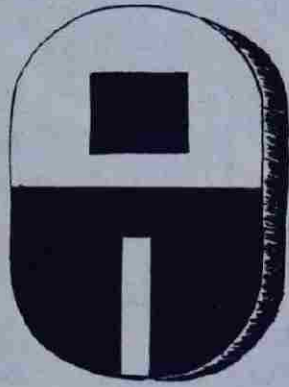


100TH

DECLASSIFIED
DOD DIR 5200.2



MISSION

00093975

SCANNED BY ACD
2007--

HISTORY

PROG.

464TH BOMBARDMENT GROUP (H)

Comprising

776TH 777TH 778TH 779TH

BOMBARDMENT SQUADRONS (H)

DECLASSIFIED
DOD DIR 5200.9

NOVEMBER
1944

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

1 DECEMBER 1944

GROUP HISTORY, 1 NOVEMBER TO 30 NOVEMBER 1944

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00093975

P.R.C.

THE COMMANDING OFFICER COMMENTS

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

ALS/hob

1 December 1944

THE COMMANDING OFFICER COMMENTS

During the month of November the Group completed 15 missions in spite of increasingly poor flying weather. Also during this period, the first individual PFF missions were conducted, covering both daylight and night sorties. One hundred (100) missions were completed on the 16th of November. Many combat crews finished their tour and have departed for, or awaiting orders to depart for, permanent change of station to the United States.

On 8 November, the Commanding General, 15th Air Force, presented the first Unit Citation to the 464th Group.

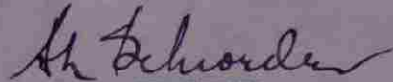
The progress of the building program, including individual houses; Group buildings, including a Headquarters Officers' Club, a combination theatre and gym, and the bomb trainer building, has been satisfactory, considering the difficulties encountered in transporting necessary materials.

The Group skeet range was opened this month, affording combat personnel this facility for the first time in Italy.

Plans for the holding of a Christmas children's party were completed this month for the poorer class of children in Canosa, Italy, by selected representatives of the Group. The American

Red Cross representative, Mr. Curtis Lamb, has been handling a great deal of the necessary work on this project.

The above events and occasions cover the more important accomplishments of this Group during the month of November, 1944.



A. L. SCHROEDER
Colonel, AC
Commanding

NARRATIVE HISTORY

S E C R E T

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

1 December 1944

NARRATIVE HISTORY FOR MONTH OF NOVEMBER, 1944

1. The present ^{assignment} ~~designation~~ of this unit is ^{to the} 55th Bombardment Wing (H), Fifteenth Air Force, APO 520, U. S. Army.

2. Major John W. Nance, O-790704, appointed Commanding Officer of 778th Bombardment Squadron (H) vice Lt. Colonel Clarence G. Poff, O-416342, returned to the United States.

Captain Elmer H. Vernon, O-725109, appointed Group Bombardier, vice Major Royal F. Cato, O-402902, missing in action.

Lt. Colonel Orlie Price, O-304766, appointed Group Executive Officer, vice Lt. Colonel Irvin W. Stowe, O-227231, assigned to Hq. and Hq. Sq., 15th Air Force.

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

	<u>Officers</u>	<u>Enlisted Men</u>
As of 31 October 1944	474	1869
Net decrease (officers) Increase (EM)	24	11
As of 30 November 1944	450	1880

4. In spite of unfavorable weather and operating conditions, which included thirteen (13) cancelled missions either before or after take off, this Group flew a total of fifteen (15) combat

S E C R E T

missions during this period.

The total of 329 sorties and 607.95 tons of bombs were reduced due to three single flying PFF missions.

Austria, Italy, Germany and Yugoslavia felt the sting of our bomber formations during this period, with Austria bearing the brunt of our attacks with eight (8) missions being flown against oil and rail targets.

A total of seven (7) missions were flown against oil targets, four (4) against marshalling yards, and one (1) each against troop concentrations, railroad bridges and enemy airdromes.

The Linz Benzol plant and the Munich West M/Y were attacked three (3) times each during this period.

An indication of weather encountered is revealed by the fact that six (6) missions were by visual means, with eight (8) missions where PFF was used. On 22 November to Salzburg, one half the Group bombed by PFF from 27,400 feet. The other a/c were lost from the formation and joined another Group and bombed visually from 18,000 feet.

The first individual PFF mission was flown by the Group on 3 November 1944 to Munich West M/Y, a daylight mission where each a/c flew and bombed individually without escort. Another day mission of the same type was flown on 15 November 1944 to Linz Benzol Plant. Our first night individual PFF mission was flown on 25 November 1944, again to Munich West M/Y, with one (1)

- 2 -

S E C R E T

of three (3) a/c reaching the primary target, and two (2) bombing the alternate target.

The Group flew its 100th combat mission on 16 November 1944 to Munich West M/Y, Germany. (See special story and photographs inclosed, section No. 11)

5. Two (2) enlisted men died in their country's service, one (1) dying from apoplexy cerebral and one (1) being killed by being struck by a propellor just before take-off on a combat mission.

Thirteen (13) combat crew members suffered major wounds, with fourteen (14) receiving minor wounds, all caused by enemy flak. Four (4) cases of frostbite were reported.

Thirty three (33) combat crew members were listed as missing in action, with fifteen (15) crew members being returned to duty who had previously been listed as missing in action.

6. Another month has passed without our bombers encountering opposition from the German Air Force. Some of our crews who are well up in their mission totals have never seen a German fighter. Special emphasis is stressed at each briefing on enemy fighter capabilities, to guard against a surprise attack due to any overconfidence on the part of these new crews.

7. There were no aircraft accidents during this period, which is the second consecutive month that a negative report has been submitted.

- 3 -

S E C R E T

S E C R E T

8. Awards made during this period were as follows:

Good Conduct Medals	45
Purple Heart Medals	30
Air Medals	150
1st Cluster to Air Medal	82
2nd Cluster to Air Medal	21
3rd Cluster to Air Medal	24
4th Cluster to Air Medal	6
Soldiers Medal	2
Distinguished Flying Cross	12
First Oak Leaf Cluster to D.F.C.	1
Silver Star Medal	1

In addition to the above, the Group was presented a War Department Unit Citation, on 8 November 1944, by Major General Nathan F. Twining. The Citation was for mission of 8 July 1944 to Florisdorf Oil Refinery and Marshalling Yards, at Vienna, Austria. (see special story and photographs inclosed, section No. 9)

9. A total of sixty five (65) combat crew members completed their tour of duty in this theatre and have, or will be returned to the United States. Included in this group of personnel was the lead team of the 778th Bombardment Squadron (H) headed by Lt. Colonel Clarence G. Poff, the Squadron Commander, also Captain Timothy J. Flanagan, O-808978, Assistant Squadron Operations Officer, who flew fifty eight (58) combat missions before he decided he had enough.

10. Ten (10) replacement combat crews reported to this Group in November, and were given the regular three (3) day training and indoctrination schooling.

S E C R E T

11. Morale in the Group continues at a satisfactory level. More emphasis is being placed on discipline, neatness, cleanliness and inspections as more time becomes free of operations against the enemy.

12. Venereal disease was constant as compared with the month of October. During the month of November, 1944, there were ten (10) new cases reported, for a rate of 55.96 per 1,000 men per annum. One (1) of these new cases was by a combat crew member who contracted the disease while he was dropped from the roll of the organization while M.I.A., so actually there was a slight improvement.

Case history study indicates that four (4) cases were contacted at Bari, Naples and Rome. Two (2) were contracted in the vicinity of the base, one (1) at Lavello, and two (2) cases undetermined, in addition to the one (1) case contracted in Roumania while on status of M.I.A.

The general health of the Group continues to be satisfactory. Upper respiratory diseases was approximately the same as October.

Approximately 75% of personnel are now living in winterized quarters of one kind or another, with about the same percent of tents with stoves installed.

13. The Group Chaplain continues to keep busy, with his many and varied activities.

- 5 -

~~S E C R E T~~

S E C R E T

Attendance at religious services took a very decided jump with total attendance of all faiths amounting to 4206.

Fifty two (52) letters of sympathy were written to next of kin of men reported killed or missing in action. Thirty five (35) letters were written dealing with personal problems of personnel.

The Chaplain made six (6) visits to sick and wounded personnel in hospitals and conducted twenty five (25) personal interviews and made the usual number of calls to mess halls, offices and quarters.

A class was started for personnel who had not accepted the Christian faith, with six (6) men attending the first meeting.

A Gospel Team was organized, which conducts worship service for the 1442nd Ordnance personnel each Tuesday evening.

The Chapel bulletin grew into a full fledged newspaper, with a weekly edition, called "The Tower" - (see camp papers, Section No. 12).

A beautiful Thanksgiving service was held on Thanksgiving evening. Chaplain Ray of the 1898th Engineers sang several solos, and the new choir did itself proud with several numbers. The sermon was delivered by Chaplain Blouch of the 465th Group.

The Chapel was nicely decorated with autumn leaves and held in candle light which created a quiet and beautiful atmosphere.

- 6 -

~~S E C R E T~~

S E C R E T

A voluntary offering taken at this service amounting to \$325 was turned over to the "Christmas for Kids" committee to buy food and clothes for needy Italian children.

14. Athletics and movies played the major roles in Special Service activities during the month of November.

The Group basketball team, coached by 2nd Lt. Louis Biskup, ran up a string of six (6) straight victories, scoring 217 points against 111 points scored against them, the victims being the Guard Squadron, 565th, 542nd and 562nd Service Squadrons and the 460th Bomb Group.

Members of our team:

S/Sgt McRae	778th Sq
Pfc Massar	776th Sq
M/Sgt Utley	777th Sq
S/Sgt Johnson	777th Sq
Sgt Dean	777th Sq
1st Lt Jatou	Hq Det

The 779th Squadron volley ball team, Group mythical champions defeated the 460th and the 485th Groups, but lost to the 465th.

Touch football also had its innings with our Group losing out in an elimination tournament to the 465th by a score of 2 - 0.

Twenty eight (28) movies were shown during the month, with an average attendance of 500 per showing. Several showings were held in the briefing building during inclement weather.

In cooperation with the Red Cross and Chaplain Eastwood, weekly concerts are being presented with top flight Italian musicians and singers.

S E C R E T

Numerous men have availed themselves of the facilities of the Armed Forces Institute. A survey is being made throughout the Group to determine the number of men interested in participating in group classes.

15. The "Christmas For Kids" program is progressing in a satisfactory manner. (see special report inclosed, Section No. 6).

16. Visits to other Groups in the Wing were made during this period by the Commanding Officer, Executive, S-2 and S-3 officers to gain new ideas of operations.

17. Trips for war weary combat crews were started to Cairo in November, with ground personnel, and other air crews going to Rome, and various rest camps. The men returning from Cairo bring back tales of night life, clean streets and warm sunshine, making life very miserable for the "gravel crunchers" with their bottles of perfume and tall stories of the "Wonders of the Nile."

18. A three alarm fire nearly wiped out the S-2 section, but nearly all records were salvaged, and the section kept on with business as usual during the clean-up period.

19. A real Thanksgiving dinner - turkey and all the trimmings was served to all personnel on 23 November 1944. The mess personnel did themselves proud and everyone had all the turkey he desired. Everyone is looking forward to a repeat performance on Christmas.

20. The new Headquarters Officers Club, while not ready for Thanksgiving, is expected to be open for business the early part of December. From pre-opening statements by Headquarters Officers, it is a close race between the bar and the showers for popularity.

S E C R E T

Major Francis F. Elder, Group S-2, is the building superintendent, and can be seen at almost any hour of the day or night with his trusty interpreter Sgt. James Morrone, by his side giving instructions and measuring lumber or getting material from (he won't say where) to finish the club.

21. Progress is being made on the new Group Theatre and Gymnasium, with the huge steel framework nearly completed. This project is under the able direction of Captain Peter Ceccato, Group S-4, who, with his fluent mastery of the Italian language, really makes the Italian help move--if such a thing is possible.

22. The Group Bomb Trainer Building is also nearing completion.

23. It is a source of much comment as to what use the Italians will make of our many buildings when that blessed day of moving comes. It is expected that a new city will be put on the map of Italy, as it has the main pre-requisite of an Italian town-- it is located on a hill top.

24. Major Ray A. Morgan, O-341266, Group Transportation Officer, left for TDY to the United States after spending over twenty seven (27) months overseas, for a well earned rest (Letter Orders, Hq - 15th AF, 15 November 1944).

25. Starting with the December, 1944 issue, a new feature will be added, called the History of the 464th in rhyme.

26. This Group finished its seventh month of combat operations against the Axis, confident that it would be able to continue to deal the enemy paralyzing blows and to continue to contribute its

- 9 -

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S E C R E T

share in the speedy and decisive defeat of the enemy in Europe.

BIOGRAPHIES

S E C R E T

BIOGRAPHY

1. Lt. Colonel Orlie Price, O-304766, Group Executive Officer, entered the Army on 6 September 1940 from the Infantry Reserve as a 1st Lieutenant.

Lt. Colonel Price served at Lawson Field, Fort Benning, Georgia as Base Adjutant until 1 May 1941 when he was assigned to AAB, Jackson, Mississippi as Squadron Commanding Officer and Base S-3 where he served until May, 1943. Assignment followed as Group Executive Officer of the 450th Bombardment Group (H) at Clovis Field, New Mexico serving with this Group during phase training, coming overseas in December, 1943. Lt. Colonel Price joined the 464th Bombardment Group (H) as Group Executive Officer on 5 November 1944.

Age thirty four (34), married, with two (2) sons ages nine (9) and eleven (11), Lt. Colonel Price claims Jackson, Mississippi as his home town and spent three (3) years in the C.C.C. before being called to active duty.

2. Captain Elmer H. Vernon, O-725109, Group Bombardier entered the Army on 17 December 1941 being appointed to Bombardier School at Ellington Field, Texas where he took pre-flight training. Advanced bombardier training was taken at Victorville, California, where he graduated on 23 May 1942 and received his commission as 2nd Lt., A.C.

S E C R E T

Assigned to the school as an instructor, Captain Vernon served in this capacity at Victorville, California, Hobbs, Roswell and Deming, New Mexico until 5 May 1943 when he was assigned as Staff Bombardier at AAB, Pocatello, Idaho and Gowan Field, Boise, Idaho.

Joining the 464th Group on 26 August 1943 as Squadron Bombardier of the 779th Bombardment Squadron (H), Captain Vernon completed training and came overseas with the Group and was appointed Group Bombardier on 2 November 1944.

Holder of the D.F.C., Purple Heart, Air Medal with two (2) Oak Leaf Clusters, Captain Vernon has flown a total of 42 combat missions as of 30 November 1944.

Age twenty seven (27), single and claiming La Veta, Colorado as his home town, Captain Vernon was attending the Colorado State College of A. and M.A. when he enlisted in the Army, and intends to make the Army his career.

3. Captain David M. Camerer, O-574135, Group Public Relations Officer entered the Army as an enlisted man on 17 August 1942 at Camp Upton, New York. Appointment to O.C.S. at Miami Beach, Florida followed on 10 December 1942. Graduating on 3 March 1943, Captain Camerer was commissioned 2nd Lt., A.C. and sent to Intelligence School at Harrisburg, Pennsylvania where he graduated on 28 April 1943. He was assigned as Assistant Squadron S-2 of the 601st

- 2 -

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S E C R E T

Squadron, 398th Bombardment Group (H) at Geiger Field, Spokane, Washington. This Squadron moved to Rapid City, South Dakota for phase training and was then made into an R.T.U. organization.

Captain Camerer joined the 464th Bombardment Group (H) at Orlando, Florida on 26 August 1943 as Squadron S-2 of the 777th Bombardment Squadron (H) and served in that capacity until the Group became operational, when he was appointed Group P.R.O.

Captain Camerer is thirty (30) years of age, married, and claims Rye, New York, as his home town. A graduate of Dartmouth College, where he majored in English and starred on the football team, he was a sports writer for the New York World Telegram at the time he entered the Army. Captain Camerer intends to return to the newspaper field when he is discharged from the Army.

4. Captain Sharon E. Waggoner, O-1036069, Operations Officer of the 776th Bombardment Squadron (H) entered the Army as an enlisted man on 25 December 1941 at Minneapolis, Minnesota. Assigned to the Infantry and after serving at San Jose, California and Edgewood Arsenal, Maryland, Captain Waggoner was appointed to O.C.S. at the Infantry C.W.S. in July, 1942, having reached the grade of Staff Sergeant. Graduating from O.C.S. on 25 October 1942, Captain Waggoner was commissioned 2nd Lt. Infantry and assigned to the same school as Company Commander until March, 1943 when he transferred to the Air Corps. Taking primary at Graham Field, Georgia, Basic at Cockran Field, Georgia, and Advanced flying training at

- 3 -

S E C R E T

S E C R E T

Blytheville, Arkansas. Captain Waggoner received his wings on 3 November 1943.

After taking B-24 transition at Smyrna, Tennessee, took phase training at Casper, Wyoming and Pueblo, Colorado before joining this Group on 4 June 1944 as a replacement first pilot.

Captain Waggoner was appointed Operations Officer of the 776th Bombardment Squadron (H) on 25 September 1944.

As of 30 November 1944, Captain Waggoner had flown 43 combat missions and has been awarded the Air Medal with two (2) Oak Leaf Clusters, and the Distinguished Flying Cross.

Age twenty three (23), married, and claiming Pomona, California as his home town, Captain Waggoner had completed three (3) years of Medicine at the University of Nebraska at the time of his enlistment in the Army, and intends to finish his course in Medicine when he returns to civilian life.

5. Captain Walter H. Rose, O-789511, Group Navigator entered the Army as a flying cadet on 8 October 1941, and entered Navigators school at Turner Field, Albany, Georgia on 31 December 1941. Captain Rose graduated on 29 April 1942 and was commissioned 2nd Lt., A.C.

Assigned to anti submarine patrol work with the 433rd Bombardment Squadron (M), Captain Rose flew patrol work out of Mitchell Field, New York, Miami Beach, Florida, New Orleans, Louisiana, and Galveston, Texas until October, 1943.

S E C R E T

Captain Rose joined the 464th Group on 8 November 1943 at Pocatello, Idaho and was assigned to the 776th Bombardment Squadron (H).

After completing phase training and coming overseas with the Group, he was appointed Squadron Navigator of the 776th Squadron on 7 May 1944 and Group Navigator on 1 November 1944.

As of 30 November 1944 Captain Rose had flown 40 combat missions against the enemy.

Captain Rose has been awarded the D.F.C. with one (1) cluster, and the Air Medal with two (2) clusters.

Age twenty four (24), married and claiming New Orleans, Louisiana as his home town, Captain Rose is a graduate of Louisiana State University, majoring in Geology and Petroleum Engineering and was engaged in that business at the time of his enlistment.

Captain Rose intends to enter the restaurant business upon his return to civilian life.

6. 1st Lt. Bruce P. Jatton, O-580026, Group Special Service Officer, entered the Army as an enlisted man on 29 August 1942 at Fort George Wright, Spokane, Washington being assigned to the Air Corps doing Special Service Work. Appointed to O.C.S. Miami Beach, Florida, on 1 March 1943, and graduating on 29 May 1943, was commissioned 2nd Lt., A.C.

Lt. Jatton was assigned to the 15th Wing, and served at

- 5 -

S E C R E T

S E C R E T

Sioux City, Iowa and Gowan Field, Boise, Idaho and Wendover Field, Utah as Physical Training Director until 5 September 1943 when he attended the Special Service School at Washington and Lee University at Lexington, Virginia.

After a short period of duty at Sioux City AAB, Lt. Jatou joined the 464th Group at AAB, Pocatello, Idaho on 16 December 1943.

Twenty one (21) years of age, married and claiming Seattle, Washington as his home town, Lt. Jatou was attending Gonzaga University at Spokane, Washington at the time of enlistment taking pre-law.

Lt. Jatou intends to enter the University of Washington and later play professional football upon his return to civilian life.

