45°50'N - 15°51'E	20,000	Large factory, signs of activity, stacks smoking
1010B	45°30'N - 15°33'E	18,000	M/Y over 500 wagons
1148B	Zeltweg	21,000	A/D 30/40 e/a fighters

13. Route was flown as briefed except for evasive action on return route to avoid flak at Klagenfurt. Track chart

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Ltr Narrative Mission Report contd
showing route is inclosed.

14. Five (5) a/c attempted photographs. Selected
print inclosed.

For the Commanding Officer

FRANCIS F. ELDER,
Major Air Corps,
Group S-2 Officer.



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HEADQUARTERS
 464TH BOMBARDMENT GROUP (H)
 APO 520 U S Army

BVB/FFE/hob

319.1

26 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),
 APO 520, U S Army

1. On 26 July 1944 starting at 0715B hours, 38 B-24 a/c of 39 a/c scheduled took off to bomb the Zwolfaxing A/D Installations and Dispersed A/C. B-24 a/c No. 42-95340 did not take off because of an oil leak in No. 4 engine. The 38 a/c formed in two attack units. The first unit was led by Major Clarence G. Poff, Commanding Officer of the 778th Bombardment Squadron (H), and the second attack unit was led by 1st Lt. Amos H. Ross, Jr., Flight Leader of the 779th Bombardment Squadron (H).

2. The Group form-up, line rendezvous, and the Wing rendezvous were executed as prescribed.

3. One (1) B-24 a/c No. 42-95332 returned to base early, landing at 1055B hours because No. 1 and No. 2 superchargers, as well as No. 1 and No. 2 prop governors, were out.

4. Thirty-seven (37) B-24 a/c were over the target at 1131B hours (briefed target time was 1112B hours) and dropped 82.562 tons of frag bombs (instantaneous fuse) from 20,500 feet. B-24 a/c No. 42-52563 jettisoned .5 tons of bombs at 48°08'N-16°35'E when these bombs failed to release on the target due to a rack malfunction. B-24 a/c No. 44-41953 lost .062 tons of bombs at 44°50'N-16°47'E when one cluster fell out of the bomb bay as the bomb bay doors were being tested for proper functioning. B-24 a/c No. 42-78431 jettisoned .125 tons of bombs at 42°35'N-16°30'E which failed to release on the target due to a rack malfunction. B-24 a/c No. 42-95332 returned 2.25 tons of bombs to the base.

5. It is apparent from the bomb strike photos that in addition to the bombs dropped on the Zwolfaxing A/D, that bombs were also dropped on Bad Voslau A/D, in some instances under the mistaken impression that it was the Primary Target. Photographs indicate that Able Box did drop on the briefed target, however no bomb strikes are visible. Photographs from Baker, Dog, Easy and Fox Boxes indicate that a/c in these boxes released on Bad Voslau. Bomb strike photos of Bad

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Ltr Narrative Mission Report, Contd

- d. S/Sgt John F. Taylor, 37656073, Tail Gunner, 776th Bomb Sq (H) - Minor Injuries
- e. S/Sgt James A. Brown, 33237370, Nose Gunner, 776th Bomb Sq (H), - Minor Injuries.
- f. 2nd Lt William J. Pawloski, 0-698475, Navigator, 776th Bomb Sq (H) - Minor Injuries.
- g. Sgt Leon Kirkpatrick, 3121965, Top Turret Gunner, 777th Bomb Sq (H) - Minor Injuries.
- h. 1st Lt Joseph J. Heilman, 0-801369, Navigator, 778th Bomb Sq (H) - Minor Injuries.

11. The following observations of importance were noted:

<u>Time</u>	<u>Location</u>	<u>Altitude</u>	<u>Observation</u>
1208B	46°28'N-16°58'E	17,000ft	M/Y with over 500 units in the yards.
1130B	Vienna	19,800ft	Eight (8) to ten (10) smoke generators located SE and E, of Vienna. Generators just starting and in the early stage of development.
1200B	46°53'N-17°28'E	18,000ft	21 SEF on landing strip
1300B	44°05'N-16°50'E	8,000ft	Tent camp consisting of 100 or more tents.

12. Thirty-seven a/c landed from 1402B hours until 1425B hours without incident.

13. The route was flown as briefed to a point 47°45'N-15°45'E, at which point due to the cloud coverage ahead in the area of the IP, the formation cut the IP short and passed over Waldegg (47°54'N-16°03'E), Voslau (47°58'N-16°13'E) and thence on a heading of 50° into the target. The return was as briefed. A Track Chart of the route as briefed and as flown is attached.

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Ltr Narrative Mission Report, Contd

Voslau show frag strikes from the center of the landing area running North to the West of the a/c dispersal area, which do not appear to have caused much damage to parked a/c.

The A-5 Automatic Pilot was used by the lead a/c of the first attack unit on the bomb run. The lead a/c of the second attack unit did not use the A-5 Automatic Pilot because of a lack of sufficient power to operate the A-5.

6. IAH flak was encountered at the target, and along the route into the target from a point at $47^{\circ}57'N-16^{\circ}12'E$. The flak was reported as very intense and lasted for a period of about fifteen minutes. SIH flak was observed at Ferto ($47^{\circ}36'N-16^{\circ}52'E$).

7. One (1) to four (4) ME 109 a/c were observed in the target area, but no encounters were experienced by this Group.

8. Rendezvous with the fighter escort consisting of 40 to 50 P-51 a/c and 18 to 20 P-38 a/c was effected at 1039B hours at $45^{\circ}55'N-16^{\circ}30'E$ and at 1050B hours at $46^{\circ}50'N-15^{\circ}00'E$ respectively. The escort was last observed at 1305B hours at the Yugoslavian Coast.

9. At the base on take-off there was 2/10 cirrus at 20,000 feet. Over the Spur there was 4/10 cumulus lowering to 3/10 cumulus over the Adriatic with tops at 8,000 feet. Over the Dinaric Alps there was a cirrostratus layer at 21,000 to 23,000 feet. At Zagreb 2/10 coverage: at Graz 4/10 coverage increasing to 10/10 coverage near the IP and accentuated by vapor trails at 20,000 feet. The cloud bank was broken to scattered at the target. On the route back there was 3/10 to 4/10 cumulus to the Adriatic coast, and clear over the Adriatic with 2/10 cumulus at the base on return.

10. Thirteen (13) a/c were damaged, four (4) of which will be inoperational for more than twenty-four hours.

Eight crew members received flak injuries:

- a. S/Sgt Peter Doelder, 36807062, Nose gunner, 776th Bomb Sq (H) - Major Wounds.
- b. S/Sgt Reine W. Menne, 31083975, Radio Operator, 776th Bomb Sq (H) - Hospitalized.
- c. S/Sgt Robert Lambert, 32168458, Waist Gunner, 776th Bomb Sq (H) - Hospitalized.

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Ltr Narrative Mission Report, Contd

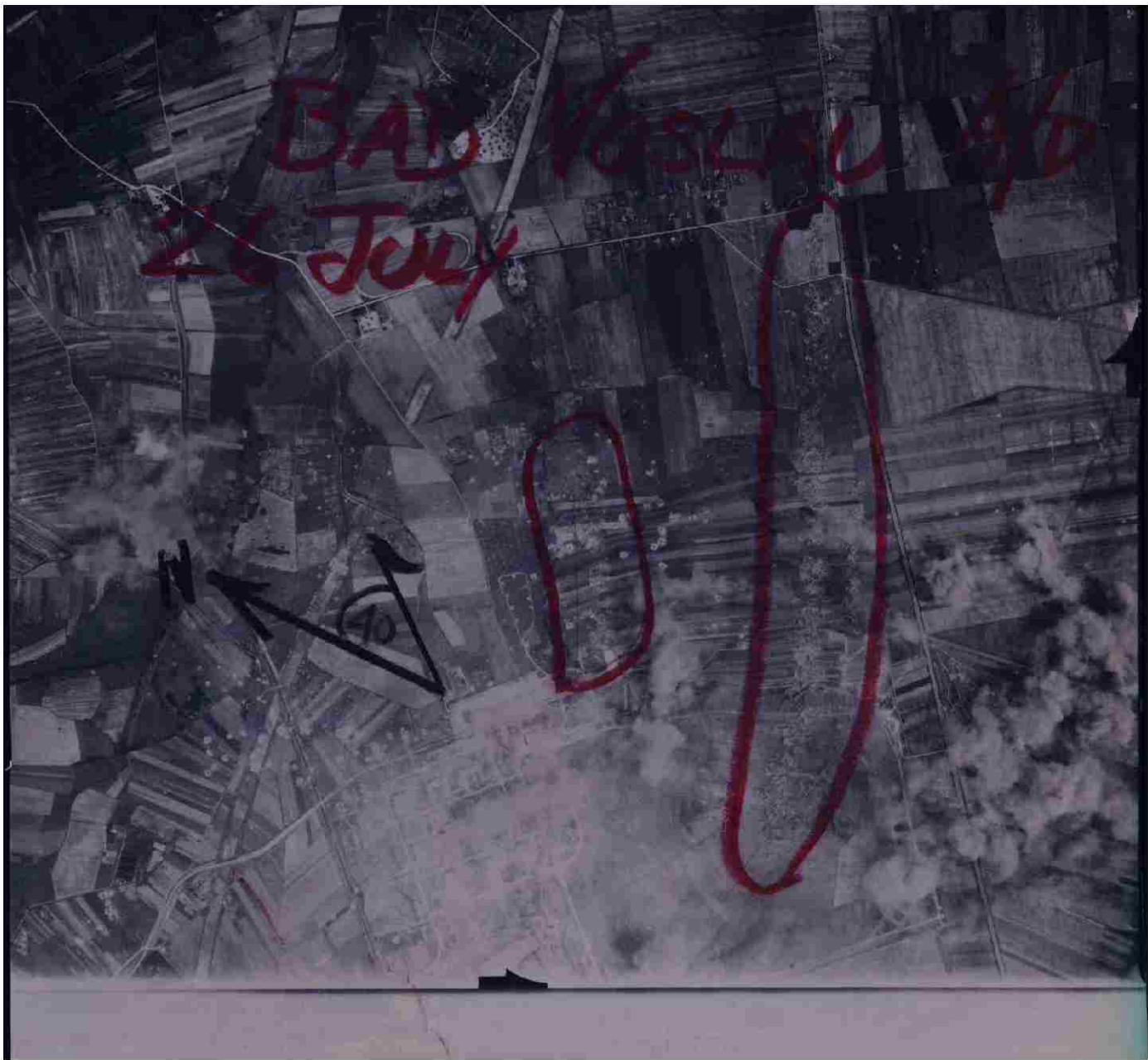
14. Eight (8) a/c attempted photos. Selected print attached.

9. Correction on weather. At the base on take-off there was 2/10 cirrus at 20,000 feet. Over the Spur there was 4/10 cumulus. Clear over Adriatic. 3/10 cumulus, tops 8,000 feet over Dinaric Alps. Cirrostratus layer at 21,000 - 23,000 feet from Zagreb to target area. At Zagreb 2/10 coverage; at Graz 4/10 coverage increasing to 10/10 coverage near the IP and accentuated by vapor trails at 20,000 feet. The cloud bank was broken to scattered at the target. On the route back there was 3/10 to 4/10 cumulus to the Adriatic coast, and clear over the Adriatic with 2/10 cumulus at the base on return.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

2 Inclosures
Incl 1 - Track Chart
Incl 2 - Selected Print



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HEADQUARTERS
 464TH BOMBARDMENT GROUP (H)
 APO 520 U S Army

ALS/hob

319.1

28 July 1944

SUBJECT: Addendum to Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),
 APO 520, U S Army

1. The mission of 26 July 1944 was a failure due to poor discipline in flight and faulty navigation.

2. It is evident that bombardiers in Baker and Charley Boxes did not sight for range and released their bombs after observing the second attack unit drop. Navigation failed in these boxes or the bombardiers would have been informed that they were on the wrong target and would have correctly followed Able Box to the primary target.

3. Lt. Amos H. Ross, Jr., Flight Leader of the 779th Bombardment Squadron (H), and leader of the second attack unit, left the formation with his unit due to failure of his navigator, and his own failure to properly use maps in the cockpit in checking his position. His unit was separated from the formation for approximately fifteen minutes and are very fortunate that enemy aircraft were not in the vicinity as this action would have unquestionably resulted in aggressive attacks on both units of the group with every advantage in favor of the enemy aircraft.

4. On future missions the second attack unit will follow the Group Leader until the target is identified at which time the second unit will make an individual bomb run sighting for range and deflection. After bomb release, corrections will be made if necessary to insure a close group formation after rally.

A. L. SCHROEDER
 Colonel, AC
 Commanding

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HEADQUARTERS
464TH BOMBARDMENT GROUP (H)
APO 520 U S Army

MCK/FFE/hob

319.1

28 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),
APO 520, U S Army

1. On 28 July 1944, 38 scheduled B-24 a/c took off at 0555B hours to bomb Ploesti Astro Romano Oil Refinery, Roumania. The 38 a/c formed two (2) attack units, the first being led by Major Weldon K. Burton, Group Operations Officer, and the second by Captain George W. Carney, Operations Officer of the 778th Bombardment Squadron (H).

2. Group and bomber rendezvous was made according to plan without incident. The wing rendezvous was made as briefed over Spinazzola on course at 0710B hours.

3. Six (6) a/c returned early for the following reasons:

A/C No. 42-78472 - Hydraulic line would not hold pressure, landing gear would not retract.

A/C No. 42-52514 - Shell casing went through pilot's windshield making a six (6) inch hole.

A/C No. 42-52520 - Navigator sick with cramps and vomiting. Waist Gunner sick, severe stomach cramps.

A/C No. 42-52563 - Both amplifiers went out on No. 3 engine (amplifier and spare). RPM was oscillating 300 RPM, and engine vibrating badly, finally lost supercharger.

A/C No. 42-52479 - Tail Gunner ill, severe stomach cramps. Medical officer diagnosed as Gastroenteritis, calar-fhol, acute.

A/C No. 44-41070 - Used excessive power settings and still could not hold formation position. Was one and one half (1½) mile behind formation when turned back with excessive fuel consumption.

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Ltr Narrative Mission Report, Contd

4. Thirty-two (32) a/c were over the target at 1021B hours (briefed target time 1003B hours). Thirty-one (31) a/c dropped seventy-six and three quarters ($76 \frac{3}{4}$) tons of 500 pound GP bombs (.1 nose and .025 tail fuse) from 23,000 feet.

Four (4) a/c returned ten (10) tons of bombs to base, and two (2) a/c jettisoned; one (1) jettisoned two and one half ($2\frac{1}{2}$) tons at $41^{\circ}45'N-16^{\circ}42'E$ at 0654B hours, and one (1) jettisoned one (1) ton at $44^{\circ}06'N-24^{\circ}30'E$ at 0935B hours, and one and one half ($1\frac{1}{2}$) tons at $44^{\circ}06'N-24^{\circ}55'E$ at 0938B hours - for reasons outlined in paragraph No. 3 (Early Returns).

One (1) a/c jettisoned one quarter ($\frac{1}{4}$) ton at $45^{\circ}05'N-26^{\circ}00'E$ at 1030B hours due to rack malfunction. One (1) a/c jettisoned two and one half ($2\frac{1}{2}$) tons at $44^{\circ}32'N-26^{\circ}25'E$ at 1010B hours due to losing No. 2 turbo and could not keep up with the formation. One (1) a/c jettisoned one half ($\frac{1}{2}$) ton five (5) minutes after target at 1025B hours in open field near a river bank due to rack malfunction.

Recapitulation as follows:

Dropped on target	76 $\frac{3}{4}$
Returned to base	10
Jettisoned	<u>8 $\frac{1}{4}$</u>

Total tons accounted for 95

The target on approach was completely obscured by smoke from previous bombings and a smoke screen, and as a result bombing was by PFF, and not visual. Heavy black and white smoke rose to 15,000 to 18,000 feet from this area and was visible on the return as far as the Danube River. Crews reported seeing additional smoke rising from the target after bombing by the 55th Wing on the rally left off the target.

Bombing results are difficult to determine due to heavy smoke over the target area. The original strike assessment shows approximately seventy-five (75) hits one and one half miles southeast of the target, and other bombs away pictures show bombs approaching nearer to the target area.

5. A-5 was used by the lead a/c who bombed on PFF. The leader of the second attack unit did not use A-5 due to dropping on the lead attack unit.

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Ltr Narrative Mission Report, Contd

6. Flak at the target was IAH, with black and gray bursts, gray bursts usually reported high.

Flak was encountered in the vicinity variously pinpointed from 43°53'N-22°05'E to 44°13'N-22°18'E believed in immediate vicinity of Bor. S to MAH flak encountered on route to and from the target: There appeared to be some kind of a mining installation at location of flak with one (1) smokestack. Crews stated accuracy was good and estimate from twelve (12) to twenty (20) guns. Crews reported this same approximate location on last mission to this target area on 22 July 1944. Route took formation right over this installation.

Flak was encountered at the following locations:

43°53'N-23°31'E (Kula)	SAH
43°55'N-22°17'E (Zejsaar)	SAH

Flak was observed at the following locations:

43°50'N-21°58'E (Baljevac)	SAH
Nis	SE - Could not observe accuracy.
Mitovnice	ME - Could not observe accuracy.
43°57'N-21°22'E (Cupeja)	H - Could not observe intensity or accuracy.

7. Thirty-seven (37) a/c were observed, consisting of thirty-one (31) ME 109s, one (1) ME 210, five (5) FW 190s. Thirty (30) ME 109s, four (4) FW 190s and one (1) ME 210 were observed in the target area from 1025B hours to 1035B hours, one (1) ME 109 was observed being shot down by a P-51 a/c near Craiova, the pilot of e/a bailing out at 1059B hours. One (1) ME 109 observed at 1140B hours in Yugoslavia. Some ME 109s were painted a yellow brown, some with silver top and black bottom. One FW 190 painted black. Two (2) ME 109s were observed shot down by P-51s and one (1) ME 109 shot down by P-38 a/c. In the target area the ME 210 made one pass at Able Box at 1032B hours at rally point, from 1030 o'clock low diving under the formation. Other ME 109s came in from 7 o'clock and slid off to 5 o'clock without firing. E/A were for the most part flying very low, being reported at 8,000/12,000 and 17,000 feet.

This Group had no encounters.

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Ltr Narrative Mission Report, Contd

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observations</u>
1123B	Bor	15,000 ft	Large industrial area covering 2/3 square miles.
0807B	42°34'N-18°37'E	15,000 ft	Bivouac and barracks, 500 yards square.
0846B	Kraljino	16,000 ft	A/D with two (2) HM 111 or JU 88 on ground.
1042B	44°40'N-24°17'E	18,000 ft	A/C burning on ground, looked like either B-24 or B-17.
0905B	43°42'N-22°05'E	15,000 ft	Oil storage tanks.
1115B	44°17'N-22°41'E	16,300 ft	16 barges on Danube River.
0847B	43°35'N-21°20'E	20,000 ft	A/D with 10/12 T/E a/c.
0945B	44°08'N-24°55'E	20,000 ft	A/D 4 T/E a/c dispersed, 4 revetments empty.

12. Thirty (30) a/c landed at this base from 1325B hours to 1350B hours.

13. Route was flown as briefed, except for slight deviations to avoid briefed flak areas. Track chart showing route is inclosed.

14. Four (4) a/c attempted photographs. Selected prints attacked.

15. While the target area was obscured by smoke, returning crews reported many smoke generators observed in the Ploesti area. The smoke screen appeared to have been going for quite some time. Eleven (11) to fifteen (15) generators were observed to the west of the North South Marshalling Yard. From eight (8) to twelve (12) in the area just South of the target area below the road that skirts the target on the South. Largest concentration believed on Southwestern part of the city along the M/Y.

Ground wind was from the Southwest and was

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Ltr Narrative Mission Report, Contd

8. Rendezvous with fighter escort was made at 0740B hours with fifty (50) to sixty (60) P-38 a/c at 42°15'N-17°45'E. Fifty-five (55) to sixty (60) P-51 a/c were contacted at 0820B hours at 43°00'N-19°40'E. Excellent cover was given on penetration, over the target and withdrawal. Escort last observed at 1235B hours at the Yugoslavian Coast.

9. Weather at base on take-off was clear with visibility 20 miles. Over the Adriatic scattered cirrus at 20,000 feet and visibility reduced to 10 miles in haze. 1/10 to 2/10 alto-stratus at 14,000 feet over the Dinaric Alps and valley stratus with visibility 15 miles in haze. 3/10 to 4/10 cumulus to 13,000 feet from Dinaric Alps to Danube with 2/10 cirrus at 25,000 feet.

Over the target 3/10 cumulus to 10,000 feet with visibility 15 miles in haze.

On return, 3/10 to 4/10 cumulus to 11,000 feet to Dinaric Alps with 2/10 to 3/10 cumulus to 14,000 feet over Dinaric Alps. 1/10 to 2/10 cirrus over the Adriatic with visibility reduced to 10 miles in haze. Base on return 2/10 cumulus, base at 4,000 feet tops at 10,000 feet and 3/10 alto-cumulus at 14,000 feet. Heavy cumulus over mountains to west.

10. Two of our a/c failed to return. A/C Y/I No. 41-29275 exploded in midair over the target just before bombs away at 1020B hours, no chutes seen to open.

A/C Y/B No. 44-40497 was last observed flying at 16,000 feet at 44°10'N-22°21'E with left aileron and rudder gone and No. 1 engine feathered, apparently under control at 1120B hours. Two (2) chutes from this a/c were seen to open over the target when our a/c No. 41-29275 exploded. It is believed that damage done to this a/c was at least partially caused by the explosion of the other a/c.

Five (5) of our a/c were damaged, one (1) of which will be inoperative for more than twenty-four (24) hours.

There were no injuries to crew members.

11. The following observations were reported by returning crew members:

<u>TIME</u>	<u>PLACE</u>	<u>ALTITUDE</u>	<u>OBSERVATION</u>
1228B	42°30'N-18°30'E	12,000	Two (2) ships in cove on Yugo coast.

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HEADQUARTERS
 464th BOMBARDMENT GROUP (H)
 APO 520 U S Army

FFE/jmm

319.1

30 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),
 APO 520, U S Army

1. On 30 July 1944, 38 B-24 a/c of 39 scheduled took off beginning at 0732B hours to bomb Budapest Duna Aircraft Factory (Primary Target). The 38 a/c formed two (2) attack units, the first unit was led by Lt Col Charles F. McKenna III, Deputy Group Commander, and the second unit by 1st Lt Robert H. Garlock, Flight Leader, 776th Bombardment Squadron (H).

2. The group form-up and rendezvous with the 465th Bombardment Group were accomplished as ordered and without difficulty. For information relative to Wing rendezvous and column enroute to and over the target see inclosure (Operations Statement).

3. a. One (1) a/c failed to take off because No 2 cowl flap track sheared.

b. Three (3) a/c returned early for the following reasons:

A/C No 41-29417 - Generators 1, 2, and 4 inoperative.

A/C No 41-29394 - No 2 engine inoperative, run-away prop, excessive loss of oil.

A/C No 42-78336 - No 2 and No 3 engines were leaking gas, right waist gun and other portions of a/c were sprayed with gas.

4. Thirty five (35) a/c were over the target at 1115B hours (briefed target time 1110B hours) and thirty four (34) a/c dropped eighty five (85) tons of 500 pound RDX and GP bombs with .1 nose and .025 tail fusing.

One (1) a/c over the target was unable to set up sight and synchronize on the target in time to toggle, and

- 1 -

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Ltr Narrative Mission Report, contd

returned two and one half (2 1/2) tons to base. One early return brought two and one half (2 1/2) tons back to base, and two (2) early returns jettisoned two and one (2 1/2) tons each at the following locations:

A/C No 41-29417 - 20 miles due east of Barletta, Italy.

A/C No 42-78336 - At 41°53'N - 16°25'E.

Disposition of total bomb tonnage:

Dropped on target area	85
Returned to base	5
Jettisoned	<u>5</u>

Total tons carried 95

Limited bomb strike photo coverage, from the first attack unit only, shows the Duna A/C Assembly Plant partially smoke obscured and with no apparent hits. The main concentration of bombs photographed is approximately 4,000 feet northwest of the target and on the Tokol Airdrome. Approximately 25 hits are on the airdrome proper -- northeast of the runway and extending eastward between the flight hangar and the Assembly Shop. Of fifteen twin engine aircraft present on the airdrome, two were destroyed and four more probably damaged.

5. A-5 was used by lead a/c of both attack units.

6. Flak at the target was M to IAH and was not encountered until immediately before bomb release line. Time in flak was reported as approximately three (3) minutes. Flak was observed at points enroute and return which are known locations and on which the crews had been thoroughly briefed.

7. Thirty (30) enemy a/e were observed, fifteen (15) ME 109s in the target area and seven (7) ME 109s in the Lake Balaton area. Eight (8) FW 190s at 47°20'N - 17°30'E.

Ten (10) ME 109s in target area started to attack our Group from 3 o'clock high but made a 90° turn right and attacked the group to our rear, three (3) abreast, high at 12 o'clock on Able Box diving through the formation. These e/a were immediately engaged by the escort which was observed to destroy three (3) in this area. Numerous dog fights were observed at the target and in the Lake Balaton area. The

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Ltr Narrative Mission Report, contd

crews were all impressed by and praised highly the support of today's fighter escort.

