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Bomb
RETURN TO:
Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

GP 464-HI
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P.P.S.
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HISTORY
of
464TH BOMBARDMENT GROUP (H)
Comprising
776TH 777TH 778TH 779TH
BOMBARDMENT SQUADRONS (H)
PANTANELLA AIRBASE
ITALY

for
OCTOBER 1944

55TH BOMBARDMENT WING (H)
15TH AIR FORCE

SCANNED BY
7-2007

MICROFILM

S E C R E T

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

1 NOVEMBER 1944

GROUP HISTORY, 1 OCTOBER 1944 TO 31 OCTOBER 1944

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P.R.C.

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DECLASSIFIED
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THE COMMANDING OFFICER COMMENTS

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

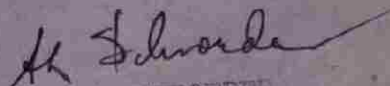
1 November 1944

THE COMMANDING OFFICER COMMENTS

Mother Nature and Old Man Weather combined their efforts to keep this Group from reaching the 100 mark on Combat Missions flown during this period.

The spare time occasioned by the fourteen (14) mission cancellations was used to good advantage, and many hours of valuable training, both ground and air, were given to combat crews during this period, which will prove invaluable to these crews in future operations.

Our new Chapel was officially dedicated and presented to the Group. Plans have been completed, and material secured, for a new Group Theatre and Gymnasium.


A. L. SCHROEDER
Colonel, Air Corps
Commanding

NARRATIVE HISTORY

S E C R E T

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

1 November 1944

NARRATIVE HISTORY FOR MONTH OF OCTOBER 1944

1. The present designation of this unit is 55th Bombardment Wing (H), Fifteenth Air Force, APO 520, U. S. Army.

2. Major John W. Nance, O-790704, appointed Group Operations Officer vice Major Weldon K. Burton, O-1699310, missing in action. (SO 231, par 3, inclosed)

Captain Walter H. Rose, O-789511, appointed Group Navigator vice Major Kyle Spiller, O-430026, missing in action. (SO 230 par 5 inclosed)

Lt. Colonel Douglas M. Cairns, O-19129 assigned to this Headquarters and placed on indefinite DS with Headquarters, 55th Bombardment Wing (H). (SO 210 Par 2 inclosed)

3. The strength of the unit, commissioned and enlisted, was as follows:

	<u>Officers</u>	<u>Enlisted Men</u>
As of 30 September 1944	404	1729
Net increase	70	140
As of 31 October 1944	474	1869

4. Mother Nature and Old Man Weather combined their forces with those of the Axis, and as a result this Group completed a total of only eight (8) combat missions.

S E C R E T

S E C R E T

Striking in Northern Italy, Austria, Hungary and Germany, this Group flew a total of 283 sorties, dropping 607.95 tons of bombs on enemy targets. Marshalling yards received the brunt of the attacks with four (4) being hit, with two (2) attacks on war materiel factories, and one (1) attack each on oil installations and stores depots.

A total of fifteen (15) scheduled missions were cancelled either before take off or recalled after the aircraft were airborne due to bad weather.


This Group had hoped to fly its 100th combat mission during this period, but forces over which we had no control defeated our efforts. Certainly we will reach the 100 mark during the coming month.

5. No encounters with enemy aircraft were experienced during this period, but one (1) claim for an enemy aircraft destroyed was allowed for a crew member returning to the Group after being in the hospital for several weeks.

6. A total of fifteen (15) officers and enlisted men made the supreme sacrifice, thirteen (13) being killed in action, one dying from natural causes and one from cerebral hemorrhage.

Four suffered major wounds and nineteen with minor wounds and three (3) cases of frostbite.

One hundred and two (102) combat crew members were listed as missing in action, with twenty nine (29) crew members being returned to duty who were previously listed as missing in action.



S E C R E T

7. Awards made during this period were as follows:

Good Conduct Medals	112
Purple Heart Medals	5
Air Medals	336
1st Cluster to Air Medal	59
2nd Cluster to Air Medal	110
3rd Cluster to Air Medal	53
4th Cluster to Air Medal	6
5th Cluster to Air Medal	2
6th Cluster to Air Medal	1
Distinguished Flying Cross	82
1st Oak Leaf Cluster to D.F.C.	3
Distinguished Flying Cross (Missing in action)	12
Distinguished Flying Cross (Posthumously)	3
Distinguished Flying Cross (Prisoner of War)	5
Silver Star (Posthumously)	3
Silver Star (Missing in action)	1
Soldiers Medal	1

8. There were no aircraft accidents during this period.

9. A total of thirty four (34) combat crew members completed their tour of duty in this theatre and will be returned to the United States.

10. Forty (40) replacement combat crews were received by this Group during this period. These crews were all given the regular three (3) day training and indoctrination program.

11. Morale of the Group continued at a satisfactory level. Due to many stand downs necessitated by adverse weather, spare time has been devoted to training, both ground and air with the objective of keeping the men busy as well as making them better soldiers.

12. Measures taken to reduce venereal disease has achieved good results. For this period there were nine (9) new cases

S E C R E T

reported for a rate of 52.99 per 1000 men per annum as compared with twenty four (24) new cases for a rate of 115.99 for the month of September.

While there was an increase of upper respiratory diseases due to weather conditions during this period, the general health of the Group continues to be satisfactory.


13. The Group chaplain had a very busy month. The new Group Chapel was completed and dedication ceremonies held. Eighty two (82) letters of sympathy were written to next of kin for men reported missing or killed. Thirty two (32) letters were written dealing with personal problems of personnel. Fourteen burial services were held for the men in the Group who gave their lives during this period.

The Chaplain led the combat crews in prayers on twenty (20) mornings during this period and two men received the sacrament of baptism.

Total attendance for all faiths for the month was 3424, a decided increase over previous months.

The chapel choir under the direction of Mr. Curtis Lamb, A.R.C. Field Director, has taken on new life with very pleasing results. The Service Men's Christian League has doubled its membership.

Chaplain Eugene McCahey who is assigned to Air Force and attached to the 465th Bombardment Group (H) will conduct all



S E C R E T

future Catholic Services for both the 464th and 465th Groups.

14. Special Services continued to keep busy, presenting fifteen (15) different movie films of two (2) showings each in the outdoor theatre to approximately 22,500 men. In spite of cold and wet conditions the movies continue to appeal to a large number of personnel.


Three (3) U.S.O. shows were presented to the Group during this period, two (2) on the Base and one (1) at 55th Wing.

Twenty (20) applications for enrollment in the Armed Forces Institute were processed through the Group Special Service Office.

The "Dark Room Club" has been in full operation for nearly a month and is being used by 150 officers and enlisted men for developing and printing pictures for the Group camera fans.

15. The new Headquarters Officers Club and Mess is nearing completion after the usual construction delays of slow Italian labor, shortage of material and bad weather. Some one has aptly suggested that it be named "The Wheel House". It is expected that our Thanksgiving turkey will be served in the new club.

16. Construction is under way for a large building of tufa and steel for a combination Group Theatre and gymnasium, to provide more comfortable quarters for the movie fans and to take care of the physical fitness program during the coming months of cold weather.




S E C R E T

17. On the night of 1st October, "The hill" received its first real taste of Sunny Italy winter, in the form of a driving rain storm accompanied by a high wind. Numerous tents in the area were blown down (see photograph section) including the S-2 map tent, Message Center and the large circus tent. A few men woke up with tufa blocks as bed fellows, the famous mud mixture giving way before the onslaught of wind and rain. The camp presented a weather beaten appearance the following morning.

18. The "Late builders" of tufa quarters were frantically trying to finish their buildings. Almost every type of heating stoves have appeared on the base from candles in tin cans to highly technical gadgets with hot and cold water connections attached.

19. While the progress of the war has temporarily slowed down due to weather conditions, this Group is continuing to train faithfully so that we will be ready and able to strike the enemy hard and fast when the opportunity comes.

20. The Group History for the month of November, 1944, will contain extra features, stories and pictures in honor of our 100th mission against the Axis, and will give some of the high lights and outstanding operations during our tour of combat duty in this theatre.



BIOGRAPHIES

B I O G R A P H I E S

MAJOR JAMES H. GILSON, O-412758, Commanding Officer of the 779th Bombardment Squadron (H) entered the Army as a flying cadet on 9 September 1940. Primary training was taken at the Chicago School of Aeronautics, Basic at Montgomery, Alabama, and Advanced at Barksdale Field, Louisiana, where he received his commission on 25 April 1941 as 2nd Lt, AC. Major Gilson served as instructor in the twin engine school at Barksdale until November 1941, when he was assigned to Turner Field, Albany, Georgia, serving as Flight Commander, Operations Officer, and Squadron Commanding Officer. After opening Selman Field, Monroe, Louisiana, Major Gilson took B-24 transition training at Tarrant Field, Texas, and phase training at March Field, California. Major Gilson joined the 464th Bombardment Group (H) on 16 August 1944, and was appointed Squadron Commander of the 779th Bombardment Squadron (H) on 5 September 1944. As of 31 October 1944, Major Gilson had flown 22 combat missions. Major Gilson is 27 years of age, married, with a son of 2 years of age, and claims Wyoming, Ohio, as his home town. A graduate of Colgate University, and engaged in the advertising business before enlistment, Major Gilson intends to make the Army his career after the close of hostilities.

MAJOR RAY A. MORGAN, O-341266, was called to active duty from Officers Reserve on 15 August 1941, as 2nd Lt, Infantry,

Robertson received his commission as 2nd Lt, AC on 31 October 1941. Assigned to the 118th Observation Squadron of the 10th Anti-Submarine Patrol, Captain Robertson saw active service on the Atlantic and Gulf of Mexico in active patrol duty, working out of Miami and Jacksonville, Florida, Charleston, South Carolina, Langley Field, Virginia, Mobile, Alabama, and Galveston, Texas until 1 September 1943. Joining the 464th Bombardment Group (H) on 28 October 1943 as First Pilot of the 776th Bombardment Squadron (H), Captain Robertson completed phase training and came overseas with the Group. On 27 September 1944 Captain Robertson was appointed Operations Officer of the 777th Bombardment Squadron (H). As of 31 October 1944 Captain Robertson had flown 37 combat missions. Thirty (30) years of age, married, with a son 1 1/2 years, Captain Robertson claims Knox City, Texas as his home town. A graduate of John B. Stetson University, DeLand, Florida, Captain Robertson was Assistant Manager of the DeLand Municipal Airport at the time of his enlistment and intends to make the Army his career.

CAPTAIN JOHN S. EDWARDS, O-301889, Group Gunnery Officer, entered the Army from the New Jersey National Guard as 1st Lt, Infantry on 16 October 1940 at Fort Dix, New Jersey. After attending the Infantry Officer School at Fort Benning, Georgia, Captain Edwards was assigned to the Infantry School as an instructor until July 1941 when he was appointed Commanding Officer of an Infantry Heavy Weapons Company at Fort Dix, and took

and was assigned to the Air Corps. Major Morgan was assigned to the 15th Bombardment Squadron (L) as Assistant Engineering Officer at Lawson Field, Fort Benning, Georgia, where he served until 9 December 1941 when his organization moved to Fort Dix, New Jersey on anti-submarine patrol duty. The unit was re-designated the "1st Pursuit Squadron, Night Fighter" and left for overseas, arriving in England in May 1942, where the unit was again designated as the 15th Bombardment Squadron (L). This unit took part in the first raid by American crews on 4 July 1942 against occupied Europe, hitting airfields in Holland and France. Leaving England with his unit in November 1942, Major Morgan landed at Oran on 10 December 1942. Major Morgan served as Assistant Engineer, Engineer, Adjutant, and Squadron Commander at various bases in Algiers and French Morocco until October 1943 when the unit was disbanded. Following an assignment as S-4 of Basic Training Center at Telergma, Algeria until 10 July 1944, Major Morgan was assigned to this Group on 29 August 1944 as Group Transportation Officer. Major Morgan is 31 years of age, single, and claims Central, South Carolina as his home town. After the war Major Morgan intends to return to the transportation business, which he left when called to active duty.

CAPTAIN ARTHUR B. ROBERTSON, JR, O-429699, Operations Officer of the 777th Bombardment Squadron (H), entered the Army as a flying cadet on 15 March 1941. Taking Primary and Basic Training at Brady, Texas, and advanced at Brooks Field, Texas. Captain

part in field maneuvers in North Carolina. Service followed with a Tank Destroyer Brigade, Eastern Defense Command, Combat Team, and Mobile Force. On 5 April 1943, Captain Edwards transferred to the Air Corps, taking a course in Aerial Gunnery at Buckingham Field, Fort Myers, Florida, remaining as A-3 of the Flexible Gunnery School until 17 April 1944, when he was assigned to overseas duty, joining the 464th Group on 18 July 1944 as Group Gunnery Officer. Captain Edwards served in the New Jersey National Guard from 1928 to 1940, and was a member of the Guard rifle team from 1931 to 1940, taking part in the National Rifle and Pistol Matches in 1936 and 1937, and being on the U. S. International Rifle Team in 1935, 1936, 1937, and 1938. Captain Edwards is 32 years of age, married, and claims Hackensack, New Jersey as his home town. Leaving the newspaper business to enter active service, Captain Edwards intends to continue his career in the Army after the cessation of hostilities.

COMMENDATIONS

C
O
P
Y

Office of the Commander - in Chief
 HEADQUARTERS MEDITERRANEAN ALLIED AIR FORCES
 A. P. O. 650

28 September 1944

SUBJECT: Commendation.

TO : Commanding General, Fifteenth Air Force,
APO 520, U. S. Army.

1. Having recently had occasion to survey personally the historical data being forwarded by Fifteenth Air Force units, I was particularly impressed by the unit histories of the following organizations under your Command:

304 Bomb Wing
 306 Fighter Wing
 1 Fighter Group
 2 Bomb Group
 14 Fighter Group
 31 Fighter Group
 52 Fighter Group
 97 Bomb Group
 98 Bomb Group
 154 Weather Rcn Sq
 325 Fighter Group
 464 Bomb Group.

These documents all show superior imagination and interest on the part of the officers who prepared them and seem to me to be outstanding examples of how history in the field should be prepared.

2. I wish you would forward copies of this commendation to each of the above units so that their officers may know that their superior fulfillments of the very important historical function has been noted by higher headquarters.

A TRUE COPY

Maurice C. Kieling
 MAURICE C. KIELING, Capt, AC

/s/ Ira C. Eaker

/t/ IRA C. EAKER,
 Lieutenant General, USA,
 Commanding.

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

HEADQUARTERS 55TH BOMBARDMENT WING (H) A/GRA/fah
APO 520 U.S.Army

In reply refer to:
201.22

12 October 1944.

SUBJECT: Commendation.

TO : Commanding Officer, 460th Bomb Group (H), APO 520, U.S. Army.
Commanding Officer, 464th Bomb Group (H), APO 520, U.S. Army.
Commanding Officer, 465th Bomb Group (H), APO 520, U.S. Army.

1. The Commanding General, Fifteenth Air Force, desires to commend the leaders and crews that participated in yesterday's mission for their courage and determination in carrying out the assigned mission in spite of the bad weather that existed.

2. It is fully realized that bombing attacks under weather conditions that prevailed in the Vienna area will not result in the destruction desired. However, these attacks are of vital importance inasmuch as they will convince the Hun that he is not immune from our relentless attacks during periods that he may consider safe due to weather. These attacks will be highly instrumental in convincing him of the hopelessness of his position.

3. I desire to add my commendation for the fine leadership displayed and the superior efforts of the crews that maintained the groups intact.

/s/ George R. Acheson
/t/ GEORGE R. ACHESON,
Brig General, USA,
Commanding.

A TRUE COPY

Maurice C. Kieling
MAURICE C. KIELING, Capt, AC

HEADQUARTERS 55TH BOMBARDMENT WING (H) G/EJM/fah
APO 520 U.S. Army

In reply refer to:
201.22

14 October 1944.

SUBJECT: Commendation.

TO : Commanding Officer, 460th Bomb Group (H), APO 520, U.S. Army.
Commanding Officer, 464th Bomb Group (H), APO 520, U.S. Army.
Commanding Officer, 465th Bomb Group (H), APO 520, U.S. Army.
Commanding Officer, 485th Bomb Group (H), APO 520, U.S. Army.

The following teletype received from the Commanding General of the Fifteenth Air Force, is quoted for your information:

DURING THE PAST FIVE DAYS THE AIR FORCE PERFORMED FIVE MISSIONS, THREE OF WHICH WERE WITH MAXIMUM EFFORT. DESTRUCTION RESULTING FROM THE BOMBING AND FIGHTER STRAFING ATTACKS WAS MOST EXCELLENT. THIS IN SPITE OF THE BAD WEATHER REQUIRING INSTRUMENT BOMBING IN MANY CASES AND EXTREMELY POOR OPERATING CONDITIONS FOR FIGHTER LOW LEVEL ATTACKS. NOTHING THE HUN CAN DO NOR CAN OBSTACLES OF NATURE STOP THESE AIR ATTACKS WHICH ARE SYSTEMATICALLY DESTROYING HIS VITAL INSTALLATIONS AND EQUIPMENT. THE MISSIONS WERE CARRIED OUT BY YOUR UNITS WITH DEMONSTRATED SKILL AND DETERMINATION. SUCH LARGE SCALE EFFORTS CONTRIBUTED TO BY ALL YOUR UNITS REFLECT THE HIGH STANDARD OF TRAINING AND MORALE EXISTING. IN PARTICULAR, THE ADDITIONAL BURDEN PLACED ON YOUR GROUND CREWS IN ORDER THAT THIS FORCE COULD BE MAINTAINED IS MOST HIGHLY COMMENDED. I CAN ASSURE YOU THIS SPIRIT AND WILL TO WIN OVER ALL OBSTACLES, AS AGAIN DEMONSTRATED DURING THE PAST FIVE DAYS, WILL PAY BIG DIVIDENDS AND SOON CONVINCED THE ENEMY OF THE HOPELESSNESS OF HIS POSITION TO CONTINUE THE FIGHT.

By command of Brigadier General ACHESON:

A TRUE COPY

Maurice C. Kieling
MAURICE C. KIELING, Capt, AC

E. J. MC CLURE,
Captain, CWS,
Asst Adjutant.

C O N F I D E N T I A LHEADQUARTERS 55TH BOMBARDMENT WING (H) A/GRA/fah
APO 520 U.S. ArmyIn reply refer to:
201.22

20 October 1944

SUBJECT: Commendation

TO : Commanding Officer, 460th Bomb Group (H), APO 520, U.S. Army.
 Commanding Officer, 464th Bomb Group (H), APO 520, U.S. Army.
 Commanding Officer, 465th Bomb Group (H), APO 520, U.S. Army.
 Commanding Officer, 485th Bomb Group (H), APO 520, U.S. Army.

1. The following message received from the Commanding General, Fifteenth Air Force, is relayed for the information of all personnel of your command:

"COMMANDING GENERAL, USSTAF, HAS CABLED AS FOLLOWS:
 'WITH GRATIFICATION HAVE I NOTICED THE SIGNIFICANT OPERATIONS OF THE FIFTEENTH AIR FORCE, PARTICULARLY IN THE AREA BUDAPEST-VIENNA WHERE STRAFING AND BOMBING ATTACKS HAVE RESULTED IN THE DESTRUCTION OF MANY RAILROAD CARS, MOTOR VEHICLES, RIVER BARGES AND AIRCRAFT ON THE GROUND. SUCH OPERATIONS, WITHOUT QUESTION, HAVE BEEN OF THE UTMOST ASSISTANCE TO THE RUSSIAN ADVANCE. GROUND AND AIR PERSONNEL OF ALL UNITS HAVE MY COMMENDATION FOR THEIR PART IN THESE ACCOMPLISHMENTS. PLEASE PASS GENERAL SPAATZ'S MESSAGE, IN WHICH I HEARTILY JOIN, TO ALL UNITS."

2. The operations referred to, carried out under difficult weather conditions, while not in all cases successful as far as the primary target is concerned, have unquestionably added to the demoralization of the enemy. This is indicated by press dispatches from Austria and Hungary. Continued pounding under these conditions must eventually destroy the enemy's will to fight. I desire to add my commendation for a job well done under difficult circumstances.