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~~S E C R E T~~

PROMOTIONS

S E C R E T

PROMOTIONS

1. Major William H. Reddell, O-1699426 to Lt. Colonel,
Commanding Officer, 776th Bombardment Squadron (H).
SO 318, Par No 8, Hq 15th Air Force, 13 November 1944.
2. Major William G. Moore Jr. O-418054 to Lt. Colonel,
Commanding Officer, 777th Bombardment Squadron (H).
SO 318, Par No 8, Hq 15th Air Force, 13 November 1944.
3. Major James H. Gilson, O-412958 to Lt. Colonel,
Commanding Officer, 779th Bombardment Squadron (H).
SO 318, Par No 8, Hq 15th Air Force, 13 November 1944.
4. Captain Arthur B. Robertson Jr., O-429699 to Major,
Operations Officer, 777th Bombardment Squadron (H).
SO 310, Par No 10, Hq 15th Air Force, 5 November 1944.

~~S E C R E T~~

COMMENDATIONS

LXQN LEJN LENR V LDZC NR 2 - 2 - 2 PP/C
T LXQN LEJN LENR
FROM ACHESON FFW ABLE 123 HH0104 070931A
TO CO, 460TH BOMB GP
CO, 464TH BOMB GP
CO, 485TH BOMB GP
GR/BT

CONFIDENTIAL IT IS WITH PLEASURE THAT I CONGRATULATE THE PERSONNEL PARTICIPATING IN THE MISSION OF THREE NOVEMBER PD ALTHOUGH RESULTS OF EFFORT ARE NOT AVAILABLE THE TEAMWORK AND INDIVIDUAL SKILL DISPLAYED REFLECT THE DETERMINATION OF ALL CONCERNED TO CARRY THROUGH IN DIFFICULT CIRCUMSTANCES PD THIS TYPE OF OPERATION IS DEFINITELY HAVING ITS EFFECT ON ENEMY PRODUCTION AND MORALE CMA THEREFORE IT IS NECESSARY TO INTENSIFY PATHFINDER TRAINING AND MAINTENANCE RPT MAINTENANCE PD END ACHESON

BT 070931A

CS AR K

LXQN R NR2 070940A IF K
LEJN R NR2 AT 07/0945A FSG K

LENR R NR 2 AT 070845A JS K

A TRUE COPY


MAURICE C. KIELING Captain, A.C.

LXQN LEJN LEKO LENR LDZC NRS 1 - 1 - 1 - 1
T LXQN LEJN LEKO LENR
FROM ACHESON FFW ABLE 122 HH0103 070916A
TO GO, 460TH BOMB GP
CO, 464TH BOMB GP
CO, 465TH BOMB GP
CO, 485TH BOMB GP

GR/

CONFIDENTIAL THE FOLLOWING MESSAGE FROM THE COMMANDING GENERAL
FIFTEENTH AIR FORCE IS QUOTED FOR YOUR INFORMATION COLON QUOTE RE-
CONNAISSANCE PHOTOS SHOW THAT THE PATHFINDER BOMBING ATTACK OF YOUR UNIT
ON LINZ ON FOUR NOVEMBER ONE NINE FOUR FOUR WAS HIGHLY SUCCESSFUL PD
I TAKE GREAT PLEASURE IN COMMENDING YOU AND THE PERSONNEL OF YOUR COMMAND
FOR THIS OUTSTANDING ATTACK PD SUCH EFFICIENCY IN THE EMPLOYMENT OF
PATHFINDER SYNCHRONOUS BOMBING TECHNIQUE RESULTS FROM YOUR EXCELLENT
TRAINING PROGRAM COUPLED WITH THE SUPERIOR TACTICAL PERFORMANCE OF
YOUR COMBAT PERSONNEL PD UNQUOTE END ACHESON

BT 070916A

CS AR KK
LXQN R NR1 070930A IF K
LEN LEJN R NR1 AT 070930A FSG K
LEKO R NR1 AT 979830A LH K
LENR R NR1 AT 079030A JS K

A TRUE COPY

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

HEADQUARTERS 55TH BOMBARDMENT WING (Hv) D/DWR/rld
APO 520, US Army

6 November 1944

SUBJECT: Commendation.

TO : Sergeant Alfred C. Nicholson, 14090675, 779th Bomb Squadron, 464th Bomb Group (Hv), APO 520, US Army.

THRU : Commanding Officer, 464th Bomb Group (hv), APO 520, US Army.

1. I desire to commend you for your efforts which have greatly contributed to the effective value, the neatness and the attractiveness of the Briefing Room of your unit. The results attained are indicative of the interest and the devotion which you have manifested in your assigned duties.

2. This commendation will be made a part of your personal 201 file.

GEORGE R. ACHESON,
Brig General, USA,
Commanding.

201.22 1st Ind. EEG/gww
Hq, 464th Bomb Gp (H), APO 520, U. S. Army, 9 Nov 44

THRU: CO, 779th Bomb Sq (H), APO 520, U. S. Army

TO : Sgt Alfred C. Nicholson, 14090675, 779th Bomb Sq (H)

I, too, wish to add my commendation for the splendid work you have done since being assigned to the 464th Bomb Group (H).

ELVIN E. GOODYEAR
Lt Col, Air Corps
Actg Gp Comdr

A TRUE COPY

Maurice C. Keeling
MAURICE C. KEELING Captain, A.C.

LXQN LEJN LEKO LENR V LDZC NR11 NR 10 NR10 NR10 RR/CONFIDENTIAL
TO LXQN
LEJN
LEKO
LENR
FROM CG, 55TH BOMB WING CITE NO. FFW ABLE 131 HH0369 221736A
TO: CO, 460TH BOMB GROUP
CO, 464TH BOMB GROUP
CO, 465TH BOMB GROUP
CO, 485TH BOMB GROUP
GR--BT

CONFIDENTIAL THE FOLLOWING MESSAGE RECEIVED FROM THE COMMANDING
GENERAL. CMA FIFTEENTH AIR FORCE CMA IS QUOTED FOR YOUR INFORMATION CLN
QUOTE IT IS WITH PRIDE THAT EYE PASS ON TO YOU THE FOLLOWING
COMMENDATION FROM GENERAL ARNOLD PD SUBQUOTE OF GREAT INTEREST WAS
SPECIAL REPORT ON PATHFINDER BOMBING OPERATION TWELVE SLANT THIRTEEN
NOVEMBER PD CONGRATULATIONS ON EXCELLENT RESULTS OBTAINED ON THIS
FINAL TEST PD THE RESULTS OF THIS FINAL TEST AND YOUR WILLINGNESS TO
EXPLOIT THIS TYPE OF MISSION ADVANCES US TWO MORE STEPS IN ATTAINING
ALL WEATHER DAY AND NIGHT CAPABILITIES PD END SUBQUOTE AND QUOTE
ACHESON.

BT 221236A

SENT AT 221920A AS AR K
LXQN RECD NR 11 AT 221920A RC K
LEJN R NR10 AT 1920A SA K
LEKO R NR 10 AT 1920A JM K
LENR R NR10 AT 221920A CN KK

A TRUE COPY


MAURICE C. KIELING, Capt, AC

HEADQUARTERS 55TH BOMBARDMENT WING (Hv) GRA/HER
APO 520 U. S. ARMY

201.22

SUBJECT: Commendation.

TO : Chaplain John H. Eastwood, O-515979, 464 Bombardment
Group (Hv), APO 520, U. S. Army.

THROUGH: Commanding Officer, 464th Bombardment Group (Hv),
APO 520, U. S. Army.

1. I desire to express to you my appreciation for your effort and success incident to the construction and furnishing of the Chapel for the 464th Bombardment Group. It is an outstanding achievement. The difficulties which you had to meet and overcome in bringing about its completion are full well known. Your time and labor, spent so generously in this project, merit special commendation.

2. The Chapel manifests the spirit of the men under your leadership. It is evidence of energy, enthusiasm and cooperation. It is indicative of the sacrifice and the high morale, effected by your own example, initiative and personality.

3. The dedication of the Chapel to the men of your Group who have died in the cause of liberty and righteousness is a fitting and deserving monument to their memory.

4. This commendation will be made a part of the Officer's 201 File, and will be attached to the Officer's next efficiency report.

GEORGE R. ACHESON,
Brig General, USA,
Commanding.

A TRUE COPY


MAURICE C. KIELING Captain, A.C.

201.22
Hq, 464th Bomb Gp (H), APO, US Army, 12 Nov 44.

EEG/ee

TO: Chaplain John H. Eastwood, 0515979, Hq 464th Bomb Gp (H).

I also desire to commend you for your superior efforts and excellent work accomplished while being assigned to the 464th Bombardment Group (H).

ELVIN E. GOODYEAR
Lt Colonel, AC,
Actg Group Commander.

A TRUE COPY


MAURICE C. KIELING, Capt, AC

LOK HOLD ON MIN KO

LXQN LEJN LEKO LENR V LDZC NR10 NR9 NR9 NR9 RR/RESTRICTED

T LXQN
LEJN
LEKO
LENR

FROM CG, 55TH BOMB WING CITE NO. FFW ABLE 130 HHO368 221734A

TO: CO, 460TH BOMB GROUP
CO, 464TH BOMB GROUP
CO, 465TH BOMB GROUP
CO, 485TH BOMB GROUP

GR--BT

RESTRICTED I DESIRE TO EXTEND MY CONGRATULATIONS TO ALL PERSONNEL WHO PARTICIPATED IN THE MISSION OF 20 NOVEMBER 1944. A VERY COMMENDABLE JOB WAS ACCOMPLISHED UNDER TRYING CONDITIONS AS A RESULT OF THE COORDINATION AND TEAM WORK OF ALL CONCERNED PD END

ACHESON

BT 221734A

SKOT AT 221915A AS AR K
LXQN RECD NR10 AT 221915A RC K
LEJN R NR9 AT 1915A SA K
LEKO R NR9 AT 1915A JM K
LENR R NR9 AT 221015A CN KK

A TRUE COPY


MAURICE C. KIELING, Capt, AC

S E C R E T

HEADQUARTERS 55TH BOMBARDMENT WING (H)
APO 520 U.S.Army

A/GRA/fah

In reply refer to:
201.22

20 November 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, Strategic Air Forces in Europe:

"I am extremely gratified with the results obtained by units of the Fifteenth Air Force in their bombing under adverse weather conditions. You are making excellent progress both by day and by night."

2. It is desired that the contents of INTOPS Summary, dated 19 November 1944, subject; "Results of Recent Strategic Air Force Bombing Operations," be brought to the attention of all concerned.

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

A TRUE COPY

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

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

HEADQUARTERS 55TH BOMBARDMENT WING (H) A/GRA/fah
APO 520 U.S. ArmyIn reply refer to:
201.22

21 November 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 from the Fifteenth Air Force is paraphrased for your information:

"I have noticed the high ratio of planes in commission and great volume of effort the Fifteenth Air Force has shown against the enemy on four successive days with the greatest of satisfaction. This demonstrates clearly that you, your Wings and Groups are particularly strong on the maintenance and administrative side and have superior organizations. Please express to your Group and Wing Commanders my commendation for this outstanding performance and see that your hard-working maintenance crews and engineering staffs know how much we applaud their effort." I am proud to repeat this message from General Eaker, and desire that it be brought to the attention of all personnel."

2. I desire to commend all concerned with the excellent showing made during the past four days.

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

A TRUE COPY

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

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

- 1 -

R E S T R I C T E D

HEADQUARTERS 55TH BOMBARDMENT WING (H) A/GRA/fah
APO 520 U.S. ArmyIn reply refer to:
201.22

25 November 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 message received from the Commanding General, Fifteenth Air Force, is quoted for your information:

"WITH PRIDE I PASS TO YOU AND YOUR OFFICERS AND MEN THE FOLLOWING CABLE FROM GENERAL ARNOLD:

'FIFTEENTH AIR FORCE OPERATIONS FROM 16 THROUGH 19 NOVEMBER 1944 HAVE BEEN NOTED WITH APPRECIATIVE INTEREST. WORTHY OF COMMENDATION IS THE SUSTAINED EFFORT ON SUCCESSIVE DAYS. CONVEY TO ALL MEMBERS OF YOUR COMMAND PARTICIPATING MY HEARTIEST APPRECIATION FOR A WELL DONE JOB. THE GROUND MAINTENANCE CREWS IN PARTICULAR SHOULD BE MOST EMPHATICALLY INFORMED THAT THEIR UNTIRING EFFORTS ARE MOST DEEPLY APPRECIATED NOT ONLY BY AIR CREWS BUT BY ALL MEMBERS OF HIGHER ECHELONS, ESPECIALLY MYSELF. THE AAF IS INDEED PROUD OF THE MEN ON HER GROUND CREWS WHO MAKE POSSIBLE EACH NEW AIR SUCCESS.'"

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

A TRUE COPY

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

CHRISTMAS FOR KIDS

CHRISTMAS FOR KIDS

The committee for this Christmas Party for needy children and sick and wounded Italian soldiers made splendid progress during the month.

Children in the Canosa Hospital, needy children in the public schools, and patients in the Canosa Military Hospital are to be the benefactors in the bringing of Christmas cheer to a group who are less fortunate than ourselves.

In the Canosa Hospital there are seventeen (17) children who are permanent patients, mostly afflicted with infantile paralysis, and it has been decided to furnish this hospital with bathrobes and bed socks and pajamas for forty (40) children, with these items to be owned personally by the seventeen (17) patients.

It is planned to prepare approximately 600 baskets of food, candy and milk for distribution, although the committee is finding it difficult to find that many baskets.

It is planned to give out tobacco and cigarettes to the personnel at the Military Hospital.

Lt. Cook of the 776th Squadron made a trip to Rome and was successful in buying 100 yards of flannel cloth for the pajamas and bed sox; Italian women will be employed to make up this material.

A committee was appointed to secure twenty (20) wool blankets to make up into forty (40) bathrobes for the Children's Hospital.

A musical program is being planned to include also a program for US. Army personnel in the hospital at Lavello.

During November \$843.94 was collected and approximately 250 pounds of candy and supplies have been received from the various P.X. lines.

All indications point to a successful party for the needy kids and families this Christmas- perhaps the first Merry Christmas most of them have ever experienced.

This gesture on the part of our Group is indicative of what we are all fighting for "Peace on Earth-Good Will to Men."

Minutes of meetings and letters inclosed.

American Red Cross
Office of the Field Director
464th Bomb. Group (H)
APO 520, %Pm., N.Y., N.Y.

31 October 1944

Subject : Meeting of the Children's Christmas Committee
To : Commanding Officers all Squadrons, and Headquarters
Detachment

The second meeting of the Children's Christmas Committee was held in the ARC office on October 31st, 1944. Following the reading of the minutes of the previous meeting Sgt. Howard of the 776th Sqdn. gave a brief resume of the committee's trip to Canosa. He reported that three distinct centers of need existed. First there was the ward in the Canosa hospital where between 20 and 30 poor children are bedridden. They are obviously needy and should receive first consideration. The second possibility exists in the public schools. Out of some 5000 children under the age of 10, one tenth are living in real poverty. Here there are between 500 and 600 more who could be served. Third and last, the patients in the Canosa military hospital have a case, since they are largely men who have become sick while serving in Allied labor battalions. There are a few pre-Bagdolio soldiers receiving treatment, but they are only granted admittance for a period of 30 days. Tobacco and cigarettes would be suitable for this hospital group.

The first main point of the afternoon's discussion was the choice of gifts. There was a variety of thought on the subject, which eventually narrowed down to the following decisions. It was decided to attempt to have a Christmas tree, supply a Christmas dinner and a suit of clothes for all the children in the hospital. A basket of food, candy, gum, soap, etc. was agreed upon as the most satisfactory gift for the school children. And it was planned as previously mentioned to give tobacco, pipes, and cigarettes to those in the military hospital.

In order to collect the gifts a definite plan of action was chosen. If possible the surplus rations allowed in the various officers' messes will be collected at each P.X. line for a period of some weeks. Lt. Biskup said Special Services would take care of the necessary signs for the project. In order to have enough money to carry the program through each squadron committeeman pledged himself to raise the sum of 250 dollars or better. This was to be taken in the form of donations from the November payroll.

- 2 -

To stimulate interest in giving it was planned to place a letter of information on the committee's activities in the hands of all personnel on the base. This was to be done, and distribution made by Thursday, the 9th of November.

Tentative plans were made for the purchase of baskets, and their preparation. Sgt. Howard of the 776th and Lt. Rust of the 778th offered their respective service clubs as storage and packing places.

Just before the meeting adjourned at 1530 it was suggested that an effort be made to have the school children of Canosa put on a program of their own, and have the basket donations as a part of their celebration. This would be more in the Christmas spirit than a glorified chow line.

The attendance follows: Cpl. Blair of the 779th Squadron, Lt. Rust from the 778th, Lt. Biskup from Headquarters Detachment, Cpl. Caraffi representing the 777th, and Sgt. Howard from the 776th.

WCL/ghm

Wm. Curtis Lamb
Field Director

American Red Cross
Office of the Field Director
464th Bomb Group (H)
APO 520, % Pm., N.Y., N.Y.

26 November 1944

Subject: Meeting of the Children's Christmas Committee
To : Commanding Officers all Squadrons, and Headquarters
Detachment

The meeting was opened with the following present: Lt. Cook and Sgt. Howard of the 776th Sq., Cpl Carriffi of the '77th, Sgt. Griek and Lt. Rust from the 778th, and Lt. Malan and Cpl. Blair for the 779th. Lt. McCay represented the 1898th Engineers, and Mr. Lamb the ARC.

Canvassing developments since the last committee meeting, the Chairman reported that on Thanksgiving Day Chaplain John Eastwood had been instrumental in raising \$325.00 in funds for the Committee's use. The appointment of Cpl. Blair to serve as chairman of the Presentation Committee was also announced.

Sgt. Howard then reported on his Saturday visit to Canosa. There he visited the Mother Superior at the Children's Hospital. He learned that 17 of the children were permanent, most of them being afflicted with infantile paralysis; and that the other patients were temporary.

He suggested to the Mother Superior the thought that perhaps it would be better not just to outfit the children with personal clothing; but to provide the hospital with bathrobes, pajamas and slippers for approximately 40 children-- with items to be personally owned only by the permanent group of 17 patients. He had discovered, he said, that there was no central heating at the hospital, and that just plain keeping warm was a problem there. The Mother Superior welcomed this idea of warm clothing, and felt the new suggestion to be excellent. Inasmuch as this involved a change in the original plans of the committee, the Chairman asked for a motion on the subject. The change was moved, seconded and adopted.

At this point the Chaplain entered and turned over a package containing approximately \$325.00. The Committee tendered its thanks for this splendid assistance.

- 2 -

The chairman then appointed Lt. Cook to serve as Committee Treasurer.

Sgt. Howard continued with his report, saying he had contacted the Mayor of Canosa, and had again checked into the status of the school children. He found that around 500 or 600 children of the very poorest families could be selected for our Christmas gifts. He further reported that it would be possible to secure a large hall for the presentation day, by checking with the town Mayor.

Lt. McCay was asked about possible 1898 talent to put on a Christmas show. He reported two types of colored quartets--the "jive" and the spiritual singers. Chairman Blair will check into possibilities along this line. Sgt. Howard suggested the possibility of an Italian orchestra which he'd been using for occasions at the 776th Club.

The hour and date of presentation was discussed. It was decided that December 24th would be the date; and various hours of the afternoon for the gifts to the school children, for the orphans at the Hospital, and for the patients at the soldiers' hospital. It was felt that a Christmas tree might be excellent as a stage setting for the school children's program, but that none should be done at the hospital for the orphans, as a traditional nativity setting would be arranged there.

The need of transportation for the fairly sizeable number of gifts and of persons engaged in the Christmas party was discussed. Lt. Rust was selected as Transportation Chairman, and it was suggested that he contact the 2234th Qm. Trucking Co. as far as possible in advance to secure needed vehicles.