All e/a were reported as black or dark and no outstanding markings.

Rockets were used by both ME 109 and FW 190 a/c from out of range of our guns.

Claims were one (1) ME 109 destroyed as it attacked another group and came within range of our gunner. This claim is being held for further verification.

8. Rendezvous with fighter escort was made at 1020B hours at 45°10'N - 17°10'E when 20 P-38 and 30 P-51 a/c were sighted. From that time until 1250B hours at the Yugoslavian coast the fighter cover was continuous and very effective, 30/50 of both types being observed at short intervals in the vicinity of the formation and no opportunity was afforded e/a to engage the formation.

9. Weather

Base on Take-Off - 4/10 strato cumulus at 3500 feet, visibility 18 miles in light haze.

Route to Target - Scattered patches of strato cumulus generally 2/10 to 3/10 with line of cumulus at 7000 feet to the east of course. Visibility 15 miles in haze and slight surface stratus, to the Dinaric Alps over the Adriatic. Over the mountains 2/10 to 3/10 flat cumulus and strato cumulus, visibility 15 to 18 miles. Leaving the mountains, patches of alto stratus at 15000 feet, 5/10 until 9/10 to 10/10 from Lake Balaton area to edge of Budapest. Visibility 20 miles.

Target - 3/10 to 4/10 strato cumulus at 10000 feet. Visibility 12 to 15 miles in haze.

Route on Return - Strato cumulus at 12000 feet generally 3/10, occasionally reaching 5/10 over the lowlands with cumulo nimbus visible building to 25000 feet in scattered localities. Visibility 15 miles in light haze. Over the mountains 7/10 bulging and rapidly building cumulus bases 10000 feet tops 16000 feet, some scattered cumulo nimbus beginning to develop. Over the Adriatic 2/10 flat cumulus or strato cumulus at 8000 feet, visibility 18 miles in disappearing haze.

Base on Return - 3/10 to 4/10 cumulus at 5000 feet bases. Visibility 20 miles.

U S C O N F I D E N T I A L Equals British C O N F I D E N T I A L

Ltr Narrative Mission Report, contd

10. A/C No 42-52402 (R/U) failed to return and reports establish that it was lost at the target as a result of a direct flak hit or as a result of receiving direct hits from bombs dropped by our own a/c. Three chutes were observed.

Two (2) a/c received flak damage and one (1) of these will be inoperative for twenty four hours.

No crew casualties were sustained.

11. Important observations:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1006B	Jezero 44°20'N-17°12'E	20,000	Brown smoke, appeared to be smoke generators.
1202B	Brod 45°10'N-18°02'E	?	Effective smoke screen.
1141B	Mohac 46°00'N-18°42'E	22,000	Fifteen barges, five boats near power house and dispersed ammunition dump on Danube River.

12. Thirty four (34) a/c landed at this base from 1347B hours to 1415B hours.

13. Route was flown as briefed except for slight deviation in vicinity of IP.

14. Three (3) a/c attempted photographs. Selected print attached.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

3 Inclosures
Incl 1 - Operations Report
Incl 2 - Track Chart
Incl 3 - Selected print

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HEADQUARTERS
 464th BOMBARDMENT GROUP (H)
 Office of the Intelligence Officer
 APO 520 U S Army

FFE/lem

319.1

9 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),
 APO 520, U S Army
 (Attn: A-2*)

1. On 8 July 1944 at 0638B hours, twenty-seven (27) B-24 a/c of twenty-eight (28) scheduled took off to bomb the Florisdorf Oil Refinery and M/Y at Vienna, Austria (Primary Target). The twenty-seven (27) a/c formed two (2) attack units, the first unit being led by Colonel Arnold L. Schroeder, Group Commanding Officer and the second unit by 1st Lt Sherman F. Martin, Assistant Operations Officer, 778th Bombardment Squadron.
2. One (1) a/c failed to take off due to inoperative tachometer.
3. Group assembly was made without incident and rendezvous with 465th Bombardment Group was made at 0722B as planned. With the 464th leading Wing rendezvous was made over Spinazzola at 0737B on course.
4. There were three (3) early returns for the following reasons:
 1. Waist gunner had helmet and oxygen mask blown away when leaning from waist window to check #1 engine.
 2. Gas leak in #1 tank, 400 gallons lost before turning back.
 3. Gas leak in #3 engine.
5. Twenty-four (24) a/c were over the target at 1038B hours (briefed target time 1030B) and dropped fifty-nine and three quarters (59 $\frac{3}{4}$) tons of 500 pound G.P. bombs. Fusing was .1 nose and mixed .01 and .025 tail fuses. One (1) a/c jettisoned one quarter ($\frac{1}{4}$) ton on rally at 1039B hours after

normal release had failed. Three (3) a/c returning early brought back seven and one half (7½) tons.

6. Bombing results were good, the choke point at north-east end of M/Y was well covered by hits and fourteen (14) columns of wagons in the M/Y proper received twenty-four (24) hits and the buildings in the railway works are damaged by seventeen (17) hits. Ten (10) hits on Schubertwerke factory included three (3) hits on the two (2) main buildings. Fourteen (14) hits on the Agricultural Machine Works and one (1) hit each on assembly shop of the Automobile Works and railroad track located northwest of target and close to west side of the Locomotive works. Six (6) hits were made in the M/Y located one (1) mile northwest of the target, two (2) of which probably damaged a highway underpass. Additional hits were made in residential area northwest of target.

7. MAH flak was encountered at the I.P. (Tulln) and developed into IAH on approaching target. The intensity of the flak made it impossible to be certain whether it was barrage or aimed variety. Bursts were black and white. The formation was in flak at the target for a total of ten (10) minutes. Other points where flak was encountered are:

Graz	(47° 05'N - 15° 25'E)	SAH
A/D	(48° 13'N - 16° 30'E)	IAH

8. Approximately fifty (50) a/c were seen in the target area, the large majority of which were ME 109 and FW 190s, twenty to twenty-five (20/25) of each type being observed. Five (5) JU 88 a/c were seen at 1043 hours at 20,500 feet after leaving the target area. Thirty to forty (30/40) encounters were reported. Attacks were made first in line abreast, three (3) to six (6) e/a attacking from 6 o'clock level, breaking through the box attacked then returning to attack singly from 6 o'clock at all levels. The attacks were very aggressive, closed to 100 yards. Other attacks were made from out of the sun high at twelve (12) o'clock and scattered attacks from all levels and all around the clock. ME 109 a/c were reported as firing rockets. Markings on the ME 109 a/c were black with white stripes under wings and white tail markings, also solid slate gray. No markings on the FW 190 a/c reported. Encounters between escort and a/c were numerous before and after target, several e/a seen to be destroyed by our fighters.

9. Smoke screen was employed at the target but was light and very ineffective.

10. Two (2) of our a/c were lost to e/a shortly after leaving the target. One (1) at 1040B at (47°10'N-16°50'E) was observed with fires in nose and bomb bay; turned over on

back and went into a spin then blew up, ten (10) chutes were seen to open. One (1) at 1042E hours at (46°00'N-16°50'E) was observed on fire and in spin; seen to hit ground and explode, six (6) chutes were seen. One (1) a/c is missing. Data on lost and missing a/c as follows:

B-24 a/c No 42-78333

Pilot	John L. Tudbury Jr	2nd Lt	0-795861
Co-Pilot	Jasper C. Davis Jr	2nd Lt	0-705341
Navigator	Floyd E Haupt	2nd Lt	0-712819
Bomb	Harvey R Wyant	2nd Lt	0-694524
Eng	Earnest N Monthey	T/Sgt	17127572
Rad Oper	Stiles B Merrill	T/Sgt	13031903
Gunner	Robert V King	S/Sgt	36380226
Gunner	Lillard O Brooks	S/Sgt	39234805
Gunner	Wilbur A Tri	S/Sgt	37168950
Gunner	Clarence E Kilarski	S/Sgt	36657124

B-24 a/c No 43-95371

Pilot	John D Kibler	Capt	0-355902
Co-Pilot	James J Welsh Jr	2nd Lt	0-700585
Navigator	Paul K Westerhouse	2nd Lt	0-700131
Bomb	Carl H Chapman	2nd Lt	0-699509
Eng	Richmond T Davis	T/Sgt	38414417
Rad Oper	Frederick P Smith Jr	T/Sgt	12147800
Gunner	Leonard Tygart	S/Sgt	37663152
Gunner	Lewis R Hendricks	S/Sgt	16816139
Gunner	Ferdinando J Arigoni	S/Sgt	11106251
Gunner	George A Shulto	S/Sgt	38400333

B-24 a/c No 42-52549

Pilot	Benjamin R Varner	2nd Lt	0-697511
Co-Pilot	Bruno J Chiarello	2nd Lt	0-764225
Navigator	Lloyd L Brave	2nd Lt	0-711325
Bomb	John B Sinisi	2nd Lt	0-698610
Eng	Joseph C Gregory	T/Sgt	34537560
Rad Oper	Charles J Simonelli	S/Sgt	31128532
Gunner	Aristo G Quesada	S/Sgt	39280360
Gunner	Aldo B Girasole	S/Sgt	32804562
Gunner	Theodore V Filicsky	S/Sgt	18042605
Gunner	Charles K Phifer	S/Sgt	36442043

11. Claims of e/a destroyed are as follows:

7 ME 109s	Destroyed
2 FW 190s	Probably destroyed

1 ME 109
1 ME 109

Probably destroyed
Damaged

Totals: 7 destroyed, 3 probably destroyed and 1 damaged. It is expected that this total may be increased when crews now down on friendly fields are interrogated.

12. Escort consisted of a total of eighty-five (85) fighters observed. Fifty (50) P-51 and thirty-five (35) P-38 a/c. First rendezvous with formation at 0945B hrs, vicinity of (44°20'N-16°30'E) and escorted to, over and return from target leaving formation at 1230B hours over the Adriatic.

13. Weather was entirely favourable to the mission.
Take Off - Clear, visibility twenty (20) miles.
Enroute - Over Adriatic clear, visibility twenty (20) miles, Alps clear except slight haze in valleys, visibility fifteen (15) to twenty (20) miles.
Target - Scattered clouds, less than 1/10, visibility twenty-five (25) miles.
Return - Same as enroute.

14. A total of eight (8) casualties consisting of five (5) minor flak wounds and three (3) major wounds inflicted by e/a. A/C No 42-95319 on return from target and after receiving considerable flak damage was attacked by three (3) JU 88 a/c which came in, line abreast from slightly below and between 6 and 7 o'clock, pressed the attack to within 100 yards and then peeled off. Two (2) FW 190 a/c made similar attacks and two (2) ME 109 a/c made attacks singly, from high at 2 and 10 o'clock. Although a/c was so severely damaged as to make possibility of repair doubtful, the crew succeeded in bringing it back, landing at Foggia to hospitalize three (3) crew members wounded.

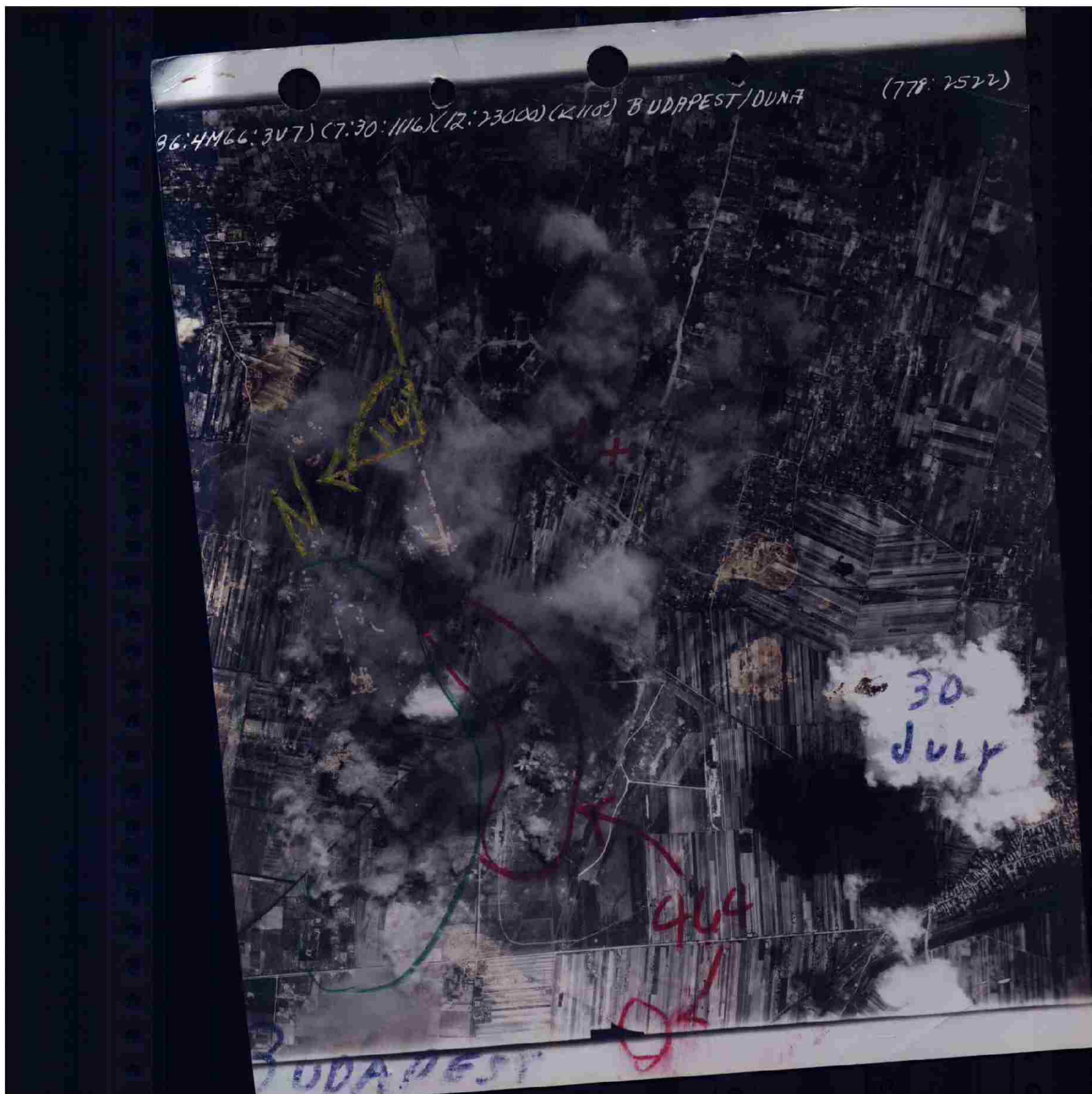
15. Eighteen (18) a/c returned to this base between 1320B and 1340B hours and three (3) landed at friendly fields.

16. Observations of importance:

Time	Place	Altitude	Observation
1020B	Kerchberg, Austria (48°02'N-15°26'E)	20,000	30 oil storage tanks. Large buildings.
1135B	Zagreb-N bank of river east of dam. (43°38'N-15°58'E)	16,000	45 oil storage tanks.

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INCLOSURES AND SUPPORTING DOCUMENTS

1. S.O. 141, Par 6, Hq. 464th Bombardment Group, dated 23 July 1944.
2. General Orders No. 1844, Hq, 15th Air Force, dated 14 July 1944.
3. General Orders No. 2020, Hq, 15th Air Force, dated 23 July 1944.
4. General Orders, No. 1822, Hq, 15th Air Force, dated 13 July 1944.
5. General Orders No. 1492, Hq, 15th Air Force, dated 2 July 1944.
6. General Orders No. 1822, Hq, 15th Air Force, dated 13 July 1944.
7. General Orders No. 1954, Hq, 15th Air Force, dated 20 July 1944.
8. General Orders No. 1844, Hq, 15th Air Force, dated 14 July 1944.
9. Copies of Bomb Blast

R E S T R I C T E D

HEADQUARTERS
464TH BOMBARDMENT GROUP (H)
ATO 520 U.S. ARMY

23 July 1944.

SPECIAL ORDERS)

NO.....141)

1. EXTRACTED (Rest camp)
2. EXTRACTED (Rest camp)
3. EXTRACTED (Rest Camp)
4. EXTRACTED (Rest camp)
5. 1ST LT (1034) ANTHONY R. MANNING, 0811522, 776th Bomb Sq (H), is hereby directed to proceed to Hq 15th AF, ATO 520, US ARMY, o/a 24 July 44 for purpose of appearance before the medical disposition board. Upon compl of this TD he will return to his proper orgn. (AUTH: Hq 15th AF Memo 25-2, par 6 dtd 27 Mar 44).
6. Under the provisions of AR 600-20, CAPT (2161) WILLIAM H. REDDELL, 01699426, is hereby aptd commanding officer of the 776th Bomb Sq (H).
7. WOCC, 55th Bomb Wg, Sgt (060) Joseph D. Parham, 14061620, Hq det, is placed on DS for a period of thirty (30) days with Hq & Hq Sq, 55th Bomb Wg, ATO 520, US Army, o/a 24 July 44. EM will report upon arrival thereat to Major Dolan, CO, Hq & Hq Sq. Mess gear and bedding will be taken. Upon compl of DS EM will return to proper orgn and sta. Travel via Govt Mtr T is auth. TDN 91-66 T 432-02 A 0425-24.
8. SMOP 5 SO 139, this Hq, cs, as reads "WOCC 15th Air Force, S/Sgt (612) Michael B. Borodajkiewicz, 12066849, 779th Bomb Sq (H), is placed on DS for an indefinite period with Hq & Hq Sq, 15th Air Force" is amended to read "WOCC 15th Air Force, S/Sgt (612) Michael B. Borodajkiewicz, 12066849 779th Bomb Sq (H), is placed on DS for an indefinite period with 1st Combat Camera Unit, 15th Air Force".
9. CAPT (1024) WILLIAM G. SHOEMAKER, 0789213, 779th Bomb Sq (H), is hereby reclassified to operations O AF (2161).

By order of Colonel SCHROEDER:

OFFICIAL:

Daryl D. Joins
DARYL D. JOINS,
Major, Air Corps
Adjutant.

DARYL D. JOINS
Major, Air Corps,
Adjutant.

R E S T R I C T E D

HEADQUARTERS
FIFTEENTH AIR FORCE
APO 520

C-UPD-wdw

14 July 1944.

GENERAL ORDERS)

NUMBER 1844)
Silver Star Awards.

E X T R A C T

* * * * *

MARSHALL BONNER, O-18967, Colonel, Headquarters, 464th Bombardment Group. For gallantry in action as pilot of a B-24 type aircraft. On 26 June 1944, Colonel BONNER led his formation on a bombing mission against a vitally important enemy oil refinery and rail center in Austria. Despite repeated and aggressive attacks from enemy fighters and intense, accurate, heavy anti-aircraft fire which crippled his aircraft severely, Colonel BONNER led his formation successfully to the target, where by his courageous leadership, under perilous conditions, they inflicted grave damage upon this vital enemy installation. Realizing the importance of a perfect formation, with complete disregard for his personal safety, he continued to lead his formation over the target until his crippled and damaged aircraft was forced out of the formation and was last seen losing altitude over enemy territory. By his conspicuous gallantry, outstanding leadership and devotion to duty together with his superb personal combat record, Colonel BONNER has reflected great credit upon himself and the Armed Forces of the United States of America. Next of kin: Mrs Catherine F. Bonner, (Wife), % Major General J.E. FECHET, 2230 California Street, Washington, D.C.

* * * * *

By command of Major General TWining:

R. K. TAYLOR,
Colonel, GSC,
Chief of Staff.

OFFICIAL:

/s/ J. M. Ivins
J. M. IVINS,
Lieutenant Colonel, AGD,
Adjutant General.

TRUE EXTRACT COPY:


DARYL D. JOHNS,
Major, Air Corps.

R E S T R I C T E DHEADQUARTERS
FIFTEENTH AIR FORCE
APO 520

CUPD--bmr

23 July 1944.

GENERAL ORDERS)

NUMBER 2020)

Distinguished Flying Cross. E X T R A C T

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WELDON K. BURTON, O-1699310, Major, Hq 464th Bomb Gp. For extraordinary achievement in aerial flight as pilot of a B-24 type aircraft. On 26 June 1944, Major Burton led a formation on a bombing mission against strategic enemy installations in Austria. Despite intense and accurate enemy anti-aircraft fire over the target, displaying outstanding courage and leadership, Major Burton brought his formation through for a highly successful bombing run. Turning from the target, his aircraft sustained severe damages from the heavy enemy fire, forcing him to drop from the comparative safety of the formation. Under continued enemy opposition from enemy fighters, he successfully joined another formation for protection against their aggressive attacks, thus enabling his crippled bomber to return safely to base without further damage. By his outstanding leadership, professional skill and devotion to duty, as evidenced throughout his combat career, Major Burton has reflected great credit upon himself and the Armed Forces of the United States of America. Residence at appointment: Magnolia, Arkansas.


By command of Major General TWINING:

R. K. TAYLOR,
Colonel, GSC,
Chief of Staff.

OFFICIAL:

/s/ J. M. Ivins
J. M. IVINS,
Lieutenant Colonel, AGD,
Adjutant General

CERTIFIED TRUE COPY


DARYL D. JOHNS,
Major, Air Corps.

R E S T R I C T E DHEADQUARTERS
FIFTEENTH AIR FORCE
APO 520

C-UPD-csb

13 July 1944.

GENERAL ORDERS)

NUMBER 1822)

Distinguished Flying Cross. E X T R A C T

* * * *

WALTER H. ROSE, O-789511, First Lieutenant, 776th Bomb Sq, 464th Bomb Gp. For extraordinary achievement in aerial flight as navigator of a B-24 type aircraft. On 16 June 1944, Lt Rose was the lead navigator of a wing formation on a vitally important mission to bomb an enemy oil production installation in Austria. By outstanding professional skill, Lt Rose led his formation over the prescribed route directly to the target, thus enabling the bombardiers to deliver a devastating blow to this vital enemy installation. The formation was harassed during the mission by over one hundred (100) enemy fighters and encountered intense and accurate enemy anti-aircraft fire. Throughout the mission, by his ceaseless efforts and his cool and courageous action under fire and intense enemy opposition, Lt Rose navigated the wing formation in such a manner as to accomplish this important mission in a highly successful manner with a minimum of losses. By his outstanding professional skill, leadership and devotion to duty, as evidenced throughout over fifteen (15) successful missions against the enemy, Lt Rose has reflected great credit upon himself and the Armed Forces of the United States of America. Residence at appointment: New Orleans, Louisiana.

* * * *


By command of Major General TWINING:

R. K. TAYLOR,
Colonel, GSC,
Chief of Staff.

OFFICIAL:

/s/ J. M. Ivins
J. M. IVINS,
Lieutenant Colonel, AGD.
Adjutant General.

TRUE EXTRACT COPY:


DARYL D. JOHNS,
Major, Air Corps.

R E S T R I C T E DHEADQUARTERS
FIFTEENTH AIR FORCE
APO 520

C-UPD-bmr

2 July 1944.

GENERAL ORDERS)

NUMBER 1492)

Distinguished Flying Cross. E X T R A C T

* * * *

ROBERT (NMI) TODD, O-801194, First Lieutenant, Air Corps, 776th Bombardment Squadron, 464th Bombardment Group, United States Army. For extraordinary achievement in aerial flight as navigator of a B-24 type aircraft. On 16 June 1944, Lieutenant Todd was the lead navigator of a group formation on a vitally important mission to bomb an enemy oil production installation in Austria. By outstanding professional skill, Lieutenant Todd led his formation over the prescribed route directly to the target, allowing the bombardiers to deliver a devastating blow to this vital enemy installation. The formation was harassed throughout this mission by over one-hundred (100) enemy fighters and encountered intense and accurate enemy anti-aircraft fire. Throughout the mission, by his ceaseless efforts and his cool and courageous action under fire and intense enemy opposition, Lieutenant Todd navigated the group formation in such a manner as to accomplish this important mission in a highly successful manner with a minimum of losses. By his outstanding leadership, sound judgment and devotion to duty, as evidenced throughout his combat career, Lieutenant Todd has reflected great credit upon himself and the Armed forces of the United States of America. Residence at appointment: Livingston, New Jersey.

* * * *


By command of Major General TWINING:

R. K. TAYLOR,
Colonel, GSC,
Chief of Staff.

OFFICIAL:

/s/ J. M. Ivins
J. M. IVINS,
Lieutenant Colonel, AGD,
Adjutant General.

TRUE EXTRACT COPY:


DARYL D. JOHNS,
Major, Air Corps.