A TRUE COPY

 MAURICE C. KIELING, Capt, AC

/s/ George R. Acheson
 /t/ GEORGE R. ACHESON,
 Brig General, USA,
 Commanding.

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

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

LXQN LEJN KELO LENR LDZC NRS 5 - 4 - 4 - 4 RE CONF
 T LXQN LEJN LEKO LENR
 FROM TWINING 201343A
 TO FOLLOWING WINGS TRANSMIT TO ALL GROUPS IN COMMAND

TO: 5TH WING
 TO: CG 47TH WING
 TO: CG 55TH WING
 TO: CG 304TH WING
 TO: CG XV FIGHTER COMMAND
 TO: CO 49TH WING
 TO: AOC 205 GROUPS

BT GR/

KC 1530
 XVAF ABLE 177. CONFIDENTIAL. COMMANDING GENERAL, USSTAF, HAS
 CABLED US AS FOLLOWS: "WITH GRATIFICATION HAVE I NOTICED THE
 SIGNIFICANT OPERATIONS OF THE FIFTEENTH AIR FORCE, PARTICULARLY
 OPERATIONS IN THE AREA BETWEEN BUDAPEST AND VIENNA WHERE BOMBING
 AND STRAFING ATTACKS HAVE RESULTED IN THE DESTRUCTION OF MANY
 MOTOR VEHICLES, RAILROAD CARS, DANUBE RIVER BARGES, AND AIRCRAFT
 ON THE GROUND. WITHOUT QUESTION SUCH OPERATIONS HAVE BEEN OF THE
 UTMOST ASSISTANCE TO THE RUSSIAN ADVANCE. AIR AND GROUND
 PERSONNEL OF YOUR UNITS HAVE MY COMMENDATION FOR THEIR PART
 IN THESE ACCOMPLISHMENTS." PLEASE PASS GENERAL SPAATZ' MESSAGE,
 IN WHICH I HEARTILY JOIN, TO ALL UNITS.

BT 201343A

C S A R K

LXQN R NR 5 201438A S A K K
 LEJN HER R NR4 201438A LH K
 LEKO R NR4 201438A CH AR
 LENR R NR4 AT 101438A JS K

A TRUE COPY

Maurice C. Kieling
 MAURICE C. KIELING, Capt, AC

PROMOTIONS

S E C R E T

PROMOTIONS

Captain Foyl Beasley, O-436616 to Major

Group Communications Officer

SO 281, Par No 8 Hq 15 Air Force, 7 October 1944

CHRISTMAS FOR KIDS

S E C R E T

CHRISTMAS FOR KIDS

A "Christmas For Kids Committee" was appointed to provide gifts of clothing, food, milk and candy to needy children in the vicinity, as well as cigarettts and tobacco for the patients in a nearby Italian Military Hospital.

A "Christmas For Kids" box has been placed at each P.X. in the Group and already a substantial amount of candy, gum, soap, cigarettes and miscellaneous articles have been collected. Every indication points to a happy Christmas for alot of children who have perhaps never experienced the thrill of a "Merry Christmas."

American Red Cross
Office of the Field Director
464th Bomb. Group (H)
APO 520, C/o PM, N.Y., N.Y.

27 October 1944

TO: Commanding Officers all Squadrons, and Hq. Det.

SUBJECT: Meeting of the Children's Christmas Committee.

The first meeting of the Children's Christmas Committee was held in the ARC office on October 27th, 1944. The purpose of the meeting was outlined as follows: to help give a better Christmas celebration to the deserving Italian children, and soldiers wounded in service with the Allies. This was done by several units of the 15th Air Force last year, and found to be very satisfactory. In order that the program could reach those deserving of it the committee decided to limit activities to institutions such as the Canosa Orphanage, and Hospital, and any similar local bodies.

Sgt. Howard of the 776th Squadron told of a Christmas in France, during World War One. Donations by the men of the group were discussed, and it was suggested that all those who wished could give a bar of candy toward this on every P.X. day. Lt. Biskup of Hq. Detachment suggested that combat crews returning to the states often leave behind numerous articles of clothing which could be used as gifts.

Cpl. Caraffi of the 777th Squadron reminded the committee that nothing tangible could be done until we had a definite place or group of places in mind. With this as a basis a committee of four, (Cpl Caraffi, Lt. Grimm, Lt. Mercing, and Sgt. Howard) were chosen to visit Canosa, and interview the mayor, the bishop, and any others who could point out deserving institutions. Cpl. Caraffi told us that the Italians do not give gifts on Christmas itself, but rather spend a quiet day at home. The sixth of January, (Day of the Epiphany) is their time for celebration.

Lt. Mercing of the 778th mentioned that we would have to be careful to emphasize that this giving was for those who needed and deserved it. If this was not done response from the squadrons would no doubt be negative.

The attendance was as follows: From the 776th Sgt. Howard, from the 777th Cpl. Caraffi, Headquarters was represented by Lt. Biskup, the 778th by Lt. Mercing (for Lt. Rust) and Sgt. Province, and the 779th by Cpl. Blair. Captain Rose of the 776th, Lt. Grimm of the 777th, and Lt. Hetzel of the 779th were unable to attend.

When the meeting adjourned at 1430 the provision was made that the Committee of four would visit Canosa on the 28th of October, and the full Committee would meet again on Tuesday, the 31st of the month.

A TRUE COPY

Maurice C. Kieling
MAURICE C. KIELING, Capt, AC

/s/ Wm. Curtis Lamb
/t/ Wm. Curtis Lamb
Field Director

WCL/ghm

" CHRISTMAS FOR KIDS COMMITTEE "

464th Bomb. Group.

HEY JOE!!!

Remember how you used to like Christmas back home--but it was the KIDS who really loved it!

This Christmas overseas, a group of us got to wondering if we couldn't do a little something for the kids around here. So each Squadron and Headquarters named one Officer and Enlisted Man to our Children's Christmas Committee.

First thing the committee did was to make a visit to C to see the Orphan Children's Hospital. You'd be surprised how clean and neat it is. But they've got around 30 kids there who could certainly stand a little Christmas cheer. Why not get together and give them some new clothes, some Christmas candy, and a basket of food.

Next we interviewed the director of Schools. He told us there were about 600 children under 10 years of age who came from especially poor and needy homes. Seemed like a good idea to give those kids some milk and nourishing things, and some candy, this Christmas.

Finally, we went to the Military Hospital, where they bring in the soldiers who get sick while working in the labor battalions for the allies. There are about 130 men there who are mighty short on smokes. We were thinking maybe we could share a few packs of cigarets and a few fills of pipe tobacco with them.

Just one of us alone couldn't do much on this Christmas deal - - but all of us working together could pack a real punch. So-

1) There'll be a "Christmas for Kids" box at your PX lineup each week now. Drop in a candy bar or two, or a package of gum, or some soap for the kids.

2) If you want to share your smokes with those fellows in the hospital, drop a pack or two in the box for them.

3) We need a little Christmas fund - - to buy those kids at the hospital some clothes -- for the Christmas baskets and to buy milk for the needy kids. So, at the next pay table, give what you can - 50¢ or a buck, if you feel like it.

Whatever you do will be appreciated by those kids -- more than you know ...

And a MERRY CHRISTMAS from the Committee

Lt. Hetzel	779th Sq.
Cpl. Blair	779th Sq.
Lt. Rust	778th Sq.
Sgt. Griek	778th Sq.
Lt. Biskup	Hq. Det.
Lt. Grimm	777th Sq.
Cpl. Caraffi	777th Sq.
Lt. Ceeke	776th Sq.
Sgt. Howard	776th Sq.
Mr. Curtis Lamb	Red Cross

PHOTOGRAPHS



Captain
JOHN S. EDWARDS, JR
Group Gunnery Officer



Captain Arthur B. Robertson Jr.
Operations Officer
777th Squadron



THE MORNING AFTER

Movie (circus) tent -
S-2 tent and Message
Center straighten up after
storm. Many other tents
and tufa houses were blown
down during night of
1 October 1944



"DIXIE"

Mascot of Group Photo
Section. From Brazil
to Italy in a B-24.

Oct 14

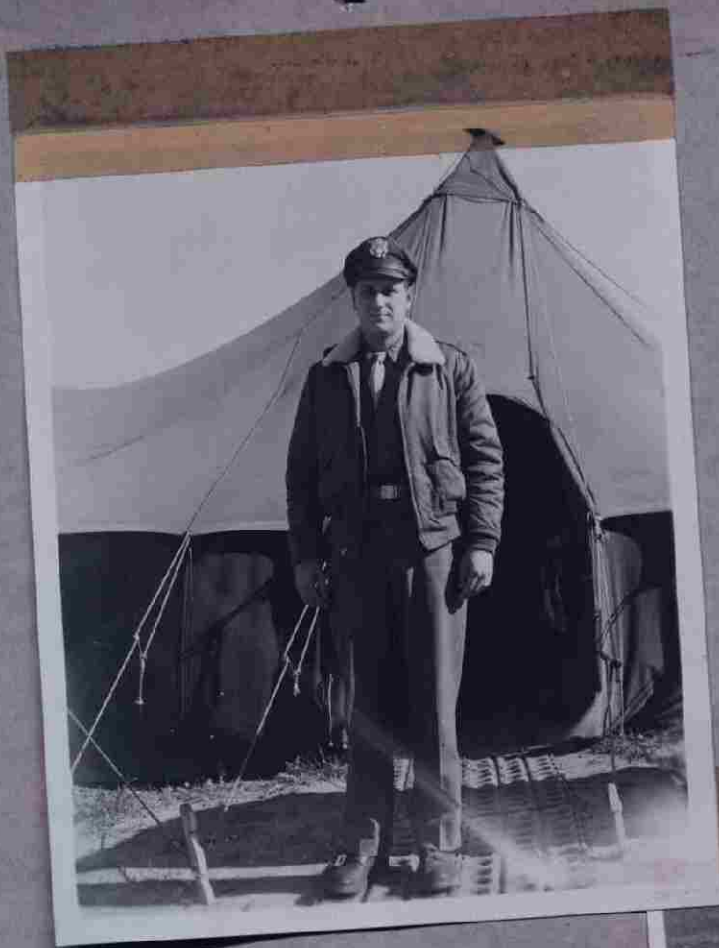


"Our Hill"
Where soft Italian
breezes blow -- a
gale, looking south.

Hardstands and
Runway, looking west.

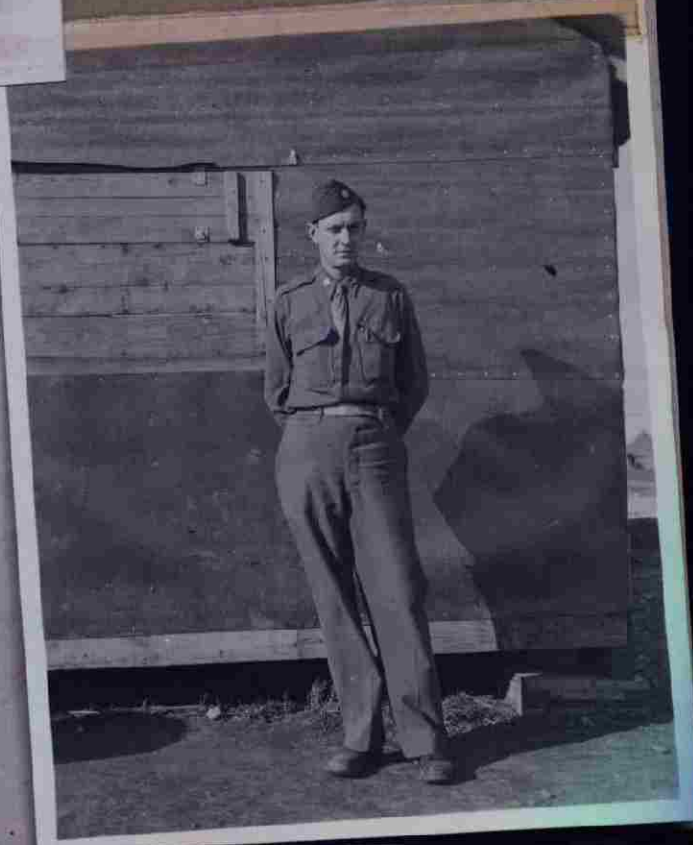


Oct 44



Major James H. Gilson
Commanding Officer
779th Squadron

Major Ray A. Morgan
Group Transportation Officer





GROUP S-4 SECTION

Front row, left to right:

T/Sgt Frank B. Ross
Sgt Hope D. Taylor
Sgt Frank B. Tuohy
M/Sgt Joseph P. Glass
T/Sgt Joseph Granfield

Back row, left to right:

CWO Floyd A. Ebner
Capt Peter Ceccato
1st Lt Edward Both
1st Lt Walter J. Chicallo



Front row, left to right:

T/Sgt Theodore Marden
T/Sgt Peter G. Schroeck
1st Lt Lanson H. Crawford
T/Sgt Harry E. Shull
Sgt Howard M. Newberger

Second row, left to right:

Cpl Allen L. Orth
S/Sgt Eugene Ayers
Sgt Michael J. Kyame
S/Sgt Ellis E. Reavis
Sgt Frank W. Woodcroft
Cpl Martin Rader

Third row, left to right:

S/Sgt George F. Schantz
S/Sgt Anthony A. Palmershein
T/Sgt John J. Millar
Cpl William V. Welch
Cpl Fred D. Johnson
Sgt Robert O. Larson

GROUP PHOTO SECTION

OPERATIONS

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

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

EVE/FFE/gbh

4 October 1944

319.1

SUBJECT: Narrative Mission Report

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

1. On 4 October 1944, forty six (46) of forty eight (48) scheduled B-24 a/c plus six (6) of seven (7) designated spare B-24 a/c took off starting at 0729A hours (the last a/c was off at 0820A hour) to bomb the Munich Main M/Y. The fifty two (52) a/c formed into "A" Group and "B" Group as prescribed in Operation Order Number 195. "A" Group formed in two (2) attack units the first of which was led by Lt Colonel Elvin E. Goodyear, Deputy Group Commander, and the second attack unit was led by 1st Lt Dean F. Lovitt, Flight Leader of the 777th Bombardment Group (H). "B" Group formed in two attack units, the first unit being led by Lt Colonel Clarence G. Poff, Commanding Officer of the 778th Bombardment Squadron (H) and the second, by Major George Carney Operations Officer of the 778th Bombardment Squadron (H). Two (2) of the scheduled a/c failed to take off for the following reasons: B-24 a/c No 42-95337 because two (2) cylinders in No 1 engine were not firing. B-24 a/c No 42-78341 because No 3 engine developed only 2300 RPM and 45 inches of manifold pressure. One (1) designated spare B-24 a/c No 42-52504, failed to take off because No 3 engine failed to develop more than 2000 RPM at 48 inches and cut out completely in auto-lean. No 2 engine had a mag drop of 150 to 200 RPM and failed to develop more than 2400 RPM at 48 inches.

2. The Group form up and the line rendezvous of Able Force were executed in a satisfactory manner. The line rendezvous was two (2) to three (3) minutes late.

3. Four (4) a/c returned early. B-24 a/c No 42-78452 left the formation at 45°36'N-12°53'E at 1110A hours because the ailerons would not work. This a/c landed at 1245A hours. B-24 a/c No 42-52563 left the formation at 14°49'N-13°31'E at 1107A hours because No 1 engine prop governor was inoperative. This a/c landed at 1251A hours. B-24 a/c No 42-78415 left the formation at 45°47'N-12°38'E at 1114A hours having lost No 1 turbo during the climb. This a/c landed at 1340A hours. B-24 a/c No 42-95529 left

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

Ltr Narrative Mission Report, contd

the formation at $46^{\circ}44'N-12^{\circ}45'E$ at 1131A hours with No 1 and No 3 superchargers out. This a/c landed at 1340A hours.

4. Forty eight (48) a/c were over the target at 1201A hours (briefed target time was 1210A hours) and forty six (46) a/c dropped one hundred eleven and three quarter ($111 \frac{3}{4}$) tons of 500 pound RDX bombs (.1 nose and .01 tail fusing) from 23,500 feet. "B" Group, over the target at 1201A hours dropped from 23,000 feet. "A" Group was over the target at 1202A hours and dropped from 23,500 feet.

B-24 a/c No 42-51389 returned one half ($\frac{1}{2}$) ton of bombs when two (2) bombs failed to release because of a malfunction in the rack selector switch. B-24 a/c No 42-78618 jettisoned one half ($\frac{1}{2}$) ton of bombs at $44^{\circ}50'N-14^{\circ}08'E$ which hung up on release. B-24 a/c No 44-51736 lost two (2) tons of bombs at the I.P. when the rack switch was turned on. B-24 a/c No 44-41231 jettisoned one quarter ($\frac{1}{4}$) ton of bombs at 1212A hours when one (1) bomb hung up on release. B-24 a/c No 42-52514 jettisoned two and one half ($2 \frac{1}{2}$) tons of bombs in the Adriatic at 1345A hours. This a/c did not release on the target as the box leader failed to get bombs away. B-24 a/c No 44-41337, lead a/c of the second attack unit of "B" Group returned two and one half ($2 \frac{1}{2}$) tons of bombs which could not be released because the bomb sight froze and the bomb bay doors would not open.

Recapitulation of Bomb Tonnage

46 a/c dropped on target	111 $\frac{3}{4}$ tons
2 a/c returned	3 tons
4 a/c jettisoned	5 $\frac{1}{4}$ tons
4 a/c early returns	10 tons
3 a/c no take off	7 $\frac{1}{2}$ tons
Total	137 $\frac{1}{2}$ tons

Recapitulation of tonnage dropped by Groups "A" and "B"
 Twenty four (24) a/c in "A" Group dropped 56 $\frac{3}{4}$ tons
 Twenty two (22) a/c of twenty four (24) a/c of "B" Group dropped 55 tons.

"A" Group dropped	56 $\frac{3}{4}$ tons
"B" Group dropped	55 tons
Total	111 $\frac{3}{4}$ tons

Bomb strike photos show several hits near the center of the marshalling yard visible through heavy smoke from previous bombing. The yard proper and practically the

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Ltr Narrative Mission Report, contd

entire area within a one half mile radius of the briefed MPI is smoke obscured. Numerous hits are visible at the west, south, and east edges of this smoke area. Several dozen bomb strikes start at the railroad tracks $3/4$ of a mile southwest of the yard, continue north through a mixed industrial and residential area, and disappear in the smoke immediately south of the briefed MPI. Several hits were in the rubber goods factory area 1,500 feet south of the M/Y. Approximately twenty additional hits were among the goods depot sidings at the north edge of the marshalling yard.

6. Group Leaders of "A" Group and "B" Group bombed using the C-1 Automatic pilot. Second attack unit leaders of each group used PDI being unable to set up the C-1 Automatic pilot, in each case, because of excessive prop wash. The bombing was visual.

7. IAH flak lasting for five (5) minutes was encountered at the target. The intensity was as great on the rally as it was on the bomb run. At Trieste, scant to moderate heavy flak was observed part of which appeared to come from a flak ship in the harbor. Intense heavy flak was observed at Pola.

8. Escort consisting of fifty (50) P-38 a/c were first observed at 1046A hours at $44^{\circ}00'N-13^{\circ}40'E$. Thirty (30) P-51 a/c made rendezvous with the formation at the IP at 1155A hours. The escort was described as being very good and stayed with the formation until $44^{\circ}20'N-13^{\circ}20'E$ at 1320A hours.

9. Weather at take off consisted of a few scattered strato cumulus and swelling cumulus over the horizon. Scattered patches of alto stratus and $2/10$ to $1/10$ strato cumulus from base to the coast. Over the Adriatic, $1/10$ to $2/10$ strato cumulus with patches of middle and high clouds. From the North coast of Italy to the Alps, $8/10$ to $10/10$ strato cumulus with top at 12,000 feet, with $5/10$ cumulus over the Alps, tops at 15,000 feet. At the target, $1/10$ to $2/10$ low cumulus with visibility 25 miles. On return similar conditions existed. Generally clear over the Adriatic and with $3/10$ cumulus and alto stratus at the base on return. Visibility was 20 miles or greater over entire route.