Representatives of each of the Squadrons and of Headquarters reported on the in-gathering of PX contributions. A fairly sizeable number of packages of candy was reported. In this connection Cpl. Caraffi agreed to look into the situation in his squadron, where a better situation of signs and PX box was apparently needed.

In view of the need to have a place to store PX gift supplies and the Christmas baskets, the Chairman appointed Lt. Malin as head of the Basket Committee.

Mr. Lamb reported attending a meeting at the Wing Hq., where it was announced that the Commanding General was very much interested in the Christmas Program, and desired voluntary support of the children's cause through the PX facilities. Mr. Lamb further reported that it

- 3 -

was the General's desire to have absolutely no pressure used--the gifts be made spontaneously as a true indication of the Christmas spirit.

Christmas funds were next discussed, and it was felt that the present money in hand would not be sufficient for both buying of the clothing for the orphans, and milk and food for the school children of impoverished families.

A motion was made by Lt. Cook that donations be accepted on a purely voluntary basis; that there be simply a box at the pay line, a sign and a custodian of the funds. Seconded by Lt. Rust, and carried unanimously.

The question of sending a committee member to Rome was discussed. Mr. Lamb reported that since Sgt. Howard could not go, and that it was somewhat doubtful whether Cpl. Blair could make it, Lt. Cook had been selected.

Sgt. Griek made a motion that the representative be fully empowered to act in behalf of the committee. Seconded by Cpl. Caraffi and passed.

There was a general feeling that next meeting should be held soon. Saturday, Dec. 2nd, at 1:30, was the time selected.

Meeting adjourned at 14:45.

"Christmas for Kids" Committee"Minutes of the Meeting of Dec. Fourth, 1944

Meeting with the following men present: Lt. McCay and Sgt. Cash (1898th Eng.) Lt. Malan, Sgt. Howard, Lt. Christiansen, Cpl. Blair, Lt. Cook and Mr. Lamb.

Chairman called for a report on collection of funds from various sources:

Lt. Cook reported 776th . . .	\$160.90
Cpl. Caraffi " 777th . . .	134.04
Sgt. Griek " 778th . . .	127.00
Cpl. Blair " 779th . . .	97.00
Hq. No collection reported	
Chaplain has secured	<u>325.00</u>

Total collected . . . 843.94

Cpl. Caraffi reported that at the 777th PX lineup, he had personally seen to it that an improved sign, advising of the Christmas program, and box for gifts had been set up. Committee thanked Cpl. Caraffi for his work. About 200 lbs. total of candy now on hand from all Squadrons.

Lt. Cook reported on his trip to Rome. The object of the trip, he said, was to secure materials for bathrobes, pajamas and slippers for the orphans in the Canosa children's hospital. He said that thanks to the good Lord and to the American Red Cross the proper woolen flannel material was secured. Said that at first he'd run into a stonewall because flannel material in the stores cost \$13 per meter-- and it would run to \$1,040 for materials alone. He said that to secure assistance he'd contacted a nephew of the Pope at the Vatican but that the suggestions received there did not pan out. He had had a buyer, familiar with the town's market, out shopping for him; and he'd been in something like 30 shops himself-- to no avail. But through a contact with Mr. Hopkins, Red Cross executive for the Rome area, it had been possible to secure more than 100 yards of flannel material. So the committee now had the material, and also the \$325.00 which was in hand at the time he was delegated to make the Rome trip.

Lt. Cook will assume the responsibility of employing women to make the flannel material into pajamas, and into bed sox. Lt. Cook felt it best to give up the idea of purchasing slippers, inasmuch as the prices were completely out of reason.

It was decided that Lt. Christiansen should be Chairman of the "Blanket Committee." Purpose of this Chairman would be, if possible, to secure 20 blankets which can be made into 40 bath-

- 2 -

robes for the children's hospital.

Lt. Malan reported difficulty in securing storage space for the committee's gifts. Mr. Lamb suggested the possibility of using the present Hq. Club building, inasmuch as the newly constructed Club would be used starting this week-end. Sgt. Griek said it might be possible to allocate a portion of space in the 778th EM Club for this purpose.

Sgt. Howard reported it was difficult to make arrangements for a sufficient number of baskets for gifts. Around 600 would be needed to take care of the group of school children of impoverished families. However, Sgt. Howard continues to work on this project and will report back next meeting.

Cpl. Blair, Chairman of the Presentation Committee, discussed plans. He felt that in view of the three-fold plan for gifts to the orphans at the hospital, for children at the Canosa school, and for the sick at the military hospital-- it might be wise to have a program that would be elastic enough to fit all three situations.

Sgt. Cash, of the 1898th, reported his men would be ready to give as many as 16 numbers. Sgt. Howard said he could get a six-piece orchestra from Canosa. (Orchestra guaranteed to include four barbers!) Mr. Lamb said the Chapel Choir would be glad to take any part desired in the program.

Further discussion, with the thought advanced that to work out the program, it might well be given at the Lavello Hospital first on Thursday night, December 21st. Mr. Lamb was to arrange for a date with the head of the hospital. Thus, all talent could be assembled on this earlier occasion, and any weak spots in the presentation program could be strengthened.

Sgt. Griek was appointed Chairman of the Provisions Committee. Object of this committee is to secure through whatever channels possible, the milk and other food needed to fill the Christmas baskets.

Motion by Lt. Malan, seconded by Sgt. Howard, that \$600 be allocated to Sgt. Griek's committee for purchases. Motion carried.

Date of the next meeting was set for following Monday, 12/11,44, at 1:15 PM at the Red Cross office.

PHOTOGRAPHS



Lt. Colonel
Elvin E. Goodyear
Deputy Group Commander



Lt. Colonel Orlie Price
Group Executive Officer



Captain Elmer H. Vernon
Group Bombardier

Captain David M. Camerer
Group Public Relation Officer





Capt. Walter H. Rose
Group Navigator

Capt. Sharon E. Waggoner
Operation Officer
776th Squadron



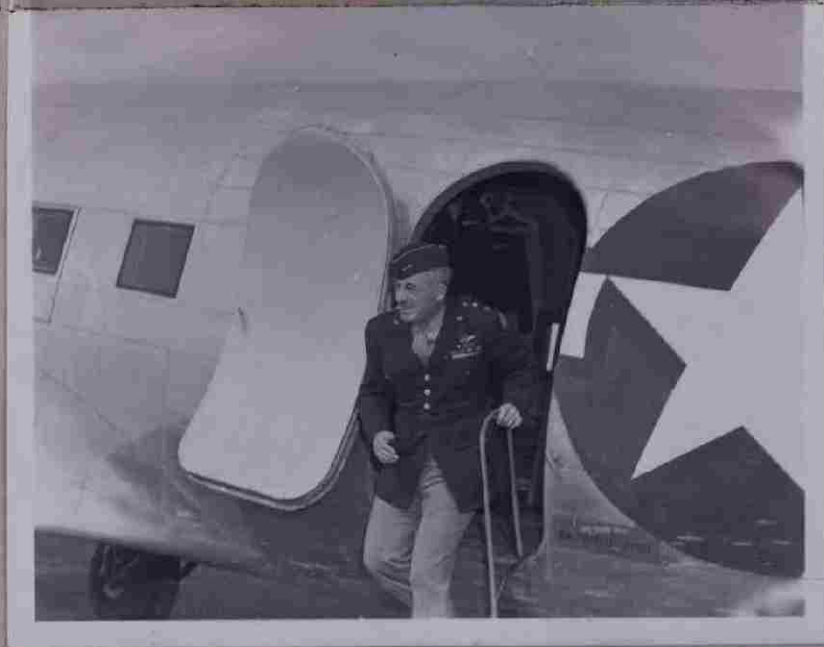


1st Lt. Bruce P. Jatou
Group Special Service Officer

Special Service Section

Kneeling-S/Sgt. Hubert C. Hoover
1st Lt. Bruce P. Jatou
Standing-Cpl. Michall Feldman
2d Lt. Louis Biskup

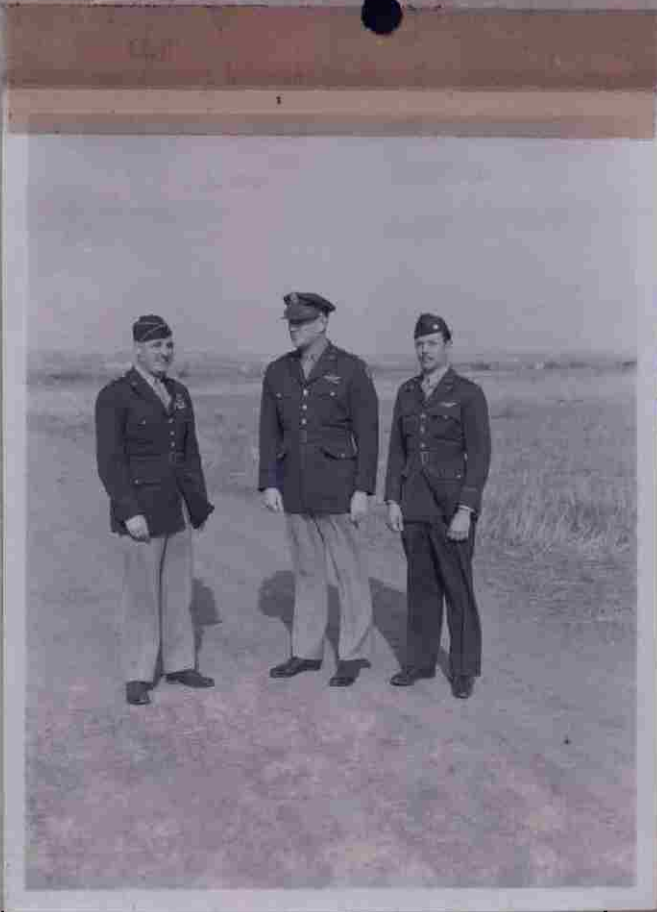




Major General Twining
arrives for Presentation
of Citation



Brig General Acheson of
the 55th Wing greets
General Twining and
Major Yount of the 15th
Air Force



Generals Twining, Acheson and
Lt. Colonel Elvin E. Goodyear,
Deputy Group Commander of the
464th before the ceremony

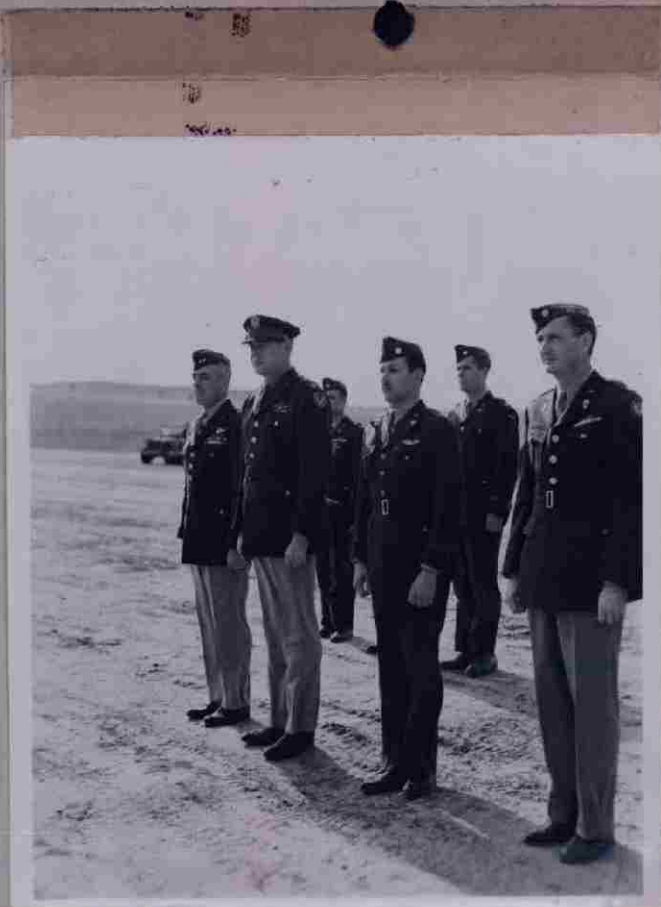
Reviewing Party

Gen Twining, Gen Acheson,
Lt Col Goodyear, Maj Yount

Back Row

Lt Col Stowe, Lt Col
Price, Major Elder, Major
Moon, Capt Ceccato, Capt
Fielding





Listening to the Citation

General Twining
Lt. Colonel Goodyear

Pose for Posterity





Presentation of Citation

Presentation of Citation





Pass in Review

"Eyes Right"

Not so bad for troops
who had not drilled
for a year-(The band
helped)





"After the Ceremony"

Gen. Twining Congratulates
Lt. Colonel Goodyear



464th Group Staff

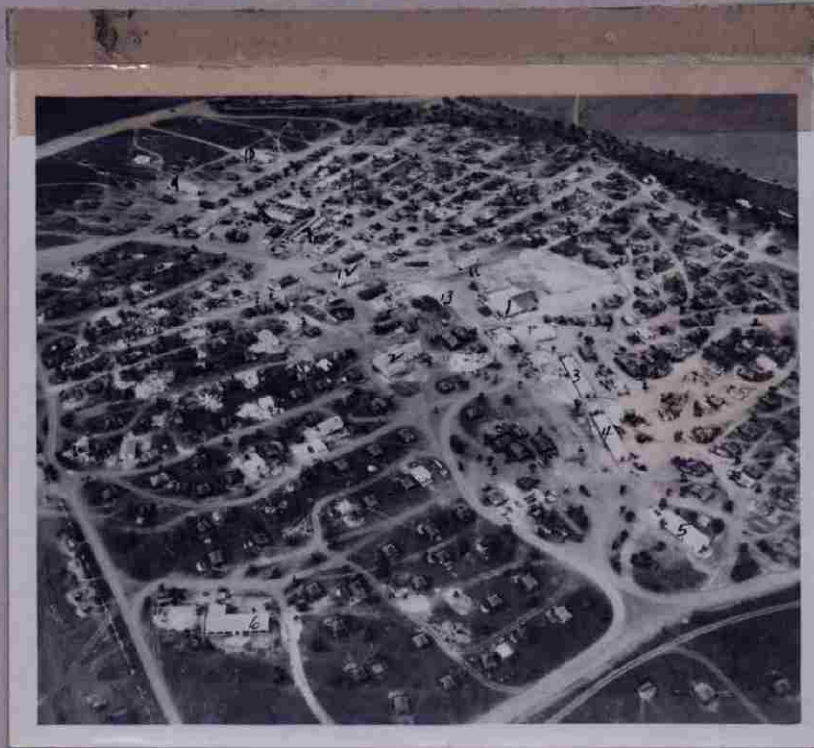
Seated left to right
Lt. Col. Elvin E. Goodyear - Deputy Group CO
Colonel A. L. Schroeder - Commanding Officer
Lt. Col. Orlie Price - Group Executive Officer
Standing
Major Daryl D. Johns - Group Adjutant
Major Francis F. Elder - Group S-2
Major John W. Nance - Group S-3
Captain Peter Ceccato - Group S-4



PICTORIAL SUMMARY

Bomb strike photographs of first 100 missions

Map above photos shows location of each mission



"Close Up"

1. Group Headquarters
2. Chapel
3. 777th Mess Hall
4. 776th Mess Hall
5. 776th EM Club
6. 776th Officer Club
7. 778th Mess Hall
8. 779th Mess Hall
9. 779th EM Club
10. 778th EM Club
11. CO's Quarters
12. Hq EM Club
13. Outdoor Movie

705. 44



"Comin Home"

Group Photo Interpreter
Section

1st Lt. Richard F. Stringfield
T/Sgt Rollin J. Kennard



Photo 1944



BEFORE

Future area of the 776th
Squadron

465th Hill in background



AFTER

"Twin Hills of Pantanella"

464th Camp - Foreground
465th Camp - Background

Nov. 44



BEFORE

Airfield - from present
site of Headquarters
building



AFTER

"Across the Valley"

464th and 465th runways
and dispersal areas in
the background

Looking North

Nov. 44



BEFORE

A few scattered tents in
the orchard

21 March 1944



AFTER

"Standing Room Only"

Our hill at end of
November, 1944

Nov. 44



464th and 465 Runways

Our hardstands on the left

Looking West

"Headaches for Hitler are
Harbored Here"

Pantanello Air Base, with
464th and 465th camps in
the background

Looking South



nov 44



BEFORE

More orchard, moles, and
ants -

Future home of 777th Sq.

AFTER

Our hill again -

Air field in background

1. Group Headquarters
2. 776th Officers Club
3. 777th Officers Club
4. 778th Officers Club
5. 779th Officers Club



777th 44



BEFORE

A field of wheat in the
valley - Future air field



AFTER

464th Runway and
hardstands

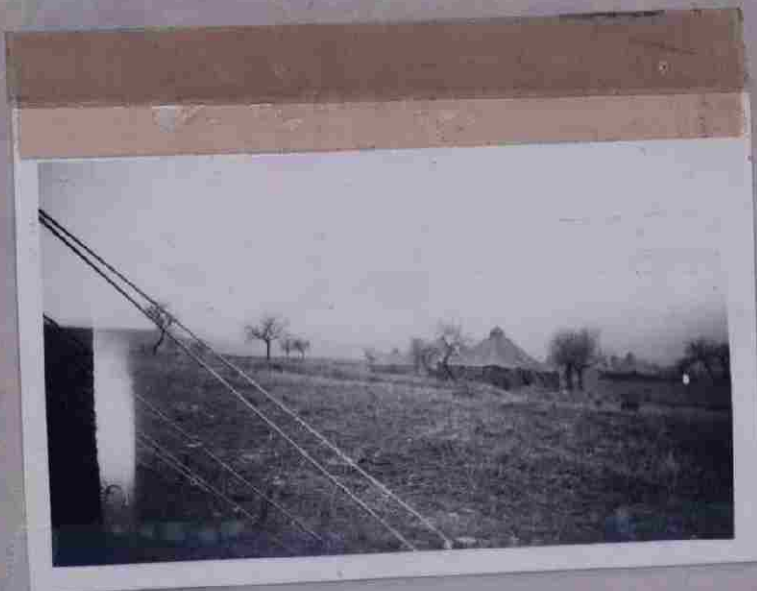
Looking East

nov. 44



"Runways and Hardstands"
464th and 465th Camps in
right background
Looking Southeast

NOV. 44



BEFORE

Officers row in the
early days



AFTER

"Our home on the hill
where B-24's roam
and the wind it blows
all the day"

nov. 44



Group Theater
nears completion.