R E S T R I C T E DHEADQUARTERS
FIFTEENTH AIR FORCE
APO 520

G-UPD-csb

13 July 1944.

GENERAL ORDERS)

NUMBER 1822)

Distinguished Flying Cross. E X T R A C T

* * * * *

ROBERT H. FOCHT, O-734443, First Lieutenant, 776th Bomb Sq, 464th Bomb gp. For extraordinary achievement in aerial flight as bombardier of a B-24 type aircraft. On 16 June 1944, Lt Focht was lead bombardier of a wing formation on a highly important bombing mission against vital enemy oil production installations in Austria. Helping locate check points and enemy anti-aircraft installations, Lt Focht aided the navigator in bringing the formation to the target area. In the target area the formation was opposed by heavy, intense, and accurate anti-aircraft fire, however, despite this intense enemy opposition, Lt Focht, with outstanding professional skill, courage, and coolness under fire, led his formation directly to the target, for a highly successful bombing run. Subsequent photo coverage disclosed a highly concentrated bomb pattern and showed a devastating blow had been delivered against this vitally important enemy installation. By his devotion to duty and leadership in a position of grave responsibility as evidenced by his personal combat record against the enemy, Lt Focht has reflected great credit upon himself and the Armed Forces of the United States of America. Residence at appointment: New York City, New York.

* * * * *


By command of Major General TWINING:

R. K. TAYLOR,
Colonel, GSC,
Chief of Staff.

OFFICIAL:

/s/ J. M. Ivins
J. M. IVINS,
Lieutenant Colonel, AGD.
Adjutant General.

TRUE EXTRACT COPY:


DARYL D. JOHNS,
Major, Air Corps.

R E S T R I C T E D

HEADQUARTERS
FIFTEENTH AIR FORCE
APO 520

C-UPD-eat

20 July 1944.

GENERAL ORDERS)
:
NUMBER 1954)

Awards of the Distinguishd Flying Cross. Section I.

E X T R A C T

* * * * *

MARSHALL F. FARRELL, 11029226, Technical Sergeant, 779th Bomb Sq, 464th Bomb Gp. For extraordinary achievement in aerial flight as nose gunner of a B-24 type aircraft. On 6 June 1944, Sgt Farrell participated in a bombing mission against a vital enemy oil center in Rumania. Approaching the target intense and accurate enemy anti-aircraft fire was encountered which rendered one of his guns inoperative. Turning from the objective after a highly successful bombing run, his formation was attacked by approximately forty (40) enemy fighters, and in the ensuing engagement, despite the damage inflicted on his guns, Sgt Farrell so effectively manned his position that he destroyed two enemy fighters before his other gun was rendered inoperative due to mechanical failures. Through his gallant defense of his aircraft despite the overwhelming difficulties encountered, he materially aided in enabling his aircraft to return safely to base without further damage. By his outstanding courage, professional skill and devotion to duty, as evidenced throughout over twenty-one (21) successful missions against the enemy, Sgt Farrell has reflected great credit upon himself and the Armed Forces of the United States of America. Residence at appointment: Augusta, Maine.

* * * * *

By command of Major General TWINING:

R. K. TAYLOR,
Colonel, GSC,
Chief of Staff.

OFFICIAL:

/s/ J. M. Ivins,
J. M. IVINS,
Lieutenant Colonel, AGD,
Adjutant General.

TRUE EXTRACT COPY:

[Signature]
DARYL D. JOHNS,
Major, Air Corps.

R E S T R I C T E DHEADQUARTERS
FIFTEENTH AIR FORCE
APO 520

C-UPD-wdw

14 July 1944.

GENERAL ORDERS)
:
NUMBER 1844)E X T R A C T

* * * *

Under the provisions of AR 600-45, as amended, and pursuant to authority contained in Circular Number 26, Headquarters NATOUSA, 6 March 1944, the Distinguished Flying Cross is awarded the following named personnel, who are missing in action, Air Corps, United States Army, residence as indicated, with the following citation:

For extraordinary achievement in aerial flight as crew of a B-24 type aircraft. On 26 June 1944, while leading their formation on a mission against highly important and strategic enemy installations in Austria, heavy enemy opposition by fighters and anti-aircraft fire caused severe damage to their aircraft. Despite this opposition these crewmen led their formation through to the target, thereby enabling their formation to complete a highly successful bombing run and inflicted great damage to the enemy installations at the target. They had accomplished this feat knowing their aircraft would not remain operational for long. Despite continued savage resistance by the enemy after leaving the target area, the crew courageously protected their formation until control of their aircraft could no longer be maintained. By their heroic devotion to duty, by their courage and outstanding leadership, this crew has reflected great credit upon themselves and the Armed Forces of the United States of America:

LAMAR J. DUNN, O-366754, First Lieutenant. 777th Bom Sq, 464th Bomb Gp. Residence at appointment: Daviston, Alabama. Next of kin: Mrs Maggie W. Dunn, (Mother), Daviston, Alabama.

OLIVER M. WRIGHT, O-739234, First Lieutenant. 777th Bomb Sq, 464th Bomb Gp. Residence at appointment: River Rouge, Michigan. Next of kin: Mr. Hugh H. Wright, (Father), 113 Leroy Street, River Rouge, Michigan.

HENRY A. DANGLER, O-727184, Second Lieutenant. 777th Bomb Sq, 464th Bomb Gp. Residence at appointment: Lake Forrest, Illinois. Next of kin: Mr. David Dangler, (Father), 155 Mayflower Road, Lake Forrest, Illinois.

CLARENCE R. VANA, O-698799, Second Lieutenant. 777th Bomb Sq, 464th Bomb Gp. Residence at appointment: Maple Heights, Ohio. Next of kin: Mr. James Vana, (Father), 5337 Lee Road, Maple Heights, Ohio.

R E S T R I C T E D

(GO # 1844, Hq., Fifteenth Air Force, 14 July 1944 cont'd)

DARYL P. MC GOWAN, 17069106, Technical Sergeant. 777th Bomb Sq, 464th Bomb Gp. Residence at enlistment: Portland, Oregon. Next of kin: Mrs Paul McGowan, (Mother), 9146 North Gilbert Place, Portland, Oregon.

DONALD F. CLAEYS, 36130486, Staff Sergeant. 777th Bomb Sq, 464th Bomb Gp. Residence at enlistment: Anchorsville, Michigan. Next of kin: Mr. Henry F. Claeys, (Father), M-29 Dixie Highway, Anchorsville, Michigan.

WILLIAM W. LISTER, 37494475, Staff Sergeant. 777th Bomb Sq, 464th Bomb Gp. Residence at enlistment: Wichita, Kansas. Next of kin: Mrs. Daniel B. Lister, (Mother), 619 East Elm Street, Wichita, Kansas.

HERMAN E. PYRUM, 18129409, Staff Sergeant. 777th Bomb Sq, 464th Bomb Gp. Residence at enlistment: Durant, Oklahoma. Next of kin: Mrs. Edna L. Pyrum, (Wife), Route # 1, Durant, Oklahoma.

THORTON D. TROUT JR, 13047714, Staff Sergeant. 777th Bomb Sq, 464th Bomb Gp. Residence at enlistment: Harrisburg, Pennsylvania. Next of kin: Mr. Thorton D. Trout Sr, (Father), 1709 Fulton Street, Harrisburg, Pennsylvania.

OSCAR (NMI) AKERS, 35269674, Sergeant. 777th Bomb Sq, 464th Bomb Gp. Residence at enlistment: Fine Castle, Kentucky. Next of kin: Mrs. Augusta Vanderpool, (Mother), Fine Castle, Kentucky.

* * * *

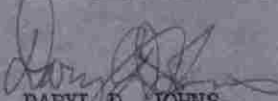
By command of Major General TWINING:

OFFICIAL:

R. K. TAYLOR,
Colonel, GSC,
Chief of Staff.

/s/ J. M. Ivins
J. M. IVINS,
Lieutenant Colonel, AGD,
Adjutant General.

TRUE EXTRACT COPY:


DARYL D. JOHNS,
Major, Air Corps.

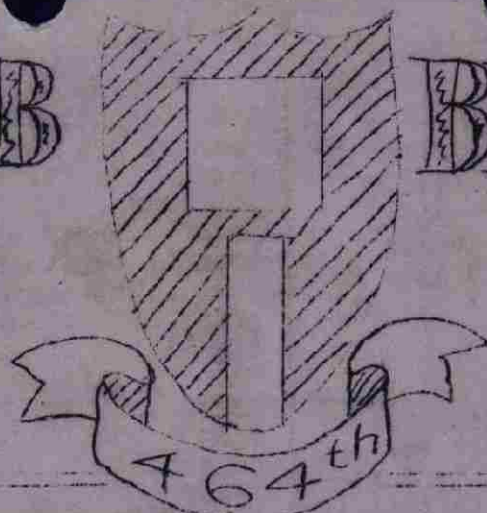
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BOMB BLAST

VOLI

NO 1

15 JULY 1944



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(Cont page 8)

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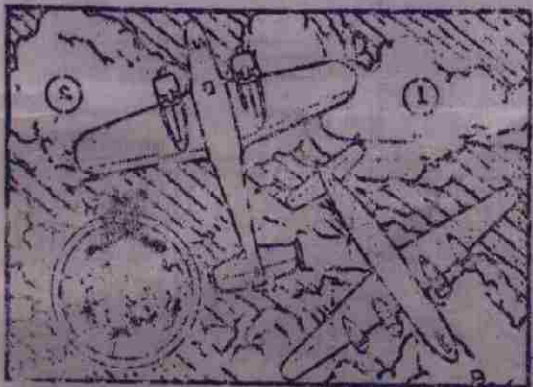
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SCOOPS and POOP from SQUADRONS

Crash o'Connor, who became famous overnight by doing the impossible in overturning a bomb service truck on a straightaway, has been officially grounded. He is not disgraced, however, the information is that he has received offers from various airlines for testing new landing gears.

A report has been received that a red-headed T/Sgt was seen coming out of the Group Post Office with a \$200 money order, made out to his gal back in NY. This Correspondent is just curious.

Opening night at the EM Service Club witnessed some very strange sights, but the incredible happened when Alvin Lillie, the quiet, harness mail orderly, went berserk after three cans of beer. His "dance" would have made the original whirling dervish drool. How he was able to accomplish this with flat feet is one for the medics.

Rising to inconceivable heights demanded by the dramatic occasion, our newest SrSgt, Antonio Capello, proved to the sternest of critics that he possesses the stuff stars are made by tearing off one of the meanest bits of jitterbugging, to the hot ricks of an Italian Cab Callaway, that this GI has seen since migrating from Harlem. This easily gave him the award of the "Order of the Wheel" made weekly for the outstanding performance.

The EMSCO (Enlisted Men's Service Club Committee) would like to extend a sincere welcome to any member of the Group to visit the club, not that it's the best club in the Group--but there's none better!

VIC RICE
your correspondent.....

STUFF QUITE STRAIGHT FROM THE 78th
by T/Sgt Kaplan.....

Things are really stirring in the 78th! Last week a Squad council was formed, composed of representatives of the various sections. Samples of their work are the completion of the EM Service Club, EM showers and bus service to Cherignola.-----T/Sgt J. Hudec ought to tell the boys how he came by the handle of "One Time"----- A swell Aerial Eng, Crew Member, Air Medals and Clusters, DFC candidate, and all-round good fellow. Every crew member of the 78th has earned his Air Medal and many have their first Oak Leaf Clusters. Many of these have their leg up on the Second Cluster. Good work fellows, we're right proud of you all.-----Just had word from Lt. "Jake" Harding, one of the first Crew Officers in the Squadron. Jake was severely injured in the first Wiener-Neustadt raid and is now at the 26th Gen Hosp making a swell recovery. Drop in and say hello to him whenever you go to town, he'd be more than glad to have the boys spend a short "bull session" with him. Lt Harding received the Purple Heart and DFC for his part in the "shootin'".

Odds & Ends Dept*****
YOU CAN SAY THIS FOR DEMOCRACY...
"When the people aren't sure of what they want, they vote for something from what they have...Banking TENTING TONITE...Farmer: "Gosh, you must be brave to come down with a parachute in a gale like this!" Parachutist: "I didn't come down with a parachute...I went up with a tent".

IT'S TOUGH TO BE A CIVILIAN.....
News item: Whale meat is the latest addition to civilian diets in San Francisco. Unrationed, tasty and inexpensive, whale steaks are scheduled for an early appearance on menus throughout the country...Ham & eggs are plentiful again...razor blades are easy to get...now if we could have pleats and cuffs in our trousers, we'd be doing alright.....!

UNEASY RESTS ^{the} CROWN

by S/Sgt John F Kennedy

The bones are rattling again in the 70th Bombardment Squadron. It is payday and Cpl Andrew Kuzmick, Dickson City, Pa., flexes the dexterous digits that have served him so faithfully in the past.

A master with the galloping dominoes, attributes his success to always betting they're wrong. "It's like this," he says. "All dice vary, some guys won't believe it, but it's true. Some dice seven more than others. They are wrong dice. I like to play with them. My opponent shoots. If he doesn't seven right away, he's sunk. He'll seldom make his point. These dice seven too often," he grinned.

Kuzmick had his system and did very well with it. The Lire piled up. Off went a shipment to Dickson City, and was put in the Kuzmick sock. The sock filled, it was put in the bank. Still the Lire flowed in. Now the largest depositor, Kuzmick was made a director, and appointed vice-president pro tempore of the bank. With a life of ease awaiting him after his lucrative career in the army was terminated, Kuzmick was a happy man.

Alas! Fickle Fate grabbed the bones!

"I can't understand it," sobbed Kuzmick, "they make their point every time, with my dice too."

It's true. That new man, the one that just won the good conduct Medal, is the main offender. He has the dice. "Bet a thousand (Lire) I eight," he says. Kuzmick still has faith. "I got it," he hollers.

The new man takes his stance. His fingers caress the bones. He raises his eyes, invoking the powers that be. Mumbled words of supplication emit from his lips. Kuzmick fidgets. Intuitively he knows he is to get the works. Here comes the swing. Now they have hit the wall and are spinning. Kuzmick peers over the shoulder of a bystander. His neck stretches five inches. His eyes emerge from their sockets. Eight! The dice are right again! Sobbing, Kuzmick is led off to his tent.

Kuzmick still has faith. A shipment of money is on its way here from Dickson City. It's the first Kuzmick money Eastbound, but there will be others. There'll be a bank failing in Dickson City. Why? Because the boys switch Kuzmick's wrong dice, and substitute right ones. Kuzmick doesn't know. He'll never know. He has faith.

Corporal Kuzmick was recently awarded the European-African-Middle East Ribbon with one Battle Star for his part in the Italian campaign.

NEWS FROM HOME *****

Dixon, Cal. (CNS)--A local newspaper ran this exciting ad: "Owner of a truck would like to correspond with a widow who owns two tires. Object: matrimony. P.S. Send pictures of tires."

Monroe, Utah (CNS)--Citizens of this town are restrained by an old ordinance from dancing together in public places "unless daylight may be seen between the partners."
(ED: They'd have to shoot the daylight through me)



HITS and ERRORS

with.....S/Sgt Herbert C. Hoover.....

CHATTA on TRISA and TRITA

Sgt. Billy Conn thinks it would be a swell idea for him to fight Sgt. Joe Louis again---this time for no purse----for the entertainment of GIs at "some overseas base"***Marcel Cerdan, 26-year old French marine and one-time middle-weight champion of Europe, is reputed to be New York bound to engage in a series of bouts for the French Marine Fund.

****Remember Johnny Blood, famed wildman, scatterback of the Green Bay Packers? Well, he's with the AAF in the CBI Theatre, shooting Japs under his right name-----S/Sgt John McNally****
S/Sgt Greg Mangin, former indoor tennis champion, won the DFC recently for his work as a tail-gunner in a Flying Fortress raid over Wiener -Neustadt, Austria.

COOL POOP

Plans have been drawn and construction is under way for the new athletic area, directly behind the 79th Officer's Club. It will consist of a basketball court, 2 volleyball courts and a baseball diamond with a softball diamond inverted.

CELEBRITY

Hollywood may have it's Hop-along Cassidy and Gene Autry, but the 464th has a bronco rider in Pfc Carl Talayumotewa. At the rodeo in Poggio the 4th of July, Carl would have won top honors in the bronco-busting contest had he not suffered a sprained ankle in the preliminaries and had to be content with 3rd place. Congrats "Tally" for showing the holiday crowd that the 64th is as well represented on the ground as in the air.

F A M O U S L E S T W O R D S

"What! Me wear a flak suit?"

SOFTBALL HOW THEY STAND

	won	lost
465th BG (H)	2	1
435th BG (H)	2	1
464th BG (H)	1	2
460th BG (H)	1	2

No we haven't fared too well as the softball league swings into the second round.

The first game with the 460th was a heartbreaker---Sgt Mavry of the 77th pitched a swell game, holding them off for two extra innings. They finally slugged one in, ending the game at 6 to 5.

Victory was ours in the first game of a double-header against the 465th Tuesday nite.

Mavry's pitching plus excellent teamwork beat them 9 to 0.

In the second game with Bears pitching four of the seven innings they proved too much for us and got their revenge. The game ended 5 to 0. Walker of Hq tried to stem the tide in the last three innings but 'twas too late.

JULY 23 DEADLINE FOR ENTRIES IN BATH S. LEAVING MEET*****

While Rome is preparing for its gigantic Allied Track and Field meet this weekend, local interest is centering around the next event of the Special Service Splendid---the Allied Swimming Meet.

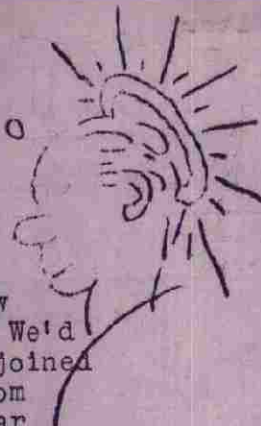
Those desiring to compete may do so by submitting their names to S/Sgt Hoover at the Special Service Tent.

Competition will be held in the following events:

- 100 meters free style
- 200 meters free style
- 400 meters free style
- 800 meters free style
- 1 mile free style
- 100 meters back stroke
- 200 meters back stroke
- 300 meters medley
- 300 meters relay
- 600 meters relay
- 3 meter dive
- three mile free style
- Water polo

HALO DEPT...

by Lt Dave Cameron.....



A word about awards and decorations. A medal in this theater is not a cheap thing no matter how few or many are presented. Combat Crews deserve medals. We'd like to get 'em for every bloke in a bomber. We are joined in this respect by every group and squadron member from the Colonel on down. Soldier's Medal, DFC, Silver Star and so forth. The same for Air Medals with one to ten clusters. You earn them. We try to get taem out. The rub of the green favors some, neglects others.

Once you have been recommended for an award, you are the concern of bushels of adjectives, carbons, invectives and extraneous paper work before you wind up at the Air Force before the jury. The biggest job is to get you there. Once you arrive, however, you receive a sympathetic check by a board of officers, three of whom have finished their missions and know something about the hell that can bust at 20,000. They WANT you to get the award. Their job is to protect the dignity of your deeds and the award itself. Try to remember that. What makes an award? The act of doing something to save your skin, your buddy's skin or your ship's skin----- something that Air Force didn't train you to do. Considerable cash has been spent to train you to react under pressure---to shoot, pilot, bomb and navigate, but all the dough in the world can't train a man in courage, initiative and instinctive reactions that form a large hunk of combat.

WHAT DO THE MEDALS MEAN?

AIR MEDAL---completion of five; CLUSTER---for each additional 10 or credit for an E/A destroyed. Two probables addup to one cluster. Note: Neither AM or Cluster is a routine award. It stands for the the appreciation of the theoretical hell you endure; the clusters for the continuous pressure of building up your string. Air Forces does NOT have to grant the award for completion of five or 100 milk runs. But we don't know of a case where they have withheld the medal or clusters.

SOLDIER'S MEDAL---Heroism not involving actual conflict. If you think this is a cheap award, try to get it. Save a life without regard for your own, mend a gas leak at 20,000 minus oxygen over enemy territory while being bathed in hi-octane.... and you deserve the SM and you've earned it.

DFC---heroism or extraordinary achievement while participating in aerial flights. This award rates one hair higher than SM. For doing or trying to do an unusually tough job under unusually rough conditions.

SILVER STAR---For gallantry in action. Rates a notch higher than DFC. Gallantry means bravery, devotion to duty above your skin.

THIS NEXT WEEK

WHO'S WON WHAT?

Colonel Marshall Bommer.....
The Silver Star for gallantry in action and for his leadership in this bomb group.
1st Lt Lamar Dunn and his entire crew....The DFC for the June 26 mission over Florisdorf.
(Above MIA since 26 June)
T/Sgt Danny McMahon, 779th ----
---Soldier's Medal. For saving the life of Lt Geo. Becker in a gas explosion at Oudna, Africa. The last we heard Becker was in a British hospital preparatory to being flown home for intensive skin grafting.
Capt Pete Ceccato---Soldier's Medal. For pulling victims out of a burning B-24 with .50 cal's busting all over the place.
Maj Clarence Poff---778th-----
---Silver Star. For leading the group over Weiner-Neustadt despite hell and high tide.
Capt Bobt Hornbaker - 778th (MIA) DFC for his job in bringing home a butchered airplane despite heavy enemy opposition and a wounded co-pilot.
Capt John Fernsler - 778th - DFC For bringing the Green Hornet home which should have been on the salvage heap with over 640 flak holes.
Lt " Jake" Harding-778th-DFC Hornbaker's co-pilot that day. His leg nearly severed by flak Harding did nearly everything a whole man could have done in assisting his pilot.

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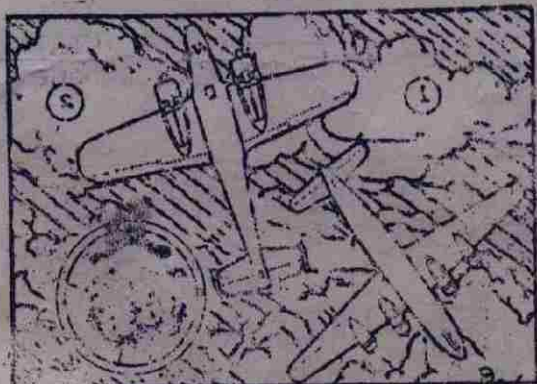
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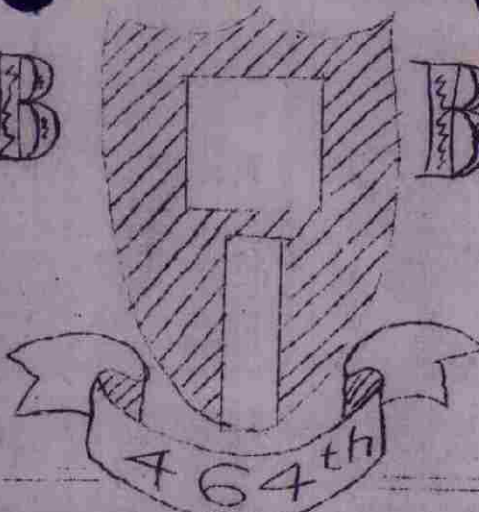
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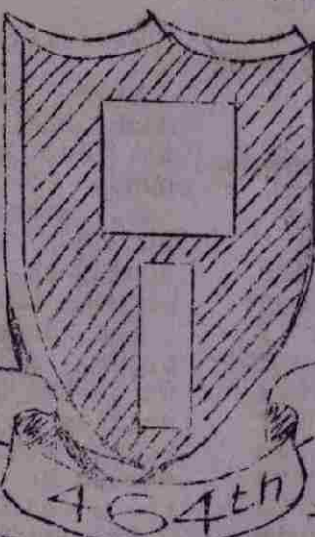
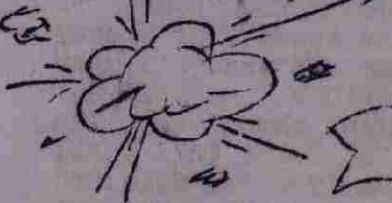
Comes the great day, in this outfit, will definitely have a few things to brag about.



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BOMB

VOL I NO. 2.



BLAST

22 JULY 1944



"HERKY" HEADS HOME

The Germans throw flak up like confetti, then fringe it with streamers of ME109's to pick off the cripples and the stragglers. Add the weather and the breaks, and a Pilot has to be good to reach the rainbow's end.

Capt Raymond 'Herky' Drake is good. Not the Hollywood headline good but the kind that pays off over the long haul. For Drake has piloted his Liberator, "Maiden U.S.A." on bombing assignments from one end of occupied Europe to the other.

Drake's outfit started hitting Hitler on May 2nd and 78 days later, Herky finished his tour of duty in this theater with 50 missions to his credit. One of the shortest runs on record.

The routes the 15th AF covers are by no means milk runs, but deliberate drives at the heart of the Nazi army. The oil, the factories, the railyards, the storage dumps and everything else needed to keep the German machine running. Drake's ship has picked up enough flying steel to build another Holland tunnel, while his crew has sent more than their share of planes spinning out of the sky.

As Herky's streak started to push close to the 50 mark, every man on the base started to sweat him out. 46....47.....they'd watch the planes fall into the pattern and start to land. "Herky's in." 48.....49..... "The guy's coming home soon." Cont'd on pg. 3.

ALLIES PUSH FORWARD IN NORMANDY SLOW BUT QUITE SURE

The news this week continued to be good on all the far flung battlefronts, but perhaps nowhere did the enemy feel the wrath of Allied might as did the Germans around Caen in Normandy.