10. Two (2) of the a/c of this Group are missing. B-24 a/c No 42-52485 received flak hits in the nose section and in No 2 engine while over the target. The nose wheel doors were hanging. This a/c was last seen over the target

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

Ltr Narrative Mission Report, contd

losing altitude fast. No chutes were observed. B-24 a/c No 42-78340 received two (2) or three (3) flak hits over the target. No 1 and No 4 engines were feathered at 21,000 and the a/c was last seen as it slid from the formation over the target. No chutes were observed.

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

11. Four crew members were injured. Three were wounded by flak and two of these men were hospitalized at Bari where a/c landed on return in order to get quick medical aid. The additional injury was a slight case of frost bite.

12. The following observations were reported:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1204A	48°08'N-11°44'E	22,700	Forty (40) a/c on Riem A/D. Majority believed to be SEF.
1225A	47°22'N-12°40'E	21,000	Large, new installations with many irregular buildings. Appeared to be under construction.
1238A	46°48'N-13°33'E	20,000	L/G under construction on southwest shore of lake.
1201A	Target	23,400	Rocket like projectiles fired from ground at formation. Burst into flame and smoke falling to the ground. No explosion. About eight (8) fired in pairs.
1216A	Salzburg	23,500	Estimated forty (40) generators provided effective smoke screen.
1257A	Trieste	18,000	Considerable activity in harbor. Four (4) large and many smaller craft in the harbor.

13. The route was flown generally as briefed, the formation flying to the right of the briefed course as much as fifteen (15) miles at times. At 47°26'N-11°53'E the 465th Bombardment Group made a left turn and was on course over the IP. In this turn "A" Group of the 464th Bombardment Group (H) was forced out of position and fell in behind "B" Group of the 464th Bombardment Group (H).

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

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

Ltr Narrative Mission Report, contd

Track chart showing route flown inclosed.

14. Forty five (45) a/c landed between 1450A hours and 1520A hours. One (1) a/c after landing at Bari to permit removal of injured crew members, landed at this base at 1750A hours.

15. Five (5) a/c attempted photographs. Selected print enclosed.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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



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

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

FFE/fh

7 October 1944

319.1

SUBJECT: Narrative Mission Report

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

1. On 7 October 1944, beginning at 1007A hours forty five (45) of forty eight (48) scheduled B-24 type a/c took off to bomb the Ersekujvar, Hungary M/Y, (Primary Target). The forty five a/c formed two (2) groups. Able group comprising twenty three (23) a/c and Baker group twenty two (22) a/c. Each group formed two attack units Able groups first attack unit was led by Major William H. Reddell, Commanding Officer, 776th Bombardment Squadron (H) and second attack unit by 1st Lt Bedford D. May, pilot, 776th Bombardment Squadron (H). Baker groups first attack unit was led by Major John W. Nance, Assistant Group Operations Officer and the second attack unit by Major James H. Gilson, Commanding Officer, 779th Bombardment Squadron (H).

Three a/c failed to take off for the following reasons. A/C No 42-78431 and a/c No 42-52526 because of gas leaks. A/C No 42-52537 because of broken expender tube.

2. Group assembly and bomber rendezvous were as prescribed in Operations Order No 200.

3. Two (2) a/c returned early.

A/C No 42-51178 turned back at 1200A hours from (42°17'N-16°11'E) after feathering No 3 engine due to broken exhaust valve causing oil leak and vibration.

A/C No 42-51760 turned back at 1225A hours from (42°35'N-15°40'E). Immediately after take off this a/c returned to the base with a propellor governor inoperative, changed propellor governor and again took off but was unable to overtake the group formation.

4. Forty three (43) a/c were over the target at 1405A hours (briefed target time 1353A hours) and dropped 105.25 tons of five hundred (500) pound RDX bombs (.1 nose and .01 tail fusing) from 18,000 feet. One (1) a/c dropped 1.25 tons on a target of opportunity after rack malfunction prevented their release over primary target. The target attacked was a factory located on the Danube River at (47°45'N-18°32'E).

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

Ltr Narrative Mission Rpt contd

Axis of attack 140° , altitude 17,000 feet, time 1415A hours. 2.75 tons were jettisoned. 2.50 by a/c No 42-51178 (early return) at 1225A hours ($43^{\circ}49'N-16^{\circ}20'E$). .25 by a/c No 42-78618 at ($46^{\circ}45'N-18^{\circ}40'E$), bomb hung up when releasing on the target. 3.25 tons were returned to the base. 2.50 tons by a/c No 42-51760 an early return and .75 ton by a/c No 44-40503 after failing to release over target attack unit leader ordered their return to the base as a/c had no bombsight.

Recapitulation of Bomb Tonnage

Dropped on Primary target	105.25 tons
Dropped on target of Opportunity	1.25 tons
Jettisoned	2.75 tons
Returned to Base	3.25 tons
	<hr/>
	112.50 tons

On the bomb run the lead bombardier of Able Box, Baker Force, finding the assigned portion of the target smoke obscured from previous bombing and being unable to definitely establish the location of the briefed MPI decided to synchronize on a portion of the M/Y beyond the smoke and selected the western edge of the work shops for his aiming point. The majority of the a/c in Able Box dropped on the leader but the balance of Baker Force dropped into the smoke surrounding the briefed MPI.

The axis of attack was 151° instead of the briefed axis of 104° . This change was made necessary by a deviation in course between the IP and target. Overcast conditions at the IP caused the formation to pass beyond the turning point.

Bomb strike photos show a heavy concentration of hits in the northwestern half of the marshalling yard, with smaller concentrations extending through the yard to the southeast choke point. An explosion occurred among several closely group columns of freight cars situated 2500 feet northwest of the workshops; close to the briefed MPI. Several hits in the M/Y bordered the workshops area on the west, while additional hits fell on the southeast end of the yard--opposite the locomotive depot. There was a probable direct hit and several near misses on the railroad station. Numerous hits were short and to the northwest of the target. Several additional bombs fell in the residential area 1000 feet south of the center of the M/Y.

5. Bombing was visual and both Able and Baker force leaders used C-1 Automatic Pilot.

6. No flak defenses were encountered and observations of flak were as follows.

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

Ltr Narrative Mission Rpt contd

(47°30'N-18°37'E)	Bicske	SIL
(47°57'N-17°28'E)	Fel Bar	SIL
(46°54'N-16°57'E)		SIH
(46°36'N-17°00'E)	Gelse	SIL
(46°22'N-16°49'E)		SIL
Split (25 Bursts-Believe 5 guns)		SIH

7. Fighter escort was reported as far below usual standards being reported at very infrequent intervals and generally in small numbers. A total of 25 P-51 and 25 P-38 a/c were reported. Escort was first observed at 1318A hours (46°10'N-16°56'E) and last reported at 1632A hours over the Adriatic. Group markings could not be identified.

8. 3/10 cumulus and 8/10 alto stratus, Base to coast.

8/10 strato cumulus over Adriatic with 8/10 alto stratus.

Over Dinarics, 4/10 scattered cumulus, tops 8,000 feet and 3/10 alto stratus at 16,000 feet.

Generally clear over Hungarian Plains except for patches stratus and scattered cirrus.

On return, same with a 8.10 alto stratus at Base. Visibility 5-10 miles over Adriatic in haze, improving to 25 miles at target.

9. Observations of importance.

Time

1215A	(42°59'N-16°00'E)	10,000	Large transport, anchored
1341A	(47°17'N-17°09'E)	18,000	M/Y, 500 Wagons
1348A	(47°42'N-17°21'E)	17,700	50 TE a/c dispersed in wooded area
1416A	(47°39'N-18°20'E)	16,000	M/Y, 600 wagons
1417A	(47°32'N-18°36'E)	18,000	Barrack type building on railroad spur
1512A	(45°10'N-17°18'E)	16,000	Bridge under construction
1545A	(43°35'N-17°00'E)	11,500	2 Chutes landed. Did not see jump

10. Forty three (43) a/c landed at this Base between 1700A and 1739A hours.

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

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

Ltr Narrative Mission Rpt contd

11. Weather necessitated a deviation from the briefed route and from Spinezzola the formation was slightly to right of course and continuing to right of course after first turn point reached the Yugo Slav coast at (43°28'N-16°04'E) Male Drivenik from that point a direct course was flown to turn point Buc (45°28'N-17°23'E) then as briefed to the IP but the formation passed beyond the IP before turning into the target. Return route was as briefed except slight deviation to the left of course to avoid weather between Buc and the Adriatic. Track chart showing route as briefed and flown attached.

12. Ten (10) a/c attempted photographs. Select strike photo attached.

For the Commanding Officer:

FRANCIS F. ELDER
Major, Air Corps
Intelligence Officer

2 Inclosures:
Inclosure 1 - Track Chart
Inclosure 2 - Select Strike Photo







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

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

MCK/FFE/fh

319.1

10 October 1944

SUBJECT: Narrative Mission Report

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

1. On 10 October 1944, twenty eight (28) scheduled B-24 a/c and three (3) spare B-24 a/c took off at 0800A hours to bomb the primary target named in Operations Order No 206 dated 10 October 1944.

The thirty one (31) a/c formed into two (2) attack units, the first attack unit being led by Major William G. Moore Jr., Commanding Officer of the 777th Bombardment Squadron (H), and the second by 1st Lt Charles H. Foote, Flight Leader of the 779th Bombardment Squadron (H).

2. Group form up, two Group rendezvous and Wing rendezvous were made as briefed without incident.

3. There were no early returns. The three (3) spare a/c continued on to the target with the formation.

4. Thirty one (31) a/c were over the target at 1132A hours, but due to a solid overcast of stratocumulus with tops at 10,000 feet it was impossible to see the target, and all bombs were returned to the Base.

One half ($\frac{1}{2}$) ton of bombs was jettisoned at ($45^{\circ}58'N-12^{\circ}39'E$) when the Navigator acting as Bombardier pushed the select position too hard and two (2) bombs dropped out.

Recapitulation of Bombs

Returned to Base	77 tons
Jettisoned	$\frac{1}{2}$ ton
Total	<u>77$\frac{1}{2}$ tons</u>

5. The Group leader used the C-1 automatic pilot, but the leader of the second attack unit did not use the automatic pilot as it did not function properly.

6. There was no flak encountered at the target. Flak was observed at Pola, Trieste and Treviso enroute.

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

Ltr Narrative Mission Report, contd

7. Rendezvous was made with 15/25 P-38 a/c at 1124A hours at (45°50'N-12°50'E), and were last observed at 1205A hours at (44°30'N-13°50'E). Escort was too far away to identify by markings.

8. At Base on takeoff weather was 4/10 altostratus at 13,000 feet and 2/10 cumulus at 7,000 feet. Over Spur 3/10 altostratus at 9-11,000 feet and 2/10 cirrus at 20,000 feet continuing to 40 miles south of Venice, then 8/10 to 10/10 stratocumulus, tops 10,000 feet.

At target, stratocumulus overcast, tops 10,000 feet, visibility twenty (20) miles. Frontal clouds to north and west of target.

On return route conditions were the same.

At the base on landing 3/10 altostratus and 2/10 cumulus. Visibility twenty (20) miles on entire route.

9. One (1) a/c attempted photographs. Due to complete overcast, and no bombs being dropped, no strike photographs were obtained.

10. Thirty one (31) a/c landed at this base between 1340 and 1420A hours.

11. The route was flown as briefed. Track chart showing route flown is inclosed.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

1 Inclosure:
Inclosure 1 - Track Chart

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

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

BVB/FFE/hob

319.1

12 October 1944

SUBJECT: Narrative Mission Report

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

1. On 12 October 1944, beginning at 0704A hours thirty six (36) scheduled B-24 a/c and five (5) designated spare B-24 a/c took off to bomb the Stores Depot near Bologna, Italy. The forty one (41) a/c formed in three (3) attack units. The first attack unit was led by Lt. Colonel Clarence G. Poff, Commanding Officer of the 778th Bombardment Squadron (H). The second attack unit was led by 1st Lt Richard R. Price, Flight Leader of the 779th Bombardment Squadron (H). The third attack unit was led by Captain Walter Steves, Flight Leader of the 778th Bombardment Squadron (H).

The Group form up and departure from Spinazzola were executed as prescribed.

2. Four (4) scheduled B-24 a/c returned early for the following reasons: B-24 a/c No. 42-515760 left the formation at 0849 at (41013'N-15025'E) when No. 3 engine had to be feathered because of loss of oil pressure. This a/c landed at 0904A hours. B-24 a/c No. 42-95364 left the formation at 1018A hours at (42045'N-11006'E) because No. 1 supercharger went out at 15,000 feet and No. 4 supercharger was oscillating excessively. (Ground check revealed faulty pressure controls and amplifiers). This a/c landed at 1250A hours. B-24 a/c No. 42-52504 left the formation at (44017'N-09023'E) as all generators were out and the a/c did not carry an auxiliary power unit. This a/c landed at 1250A hours. B-24 a/c No. 42-78472 left the formation at 1105A hours at (44018'N-10022'E) being unable to maintain formation position after an oil leak in No. 3 engine necessitated feathering of the engine. This a/c landed at 1320A hours.

3. Thirty seven (37) a/c were over the target at 1127A hours (briefed target time 1130A hours) and thirty two (32) a/c dropped 31.45 tons of 100 pound GP bombs (.1 nose and non-delay tail fusing) from 20,500 feet. Of the thirty two (32) a/c dropping on the target, five (5) a/c returned one-half ($\frac{1}{2}$) ton of bombs which failed to release on the target due to rack malfunctions.

B-24 a/c No. 42-51644 returned .05 tons

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

Ltr Narr Mission Rpt, contd

B-24 a/c No. 42-78613 returned .25 tons
 B-24 a/c No. 42-51761 returned .05 tons
 B-24 a/c No. 42-51563 returned .10 tons
 B-24 a/c No. 42-50736 returned .05 tons

B-24 a/c No. 42-50843, one of the thirty two (32) a/c dropping on the target, jettisoned .05 ton of bombs at (43°10'N-14°30'E) at 1223A hours when one (1) bomb failed to release at the target and it was considered unsafe to land with it. Five (5) a/c of the thirty seven (37) a/c over the target returned five (5) tons of bombs which were not released at the target for the following reasons. B-24 a/c No. 42-78671 had a rack malfunction; B-24 a/c No. 44-41337 because, as reported by bombardier, the selector lever vibrated out of select position; B-24 a/c No. 44-41339 had a malfunction, the bomb bay doors would not open; B-24 a/c No. 42-78618 did not bomb for the reason that the Box Leader, a/c No. 44-41337, did not release bombs; B-24 a/c No. 41-29394 had a malfunction of the release switch.

Three (3) early returns brought back three (3) tons of bombs while the fourth early return jettisoned one (1) ton of bombs at 1130A hours at (44°30'N-09°45'E) to lighten the load and prevent loss of altitude.

Recapitulation of Bomb Tonnage

32 a/c dropped on target	31.45 tons
10 a/c over the target returned	5.50 tons
2 a/c jettisoned	1.05 tons
3 a/c (early returns) returned	<u>3.00 tons</u>
Total	41.00 tons

Bombing was visual. The leaders of the first and second attack unit used the C-1 automatic pilot. The leader of the third attack unit used PDI because of proximity to the preceding units.

Bomb strike photos show numerous hits on the western half of target number 24-the Bologna stores depot. Several direct hits were scored on storage warehouses and installations in the western end of the depot. Other direct hits were on two warehouses 800 feet north of the briefed MPI and on a building 600 feet south of the MPI. The bomb pattern started 2,000 feet short of the target. Scattered hits beyond the target extended one mile south of the Bologna-Rimini highway.

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

Ltr Narr Mission Rpt, contd

4. Flak at the target of from two (2) to three (3) minutes duration was reported as S to MAH. SAH flak was reported at Imola (44°22'N-11°42'E), and at Argenta (44°37'N-11°50'E). SIH flak was observed.

5. Nine (9) P-38 a/c were first observed at 1129A hours at (44°30'N-12°30'E) and last reported at 1252A hours at (42°07'N-15°30'E). Four (4) P-51 a/c were observed in the target area.

6. Weather: At base 3/10 to 4/10 stratocumulus with tops at 6,000 feet. 2/10 to 3/10 stratocumulus over the Appenines with tops at 8,000 feet. North of Rome to La Spezia, 8/10 to 10/10 stratocumulus tops varying from 10,000 feet to 12,000 feet. From La Spezia to target, 2/10 to 3/10 small cumulus, tops 6,000 feet. At target, 1/10 to 2/10 cumulus tops 6,000 feet with visibility 10 miles in haze. On the return, 3/10 cumulus over land and Adriatic with tops 6,000 to 9,000 feet. Cumulus at Base on return. Visibility was 10 to 15 miles from Rome to the target and 20 to 25 miles otherwise.

7. No observations of importance were reported.

8. Seven (7) a/c received minor flak damage none of which will be inoperational for twenty four (24) hours.

9. The route was flown as briefed. Track Chart showing route flown attached.

10. Thirty seven (37) a/c landed at this base between 1318A hours and 1344A hours.

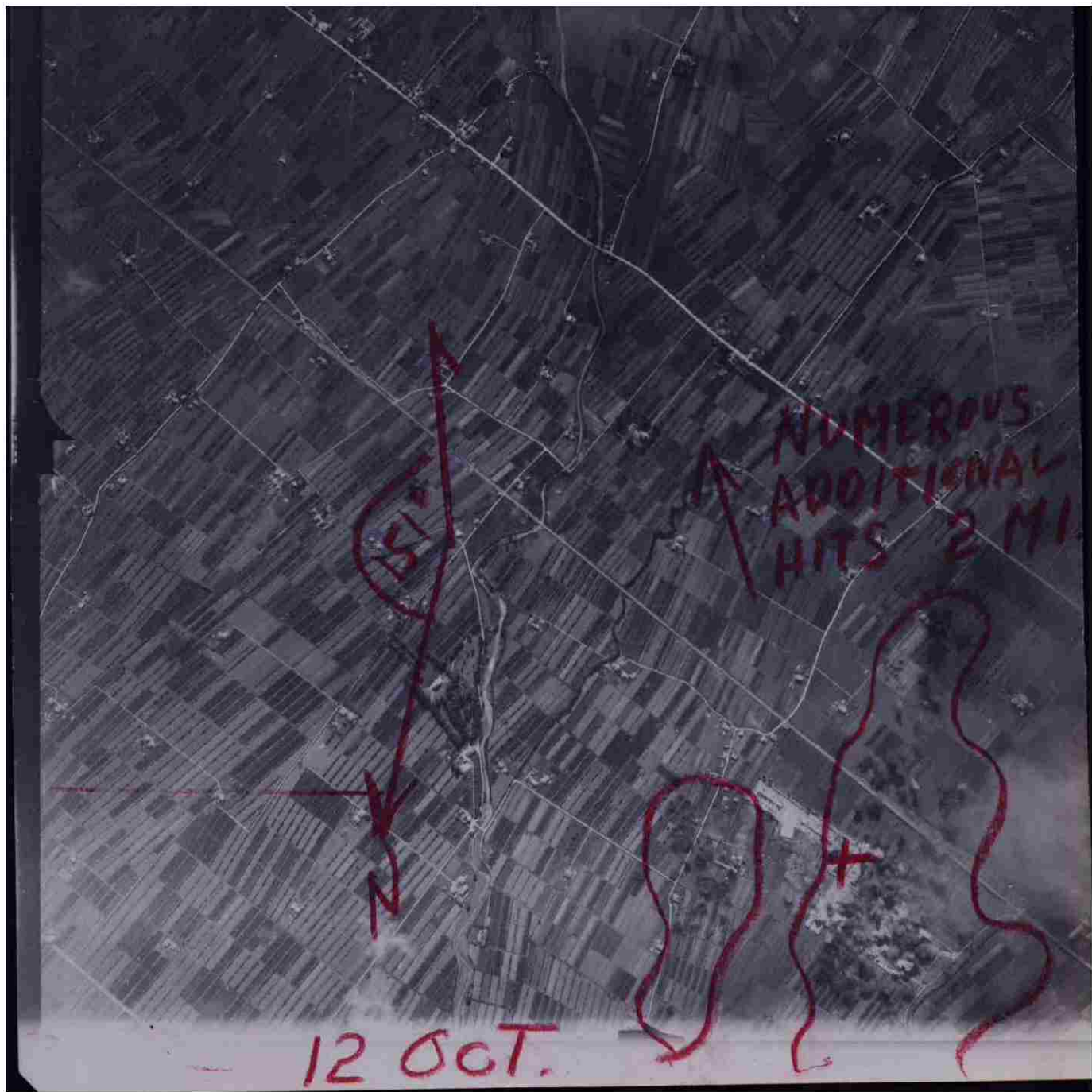
11. Seven (7) a/c attempted photographs. Selected print attached.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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

- 3 -





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

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

MCK/FFE/hob

13 October 1944

319.1

SUBJECT: Narrative Mission Report

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

1. On 13 October 1944 forty five (45) of forty nine (49) B-24 scheduled a/c took off at 0635A hours to bomb Blechhammer South Oil Refinery, Germany.