Interior new
Group Theater

msv: 44

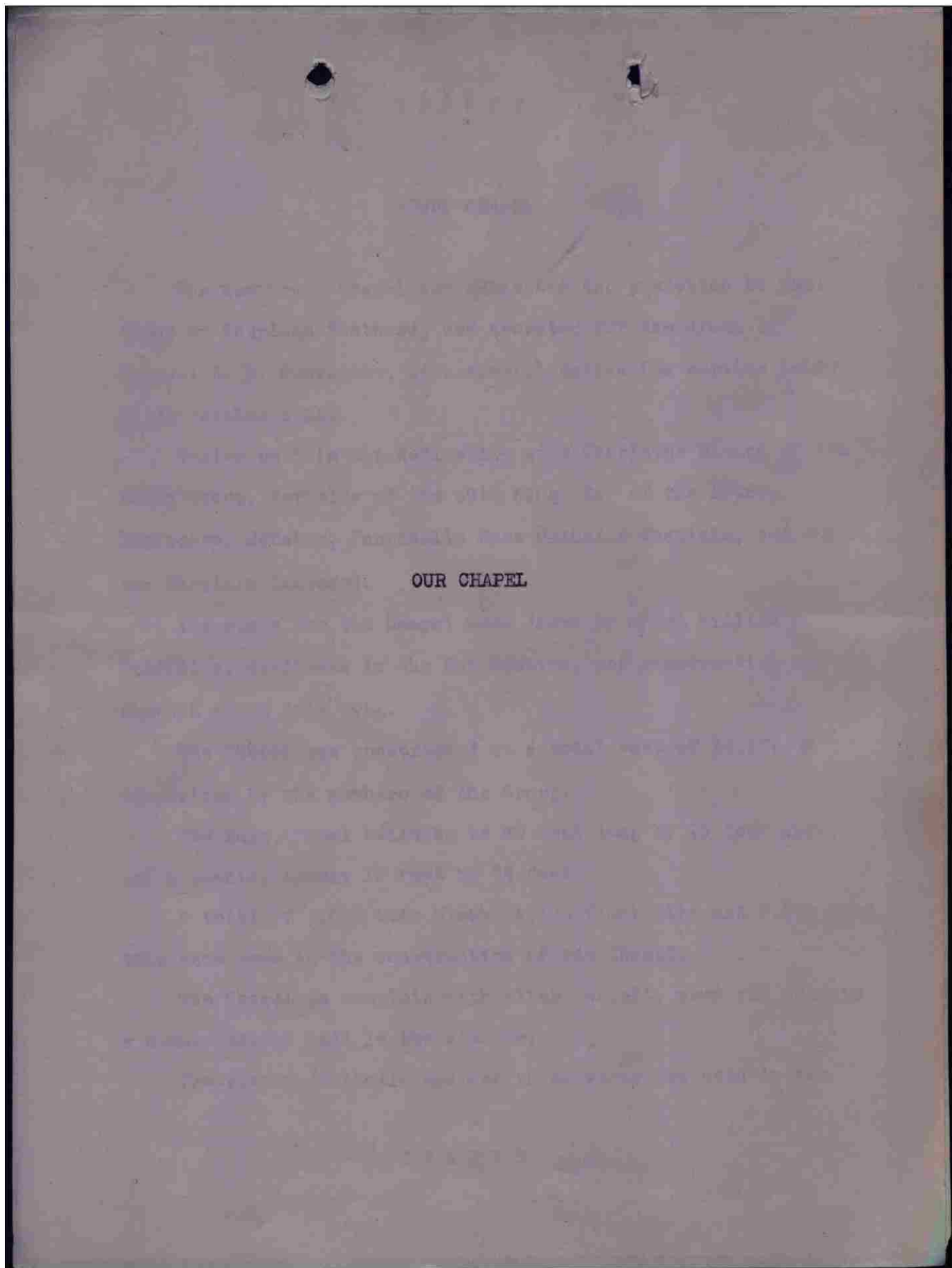


"Thanksgiving Dinner"
Turkey and all the fixins



Thanksgiving
"More white meat please"

Nov. 44



OUR CHAPEL

S E C R E T

Chapel several times weekly. An excellent Choir has been organized under the direction of Mr. Curtis Lamb, A.R.C., and a Service Men's Christian League has been formed with a membership of 40 men.

Total attendance at services of all faiths in October was 3,424, and for November, 4,206.

A splendid reading and writing room is open to all members of the Group, and provides comfortable chairs, tables, books, magazines and a cheery fireplace that lends a warm glow of comfort to the room.

We in the Group feel that Chaplain Eastwood is to be highly commended for his untiring efforts in location labor and material, and superintending personally the thousand and one details encountered in the building of the Chapel.

Chaplain Eastwood has very aptly stated that if all the stairs he climbed, trying to obtain material, labor, paper and sundry supplies were put together, he would now be half way to Heaven.

Every member of this Group is proud of our new Chapel, which we think is the finest in the entire 15th Air Force.

Pictorial Record Inclosed.

- 2 -

S E C R E T



OUR READING ROOM

A quiet place where books are found and letters are written home.

OUR WORSHIP SERVICES

Protestant

SUNDAY — 1100 and 1900
 WEDNESDAY — 1900 Service Men's Christian League
 THURSDAY — 1900 Choir Rehearsal

Catholic

SUNDAY — 0930 and 1730
 TUESDAY, THURSDAY and SATURDAY — 1630

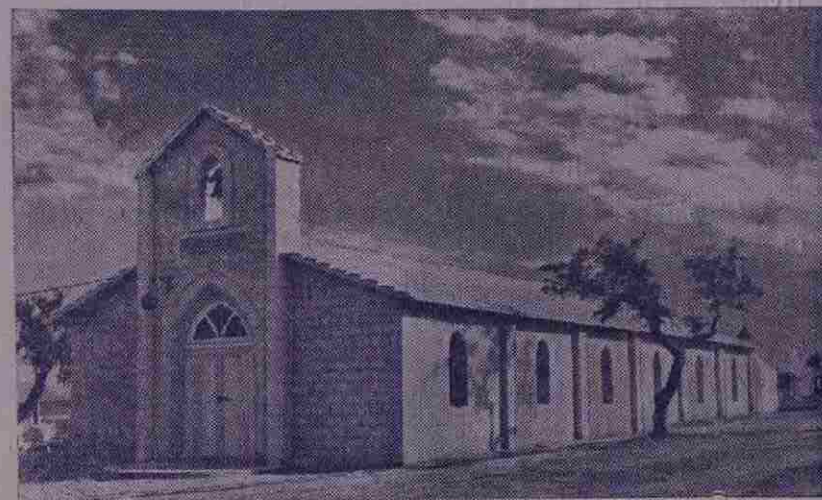
Jewish

FRIDAY — 1900

Croup Chaplain	John H. Eastwood
Catholic Chaplain	Eugene F. McCahey
Choir Director	Wm. Curtis Lamb
Chaplain's Assistant	Howard Walker

Tip. Pansini • Bari

Memorial Chapel



Dedication

29 OCTOBER 1944

Dedicated to the glory of God
 In loving memory of those men in the 464th
 bombardment group
 Who gave their lives for peace and righteousness

PROGRAM

Prelude

Hymn — « Faith of Our Fathers »

Call to Worship — Captain Blouch

Invocation — Captain Angel

Hymn — « Rock of Ages »

Scripture Reading — Captain McCahey

Solo — « The Lord's Prayer » Malotte

Norman Rose

Words of Dedication

Chaplain: Unto Thee O God, Father of our Lord Jesus Christ, and our Father:

The people: We dedicate this chapel.

Chaplain: For use in Thy Everlasting Kingdom and to Thy Eternal Glory:

The people: We dedicate this chapel.

Chaplain: In loving memory of our comrades who have given their lives for us and the welfare of the world:

The people: We dedicate this chapel.

Prayer of Dedication — Chaplain Eastwood

Doxology — « Praise God from Whom all Blessings Flow »

Presentation of Chapel to the 464th Bombardment Group —
Chaplain Eastwood

Speech of Acceptance — Commanding Officer

Anthem — « Send Out Thy Light » Gounod Chapel Choir
Curtis Lamb Director

Address — « No Black-out of the Stars »

Chaplain Homer B. Reynolds

Hymn — « Stand up, Stand up for Jesus »

Benediction Chaplain Rhodes

Postlude

FAITH OF OUR FATHERS

Faith of our fathers living still,
In spite of dungeon, fire and sword,
O how our hearts beat high with joy,
Whene'er we hear that glorious word
Faith of our fathers, holy faith,
We will be true to Thee till death.

Faith of our fathers, faith and prayer,
Have kept our country brave and free,
And through the truth that comes from God,
Her children have true liberty.
Faith of our fathers, holy faith,
We will be true to Thee till death.

ROCK OF AGES

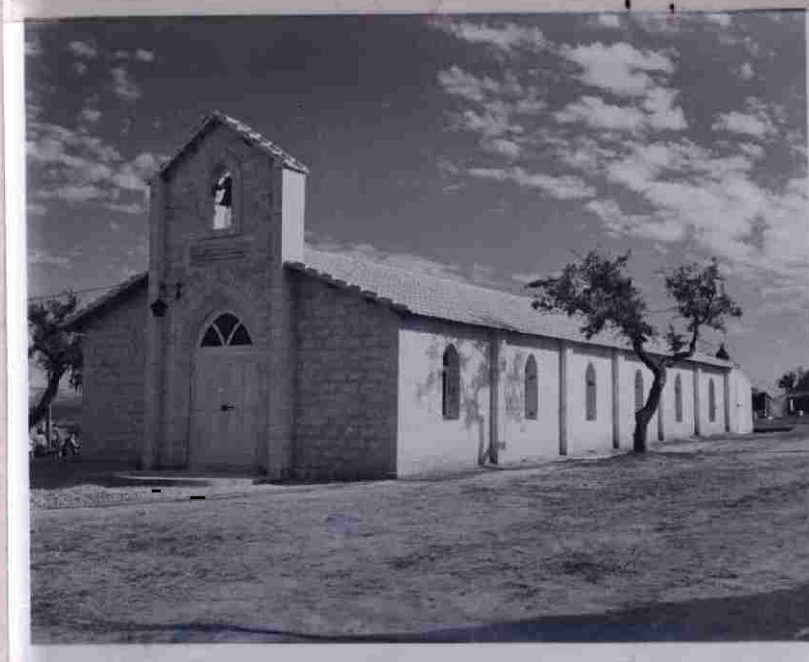
Rock of Ages, cleft for me,
Let me hide myself in Thee;
Let the water and the blood,
From Thy riven side which flowed,
Be of sin the double cure,
Cleanse me from its guilt and power.

Not the labors of my hands,
Can fulfill Thy law's demands;
Could my zeal no respite know,
Could my tears forever flow,
All for sin could not atone;
Thou must save, and Thou alone.

STAND UP, STAND UP FOR JESUS

Stand up, stand up for Jesus,
Ye soldiers of the cross,
Lift high His royal banner,
It must not suffer loss:
From victory unto victory,
His army He shall lead,
Till every foe is vanquished,
And Christ is Lord indeed.

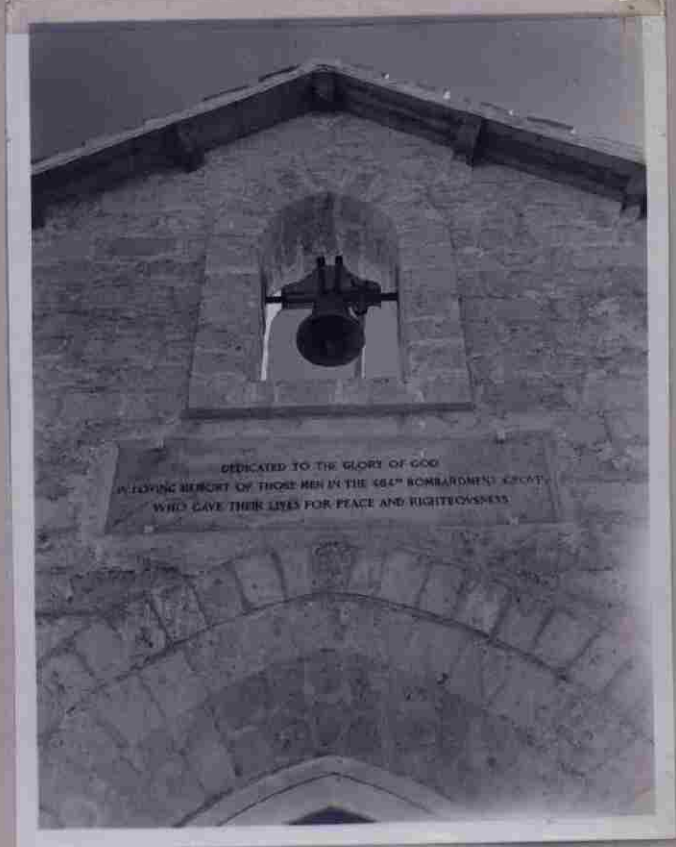
Stand up, stand up for Jesus,
The strife will not be long;
This day the noise of battle,
The next the victor's song;
To him that overcometh,
A crown of life shall be,
He with the King of Glory,
Shall reign eternally



New Group Chapel

Dedicated to the men of
the 464th Group who gave
their lives for a just
cause.

Chapel steeple and
Dedication Plaque





Chaplain John Eastwood,
Group Chaplain

and

Chaplain Eugene F. McCahey,
Base Chaplain



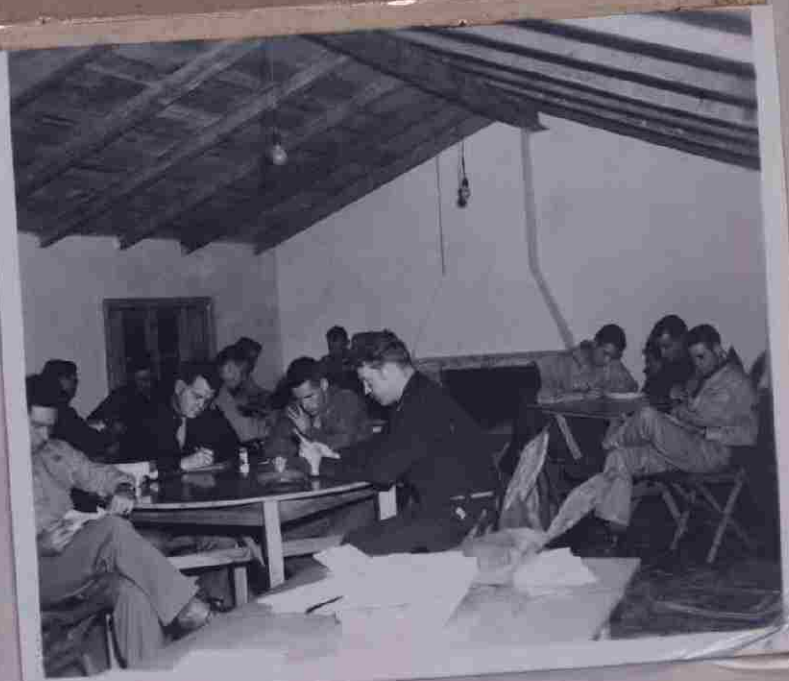
Chapel Choir

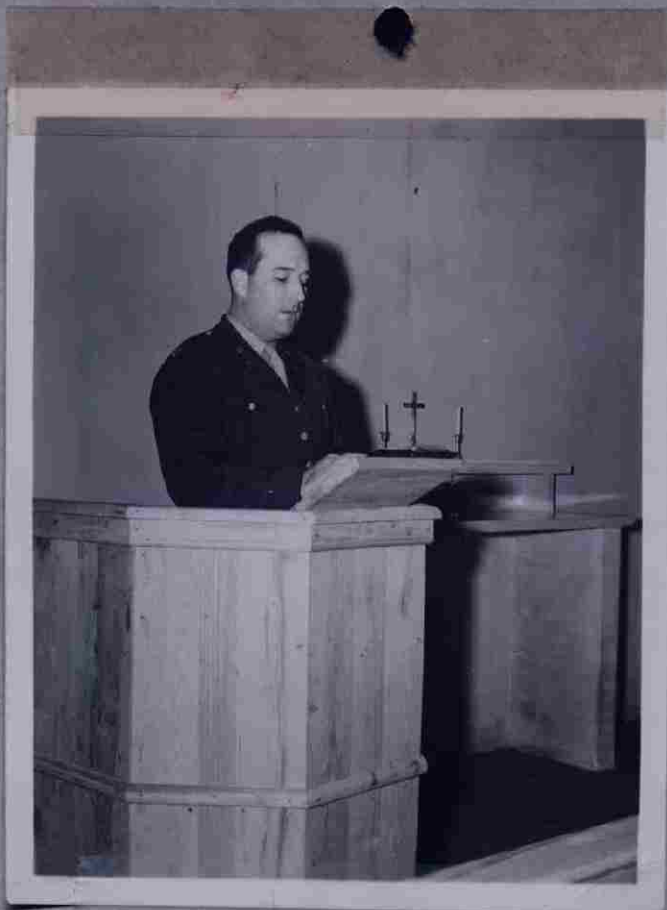
Wm Curtis Lamb, ARC
Director



Interior of Group Chapel

Interior of Reading
Room in new Group
Chapel





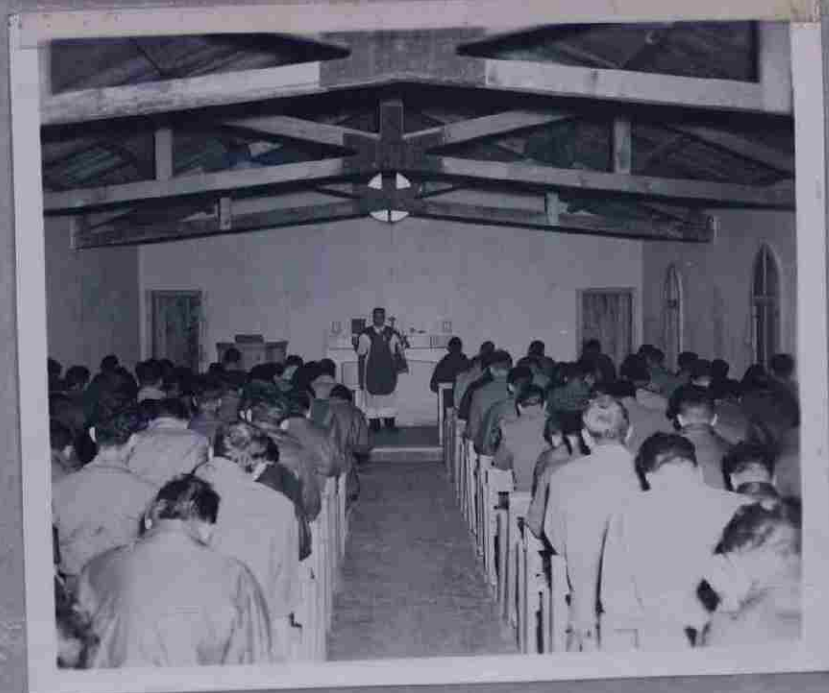
Chaplain Eastwood
in the Pulpit.



Full House.



Protestant Services
Chaplain Eastwood



Catholic Services
Chaplain McCahey



Communion
Protestant

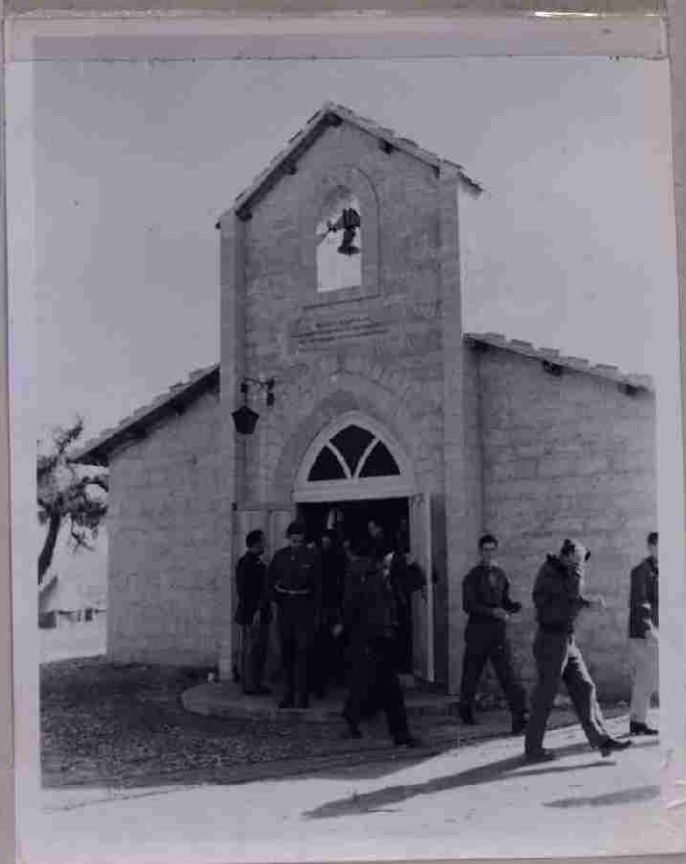


Communion
Catholic



Rear view of Chapel
showing office and
reading room.

After the service.



FIRST WAR DEPARTMENT UNIT CITATION

S E C R E T

FIRST WAR DEPARTMENT UNIT CITATION

The eighth of November, 1944 was a red letter day in the history of the 464th Group.