It has just been announced that the greatest air bombardment in the history of warfare preceded the British and Canadian advance past Caen. The attack began on the night of the 18th with the R A F pounding the Germans relentlessly. As dawn broke the 8th A A F began its runs over the Germans. When it was over British and Canadian troops rushed through the gaps capturing hundreds of dazed Germans.

Farther south in Normandy the Americans continued to push their lines farther into enemy territory around the St. Lo Area, now in our hands. Many additional small towns were captured in this area.

A Russian military staff inspection of the beachhead was enthusiastic in its praise of the Allied success to date and ventured the opinion that once we put into operations the mountains of supplies and men we are building up in France, the break-through will be fast and decisive.

Cont. on pg. 8

Bomb Blast: -

Editor.....Cp. Feldman
 Sports Editor.S/SG. C.Hoover
 Staff:

776th.S/sgt John F.Kennedy
 777th.S/sgt V. Rice
 778th.T/sgt Kaplan

BOOK REVIEW

by.....sgt Jack Sheehy

CO's COMMENTARY

This week one of our pilots, Captain Drake, completed his fifty missions. I take this opportunity in congratulating Capt Drake, his crew, and ground personnel in their excellent accomplishment. In a period of 11 weeks to have achieved the completion of 50 missions is in itself an outstanding feat. To have accomplished this with deadly devastation to the enemy is doubly not worthy.

Last week in this column one of the principles I set forth was "Maximum damage to the enemy with minimum damage to ourselves." Capt Drake and his crew have lived up to this principle as, I feel sure, they have lived up to the others.

In the coming days, I expect many more of our men to distinguish themselves and the group. This will be known as the finest group made up of the greatest bunch of flying men this side of the divide. We have the men for it!!! With the indispensable help of the ground personnel, we shall become to be regarded as the outfit that was one of the greatest instruments in knocking out the enemy.

Col. A. E. Schroeder
 Commanding.

.....THE CHAPLAIN'S FLIMSY

When I go into tents on this hillside I very often see an expression on the faces of the occupants which seems to say, "Did he hear what we were saying?" The answer is I did hear although I may have attempted to show no indication of it.

The habit of clean and cultivated speech is acquired by very few. It is strange man should give so little attention to that which reveals most clearly what he is. Perhaps it is because our words are so much a part of what we really are that makes them so hard to master. If a man has money he can appear clean and cultivated by wearing fine clothes. He can assume an outward appearance. But when he opens his mouth he reveals to all the world what he really is. If his speech is to be clean he must have a clean heart; if cultivated, an active mind. These cannot be assumed.

If you have read this far I now encourage you to rise above the profane, ignorant and mentally lazy masses who seem powerless to make their conversation anything but an endless repetition of vulgar expressions. If you become a gentleman really, never will you need to be ashamed of what you say.

Chaplain Eastwood.....

SCOOP and POOP from SQUADRONS

77th UNDERGROUND REPORT

by.....VIC RICE

This past week has been one of movement in the 777th camp. The top of our once firm and quiet green hill suddenly was shaken by an irresistable force that threatened to engulf the whole camp. Such was the suddenness of the catastrophe, that many GIs were rendered homeless and were seen wandering pathetically around the bottom of the hill. The more fortunate managed to escape with a few belongings. Others, not so fortunate, are still digging themselves out.

THE G's LAMENT:

The Operations tent is where the orderly room used to be, That place is now where the officers used to have their tea; And Fennimore's crew has moved to the top of the hill, That old location of Operations to fill. What once was our Service Club is now Supply; Why can't they make their minds up, can you tell me why? It takes a week to make my map and then they move again. This all feels like a clever trap will someone holler "when".

It is a privilege to comment on the members of combat crews who this week received awards. These awards only begin to tell the story; any of the hundreds of situations which at this point are merely routine to combat crews would make a ground man feel like a hero. No award has or could be invented that would evengive full credit to any man who goes out each day on his mission to exterminate the enemy.

A record that is hard to beat is that of Lt Luque and his crew. They have flown, to date, 33 consecutive missions with every member of the original crew.

Leading the Squadron in number of missions are Lt Edwin G. Jane, navigator, with 39 Missions, Lt Ira C. Casey, Pilot, with 36 and T/Sgt Leslie H. Garner, radio operator, 36 missions.

STUFF QUITE STRAIGHT from the 78

by.....S/Sgt Kaplan

Engineering Dept had a grand blow out the other day down at ye olde swimming hole. There was plenty of liquids, and they weren't from the river either. Let's have another one pretty soon.....who wanted to go in swimming, clothes and all? Tch!! Tch!! Tch!!

The softball game between the B-17's (Eng) and the B-24's (Eng) ended in complete victory for the B-17's. Score..... 11 to 6.....M/Sgt Frizzell was the hero of the day with his three runs. The audience behaved like typical Brooklyn fans....wanted to kill the ump. The Ump?..... M/Sgt Telesford (The Great One) Libuda.

M/Sgt "Pop" Chadwick is back on the line again..just got out of the hosp....glad to have you back.....what was it-----a boy or a girl?????

The Eng Dept wishes to extend its thank to the committee that made the blowout a success. Prego!!!!

A St. Louis bus driver kindly admonishes his passengers with "Kindly push each other to the rear."

In three days, guests, like fish begin to stink....Ben Franklin. Colorado State Pen announced it could take on no more war contracts....shortage of manpower. The 78th Service Club opens this Satiday nite, rain or shine.... good time promised!!!

Sure was a hot nite at the Mess Hall the other nite when the tent burned down.....thank to the 79th, we had bkfst as usual and by noon the boys had the mess cleaned up and were serving their usual good food..... supper was delicious.....maybe the fire roasted the beef extra well....or is Alex improving his style?

The Air Medals are coming thru and the 78th sure got its share of them....5 more men got the Purple Heart this week.....

Anyone hear when we're going to leave?????

"The WAILING WALL" by KENNEDY of the 776th

MEIN KAMPF (Cook's version)

What's it like being an Army cook? Listen to the trials and tribulations of Corporal Virgil L. Littrell, 29, 76th Bomb Sq, and ye shall learn.

"I was a truck driver before entering the Army, said Littrell. "I just sort of drifted into cooking."

An inspiring example of the opportunities offered for advancement in the service, Littrell started on the lowest rung of the ladder as K/P. Hard work and perseverance counted, however, and today he is a full-fledged cook.

"Yeah, we make mistakes," he said. "Salt looks so much like sugar. Sometimes we run short of a dish. We just gotta eke out. Maybe there was a little cereal left over from this morning. Perhaps a few odds and ends of meat. Mixed together with the original dish there's enough for all. Some of them guys lick. They wanna know if we mislaid the garbage can. They eat it though," he concluded indignantly.

Chow hounds are the bane of cooks. If too much food is cooked it will be wasted, or various forms of goulash will appear on the mess table. These dishes of unknown ancestry are not popular with the boys.

"We cook enough of the main dish", said Littrell. "If they're hungry they can eat more of the other stuff. But no. They want that "turkey".

There's Freeman for instance. (S/Sgt Ralph W. Freeman, 29,

776th.) All he does is paint signs, "this way to the mess hall". He's always sneaking back in line," continued Littrell. "Yesterday we had meat, and he was back for four helpings. How can we stop him. We have to serve fast. We seldom have time to see who we're serving. He has another plate full before I realize he's been here before."

Freeman stays hungry no matter how much he eats. The cooks might as well give him all he wants. He'll get it anyhow. More than once has he sneaked out of the kitchen, his pockets and mouth bulging.

K. P!!! He never bulls K.P. They won't have him. They tried once. It was at the P.O.E. 'Twas a horrible mistake. Food stocks ran alarmingly low. Not only did he gorge himself on choice delicacies but he invited the other chow hounds to join in the repast.

They threw him out but their Troubles were not over. He knew the location of the food stocks, and means of egress to them. Nocturnal raids followed. Gaunt, emaciated soldiers staggered to the PX for nourishment.

Relief was in sight. A boat Arrived. The mess officer, mess sergeant, and station personnel held their collective breaths. Would the blight be removed? Would food, once again, appear on the table?

Freeman boarded the boat with a barracks bag full of groceries.

THE CAT'S - IN-JAMMER KID

Herky was AWOL. That's a courts-martial offense in the Army. A reward of \$5.00 was offered for his apprehension and he was taken into custody after an absence of 3 days. Due to certain mitigating circumstances, he was let off with company punishment.

Herky is eight weeks old. He's a little tom cat, and the mascot of the Liberator, "Maiden U.S.A." A cute little fellow, he is five inches tall. The boys say that Herky is the only member of the Armed Forces that likes C rations.

He hates gambling. Let a game of poker or craps start and Herky is right in the middle of it. That potential Seven becomes a two. Some player has four cards. Herky has the other on his way out the door.

AWOL is a serious offense. Herky was broken from PFC to Private and sentenced to a bath. After the bath he was easily the cleanest pussy in Italy.

Officer's Exchange store at Spinazzola will be closed 25th July 1944 for inventory

News from **HERE**
-and-
THERE

CONCORDIA, MO.-- The Concordia band opened its 1944 season as usual, with an impressive roll on the snare drum by August F. Brockman. It's old stuff from Brockman. He started drumming with the Concordia at the age of eleven.

LONDON, ENG.--(INS)-- The former film star, Jimmy Stewart, officer with the American Air Forces in the European theater was promoted today from major to lieutenant-colonel.

LENS-LEASE

YORK, PA.--A pair of spectacles turned up at Russian relief headquarters with this note attached:

"I wore these when I first met my wife and decided they might help some Russian find a good wife."

IN BOTTLES OR DRAUGHT?

NEW ORLEANS** (AP)--Beer is being sold this season at Pelican Stadium, home of the New Orleans baseball club, for the first time since the league was organized in 1901.

CHOW HOUNDS!!!

There are 500,000 restaurants in the U. S., normally giving employment to 1,500,000 persons.

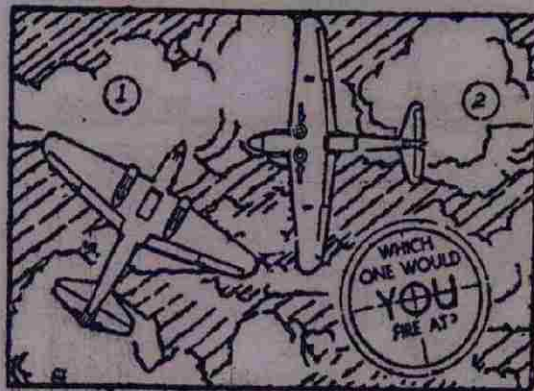
REASSURED

One night the late famous Louisville editor, Henry Watterson, encountered his friend, Col. Dick WinterSmith, in the lobby of a certain swank Washington hotel. The latter seemed to be in a quandary.

"What's the matter, Dick?
"Oh I'm dying for a steak and onion dinner but I dread carrying the breath of onions."
"Don't let that worry you. Go ahead and eat the steak and onions. When they hand you your bill it'll take your breath away."

sergeant, bellowing at a private:
"The afternoon off! What the hell do you think you are----- a human being?"

Why clerks go ANOL:
"Arrange these documents alphabetically and burn them."



A SENSE OF PAIN

A sexton cleaning up the pulpit after Sunday service took a peek at the preacher's manuscript. Along the left margin were instructions such as: "Pause here," "Wipe brow here," "use angry fist gesture," "Look upward". Near the end was a long paragraph of text, opposite which the preacher had marked in capital letters: "Argument weak here, yell like hell!"

ITALIAN PHRASES:

Which way is north?
DOVE'E IL NORD?

Point it out to me. INDICATEMI.

I want to be shaved.
DESIDERO FARMI LA BARBA.

Do you understand?
AVETE CAPITO?

I will pay you.
VI PAGHERO.

WHAT'S COOKING?

MOVIES-----

Sat & Sun, 23 & 24 July
THE BRIDGE OF SAN LUIS REY
 John Lederer - Lynn Bari

Mon & Tues, 25 & 26 July
COLT COMRADES
 &
HOPALONG CASSIDY....
 Wm. Boyd

Irving Berlin's
 All Soldier Musical Show
 "THIS IS THE ARMY"
 Presented for
 the last time

Tuesday, 25th July 1944

THE WOLF

by Sansone



LET O' THE WEEK

"Ladies and gentlemen in America," the Berlin short-wave radio blared, "we have sensational news. Stand by for it later in this program. But first---today's war news."

NBC monitors sat tense and whitefaced, awaiting the "sensational news," while Berlin droned through a highly colored and inaccurate account of the war in Italy. When the great moment arrived.

"And now"--Berlin was obviously excited--"for the sensational news we have promised you. In just a few minutes you will hear a very talented Berlin artist play on a violin that was made in 1526!"

REACTIONS



Two young soldiers in New York City for the first time wanted to see the Empire State Building. As we climb of the steps out of the subway station, there stood Building right before our eyes. The soldiers were overwhelmed with its immensity and stood silently looking from the bottom to the top and down to the bottom again. Finally one of them said "Damn, wouldn't she held a lot of hay!"

Bob Hope at Annual Dinner of White House Corr. Ass: "Willkie has his eye on the presidential chair---but look what Roosevelt's got on it!"

A large wall sign over the Travelers Aid booth in the Union Station at Washington, D.C. reads "Information about Baltimore and other problems."

CARTOON QUIPS

I think we've got their morale a little too high, sir---they want to know if it's true that some day they might have to return to civilian life.



HWTS and ERRORS

by.....S/Sgt Herbert C. Hoover

CHATTA ON THISA AND THATA

LOCAL POOP

Harry Hillman, Dartmouth track coach says, "A four minute mile can't be done." He should get some confirmation on the German retreat out of Russia..... "Out with the referee!" says Abe J. Greene, president of the National Boxing Assn. "Too many are promoting the shows they are referecing."Voted to soften up golf courses...Tom Walsh, Chicago; Joe Novack, L.A. Calif. Bobby Cruickshank, Richmond, Va. Ellsworth Vane, Monterey, Cal.. ...all the greats!!!!

Darkness halted a fast game between the 460th and the 464 softball teams the other night. Both outfits were out for blood and the results are indicative of the brand of softball played. The game ended at sundown in a 0 to 0 tie.

With barely enough men to form a team, we tangled with the rugged 485th Sunday afternoon. Mavry pitched an excellent game but they proved too tough that day and we lost 3 to 0.

FAMOUS LAST WORDS...

Don't shoot at that plane heading at us it might be one of ours!!!

CRASH HASH.....

Cadet to instructor: "Sir I think this plane should be grounded, it has a tendency to over-shoot the field."

...OVERHEARD ON THE LINE

"I hate like hell to go to a rest camp now, just when we have an engine change."

464TH TO BE WELL REPRESENTED IN COMING SWIMMING MEET!!!!

The Italy Number 2 District swimming meet, which will be held in Bari on 29 and 30 July, will have six of our men vying for honors.

Lt Dave Camerer of Hq, will compete in the 100 meter free style as will T/Sgt Kenhard Hq Sgt H. Carlton, 778th; J. Berry and Carnaggio of the 779th. Sgt Gilfillen Hq is signed to do the century in the breast stroke... while Kennard and Carnaggio will try to win further awards in swimming the 100 meter back stroke.

Entries for this meet will be closed 22 July, but those who feel they have a chance of winning any of the events, may report to the Special Service Tent and submit their names and events they wish to enter.

The Group Softball League is to be formed and all entries should be in by the 25th of July. The softball field, having been completed all those teams who wish to get in some practice before beginning their regular games may contract its use by submitting their names to S/Sgt Hoover at the Special Service Tent.

A maximum number of teams are desired. If necessary, two leagues can be formed.

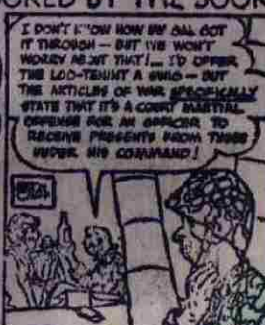
So hurry!!! Hurry!!! Get your teams assembled and submit the names of said teams to Hoover before the 25th.

VOLLEYBALL LEAGUE TO BE FORMED.....

Calling all pilots, navigators, bombardiers and ground officers! An Officer's Volleyball league will be formed!!! If you have a great, potential or an alleged team, submit the name of it to The Special Service Office as soon as possible.

MALE CALL

by Milton Caniff



HOOKED ON THE JOCK

ALLIED PUSH FORWARD NORMANDY

LET'S STAY ON THE BALL !!!

Cont'd from page 1.

In the early part of the week the Russians retook their forces. When they resumed the offensive, three steel arms struck at Brest-Litovsk, Bialystok and Lwow, with the intention of pushing on to meet behind Warsaw and form a ring of armour around the old capital of Poland.

In Italy the big news of the week was the almost simultaneous capture of Leghorn on the west coast by the 5th Army and Ancona on the east coast by Polish legions of the 8th Army. The Poles swarmed into the city and hardly waiting to draw a breath, poured out north of the city after the harried Germans. In Leghorn it was a pincers movement that finally resulted in the city's surrender. Leghorn, at one time, Italy's 3rd largest port city, was pretty well demolished, especially around the dock areas but already American engineers are readying the port for Allied use.

In the Pacific, Guam was twice subjected to bombardment by heavy American Naval shells.

On New Guinea, hundreds more of trapped Japanese 18th Army were killed while attempting to break out of the trap set for them by the Allied landings at Hollandia.

From Japan comes the boastful announcement that the American lost over Japan on the last B-29 raid had been executed. It was added, apprehensively, that the Japanese are taking full precautions against possible 29 raids from newly acquired bases on Saipan.

The War Dept has announced an unconfirmed report to the effect that Premier Tojo has been relieved of his post as chief of staff. If this is true, it is a good indication of the desperate Jap military situation.

HERKY'S HEADING HOME

Cont'd from pg 1.....

.....mechanics worked a little longer. The target on the last one didn't matter. It was strictly dressing for Drake

The little fellow...5 feet 1 and all of 115 pounds, was the big boy. Collective breaths were held until the B-24 rolled to a stop. Number 50 was in. Only then did he pin on the captain's bars that he received two days before.

We have recently become aware of the fact that a feeling of over-optimism is prevalent among us in the camp. Next to a set-back, this probably constitutes one of the gravest threats to the war effort.

Since the beginning of operations, opinions have been framed by minor successes and wishful thinking, which, though human, is a major fallacy.

The length of the present conflict will be determined by the amount of zest we put into our own particular duties. No man, who believes this war is about over, can honestly claim he is putting everything he has into his work. It's human to coast occasionally, and a coasting army is one ripe for a set-back.

Just what is the basis for this feeling of over-optimism? Is Germany beaten? Hitler and his gang have been taking a terrific beating, but don't be beguiled into thinking that they're licked yet. It took a long time to acquire sufficient men and materiel with which to start an invasion of France, and that, at a pretty high cost is hardly more than a beachhead with much hard fighting ahead.

In the minds of some, the Italian campaign ended with the fall of Rome. Have we ceased fighting since then? Has the intensity of the fighting lessened? On the contrary, German opposition becomes greater as we advance, necessitating an intensification of our efforts instead of a let-up.

Let no man claim to recognize signs of the day. This war will end in unconditional surrender of the enemy and no army surrenders unconditionally unless the last vestige of hope has been erased. Until that day---let's keep pitching!!!

For the meticulously inaccurate officer who would like to maintain that reputation at bargain prices, the following "buys" were seen at the Officer's Exchange Store at Spinazzola:

Trop. Worsted Shirts....\$5.30
Trop. Worsted Trousers...\$6.02

The store will be closed on the 25th of the month.

Bomb Blast requires Camp Newspaper service. Republicat
of credited material prohibited without permission of CNS.

BOMB

BLAST

VOL I NO. 2

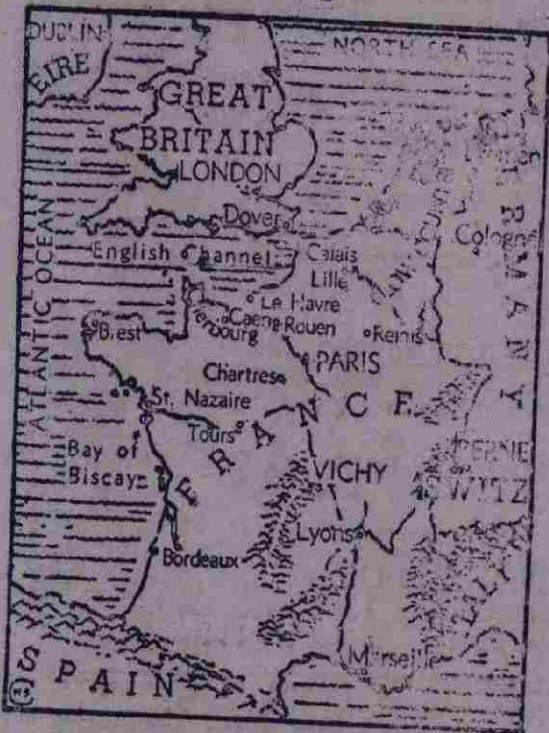
29 JULY 1944



TEUTONS TOPPLING

The news this week continues to be excellent from the allied point of view.

In Normandy substantial gains were made all along the line. As was true last week, the largest advance was made in the wake of terrific air bombardment by Allied forces. On Tuesday 3000 planes



blasted a path through the German defenses opposite the American sector in the south. After it was over, our infantry advanced under an intense artillery barrage.

In Italy our forces have pushed to within ten miles of the city of Florence. Recently declared open by the Germans.

By far the biggest news of the
(Cont'd page 8)

HISTORICAL REPETITION?

THE SUPREME COMMAND ADHERES TO ITS DEMAND MADE ON SEPT 29, FOR THE IMMEDIATE DISPATCH OF THE PEACE OFFER TO OUR ENEMIES. OWING TO THE BREAK-DOWN ON THE MACEDONIAN FRONT, WHEREBY A WEAKENING OF OUR RESERVES IN THE WEST IS NECESSITATED, AND IN CONSEQUENCE OF THE IMPOSSIBILITY OF MAKING GOOD OUR VERY HEAVY LOSSES IN THE BATTLES OF THE LAST FEW DAYS, THERE NO LONGER EXISTS ANY PROSPECT, ACCORDING TO HUMAN CALCULATION, OF FORCING PEACE UPON OUR ENEMIES.

THE ENEMY IS REGULARLY BRINGING NEW AND FRESH RESERVES INTO ACTION. THE GERMAN ARMY STILL HOLDS FAST AND REPULSES ALL ATTACKS WITH SUCCESS. BUT THE POSITION GETS WORSE EVERY DAY AND MAY FORCE THE SUPREME COMMAND TO MAKE SERIOUS DECISIONS.

IN THESE CIRCUMSTANCES IT IS IMPERATIVE TO STOP FIGHTING IN ORDER TO SPARE THE GERMAN PEOPLE AND ITS ALLIES FURTHER USELESS SACRIFICES. EVERY DAY LOST COSTS THOUSANDS OF BRAVE SOLDIERS LIVES.

VON MÜNCHENBURG, G.F.M.

The above note was sent to the then Chancellor of Germany, Prince Max of Baden, on the third of October, in 1918. Germany had practically surrendered and shortly afterwards did sue for an armistice. There is good reason to believe that Hitler has been the recipient of several notes written in a similar vein but chooses to
(Cont'd on page 8)

BOB BLAST:

Editor.....Cpl M. Feldman
Sports Editor....S/Sgt H Hoover
Staff:

776th.....Sgt J. Kennedy
777th.....S/Sgt V Rice
778th.....T/Sgt Kaplan

CO's COMMENTARY

Recently I read an article in a newspaper in which the American Infantryman was described as the "unsung hero of the war".

Undoubtedly the doughboy is doing an excellent job under the most trying of conditions and any praise or recognition given him is not exaggerated.

However, I should like to put in a plug for the "unsung hero of the air", the aircraft mechanic of the Air Forces.

His is not a spectacular job that makes headlines, but ask the man who flies them whether any act of heroism in the air was not closely connected with the mechanical perfection of the plane in which they flew.

The job of the mechanic is similar to that of the race-horse trainer. They both strive desperately for perfection and their efforts are rewarded by the spectacular ride of the jockey on the one hand and the pilot on the other. Theirs is the satisfaction of knowing that through their efforts was the ship able to make the run that day; that with their nursing it will be able to make the run tomorrow.

It is my fond hope that this Group will consist of groundcrews who will all take personal pride in the performance of their particular ships. Their tasks are not thankless ones. If they are not lauded constantly it is not for lack of thought but rather due to the fact that the Army EXPECTS every man to excel in the performance of his duties.

Colonel A.L. Schroeder.

BOOK REVIEW.....Sgt J Shohy

This week it has been our pleasure to have encountered a book which holds such a grip on its reader that it is almost impossible to lay it down until finished. The title is "Bushido" the anatomy of terror, the story of what happens to a country when taken over by the Japs.

CHAPEL'S FLIMSY

As your chaplain I want to say a word about the chapel building we plan to construct.

Those who have consented to serve on the building committee are your representatives. Although they will be responsible for making plans and supervising construction they will welcome your suggestions. They want you to feel that it is your chapel. If you do something with your own hands I am sure it will help you feel that the building is yours. If you care to work when you have a few hours off or some evening I trust there will be something to do. I hope you will count it a privilege to make a financial contribution.