Four (4) a/c failed to take off:

A/C No. 41-29441 Turbo out.

A/C No 42-51514 Scavenger pumps on #2 engine out.

A/C No 42-52504 Heaters, #1 generator, and auxiliary power unit out.

A/C No 42-52522 #1 induction system, #3 prop governor out. Oil leak in #1 engine.

The forty five (45) a/c formed into two Groups. Able Group of 23 a/c being led by Major William H. Reddell, Commanding Officer of the 776th Bombardment Squadron (H), and Baker Group of 22 a/c by Major John W. Nance, Assistant Group Operations Officer.

2. Group form up, two Group and Wing rendezvous were made as planned without incident.

3. Six (6) a/c returned early:

(a) a/c No 42-51886-Returned before assembly, landing at 1018A hours, due to leak in hydraulic system which prevented landing gear from retracting. All bombs returned.

(b) a/c No 44-18610-Turned back at 0920A hours at (44°00'N-16°10'E) due to #2 prop governor becoming inoperative. All bombs returned to base. Landed at 1042A hours.

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

Ltr Narrative Mission Report, contd

- (c) a/c No 41-29394-Turned back at 0952A hours at (45°35'N-16°53'E) due to loss of #4 turbo. All bombs returned to base. Landed at 1137A hours.
- (d) a/c No 42-95364-Turned back at 0958A hours at (46°32'N-17°22'E) with three (3) superchargers inoperative. Landed at 1147A hours. Returned all bombs to base.
- (e) a/c No 42-25514-Turned back at 1011A hours at (46°47'N-17°40'E) because of loss of #3 turbo.
- (f) a/c No 42-78431-Turned back at 0958A hours at (45°50'N-16°50'E) because of loss of #2 turbo. Turbo could not be repaired in the air. Landed at 1149A hours. This a/c returned eight (8) bombs to base, and jettisoned two (2) bombs at (42°20'N-16°05'E) at 1115A hours over the Adriatic.

4. Thirty eight (38) a/c were over the target at 1120A hours (briefed target time 1123A hours) and thirty five (35) a/c dropped eighty seven and one half (87½) tons of 500 pound RDX bombs (.1 nose and .01 and .025 tail fusings) from 22,950 feet.

One a/c dropped two and one half (2½) tons of 500 pound RDX bombs (.1 nose and .01 and .025 tail fusings) on the second alternate target, the Ersekujvar M/Y at 1101A hours from 20,000 feet. This a/c returned to base after takeoff with #4 engine out, and just before landing succeeded in getting the engine in operation again. Being unable to overtake the Group formation, the pilot followed another Wing until arriving in the vicinity of this alternate target. This a/c did not have a camera, but the crew stated that their bombs hit on the rail-road tracks in the M/Y.

Four (4) a/c jettisoned eight (8) tons of bombs:

a/c No 42-78671-Jettisoned two and one half (2½) tons at 1141A hours at (48°00'N-18°20'E) as bombs would not release due to bomb bay doors would not open.

a/c No 42-51953-Jettisoned two and one half (2½)

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Ltr Narr Mission Rpt, contd

tons in the vicinity of (50°06'N-18°35'E) at 1128A hours due to a shell case lodging in the bomb bay doors causing the breakage of several rollers making it impossible to open the bomb bay doors. It was necessary to hold doors open while releasing the bombs one by one..

a/c No. 42-51389-Jettisoned two and one half (2½) tons starting at 1129A hours until 1208A hours from (50°06'N-18°35'E) continuing to (48°10'N-18°00'E), due to rack switch being frozen. The bombs were released by hand one at a time.

a/c No 42-78431-Jettisoned one half (½) ton, see paragraph No. 3 (f) for details.

Six (6) a/c returned fourteen and one half (14½) tons of bombs to base for reasons outlined in paragraph No. 3.

Recapitulation of Bombs

Primary Target	87.5 tons
2nd Alternate Target	2.5 tons
Jettisoned	8.0 tons
Returned to Base	14.5 tons
Total	112.5 tons

Bombing was visual by Able Group. Baker Group was by offset, with PFF being used solely to 50° dropping angle, after which PFF was used for course and offset method for rate.

Target visibility was obscured by an effective smoke screen, with smoke generators observed on the North West, North and South East of the target area. Smoke generators had apparently been in operation for some time, as the target area was well covered with smoke from the generators. Ground wind was from the South East. Inclosed strike photograph shows the location of a number of smoke generators.

Bomb strike photos show the north half of Blechhammer South refinery almost completely obscured by the smoke screen and by heavy smoke from earlier bombing. Approximately two dozen hits are visible (at the edge of the smoke covered area) between the northwest corner of the refinery and the railroad. Twenty additional strikes are 2,000 feet southwest of the briefed MPI, in the general area of the distillation units. The heart of the refinery and the briefed MPI are obscured by a column of heavy black smoke. Probable

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Ltr Narrative Mission Report, contd

numerous additional hits are in the central and northeastern sections of the target area.

5. The leader of Able Group used the C-1 automatic pilot on the bomb run, but the leader of Baker Group did not as the C-1 was inoperative.

6. Flak at the target was IAH for a period of 5/6 minutes. Flak was encountered or observed at the following locations:

Mor Ostrava	(49°50'N-18°18'E)	IIH
Dunaalmas	(47°44'N-18°15'E)	SI toMAH
Komarom	(47°46'N-18°08'E)	S toMAH
Veszprem	(47°06'N-17°54'E)	SAH
Gyor	(47°42'N-17°39'E)	MAH
Mezoore	(47°35'N-17°55'E)	SIH
Bodajk	(47°20'N-18°12'E)	SIH

7. Rendezvous was made with 45/50 P-38 a/c at 0905A hours at (43°38'N-15°44'E) and with 25/30 P-51 a/c at 1118A hours at the target area. Last escort was observed at 1330A hours at the Yugoslavian Coast.

8. Scattered altostratus and stratocumulus at take off. Visibility 20 miles.

Over Adriatic 2/10 to 3/10 cirrus, base 25,000 feet and 2/10 to 3/10 stratocumulus, tops 5,000 feet.

4/10 to 5/10 cirrostratus over Dinarics and 2/10 to 3/10 stratocumulus.

Beyond-Dinarics to target cirrostratus varied from 4/10 to 7/10 at 23-25,000 feet. Below plane was 4/10 to 6/10 altocumulus, tops 10-12,000 feet.

At target, scattered cirrus and clear below planes. 4/10 to 5/10 altocumulus to south. Visibility was 15-20 miles in haze.

Returning conditions were similar, 2/10 to 3/10 altostratus and 2/10 cumulus at base on return.

Frontal clouds were observed to west of course both going and return.

Visibility was 20 miles to unlimited.

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

Ltr Narrative Mission Report, contd

9. One (1) a/c was lost at the target to flak and three (3) a/c are missing. Two (2) a/c landed at friendly fields.

a/c No 44-41043 was lost to flak over the target, with 6/10 chutes seen to open.

a/c No 42-78415 missing, last seen at (49°43'N-17°25'E) with #1 engine feathered at 1104A hours.

a/c No 42-51840 missing, last seen on rally off the target at 1122A hours, dropping out of formation and losing altitude.

a/c No 42-78434 missing, last seen wobbling over the target at 1121A hours with apparent difficult control.

a/c No 42-50500 landed at Vis.

a/c No 44-41213 landed at Iesi.

Two (2) crew members suffered minor flak wounds.

Fourteen (14) a/c were damaged, five (5) of which will be inoperative for more than twenty four (24) hours.

10. The following observations were made by returning crew members:

Time	Place	Altitude	Observations
1030	(47°45'N-17°55'E)	23,000	100 barges on Danube.
1258	(45°53'N-17°02'E)	15,000	B-24 or B-17 a/c in open field.
1220	(47°40'N-18°20'E)	18,000	Very effective smoke screen.
1010	(46°38'N-17°30'E)	16,000	Twelve (12) S/E on airdrome.
1221	(Komaron)	17,000	30/50 Barges and twelve (12) oil tanks.
1016	(47°03'N-17°34'E)	22,100	Camouflaged A/D with six (6) large hangars in groups of two (2) Two (2) a/c parked.
-			Thirty (30) long white buildings.
1154	(48°53'N-18°14'E)	19,000	Ten (10) in each group.
1127	(50°06'N-18°35'E)	20,000	M/Y with well over 500 wagons. Lots of activity.
1101	(49°27'N-17°26'E)	24,000	M/Y with over 500 wagons.
1229	Papa	18,000	A/D under construction.
1227	(47°09'N-18°09'E)	18,000	A/D with six (6) new hangars and 16 S/E. A/C dispersed near a wooded area in center of field.
1318	(44°55'N - 16°25'E)	14,500	Three (3) separate fires and smoke following an explosion on a wooded hill.
0814	(41°43'N-16°25'E)		A large explosion in the water of

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LTR, Narrative Mission Report, contd

1030	Komaron	23,000	M/Y, 500 plus wagons.
1034	Krsekujvar	23,000	M/Y, 500 plus wagons.
0915	(44°00'N-16°05'E)	17,000	B-17 a/c joined formation for approximately ten (10) minutes. Gradually pulled off to left and out of sight. Had a white leading edge on horizontal stabilizer.
1215	(47°46'N-18°08'E)	19,000	Eight (8) barges tied up in river.
1254	(46°15'N-16°57'E)	17,000	Observed a bridge blown up by a/c thought to be B-25's. South end of bridge destroyed. Landing strip being lengthened.
1009	(46°43'N-17°31'E)	22,000	M/Y, 500 wagons and large factory buildings.
1103	(49°36'N-17°17'E)	23,000	35/40 Barracks type buildings.
1155	(48°36'N-18°29'E)	19,000	Large active factory.
1233	(47°06'N-17°32'E)	18,000	Large group of oil tanks and to the west a large number of barracks.
1158	(48°05'N-18°00'E)	20,000	Smoke screen.
1229	(47°20'N-17°28'E)	17,000	A/D, 3 S/E a/c.
1230	Veszprem	17,300	Strip which appeared to be new.
1200	(44°50'N-17°07'E)	15,500	

11. Thirty two (32) a/c landed at this base between 1452 and 1535A hours. One (1) a/c that bombed the second alternate target landed at this base at 1340A hours.

12. Route was flown as briefed to the target. The rally was sharper than planned and the formation was from 10/15 miles left of course to Guts, where the correct course was flown back to the base. Track chart showing route flown is inclosed.

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

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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

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

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

MCK/FFE/hob

13 October 1944

319.1

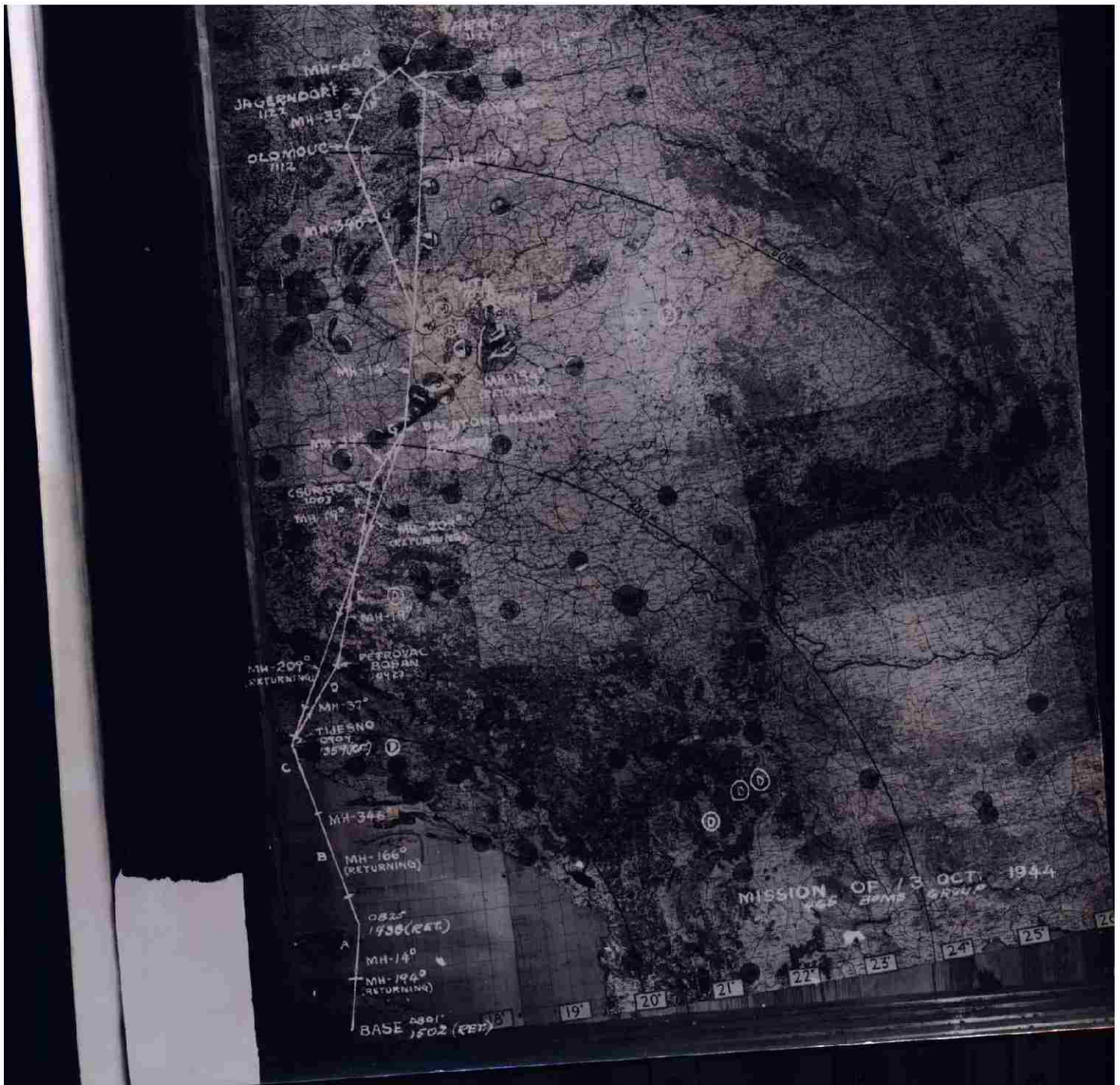
SUBJECT: Amendment to Narrative Mission Report, 13 October 1944

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

1. A/C No. 42-78418 reported as missing. Correct to lost as report received that a/c crashed when attempting emergency landing at Island of Vis. All crew members reported killed.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer



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

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

BVB/FFE/hob

16 October 1944

319.1

SUBJECT: Narrative Mission Report

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

1. On 16 October 1944, thirty six (36) scheduled B-24 a/c plus four (4) designated spare a/c took off at 0650A hours to bomb the St. Valentin Tank Works in Austria. The forty (40) a/c formed in three (3) attack units. The first attack unit was led by Major William G. Moore Jr., Commanding Officer of the 777th Bombardment Squadron (H). The second attack unit was led by Captain Charles F. Fowler, Flight Leader of the 778th Bombardment Squadron (H), and the third attack unit was led by 1st Lt Dean F. Lovitt, Flight Leader, 777th Bombardment Squadron (H).

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

3. Five (5) B-24 a/c returned early:

B-24 a/c No. 42-78618, due to loss of No. 3 turbo, left the formation at 0927A hours at 43°36'N-15°21'E and landed at 1038A hours.

B-24 a/c No. 42-78452, due to defective turbo governor resulting in a ten (10) to twelve (12) inch oscillation in manifold pressure on No. 1 engine, interphone and emergency interphone inoperative at 8,000 feet and because there was no oxygen line to the ball turret, left the formation at 0941A hours at 44°55'N-14°18'E and landed at 1050A hours.

B-24 a/c No. 42-78431, due to loss of No. 2 turbo, left the formation at 0950A hours at 44°22'N-14°30'E and landed at 1105A hours.

B-24 a/c No. 42-95603, with No. 1 engine feathered because of the loss of oil pressure, left the formation as Group Leader at 1015A hours at 45°42'N-14°00'E and landed at 1110A hours.

B-24 a/c No. 42-95332, with No. 1 turbo out and No. 3 and No. 4 turbos pulling only 40 inches and an oil leak in No. 3 engine, left the formation at 1047A hours at 47°02'N-13°53'E and landed at 1250A hours.

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

Ltr Narr Miss Rpt, contd

4. Thirty-four (34) a/c were over the target at 1126A hours (briefed target time 1129A hours) and thirty-three (33) a/c dropped eighty two and one half (82.5) tons of 500 pound RDX bombs (.1 and .01 tail fusing) from 23,800 feet.

B-24 a/c No. 42-52514 jettisoned two and one half (2½) tons of bombs at (48°10'N-14°35'E) at 1121A hours being unable to keep up with the formation after the loss of two (2) superchargers. This a/c by-passed the target and rejoined the formation just south of Steyr.

B-24 a/c No. 42-51663 failed to release on the target due to the fact that the release lever was broken. This a/c jettisoned two and one half (2½) tons at (47°10'N-13°45'E).

One (1) early return, B-24 a/c No. 42-95603, dropped two and one half (2½) tons of bombs on a target of opportunity (M/Y and Warehouses) at 1030A hours at (45°41'N-14°11'E). The bombs hit in the warehouse area NE of and adjacent to the M/Y.

One (1) early return, B-24 a/c No. 42-95332 dropped two and one half (2½) tons of bombs on a target of opportunity (RR and Quarry) at 1041A hours at (46°43'N-13°38'E). The results were not observed.

Three (3) other early returns brought back to base seven and one half (7½) tons of bombs.

Recapitulation of Bomb Tonnage

33 a/c dropped on target	82.5 tons
1 a/c jettisoned prior to target time	2.5 tons
1 a/c unable to release on target	2.5 tons
2 a/c bombed targets of opportunity	5.0 tons
3 a/c early returns brought back	7.5 tons
Total	100.0 tons

Bombing was by PFF. The first attack unit leader did not use A-5 automatic pilot as it was inoperative. Run was made manually. The second attack unit leader bombed manually, the C-1 automatic pilot being erratic. Third attack unit leader bombed on PDI, the C-1 automatic pilot being erratic.

Bomb strike photos show impacts to be not in the vicinity of the briefed target, but instead at the south edge of the city of Linz. Approximately three dozen hits are visible in an open area one mile southwest of the Linz Tank Works. Heavy cloud cover and a smoke screen obscured a majority of the impacts.

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

Ltr Narr Miss Rpt, contd

5. I A H flak was encountered at the target. Crews report being in flak from five (5) to seven (7) minutes. The formation encountered the first flak about two minutes before bombs away and the last while on the rally. The exact location of flak positions could not be given because of the overcast which obscured air to ground visibility. Flak was reported as very intense at the target.