The first War Department Unit Citation was presented to the Group by Major General Nathan F. Twining, Commanding General of the 15th Air Force.

The Citation was for outstanding performance of duty in armed conflict with the enemy on 8 July 1944 on a mission to Florisdorf Oil Refinery and Marshalling Yards at Vienna, Austria, Europe's second most heavily defended target.

A "dry run" was held the day before the presentation with the usual "dress rehearsal" snafus and errors, everybody being out of step and the turns being scattered all over the area. But when the chips were down the Group again came through with an excellent display of marching ability, even lines and almost perfect step and cadence, this of course being helped considerably by the military band that led the review.

Lt. Colonel Clarence G. Poff, Commanding Officer of the 778th Bombardment Squadron (H) was Commander of Troops, Lt. Colonel William H. Reddell, Commanding Officer of the 776th Bombardment Squadron (H) read the Citation, and Major General

- 1 -



S E C R E T

Nathan F. Twining presented the Group with the Citation and placed the streamer on the organization colors.

The Group personnel then passed in review before the reviewing party which included Major General Twining and Major Yount of the 15th Air Force, Brigadier General George R. Acheson, Commanding General of the 55th Bombardment Wing (H), Lt. Colonel Elvin E. Goodyear, Deputy Group Commander of the 464th Bombardment Group (H) and the Staff of the 464th Group. The 464th Staff included Lt. Colonels Irvin W. Stowe and Orlie Price the old and the new Group Executive Officers, Major Francis F. Elder, S-2, Major Dabney Von K. Moon, Group Surgeon, Captain Peter Ceccato, S-4, and Captain Verl Fielding, Acting Group Adjutant.

Every member of the Group feels proud and privileged to wear the distinguished unit badge authorized by this Citation which was so well earned by our valiant combat crewmen.

Citation and Pictorial Record of Presentation inclosed.

RESTRICTED

HEADQUARTERS
FIFTEENTH AIR FORCE
AFO 520

C-UFD-bmr

GENERAL ORDERS)
NUMBER 4096)

22 October 1944

Citation of Unit I

SECTION I -- CITATION OF UNIT

Under the provisions of Circular No 333, War Department, 1943, and Circular No 89, Headquarters MATOUSA, 10 July 1944, the following unit is cited for outstanding performance of duty in armed conflict with the enemy:

464TH BOMBARDMENT GROUP. For outstanding performance of duty in armed conflict with the enemy. On 7 July 1944, the Group was notified to prepare maximum aircraft to lead a Wing formation on a mission to attack and destroy the Florisdorf Oil Refinery and Marshalling Yards at Vienna, Austria. A successful completion of this mission would seriously reduce the production of vital oil products vitally needed to supplement the dwindling oil supply of the Axis and would interdict the important rail traffic to the Southern and Eastern Fronts. With the strategic importance of this mission clearly in mind, the ground crews, enthusiastically and sedulously, applied their greatest efforts so that all aircraft maintenance would be at peak efficiency and every available plane ready to participate. Operations and intelligence personnel, untiringly devoted their coordinated efforts to insure that all combat crews participating would be prepared with exact and complete information necessary for the mission's successful accomplishment. On 8 July 1944, twenty-seven (27) B-24 type aircraft, loaded with maximum bomb tonnage, took off, and successfully rendezvoused with other units participating in this operation, and, after assuming the lead of the Wing, set course for the objective. On the approach to and over the target, extremely intense, accurate and heavy enemy anti-aircraft fire was encountered, together with determined attacks from approximately sixty (60) highly aggressive enemy fighters, which made violent efforts to defend these vital installations under attack. Despite continued heavy enemy opposition, displaying outstanding courage and determination, the gallant crews battled their way through the enemy's defenses to the target. Despite severe damage sustained by their aircraft, relentlessly and with unswerving determination, they led the Wing formation through for a highly successful bombing run, with the entire bomb load of their formation concentrated in the immediate target area, inflicting grave damage to vital enemy installations and supplies. Leaving the objective, their formation was under continuous attack from hostile fighters, which were utilizing rockets, cannon and heavy machine guns, in an effort to break up and destroy their formation. For twenty-five (25) minutes the courageous crews repelled the vicious hostile attacks, and, during the ensuing aerial battle, eleven (11) enemy aircraft were destroyed, six (6) probably destroyed, and one (1) damaged. Through their highly effective defensive fire and ability to maintain a compact formation, the Group held its own losses to a minimum of three (3) bombers. Though their remaining ships were severely damaged, they were successfully brought through for a safe landing at base. By the conspicuous courage, professional skill and leadership of the combat crews, together with the highly technical skill and devotion to duty of the ground personnel, the 464th Bombardment Group has reflected great credit upon itself and the Armed Forces of the United States of America.

By command of Major General TWINING:

OFFICIAL:
J. M. IVINS
Colonel, AGD
Adjutant General

R. K. TAYLOR
Colonel, GSC
Chief of Staff

DISTRIBUTION: "D"

A TRUE COPY:
Howard H. Stark
HOWARD H. STARK
Capt, AG

RESTRICTED

GROUP GUNNERY SCHOOL

S E C R E T

GROUP GUNNERY SCHOOL

The Group Gunnery School was organized and the first classes started on 1 August 1944, under the capable direction of Captain John S. Edwards Jr., Group Gunnery Officer.

Under the present set up, approximately 160 men can be accommodated at one time. Present equipment and facilities include all types of gun turrets, machine guns, a Jam Handy, bomb racks, release fuses, and flares. A skeet range was officially opened on 23 November 1944.

Four (4) different courses are available at the present time which are explained in the pamphlet inclosed.

Since the school became operational a total of 502 enlisted men and 174 officers have taken course A, which is for replacement combat crew members.

Course B has been given to 960 enlisted men, and 23 basic gunners have completed course C and are now assigned to combat crews.

Course D has just been added, which is for Armorer Gunners and covers five days on turrets and 50 Cal Machine Gun, plus one day on bomb racks, release fuses, and flares.

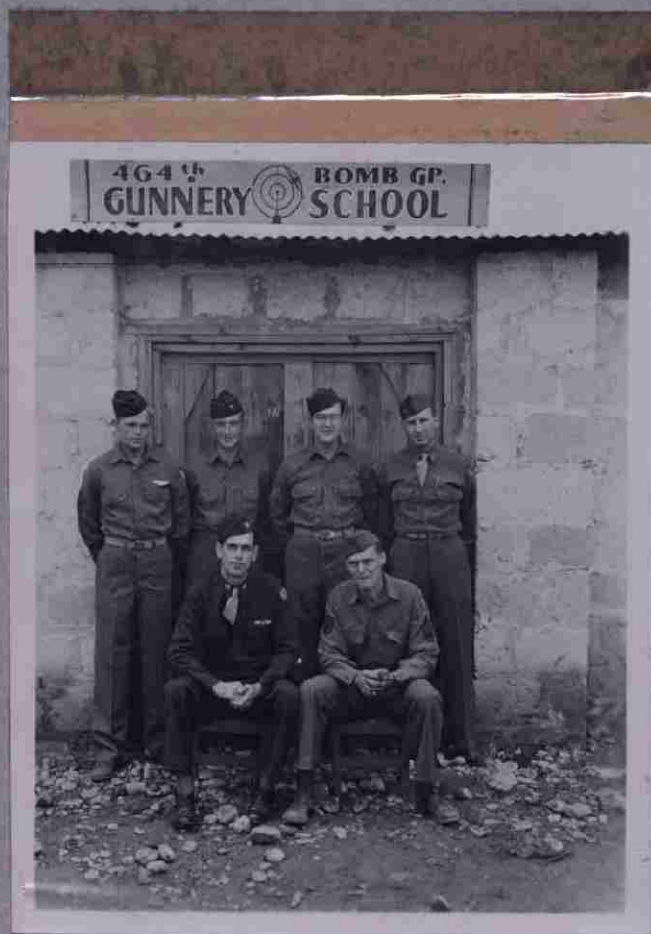
A Jam Handy is now in operation with four crews of gunners operating each night.

S E C R E T

The Gunnery School is a scene of much activity these days and is doing much to make better gunners, not only to destroy the enemy, but to help bring our crews home safely.

- 2 -

~~S E C R E T~~



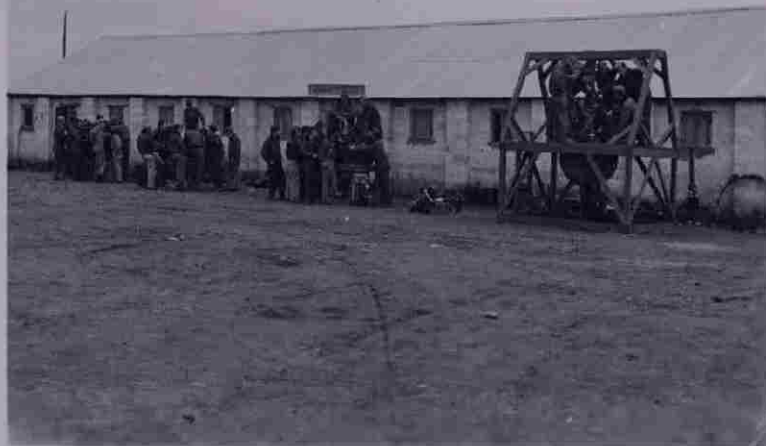
Group Gunnery School Faculty

Front row, left to right:

Captain John S. Edwards
S/Sgt Lawrence B. Stephens

Back row, left to right:

Sgt Marvin D. Nelson
S/Sgt Fred G. Littlepage
Sgt George H. Beu
S/Sgt James L. Waddell



Turret Instruction
Group Gunnery School



"First Hand Instruction"
Group Gunnery School



"Class Instruction"
Group Gunnery School

The Whys and Wherefors
explained to future Gunnery.
Group Gunnery School



U.S. ARMY AIR FORCES



Diploma

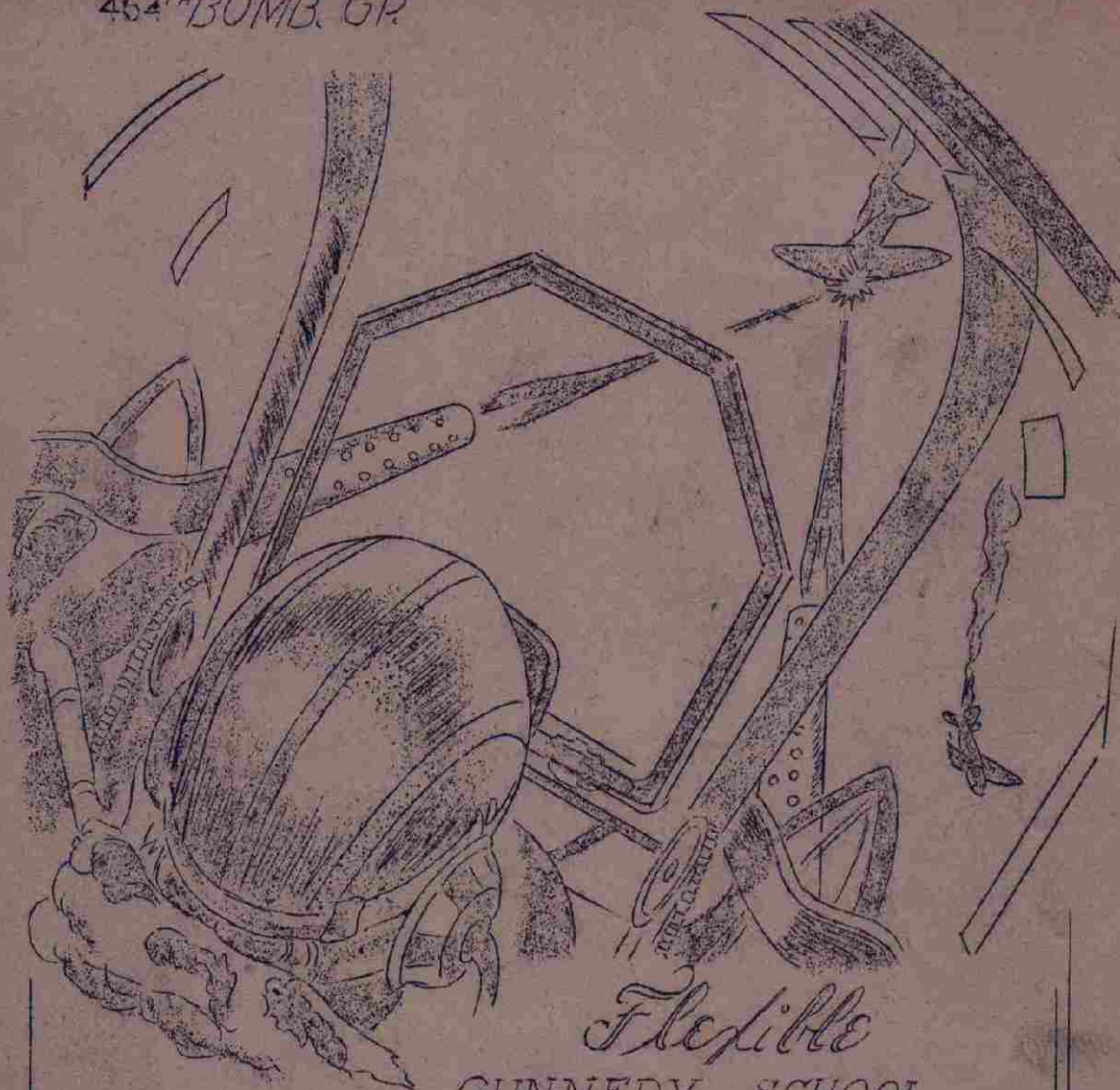
Be it known that _____ NAME _____ RANK _____ ASN has satisfactorily completed the course of instruction prescribed for Combat Aerial Gunners at the 464th BOMB GP. FLEXIBLE GUNNERY SCHOOL. In testimony whereof and by virtue of vested authority, I do confer upon him this diploma.

Given at APO 520, U.S. Army, Italy this _____ day of _____ in the year of our Lord one thousand nine hundred and _____

J. S. Edwards Jr.
J. S. Edwards Jr.
Capt. AC Gunnery Off.

A. L. Schroeder
A. L. Schroeder
Col. A.C. Commanding

464TH BOMB. GR.



Flexible
GUNNERY SCHOOL

Commanding Officer ----- Colonel SCHROLLER

Gunnery Officer ----- Captain EDWARDS

I N S T R U C T O R S

S/Sgt STEVENS, Lawrence E.	779th Bomb Sq
S/Sgt LITTLEPAGE, Fred F.	779th Bomb Sq
S/Sgt WADDELL, James L.	776th Bomb Sq
S/Sgt MOORE, Kenneth G.	776th Bomb Sq
Sgt NELSON, Marvin D.	779th Bomb Sq
Sgt BELL, George H.	777th Bomb Sq

I. The 464 Bomb Gp Flexible Gunnery School has been established and organized for the following purposes: (1) To insure maximum technical proficiency on the part of all combat gunners assigned to this unit. (2) To initiate and maintain standardized gunnery training within the Group for air crew members. (3) To supervise maintenance of all gunnery equipment in coordination with armament section. (4) To be constantly alert for improvements in equipment, techniques and procedures and training methods; and submit pertinent recommendations to the Group S-3 Officer. (5) To maintain records of gunnery performance and training within the group.

To accomplish these objectives three separate but coordinated courses are now being conducted:

- A. Indoctrination of Replacement crews.
- B. Periodic Instruction and Phase Check of Combat Crew members.
- C. Basic Gunnery Instruction.

II. COURSE "A" has been set up so as to provide a last minute thorough technical check-out and orientation on the established procedures, etc in this theater and command. This course emphasizes the Cal .50 MG, Turrets and Technique of Fire (Position Firing and ASFC). Each individual gunner is given ground instruction on all 4 turrets used on the B-24 (Emerson Nose Turret, Martin Upper Local Turret, Sperry Lower Ball Turret and Consolidated Tail Turret). The schedule lists the first two phases of turret instruction: (1) Operation and Manipulation. (2) Routine Maintenance. The third phase (Trouble Shooting) is presented in an open forum period to refresh the replacee on the teaching he had received back at one of the authorized AAF Gunnery Schools. In addition, the Navigators and Bombardiers receive instruction on Cal .50 MG's, Nose Turret and ASFC.

III. COURSE "B" is effected by coordination with Squadron Operations Sections; preliminary experimentation with various methods has established the present procedure as most practicable. On a "stand-down" day, four crews (1 per Sq) are assigned to the Gunnery School for training and phase checking. Larger numbers were found impractical with the present school facilities. Here again the first two phases of turret instruction are presented on all four of the B-24 turrets; this assures the Squadrons of a maximum number of gunners who are qualified for all gun stations. Each student is phase checked on the Cal .50 MG as well as on the turrets. He receives further instruction on Position Firing and all of the latest gunnery data assembled from higher echelons, and the ASFC System. Following these, the crews conduct regular 50-hr turret inspections on operational ships under the supervision of the respective armament sections.

IV. COURSE "C" covers approximately thirty days and includes all phases of flexible gunnery and allied subjects. EM whose applications have been approved by their Squadron Commanders and who have met the necessary physical standards for air crew members are processed through this course. Upon successful completion thereof, their names are submitted to HQ, 464th Bomb Gp for reclassification as aerial gunners and assigned to duty as such with their respective Squadrons. In brief this course is subdivided into six phases:

(1) Basic .50 Cal MG. (2) Armament Training (with Sq Armament Section). (3) Power operated Turrets. (4) Technique of Fire. (5) Allied Subjects. (6) Air Firing Missions.

COURSE "A"

Indoctrination of Replacement Crew Members

Section I (Gunners)

FIRST DAY

1315 - 1330 Registration, assignment to instructors, outline of course.
 1330 - 1445 ~~Emerson Nose~~ Sibley Lower Ball Turret (including solenoids).
 1445 - 1600 Martin Upper Local Turret (including solenoids).
 1600 - 1630 Third Phase Forum on both turrets.

SECOND DAY

~~Emerson Nose~~ SIBLEY BALL
 0800 - 0930 ~~Emerson Nose~~ Turret (including solenoids).
 0930 - 1045 Consolidated Tail Turret (including solenoids).
 1045 - 1115 Third Phase Forums on both turrets.
 1315 - 1400 Cal .50 MG.
 1400 - 1500 Malfunctions: Preventions & Analysis and Corrective Measures and Solenoids.
 1500 - 1530 aircraft recognition.
 1530 - 1615 Technique of Fire (Formations, Position Firing, Ammunition Conservation, ASFC, CSFC, Care and Maintenance of Armament).
 1615 - 1630 Briefing for Air Firing Mission on Third Day.

THIRD DAY

1000 - 1700 Air Mission (includes practical application of ASFC System, formation flying, tracking exercises for all gun stations and actual firing on the Air-Ground Gunnery Range.)
 Alternate Schedule - In the event of mission cancellation, all EM crew members will conduct 50 hr turret inspections under the supervision of school personnel and armament sections.

SECTION II (Radio Operators)FIRST DAY

No Schedule

SECOND DAY

0800 - ~~1030~~ Martin Upper Turret (including Solenoids).
~~1030~~ - 1130 ~~No Schedule~~ CAL. .50 M.G.
 1315 - 1630 Same as Section I

THIRD DAY

1000 - 1700 Same as Section I

SECTION III (Engineers)FIRST DAY

No Schedule.

SECOND DAY

0800 - 0905 ~~Cal .50 MG~~ EMERSON NOSE TURRET
 0905 - 1045 Martin Upper Local Turret (including Solenoids).
 1045 - 1115 Third Phase Forum.
 1315 - 1630 Same as Section I

THIRD DAY

Same as Section I

FIRST DAY

SECTION IV (Navigators)

SECOND DAY

No Schedule.

0900 - 1000 Cal .50 MG and malfunctions.
1000 - 1115 Emerson Nose Turret (including solenoids).

THIRD DAY

No Schedule.

FIRST DAY

SECTION V (Bombardiers)

SECOND DAY

No Schedule.