It is my prayer that when the chapel is complete we may have gained more than a structure of stone. May we also have that spiritual blessing which comes to men when they work harmoniously together for the glory of God.

Building Committee:

Lt Col Charles F McKenna
Capt Arthur B Robertson Jr.
Capt Robert L Wingfield
Lt John Lucue
Lt Sverre Jorgenson
T/Sgt Jarry K...
T/Sgt Earl W Harvey
S/Sgt William Mills
S/Sgt William Gilfillen
S/Sgt Robert Hiser
Sgt Daniel Leonard
Sgt Dexter Shalford
Sgt William Clarke
Cpl Raymond Spruck
Chaplain John Eastwood

Worship Services:

Protestant-Sunday-1100 & 2000
Catholic - Sunday 1830 & Tuesday 1800

Jewish - Friday 1900

The authenticity of the narrative is guaranteed by its author Alexandre Pernikoff. He was for many years a member of the French Secret Service and his word has been vouched for by many important people in America.

For those who desire a better understanding of our enemy, Jap and how he rules the people he conquers, we sincerely suggest you drop into Special Services and check out a copy of this book:

" BUSHIDO, the anatomy of terror."

News FROM WERS and WEBS

... -llaw ... -vlasolftaov rita i -
... -vltrol adog and
... -vltrol adog and
... "Jeds" juq od bib vltrol

BROOKLYN (CNS)--A kibitzer, peering over Dominick Ericolo's Shoulder while Ericolo and four cronies were playing pinochle in an empty lot, didn't care for Ericolo's card playing, so he stuck the stem of his briar pipe in Dominick's ear. The kibitzer, unknown to the other players, fled immediately and the police are still seeking him.

GOLDSBORO, N.C. (CNS)--Locked up on an intoxication charge when he was unable to pay his \$5 fine, Harry Hunt found a \$10 bill in his cell. Calling his jailer, he paid the fine, walked out, bought more whiskey. He was back in jail again that night.

NEWTON, N.C. (CNS)--A 29-year-old man serving a 50 year prison term for murder and a 19-year-old girl were married in the prison camp yard recently. The bride, who works in a cotton mill nearby, was permitted to remain with her husband for 30 minutes, after which she was returned to town by bus. (Discussed the war no doubt)

ELECTRIC PILOT USED IN FORTRESS BOMBINGS

CHICAGO (CNS)--The AAF has developed an electric automatic pilot device which permits a Flying Fortress bombardier to make course changes at the moment he is sighting his target.

The device which is being manufactured at a midwestern plant, is capable of making 300 flight corrections per minute. It has been in use since shortly after Pearl Harbor.

GI's who don't mind their places soon find themselves with well-slapped faces.

Eddie Barazcewski of the Bayonne Barzcewski is a flower ball gun on Lt Bob Garlick's "Little Gismo" a flak happy ship if there ever was one. Pushing his string wards that rainbow "fifty" Eddie had an experience the other day over G. Any that would qualify a wooden Indian for a Section 8.

Ignorised in his jammed ball turret with locked guns, Eddie was faced with the fact that if his rescuer loosened the wrong set of bolts--both turret and Eddie would bevalved from four miles up. A ball turret glides like a steel safe.

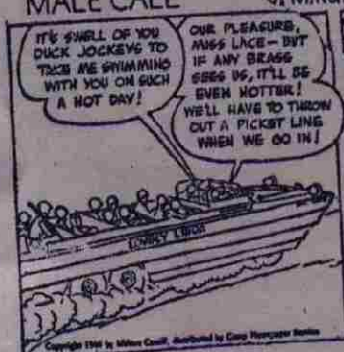
Eddie will always remain a little hazy about when his turret jammed. "Gismo" was peeling off the target away from flak when interphone called "fighters at 6 o'clock."

"I slew my guns in that direction but couldn't get as much as a 10 degree turn when the thing jammed and my guns locked at 45-degrees and down. I couldn't believe it but it didn't take long to be convinced. I was cursing and praying in the same breath. Then I just sat there and watched the fighters. They made four passes us--all from level or above instead of below--thank the Lord. The they went after another box of ships.

Out of the fighter belt, Eng. T/Sgt Bartrug, starting working on the turret. B-24s aren't built to land with a ball turret down. If they can't be hauled up you're supposed to drop them. And after the haul to Germany, the long voyage home can become a diabolical problem in gas consumption.

"Bartrug is the best engineer in the world, but I didn't like being the guinea pig, it's so easy to loosen the wrong bolts. I sweat-ed it for nearly four hours. He dismantled the whole top and he didn't turn a wrong lug.

MALE CALL



IT'S SWELL OF YOU DUCK JOCKEYS TO TALK ME SHIMMING WITH YOU ON SUCH A HOT DAY!

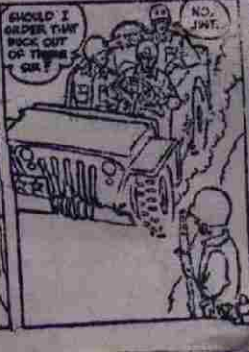
OUR PLEASURE, MISS LACE-- BUT IF ANY BRASS SEES US, IT'LL BE EVEN HOTTER! WE'LL HAVE TO THROW OUT A PICKET LINE WHEN WE GO IN!

by Milton Caniff creator of "Terry and the Pirates"



CHEESE IT! TWO STARS ACOMIN' LIKE SIXTY!

TOO LATE TO RUN-- AND YOU CAN'T STAY UNDER WATER... I HAVE AN IDEA!



SHOULD I SUGGER THAT BOCK OUT OF THERE SIR?

NO, JIM.

BEACHHEAD FEINT



WELL THOSE MEN THEY'LL HAVE TO PAINT MORE CLOTHES ON THAT PIN-UP! REY CH, SEROJANT!

The Missing Service Record

by.....Sgt. J. Kennedy.....

THE MISSING SERVICE RECORD

"We just gotta find it! Why does everything have to go wrong when the Inspector's coming?" exclaimed S/Sgt Clopton of the fighting 76th.

A crisis had arisen in the orderly room. Action had to be taken, and fast, if our side was to avert a serious setback. A service record had been lost. That encyclopedia of a GI bird without wings, just wasn't to be found.

"I left it right there on my desk, and now where is it?" Clopton demanded, looking accusingly at the other typewriter commandos in the office.

"So what, said Sgt Franciscus belligerently. That guy is one of the new men. He's always beefing about something. Last week he was in here complaining about the pay he received. Said he had paid the laundry bill five times and we got him charged with it again. Does he think we make mistakes like that here?"

"So what?" angrily retorted Clopton. "Look he's a goldbrick. If I had my way he'd be working for Beans. He'd work him. Look how he works these Italians, but we gotta find his service record just the same.

"He was in here yesterday," continued Clopton. "He only works twelve hours a day, and yet he wants a day off. Doesn't he know there's a war going on?"

"Look how hard we work" sobbed Sgt Leonard. "Just keeping track of all these changes in Army Regulations is enough to drive us crazy. There's that regulation on indorsements for example. A.R. 615-385, paragraph 6, section 8, as revised by changes 2, 3, and 7, provides for double spacing in the heading.

"But" Leonard continued despairingly, "before we can type the letter, we have to check Air Force Memorandums, Wing Directives, War Department Bulletins, and then there's these letters from Group."

"Now see here fellows," Chief clerk Clopton again. "I know we work long hours. We're doing our share. If you guys would type an official letter once in a while, we'd get something done too. This," said Clopton, waving a letter, "is the first one I've written home today. Hnn---seems kinda heavy---nope it can't be-----" Embarrassed, Clopton extracted the missing service record from the envelope and slumped into a chair.

SYMPHONY IN "8"

by.....Sgt J. Kennedy.....

"It's awful," groaned Sgt [unclear] commenting on the artistic performance of Cpl "Signor" Boulay, violinist virtuoso of the 76th.

Cpl Boulay has bought a violin. Yes it's a real "Guarnerius" made in '76. Three months have elapsed since he made the purchase for 15,000 Lire, and for three months complaints have been reaching us in mounting crescendo.

"That barber is responsible for it all," said Cpl Kovitsky plainly. "Why did he promise to give lessons until Boulay could play the thing? Boulay can't take him back to America."

"I work hard. I get tired. Very tired. I need my sleep, but now

can I sleep? I'm laying on my bunk - my eyes close - I start to breathe heavy - I'm asleep. ****It ain't human! How can I describe it? It begins with a wailing note - the wailing goes jerky - it turns and turns. What kind of guy was that Guarnerius? Why did he put --- "that" --- note in his violin? Boulay plays it - he always hits it. He can do a rumba. I twirl all over. Now! I'm out of bed and half way out of the tent. For God's sake! What's happenin'? This just can't go on." sobbed Cpl Speer.

Boulay won't part with his violin; he hopes to master it before returning to the States. Perhaps he's too optimistic... Andrien, forewarned of the new threat to its domestic tranquility, may tighten up the Immigration Laws.

SCOOP and BOOP from SQUADRON

777TH UNDERGROUND REPORT

by.....VIC RICE.....

After a long period of confinement to the hospital due to a fractured ankle, Stanley Taylor is back in camp again. From the way he is lackadaisically sitting around it's obvious that howls afflicted with some sort of ailment while at the hospital, neuritis or something. To quote Taylor, "The nubes aren't a bit plain".

The military expert of the sq Joseph Procidá, says that since the Russians were able to take Minsk in a surprising encircling movement, then advanced on Pisk right through the Pripot Marshes the fall of Dvinsk is not far behind. Moreover, with the fall of Lanza, Karsava and Iokhama, let alone Wlodava, Grodirzezo, Kolonevico, Zandoda and Czorna, it won't be necessary to have to learn how to pronounce Baranowicz.

Carl Matuszczyk is taking vitamin pills again, trying to regain the two and a half pounds he lost through missing breakfast two mornings in succession. It is hoped that his efforts will be successful; his familiar shape would be missed by all.

For sheer persistency in the face of insurmountable difficulties, a citation for Joseph Dda whose mustache, after several weeks of cajoling cultivation, is just beginning to show, putting all his would be hecklers to shame.

For information of all self-styled Don Juans: a sweeping conquest was made by big Howard Cagol when a little Red Cross girl consented to pose with him for a snapshot. The passionate manner in which he crushed her to him was reminiscent of the good old silent movie days.... Cagol is longingly sweating out all Red Cross trucks for her return.

But as far as we're concerned the search is on for Reika's harem sisters. The stimulation aroused at the show last Wednesday will positively not subside. The air traffic to Tun- is has become a major problem.

STRAIGHT FROM THE 78TH

by.....

T/Sgt "Nails" Kaplan
& S/Sgt "Fish" Viereck

"Smilin' Jack" Martin is wearing "railroad tracks".... congrats.... This supply Sgt Jim "Killer" McRae working on a new secret weapon when he burnt his hand the other day???. Captain "Deacon" Ware and his crew returned from MIA the other day & left for the States last Sunday. We'll miss them the best!!!!!! Who are the three GI's who hid in the closet when the senecita's husband came home???. Is "Fish" Viereck bucking for a Section 8 with his exhibition-- dry-land fishing???? Squadron Operations is getting more like LaGuardia. Airport every day, what with everyone calling up daily for "Reservations" for Bari, Rome, Naples and other live spots..... Stanley Lapinski is in for his fourth Oak Leaf Cluster.... 2 are for ME109's and 2 for missions accomplished..... good boy Stanley! This reporter for one is taking Chaplain Eastwood's advice as per his "Flimsy" in last week's Bomb Blast.... there is too much needless swearing going on around camp.... what's more I've got plenty of hair on my chest too... Great going on at the Officer's Club... the opening nite was the 20th and all missions were reflown.... how the wind howled the next day!!! Despite numerous obstacles and other difficulties the 78th Service Club will be opened by the time you read this... plenty of refreshments---and good too--- Ten best laws..The airplane will behave to stay when they start laying billboards flat on the ground.... 1st Lt Jack "Nose Gun" Bellman is up for reclassification as a 612..he's the best customer in the PX for "Red Dog" chawin' terbaccar.... High man on missions is Mike Yuryev with 43...7 to go..... let's see... one, two, three Mike! The Hill is getting to be quite a city with all the stone buildings going up.....think they'll need them?????

What's Cooking



MOVIES:

Sun & Mon, 30 & 31 July
 "JAM SESSION"
with.....
 Ann Miller and
 Five popular bands

Tues & Wed, 1 & 2 Aug
 "BATTLE OF CHINA"
also.....
 Short subjects

Thurs & Fri, 3 & 4 Aug
 "NEVER A DULL MOMENT"
with.....
 Ritz Brothers
 Frances Langford

BASEBALL:

Sun 30 July - 464 vs 565 SS
 Mon 31 July - 464 vs 387 SS
 Tues 1 Aug - 464 vs Guard Sq
 Thurs 3 Aug - 464 vs 387 SS
 Fri 4 Aug - 464 vs 565 SS

SOFTBALL:

Diamond available to all who wish to play.

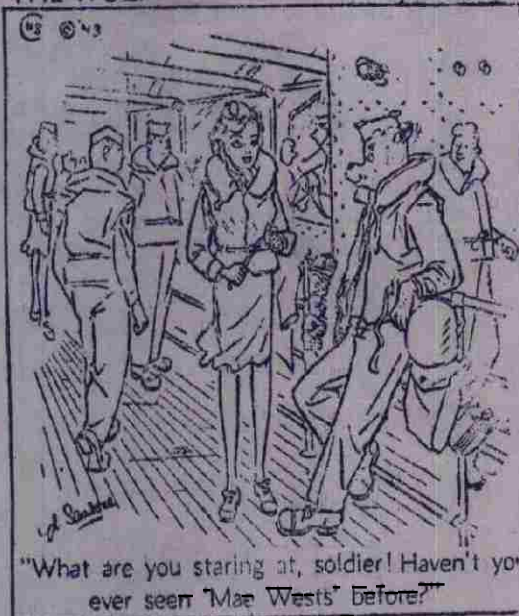
SWIMMING:

Italian District Number 2 Swimming Meet will take place on the 1st, 2nd and 3rd August, at Bari. A REAL SHOW!!!

Minneapolis (CNS) - Charl Fagelund, 82, felt young again so he started to climb a tree. At the Minneapolis General Hospital, his knee fracture is "improving" they say.

THE WOLF

by Sansone



FRANCE --- Pvt George Lemelin, who landed with the Engineers on D-Day, received word the other day that his draft board in Detroit had granted him occupational deferment for one year--as an essential worker.

CHICAGO (CNS)-- A tall stranger, munching a sandwich in a Chicago restaurant, protested when charged 19 cents for a tid-bit. After learning who the stranger was the restaurant subsequently cut the sandwich price to its OPA level-- a dime. Name of the customer: Henry Morgenthau, Secretary of the Treasury.

DENVER, Col (CNS) Asked how he spent his pay Sgt Sargent replied: "I spend the greater part of my monthly income maintaining civilian morale."

WITS and ERRORS

by.....S/Sgt Herbert C Hoover



Lt. Con. Mickey Cochran's Great Lakes Blue Jacket Baseball Team now has won sixteen games, while losing none.... Cochran's victims included the Chicago Cubs, the Pittsburgh Pirates, The Milwaukee Brewers and the Philadelphia Athletics.

When Max Baer was heavy-weight champion of the world his manager owned 25% of his contract, Han Lorimer another 25%, his father claimed 10% and a few more guys claimed 15% which left Maxie holding only 25% of himself.

"You see" said Maxie, "I thought there was 1000% in everything, like in baseball, so I thought I had plenty left. Boy! Was I surprised!!"

Bob Pastor is now the PT Officer at Randolph Field Texas. He graduated from OCS last November at Miami Beach Fla.

Sgt Joe DiMaggio, the well-known San Francisco Lasagna financier, hasn't lost in his batting punch. He clubbed out four home runs in four games recently at a south Pacific base.

Ordered for induction:

Ed Hueser, Cinn. pitcher....
 Charlie Metro, Detroit out-
 fielder....Rollie Hemsley----
 Yankee catcher...Al Unsor,
 Detroit Catcher.

Lt Byron "Whizzer" Walto, famed football flyer of the University of Colorado and the Detroit Lions, has received the Bronze Star for his service in the "Little Beavers" Destroyer Squadron which five times has bombarded Jap bases in the south Pacific.

The softball diamond is now ready for use!!! Hq. has its team ready to go; 777th Engineers are ready and the boys who guard our field have a good team worthy of your steel. So let's get those teams up here to S/Sgt Hoover.

OVERHEARD*****

77th EM Club.....
 "I don't see how the club can give us free beer and water-melons, do you?"

Hq. EM Club.....
 "What do you mean, chow hound! This is only my 26th hot cake!"

Hq. Off Club.....
 "I just sent my wife some stamped envelopes."

On the line.....
 They just grounded my ship for a dusty catwalk."

79th Area.....
 Hey Passano! You sell me your field jacket, yossss?"

Over the Target.....
 What are those little black puff .

During a break in the film.....
 *&'###"?/-XZ)##\$"-QR-&"XK&Z.

FAMOUS LAST WORDS:

"I'm going to be the first pilot to crash land with a full bomb load."

OFFICER'S VOLLEYBALL TEAMS ROUNDING INTO SHAPE

Although no entries have been made as yet in the Officer's Volleyball League, several good teams are playing and getting into shape. Hq Det Officers are all ready to go and have won several games in practice sessions. 776th and 777th Officers are also playing. Lt "Tex" Biddle and "Doc" Goodfried of the 78th are looking for men interested in forming a team. The same goes for Lt. Hetzel and Capt. Timmons of the 779th. Let's get these teams formed and some real competition. This writer says that the Hq team looks like the winner already. (ED: Written by a Hq man)

464TH SWIMMERS COMPLETE AUG 1-2-3

The 464th swimmers will leave for Bari to participate in the Italian #2 District Swimming Meet on 31 July. The Meet will be held on the 1, 2, 3 of August. It should prove to be.... "quite spectacular".

TEUTONS TOPPLING

cont'd from page 1.

week, however, was the attack on Hitler's life and the stories of riot and revolt that followed. Many of these stories are, of course, unfounded but it is evident that a crisis is fast approaching in Germany and if it once gets out of hand, anything can happen.

The Junkers, Germany's diod-in-the-wool militarists are not averse to slaughter so long as they are not the victims, but they revolt at the sight of German BLUE BLOOD being spilt and especially in such large quantities.

On Tuesday, Marshall Stalin announced the capture of the fortress Lublin, on the way to Warsaw. All along the eastern front the Germans were forced to retreat or be killed. This was especially true in the north where the Russians have cut the railroad running northwest into Riga -- the last good escape line for the Germans in this sector.

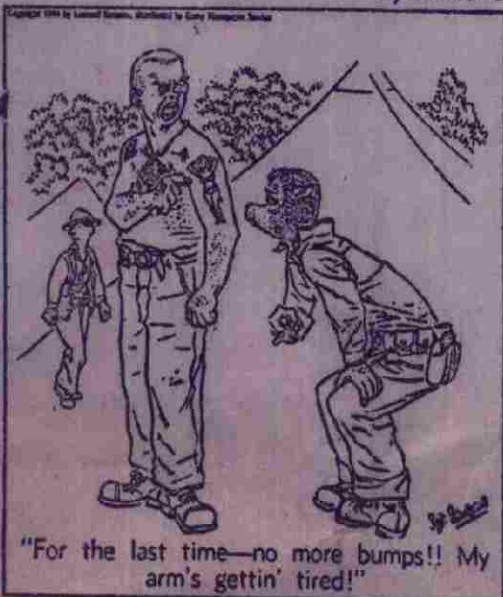
In the Pacific, the landings on Tinian and Guam islands are progressing successfully and the Japs are being thoroughly beaten on in both places.

Jap shipping was again pounded wherever encountered and several freighters and smaller vessels were sent to the bottom.

The remnants of the Jap 18th Army in New Guinea is being methodically hacked to bits by General MacArthur's forces.

THE WOLF

by Sansone



HISTORICAL REVOLUTION???

Cont'd from page 1.

disregard them. He and his gang have too much to lose!! Surrender means suicide to them. HITLER WILL NOT SURRENDER OF HIS OWN FREE WILL! NO MATTER HOW HORRIBLE THE COST IN GERMAN LIVES. HE AND HIS BLOOD-THIRSTY PLAYMATES MUST FIRST BE EXTERMINATED.

Picture what has been going on in Germany during the Nazi regime. Hitler, Goering, Goebbels, Himmler, Schacht and many others have been acquiring vast fortunes wrested from the hands of helpless minorities. Will the fruits be stolen? Not if they can help it! Where in the world can they go and live unmolested by an aroused populace? Germany is their only haven and Germany will be theirs until it is crow-barred from their clutches.

The present so-called revolt?? The instigators are as cruel and haughty a crew as ever faced the courts of the Spanish Inquisition. The Junkers!!! They are NOT in the least concerned about the well-being of the German people as a whole. Their only concern is the maintenance of the "landed gentry" in Prussia. The particular part of Germany in which they hold sway, Prussia, is the direct antithesis of democracy; a feudalism of the worst kind which they hope to salvage by indulging in "revolutions". WE MUST ACCEPT NO COMPROMISE!!!! THE JUNKERS ARE NO MORE ACCEPTABLE TO FREEDOM-LOVING PEOPLE THAN HITLER HIMSELF. LET THE FRANKENSTEINS SUFFER IN THE DISILLUSIONMENT OF THEIR MONSTER TURNED AGAINST THEM.

We haven't MUCH more to go. Let's make sure we do a good job this time, rather than accept ANYTHING hurriedly. WE MUST SHOW THE PEOPLE THE ERROR OF THEIR WAYS. WE MUST SHOW THEM THAT DEMOCRACY DOES WORK. WE MUST POINT OUT THE BENEFITS OF A FREEDOM WHICH THEY HAVE MISSED FOR SO LONG. WHEN THIS IS DONE, AND A THORN REMOVED FROM THE WING OF THE DOVE, THEN CAN WE SAY THAT FUTURE WARS HAVE BEEN AVERTED.

DECLASSIFIED
DOD DIR 5200.9

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location APO 520, U.S. Army Command or AF 15th A.F.
Group 464th Bombardment Group (B) Squadron 776 Bombardment Sq.

SPECIFY: Point of Departure AAB, Pantanella, Italy Course W.N.W.
Target Toulon Type of Mission Bombing

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Weather-Clear with slight haze Visibility 15 to 20 Miles

GIVE: (a) Date 5 July 1944 Time 1245B Location 43°08'N - 05°55'E
of last known whereabouts of missing aircraft.
(b) Specify whether: () Last Sighted () Last Contacted by Radio
(X) Forced Down () Seen to Crash; or
() Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
() Enemy Aircraft (X) Enemy Anti-Aircraft () Other circumstances as follows: Plane exploded at 20,000 feet

AIRCRAFT: Type, Model & Series B-24H AAF Serial No 42-52484

ENGINES: Type, Model & Series R-1830-43 AAF Serial No (a) CP 302549
(b) CP 302581 (c) CP 302458 (d) CP 312339

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) Browning MG-M2 Cal .50 952219 (b) Browning MG-M2 Cal .50 951869
(c) " " " 951307 (d) " " " 951569
(e) " " " 951189 (f) " " " 951317
(g) " " " 951331 (h) " " " 951965
(i) " " " 951266

PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty () Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATION- SHIP, AND ADDRESS
Pilot	Grunewald, Edward A.	2d Lt.	0799385	Mrs. Jane Grunewald, Wife 2212 Carlton St, Fort Worth, Texas
CO-Pilot	Newborg, William T	2d Lt.	0750699	Mrs. Mary T Newborg, Wife 604 Broad Street, Phenix, City, Alabama
Navigator	Porter, John D	2d Lt.	0811739	Mrs. Dennis E Porter, Mother 20 Kingsbury St, Framingham, Mass.
Bombardier	Wooding, Edmund C	2d Lt.	0743805	Mrs. Pattie J Wooding, Wife 5279 Magnolia Ave, Riverside, California
Radio-Opr-Gunner	Allen, Kenneth F	T/Sgt.	37266081	Mrs. Ruth F Allen, Mother Route #3, Kearney, Nebraska.
Top Turret-Gunner	Creswall, Ory E	T/Sgt.	14181616	Mrs. Miriom Creswell, Wife 6709 Division Ave, Birmingham, Alabama
Waist-Gunner	Higgins, Jr Joseph S	S/Sgt	17160747	Mrs. Anna M Huggins, Mother Box 219, Potosi, Missouri
Waist-Gunner	Lubiewjewski, Walter J	S/Sgt	13110552	Mrs. Antonina Lubiejewski, Mother, 1307 German St, Erie, Pa.

~~CONFIDENTIAL~~

Tail-Gunner Rosenfeld, Abraham (NMI) Pvt. 33289576 Mrs. Cussie Rosenfeld,
Mother, 2041 Whiteman St. Pittsburg, Pa
 Ball-Turret-Gun Holcombe, Foy L S/Sgt. 14182096 Mrs. Francis Holcombe, Father
Route #2, Hamilton, Alabama

1. _____
2. _____

IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL NO.	Contacted			Last		Saw
			by Radio	Sighted	Crash	Forced Landing		
<u>Virgil F Walker</u>	<u>2d Lt.</u>	<u>0707455</u>						<u>X</u>
<u>James E Parker</u>	<u>T/Sgt.</u>	<u>17161429</u>						<u>X</u>
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____

1. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 (8) Parachutes were used () Persons seen walking away from scene of crash
 () Any other reason (specify) One of the eight (8) parachutes was seen burning.
2. ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
3. ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
4. ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (if no search, so state giving reason) No search was made as plane exploded over enemy territory.