At Villach S I H was encountered
 At 45°09'N-14°12'E S I L observed
 At Fiume S I H observed
 At 45°28'N-14°12'E S I H observed
 At Klagenfurt S I H observed
 At 48°11'N-15°05'E S I H observed

6. Fighterescort of 40 P-38 a/c made rendezvous with the bomber formation at 1010A hours at 45°13'N-14°16'E providing penetration and target cover. The escort was last reported observed in the target area at 1129A hours. 11 P-51 a/c were sighted in the target area at 1128A hours and last reported at 1140A hours at 47°50'N-13°50'E.

7. 3/10 to 4/10 thin alto cumulus at take off, continuing to coast.

In South Adriatic, 3/10 alto stratus and 1/10 to 2/10 cumulus, tops 6000 feet with cloudiness increasing northward.

In Trieste area, 5/10 cirrostratus at 20,000 feet and 7/10 cumulus, tops up to 12,000 feet.

Over Alps, stratocumulus varied from 2/10 to 6/10 with thick stratus in valleys.

At target, 7/10 low cumulus, tops 7000 feet which obscured target.

A bank of cirrostratus from 20 to 26,000 feet was encountered on rally off target.

On return, cumulus over mountains had increased and built up to 13,000 feet with coverage 8/10 to 10/10, layer extending to south of Trieste.

From mid-Adriatic to base 6/10 to 8/10 alto stratus at 12,000 feet and 1/10 to 3/10 cumulus.

Visibility was 15-20 miles entire route.

8. One (1) a/c No. 42-51389 was lost at the target due to direct hit from flak in No. 1 engine. The left wing was knocked off. Two (2) to four (4) chutes were reported observed prior to a/c disappearance in the overcast.

9. Observations as follows were reported:

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

Ltr Narr Miss Rpt, contd

Time	Place	Altitude	Observation
1040A	Villach	20,500	M/Y with 400 units
1129A	48°10'N- 14°27'E	24,000	A/D with two (2) runways, one of which appears to have been lengthened.
1337A	42°10'N-16°00'E	8,000	Large ripple in the water, Yellow substance floating. Flame and smoke appeared to come from center of area. Believed to be person and Mae West. (Reported by telephone to A-2)

10. Thirty four (34) a/c landed at this base between 1407A hours and 1440A hours. The crew of B-24 a/c No. 44-10573 bailed out at 1455A hours five (5) miles SE of the base when this a/c ran out of gas. This a/c received considerable flak damage over the target rendering inoperative the hydraulic system and on arrival over this base, the crew was unable to lower the gear. The a/c was circling the field in an attempt to get the gear down when it ran out of gas. All crew members parachuted to ground without injury.

11. The route was flown generally as briefed except that the formation up the Adriatic was to right of briefed course, at one point as much as twenty (20) miles. The formation at this point passed over Vis. At the Key Point, the formation was back on course and stayed on the briefed course to the IP. From the IP to the target, navigation was by PFF. Track chart showing route flown attached.

The Group lead was taken over at 1015A hours by 1st Lt Donald L. Nann. Flight Leader of the 779th Bombardment Squadron (H) when the scheduled Group Leader was forced to return early.

12. Thirteen (13) a/c received flak damage. Four of which will be inoperational for more than twenty four (24) hours.

13. Six (6) a/c attempted photographs. Selected print inclosed.

For the Commanding Officer:

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

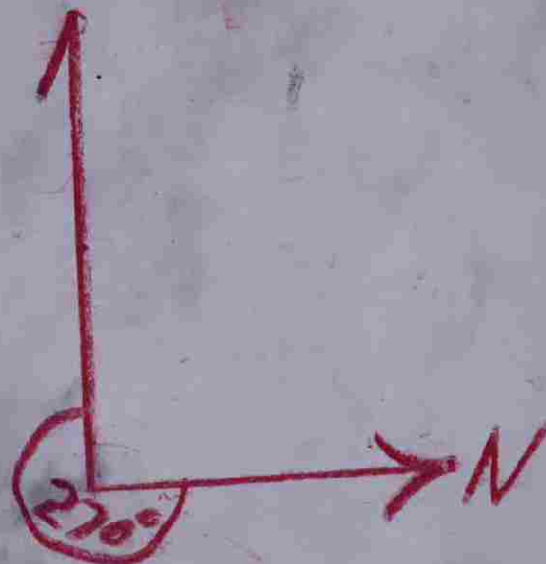
FRANCIS F. ELDER
Major, AC
Intelligence Officer



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16 OCT.

8

CONFIDENTIAL

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

FFE/jmm

17. October 1944

319.1

SUBJECT: Narrative Mission Report

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

1. On 17 October 1944, beginning at 0815A hours, twenty eight (28) scheduled and three (3) spare B-24 type a/c took off to bomb the Vienna South Ordnance Depot, Vienna, Austria. The thirty one (31) a/c formed two attack units, the first unit leader being Colonel A. L. Schroeder, Group Commander, and second attack unit leader being 1st Lt Bedford D. May, Flight Leader, 776th Bombardment Squadron (H).

2. Group form up, bomber and Wing rendezvous were as prescribed.

3. Five (5) a/c returned early as follows: A/C No 44-41084 returned from $44^{\circ}37'N-16^{\circ}27'E$, No 1 engine out and a/c lost formation in the clouds.

A/C No 42-50752 returned from $45^{\circ}30'N-15^{\circ}45'E$ after losing formation in the clouds.

A/C No 42-78431 returned from $45^{\circ}21'N-14^{\circ}52'E$ after losing formation in the clouds.

A/C No 42-51953 returned from $46^{\circ}10'N-14^{\circ}55'E$ after losing formation in the clouds.

A/C No 42-52522 returned from $44^{\circ}32'N-16^{\circ}20'E$. After losing the formation in the clouds this a/c joined the 485th Bombardment Group (H) and proceeded with them until the box which it had joined turned back. A/C had a gas leak in No 3 tank and No 1 and 3 amplifiers were inoperative.

All a/c returning early returned their entire bomb load to the base.

4. Twenty three (23) a/c were over the target area and twenty two (22) a/c dropped 54.25 tons of 500 pound RDX bombs (.1 nose and .01 tail fusing) from 21,000 feet, on an axis of

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

Ltr Narr Mission Rpt, contd

attack of 140° (briefed axis of attack 79° and briefed altitude 23,000 feet). The Primary Target as designated by Operations Order No 217 was not attacked as cloud conditions in the target area prevented the formation from flying the course from IP to target exactly as briefed and when nearing the target area and finding visual bombing possible and the lead bombardier could see that last minute corrections to permit bombing of the briefed target were impossible. A decision was reached on short notice to bomb what appeared to be a M/Y crossing the line of flight at a 90° angle, the new MPI selected was the approximate center of the yard. After consulting the Wing Photo Interpreter it was established that this area is designated on B.C. 14-22-NA as a freight yard. MPI selected is indicated on strike photographs.

A/C No 42-50343 jettisoned 2.5 tons of bombs at 1151A hours just before reaching IP, after No 4 engine became inoperative. This action was necessary to lighten the a/c and keep up with the formation. A double track railroad was used as a target but results were unobserved. The a/c continued on course over the target and returned to base with the formation.

A/C No 44-41339 jettisoned .75 tons of bombs at 1300A hours at 41°13'N-17°10'E after release arm on B-10 shackle failed to function as A-2 release box was faulty and prevented release at target.

Bombing results were not observed visually sufficiently well to be accurately reported due to short period of opening in cloud coverage and poor visibility at target. Visibility was 8 to 10 miles in haze.

Three (3) a/c attacked targets of opportunity as follows: A/C No 44-10610 having lost the formation in the clouds at 1106A hours (46°03'N-17°03'E) joined the 460th Bombardment Group (H) and dropped 2.5 tons of bombs at 1205A hours, altitude 20,000 feet, axis of 80° by toggling on their drop. Target was not identified.

A/C No 42-52563 having lost the formation at (46°32'N-17°08'E) dropped 2.5 tons of bombs on Fernetz (46°58'N-15°30'E) at 1202A hours, altitude 22,400 feet, axis 360°. No specific target but believe strikes in the town.

A/C No 42-50736 which crashed near the base on return had reported to the tower that a R.R. bridge in Hungary had been attacked.

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

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

Ltr Narr Mission Rpt, contd

Recapitulation of Bomb Tonnage

Dropped on target	54.25 tons
Dropped on targets of opportunity	7.50 tons
Jettisoned	3.25 tons
Returned to base	<u>12.50 tons</u>
Total	77.50 tons

Bomb strike photos show approximately thirty hits on the railroad yards which border the west bank of the Donau Canal in the northern part of Vienna. Additional hits were scored in the mixed industrial and residential section west of the yards. A smaller concentration of bombs was on the east bank of the canal, in a factory district situated off the northwest corner of the railway traffic center.

5. A-5 Automatic Pilot was used by the Group Leader, and the Group attacked as one attack unit, as the second attack unit leader had left the formation and there was insufficient a/c for more than one unit.

6. Flak at the target was reported as extremely intense, extremely accurate, heavy. Experienced crew members described the flak defenses as the heaviest and most accurate experienced by this Group. The formation was in flak for a period of approximately fifteen (15) minutes, starting at the IP. Large bursts reported indicate use of 105 mm, 128 mm and possible 150 mm guns.

Additional flak was reported as follows:

Graz (47°05'N-15°25'E)	MAH encountered
Sissak (45°29'N-16°22'E)	SIH encountered
Zombothley (47°14'N-16°37'E)	MTH observed
Sibenik (43°43'N-15°55'E)	S-MTH observed

7. No e/a were observed.

8. Fighter escort was reported as excellent. Cover was in the vicinity of the formation at all times despite the many changes in course necessary because of weather conditions encountered. Accurate reporting of numerical strength was extremely difficult due to cloud conditions, but the following estimates were made. 20 P-38 a/c first observed at 1032A hours (44°15'N-16°04'E) and last reported at 1430A hours (43°00'N-16°00'E). 15/20 P-51 a/c first observed at 1024A hours (43°53'N-15°36'E) and last reported at 1435A hours (42°50'N-16°00'E). Markings indicated the 1st, 52nd and 325th Fighter Groups.

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

Ltr Narr Mission Rpt, contd

9. Weather at take off was 6/10 to 8/10 cirrostratus, base 20,000 feet. Over Adriatic, continuation of cirrostratus increasing northward to 9/10 coverage. Below was 3/10 to 4/10 cumulus which increased north to Key Point to 8/10, tops 8,000 feet.

Over Dinaric Alps 10/10 at 20,000 feet and 7/10 cumulus with tops rising to east. Ship disappeared in cloud consisting of cumulus merging into thick altostratus deck 50 miles inland and broke out in Lake Balaton area at 20,000 feet.

Cloud cover from here to target consisted of 8/10 cirrostratus at 25,000 feet and 6/10 to 8/10 low cumulus, tops 8,000 feet. At target, 4/10 cumulus, tops 8,000 feet and 8/10 cirrostratus at 25,000 feet.

On return, cloud cover had diminished in amount. 6/10 to 7/10 cirrostratus at 25,000 feet entire route out, but nearly clear otherwise over Adriatic. 6/10 altostratus at 12,000 feet and 6/10 cirrostratus at 20,000 feet on return.

10. Our losses were as follows:

1. A/C No 42-51964, W/A, observed after target with fire in bomb bay but in controlled glide. Only eight (8) chutes observed but sufficient time elapsed before ship exploded and crashed for all crew members to abandon the a/c.

2. A/C No 44-41070, Y/J, reported to have received direct flak hit and blown up at 1210A hours over target. No chutes.

3. A/C No 41-29441, Y/E, hit by flak at target, last observed at 1214A hours going down under control. Two chutes observed.

4. A/C No 42-51663, B/Y, missing, dropped behind ten (10) minutes after rally, last observed at (48°20'N-17°00'E).

5. A/C No 42-50736, B/H, crashed while circling base on return. Had reported to tower that target of opportunity had been attacked and that hydraulic system was shot out. No survivors.

11. A/C No 42-95364 and a/c No 42-78472 landed at Gioia, Italy and a/c No 42-52537 landed at Bari, Italy because of flak damage and all three (3) a/c must undergo repairs before return to this base. A total of eleven (11) a/c were severely damaged, eight (8) of which will be inoperational for twenty four (24) hours or more.

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Ltr Narr Mission Rpt, contd

One (1) crew member was killed, two (2) seriously wounded and three slightly wounded by flak. Ten (10) crew members were killed in crash of a/c No 42-50736.

12. Observations of importance:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observations</u>
1137A	47°14'N-16°40'E	22,000	A/Ds, 20 a/c probably SEF. 25 revetments, two separate fields adjoining each other. Buildings on south end of field.
1137A	46°52'N-16°51'E	23,000	A/D, 6 SEF, no runway observed.
1213A	Target area	23,000	50 smoke generators, ineffective, appeared mobile, located on roads.
1213A	48°18'N-16°35'E	19,000	A/D, probably Vienna-Aspern 10 SEF and 4 TEF.
1221A	48°00'N-17°00'E	23,000	A/D, 25/30 TE a/c some may have been multi-engine.
1242A	47°20'N-17°20'E	22,000	A/D, 12/15 large a/c, 4/5 SEF.
1245A	47°23'N-17°03'E	17,000	Camouflaged A/D, 25/30 SEF silver and dark color, field painted green resembled woods.
1245A	47°20'N-17°32'E	16,000	A/D, one very long runway
1250A	47°16'N-17°09'E	16,000	M/Y, 500 wagons, tracks leading out of town loaded.
1250A	Czellumolk 47°15'N-16°55'E	17,000	M/Y, 500/750 wagons
1259A	Sarvar Lake Balaton		12 Barges
1451A	45°10'N-16°40'E	14,500	Wrecked B-24, no activity around it.
1451A	41°55'N-15°50'E	9,300	B-24 crash landed (reported as flash)

13. Eighteen a/c landed at this base between 1420A hours and 1559A hours. Three a/c landed and remain at friendly fields.

14. Extremely adverse weather conditions encountered after the turn point (42°00'N-16°20'E) rendered impossible any endeavor to adhere strictly to the briefed route. Frequent and sharp turns were executed to avoid weather and flak areas. Track chart of route as briefed and as flown attached.

15. One a/c attempted photographs and returned to base. Of six (6) camera ships, two (2) were lost, one (1) returned early, one (1) bombed a target of opportunity and did not attempt and one (1) landed at Bari Airport and although an effort was made to get the film developed at that point it was not successful. Selected strike photograph attached.

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

Ltr Narr Mission Rpt, contd

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

2 Incls:
Incl 1 - Track Chart
Incl 2 - Selected Strike Photograph





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

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

BVB/FFE /hob

20 October 1944

319.1

SUBJECT: Narrative Mission Report

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

1. On October 20, 1944, thirty four (34) scheduled B-24 a/c took off at 0820A hours to bomb the Primary Target designated in Operations Order No. 220. The thirty four (34) a/c formed in three (3) attack units. The first attack unit was led by Lt. Colonel Elvin E. Goodyear, Deputy Group Commander of the 464th Bombardment Group (H). The second attack unit was led by 1st Lt Richard R. Price, Flight Leader of the 779th Bombardment Squadron (H) and the third attack unit was led by 1st Lt Bedford D. May, Flight Leader of the 776th Bombardment Squadron (H).

2. The Group form up was hampered by weather and the fact that the entire Wing was attempting to form up in the same area. The Wing formation was not intact until the North Adriatic was reached.

3. Two (2) a/c returned early. B-24 a/c No 42-78452 returned from 45°36'N - 12°53'E. The pilot states that he was unable to catch the formation after having stalled out due to the low indicated air speed (140 MPH) of the formation.

B-24 a/c No 42-51856 returned from 45°46'N - 12°40'E having lost No 4 engine due to the failure of the induction system.

4. Thirty one (31) a/c were over Rosenheim M/Y at 1253A hours and twenty three (23) a/c dropped fifty seven and one half (57½) tons of 500 pound RDX bombs (.1 nose and .01 tail fusing) from 22,500 feet. Four (4) a/c returned ten (10) tons of bombs as follows: B-24 a/c No 44-41339 because bomb bay doors would not open; B-24 a/c No 42-51178 (third attack unit leader) lost No 1 turbo and could not bomb with the formation; B-24 a/c No 42-51953, because the box leader did not release and also this a/c was not equipped with a bomb sight; B-24 a/c No 42-50963, because the box leader did not release.

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

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

Ltr Narr Miss Rpt, contd

Two a/c jettisoned bombs for the following reasons: B-24 a/c No 44-40928 accidentally released one (1) bomb at 1235A hours in the target area. Two and one quarter (2 $\frac{1}{4}$) tons of bombs were jettisoned at 44°43'N-13°25'E because the select lever could not be safetied and a landing with the bomb load was considered dangerous. B-24 a/c No 42-95332 did not release as the box leader failed to release and after having to feather No 2 engine, jettisoned two and one half (2 $\frac{1}{2}$) tons at 43°20'N-15°20'E.

One early return jettisoned two and one half (2 $\frac{1}{2}$) tons of bombs at 45°38'N-13°15'E as a landing with three (3) engines in the rough air prevalent at the base was considered inadvisable. The other early return brought back two and one half (2 $\frac{1}{2}$) tons of bombs to the base.

Two (2) a/c bombed targets of opportunity: B-24 a/c No 41-29453 did not release on the target bombed by the formation because the box leader did not drop, and because No 4 engine was throwing oil and torching excessively, a target of opportunity at 45°46'N-13°00'E, Latisana, Italy, was selected. Two and one half (2 $\frac{1}{2}$) tons were dropped from 18,000 feet at 1327A hours but the target was not hit. B-24 a/c No 44-41084 did not bomb the Rosenheim M/Y for the reason that the bombardier did not realize in sufficient time that this target was to be attacked. Bridges at 47°36'N-12°11'E, Kufstein, were attacked but missed.

The thirty second a/c left the formation at 1226A hours and thus did not go over the target with the formation. The disposition of the bomb load of this a/c is not known.

Recapitulation of Bomb Tonnage

23 a/c of 31 a/c over the target dropped	57.5 tons
4 a/c of the a/c over the target returned	10 tons
2 a/c of the a/c over the target (jettison and accidental release)	5 tons
2 a/c dropped on targets of opportunity	5 tons
1 a/c Early Return, jettisoned	2.5 tons
1 a/c Early Return, returned to base	2.5 tons
1 a/c down at friendly field	2.5 tons
Total	85.0 tons

The first attack unit leader bombed using the C-1 automatic pilot. The second attack unit leader relinquished the lead to C-13 just prior to the bomb run. This a/c toggled on the Group Leader. The third attack unit leader did not

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

Ltr Narr Miss Rpt, contd

release on the target for the reason given in paragraph No 4. Bombing was visual.

Bomb strike photos show at least 8 hits on several columns of freight cars in the center of Rosenheim M/Y--adjacent to the east end of the Railroad Station. Additional strikes were on the east choke point, with possible direct hits on the Railroad Bridge. Approximately 15 other strikes were visible 1500 feet northeast of the railroad station in a mixed Industrial and Residential Area. Heavy cloud cover over the Target Area obscured a majority of the impacts.

5. No flak was encountered at the target. Moderate, heavy flak was observed at $45^{\circ}15'N-12^{\circ}31'E$. Two (2) bursts of heavy flak were observed at $45^{\circ}57'N-12^{\circ}30'E$.

One (1) crew reports that at $45^{\circ}36'N-12^{\circ}52'E$ at 1325A hours from 17,500 feet, two (2) small a/c were observed at extreme range of vision to the left of the formation traveling at an estimated 600 MPH. The two (2) unidentified a/c flying abreast at the same altitude as the formation, made a long sweeping dive and came up to the right of the formation and out a great distance from the formation.

6. Fifteen (15) P-38 a/c were observed at $47^{\circ}20'N-12^{\circ}15'E$. Five (5) P-38 a/c were observed at $43^{\circ}56'N-14^{\circ}09'E$ at 1404A hours and two (2) P-51 a/c at $42^{\circ}45'N-14^{\circ}23'E$. These a/c were not considered to be escort for this group.

7. Weather was as follows: 6/10 stratocumulus and swelling cumulus at take off and 8/10 from base to coast, tops generally 8,000 feet with scattered swelling tops to 12,000 feet. There was also 3/10 altostratus at 10-12,000 feet.