1330 - 1430 Cal .50 MG and malfunctions.
1430 - 1530 Emerson Nose Turret (including solenoids)
1530 - 1615 Technique of Fire.

THIRD DAY

No Schedule.

COURSE "B"

Periodic Instruction and Phase Check for Combat Crew Members

SECTION I (Gunners, ROG's, AEG's)

0800 - 0830 Phase Check on Cal .50 MG.
0830 - 1130 Training and Phase Check on Sperry Lower Ball, Martin Upper Local and Consolidated Tail Turrets.
1300 - 1400 Training and Phase Checking on Emerson Nose Turret.
~~1400 - 1600~~ *TECHNIQUE OF FIRE*

SECTION II (Navigators and Bombardiers)*

0800 - 1000 Instruction and Phase Check on Emerson Nose Turret.
1000 - 1100 Instruction and Phase Check on Cal .50 MG.
1100 - 1130 Technique of Fire.

* This course will be given once each month to each Nav and Bomb; scheduling will be handled by the Sq Operations Sections in coordination with the Gunnery School.

COURSE "C"

Basic Gunnery Instruction

1st Week (Cal .50 MG).
1st Day-0800-1130 Nomenclature, disassembly and assembly.
1315-1615 Adapters.
2nd Day-0800-1130 Nomenclature and functioning.
1315-1615 Functioning, cycles of operation.
3rd Day-0800-1130 Nomenclature and functioning.
1315-1615 Clearances, Changing feed, cleaning and maintenance, malfunction - preventions, analysis.
4th Day-0800-1130 Removal and installation in all turrets.
1315-1615 Harmonization, ammunition.
5th Day-0800-1130 Malfunctions - Preventions and Analysis.
1315-1615 Sights (Iron, Optical, Computing).

6th Day-0800-1130 and 1315-1615 MG Phase Check.

2nd Week (Cal .50 MG maintenance and Repair).
Assigned to Squadron Armament Sections for practical work on maintenance, repair and cleaning of MG's.

3rd Week

1st Day-0800-1000 Martin Upper Turret (1st Phase).
1000-1115 Martin Upper Turret (2nd Phase).
1315-1430 Martin Upper Turret (3rd Phase).
1430-1530 Position Firing (Sections A to E incl).
1530-1630 Martin Upper Turret (3rd Phase).

2nd Day-0800-1000 Emerson Nose Turret (1st Phase).
1000-1115 Emerson Nose Turret (2nd Phase).
1315-1430 Emerson Nose Turret (2nd Phase).
1430-1530 Position Firing (Sections A to F incl).
1530-1630 Emerson Nose Turret (3rd Phase).

3rd Day-0800-1000 Consolidated Tail Turret (1st Phase).
1000-1115 Consolidated Tail Turret (2nd Phase).
1315-1430 Consolidated Tail Turret (2nd Phase).
1430-1530 Position Firing (Sections A to G incl).

4th Day-0800-1000 Sperry Lower Ball Turret (1st Phase).
1000-1115 Sperry Lower Ball Turret (2nd Phase).
1315-1430 Sperry Lower Ball Turret (2nd Phase).
1430-1530 Sperry Computing Sights (K-4).
1530-1630 Sperry Lower Ball Turret (3rd Phase).

5th Day-0800-1130 Turret review, including 50 hr inspections.
1315-1530 Position Firing (review).
1530-1630 ASFC, Formations, CSFC.

6th Day-0800-1130 and 1315-1615 Turret Phase Check.

4th Week (Air Firing, Altitude, Allied Subjects).

1st Day-0800-1100 Personal equipment, First Aid, Pyrotechnics,
Emergency exits and bailing, ditching and air-sea rescue procedure.
1100-1600 High Altitude Mission.

2nd Day-0800-0900 Aircraft recognition.
0900-1030 Escape and Evasion.
1030-1600 Air Firing Mission.

3rd Day-0800-0930 Sighting (review).
0930-1030 Aircraft recognition.
1030-1600 Air Firing Mission.

4th Day-0800-0930 ASFC; Formations; CSFC.
0930-1030 Aircraft recognition.
1030-1600 Air Firing Mission.

5th Day-0800-1030 Oxygen (Equipment and Use).
1030-1600 Air Firing Mission.

6th Day-0800-0900 Aircraft recognition.
0900-1030 Review of MG Malfunctions.
1030-1600 Air Firing Mission.

5th Week (Air Firing and Allied Subjects)
 1st Day-0800-1000 Final Examination.
 1000-1600 Air Firing Mission. 1000-1600 AIR FIRING MISSION
 2nd Day 0800-1000 Final Examination; Martin Upper Turret.*
 3rd Day-0800-1000 Final Examination; Pearson Nose Turret.
 1000-1600 Air Firing Mission.
 4th Day-0800-1000 Final Examination on Sherry Lower Ball Turret.
 1000-1130 Final Examination on Technique of Fire and
 Aircraft Recognition.
 1130-1600 Final Examination on Consolidated Tail Turret.
 1000-1600 Air Firing Mission

APPENDIX 1

OUTLINE FOR TURRET INSTRUCTION

Three main phases are: (1) Manipulation and Operation. (2) Routine Maintenance. (3) Trouble Shooting.

All instruction will be in the simplified 5-step system: (1) Explanation. (2) Demonstration. (3) Application. (4) Correction. (5) Examination.

I. MANIPULATION & OPERATION.

a. Includes instruction on entering, operation and exit from turret. Use of all switches, controls, etc; basic manipulation, high-speed operation and operational coordination exercises.

1. Method of entering turret.
2. List all switches.
3. Sequence of operation - switches, control, etc.
4. Exit from turret.
5. High speed tracking.
6. Operational coordination exercises.

II. ROUTINE MAINTENANCE

- a. Gun installation.
- b. Adjustment of solenoids.
- c. Loading ammunition.
- d. Boresighting; synchronization or parallel.
- e. Maintenance of transparent dome.
- f. Auxiliary units.
- g. Sighting operation.
- h. Immediate action operation.
 1. Guns.
 2. Turret.
 3. Sight.
- i. Pre-flight inspections.
- j. After-flight inspections.
- k. Fire cut-off systems.

III. TROUBLE SHOOTING

- a. In this unit, this is a function performed solely by armament personnel; however, it is desired that every gunner familiarize himself and be thoroughly qualified for his specific fire position in:
1. Malfunctions, analyses, and remedial action.
 2. Knowledge of main turret circuits.
 3. All periodic checks on particular turret.

APPENDIX 2

OUTLINE FOR INSTRUCTION ON .50 CAL BROWNING MG. M2

All instruction to follow simplified 5-step system:
 (1) Explanation. (2) Demonstration. (3) Application.
 (4) Correction. (5) Examination.

- I. DISASSEMBLY & ASSEMBLY.
- II. REVIEW NOMENCLATURE & FUNCTIONS.
- III. CYCLES OF OPERATION.
- IV. COMMON STOPPAGES & MALFUNCTIONS.
- V. CORRECTIVE MEASURES.
- VI. CARE & CLEANING
- VII. SIGHTING EQUIPMENT

APPENDIX 3 OUTLINE FOR INSTRUCTION IN TECHNIQUE OF FIRE

- I. POSITION FIRING..
 - a. Fighter Attacks.
 1. 'ly - thru'.
 2. Pursuit curve.
 - b. Principle of deflection.
 - c. First rule: Point of aim.
 - d. Second rule: Amount of deflection.
 - e. Significance of airspeed.
 - f. Sight deflections for each gun station.
 - g. Third rule: Deflection changes during attack.
 - h. Clock location system.
 - i. Warning over inter-com.
 - j. Range estimation.
 - k. Conservation of ammunition.
 - l. Premature "out-of-action" at gun stations.
 - m. Final take-off precautions.
- II. ASFC (AUTOMATIC SEARCH AND FIRE CONTROL)
 - a. Definition.
 - b. Purpose.
 - c. Principles.
 - d. Application.
 - e. Description in detail.
 1. Use charts.
 2. Screen projection
 - f. Analysis of combined fire power.
 - g. Central fire control.
 - h. Formation flying: Individual sectors.
 - i. Constant check during mission.

APPENDIX 4

AUTOMATIC SEARCH & FIRE CONTROL

Sectors not to exceed 60° for each gun station.

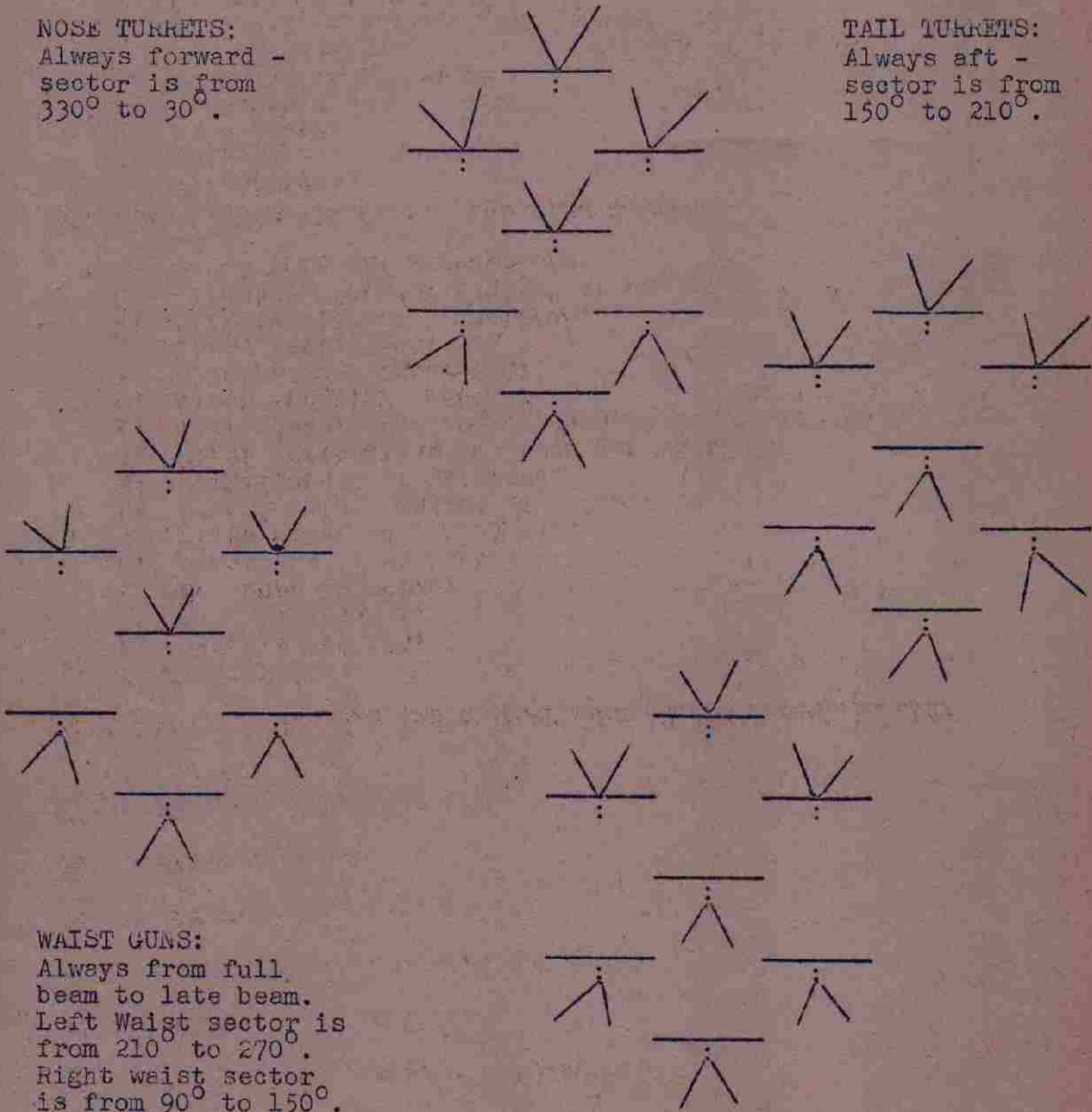
LOWER BALL & TOP TURRETS

NOSE TURRETS:

Always forward -
sector is from
330° to 30°.

TAIL TURRETS:

Always aft -
sector is from
150° to 210°.



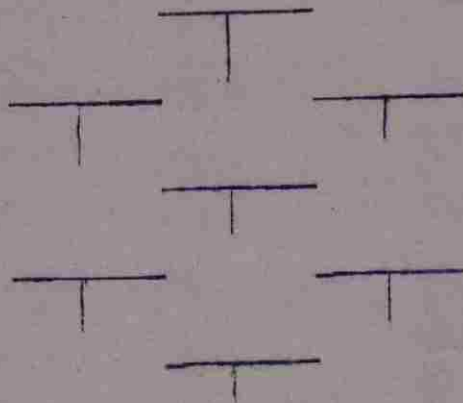
WAIST GUNS:

Always from full
beam to late beam.
Left Waist sector is
from 210° to 270°.
Right waist sector
is from 90° to 150°.

APPENDIX No 5

BOMBARDIERS' GUN STATION REPORT SHEET

- First: Check all gun stations on your own ship at 30 min intervals during mission to insure correct attitudes as indicated on diagram below.
- Second: Spot check gun stations on adjacent ships in your box for correct attitudes as indicated on diagram below.
- Third: List all observed errors and discrepancies at bottom of sheet.
- Fourth: Turn in completed report to Group Gunnery Officer (S-3) upon return from mission.

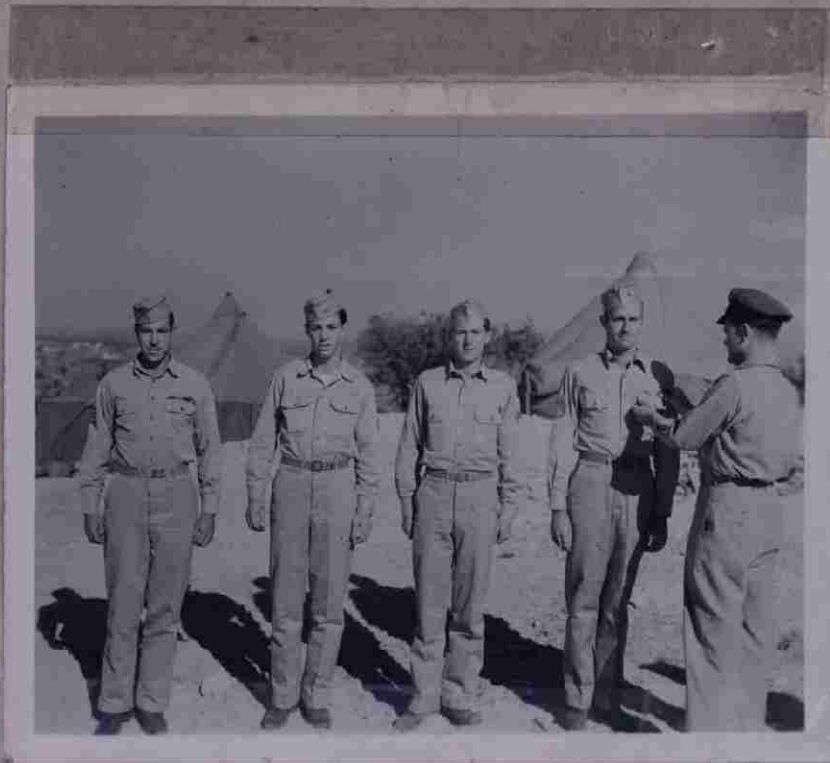


- your ship
- Nose and tail turrets
- Ball and upper turrets

- Waist guns
OBSERVATIONS

<u>Ship</u>	<u>Station</u>	<u>Time</u>	<u>Error</u>

Additional comments or recommendations:



First class of Basic Gunner to graduate
from Group Gunnery School receiving their
wings from Colonel A. L. Schroeder, Group
Commander.

Left to right

*S/Sgt Herman O. Makey Jr.	- 779th Sq
S/Sgt Leonard E. Mates	- 778th Sq
S/Sgt George Vaskovich	- 779th Sq
S/Sgt James R. Newton	- 776th Sq

*S/Sgt Makey is missing in action after ten
(10) combat missions.

100 COMBAT MISSIONS

100 COMBAT MISSIONS

S E C R E T

100 COMBAT MISSIONS

*Carate Maggiore 2nd/8
30 April*

1. Starting as a green inexperienced unit, with a mission to Parma M/Y, Italy, on 2 May 1944, this Group completed its 100th combat mission on 16 November 1944 with a PFF raid to Munich West M/Y, Germany.

Learning by experience during the period of greatest activity of the 15th Air Force attacks on the enemy, this Group is now a veteran and well seasoned unit, with many achievements and records to its credit.

2. Operating out of Gioia Army Air Base during the month of May, with inadequate housing and messing facilities, while the permanent base at Pantanella was being completed, this Group flew a total of eighteen (18) combat missions against the enemy. Missions were flown to northern Italy, Yugoslavia, Roumania, Austria and France. Targets were principally against oil and rail targets.

During this period Lt. Colonel Sylvan D. Hand, Deputy Group Commander was lost in a mid air collision on the first mission, and is now reported to be a prisoner of war. Lt. Colonel Charles F. McKenna III was appointed Deputy Group Commander.

3. Following a two (2) day stand down to move to the permanent base at Pantanella, the Group resumed operations on 2 June 1944, and flew thirteen (13) combat missions in the month of June, 1944.

S E C R E T

Missions were flown to Roumania, Italy, Hungary, Austria, France, Germany and Yugoslavia. Primary targets were oil installations and marshalling yards, including Ploesti, Vienna, Blechhammer and Bal-aruc, all long hard missions, with heavy flak and fighter defenses encountered.

During this period the Group Commander, Colonel Marshall Bonner was lost over Vienna on 26 June 1944, and was replaced by Colonel Arnold L. Schroeder, O-18848 on 30 June 1944.

Major Thomas J. Carter, Commanding Officer of the 777th Bombardment Squadron (H), was lost on the same mission over Vienna and was replaced by Captain William G. Moore, O-418054.

4. July ended with eighteen (18) missions flown to Hungary, Yugoslavia, France, Italy, Germany, Austria and Roumania. A varied assortment of vital enemy targets were attacked during this period, including oil installations, marshalling yards, submarine docks, aircraft factories, tank and engine works, as well as enemy air-dromes. Three trips were made to Ploesti.

Our air victories began to reach a sizeable figure as many E/A fell to the accuracy of our gunners' fire.

Major Harold E. Blehm, Commanding Officer of the 776th Bombardment Squadron (H) was lost on 22 July over Ploesti and later reported to be a prisoner of war and returned when Roumania capitulated. Captain William H. Reddell, O-1699126 became the Commanding

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Officer of this unit.

The first combat crew member to finish fifty (50) combat missions was Captain Raymond W. Drake, O-659363 completing his tour of duty in this theatre on 19 July 1944.

5. Twenty one (21) missions, our best month to date, featured the month of August, when the enemy was hit by our bombers in Italy, Germany, Hungary, France, Roumania, Poland, Yugoslavia and Czechoslovakia.

The month was high lighted by direct support to the Allied Invasion of Southern France, with three (3) attacks on gun emplacements on the French Coast defenses on the 12th, 13th and 14th of August. The Group also took part in the actual invasion on "D" Day, with a successful attack on the Donzere Highway Bridge to cut enemy lines of communications.

August also saw this Group making its deepest penetration into enemy territory with one (1) raid to Czechowice, Poland, and one (1) raid each to Pardubice and Prostejov, Czechoslovakia.

Destruction of oil installations and reserves was again our primary objectives, with enemy airdrome installations of next importance.

Lt. Colonel Henry K. Seal, Group Executive Officer was ordered back to the States for special duty and was replaced by Lt. Colonel Irvin W. Stowe, O-227231.

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6. September, due to adverse weather conditions, limited our scope of operations to thirteen (13) missions. Hungary received the brunt of our attacks in support of the Russian offensive, with six (6) attacks concentrated on marshalling yards, railroad bridges and oil targets.