Date of this Report: 7 July 1944

Signature of Officer _____

- 3 Incls:
- Incl 1 - Sketch of approx location of aircraft exploding.
 - Incl 2 - Eye Witness Report of 2d Lt Virgil L Walker
 - Incl 3 - Eye Witness Report of T/Sgt. James E Parker

~~CONFIDENTIAL~~

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location Pantanello Air Base, Italy Command or AF 15th AF
Group 464 Bombardment Group (H) Squadron 778 Bombardment Sq (H)

SPECIFY: Point of Departure Pantanello Air Base, Course 930
Target Blechhammer, Type of Mission Italy
Germany Bombing

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
3/10 to 4/10 cumulus top 16,000 feet target

GIVE: (a) Date 7 July 1944 Time 1120B Location 5020N-1820E
of last known whereabouts of missing aircraft.
(b) Specify whether: Last Sighted () Last Contacted by Radio
() Forced Down () Seen to Crash; or
() Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
() Enemy Aircraft Enemy Anti-Aircraft () Other circumstances as follows:

AIRCRAFT: Type, Model & Series B-24 H AAF Serial No 42-95229

ENGINES: Type, Model & Series B 1830-43 AAF Serial No (a) CP 310176
(b) CP 389397 (c) CP 320379 (d) CP 310931

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) BROWNING 50 CAL L Nose 1187556 BROWNING 50CAL R Nose 1187324
(c) L Upper 1187814 R Upper 1188121
(e) L Waist 1185331 R Waist 1185553
(g) L Ball 1187418 R Ball 1187178
L Tail 1187390 R Tail 1187902

PERSONNEL LISTED BELOW REPORTED AS: Battle Casualty () Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers none Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATIONSHIP, AND ADDRESS
Pilot	WESTLAKE JOHN	W 2d Lt	0-686614	Mrs John Henry Westlake, mother, 1311 SBradock Ave, Pitts, Pa
CP	YOAST CHARLES	F/O	T-122218	Mrs Samuel Houston Yoast, mother, Rte 1, Box 699, Ft Worth, Texas
N	MYDLAND JAMES	L 2d Lt	0-748086	Mrs Dora Ann Mydland, wife 77 S Wheeler, St Paul, Minn
B	Mc KE ROBERT	O JR. 2d Lt	0-691650	Mr R.C. McKee, Sr, father 5846 SHorrier Pl, NW, Washington, DC
EG	DOWNEY EARL	P T Sgt	39193520	Mrs Marie Downey, mother Cambridge, Idaho
AEG	MAJORS ELWIN	L S SGT	38336404	Mrs Marcella P Majors, wife Belleville, Arkansas
ROG	BRANDIS RAYMOND	L T SGT	16141920	Mrs Inez Brandis, mother 3415 Northdale Street, Lansing, Mich

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AG	FRANKENFIELD	HERBERT	W	S SGT 35632489	Lloyd Frankenfield, father RR #2, Novada, Ohio
AG	HORN	WILLIAM	F	S SGT 35131885	Mrs Georgia Horn, mother 427 Park Ave, Lexington, Ky
AG	FRANCIS	HOLLEY	R	S SGT 15130201	Frank W Holley, father Windsor, Ohio

IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL NO.	Basis for Same		
			Contacted	Last	Saw
Frank L. Barnes	Sgt	36399787			X
Gordon J. Reed	S Sgt	36278541			X
Jesse O. Franklin	2d Lt.	0-913015			X

2. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used () Persons seen walking away from scene of crash
 () Any other reason (specify) _____

3. ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.

4. ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

5. ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (if no search, so state giving reason) _____

Date of this Report: 9 July 1944

Signature of Officer _____

4 Incls:

- Incl 1 Statement Barnes
- Incl 2 Statement Reed
- Incl 3 Statement Franklin
- Incl 4 Sketch

CARL V. HARDY
 Capt, AC
 Adj

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location Pantanello Air Base, Italy Command or AF 15th AF
Group 464th Bombardment Group (H) Squadron 778th Bomb Sq (H)

SPECIFY: Point of Departure Pantanello Air Base Course 90°
Target Blechhammer Type of Mission Bombing
Germany

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:

3/10 to 4/10 cumulus top 16,000 feet target
1105B

GIVE: (a) Date 7 July 1944 Time 1108B Location app 4915N-1840E
of last known whereabouts of missing aircraft.

(b) Specify whether: () Last Sighted () Last Contacted by Radio
() Forced Down () Seen to Crash; or
(xx) Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)

() Enemy Aircraft () Enemy Anti-Aircraft () Other circumstances as follows: Unknown

AIRCRAFT: Type, Model & Series B-24 H AAF Serial No 42-52489

ENGINES: Type, Model & Series R 1830-43 AAF Serial No (a) BP 400722
(b) BP 303289 (c) 42-43748 (d) CP 303317

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)

(a) BROWNING 50CAL L Nose 951166 (b) BROWNING 50CAL R Nose 951340
(c) BROWNING 50CAL L Upper 951489 (d) BROWNING 50CAL R Upper 951705
(e) BROWNING 50CAL L Ball 951818 (f) BROWNING 50CAL R Ball 951224
(g) BROWNING 50CAL L Waist 950071 (h) BROWNING 50CAL R Waist 951261
(i) BROWNING 50CAL L Tail 952130 (j) BROWNING 50CAL R Tail 957175

PERSONNEL LISTED BELOW REPORTED AS: (xx) Battle Casualty () Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers none Total 10

(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)		RANK	SERIAL NO	NEXT OF KIN, RELATIONSHIP, AND ADDRESS
Pilot					
P	Green	Earcel	H	2d Lt 0-813690	Albert E Green, Father, RFD #1, Campbell, Mo
CP	GULLEDGE	ROY	L	2d Lt 0-818145	Mrs Katie F (Stewart) Gullledge, 828 E Duffy St, Savannah, Ga, wife
N	WINBERG	GEORGE	O	2d Lt 0-7-3355	Marie E Winberg, mother 2825 Yosemite Ave, Alameda, Calif
B	COBB	NEAL	T	2d Lt 0-699510	Mr Cornelius H Cobb, father 1804 LaPorte Ave, Whiting, Ind
EG	DAVIS	CLAUDE	H JR	T Sgt 34708368	Claude B Davis, Sr, father 605 Cotton Ave, Mufauls, Ala
ROG	ELLIOTT	JACK	E	T SGT 13119201	Jane A Elliott, wife 110 N Auburn Ave, Richmond Va
AG	ROWLAND	GERALD	E	SSgt 37109806	Gertrude A Howland, mother 331, 2nd Ave West, Cresce, Iowa

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AG · HOUSTON JESE C S SGT 13064943 Mrs Annie L Roth-
will, mother, 2320 Fairmount Ave, Richmond, Va

AG SCHIANCA JOHN J S SGT 31106819 Enrice C Schianca, father
131 High Street, Thompsonville, Ct

ag Barker Andrew 0 S SGT 34776541 Esther T Parker, mother
311 2nd St, N. Wilkesboro, NC

1. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIR-
CRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL NO	Contacted	Last	Saw
Sherman E. Martin	1st Lt	0-681156			X

IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used Persons seen walking away from scene of crash
 Any other reason (specify) No reports whatsoever on this airplane and crew.

- ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
- ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
- ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (if no search, so state giving reason) No search, Plane not seen or heard from.

Date of this Report: 9 July 1944

Signature of Officer _____

2 Incls:
 Incl 1-Statement Martin
 Incl 2-Sketch

CARL V. HARDY
 Capt, AC
 Adj

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location PANTANELLA ATR BASE Command or AF 15TH AF
Group 461TH BOMB GROUP (H) Squadron 779TH BOMB SQ. (H)

SPECIFY: Point of Departure PANTANELLA AIR BASE Course BLECHHAMMER, GERMANY
Target BLECHHAMMER Type of Mission BOMBING
GERMANY

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
3/10 TO 4/10 ALTO CUMULUS

GIVE: (a) Date 7 JULY 1944 Time 1124 Location 50°15'N 18°25'W
of last known whereabouts of missing aircraft.
(b) Specify whether: (x) Last Sighted () Last Contacted by Radio
() Forced Down () Seen to Crash; or
() Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
() Enemy Aircraft (x) Enemy Anti-Aircraft () Other circumstances as follows:

AIRCRAFT: Type, Model & Series B 24-G AAF Serial No 42-78350

ENGINES: Type, Model & Series B 1830-65 AAF Serial No (a) EP-432682
(b) EP-435925 (c) EP-435626 (d) EP-432340

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) BROWNING 50 CAL M1 1239323 (b) 1248896 985197
(c) 1248728 (d) 1248799 985454
(e) 985183 (f) 1248896
(g) 985502 (h) 1248686

PERSONNEL LISTED BELOW REPORTED AS: (x) Battle Casualty () Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATION- SHIP, AND ADDRESS
Pilot	MURPHY, SCOTT S.	1ST LT	0736553	WIFE MRS FANNY S. MURPHY, MONTEREY PENINSULA COUNTRY CLUB, DEL MONTE, CALIF.
CO-PILOT	DUNN, PAUL S.	2D LT	0799355	FATHER MR CHARLES W. DUNN, 47 BALDWIN ST. NEW BRUNSWICK, N. Y.
BOMBARDIER	KEESEE, MORRIS D.	2D LT	0694465	MOTHER MRS FRANCIS M. KEESEE, 350 PARK AVENUE, LEXINGTON, KENTUCKY
NAVIGATOR	STRAND, GWEN S.	2D LT	0707808	FATHER MR. SYDNEY STRAND, 1602 SO. 80TH STREET., MILWAUKEE, WIS.
ENGINEER	WESTLEY, CLARENCE G.	SGT	15329082	FATHER MR. GEORGE WESTLEY, 13117 BENWOOD AVENUE, CLEVELAND OHIO
ENGINEER	BRAMEL, HERSCHEL A.	S/SGT	31131493	WIFE MRS DOROTHY BRAMEL, 1727 CAMBRIDGE ST., CAMBRIDGE, MASS.
RO GNR	LUDDEN, ROBERT W.	SGT	331997	WIFE MRS. CORNELIA N. LUDDEN, 116 S. PITT ST., ALEXANDRIA, VA.
ARMORER GNR	MC GAUGHEY, JAMES W.	S/SGT	3755159	WIFE MRS. EMILY MC GAUGHEY, 1789 BENSON AVE. ST. PAUL, MINN.

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ENGINEER COFFER HAROLD R. SGT. 37501004 MOTHER MARY E.
 COFFER, BLAIR, CAMDEN, MO.
 ARMORER GNR VINOLUS, JAMES D. SGT. 12198962 MOTHER ELLEN
 VINOLUS, 95-90 DELL ST., LACKAWANNA, NEW YORK

IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIR-
 CRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL NO	Contacted		
			Last	Saw	
			By Radio	Sighted	Crash Forced Landing
HARY A. STROUD JR	1ST LT	0725371			X

- IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used Persons seen walking away from scene of crash
 Any other reason (specify) NO PARACHUTES WERE SEEN TO OPEN FROM THE AIRCRAFT.
- ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
- ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
- ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (if no search, so state giving reason) NO SEARCH WAS MADE AS AIRCRAFT WAS SEEN TO LOOSE ALTITUDE OVER ENEMY TERRITORY.

Date of this Report: 9 JULY 1944

Signature of Officer _____

- 2 Incls:
 Incl 1 - Statement of Lt Harry A. Stroud Jr (octu)
 Incl 2 - Map of area where plane was last seen (octu).

ARTHUR E. CHAMBERS,
 CAPT., AIR CORPS,
 EXECUTIVE OFFICER

~~CONFIDENTIAL~~
 WAR DEPARTMENT
 HEADQUARTERS ARMY AIR FORCES
 WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location PANTANELLA AIR BASE Command or AF 15TH AF
 Group 464TH BOMB GP (H) Squadron 777TH BOMB SQ (H)

SPECIFY: Point of Departure PANTANELLA AIR BASE Course TO YUGOSLAVIA TO NEUSTADT
 Target BLECHHAMM Type of Mission BOMBING TO TARGET TO BASE

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
CLEAR, SLIGHTLY WINDY

GIVE: (a) Date 7 JULY 1944 Time 1110 Location ISLAND OF KORDULA,
 of last known whereabouts of missing aircraft. YUGOSLAVIA
 (b) Specify whether: () Last Sighted () Last Contacted by Radio
 () Forced Down (X) Seen to Crash; or
 () Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
 (X) Enemy Aircraft () Enemy Anti-Aircraft () Other circumstances as follows: _____

AIRCRAFT: Type, Model & Series B-24G AAF Serial No 42-78241

ENGINES: Type, Model & Series R-1830-65 AAF Serial No (a) BP-426203
 (b) BP-426225 (c) BP-432307 (d) BP-428557

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)

(a) <u>RR-967984</u>	(b) <u>LM-967946</u>
(c) <u>LN-9877706</u>	(d) <u>RM-967419</u>
(e) <u>LP-979004</u>	(f) <u>LW-967864</u>
(g) <u>RT-968074</u>	(h) <u>RW-977791</u>

PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty () Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
 (Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATION- SHIP, AND ADDRESS
GUNNER	<u>Pilot HUGHES, HUBERT W</u>	<u>S SGT</u>	<u>36681322</u>	<u>MR & MRS HARRY W HUGHES</u> <u>ROSEVILLE, ILL., MRS. MURIEL A. HUGHES (W), PENCE, INDIANA.</u>
GUNNER	<u>DOMINETTO, JOE (MIA)</u>	<u>S SGT</u>	<u>36677580</u>	<u>MRS MADDELINE DOMINETTO</u> <u>MOTHER, MRS. EDITH DOMINETTO (W) 130 MOMUND ST. E. PEORIA, ILLINOIS.</u>
<u>THE FOLLOWING NAMED CREW MEMBERS HAVE RETURNED.</u>				
PILOT	<u>JUDY, CLYDE S.</u>	<u>2D LT</u>	<u>0-750505</u>	
Co-PILOT	<u>DE LAWDER, ROBERT K</u>	<u>2D LT</u>	<u>0-822933</u>	
NAVIGATOR	<u>COSTELLO, JAMES J.</u>	<u>2D LT</u>	<u>0-709297</u>	
BOMBARDIER	<u>GUAY, FRANCIS A.</u>	<u>2D LT</u>	<u>0-706850</u>	

~~SECRET~~

ENGINEER	WILSON, DELBERT T.	T SGT	34635415
GUNNER	OVERTURE, CECIL S.	S SGT	37258493
GUNNER	LAWSON, FREDERICK L.	S SGT	35706938
GUNNER	FUCCELLO, MARK G.	PFC	32247767

1. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL NO	COLLECTED		
			By Radio	Sighted	Crash
DE LAWDER, ROBERT K.	2D LT	0-822933			X

IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used () Persons seen walking away from scene of crash
 () Any other reason (specify) ONE PARACHUTE DID NOT OPEN.

- ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
- ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
- ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (if no search, so state giving reason) NO SEARCH.
PLANE EXAMINED BY CREW MEMBERS ON ISLAND AFTER CRASH.

Date of this Report: 14 JULY 1964

Incls: _____
 Signature of Officer E. D. TRUETT,
 CAPT., AC
 AJD.

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location PANTANELLA AB, ITALY Command or AF 15th AF
Group 464 Bomb Gp (H) Squadron 779 Bomb Sq (H)

SPECIFY: Point of Departure PANTANELLA AFB BASE Course Vienne
Target VIENNA Type of Mission BOMBING

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
CLEAR

GIVE: (a) Date 8 July 1944 Time 1045 Location 4810N-1645E
of last known whereabouts of missing aircraft.
(b) Specify whether: () Last Sighted () Last Contacted by Radio
() Forced Down () Seen to Crash; or
() Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
() Enemy Aircraft () Enemy Anti-Aircraft () Other circumstances as follows:

AIRCRAFT: Type, Model & Series B-24 H AAF Serial No 42-52549

ENGINES: Type, Model & Series R 1830-42 AAF Serial No (a) CP 303320
(b) CP 3033309 (c) CP 303384 (d) CP 303377

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) BROWNING 50 CAL M1 1056642 (b) 1054923 885549
(c) 1056258 (d) 881877 220144
(e) 220893 (f) 1058567
(g) 220881 (h) 220557

PERSONNEL LISTED BELOW REPORTED AS: () Battle Casualty () Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATIONSHIP, AND ADDRESS
Pilot	<u>VARNER, BENJAMIN K JR</u>	<u>2D LT</u>	<u>0697511</u>	<u>WIFE MRS CATHERINE L VARNER, FARMER, NC</u>
CO*PILOT	<u>CHIARELLO, BRUNO J</u>	<u>2D LT</u>	<u>0764225</u>	<u>MOTHER MRS CLEMENTINE CHIARELLO, 516 OREGON AVE, GRANTWOOD, NJ</u>
BOMB	<u>SINISI, JOHN</u>	<u>2D LT</u>	<u>0711325</u>	<u>WIFE MRS JORDENIA M SINISI 6725 AVE "G" HOUSTON TEXAS</u>
NAV	<u>BRAVE, LLOYD L</u>	<u>2D LT</u>	<u>0711610</u>	<u>WIFE MRS HELEN BRAVE, 1257 10th ST, FARGO, N D</u>
ENG	<u>QUESADA, ARISTO G</u>	<u>S SGT</u>	<u>39280360</u>	<u>MOTHER MRS EMELIA QUESADA, 2504 GLEASON AVE, LOS ANGELES CALIF</u>
ENG	<u>GIRASOLE, ALDO B</u>	<u>S SGT</u>	<u>32804562</u>	<u>MOTHER, MRS IDA GIRASOLE, 7803 14TH ST, BROOKLYN, N.Y.</u>
ENG	<u>GREGORY, JOSEPH C JR</u>	<u>SGT</u>	<u>34537560</u>	<u>WIFE, MRS FRANCES GREGORY, 4844 ASTRAL ST, JACKSONVILLE, FLA.</u>
ENG	<u>PHILFER, CHARLES K</u>	<u>S SGT</u>	<u>18042605</u>	<u>MOTHER MRS EULA PHILFER, BOX 318, RUSK, GEORGIA</u>

ROG SIMONELLI, CHARLES J. S SGT 31128532 Mother MRS LUCIA
SIMONELLI, 99 VEAZIE ST. N. ADAMS, MASS
 ARM G FILICKSKY, THEODORE V. S SGT 36442043 MOTHER MRS EVA
FILICKSKY, 917 CHANDLER ST., DAVILLE, ILL.

1. _____
2. _____

IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIR-
 CRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL RANK SERIAL NO. by Radio Spotted Crash Forced Landing

<u>FRANK L. GATES</u>	<u>S SGT</u>	<u>38215028</u>	<u>X</u>		
<u>GEORGE C. STEWARD</u>	<u>S SGT</u>	<u>19084783</u>	<u>X</u>		

4. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used () Persons seen walking away from scene of crash
 () Any other reason (specify) TWO PARACHUTES WERE SEEN TO OPEN.
5. ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART,
 OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
6. ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH,
 FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
7. ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF
 SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN
 CHARGE HERE: (if no search, so state giving reason) NO SEARCH WAS MADE
AS AIRCRAFT WAS SEEN TO FALL OVER ENEMY TERRITORY.

Date of this Report: 9 JULY 1944

Signature of Officer _____

Incls: _____

ARTHUR E. CHAMBERS
 CAPT, AIR CORPS,
 EXECUTIVE OFFICER

~~CONFIDENTIAL~~
 WAR DEPARTMENT
 HEADQUARTERS ARMY AIR FORCES
 WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location Pantanelle Air Base, Italy Command or AF 15th AF
 Group 464 Bomb Gp (H) Squadron 777 Bomb Sq (H)
 SPECIFY: Point of Departure Pantanelle AB, Italy Fr base to Brez to Wartburg
 Target Vienna Type of Mission Bombing Course to 45° 12'N

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Scattered clouds, less than 1/10. Visibility 25 miles.

GIVE: (a) Date 8 July 1944 Time 1012 Location 48° 00'N
160° 50'E
 of last known whereabouts of missing aircraft.
 (b) Specify whether: () Last Sighted () Last Contacted by Radio
 () Forced Down Seen to Crash; or
 () Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
 Enemy Aircraft () Enemy Anti-Aircraft () Other circumstances as follows: _____

AIRCRAFT: Type, Model & Series B-24 H AAF Serial No 42-95371

ENGINES: Type, Model & Series P-1830-43 AAF Serial No (a) CP-309669
 (b) CP-306134 (c) CP-309821 (d) CP-306175

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
 (a) LN 1188043 (b) LB 1184636 LT 1184739
 (c) RN 1187864 (d) LB 1181301 RT 1194538
 (e) LM 1194665 (f) LW 1185048
 (g) RM 1184154 (h) RW 1184619

PERSONNEL LISTED BELOW REPORTED AS: Battle Casualty () Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
 (Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATIONSHIP, AND ADDRESS
Pilot	KIBLER, JOHN D.	Capt.	0-355302	Mrs Janette J Kibler (W) Aroole, Ill
Co-Pilot	WELSH, JAMES L. JR	2d Lt.	0-700585	Mrs Helen Welsh (M) 426 Fairacres Rd, Omaha, Nebr
Navigator	WESTERHOUSE, PAUL A	2d Lt.	0-700131	Mrs Caroline Westerhouse, (W), 128 Lincoln St., Westmont, Ill
BOMBARDIER	CHAPMAN, CARL H	2d Lt.	0-699509	Mrs Eleanor Chaman (E) Kesseville, N.Y.
ENG. GUNNER	DAVIS, RICHMOND T	SGT	38414417	Mrs Mary Davis (W), 404 King St, Houston, Texas
ROG	SMITH, FREDERIC P JR	T SGT	12147800	Mr Frederic P Smith SR (F) 351 Terlune Ave, Passaic, N.J.
Eng Gunner	SCHULTS, GEORGE A S	SGT	38400333	Mrs Clara H Schults (M) Rt 3, Chichaska, Oklahoma
Eng Gunner	ARIGONE, FERDINANDO J S	SGT	11106251	Mrs Margaret Arigone (W) 115 Daniels Ave, Pittsfield, Mass

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

ARM GUNNER HENDRICKS, LEWIS R. S SGT 36816139 Mrs Cecil Hendricks M
 Rt 1, Wonegan, Wisconsin.
 ARM GUNNER TYGART, LEONARD D S SGT Mrs Jeanne Tygart (W)
 Delta, Iowa.

IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE FIRST KNOWLEDGE OF AIR-
 CRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL RANK SERIAL NO Contacted Last Saw
 Basic Sighted Crash Forced Landing

Sherman E. Martin 1st Lt. 0-681156 X

2. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 () Parachutes were used () Persons seen walking away from scene of crash
 () Any other reason (specify)

3. ATTACH AS AN ENCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART,
 OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN. (X)

4. ATTACH, AS ENCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH,
 FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT (X)

5. ATTACH, AS AN ENCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF
 SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN
 CHARGE HERE: (if no search, so state giving reason) No search of plane
crashed in enemy territory.

Date of this Report: 10 July 1944

Incls:

Signature of Officer

H. D. TRUETT
 Capt, AC
 Ajd

~~CONFIDENTIAL~~
 WAR DEPARTMENT
 HEADQUARTERS ARMY AIR FORCES
 WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location PANTANELLA AIR BASE Command or AF 15TH AF
 Group 464TH BOMB GP (H) Squadron 779TH BOMB SQ (H)

SPECIFY: Point of Departure PANTANELLA AIR BASE Course NIMES, FRANCE
 Target NIMES, FRANCE Type of Mission BOMBING

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
GENERALLY CLEAR TO SCATTERED.