3/10 to 5/10 altostratus at 12,000 feet and 1/10 to 3/10 cumulus over Adriatic, tops 8-10,000 feet.
3/10 cumulus over coast increasing to 4/10 over South Slopes of Alps to 8/10 over North Slopes. Tops were 10-13,000 feet.

Overcast with cumulus at primary target and 9/10 at alternate, tops of clouds 8-10,000 feet. Visibility was unlimited.

Little change on return except for improvement in conditions in base area.

2/10 cumulus, tops 8,000 feet at base on return.
Visibility 20-30 miles entire route.

8. B-24 a/c No 42-51643 reported missing after being

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

Ltr Narr Miss Rpt, contd

last observed at 46°20'N-12°31'E at 1226A hours leaving the formation for reasons unknown, is now reported down at a friendly field.

9. The following observations were reported.

Time	Place	Alt.	Observation
1140A	46°02'N - 12°31'E	19,000	Five (5) SEF on A/D
1322A	46°11'N - 12°57'E	18,000	Bridges at Pinzano appear to have been repaired.

10. The route was flown generally as briefed with minor changes due to weather encountered along the route. The decision to bomb the Rosenheim M/Y was made when the area in the vicinity of the IP for the primary target was totally obscured by 10/10 cloud coverage. A right turn was executed to pick up the IP for the Rosenheim M/Y, but as this was impossible due to cloud coverage, the lead Navigator, orienting his position in relation to Lake Chiem took up a heading of 300 degrees to the target. On the return the formation flew a direct course from K.P. to base. Track chart showing route flown attached.

11. Thirty one (31) a/c landed at this base between 1515A hours and 1545A hours.

12. Three (3) a/c attempted photographs. Selected print inclosed.

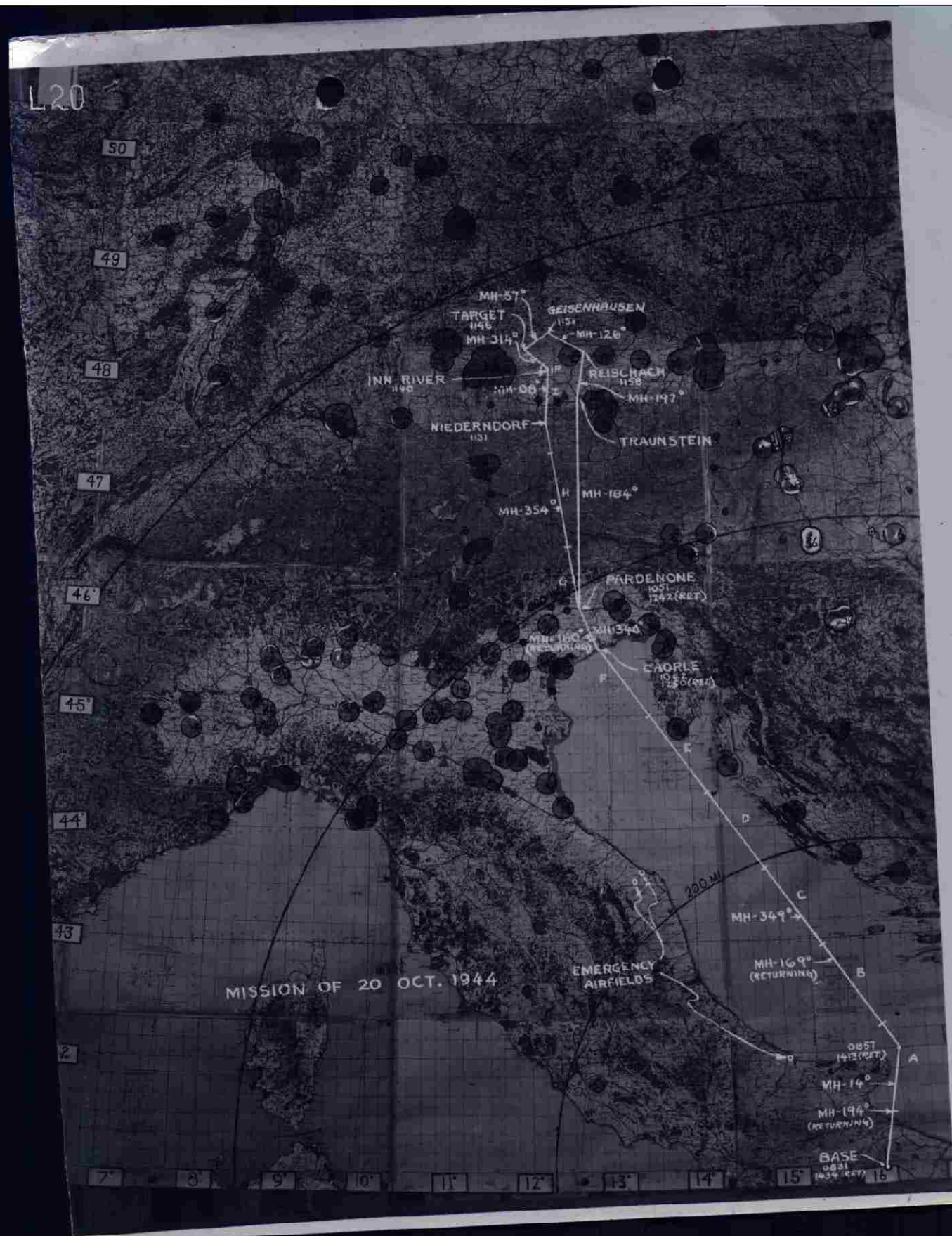
For the Commanding Officer:

FRANCIS F ELDER
Major, Air Corps
Intelligence Officer

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

- 4 -

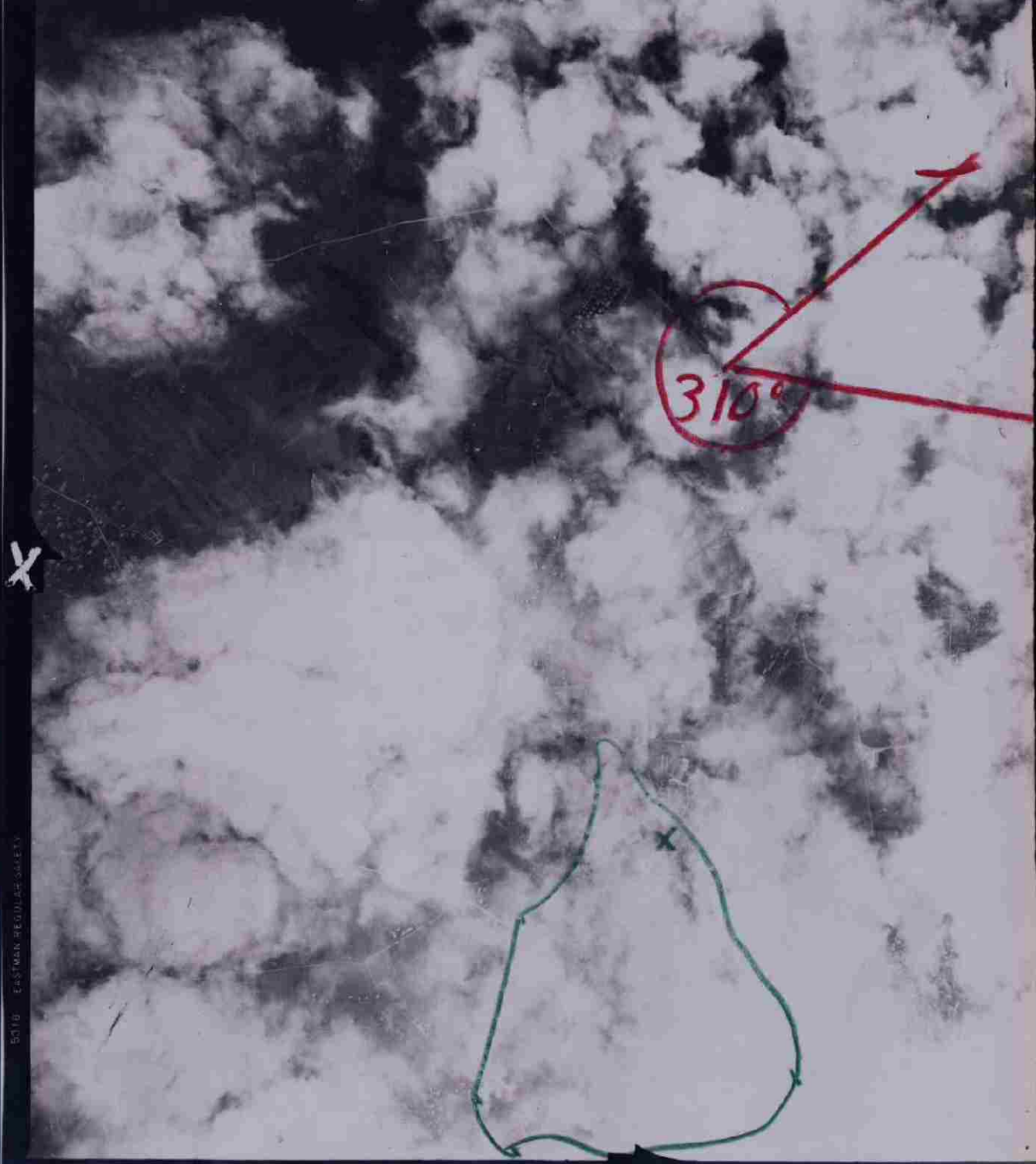
~~C O N F I D E N T I A L~~



ROSENHEIM MIK 200

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ROSENHEIM



CONFIDENTIAL

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

FTE/jmm

319.1

24 October 1944

SUBJECT: Narrative Mission Report

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

1. On 23 October 1944, beginning at 0920A hours, thirty-five (35) scheduled B-24 type a/c took off to bomb the primary target designated in Operations Order No 224. The thirty five (35) a/c formed three (3) attack units, and the first attack unit was lead by Lt Col Clarence G. Poff, Commanding Officer, 778th Bombardment Squadron (H), the second attack unit was led by 2nd Lt Wayne G. Shearer, 1st Pilot, 777th Bombardment Squadron (H), and the third attack unit by Capt Brooks Sheldon, Flight Leader, 779th Bombardment Squadron (H).

2. The Group form-up was executed north of the base over the Cerignola area due to local weather conditions, and Group and Wing rendezvous were executed as prescribed. Adverse weather conditions were encountered immediately after take-off and the formation received a recall signal and turned back at 1208A hours (42°55'N-14°30'E).

3. All the bombs, a total of eighty seven and one half (87.5) tons were returned to the base.

4. Weather: 2/10 to 3/10 stratocumulus at 4500 feet and 7/10 cirrostratus, base 19,000 feet at Base at take-off and continuing to coast.

Over south Adriatic 6/10 swelling cumulus, 5/10 cirrostratus and 3/10 cumulonimbus to 25,000 feet, which became further north 7/10 to 10/10 multilayer clouds from 4500 feet to 25,000 feet.

Little change on return, except conditions much worse in base area. 10/10 stratocumulus at 4500 feet and showery rain at base on return.

5. Three (3) a/c returned early. A/C No 42-51178 because No 4 supercharger and No 1 engine became inoperative, and A/C No 42-52514 having been late taking off was unable to find the formation, A/C No 42-51903 was unable to keep landing gear in retracted position and had a gas leak.

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

Ltr Narrative Mission Report, 24 Oct 44, contd

6. Thirty two (32) a/c returned to this base between 1305A hours and 1400A hours.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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

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

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

MCK/FFE/hob

319.1

29 October 1944

SUBJECT: Narrative Mission Report

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

1. On 29 October 1944, forty one (41) of forty two (42) scheduled B-24 a/c took off at 0745A hours to bomb the primary target named in Operations Order No 228 dated 28 October 1944.

A/C No 42-50962 did not take off due to illness of the pilot just prior to take off.

The forty one (41) a/c formed into three (3) attack units. The first attack unit being led by Major Weldon K. Burton, Group Operations Officer, the second attack unit by Captain Harry S. Wilson, 1st Pilot of the 777th Bombardment Squadron (H), and the third attack unit by 1st Lt Wayne G. Shearer, 1st Pilot of the 777th Bombardment Squadron (H).

2. Group form up was made, but the two (2) Group rendezvous with the 465th Group was not made until just before reaching Spinazzola at 0914A hours. At 10,000 feet the Wing rendezvous was made over Spinazzola at 0917A hours.

3. One (1) a/c returned early. A/C No 44-10610 returned from the form up area due to the ball turret gunner becoming ill from a small tumor in the left ear. Pain caused gunner to pass out.

4. Twenty six (26) a/c including the early return, returned sixty five (65) tons of 500 lb M-17 Incendiary bombs, and twelve (12) a/c returned thirty (30) tons of 500 lb RDX bombs (.1 nose and .01 tail fusing) to base.

One (1) a/c jettisoned two and one half (2½) tons of 500 lb RDX bombs at (45°15'N-13°21'E) at 1111A hours to lighten load to maintain altitude.

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

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

Ltr Narr Miss Rpt, contd

One (1) a/c jettisoned two and one half ($2\frac{1}{2}$) tons of 500 lb M-17 Incendiary bombs at 1120A hours at ($45^{\circ}36'N-13^{\circ}40'E$) to lighten load in order to climb through overcast. Disposition of two and one half ($2\frac{1}{2}$) tons of 500 lb RDX bombs of one (1) missing a/c is unknown.

Recapitulation of Bombs

500 lb M-17 Incendiary bombs

Returned to base	65 tons
Jettisoned	$2\frac{1}{2}$ tons

500 lb RDX bombs

Returned to base	30 tons
Jettisoned	$2\frac{1}{2}$ tons
Missing a/c	$2\frac{1}{2}$ tons
Total tonnage (41) a/c	<u>102$\frac{1}{2}$ tons</u>

5. One (1) a/c encountered IAH flak over Pala at 1125A hours while flying at 28,000 feet. The bursts were mostly black with a few white bursts observed above the a/c. The altitude of the bursts was very accurate. This a/c was separated from the formation and was off course due to the G-Box and remote indicating compass being inoperative.

6. Forty (40) to fifty (50) P-51 a/c were observed at 1035A hours in the vicinity of ($44^{\circ}35'N-13^{\circ}35'E$). These a/c were observed for just a short time before they were lost in the clouds. Markings indicated these a/c were from the 52nd and 332nd Fighter Groups.

7. One (1) a/c is missing. A/C No 42-50867 was last observed at ($45^{\circ}15'N-13^{\circ}21'E$) when it went into a sharp left turn at 22,500 feet which developed into a tight spiral. The a/c then rolled over on its back and dropped straight down in a steep dive. Was last seen diving into the overcast at 20,000 feet. No chutes were seen to open.

8. One (1) crew reported an unusual vapor trail over the Adriatic on the return flight at 1135A hours. Trail appeared 10 miles off to the west and at first appeared to be small, but grew larger with black color at the end at approximately 14,000 feet. The trail was solid and was two (2) to three (3) miles, in length. Cause of this was unknown, as there were no a/c visible in the direction of the vapor trail at the time it was observed.

- 2 -

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

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

Ltr Narr Miss Rpt, contd

9. One crew reported that at 1130A hours at (44°45'N-12°55'E) they monitored Big Fence. A voice called "This is Big Fence, take heading of 340°." Big Fence was asked to repeat but our a/c received no reply. This heading would have taken them into enemy territory.

10. Weather at the base on take off was a few scattered strata cumulus 4,000 feet, 3/10 alto cumulus and alto stratus 9,000 feet. 3-4/10 cirrus 19,000 feet.

Route out base conditions to north of Spur, there clouds began and increased to 10/10 thick cirrus from 18,000 to 27,000 and 7/10 cumulus 6-16,000 at approximately 45°20'N-13°15'E.

On return 4/10 alto cumulus and alto stratus and 6/10 thin cirrus and 3-4/10 low clouds at the base.

11. Due to weather conditions the Group turned back on orders from the Group leader at 1111A hours at (45°15'N-13°21'E) and returned to the base. Thirty nine (39) a/c landed between 1240 and 1352A hours.

12. The route was flown as briefed up to the point of return with the exception of changes in course to avoid weather conditions. Track chart showing route flown is inclosed.

13. Five (5) K-20 photographs showing cloud conditions are inclosed.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

2 Incls:
Incl 1 - Track Chart
Incl 2 - Five (5) photographs

MISSING CREW REPORTS

29 Ret'd
10 2 ma

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.

1. **ORGANIZATION:** Location Pantanello AAB, Italy Command or AF 15th AF
Group 464th Bombardment Group (H) Squadron 778th Bomb Sq (H)
2. **SPECIFY:** Point of Departure Pantanello AAB, Italy Course Northeast
Target Munich Type of Mission Bombing
Germany
3. **WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:**
Low cumulus 1/10 to 2/10, Visibility 25 miles.
4. **GIVE:** (a) Date 4 Oct 44 Time 1202 Location 10°50'E 48°07'N
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.
5. **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: _____
6. **AIRCRAFT:** Type, Model & Series B-24G AAF Serial NO 42-78340
NICKNAME OF AIRCRAFT Butch-M'-Love
7. **ENGINES:** Type & Model & Series R 1830-65 AAF Serial NO (a) CP-326812
(b) CP-326726 (c) CP-326506 (d) CP-327041
8. **INSTALLED WEAPONS:** (Furnish below Make, Type, and Serial Number)
(a) Br 50cal L Nose 985482 (b) Br 50cal L Upper 985887
(c) Br 50cal L Ball 952135 (d) Br 50cal L Tail 985433
(e) Br 50cal R Nose 985278 (f) Br 50cal R Upper 985169
(g) Br 50cal R Ball 974134 (h) Br 50cal R Tail 985559
(i) Br 50cal L Waist 1248692 (j) Br 50cal R Waist 1248830
9. **PERSONNEL LISTED BELOW REPORTED AS:** (X) Battle Casualty () Non-Battle Cas.
10. **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
1. Pilot	STRONG, ROY L.	1st Lt	0-700568	Mr. Herbert L. Strong, (F), 1221 S. Hawthorne, Alexandria, Minn.
Co-P	FRINK, KENNETH R.	1st Lt	0-768504	Mrs. Elizabeth R. Frink, (M) 403 E. 118th Pl. Los Angeles, Cal.
3. Nav	HETRICK, GLEN V.	1st Lt	0-719072	Mrs. Marjorie E. Hetrick, (W) RED Rock Rapids, Iowa
4. Bomb	RUDICH, PHILIP L.	1st Lt	0-706753	Mrs. Bea Rudich, (M), 333W. 39th St. New York N.Y.
5. EG	KAITIS, RICHARD C.	T/Sgt	35060316	Mrs. Mary Kaitis, (M), 15414 Parkerove Ave. Cleveland, Ohio
6. AEG	BECK, AUDRIAN L.	S/Sgt	38136158	Mrs. Margaret C. Beck, (M), 624 S. Vaden St. Sherman, Texas.
7. ROG	DALY, CARL P.	T/Sgt	16057867	Mrs. Myrtle Daly, (M), 428 N. Bayford St. Lansing, Mich.
8. AG	O'CONNOR, RAYMOND J.	S/Sgt	32312892	Mrs. Elizabeth Dess, (M), 21825 103rd Ave. Queens Village, N.Y.

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- 9. AG SPINDLER, WALTER E. S/Sgt, 17162223 Mr. Walter J. Spindler, (F),
General Delivery, Sullivan, Mo.
- 10. AG PAVELECKY, STANLEY W. S/Sgt, 35916627 Mrs. Martha Pavelecky, (M),
1096 E. 295th St. Wickliffe, Ohio

11. _____
 12. _____

13. 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	Basis for knowledge		
			contacted by radio	last sighted	crash forced landing
1. Werner C. Ziehm	Sgt	32930722		X	
2. Charles T. Brockman	Cpl	18123724		X	
3. Harold Goodsell	Pvt	39576138		X	
4. _____					
5. _____					
6. _____					

14. 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

date of this report: 7 Oct 44

signature of officer Carl V. Hardy
CARL V. HARDY

- 4 Incls:
- Incl 1 - Statement Werner C. Ziehm Capt, AG
 - Incl 2 - Statement Charles T. Brockman Adjutant
 - Incl 3 - Statement Harold Goodsell
 - Incl 4 - Location Sketch

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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.