The other seven (7) missions were flown against railroad bridges, oil targets and war materiel plants in Italy, Yugoslavia, Austria, Poland and Germany.

Our first mission was flown to Greece, where this Group, among other things, sank a German submarine.

September marked the first decrease in German fighter opposition, with no encounters being experienced.

Lt. Colonel Elvin E. Goodyear, O-401217 was appointed Deputy Group Commander, replacing Lt. Colonel Charles F. McKenna III who returned to the United States for a well earned rest. Major James H. Gilson, O-412958 was appointed Commanding Officer of the 779th Bombardment Squadron (H) replacing Lt. Colonel Goodyear.

7. October was our most disappointing month, with only eight (8) combat missions being flown due to bad weather. There was a total of fifteen (15) scheduled missions cancelled, either before take off or after being airborne.

These eight (8) missions were flown against heavily defended targets, with two (2) missions being flown to Vienna, one (1) each to Munich and St. Valentin.

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Marshalling yards received the most attacks, with four (4), with other targets being tank works, oil, and stores depot.

The Stores Depot attack was at Bologna, Italy and was in direct support of the Allied ground forces.

Countries attacked were Germany, Hungary, Austria and Italy. No enemy aircraft were encountered during this period, which was an indication that earlier attacks on aircraft factories and oil installations were beginning to show results in the enemy's capability of air defense against our bomber formations.

On an abortive mission due to bad weather on 29 October 1944, the Group suffered a severe loss of its Group lead team - Major Royal F. Cato, Group Bombardier, Major Weldon K. Burton, Operations Officer, Major Kyle Spiller, Group Navigator, and 1st Lt. Larry H. Dickason, Group PFF Navigator.

Major John W. Nance, O-790704 was appointed Group Operations Officer, Captain Elmer H. Vernon, O-725109 was appointed Group Bombardier, Captain Walter H. Rose, O-789511 was appointed Group Navigator and 1st Lt. Bernard J. Chubet, O-703018 was appointed PFF Navigator.

8. Ending the month of October with ninety one (91) missions, it was not until 16 November 1944 that this Group reached the 100 mark. Bad weather, either at the base, along the route or at the target kept everyone in a furore during this period. Missions were

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briefed, only to be cancelled, either during briefing, on the hard stands or after take off. Several Ground Officers from the 5th Army spent several days with this Group trying to fly a mission, but the weather would not break and they had to return to their units disappointed.

November missions were flown to Austria, Germany, Yugoslavia and Italy. Oil installations were the primary objectives, followed by marshalling yards, bridges and troop concentrations, and took the air crews twice to Linz, Vienna and Munich.

Lt. Colonel Orlie Price, O-304766 was appointed Group Executive Officer, replacing Lt. Colonel Irvin W. Stowe, assigned to Air Force.

9. STATISTICS OF 100 MISSIONS

(a) Countries bombed by this Group.

<u>Country</u>	<u>No. of Attacks</u>
1. Austria	21
2. Italy	20
3. Germany	14
4. Hungary	12
5. France	11
6. Roumania	11
7. Yugoslavia	5
8. Czechoslovakia	3
9. Poland	2
10. Greece	1

Ten (10) countries bombed - One hundred (100) missions

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(b) Types of targets attacked.

<u>Type</u>	<u>No. of Attacks</u>
1. Oil refineries, Storage and Installations	30
2. Marshalling Yards	29
3. Aircraft Factories and Component Works	9
4. War Materiel Plants	6
5. Railroad and Highway Bridges	6
6. Enemy Airdromes and Installations	5
7. Troop and Supply Concentrations	4
8. Harbor and Dock Installations	4
9. Gun Emplacements	3
10. Stores and Ordnance Depots	2
11. Industrial (Miscellaneous) Targets	2

Eleven (11) general types of targets with 100 attacks.

10. TARGETS ATTACKED BY COUNTRY

(a) AUSTRIA

<u>Type of Target</u>	<u>No. of Attacks</u>
1. Oil Refineries, Storage and Installations	7
2. Aircraft Factories and Component Works	5
3. War Materiel Plants	4
4. Enemy Airdromes and Installations	2
5. Marshalling Yards	2
6. Ordnance Depot	1
Total attacks	<u>21</u>

(b) ITALY

<u>Type of Target</u>	<u>No. of Attacks</u>
1. Marshalling Yards	12
2. Troop and Supply Concentrations	2
3. Harbor and Dock Installations	2
4. Railroad Bridges	2
5. Oil Refineries, Storage and Installations	1
6. Stores Depot	1
Total attacks	<u>20</u>

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(c) GERMANY

<u>Type of Target</u>	<u>No. of Attacks</u>
1. Oil Refineries, Storage and Installations	5
2. Marshalling Yards	4
3. Aircraft Factories and Component Works	3
4. War Materiel Plants	2
Total attacks	<u>14</u>

(d) HUNGARY

<u>Type of Target</u>	<u>No. of Attacks</u>
1. Marshalling Yards	5
2. Oil Refineries, Storage and Installations	3
3. Railroad Bridges	2
4. Aircraft Factories and Component Works	1
5. Enemy Airdromes and Installations	1
Total attacks	<u>12</u>

(e) FRANCE

<u>Type of Target</u>	<u>No. of Attacks</u>
1. Marshalling Yards	4
2. Gun Emplacements	3
3. Oil Refineries, Storage and Installations	2
4. Submarine Docks	1
5. Highway Bridge	1
Total attacks	<u>11</u>

(f) ROUMANIA

<u>Type of Target</u>	<u>No. of Attacks</u>
1. Oil Refineries, Storage and Installations	8
2. Marshalling Yards	2
3. Industrial (Miscellaneous) Targets	1
Total attacks	<u>11</u>

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S E C R E T

(g) YUGOSLAVIA

<u>Type of Target</u>	<u>No. of Attacks</u>
1. Troop Concentrations	2
2. Oil Refineries, Storage and Installations	1
3. Enemy Airdromes and Installations	1
4. Railroad Bridges	<u>1</u>
Total attacks	5

(h) CZECHOSLOVAKIA

<u>Type of Target</u>	<u>No. of Attacks</u>
1. Oil Refineries, Storage and Installations	1
2. Enemy Airdromes and Installations	1
3. Industrial (Miscellaneous) Targets	<u>1</u>
Total attacks	3

(i) POLAND

<u>Type of Target</u>	<u>No. of Attacks</u>
1. Oil Refineries, Storage and Installations	<u>2</u>
Total attacks	2

(j) GREECE

<u>Type of Target</u>	<u>No. of Attacks</u>
1. Harbor and Dock Installations	<u>1</u>
Total attacks	1

11. The 464th Group leads the 55th Wing in operational losses inflicted on the German Air Force.

Our score to date:

<u>Air</u>	<u>Ground</u>
Destroyed 77	20
Probably Destroyed 40	--
Damaged 20	12

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12. A total of 3,313 aircraft were dispatched of which 2,720 dropped their bombs on enemy objectives.

13. A total of 6,211 tons of bombs have been dropped on enemy targets

14. LOSSES

(a) OFFICERS AND MEN

A total of 775 officers and men have been listed as killed or missing in action, with 202 officers and men being returned from missing in action.

A total of 43 officers and men were returned from Prisoner of War status in Roumania.

Many of the officers and men included in the total of 775 killed or missing have returned safely from enemy territory who have not been returned to the Group.

(b) AIRCRAFT LOSSES

To Flak	39
E/A	25
Other	11
Missing	<u>14</u>
Total A/C Lost	89

(c) Our loss ratio, based on the number of aircraft dispatched and the number of aircraft lost in combat operations amounts to 2.68%.

15. A total of 501 combat crew members have completed their tour of duty in this theatre, with 135 new replacement crews being

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received by the Group since the Group commenced combat operations.

16. A total of 3,351 combat awards and decorations have been made to members of this Group as follows:

Purple Heart Medal	187
Air Medal and Clusters	2699
Bronze Star Medal	1
Soldiers Medal	12
Silver Star Medal	41
D.F.C.	406
Cluster to D.F.C.	5

A War Department Citation was presented to the Group by Major General Nathan F. Twining on 8 November 1944 for outstanding performance of duty in armed conflict with the enemy on a mission to Vienna on 8 July 1944.

17. From the summary of the operations of the 464th Group, which more or less reflects the operations of the entire 15th Air Force, it is possible to realize that the long term planning of the aerial offensive against the Axis Powers was to cripple and break down the enemy's entire transportation and communications system.

In previous conflicts it has been aptly stated that "An Army Moves on its Stomach", with emphasis being placed first on supplies of food for troops.

In this present conflict, the Armed Forces of all Nations, on land, sea and air "Move by Machinery" in a highly developed, mechanized type of warfare. Machines of war cannot move without

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fuel, and fuel means gasoline and oil.

The bulk of war supplies, materiel and food, as well as transportation of troops and civilians are still carried by rail transportation.

Thus, transportation and oil in the Mediteranean Theatre of Operations, against the Axis Powers was the prime, priority objectives.

Without oil and gasoline to supply his Air Force and Mechanized Armored Divisions, with his rail and communications lines damaged or destroyed, the enemy could not continue to defend himself on all of his far flung fronts.

With aircraft factories destroyed or damaged, war materiel plants blasted, it was inevitable that sooner or later his precious and few remaining reserves would be dissipated.

Germany is now very definitely suffering from lack of oil and gasoline, resulting in greatly curtailed air and ground operations against Allied Armies on all fronts. Her railway and highway transportation system has likewise suffered from the immense loss of valuable rolling stock, supplies, materiel and facilities. Certainly her ability to carry on an offensive war has been stopped.

Germany - like Japan to follow - is now desperately trying to stave off complete and utter defeat on all fronts, greatly weakened by her months of continual pounding from the air.

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S E C R E T

This campaign will continue to be waged against the enemy until the enemy is no longer able, and the German people have no further desire to continue a struggle that can end in only one decision - the complete, unconditional defeat and surrender of the entire German Empire and its co-belligerents.

To this end, the 15th Air Force, of which the 464th Bombardment Group (H) is proud to be a part, was employed.

Personnel of this Group, both air and ground, are proud to have been able to do their small part in bringing about a speedy and lasting victory.

List of missions flown and pictorial record inclosed.

S E C R E T

100 COMBAT MISSIONS

<u>OUR MISSION NO.</u>	<u>DATE</u>	<u>TARGET</u>	<u>COUNTRY</u>
1	2 May 1944	- Parma M/Y	Italy
2	5 " "	- Podgorica Troop Concentrations	Yugoslavia
3	6 " "	- Craiova M/Y	Roumania
4	10 " "	- Weiner Neustadt A/C Works II	Austria
5	12 " "	- Orbetello RR Sidings	Italy
6	13 " "	- Parma M/Y	Italy
7	14 " "	- Treviso M/Y	Italy
8	17 " "	- Piombino M/Y	Roumania
9	18 " "	- Turnu Severin on ETA	Italy
10	19 " "	- Faenza M/Y	Italy
11	22 " "	- Valmontone M/Y and Troop Concentrations	Italy
12	23 " "	- Town of Valmontone	Austria
13	24 " "	- Wiener-Neustadt-Wollersdorf A/D Stores and Machine Shops	France
14	25 " "	- Givors M/Y	France
15	26 " "	- Lyon La Mouche M/Y	France
16	27 " "	- Nimes M/Y	Austria
17	29 " "	- Amme-Luther-Seck A/C Components Fcty-Neunkirchen	Austria
18	30 " "	- Neudorf Flugzeugfabrik and Rohrbach Components Fcty	Austria
19	2 June "	- Cluj M/Y	Roumania
20	4 " "	- Turin Central M/Y and Warehouses	Italy
21	5 " "	- Ferrara M/Y	Roumania
22	6 " "	- Ploesti Dacia Romana O/R	Italy
23	7 " "	- Leghorn Port Installations	Hungary
24	14 " "	- Petfurdo Oil Cracking Plant	Austria
25	16 " "	- Vienna Lobau Oil Blending Plant	Italy
26	22 " "	- Bologna Main M/Y	Roumania
27	23 " "	- Girgiu Oil Installations	France
28	25 " "	- Balaruc Oil Refinery	Austria
29	26 " "	- Florisdorf O/R and Oil Sidings Vienna	Roumania
30	28 " "	- Prahova Oil Refinery-Bucharest	Roumania
31	30 " "	- Blechhammer South Synthetic Oil Refinery	Germany
32	2 July "	- Budapest Rakos M/Y	Hungary
33	3 " "	- Belgrade Shell Oil Depot	Yugoslavia
34	5 " "	- Toulon Submarine Docks	France

S E C R E T

<u>OUR MISSION NO.</u>	<u>DATE</u>	<u>TARGET</u>	<u>COUNTRY</u>
68	27 August 1944	-Blechhammer South Synthetic O/R	Germany
69	28 "	" -Szony Oil Refinery	Hungary
70	29 "	" -Moravska Ostrava Industrial Targets	Czechoslovakia
71	1 September	" -Szajol M/Y	Hungary
72	2 "	" -Supovac RR Bridge	Yugoslavia
73	4 "	" -Bronzola South M/Y	Italy
74	5 "	" -Szob RR Bridge	Hungary
75	6 "	" -Nyiregyhaza M/Y	Hungary
76	10 "	" -Vienna-Oslerreichische-Saurerwerke-Diesel Engine Works	Austria
77	13 "	" -Oswiecim Synthetic Oil and Rubber Plant	Poland
78	17 "	" -Shell Oil Refinery-Budapest	Hungary
79	18 "	" -Szob RR Bridge	Hungary
80	20 "	" -Hatvan M/Y	Hungary
81	22 "	" -Oberwiesefeld B.M.W. Buildings- Munich	Germany
82	23 "	" -Pinzano and Piave/Ponte-Di Piave RR Bridges	Italy
83	24 "	" -Scaramanga Harbor and Dock Installations	Greece
84.	4 October	" -Munich Main M/Y	Germany
85	7 "	" -Ersekujvar M/Y	Hungary
86	11 "	" -Vienna Saurerwerke Bldgs	Austria
87	12 "	" -Bologna Stores Depot	Italy
88	13 "	" -Blechhammer South Synthetic O/R	Germany
89	16 "	" -St. Valentin Tank Works	Austria
90	17 "	" -Vienna Freight Yards	Austria
91	20 "	" -Rosenheim M/Y	Germany
92	1 November	" -Graz M/Y	Germany
93	3 "	" -Munich West M/Y	Austria
94	4 "	" -Linz Benzol Plant	Austria
95	5 "	" -Vienna Florisdorf O/R	Austria
96	5 "	" -Mitrovica Troop Concentrations	Yugoslavia
97	6 "	" -Vienna South Ordnance Depot	Austria
98	7 "	" -Isarco/Albes RR Bridge	Italy
99	15 "	" -Linz Benzol Plant	Austria
100	16 "	" -Munich West M/Y	Germany

S E C R E T

<u>OUR MISSION NO.</u>	<u>DATE</u>	<u>TARGET</u>	<u>COUNTRY</u>
35	6 July 1944	- Porto Marghera Oil Storage	Italy
36	7 " "	- Blechhammer North Synthetic O/R	Germany
37	8 " "	- Florisdorf O/R-Vienna	Austria
38	12 " "	- Nimes M/Y	France
39	13 " "	- Mantua M/Y	Italy
40	14 " "	- Mantua M/Y	Italy
41	15 " "	- Unera Sperantza O/R-Ploesti	Roumania
42	16 " "	- Wiener Neudorf A/C Engine Fcty	Austria
43	19 " "	- Allach A/C Engine Fcty-Munich	Germany
44	20 " "	- Luftschiffbau Zeppelin Works Friedrichschafen	Germany
45	22 " "	- Ploesti Romana Americano O/R	Roumania
46	25 " "	- Linz Hermann Goering Tank Works	Austria
47	26 " "	- Zwolfaxing A/D, Vienna	Austria
48	28 " "	- Ploesti Astra Romano O/R	Roumania
49	30 " "	- Budapest Duna A/C Factory	Hungary
50	2 August	- Genoa Harbor and Dock Installations	Italy
51	3 " "	- Friedrichschafen Manzell A/C Works	Germany
52	6 " "	- Le Pontet O/R	France
53	7 " "	- Blechhammer North Synthetic O/R	Germany
54	9 " "	- Budapest Tokol A/D	Hungary
55	10 " "	- Ploesti Astra Romana O/R	Roumania
56	12 " "	- Sete Gun Emplacements	France
57	13 " "	- Sete Gun Emplacements	France
58	14 " "	- St. Tropez Area Gun Emplacements	France
59	15 " "	- Donzere Highway Bridge	France
60	16 " "	- Ober Raderach Chemical Works Friedrichschafen	Germany
61	18 " "	- Ploesti Romana Americano O/R	Roumania
62	20 " "	- Czechowice O/R	Poland
63	21 " "	- Nis A/D Installations	Yugoslavia
64	22 " "	- Kareneuberg Oil Storage-Vienna	Austria
65	23 " "	- Markersdorf A/D	Austria
66	24 " "	- Pardubice O/R	Czechoslovakia
67	25 " "	- Prostejov A/D	Czechoslovakia

464 BOMB GROUP | H |



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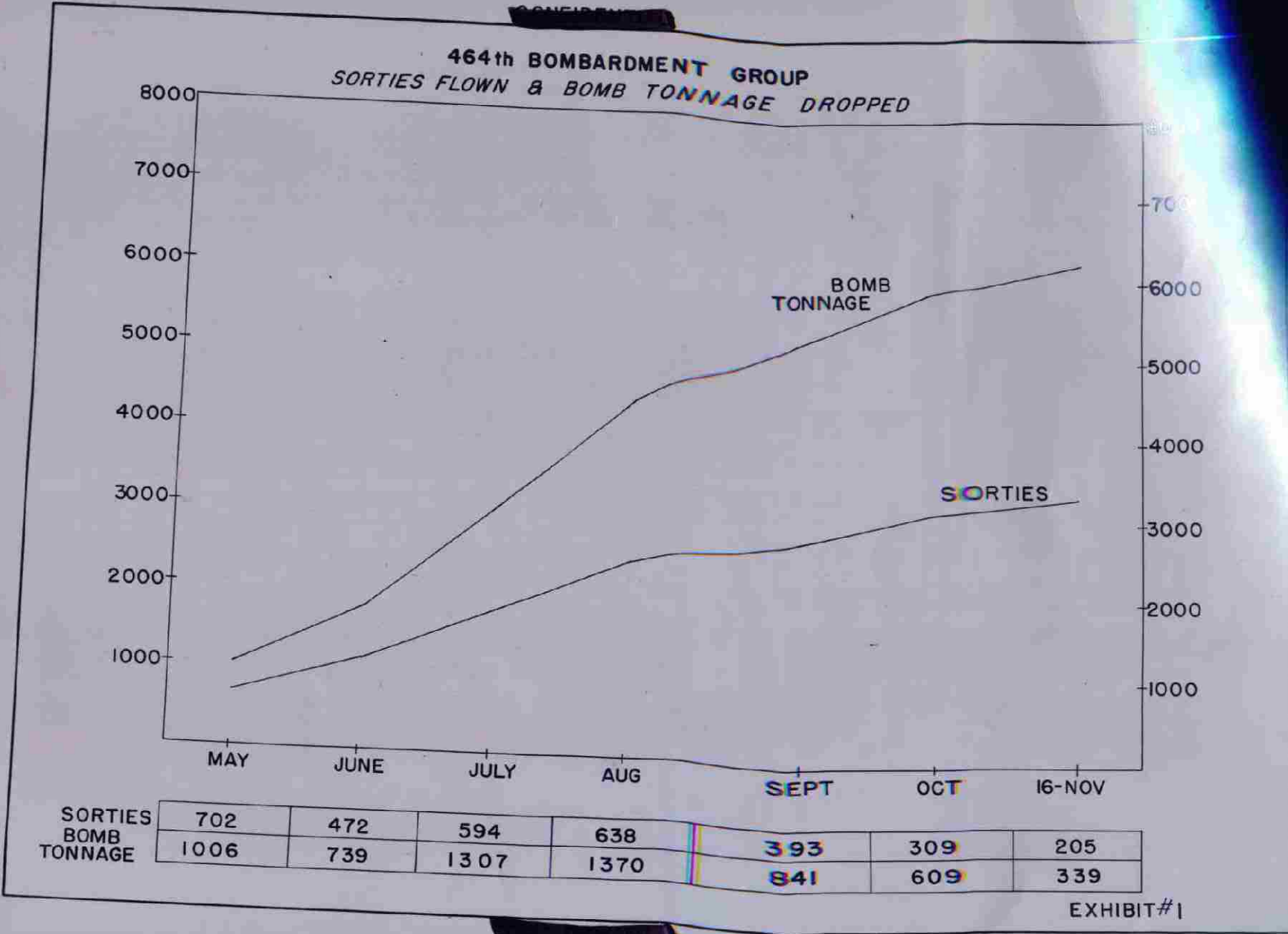