GIVE: (a) Date 12 JULY 1944 Time 1155 Location 43°00'N-04°20'E
 of last known whereabouts of missing aircraft.
 (b) Specify whether: Last Sighted Last Contacted by Radio
 Forced Down Seen to Crash; or
 Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
 Enemy Aircraft Enemy Anti-Aircraft Other circumstances as follows: ONE ENGINE WAS FEATHERED AND THE AIRCRAFT LEFT THE FORMATION. FROM ALL EXTERNAL APPEARANCES, THE AIRCRAFT WAS ALRIGHT.
 AIRCRAFT: Type, Model & Series R 1830-43 AAF Serial No 41-28999

ENGINES: Type, Model & Series R 1830-83 AAF Serial No (a) CP-311948
 (b) RP-400208 (c) P-134539 (d) P-134524

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
 (a) BROWNING 50 CAL M1 979825 (b) 966449 980503
 (c) 979263 (d) 979436 979832
 (e) 979195 (f) 123673
 (g) 979906 (h) 979947

PERSONNEL LISTED BELOW REPORTED AS: Battle Casualty Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
 (Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATIONSHIP, AND ADDRESS
Pilot	STROUD, HARRY A	1st LT	0725371	SISTER MRS ELIZABETH HENSON, 3915 NO. GEORGIA ST., OKLAHOMA CITY, OKLA.
CO-PILOT	RAUSCH, CHARLES A	2D LT	0462899	WIFE MRS JOSEPHINE E RAUSCH, 2909 RIDGEMOOD AVE., BALTIMORE, MARYLAND
NAVIGATOR	MOREY, ROBERT D	2D LT	0885695	FATHER MR HARRY F. MOREY, 717 S. LOMBARD AVE., OAK PARK, ILLINOIS
BOMBARDIER	KORNICH, HAROLD (NMT) F/O	T1	22859	WIFE MRS M. KORNICH, 1229 SIMPSON ST., NEW YORK, NEW YORK
ENGINEER	FAYLE, WILLIAM R.	T SGT	18009800	WIFE MRS EUSEBIA FAYLE, 7020 CAPITOL AVE., HOUSTON, TEXAS
GUNNER	KNOWLES, GORDON W.	S SGT	39104716	FATHER MR CHARLES W. KNOWLES, 6006 PALM AVE., RIVERSIDE, CALIFORNIA
ENGINEER	KNOWLTON, HARRY L JRS	SGT	11023549	WIFE MRS ETHEL A. KNOWLTON, 3312 AVE J., GALVESTON, TEXAS
ENGINEER	LINNEMAN, RAYMOND P.	S SGT	33475402	MOTHER MRS CARRIER S. LINNEMAN, 2021 MARGARET AVE., MAPLEWOOD, MO.

~~CONFIDENTIAL~~
 (See Reverse Side)

CONFIDENTIAL

GUNNER HOLLINGER, DUNLOP G. S S GT 18103973 MOTHER MRS PAULINE D.
HOLLINGER, 3 NORTH BISHOP ST., SAN ANGELO, TEXAS.
 GUNNER PAIN, GEORGE T. S SGT 34684118 MOTHER MRS RUBY
PAIN, RFD, EDISON, GEORGIA.

1. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LOST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:
- | NAME IN FULL | RANK | SERIAL NO | Basis for Knowledge | | |
|-----------------|-------|-----------|---------------------|-----------|----------------------|
| | | | Contacted | Last Seen | Crash Forced Landing |
| GEORGE M. CROTT | 2D LT | 0704418 | | | X |
| JAMES E. JATEO | 2D LT | 0697129 | | | X |

IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used Persons seen walking away from scene of crash
 Any other reason (specify) NO PARACHUTES WERE SEEN TO OPEN AS AIRCRAFT WAS STILL FLYING ON THREE ENGINES.

2. ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
3. ATTACH, AS INCLOSURES TO THIS REPORT, EYE-WITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
4. ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (if no search, so state giving reason) NO SEARCH WAS MADE AS AIRCRAFT WAS STILL FLYING WHEN LAST SEEN.

Date of this Report: 14 JULY 1944

Incls:

Signature of Officer ALDERSON TIMMONS,
CAPT., AIR CORPS,
ADJUTANT

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location APC 520, U S Army Command or AF 15th Air Force
Group 464th Bombardment Group (H) Squadron 776th Bomb Sq (H)

SPECIFY: Point of Departure AAB, Pantanella, Italy Course E.N.E.
Target Ploesti Type of Mission Bombing

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Heavy overcast - Visibility limited.

GIVE: (a) Date 15 July 1944 Time 1315 Location 42°31'N - 18°23'E
of last known whereabouts of missing aircraft.
(b) Specify whether: (X) Last Sighted () Last Contacted by Radio
() Forced Down () Seen to Crash; or
() Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
() Enemy Aircraft (X) Enemy Anti-Aircraft () Other circumstances as follows: Probable flek damage to plane.

AIRCRAFT: Type, Model & Series B-24 H AAF Serial No 42-50408

ENGINES : Type, Model & Series R-1830-65 AAF Serial No (a) BP-435685
(b) BP-435492 (c) BP-435655 (d) BP-435727

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) Browning MG-M2-cal 50-1249586 (b) Browning MG-M2-cal 50 - 1249616
(c) " " " 1249935 (d) " " " 1250143
(e) " " " 255259 (f) " " " 1250043
(g) " " " 254981 (h) " " " 256818
(i) " " " 256436 (j) " " " 254981

PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty () Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATIONSHIP, AND ADDRESS
Pilot	Cator, Bruce C	Capt	0-24100	Mrs Agnes G. Cator (wife) 1134 E Garfield St, Phoenix, Arizona
Co-Pilot	Ferris, Richard B	2d Lt	0696348	Mrs Richard Ferris (mother) 148 Sunrise Hwy, Valley Stream, L I, N.Y.
Navigator	Rector, Robert B	2d Lt	0699305	Mrs Mabel L Rector (mother) 409 Center St, Shinnston, West Virginia
Bombardier	Hartter, William J	F/O	T-122995	Mrs Anna Hartter (mother) 6090 70th Ave, Brooklyn, New York
Rad-Opr-Gun	Kynoch, Russell R	T/Sgt	19084382	Mrs Mary Ann Kynoch (wife) 500 Alexander Ave, Monroe, La.
Top Turret Gun	Peterson, Alvin E	T/Sgt	17154777	Mrs Nina Peterson (mother) Route #1, Box 114 A, Edinburg, N Dakota
Waist Gunner	Remsey, Francis C	S/Sgt	14105135	Mrs Mary E Remsey (mother) 201 First St, Gaffney, South Carolina
Tail Gunner	Blackburn, Glenn F	S/Sgt	19151218	Mrs Martha K Blackburn (mother) # 717 Sunset Cliffs Blvd, San Diego, Calif

~~Node Gunnery Blasek, Robert F~~ S/Sgt 30287555 Mrs Caroline Blasek (moth)
 317 Scott St, San Francisco, Calif
~~Ball Gunnery Wolfe, Richard F~~ S/Sgt 17114486 Mrs Florence M Wolfe (wife)
 1613 North 3rd St, Minneapolis, Minn.

1. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:
- | NAME IN FULL | RANK | SERIAL NO | Contacted | Last | Saw |
|--------------|------|-----------|-----------|---------|-------|
| | | | by Radio | Sighted | Crash |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

2. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used Persons seen walking away from scene of crash
 Any other reason (specify) Plane, when last sighted, was apparently under control as no chutes were seen to blossom from the plane.

3. ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.

4. ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

5. ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (if no search, so state giving reason) No search could be made for missing aircraft due to group being in enemy territory and forced to keep in group formation.

Date of this Report: 17 July 1944

Signature of Officer _____

Incls:

- Incl 1-Sketch of approx location of aircraft last seen
- Incl 2-Eye witness report of 2nd Lt WINNERS

HAROLD E. BLUM
 Major, Air Corps
 Commanding

~~CONFIDENTIAL~~
 WAR DEPARTMENT
 HEADQUARTERS ARMY AIR FORCES
 WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location Pantanello Army Air Base, Italy Command or AF 15th AF
Group 464th Bombardment Group (H) Squadron 778th Bomb Sq (H)

SPECIFY: Point of Departure Pantanello, Italy Course 326°
 Target PLOESTI, ROUMANIA Type of Mission Bombing

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
5/10 to 6/10 Alto-Cumulus at 12000', Visability 15 miles; city mostly obscured.

GIVE: (a) Date 15 July 1944 Time 1059B Location PLOESTI, ROUMANIA
 of last known whereabouts of missing aircraft.

(b) Specify whether: (X) Last Sighted () Last Contacted by Radio
 () Forced Down () Seen to Crash; or
 () Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
 () Enemy Aircraft (X) Enemy Anti-Aircraft () Other circumstances as follows:

AIRCRAFT: Type, Model & Series B 24 G AAF Serial No 42-78261

ENGINES: Type, Model & Series R 1830-65 AAF Serial No (a) BP 432595
 (b) BP 428688 (c) BP 431738 (d) BP 432437

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
 (a) BROWNING 50CAL Nose 391717 (b) BROWNING 50CAL R Nose 399795
 (c) BROWNING 50CAL Inner 977878 (d) BROWNING 50CAL R Upper 967664
 (e) BROWNING 50CAL Ball 704580 (f) BROWNING 50CAL R Ball 967990
 (g) BROWNING 50CAL Tail 978563 (h) BROWNING 50CAL R Tail 977965
 (i) BROWNING 50CAL L Waist 368969 (j) BROWNING 50CAL R Waist 406707
 PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty () Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers none Total 10
 (Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATIONSHIP, AND ADDRESS
P	FOLSOM	BENJAMIN A JR	1st Lt 0-798999	Mrs Nettie Lou Folsom, Mother 235 Arlington Ave, Daytona Beach, Fla
CP	WHITE	JAMES M	2d Lt 0-743222	Mrs Virginia B. White, Mother 501-28th St, Cairo, Ill
N	Radler	ANTONY J	1st Lt 0-685723	Mrs Letitia L Radler, wife 316 S 19th St, Newark, N. J.
B	KIDD	ALVIN S JR	1st Lt 0-686195	Mr Alvin S Kidd, Sr, father 3866 McLaughlin Ave, Culver City, Calif
EG	CORBETT	RUBEN E	T Sgt 14182340	Mrs Exena Corbett, Mother 5409 6th Ave South, Rte 2, Fayette, Ala
AE	FOWLER	RAYMOND D	S Sgt 34474215	Mrs Emmanette M Fowler, wife 506 George St, Yazoo City, Miss
ROG	FREUNDLICH	HAROLD D	S Sgt 19045781	Mr Morris Freundlich, Father 2735 S Cochran Ave, Los Angeles, Ca

(See Reverse Side)

incl #1

AG FARRIS WYLIE T S Sgt 18169975 Mrs Emma Scott Farris, Wife
 820 W 20th Street, North Little Rock, Ark
 AG TAEGE NORMAN L S Sgt 37471593 Mrs Edna Emma Taege, Wife
 RFD #1, Wisner, Neb
 AG SNYDER RICHARD H Sgt 14107803 Mrs Mary E Snyder, Mother
 907 Beims Ave, Huntsville, Ala

IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIR-
 CRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL NO.	COLUMN TO INDICATE BASIS FOR SAME:		
			Contacted	Last	Saw
Warren H. Taylor	Lst Lt	0-801405			X
J. D. Nowell	S Sgt	38368593			X
John A. Baskulski	T Sgt	12033790			X
Brew B. Thompson, Jr	S Sgt	14104227			X

2. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used Persons seen walking away from scene of crash
 Any other reason (specify) _____

3. ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART,
 OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.

4. ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH,
 FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

5. ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF
 SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN
 CHARGE HERE: (if no search, so state giving reason) No Search

Date of this Report: 16 July 1944

Signature of Officer

CARL V. HARDY
 CAPT, AC
 Adj

5 Incls:

- Incl 1-Statement Taylor
- Incl 2-Statement Nowell
- Incl 3-Statement Jaskulski
- Incl 4-Statement Thompson
- Incl 5-Scetch

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Armorer Gnr Toomey, Daniel P. S/Sgt 31306590 Wife Mrs Mary
 Toomey, 16 Chestnut Hill Ave, Brighton, Mass.
 Flexible Gnr Inst Ruehlman, Jack L. S/Sgt 20381238 Wife Mrs
 Lydia Ruehlman, 3336 Ames St, N.E. Washington, D. C.

1. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIR-CRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL NO	Contacted Last Saw		
			by Radio	Sighted	Crash Forced Landing
William J. Fleming	T/Sgt	3427562			X
James W. King	S/Sgt	34682709			X
Edward R. Kofke	S/Sgt	13126381			X

IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used Persons seen walking away from scene of crash
 Any other reason (specify) 4 chutes opened but 7 men were seen to leave the aircraft.

ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.

ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (if no search, so state giving reason) No search was made as aircraft was seen going down over enemy territory.

Date of this Report: 18 July 1944

Signature of Officer ALDERSON TIMMONS,
 Capt, Air Corps
 Adjutant

- 4 Incls:
- Incl 1 - Statement of T/Sgt William J. Fleming (OCTU)
 - Incl 2 - Statement of S/Sgt James W. King (OCTU)
 - Incl 3 - Statement of S/Sgt Edward R. Kofke (OCTU)
 - Incl 4 - Map of area where plane was last seen (OCTU)

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location Pantanello Air Base Command or AF 15th AF
Group 464th Bomb Gp (H) Squadron 779th Bomb Sq (H)

SPECIFY: Point of Departure Pantanello Air Base Course Weinert Neudorf
Target Weinert Neudorf Type of Mission Bombing

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Overcast

GIVE: (a) Date 16 July 1944 Time 1025 Location 47°57'N-16°45'E
of last known whereabouts of missing aircraft.
(b) Specify whether: (X) Last Sighted () Last Contacted by Radio
() Forced Down () Seen to Crash; or
() Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
(X) Enemy Aircraft () Enemy Anti-Aircraft () Other circumstances as follows:

AIRCRAFT: Type, Model & Series B-24 H AAF Serial No 41-29398

ENGINES: Type, Model & Series R 1830-65 AAF Serial No (a) BP-428640
(b) BP-425865 (c) BP-426391 (d) BP-426431

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)

(a) <u>Browning 50 cal M1</u>	<u>973507</u>	(b) <u>940240</u>	<u>942039</u>
(c) <u>973580</u>	(d) <u>940348</u>	<u>940754</u>	
(e) <u>941456</u>	(f) <u>942039</u>		
(g) <u>940455</u>	(h) <u>940734</u>		

PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty () Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATIONSHIP, AND ADDRESS
Pilot	Jatho, James E.	1st Lt	0697129	Wife Mrs Edna
CoPilot	M. Jatho, Holstein, Iowa.			
	Croft, George M.	2d Lt	0704418	Father Mr George
	W. Croft, 1700 St Mary's Ave, St. Louis, Minn.			
Bombardier	McNally, Edward L.	2d Lt	0888105	Wife Mrs Marcella
	McNally, 156 Irvington St, New Bedford, Mass.			
Navigator	Bell, Theodore D.	2d Lt	0553941	Mother Mrs Mae
	Bell, 5304 University Ave, Chicago, Ill.			
Engineer	Fish, Jay T.	T/Sgt	34706599	Father Mr J. (10)
	Arthur Fish, 8448 W. River Shore Dr, Niagara Fall, N. Y.			
Engineer	Magill, William A.	T/Sgt	36559430	Wife Mrs Frances E.
	Magill, 2357 Casmere, Detroit, Michigan.			
Engineer	Celuck, Frank G.	S/Sgt	33667792	Mother Mrs Ella
	H. Grant, 622 Minnesota St, Pittsburgh, Pa.			
Engineer	Speed, Robert D.	S/Sgt	34823671	Mother Mrs Silva
	M. Speed, RT No 1, McComb, Mississippi			

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 WAR DEPARTMENT
 HEADQUARTERS ARMY AIR FORCES
 WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location Pantanello Air Base Command or AF 15th Air Force
 Group 464th Bomb Gp (H) Squadron 779th Bomb Sq (H)

SPECIFY: Point of Departure Pantanello Air Base Course Wiener Neudorf
 Target Weiner Neudorf Type of Mission Bombing

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Overcast

GIVE: (a) Date 16 July 1944 Time 1025 Location 47°57'N - 16°45'E
 of last known whereabouts of missing aircraft.
 (b) Specify whether: Last Sighted Last Contacted by Radio
 Forced Down Seen to Crash; or
 Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
 Enemy Aircraft Enemy Anti-Aircraft Other circumstances as follows: _____

AIRCRAFT: Type, Model & Series B-24 H AAF Serial No 42-52502

ENGINES: Type, Model & Series R 1830-43 AAF Serial No (a) CP-302287
 (b) CP-302561 (c) CP-302380 (d) CP-302568

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)

(a) <u>Browning 50 cal M1</u>	<u>951487</u>	(b) <u>951469</u>	<u>951664</u>
(c) _____	<u>951589</u>	(d) <u>951778</u>	<u>951336</u>
(e) _____	<u>951332</u>	(f) <u>110005</u>	_____
(g) _____	<u>951689</u>	(h) <u>951285</u>	_____

PERSONNEL LISTED BELOW REPORTED AS: Battle Casualty Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
 (Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATION- SHIP, AND ADDRESS
Pilot	Williams, Richard R.	2d Lt	0750907	Wife Mrs Twilabelle Williams, 1811 Ave D, Gothenburg, Nebraska.
CoPilot	Weber, Joseph L.	2d Lt	0819900	Wife Mrs Marie E. Weber, 28 Cohasset St, Boston, Mass.
Navigator	Gleicher, Alfred (NMI)	F/O	T124710	Mother Mrs Helen R. Gleicher, 1001 President St, Brooklyn, N. Y.
Bombardier	Hall, James W.	2d Lt	0703403	Father Mr Fair Winton Hall, 24 Wood St, Lowellville, Ohio.
Engineer	Johnson, Beauford C.	T/Sgt	20948100	Wife Mrs. Nellie A. Johnson, Rt 2 Box 159, Hagnum, Washington.
Armor Gnr	Freeman, Leigh R.	S/Sgt	37478225	Mother Mrs Mary E. Freeman, 4001 Charles St, Omaha, Nebraska
Engineer	Trizza, Sam (NMI)	T/Sgt	20814486	Wife Mrs Dorothy A. Trizza, 2006 N. Columbia Pl, Tulsa, Oklahoma
Engineer	Kirkpatrick, Forrest R.	S/Sgt	38474892	Mother Mrs Mollie F. Kirkpatrick, Rt No 1, Jacksonville, Texas

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(See Reverse Side)

incl #1

- 1. Armorer Gnr Loar, Glenn E. S/Sgt 16076111 Wife Mrs Nellie
Mae Loar, Box 95, Altamont, Illinois.
- 2. Armorer Gnr Sealy, Julius M Jr S/Sgt 34778393 Wife Mrs Virginia
B. Sealy, 127 S. Terrence St, Charlotte, N. C.
- 3. _____
- 4. _____

IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIR-CRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL NO	COLUMN TO INDICATE BASIS FOR SAME:		
			Contacted	Last	Saw
<u>William P. Cornell</u>	<u>Cpl</u>	<u>15119151</u>	<u>by Radio</u>	<u>Sighted</u>	<u>Crash Forced Landing</u>
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

- 1. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used Persons seen walking away from scene of crash
 Any other reason (specify) No chutes were seen to open.
- 2. ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
- 3. ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
- 4. ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (if no search, so state giving reason) No search was made as aircraft was seen to go down over enemy territory.

Date of this Report: 18 July 1944

2 Incls: _____
 Signature of Officer ALDERSON TIMMONS
Capt, Air Corps
Adjutant

Incl 1 - Statement of Cpl
 William P. Cornell (OCTU)

Incl 2 - Map of area where plane
 was seen (OCTU)

CONFIDENTIAL

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location APO 520, U S Army Command or AF 15th AF
Group 464th Bombardment Group (H) Squadron 776th Bomb Sq (H)

SPECIFY: Point of Departure RAB, Pantanella, Italy Course North
Target Allach, Ger Type of Mission Bombing
Engine Pety

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Slight haze. Visibility about 15 to 20 miles.

GIVE: (a) Date 19 July 1944 Time 1214 Location 46°47'N - 01°32'E
of last known whereabouts of missing aircraft.

(b) Specify whether: (X) Last Sighted () Last Contacted by Radio
() Forced Down () Seen to Crash; or
() Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
() Enemy Aircraft () Enemy Anti-Aircraft () Other circumstances as follows: Reason unknown

AIRCRAFT: Type, Model & Series B-24 J AAF Serial No 42-431144

ENGINES: Type, Model & Series B-24 J AAF Serial No (a) 42-99813
(b) BP-430265 (c) BP-430927 (d) BP-430986

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) Browning MG-M2-cal. 50-989626 (b) Browning MG-M2-cal. 50 - 765753
(c) 989467 (d) 989323
(e) 704876 (f) 926120
(g) 704561 (h) 784444
924911 942417

PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty () Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATION- SHIP, AND ADDRESS
Pilot	Moran, James V.	2d Lt	0818193	Mrs. Dora Moran, (Mother) E 741 N Vine St, Hazelton, Pa.
Co-Pilot	Moore, Donald N.	2d Lt	0822956	Mrs. Gertrude G Moore, moth 365 Newport Ave, Quincy, Mass.
Navigator	Furcolo, Michael P.	2d Lt	0708810	Mrs Donna M. Furcolo, wife Turner Falls Post Office, Gill, Mass.
Bombardier	Walker, Virgil E.	2d Lt	0707455	Mr Willis F Walker, father 1002 So Sarague St, Tacoma, Washington
Rad-Op-Gr-Gun	Shive, Howard Jr	T/Sgt	33597670	Mrs Mabel Shive, mother 143 Chestnut St, Spring City, Pa.
Top-Tur-Gun	Hedrick, George L.	T/Sgt	15171230	Mrs L Nora Hedrick, mother 1630 Adams Ave, Clarksburg, West Virginia
Waist Gunner	Riester, Robert L.	S/Sgt	33607199	Mrs Mary Riester, mother 219 Lincoln St, Wilkesbarre, Pa.
Tail Gunner	Thompson, Bernard E.	S/Sgt	18771816	Mrs Lillie L Thompson, Mot Smithers, West Virginia

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Nose Gunner Souther, Max L. S/Sgt 34890615 Mrs Vista W Souther, moth
Route 1, Fletcher, North Carolina
Ball Gunner Arndt, Jacob R. S/Sgt 37559959 Mrs Clara Arndt, mother
564 Charles Ave, St Paul, Minn

1. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIR-
CRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL RANK SERIAL NO Contacted Last Saw
by Radio Sighted Crash Forced Landing

HAROLD E. BLEHM Major, 0-399650 X

2. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
() Parachutes were used () Persons seen walking away from scene of crash
() Any other reason (specify) Unknown

3. ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART,
OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.

4. ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH,
FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

5. ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF
SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN
CHARGE HERE: (if no search, so state giving reason) No search could be
made due to group formation being over enemy territory.

Date of this Report: 21 July 1944

Signature of Officer _____

2 Incls:

Incl 1-Sketches of approx location of
aircraft last seen (7 cys)

Incl 2-Eye Witness Report of Major Blehm (7 cys)

HAROLD E. BLEHM,
Major, AC
Commanding

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location Pantanello Air Base, Italy Command or AF 15th AF
Group 464th Bomb Gp (H) Squadron 778th Bomb Sq (H)

SPECIFY: Point of Departure Pantanello Air Base, Italy 320°
Target Allach, Germany Type of Mission Bombing

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
6/10 alto-cumulus tops 14000'

GIVE: (a) Date 19 July 1944 Time 1145B Location 47°10'N-12°00'W
of last known whereabouts of missing aircraft.
(b) Specify whether: (X) Last Sighted () Last Contacted by Radio
() Forced Down () Seen to Crash; or
() Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
() Enemy Aircraft () Enemy Anti-Aircraft (X) Other circumstances as follows: Unknown

AIRCRAFT: Type, Model & Series B-24-G AAF Serial No 42-78339

ENGINES: Type, Model & Series R 1830-65 AAF Serial No (a) 42-78339
(b) CP 325589 (c) HP 432409 (d) BP 432223

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) BROWNING 50CAL L Nose 1249379 (b) BROWNING 50 CAL R Nose 1249344
(c) BROWNING 50CAL L Upper 985375 (d) BROWNING 50 CAL R Upper 978740
(e) BROWNING 50CAL L Ball 1249084 (f) BROWNING 50 CAL R Ball 985188
(g) BROWNING 50CAL L Waist 97760 (h) BROWNING 50 CAL R Waist 978112
(i) BROWNING 50CAL L Tail 1248885 (j) BROWNING 50 CAL R Tail 985554
PERSONNEL LISTED BELOW REPORTED AS: () Battle Casualty () Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers none Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATIONSHIP, AND ADDRESS
P	MACDONALD, THOMAS J., Jr	1st Lt	0-814505	Thomas J MacDonald, father 5900 Spruce, Philadelphia, Pa.
CP	RUCIGAY, JOHN C.	2d Lt	0-820069	Mrs Mary C Rucigay, mother 6043 Putnam Ave, Ridgwood, L.I., New York
N	LIDIAC, JOSEPH E.	2d Lt	0-712858	Mr Joseph P. Lidiac, father 74 Berkley Ave, Lansdowne, Pa.
B	DENISON, ROBERT O.	2d Lt	0-698966	Mr Duane A Denison, father Rt 2, Box 807, Lindsay, Calif
EG	GARIN, ROBERT E.	T/Sgt	19122266	Henry Pierce Garin, father 25 Winham St, Salinas, Calif
AEG	WEIK, MERLE O.	S/Sgt	37513933	Mrs Frances M Weik, wife 1128 Lime St, Topeka, Kansas
ROG	HOWARD, GUY W.	T/Sgt	36563226	Maude Howard, mother 233 Hickory, Clawson, Michigan

AG CARTMILLE, CHARLES E. S/Sgt 35623379 Mrs Laura Cartmille,
 Mother, Rt #3, London, Ohio
 AG LEWIS, JOHN S/Sgt 31301310 Mrs Mary Lewis, mother,
 RFD #1, Sandwich Road, Falmouth, Mass.
 AG MARCUM, ROBERT N. S/Sgt 3967848 Walter W. Marcum, father
 307 Lawrence Drive, San Luis Obispo,
 Calif.

IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIR-
 CRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL NO	COLUMN TO INDICATE BASIS FOR SAME:		
			Contacted by Radio	Last Sighted	Saw Crash/Forced Landing
Melvin M. Gee	S/Sgt	39096906		X	
Clark H. McQueen	Sgt	36455320		X	
Edward J. Voight	S/Sgt	36340394		X	

IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used Persons seen walking away from scene of crash
 Any other reason (specify) _____

ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART,
 OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.

ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH,
 FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF
 SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN
 CHARGE HERE: (if no search, so state giving reason) No search

Date of this Report: 21 July 1944

Signature of Officer _____

4 Incls:

- Incl 1-Statement Gee
- Incl 2-Statement McQueen
- Incl 3-Statement Voight
- Incl 4-Sketch

CARL V. HARDY
 Capt, AC
 Adj

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location Pantanello Air Base, Italy Command or AF 15th Air Force
Group 464th Bomb Gr (H) Squadron 777th Bomb Sq (H)

SPECIFY: Point of Departure Pantanello AAB, Italy Course 3250
Target Loesti Type of Mission Bombing

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:

3/10 Cumulus to 10,000 ft, Visibility 15 miles in haze.

GIVE: (a) Date 28 July 1944 Time 1020B Location (44°56'N-26°02'E)
of last known whereabouts of missing aircraft.

(b) Specify whether: () Last Sighted () Last Contacted by Radio
() Forced Down () Seen to Crash; or
() Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)

() Enemy Aircraft () Enemy Anti-Aircraft () Other circumstances as follows: _____

AIRCRAFT: Type, Model & Series B-24 H AAF Serial No 41-29275

ENGINES: Type, Model & Series B-1830-65 AAF Serial No (a) 41-29275
(b) 42-92620 (c) HP-429075 (d) 42-89413

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)

(a) <u>RB-269393</u>	(b) <u>RT-232356</u>
(c) <u>LB-231162</u>	(d) <u>RM-362573</u>
(e) <u>RW-406429</u>	(f) <u>LM-270663</u>
(g) <u>LW-370025</u>	(h) <u>RN-369189</u>

PERSONNEL LISTED BELOW REPORTED AS: () Battle Casualty () Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATIONSHIP, AND ADDRESS
Pilot	JONES, ELLSWORTH D.	2 Lt	0-818686	Mrs Edna W Jones (M) Itica, Dansas
CP	HENNEBERRY, PAUL JR (NMI)	2 Lt	0-764306	Mrs Louise J Henneberry 38 Mars St, San Francisco, California
N	MURPHY, FRANCIS PL	E/O	T-124724	Mr F D Murphy (E) Bartlett, New Hampshire
B	SULLIVAN, JOHN F.	2 Lt	0-708821	Mrs Gladys G Sullivan 1 Lincoln St, Westboro, Mass.
AMG	STEIN, ROBERT C.	T/Sgt	32426036	Mr & Mrs Thomas Stein 3054 Zephyr Ave, Pittsburgh, Pennsylvania
ARM G	GRIFFIN, WALTER E.	S/Sgt	12005169	Mrs Geneva Griffin (W) 21 Maple St, Whitehall, N.Y.
ROM G	TONG, ROBERT M.	T/Sgt	11119850	Mrs Barbara H Tong (W) 53 Revere Rd, Quincy, Mass
ARM G	BOTTOMS, CHARLES L.	S/Sgt	33628053	Mr & Mrs Curtis L Bottoms (M&R) 205 Hansmond Circle, Norfolk, Va.

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- 1. AFM G PAYNE, JAMES L. S/Sgt 17056021 Mrs Nardine W Payne (M)
Northport, Nebraska
- 2. AFM G JAMES, BEN C. JR. S/Sgt 38388017 Mr Ben G. James Sr. (F)
832 Linden St, Shreveport, La

IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL NO	Basis for Knowledge		
			Contacted	Last	Saw
<u>GARDNER, LAWRENCE E.</u>	<u>S/Sgt</u>	<u>36580208</u>			<u>X</u>
<u>MOORE, EDWARD D.</u>	<u>S/Sgt</u>	<u>16175856</u>			<u>X</u>
<u>GRECHENIER, ARTHUR M.</u>	<u>2 Lt.</u>	<u>0-322423</u>			<u>X</u>
<u>BLAIR, HARRY H.</u>	<u>2 Lt.</u>	<u>0-690352</u>			<u>X</u>

IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used Persons seen walking away from scene of crash
 Any other reason (specify) No Parachutes were seen

- 1. ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
- 2. ATTACH, AS INCLOSURES TO THIS REPORT, WITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
- 3. ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (if no search, so state giving reason) No search, as plane blew up over enemy territory.

Date of this Report: 30 July 1944

Incls: _____
 Signature of Officer: E. M. O'REILLY
 Capt, AC,
 Adj.

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 WAR DEPARTMENT
 HEADQUARTERS ARMY AIR FORCES
 WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location AFPO 520, U.S. Army Command or AF 15th Air Force
 Group 464th Bomb Gp (H) Squadron 776th Bomb Sq (H)

SPECIFY: Point of Departure AAB, Pantanella, IT Course N.E.
 Target Ploesti Type of Mission Bombing
Roumania

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Weather Fair; Visibility limited due to smoke rising from numerous sm
smoke pots.

GIVE: (a) Date 28 July 1944 Time 1120 Location 44°10'N - 82°21'E
 of last known whereabouts of missing aircraft.
 (b) Specify whether: Last Sighted Last Contacted by Radio
 Forced Down Seen to Crash; or
 Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
 Enemy Aircraft Enemy Anti-Aircraft Other circumstances as follows: _____

AIRCRAFT: Type, Model & Series B-21J AAF Serial No 44-40497

ENGINES: Type, Model & Series R-1830-65 AAF Serial No (a) BP-439864
 (b) BP-428648 (c) BP-440032 (d) BP-439864

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
 (a) Browning MG-M2-Cal. 50 1197208 (b) Browning MG-M2 Cal. 50 1197199
 (c) " " " 1196419 (d) " " " 1105710
 (e) " " " 1198026 (f) " " " 1105455
 (g) " " " 1198837 (h) " " " 1200368
" " " 1197178 " " " 1197167

PERSONNEL LISTED BELOW REPORTED AS: Battle Casualty Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
 (Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATIONSHIP, AND ADDRESS
Pilot	Perkins, Lewis M	2d Lt	0-696878	Mrs Annie M Perkins Mother Box #65, Utica, Kentucky
Co Pilot	Aelin, Lloyd B	2d Lt	0-763886	Mrs Dorothy M Aelin Wife 410 E 6th St Little Rock Arkansas
Nav.	Inks, James M	2d Lt	0-698717	Mrs Roy B Inks Mother 2609 San Pedro St Austin Texas
Bomb.	Marley, Francis W	2d Lt.	0-692499	Mrs Barbara Marley Wife Box #487, Meridian Idaho
ROG	Schuffort John J	T/Sgt	15071415	Miss Katherine Schuffort Sister 903 Garfield Ave New Castle Pa.
Ball	G. Griffin Willard E	S/Sgt	33540868	Mrs Kate Griffin Mother 704 Jackson St Fredericksburg Va.
Nose	G. McCormick Robert J	S/Sgt	19143688	Mr Arthur H McCormick Path 11E Augusta St Spokane, Washington
TTG.	Spain, Neil M	T Sgt	39462624	Mr Jacob C Spain Father Canyon City, Oregon

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TG. Umfleet, Floyd E S/Sgt 38357934 Mrs Beulah M Umfleet Wife
Route #1 Harrisburg Arkansas
WG. Pizion Bronislaus J S/Sgt 36159381 Mrs Pauline Pizion Mother
924 South Graham St Jackson Michigan

1. _____
 2. _____

1. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

CONTACTED LAST SAW
NAME IN FULL RANK SERIAL NO by Radio Sighted Crash Forced Landing

Clyde A. Huff 2d Lt. O-698434 X

2. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:

Parachutes were used Persons seen walking away from scene of crash
 Any other reason (specify) _____

3. ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.

4. ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

5. ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (if no search, so state giving reason) No search could be made due to group formation being over enemy territory.

Date of this Report: 30 July 1944

Signature of Officer _____

2 Incls:

WILLIAM H. REDBELL,
Major, Air Corps,
Commanding.

- Incl 1 - Sketch of approx position ship was last sighted
- Incl 2 - Eye Witness report of 2d Lt. Huff

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location U S Army: APO 520 Command or AF 15 AF
Group 464th Bomb Squadron 776th Bomb

SPECIFY: Point of Departure Pantanello, Italy Course NE
Target Budapest Type of Mission Bombing

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:

3/10 to 4/10 strato cumulus at 10,000 feet. 12 to 15 miles
visibility

GIVE: (a) Date 30 Jul 44 Time 1115 Location (47°20'N - 19°00'E)
of last known whereabouts of missing aircraft.

(b) Specify whether: Last Sighted Last Contacted by Radio
 Forced Down Seen to Crash; or
 Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)

Enemy Aircraft Enemy Anti-aircraft Other circumstances as follows: Bombs from group formation above dropped on plane.

AIRCRAFT: Type, Model & Series B-24 H AAF Serial No 42-52102

ENGINES: Type, Model & Series B183012 AAF Serial No (a) 42-88988
(b) CP#308160 (c) 42-14977 (d) 306517

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)

(a) <u>952131</u>	(b) <u>1153416</u>
(c) <u>1153413</u>	(d) <u>951941</u>
(e) <u>218583</u>	(f) <u>951141</u>
(g) <u>6812</u>	(h) <u>951521</u>
(i) <u>9514883</u>	(j) <u>95143</u>

PERSONNEL LISTED BELOW REPORTED AS: Battle Casualty Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATIONSHIP, AND ADDRESS
Pilot	KIRKLAND, PAUL J.	2nd Lt.	0809216	
CP	SCHWEYER, LESLIE J.	2nd Lt.	0744417	
N	MACDOUGALL, EARL A.	2nd Lt.	0820113	
B.	VOYTISH, MICHAEL JR.	2nd Lt.	0712113	
ENG	PIETRONIGRO, ANGELO R.	T Sgt.	16080551	
RAD	BRISSETTE, ARTHUR J.	S Sgt.	32229576	
ARM G	WEST, LEONARD I.	S Sgt.	32117987	
ARM G	WILLIAMS, ROBERT S.	S Sgt.	33568835	
ARM G	ASBRIDGE, RUTH L.	S Sgt.	37287391	
ARM G	COOK FRED H.	Sgt.	42021195	

1. _____
 1. _____
 1. _____
 2. _____

IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIR-CRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL NO	Contacted Last Saw		
			by Radio	Sighted	Crash Forced Landing
JAMES M. MUMAW	2nd Lt	0-686582		X	
THOMAS G. GRAY	T Sgt	39550655		X	

3. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 () Parachutes were used () Persons seen walking away from scene of crash
 () Any other reason (specify) No search made as accident was in enemy territory.
3. ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
4. ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
5. ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (if no search, so state giving reason) _____

Date of this Report: 1 August 1944

Incls: _____

Signature of Officer _____
 WILLIAM H. REDDELL
 Major, AC,
 Comdg



WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCE
WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location AFPO 520, U. S. Army Command or AF 15th Air Force
Group 464th Bombardment Group (H) Squadron 776th Bombardment Sq (H)

SPECIFY: Point of Departure AAF Pantanelle Its Course NE
Target Duna A/C Type Of Missing Bombing
Factory, Budapest, Hungary

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Weather 3/30 to 4/10 strato cumulus at 10,000 ft. 12 to 15 miles visibility with haze.

GIVE: (a) Date 30 July 1944 Time 1115 Location 47° 20' N - 19° 00' E.
of last known whereabouts of missing aircraft.
(b) Specify whether: Last Sighted Last Contacted by Radio
 Forced Down Seen to Crash; Or
 Information not available.

AIRCRAFT: AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
 Enemy Aircraft Enemy-Anti-Aircraft Other circumstances as follows: Bombs from Group formation above dropping on plane.

AIRCRAFT: Type, Model & Series B-24H AAF Serial No. 42-52402

ENGINES: Type, Model & Series B-1830-L3 AF Serial NO. (a) 42-58988
(b) CP-308468 (c) 42-41977 (d) 306517

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) Browning MG-M2-Cal .50 95213 (b) Browning MG-M2-Cal .50 6812
(c) " " " 21858 (d) " " " 951941
(e) " " " 11531 (f) " " " 951521
(g) " " " 95111 (h) " " " 951825
(i) " " " 1153443 (j) " " " 951131

PERSONNEL LISTED BELOW REPORTED AS: Battle Casualty Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last-Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATION	SHIP, APO ADDRESS
PILOT	Kirkland, Paul J.	2nd Lt	0803216	Mrs. Nina R. Howza Kirkland, (Wife), Route #1, Laurel, Miss.	
Co-Pilot	Voytish, Michael Jr.	2nd Lt.	0820113	Mrs. Anna Voytish (Mother), Box #115, Van Voorhis, Pa.	
Navigator	MacDougall, Earl A.	2d Lt	0712113	Mr. George F. MacDougall Sr., (Father), 107 Orange St., Waltham, Mass.	
Bombardier	Schwier, Leslie J.	2d Lt	0744417	Mrs. Leslie J. Schwier (Mother), 408 Wadsworth, Collinsville, Illinois.	
Rad-Gun Gunner	Brissette, Arthur J.	T/Sgt.	16080551	Mr. Francis J. Brissette (Brother), 4433 N. Greenview Ave., Chicago, Ill.	
Engineer Gun.	Pietronigro, Angelo R.	T/Sgt	32229576	Mrs. Margaret Pietronigro (Wife), 97-39 102nd Street, Ozone Park, New York.	
Waist Gunner	West, Leonard L.	S/Sgt	32417987	Mrs. Alice West (Wife), 1105 Boynton Ave., Bronx, New York.	
Waist Gunner	Williams, Robert S.	S/Sgt.	33568835	Mrs. Imogene A. Williams (Wife), 411 Bowell Ave., Crasson, Pa.	

(See Reverse Side)

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- 9. ~~Tail Gunner Ashbridge, Euchi L. S/Sgt 37287301 Mrs Louise Ashbridge (Mother) 306 West Thayer Street, Bismark,~~
- 10. ~~Bell Gunner Cook, Fred H. Sgt 12021105 Mrs. Minnie Cook, (No. Dakota (Mother) 23 South Buffalo Street, Hamburg, New York,~~
- 11. _____
- 12. _____

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:
 contacted Last saw
NAME IN FULL RANK SERIAL NO by radio sighted crash forced landing

1.	JAMES L. MUMAW	2d Lt.	0-686582			X
2.	Thomas G. Gray	T/Sgt	39550655			X
3.	_____	_____	_____	_____	_____	_____
4.	_____	_____	_____	_____	_____	_____
5.	_____	_____	_____	_____	_____	_____
6.	_____	_____	_____	_____	_____	_____

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used persons seen walking away from scene of crash
 ANY other reason (specify) _____

13. ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.

14. ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

15. ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (if no search, so state giving reason) No search could be made due to cloud formation being directly over target.

date of this report: 1 August 1944

3 Incls:

signature of officer/s/ William H. Reddell
 /t/WILLIAM H. REDDELL,
 Major, Air Corps,
 Commanding.

- Incl 1- Sketch of approx position ship was last sighted.
- Incl 2- Eye Witness report of 2d Lt. MUMAW
- Incl 3- Eye Witness report of T/Sgt. Gray

[REDACTED]

BATTLE CASUALTY REPORT OF

777th BOMBARDMENT SQUADRON (H)
464TH BOMBARDMENT GP (H)

* Insert code applicable
 (See reverse)

** Insert code applicable
 (See reverse)

23 July 1944
 (Date)

NAME			GRADE	ASN	*TYPE OF CAS	DATE OF CASUALTY	*FLY-ING OR STAT SERV	ARM OR	DUTY CODE	REMARKS (Place of casualty)
(LAST)	(FIRST)	(MIDDLE)								
EAVER	WILLIAM T.		1st Lt	0-666256	RTD	22 Jul 44	A	AC	1024	From MIA to RTD

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 E. D. TRUETT
 Capt, AC, Adl.

[REDACTED]

BATTLE CASUALTY REPORT OF
778th BOMBARDMENT SQUADRON (H)
464TH BOMBARDMENT GP (H)

* Insert code applicable
(See reverse)

** Insert code applicable
(See reverse)

27 July 1944
(Date)

NAME			GRADE	ASN	*TYPE OF CAS	DATE OF CASUALTY	*FLY- ING STAT	ARM OR SERV	DUTY CODE	REMARKS (Place of casualty)
(LAST)	(FIRST)	(MIDDLE)								
KNOTT, DONALD L.			2nd Lt	0-695748	RTD	27 Jul 44	A	AC	1024	From MIA 25 Jul 44 to RTD
BIDDLE, JAMES B.			2nd Lt	0-704454	RTD	27 Jul 44	A	AC	1024	From MIA 25 Jul 44 to RTD
WILLIAMS, FRANK, JR	J.		2nd Lt	0-712077	RTD	27 Jul 44	B	AC	1034	From MIA 25 Jul 44 to RTD
HICKS, JAMES B.			2nd Lt	0-706862	RTD	27 Jul 44	G	AC	1035	From MIA 25 Jul 44 to RTD
CALLAWAY, RICHARD G.			S/Sgt	34765000	RTD	27 Jul 44	H	AC	748	From MIA 25 Jul 44 to RTD
GREFFETT, PAUL T.			Sgt	34649151	RTD	27 Jul 44	H	AC	748	From MIA 25 Jul 44 to RTD
MCGOWAN, JAMES M., JR			S/Sgt	11081689	RTD	27 Jul 44	G	AC	757	From MIA 25 Jul 44 to RTD
STULTS, EVERETT G.			Cpl	11013326	RTD	27 Jul 44	I	AC	611	From MIA 25 Jul 44 to RTD
TURGOTT, LAVERNE L.			Sgt	32676487	RTD	27 Jul 44	K	AC	612	From MIA 25 Jul 44 to RTD
PAGLIUCA, RAYMOND			Sgt	32626163	RTD	27 Jul 44	H	AC	748	From MIA 25 Jul 44 to RTD

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CARL V. HARDY
Captain, AC
Adjutant

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FLYING AND JUMP STATUS CODE:

- A - Pilot, Co-Pilot, Command Pilot
- B - Navigator
- C - Bombardier
- D - Observer
- E - Flight Surgeon
- F - Photographer
- G - Radio Operator Gunner
- H - Engineer Gunner
- I - Armorer Gunner
- J - Paratroops on Jump Status
- K - Gunner
- L - All others on Flying Status
- Z - Not on Flying or Jump Status

* TYPE OF CASUALTY CODE:

- KIA - Killed in Action
- DOW - Died of wounds received in Action
- DOI - Died of Injuries received in Action
- SWA - Seriously wounded in Action
- SIA - Seriously Injured in Action
- LWA - Lightly Wounded in Action (Hospitalized)
- LIA - Lightly Injured in Action (Hospitalized)
- MIA - Missing in Action
- SIG - Seriously Gassed (Hospitalized)
- CAP - Captured by the Enemy
- INT - Interned as result enemy action
- RTD - Returned to duty from any previously reported casualty status.

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**** FLYING AND JUMP STATUS CODE:**

A - Pilot, Co-Pilot, Command Pilot
B - Navigator
C - Bombardier
D - Observer
E - Flight Surgeon
F - Photographer
G - Radio Operator Gunner
H - Engineer Gunner
I - Armorer Gunner
J - Paratroops on Jump Status
K - Gunner
L - All others on Flying Status
Z - Not on Flying or Jump Status

*** TYPE OF CASUALTY CODE:**

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DOW - Died of wounds received in Action
DOI - Died of Injuries received in Action
SWA - Seriously Wounded in Action
SIA - Seriously Injured in Action
LWA - Lightly Wounded in Action (Hospitalized)
LIA - Lightly Injured in Action (Hospitalized)
MIA - Missing in Action
SIC - Seriously Gassed (Hospitalized)
CAP - Captured by the Enemy
INT - Interned as result enemy Action
RTD - Returned to duty from any previously reported casualty status.

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BATTLE CASUALTY REPORT OF
778th BOMBARDMENT SQUADRON (H)
464TH BOMBARDMENT GP (H)

* Insert code applicable
(See reverse)

** Insert code applicable
(See reverse)

4 July 1944
(Date)

NAME			GRADE	ASN	*TYPE OR CAS	DATE OF CASUALTY	*FLY- ING STAT	ARM OR SERV	DUTY CODE	REMARKS (Place of casualty)
(LAST)	(FIRST)	(MIDDLE)								
JOHNSON,	HERBERT	M.	1st Lt	0-735351	RTD	4 Jul 44	B	AC	1034	From MIA 6 Jun 44 to RTD
FITZGERALD,	ODEL	B.	T/Sgt	20840223	RTD	4 Jul 44	H	AC	748	From MIA 6 Jun 44 to RTD
KENT,	JAMES	W.	S/Sgt	18214355	RTD	4 Jul 44	H	AC	748	From MIA 6 Jun 44 to RTD
INFUSINO,	JOSEPH	J.	S/Sgt	36721183	RTD	4 Jul 44	G	AC	757	From MIA 6 Jun 44 to RTD

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CARL V. HARDY
Capt. AC. Adl.

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BATTLE CASUALTY REPORT OF
777th BOMBARDMENT SQUADRON (H)
464TH BOMBARDMENT GP (H)

* Insert code applicable
(See reverse)

** Insert code applicable
(See reverse)

11 July 1944
(Date)

NAME			GRADE	ASN	*TYPE OF CAS	DATE OF CASUALTY	*FLY- ING OR SERV	ARM OR SERV	DUTY CODE	REMARKS (Place of casualty)
(LAST)	(FIRST)	(MIDDLE)								
LEET,	EDMUND	(NMI)	2d Lt	0-686912	SIA	8 Jul 44	A	AC	1024	MIA to SIA
VAUGHAN,	LEONARD	A.	2d Lt	0-699636	RTD	8 Jul 44	A	AC	1024	MIA to RTD
REIMER,	RUSSELL	H.	T/Sgt	16050336	RTD	8 Jul 44	C	AC	757	MIA to RTD

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 BATTLE CASUALTY REPORT OF
 778th BOMBARDMENT SQUADRON (H)
464TH BOMBARDMENT GP (H)

* Insert code applicable
(See reverse)

** Insert code applicable
(See reverse)

12 July 1944
 (Date)

NAME			GRADE	ASN	*TYPE OF CAS	DATE OF CASUALTY	*FLY- ING STAT	ARM OR SERV	DUTY CODE	REMARKS (Place of casualty)
(LAST)	(FIRST)	(MIDDLE)								
JOHNSON,	ROBERT	W.	2nd Lt	0-815912	RTD	12 Jul 44	A	AC	1024	From MIA 6 Jun 44 to RTD
HIER,	ROLAND	J.	S/Sgt	31066425	RTD	12 Jul 44	I	AC	612	From MIA 6 Jun 44 to RTD
SMITH,	FLOYD	W.	Sgt	11129414	RTD	12 Jul 44	I	AC	612	From MIA 6 Jun 44 to RTD

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 Capt, AC, Adj.

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BATTLE CASUALTY REPORT OF
778th BOMBARDMENT SQUADRON (H)
464TH BOMBARDMENT GP (H)

* Insert code applicable
(See reverse)

** Insert code applicable
(See reverse)

17 July 1944
(Date)

NAME			GRADE	ASN	*TYPE OF CAS	DATE OF CASUALTY	*FLY- ING STAT	ARM OR SERV	DUTY CODE	REMARKS (Place of casualty)
(LAST)	(FIRST)	(MIDDLE)								
MARK,	JOHN F.		Capt	0-789221	RTD	17 Jul 44	A	AC	1024	From MIA 6 Jun 44 to RTD
SMITH,	GORDON B.,	JR	1st Lt	0-744342	RTD	17 Jul 44	C	AC	1035	From MIA 6 Jun 44 to RTD
TUCEK,	CHARLES J.,	JR	Sgt	18178771	RTD	17 Jul 44	I	AC	612	From MIA 6 Jun 44 to RTD

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Capt, AC, Adjutant

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BATTLE CASUALTY REPORT OF

778th BOMBARDMENT SQUADRON (H)
464TH BOMBARDMENT GP (H)

* Insert code applicable
 (See reverse)

** Insert code applicable
 (See reverse)

24 July 1944
 (Date)

NAME			GRADE	ASN	TYPE OF CAS	DATE OF CASUALTY	*FLY-ING OR STAT	ARM OR SERV	DUTY CODE	REMARKS (Place of casualty)
(LAST)	(FIRST)	(MIDDLE)								
ELDER, JAMES H.			T/Sgt	7002777	RTD	23 Jul 44	H	AC	748	From MIA to RTD
SCHNEIDER, WILLIAM J.			2nd Lt	0-718431	LIA	22 Jul 44	S	AC	1034	From MIA to LIA
TOLEDO, LOUIS E.			Sgt	39274544	LIA	22 Jul 44	I	AC	612	From MIA to LIA

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 Capt, AC, Executive O _____

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