1. ORGANIZATION: Location Pantanello AAB, Italy Command or AF 15th AF
 Group 464th Bombardment Group(H) Squadron 778th Bomb Sq
2. SPECIFY: Point of Departure Pantanello, Italy Course Northeast
 Target Blechhammer Type of Mission Bombing
Germany
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Scattered Cirrus, clear below. 4 to 5/10 alto cumulus. Vis 15/20 miles
in haze.
4. GIVE: (a) Date 12 Oct 44 Time 1120A Location Blechhammer, Germany
 of last known whereabouts of missing aircraft.
 (b) Specify whether: () Last Sighted () Last Contacted by Radio
 () Forced Down (X) Seen to Crash; or
 () Information not available.
5. 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: _____
6. AIRCRAFT: Type, Model & Series B-24J AAF Serial NO 44-41043
 NECKNAME OF AIRCRAFT "Be Comm'n Back"
7. ENGINES: Type, Model & Series R-1830-65A AAF Serial NO (a) BP-440673
 (b) BP-440389 (c) BP-440648 (d) BP-443516
8. INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
 (a) Left Nose 1203901 (b) Left Upper 1203609
 (c) Left Ball 1202124 (d) Left Waist 1537949
 (e) Right Nose 1203984 (f) Right Upper 1538256
 (g) Right Ball 1201895 (h) Right Waist 1537948
 (i) Left Tail 1201855 (j) Right Tail 1201950
9. PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty () Non-Battle Cas.
10. 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
1. Pilot	BORG, RAYMOND A	2nd Lt.	O-710432	Mrs. Ella Borg, m. 4211 Decatur St. Omaha, Nebraska
2. Co-P	CROTHERS, THOMAS R. JR	F/O	T-126203	Mr. Thomas R. Crothers, Sr. (F), 438 W. 57 Place, Chicago, Ill.
3. Nav.	JOLIN, JEAN F.	2nd Lt.	O-2056606	Mrs. Rose Mary Jolin, (M), 1707 Jones St. Sioux City, Iowa
4. Bomb	BRYANT, REX E.	2nd Lt.	O-776870	Miss Dorothy J. Bryant, (S) 2816 Ellis Ave. Chicago, Ill.
5. EG	Abbott, Wilton L.	T/Sgt.	44062121	Mrs. Minnie Abbott, (M), RT #2, Simpsonville, S.C.
6. AEG	Ziehm, Werner C.	S/Sgt.	32930722	Mrs. Martha Ziehm, (M), Main Rd, Corfu, N.Y.
7. ROG	Wagner, Robert A.	T/Sgt.	37564413	Mr. Harrison E. Wagner, (F), 105 7th Ave. N. St. Cloud Minn.
8. AG	Kelley, Robert J.	S/Sgt.	11120359	Mr. Joseph E. Kelly, (F), 15 Royce Rd., Allston, Mass.

Incl #1

(See Reverse Side)

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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.

1. ORGANIZATION: Location AAB, Pantanella, Italy Command or AF 15th Air Force
Group 464th Bombardment Group (H) Squadron 777th Bomb Sq (H)
2. SPECIFY: Point of Departure AAB, Pantanella, Italy Course 58°
Target Blechhammer Type of Mission Bombing
Germany
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
10 Miles Visibility and Haze
4. GIVE: (a) Date 13 Oct 1944 Time 1125 Location 50°17'N-18°15'E
of last known whereabouts of missing aircraft. Blechhammer, Germany
(b) Specify whether: (X) Last Sighted () Last Contacted by Radio
() Forced Down () Seen to Crash; or
() Information not available.
5. 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: _____
6. AIRCRAFT: Type, Model & Series B-24G AAF Serial NO 42078434
NICKNAME OF AIRCRAFT "Victor"
7. ENGINES: Type, Model & Series R-1830-65A AAF Serial NO (a) CP-326759
(b) CP-326631 (c) CP-326942 (d) CP-326705
8. INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) RN-1258892 (b) LN-1258705 (i) LB-1249348
(c) RN-1249226 (d) LM-1249055 (j) RB-1249115
(e) RW-977881 (f) LW-967474
(g) RT-1258973 (h) LT-1258946
9. PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty () Non-Battle Cas.
10. 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
1. Pilot	STANLEY, CHARLES E.	2ndLt	O-824007	Mrs. Mary E. Stanley, (M), RD #1, East Brady, Pennsylvania.
Co-Pilot	PLAISANCE, ROBERT S.	2ndLt	O-709628	Mrs. Meriel Chittenden, (S), 10304 Wood bridge St., N. Hollywood, Cal.
3. Nav	CONE, LEO F.	2ndLt	O-2058419	Mrs. Eleanor L. Cone, (W), Yakt, Montana.
4. Bomb	SEAVER, EDWARD C.	2nd Lt.	O-776587	Mr. High Leland Seaver, (F), 23 Maple St., Randolph, Vermont
5. ROM	Kiger, Darrell G.	S/Sgt.	20759460	Mrs. Freda M. Kiger, (W), 12 S. Eddy St., Fort Scott, Kansas
6. AMG	Tweedale, Claude T. Jr.	Sgt.	15340522	Mrs. Lurline Tweedale, (M), 609 Precita Ave, San Francisco, Cal.
7. AMG	Smalley, Forrest L.	Sgt.	15340522	Mrs. Lula L. Smalley, (M), 4769 Bloor St. Cincinnati, Ohio
8. ARMG	Buchholz, Albert R.	Sgt.	36509715	Alma Buchholz, (S), 350 S. 19th St., Saginaw, Michigan.

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Incl #1

(See reverse side)

C Gnr Homol, Peter,
Spomer, Samuel J.

Opl. 33293462 Mrs. Anna Homol, (M),
Box 11, Tyre, Pennsylvania.
Sgt. 37706748, Mrs. Katherine M. Spomer, (M),
4564 Sherman St., Denver, Colorado

MacLeod, James N.	Sgt. 31355699	X
Besore, Charles A.	Sgt 37531805	X
Cook, George P.	Sgt 6829140	X

7

Possibly an Eighth (8) chute was seen.

down in enemy territory.

No search as plane went

15 October 1944

- 4- Incl 1, Statement of Sgt-MacLeod
- Incl 2, Statement, Sgt Besore
- Incl 3, Statement, Sgt Cook
- Incl 4, Location Sketch

E. M. O'Reilly
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.

1. **ORGANIZATION:** Location Pantanello AAB, Italy Command or AF 15th AF
Group 464th Bombardment Group (H) Squadron 778th Bomb Sq (H)
2. **SPECIFY:** Point of Departure Pantanello AAB, Italy Course Northeast
Target Blechhammer Type of Mission Bombing
Germany
3. **WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:**
Cirrus, clear below, 4 to 5/10 alto cumulus. Visibility 15/20 miles in haze
4. **GIVE:** (a) Date 13 Oct 44 Time 1120A Location Blechhammer, Ger
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.
5. **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: _____
6. **AIRCRAFT:** Type, Model & Series B-24J AAF Serial NO 42-51840
7. **ENGINES:** Type, Model & Series B-1830-65A AAF Serial NO (a) GP-328786
(b) GP-328054 (c) GP-328086 (d) GP-328064
8. **INSTALLED WEAPONS:** (Furnish below Make, Type, and Serial Number)
(a) LN 1547841 (b) LD 1034935
(c) LB 1547776 (d) LW 1034597
(e) RN 1547706 (f) RD 1754434
(g) RB 1543813 (h) RW 1033786
(i) LT 1303150 (j) RT 1303858
9. **PERSONNEL LISTED BELOW REPORTED AS:** Battle Casualty Non-Battle Cas.
10. **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
1. Pilot	PRICE, WILLIAM A JR	2nd Lt.	O-705795	Mr. William A. Price Sr. (F), Dee, Oregon.
2. Co-P	NELSON, ROBERT R.	2nd Lt.	O-699438	Mrs. Emma Ropes, Aunt, 1608 B Jefferson Hts. Jefferson City, Mo.
3. Nav	DONNELLY, RALPH E.	F/O	T-127045	Mrs. Ruth L. Donnelly (W), 117 N. Weston, Rensselaer, Ind.
4. Bomb	SOMMERS, VIRGIL W.	2nd Lt.	O-1540402	Mrs. Blanche Sommers (M), 3714 Tilden St. Oakwood, Mo.
5. EG	MASSELLI, NICHOLAS W.	T/Sgt.	31328320	Mrs. Lucy D. Masselli (M), 82 Spring St. Middletown, Conn.
6. ROG	ROLT, JOHN	Pvt.	15173337	Mrs. Audrey Brooks (M), 301 6th Hemphill St. Ft. Worth, Texas
7. AG	LEPICH, WALTER J.	S/Sgt.	3734556	Mr. John Lepich (F), 421 W. 6th St. Walsenburg, Colorado
8. G	HARDY, CHARLES T.	S/Sgt.	36691066	Mrs. Mollie B. Hardy (M), RR #3, Washington, Ill.

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Incl #1

(See Reverse Side)

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.

1. **ORGANIZATION:** Location APO 520, U S Army Command or AF 15th AF
Group 464th Bomb Group (H) Squadron 778th Sqdn (H)
2. **SPECIFY:** Point of Departure AAB, Pantenella, It Course 266°
Target St. Valen Type of Mission Bombing
Austria
3. **WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:**
Flying conditions very bad, overcast at 7000 feet.
4. **GIVE:** (a) Date 16 October 44 Time 1126 Location St. Valentin, Austria
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.
5. **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: _____
6. **AIRCRAFT:** Type, Model & Series B-24J AAF Serial NO 42-51389
7. **ENGINES:** Type, Model & Series R-1830-43A AAF Serial NO (a) BP-401959
(b) BP-401964 (c) BP-401983 (d) BP-402049
8. **INSTALLED WEAPONS:** (Furnish below Make, Type, and Serial Number)
(a) 1260848 (b) 1260925
(c) 1261345 (d) 1260833
(e) 1261590 (f) 1260861
(g) 1262037 (h) 1261891
(i) 1261934 (j) 1260821
9. **PERSONNEL LISTED BELOW REPORTED AS:** Battle Casualty Non-Battle Cas.
10. **NUMBER OF PERSONS ABOARD AIRCRAFT:** Crew 9 Passengers 0 Total 9
(Starting with "Pilot" furnish the following particulars; if more than 1 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
1.	Pilot Lee, William W.	1st Lt.	0-818169	Mr. Asia Adolph Lee, (F), 1001 West 16th St., Sulphur, Okla.
2.	Co-P Keller, Robert G.	1st Lt.	0-322458	Mrs. Herman (Tucker) Keller, (M) 516-2nd St. NE, Watertown, S.D.
3.	Nav Farquhar, Raymond J. Jr.	1st Lt.	0-708805	Mr. Raymond J. Farquhar, (F) 15 Pearl Hill Rd., Fitchburg, Mass.
4.	EG Elder, Sidney L.	Sgt.	14069218	Mrs. Katie Myers, (M), 147 Poplar Ave. Memphis, Tenn.
5.	ROMG Rauen, George M.	Sgt.	16134805	Mr. George Rauen, (F), 6528-32nd Ave, Keshona, Wis.
6.	ROMG King, Ralph, V. S/Sgt.	39835262		Mr. Virgil A. King, (F), Box #57, Kamas, Utah
7.	AG Kramer, Norman R.	Sgt.	19207020	Mrs. Beatrice Kramer, (M), 724 East Raleigh St. Glendale, Cal.
8.	AG Sturgeon, Shelby J. Jr.		17060326	Mrs. Hamel L. Sturgeon, (M), 91st & Indiana, RFD #1, Hickman Mills, Mo.

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- 9. AG Brown, Kenneth C. Sgt. 13172568 Mrs. Edna O. Brown, (M).
RFD#1, West Springfield, Penn.
- 10. _____
- 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
<u>NAME IN FULL</u>	<u>RANK</u>	<u>SERIAL NO</u>	<u>by Radio</u>	<u>sighted</u>	<u>crash forced landing</u>

- 1. Weathers, Henry F. Sgt 14083187 X
- 3. Hasselhan, Matthew Cpl 12132543 Y
- 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) _____

date of this report: 16 October 1944

signature of officer William H. Reddell
WILLIAM H. REDDELL
Major, AC
Commanding

- 3 incls:
- Incl 1-Sketch of approx position
- Incl 2-Eye witness report of Sgt Weathers
- Incl 3-Eye witness report of Cpl Hasselhan

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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.

1. ORGANIZATION: Location Pantanello AAB, Italy Command or AF 15th AF
 Group 464th Bombardment Group (H) Squadron 777th Bomb Sq (H)
2. SPECIFY: Point of Departure Pantanello AAB, Italy Course 79°
 Target Vienna Type of Mission Bombing
Austria
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
4/10 cumulus, tops 8000 ft and 8/10 cirrostratus
4. GIVE: (a) Date 17 Oct 44 Time 1210 Location Vienna, Austria
 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.
5. 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: _____
6. AIRCRAFT: Type, Model & Series B-24J AAF Serial NO 44-11070
7. ENGINES: Type, Model & Series R-1830-65A AAF Serial NO (a) BP-439745
 (b) BP-439624 (c) BP-439658 (d) BP-439686
8. INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
 (a) RN-1203532 (b) RB-1203905
 (c) LN-1253702 (d) LB-1203918
 (e) RM-1203607 (f) RW-1358783
 (g) LM-1538125 (h) LW-1538170
 (i) RT-1203724 (j) LT-686689
9. PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty () Non-Battle Cas.
10. 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
1. Pilot	WALDRON, DONALD K.	1st Lt	0-820860	Mrs Helen J. Waldron, (w) 135 Linn St. Ithaca, NY 523 W Green St.
2. Co-P	WEIR, DON J.	1st Lt	0-827844	Mr. Richard C. Weir (B), 400 1st Ave. N.Y.C., N.Y.
3. Nav	DANOFF, ALBERT N.	1st Lt	0-712517	Mrs Esther Gelb (M), 47 East Main St. Glen Lyon, Penn.
4. Bomb	ABRAMS, JACK L.	1st Lt	0-691627	Mr. Felix A. Abrams (F), 4106 N. Stowell Ave. Milwaukee, Wisconsin
5. ROM	REIMER, RUSSELL H.	T/Sgt	16050336	Mrs. Cathrine Reimer (M), RTE #1, Wisconsin Rapids, Wisconsin
6. ROM	SHEFFLER, DAVID M.	S/Sgt	12058977	Mrs Francis A. Sheffler, (M) 731 Greenwich St. NY, NY
7. AMG	TERRY, WILLIAM R.	T/Sgt	18086933	Mrs Effie M. Latham (M), 415 E. Avers St. Edmond, Okla.
8. AEMG	DELSON, BENJAMIN	Sgt	42041914	Mrs. Fannie Delson (M), 1934 Webster Avenue, Bronx, NY.

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

- 9. ARMG WOODS, JOHN W. S/Sgt. 12083695 Mrs. Ethel Woods (M),
125 Terrace Avenue, Port Chester, N.Y.
- 10. ARMG BARBARICH, JOHN G. S/Sgt 2072507A Mr. John Barbarich (E),
342¹/₂ Fowler, Kansas City, Kansas
- 11. _____
- 12. _____

11. 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:

<u>NAME IN FULL</u>	<u>RANK</u>	<u>SERIAL NO</u>	<u>contacted last saw</u>		
			<u>by radio</u>	<u>sighted</u>	<u>crash forced landing</u>
1. Robert J. Moore	S/Sgt	36808604		X	
2. Gerrit L. Cooper	Sgt	37478780		X	
3. George P. Cook	Sgt	6829140		X	
4. James N. MacLeod	Sgt	31355690		X	

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) There was no search made as plane went down over enemy territory.

date of this report: 19 Oct 44

5 incls:

- Incl 1-Statement of Moore
- Incl 2-Statement of Cooper
- Incl 3-Statement of Cook
- Incl 4-Statement of MacLeod
- Incl 5-Location Sketch

signature of officer

E. M. O'Reilly
E. M. O'REILLY
 Capt, AC
 Adj

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

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

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.

1. ORGANIZATION: Location Pantanello AAB, Italy Command or AF 15th AF
Group 464th Bombardment Group (H) Squadron 778th Bomb Sq (H)
2. SPECIFY: Point of Departure Pantanello AAB Italy Course Northeast
Target Vienna Type of Mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Extremely adverse weather conditions. Visibility very limited
4. GIVE: (a) Date 17 October 1944 Time 1219 Location Vienna, Austria
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. (X) Blew up in midair
5. 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: _____
6. AIRCRAFT: Type, Model & Series B-24J AAF Serial NO 42-51964
NICKNAME OF AIRCRAFT _____
7. ENGINES: Type, Model & Series R-1830-65 AAF Serial NO (a) CP-327882
(b) CP-327871 (c) CP-327813 (d) CP-327881
8. INSTALLED WEAPONS: (Fill in below Make, Type, and Serial Number)
(a) LN-1759037 (b) LU-1758649
(c) LE-1317004 (d) LW-1757600
(e) EN-1759024 (f) RU-1340876
(g) RB-1317005 (h) HW-1758737
(i) LT-1758859 (j) RT-1758904
9. PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty () Non-Battle Cas.
10. 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
1. Pilot	FASSNACHT, JOHN C.	2nd Lt	O-822935	Mr. Paul W. Fassnacht, (F), 144 Lamonte Terrace, So Bend, Ind
2. Co-P	LINDSAY, JOHN W.	2nd Lt	O-705246	Mr. Clayton Lindsay, (F), 1437 Anes Place NE, Washington, DC
3. Nav	WITT, RICHARD J.	2nd Lt	O-2058609	Mr. Elmer H. Witt, (F), La Moure, North Dakota
4. Bomb	CUNNINGHAM, ROBERT F.	2nd Lt	O-717756	Mr. Firman M. Cunningham, (F) 3018 Marshall Maplewood, Mo.
5. G	LONSDORF, JOHN R.	T/Sgt	36817357	Mrs. Mildred Lonsdorf, (M), 303 N. Rankin St, Appleton, Wis
6. G	KROGSTADT, JOHN	S/Sgt	39208633	Mr. Arthur Krogstadt, (F), 10702 12 Ave SW, Seattle, Wash.
7. G	CLARK, LYNDLE K.	T/Sgt	36481249	Mr. John Clark, (F), Pleasant Hill, Illinois
8. G	HUTCHINSON, JAMES T.	S/Sgt	18194962	Mrs. Juanita L. Hutchinson, (M), 127-6th Ave N., Seattle, Wash.

Incl #1

(See Reverse Side)

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

- 9. G HAIGH, MERTON W. S/Sgt, 36812646, Mrs. Rose Wester, (M), 3348 S. Delaware, Milwaukee, Wis.
- 10. G HADDEN, RAYMOND L. S/Sgt, 33604294, Mrs. Irene Hadden, Mother, 519 Jackson Ave. Susquehanna, Penna.
- 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:

<u>NAME IN FULL</u>	<u>RANK</u>	<u>SERIAL NO</u>	Contacted Last saw		
			by Radio	Sighted	crash forced landing

- | | | | | | |
|------------------------|-----|----------|--|--|---|
| 1. Henry R. Anderson | Cpl | 33681080 | | | X |
| 2. John W. Buxton | Cpl | 12225792 | | | X |
| 3. Arvon D. Richardson | Sgt | 16043989 | | | X |
| 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

Date of this Report: 20 October 1944

- 4 incls:
 Incl 1-Sketch
 Incl 2-4-Statements

signature of officer Richard F. Brewer Jr.
RICHARD F. BREWER JR.
 Major, AC
 Executive Officer

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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.

1. ORGANIZATION: Location Pantanello, AAB, Italy Command or AF 15th AF
Group 464th Bombardment Group (H) Squadron 777th Bomb Sq (H)

2. SPECIFY: Point of Departure Pantanello AAB Italy Course 79°
Target Vienna Type of Mission Bombing
Austria

3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
4/10 cumulus, tops 8000 ft. and 8/10 cirrostratus, Vienna, Austria

4. GIVE: (a) Date 17 Oct 44 Time 1214 Location Vienna, Austria
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.

5. 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: _____

6. AIRCRAFT: Type, Model & Series B-24H AAF Serial NO 41-29441

7. ENGINES: Type, Model & Series B-1830-65 AAF Serial NO (a) BP-429668
(b) BP-428667 (c) CP-326908 (d) BP-439686

8. INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) EB 973859 (b) BT 941671
(c) LB 973174 (d) BM 941505
(e) EW 940920 (f) IM 941353
(g) IW 226612 (h) KN 406398
(i) LN 940557 (j) LT 941096

9. PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty () Non-Battle Cas.
10. 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
1. Pilot	KARAS, JOE E. JR.	2nd Lt.	0-713465	Mr. Joe Karas (F), FFD #1, Table Rock, Nebraska
2. CP	MILLER, JOHN H. JR.	2nd Lt.	0-773192	Mr. John H. Miller Sr. (F), 127 Meridian Avenue, Fresno, Cal.
3. N.	MERRILL, RICHARD V.	2nd Lt.	0-2060230	Dr. Leslie V. Merrill (F), Box 382, Preston, Idaho
4. B.	LUND, HORACE H.	2nd Lt.	0-777488	Mrs. Richard Lund (B), Bunkerville, Nevada
5. BOMG	MCPHERSON, EDWIN R.	Sgt.	36862664	Mrs. Marion E. McPherson (M), Box 99 Rte #1, Melbourne, Ky.
6. AMG	HOFFMAN, JOHN F.	Sgt.	33618321	Mrs. Katie Hoffman (M), 2152 Adams St., Reading, Pa.
7. ARMG	PRICE, MAY T.	Sgt.	34466580	Mr. Mayo Price (F), Rte #3, Tarboro, No. Carolina.
8. AG	RIGDON, RAY W.	Sgt.	18189971	Mrs. Sarah E. Rigdon (M), 401 W. 9th St., Taylor, Texas

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(See Reverse Side)

Incl #1

CONFIDENTIAL

- 9. AG DOWNEY, KENNETH M. Spt 42102139 Mrs. Julia Downey (M), 40-22nd St. Irvington, N.J.
- 10. AG SILBERSTEIN, FRANK Spt 12133209 Mr. Samuel Silberstein, (F), 1352 Pine Street, Santa Monica, Cal.
- 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:

NAME IN FULL	RANK	SERIAL NO	CONTACTED			CRASH	FORCED LANDING
			By Radio	Last	Sighted		
1. <u>John W. Holzapfel</u>	<u>Pvt</u>	<u>32704362</u>					
2. <u>George L. Kroll</u>	<u>S/Sgt</u>	<u>32768144</u>				X	
3. _____						X	
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) There was no search as plane went down over enemy territory

date of this report: 19 Oct 44

3 incls: _____
 signature of officer E. M. O'Reilly
E. M. O'REILLY
 Capt, AC
 Adj

- Incl 1-Statement of Holzapfel
- Incl 2-Statement of Kroll
- Incl 3-Location Sketch

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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.

1. ORGANIZATION: Location Pantenella, AAB, Italy Command or AF 15th AF
Group 464th Bombardment Group (H) Squadron 779th Bomb Sq (H)

2. SPECIFY: Point of Departure Pantenella, Italy Course _____
Target Vienna, Austria Type of Mission Bombing

3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Heavy Overcast

4. GIVE: (a) Date 17 Oct 44 Time 1222 Location Czechoslovakia
of last known whereabouts of missing aircraft. 48°20'N-17°00'E
(b) Specify whether: (X) Last Sighted () Last Contacted by Radio
() Forced Down () Seen to Crash; or
() Information not available.

5. 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: Aircraft dropped from formation

6. AIRCRAFT: Type, Model & Series B-24J AAF Serial NO. 42-51583
CALL NAME: "BLACK TIE"
7. ENGINES: Type, Model & Series R-1330-65A AAF Serial NO (a) CP-325212
(b) CP-325232 (c) CP-325109 (d) CP-325239

8. INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) 1548903 (b) 1033458
(c) 1033414 (d) 1557421
(e) 1033972 (f) 1033949
(g) 1034287 (h) 1033471
(i) 1033970 (j) 1530959

9. PERSONNEL LISTED BELOW REPORTED AS: () Battle Casualty () Non-Battle Cas.
10. 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
1. Pilot	SOLHEID, GERALD H.	2nd Lt.	0-787878	Adeline M. Solheid, (W), 5921 Cermak Road, Cicero, Ill.
2. Co-P	SALIVAR, CHARLES J.	2nd Lt.	0-827829	Mrs. Charles J. Salivar, (F), 58-15 198th St. Flushing, L.I., N.Y.
3. Co-P	KEATING, THOMAS P. JR.	2nd Lt.	0-823131	Mrs. H. Keating, (M), 302 E. 31st, Baltimore, Maryland
4. Bomb	L'HOMMEDEU, HARVLY J.	2nd Lt.	0-2037766	Mrs. Corlette I. L'Homme, (W), 20 Beach Road, Great Neck,
5. Nav	AUNGST, RUSSELL J. F/O	T-127581		Mrs. Gladys M. Aungst, L.I., N.Y.
6. EG	NYE, VICTOR M.	Cpl.	3307874	Mrs. Victor K. Nye, (F), 170 Smeadville St. Pittsburgh, Pa.
7. AG	WILKINSON, HARVEY O.	Cpl.	33755535	Mrs. Ruth M. Wilkinson, (W), 125 Summit Ave, Jersey City, N.J.
8. ROG	HARDER, DONALD E.	Cpl.	17079748	Mrs. Phyllis E. Harder, (W), Rural Rt #3, Blue Earth, Minn.

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(See Reverse Side)

Incl #1

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.

1. **ORGANIZATION:** Location Pantanello AAB, Italy Command or AF 15th AF
Group 464th Bombardment Group (H) Squadron 779th Bomb Sq (H)
2. **SPECIFY:** Point of Departure Pantanello AAB, Italy Course Augsberg, Germany
Target Augsberg, Germany Type of Mission Bombing
3. **WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:**
10/10.6 cirrus 18,000 to 27,000 feet.
4. **GIVE:** (a) Date 29 Oct 1944 Time 1111 Location Adriatic Sea (45°15'N-
of last known whereabouts of missing aircraft. 13°35'E)
(b) Specify whether: () Last Sighted () Last Contacted by Radio
() Forced Down () Seen to Crash; or
() Information not available.
5. **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 turned on its back and fell from sight
6. **AIRCRAFT:** Type, Model & Series B-24J AAF Serial NO 42-50867
Call Letter - "Black Zebra"
7. **ENGINES:** Type, Model & Series R-1830-43A AAF Serial NO (a) GP-312934
(b) CP-313310 (c) CP-313275 (d) CP-131151
8. **INSTALLED WEAPONS:** (Furnish below Make, Type, and Serial Number)
(a) 1532067 (b) 1527536
(c) 1534643 (d) 1527785
(e) 1534577 (f) 1534223
(g) 1195399 (h) 1527510
(i) No ball turret guns Radar Aircraft
9. **PERSONNEL LISTED BELOW REPORTED AS:** () Battle Casualty () Non-Battle Cas.
10. **NUMBER OF PERSONS ABOARD AIRCRAFT:** Crew 11 Passengers 0 Total 11
(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
1. Pilot	Burton, Weldon K. E.T. Burton, 716 W. MONROE St. Magnolia, Arkansas	Major	0-1699310	MIA Mother Mrs
2. CP	Sheldon, Brooks (NMI) Jane W. Sheldon, 621 Hillcrest, Moultrie, Georgia	Capt	0-789613	MIA Wife Mrs.
3. Nav	Dickason, Larry H. William R. Dickason, 5922 Wabada, St. Louis, Missouri	1st Lt	0-0733030	MIA Father Mr.
4. Nav	Spiller, Kyle (NMI) Jr. Kyle Spiller Sr. Jacksboro, Texas	Major	0-430026	MIA Father Mr.
5. Nav	Whittemore, Frank (NMI) Jr. Ouida R. Whittemore, 1330 No. Cleveland, Sherman, Texas	2nd Lt	0-723458	MIA Wife Mrs.
6. Bomb	Cato, Royal F. Verne Mac T. Cato, POB 1505, Hollywood, California	Major	0-402902	MIA Wife Mrs.
7. Eng Gnr	Boyd, Raymond I. Marie Boyd, E211 W. 11th St., Duluth, Minnesota	S/Sgt	37554921	MIA Mother Mrs.
8. Aerial Gnr	Ottinger, Roscoe L. Claude S. Ottinger, Rt. #4, Greenville, Tennessee	S/Sgt	34888707	MIA Mother Mrs.

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BATTLE CASUALTY REPORT

776th Squadron (H) SQUADRON, 464th Bombardment (H) GROUP October 1944
(Number) (Bombardment - Fighters) (Number) (Bombardment - Fighters) (Date)

NAME	Grade	Army Serial Number	Type Casualty	Date	Flying Status	Arm or Service	Duty Code	REMARKS (Place of Casualty)
Furcolo, Michael P.	2ndLt	O-708810	RTD	30 Oct44	B	AC	1034	MIA 19 Jul 44 to RTD
Moore, Donald H.	2ndLt	O-822956	RTD	10 Oct44	A	AC	1024	MIA 19 Jul 44 to RTD
778th Squadron (H) 464th Bombardment Group (H)								October 1944
Winberg, George C.	2ndLt	O-703355	RTD	8 Oct 44	B	AC	1034	
Cobb, Neal T.	2ndLt	O-699510	RTD	8 Oct 44	C	AC	1035	
Davis, Claude R. Jr.	T/Sgt	B4708368	RTD	8 Oct 44	H	AC	748	
Houston Jesse C.	S/Sgt	13064943	RTD	8 Oct 44	I	AC	612	
	From	MIA 7 Jul 44 to	RTD					

Make no entries in this space

* See Reverse

Page _____ of _____ pages (For Sqdn or Gp)

BCR Control No. _____

This report consists of _____ pages

Page No. _____

To be entered by Hq Fifteenth Air Force

/s/ William H. Reddell
/t/ WILLIAM H. REDDELL
Major, AC
Commanding

/s/ Carl V. Hardy
(Signature)
/t/ CARL V. HARDY
Capt, AC
Adjutant
(Title & Branch)

~~CONFIDENTIAL~~

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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 (Hosp)
- LIA - Lightly Injured in Action (Hosp)
- MIA - Missing in Action
- SIG - Seriously Gassed (Hosp)
- CAP - Captured by the Enemy
- INT - Interned as result of enemy Action
- RTD - Returned to Duty from any previously reported casualty status

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
- 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

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 (Hosp)
- LIA - Lightly Injured in Action (Hosp)
- MIA - Missing in Action
- SIG - Seriously Gassed (Hosp)
- CAP - Captured by the Enemy
- INT - Interned as result of enemy Action
- RTD - Returned to Duty from any previously reported casualty status

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
- 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

BATTLE CASUALTY REPORT

777th Bombardment (H) SQUADRON, 464th Bombardment (H) GROUP October 1944
(Number) (Bombardment - Fighter) (Number) (Bombardment - Fighter) (Date)

Make no entries in this space

NAME	Grade	Army Serial Number	Type Casualty	Date	Flying Status	Arm or Service	Duty Code	REMARKS (Place of Casualty)
Grimm, William R.	2ndLt	0-713314	RTD	21 Oct 44	B	AC	1034	Vienna, Austria
Stanley, Charles E.	2ndLt	0-824007	RTD	23 Oct 44	A	AC	1092	Germany
Cone, Leo F.	2ndLt	0-2058419	RTD	23 Oct 44	B	AC	1034	Germany
Seaver, Edward C.	2ndLt	0-776587	RTD	23 Oct 44	C	AC	1035	Germany
Kiger, Darrell G.	S/Sgt	20759460	RTD	23 Oct 44	G	AC	757	Germany
Tweedale, Claude T. Jr.	Sgt	19141196	RTD	23 Oct 44	H	AC	748	Germany
Smalley, Forrest L.	Sgt	15340522	RTD	23 Oct 44	H	AC	748	Germany
Buchholz, Albert R.	Sgt	36509715	RTD	23 Oct 44	I	AC	612	Germany
Homol, Peter	Cpl	33293462	RTD	23 Oct 44	K	AC	611	Germany
Spomer, Samuel J.	Sgt	37706748	RTD	23 Oct 44	K	AC	611	Germany
Kunker, Roland E.	From MIA on	13 October 1944	to RTD	23 October 1944.				
Hayes, Harold L.	From T/Sgt	11023673	RTD	23 Oct 44	H	AC	748	Vienna, Austria
	From LWA on	17 October 1944	to RTD	23 October 1944.				
	From S/Sgt	34772675	RTD	16 Oct 44	G	AC	757	Germany
	From LWA on	13 October 1944	to RTD	16 October 1944.				

* See Reverse

TRUE COPY

MAURICE C. KIELING
 Captain, AC

/s/ E.M. O'Reilly
(Signature)
 E.M. O'REILLY,
 Capt, AC, Adj.
(Title & Branch)

Page _____ of _____ pages (For Sqdn or Gp)

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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 (Hosp)
- LIA - Lightly Injured in Action (Hosp)
- MIA - Missing in Action
- SIG - Seriously Gassed (Hosp)
- CAP - Captured by the Enemy
- INT - Interned as result of enemy Action
- RTD - Returned to Duty from any previously reported casualty status

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
- 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

INCLOSURES AND SUPPORTING DOCUMENTS

S E C R E T

INCLOSURES AND SUPPORTING DOCUMENTS

1. SO 230, Par No 5, Hq. 464th Bomb Gp. - 30 October 1944
2. SO 231, Par No 3, Hq. 464th Bomb Gp. - 31 October 1944
3. SO 210, Par No 2, Hq. 464th Bomb Gp. - 7 October 1944

~~RESTRICTED~~

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

30 October 1944.

SPECIAL ORDERS)
:
NUMBER,....230)

1. So much of par 3 SO 229 this Hq es, pert to Capri Rest Camp, is hereby amended as follows for the fol Officers,,777th Bomb Sq (H):

Delete

Add

1ST LT WILFRED J. HEALY 0714076

1ST LT ROBERT K. DELANDER 0822933
2ND LT JAMES J. COSTELLO 0709297

2. 1ST LT (4000) ELDOR W. KANNENBERG, 0568845, AC, 777th Bomb Sq (H), is hereby reld of add dy as Investigating Officer.

3. Under the prov of NATCUSA Cir No. 74, 23 May 44, 1ST LT (4825) WILLIAM F. LUTZ, 0863989, AC, 777th Bomb Sq (H), is designated as Investigating officer, to investigate and report upon all accidents and incidents referred to him for investigation by the Commanding Officer, except investigations under the prov of AW 70 and par 35a, Manual for Courts-Martial, 1928.

4. Pvt (566) Mallory I. Myers, 20523992, AC, having been asgd this Gp per par 6 SO 196 Hq 55th Bomb Wg (H) dtd 28 Oct 44, is further asgd 779th Bomb Sq (H).

5. CAPT (1034) WALTER H. ROSE, 0789511, AC, Hq Det., is hereby aptd Group Navigator.

By order of Colonel SCHROEDER:

DARYL D. JOHNS,
Major, Air Corps,
Adjutant.

OFFICIAL:

Daryl D. Johns
DARYL D. JOHNS,
Major, Air Corps,
Adjutant.

~~RESTRICTED~~

~~RESTRICTED~~

HEADQUARTERS
464TH BOMBARDMENT GROUP (H)
APO 520 US ARMY

31 October 1944

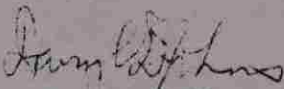
SPECIAL ORDERS)
NUMBER.....231)

1. 2ND LT (9301) ALLAN J LITTLE, 0709595, AC, having been asgd this Gp per par 9 SO 196 Hq 55th Bomb Wg (H) dtd 28 Oct 44, is further asgd to the 776th Bomb Sq (H). (DOR 8 Feb 44, Comp AUS)
2. CAPT (1034) WALTER H ROSE 0789511 AC Hq Det, is hereby aptd Group Schools Officer as additional duty.
3. MAJ (2161) JOHN W NANCE 0790704 AC Hq Det is hereby aptd Group Operations Officer.
4. MAJ (2161) JOHN W NANCE 0790704 AC Hq Det is hereby aptd member of Fund Council for Hq Det Fund under the prov of AR 210-50.
5. Under the prov of AAF Reg 35-51 dtd 3 Apr 44, Cpl (060) Joe Martin, 39037158, AC, Hq Det is hereby reclassified to Mess Sgt (824).
6. EXTRACTED. (Board of O in the case of Pvt Daughety, 778th Bomb Sq)

By order of Colonel SCHROEDER:

DARYL D. JOHNS
Major, AC,
Adjutant.

OFFICIAL:



DARYL D. JOHNS
Major, AC,
Adjutant.

~~RESTRICTED~~

HEADQUARTERS
464TH BOMBARDMENT GROUP (H)
APO 520 US ARMY

7 October 1944

SPECIAL ORDERS)
NUMBER.....210)

1. Fol O and EM having been asgd this comd VOCC 55th Bomb Wg (H), effective 6 Oct 44 are further asgd orgns indicated: (Branch of Serv: AC)

776TH BOMBARDMENT SQUADRON (H)

			Date of Rank
2ND LT (1092)	RICHARD GRAHAM	0825156	12 Mar 44
F/O (1092)	JOSEPH G HARTMANN JR	T62851	15 Apr 44
2ND LT (1034)	MAURICE D FROST	02060497	10 Jun 44
2ND LT (1035)	PAUL S KUHNS JR	0776997	20 May 44
Cpl (748)	James R Hooper Jr	34803018	
S/Sgt (757)	John E Bergstrom Jr	32421010	
Cpl (612)	George R Ragsdale	37529346	
Cpl (611)	Rudolph F Mariscal	39864325	
Cpl (611)	Gerald A Fairbanks	39216839	
Cpl (611)	Winfred M Hazelwood	34854898	

778TH BOMBARDMENT SQUADRON (H)

2ND LT (1092)	DAVID P MC KEEVER	0827708	12 Mar 44
2ND LT (1092)	LEONARD L KILFOYLE	0828185	15 Apr 44
2ND LT (1034)	JAMES M HAYWORTH	02060280	9 Jun 44
F/O (1035)	EUGENE C TAYLOR	T126731	20 May 44
Cpl (748)	Edward T Murphy	11057391	
Cpl (757)	James A Cody	17131133	
Cpl (612)	William R Martin	39207029	
Cpl (611)	Lowell H Beckley	35776440	
Cpl (611)	James C Poole	38599452	
Cpl (611)	James J Francesconi	39721098	

779TH BOMBARDMENT SQUADRON (H)

2ND LT (1092)	BENNIE J ADAY	0714590	12 Mar 44
F/O (1092)	WAYNE A LAINE	T127327	23 May 44
2ND LT (1034)	RAYMOND C MARONPOT	02060327	9 Jun 44
2ND LT (1035)	ROBERT E SCHENCK	0777946	20 May 44
Cpl (748)	Joseph J Grcevich	35610339	
Cpl (757)	Henry A Munding	36674434	
Sgt (612)	Cornelius T Reilly Jr	37378389	
Cpl (611)	Harold E Sorensen	36699795	
Cpl (611)	Robert L Overton	34921493	
Cpl (611)	John R Verga	32506814	

2. Lt Col (1092) DOUGLAS M CAIRNS, 019129, AC, having been asgd this comd and placed on indefinite DS with Hq 55th Bomb Wing (H), per par 7 SO 173, Hq, 55th Bomb Wg (H), dtd 4 Oct 44, is further asgd to Hq Det.

By order of Colonel SCHROEDER:

OFFICIAL:

Daryl D. Johns
DARYL D. JOHNS
Major, Air Corps,
Adjutant.

DARYL D. JOHNS
Major, Air Corps,
Adjutant.