MISSIONS



C O N T E N T S

- I. SCOPE OF OPERATIONS
- II. BOMBING ACCURACY
- III. EARLY RETURNS AND NON-EFFECTIVE SORTIES
- IV. STATUS OF COMBAT CREWS AND AIRCRAFT
- V. VICTORIES AND LOSSES
- VI. AWARDS AND DECORATIONS
- VII. SUMMARY



EXHIBIT#1

II BOMBING ACCURACY

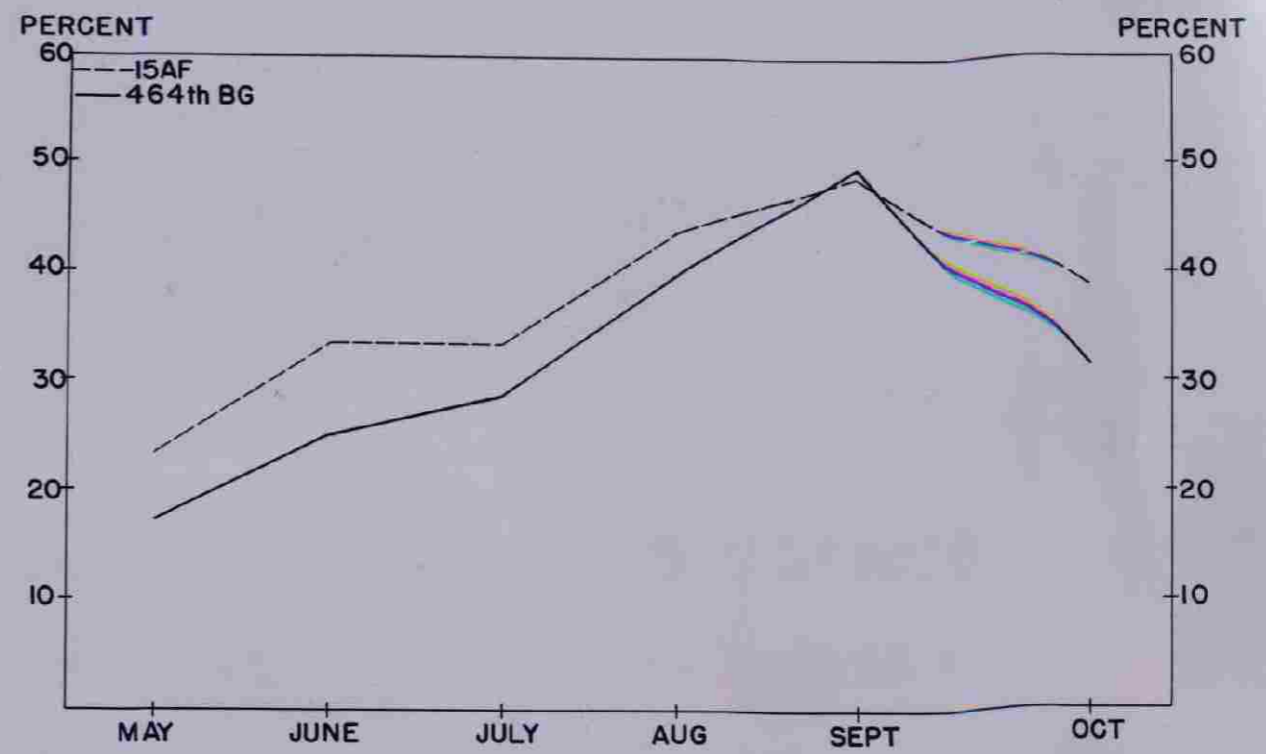
Successful effective bombing being the desired accomplishment of any heavy bombardment group, it is well to note the increase in accuracy achieved by this group during its first 100 combat missions. During every month, exclusive of October when only one scoreable mission was flown, this group's accuracy for precision bombing within 1000 feet of the briefed aiming point has steadily increased. Progress for the five month period beginning 1 May changed our group's relative standing in the Air Force from 16th to 9th for accuracy achieved. Bombing accuracy has shown steady improvement beginning with 18% within 1000 feet in May and increasing to 49.6% in September, which was slightly above the Air Force average of 48.9%, as shown graphically by Exhibit 2.

Due to changing methods and techniques of bombing, together with increasing undercast weather conditions, it is understood that group and Air Force accuracy is becoming more difficult to evaluate. We are prepared to meet this challenge, confident that our accuracy will continue to increase until the maximum effectiveness in precision bombing has been achieved.

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464th BOMBARDMENT GROUP

BOMBING ACCURACY WITHIN 1000' OF BRIEFED MEAN POINT OF IMPACT



464th BG	17.3	25.0	28.4	39.9	49.6	31.4 *	PERCENT
15 AF	23.4	33.2	33.1	43.8	48.9	38.9	

* BASED ON ONE MISSION

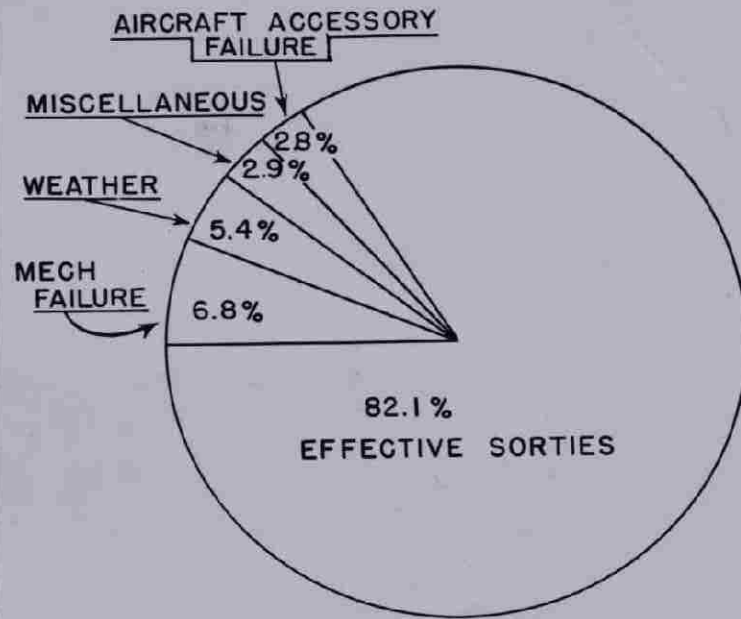
EXHIBIT #2

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464th BOMBARDMENT GROUP

EARLY RETURNS & NON-EFFECTIVE SORTIES

2 MAY - 16 NOVEMBER 1944

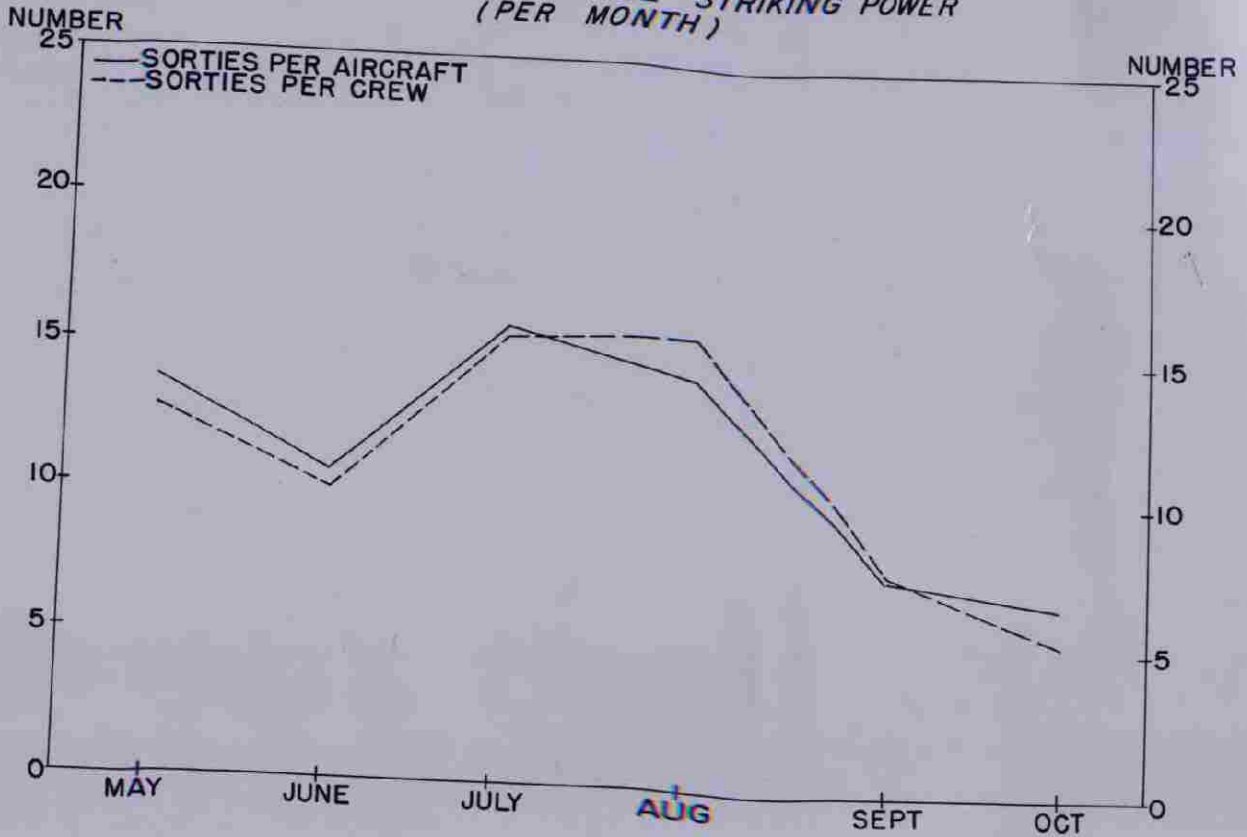


	NUMBER	PERCENT AIRCRAFT DISPATCHES
<u>MECHANICAL FAILURE</u>	225	6.8
<u>AIRCRAFT & AGCESSORY FAILURE</u>		
ARMAMENT	64	
OXYGEN	19	
STRUCTURAL	6	
ELECTRICAL SUITS	1	
INSTRUMENT FAILURE	1	
	<u>91</u>	2.8
<u>MISCELLANEOUS</u>		
PERSONNEL FAILURE	30	
PERSONNEL ILL	16	
ENEMY ACTION	12	
A/C ACCIDENTS	2	
OTHER	<u>37</u>	
	97	2.9
WEATHER	<u>180</u>	<u>5.4</u>
	593	17.9%

EXHIBIT # 3

464th BOMBARDMENT GROUP

UTILIZATION OF AVAILABLE STRIKING POWER (PER MONTH)

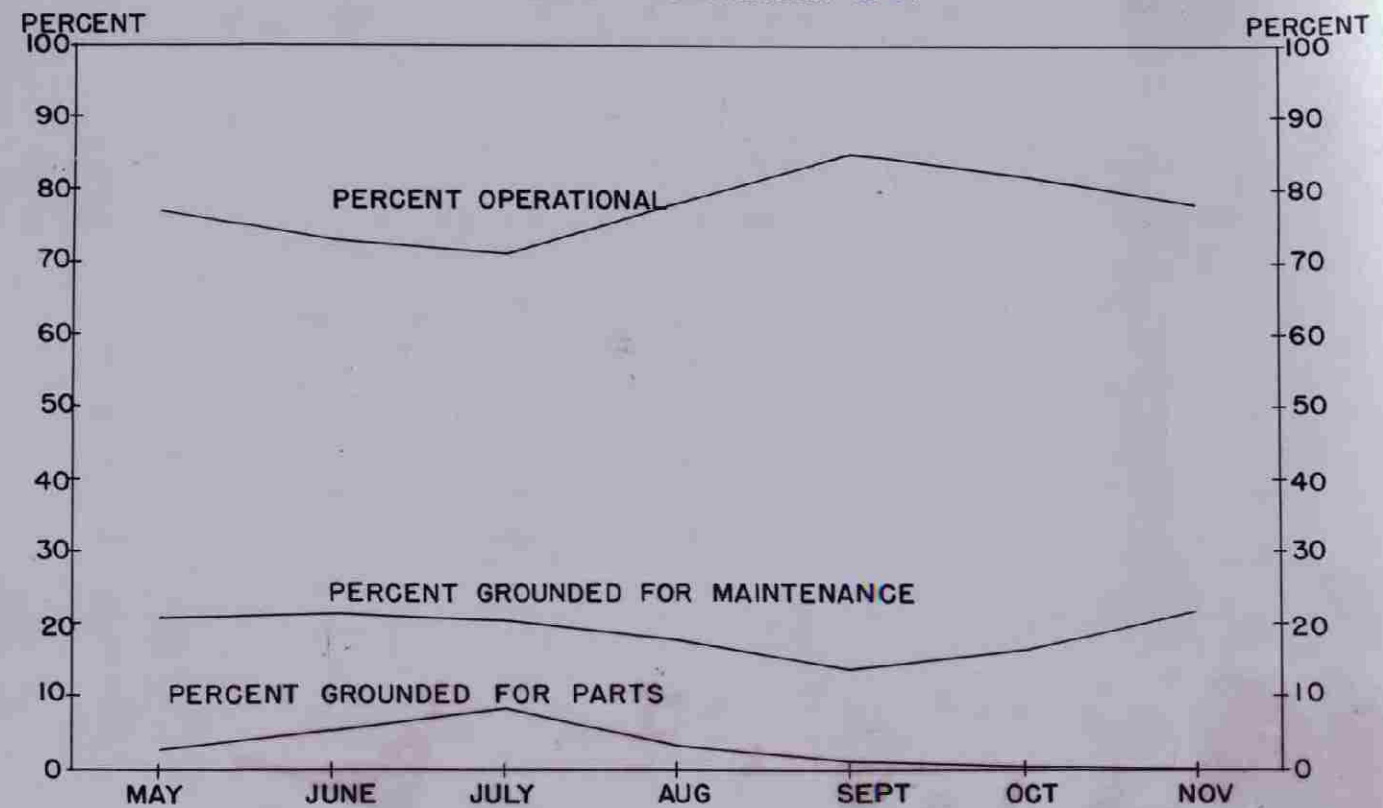


SORTIES PER A/C	14.8	10.9	15.6	14.0	7.5	6.8	AVERAGE
SORTIES PER CREW	12.7	9.1	15.3	15.9	7.6	5.4	11.4
							10.1

EXHIBIT #4

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464th BOMBARDMENT GROUP
AIRCRAFT MAINTENANCE EFFICIENCY
2 MAY—16 NOVEMBER 1944



	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	AVERAGE
464 B.G.	77%	73%	71%	78%	85%	82%	78%	77%
55 B.W.	67%	67%	63%	73%	82%	80%	80%	73%
15 AF	71%	71%	68%	66%	70%	78%	80%	72%

EXHIBIT#5

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STATISTICAL SUMMARY OF OPERATIONS BY THE 464TH BOMBARDMENT GROUP (H)

100 MISSIONS

FROM 2 MAY - 16 NOVEMBER 1944

I. SCOPE OF OPERATIONS

98 12
On 16 November 1944, after a six and one-half months' period of operations in the Mediterranean Theater, our Group completed its 100th mission when it bombed the west marshalling yards at Munich, Germany. Hampered in the early phases of operations by the necessity of using a temporary base with incomplete facilities and without the services of the entire Group personnel, the accomplishment of flying 100 missions in six and one-half months, while not a record, is a credit to the Group and a fine outstanding performance.

Objectives during this period were located in ten different enemy or enemy-occupied countries, including Germany, Austria, Hungary, Roumania, Yugoslavia, Czechoslovakia, Greece, Poland, France and Italy. Targets attacked were both strategic and tactical in nature and were divided as follows:

Targets	No. of Missions	Sorties	Tons of Bombs Dropped
1. Oil Refineries, Storage and Installations	30	992	1867
2. Marshalling Yards	29	990	1877
3. Aircraft Factories and Component Plants	9	316	619
4. Other War Materiel Plants	6	192	412
5. Railway and Highway Bridges	6	185	415
6. Airdromes and Installations	5	146	322
7. Harbor and Dock Installations	4	142	285
8. Troop and Supply Concentrations	4	123	101
9. Gun Emplacements	3	87	177
10. Stores and Ordnance Depots	2	74	34
11. Miscellaneous Industrial Targets	2	66	102

During this period of combat operations, 3313 aircraft were dispatched, an average of 33.13 per mission. Early returns numbered 271, 1 out of 12 aircraft or 8 $\frac{1}{2}$ % of the total. 2720 aircraft were over the assigned targets or targets of opportunity for an effective sortie rate of 82.1% and dropped a total of 6211 tons of bombs for an average of 2.28 tons per effective sortie. Approximately 22,600 hours of combat flying were accumulated during the period.

233 aircraft were dispatched on eight additional missions that were either recalled or abortive because of bad weather. These are not included in the summary.

SPECIFIC TARGETS AND LOCATIONS

GERMANY

Blechhammer North O/R (2 Missions)
 Blechhammer South O/R (3 Missions)
 Munich, Allach Engine Factory
 Munich, BMW Engine Factory
 Munich, Main M/Y

Munich West M/Y (2 Missions)
 Rosenheim M/Y
 Friedrichshafen, Zeppelin Works
 Friedrichshafen, Manzell A/C Factory
 Friedrichshafen, Ober-Raderach Chemical Works

AUSTRIA

Vienna, Lobau Oil Blending Plant
 Vienna, Florisdorf O/R and Sidings (3 Missions)
 Vienna, Zwolfaring A/D
 Vienna, Koreneuberg Oil Storage
 Vienna, Osterreichische Engine Works
 Vienna, Freight Yards
 Vienna, South Ordnance Depot
 Wiener-Neudorf, A/C Components Factory (2 Missions)

Wiener Neustadt, A/C Engine Works II (2 Missions)
 Wiener Neustadt, Wollersdorf A/D
 Neukirchen, Amme-Luther-Seck A/C Factory
 Linz, Herman Goering Tank Works
 Linz, Benzol Plant (2 Missions)
 St. Valentine Tank Works
 Graz, M/Y
 Markersdorf, A/D

POLAND

Czechowice, O/R

Oswiecim, Synthetic Oil and Rubber Plant

CZECHOSLOVAKIA

Pardubice, O/R
Moravska Ostrava, Industrial Targets

Prostejov, O/R

HUNGARY

Budapest, Rakos M/Y
Budapest, Duna A/C Factory
Budapest, Tokol A/D
Budapest, Shell O/R
Petfurdo, Oil Cracking Plant
Ersekujvar, M/Y

Szony, O/R
Szajol, M/Y
Szob, RR Bridge (2 Missions)
Nyiregyhaza, M/Y
Hatvan, M/Y

ROUMANIA

Ploesti, Dacia Romana O/R
Ploesti, Unera Speranza O/R
Ploesti, Romana Americana O/R (2 Missions)
Ploesti, Astro Romana O/R (2 Missions)
Turnu-Severin, Industrial Targets

Craiova, M/Y
Cluj, M/Y
Bucharest, Prahova O/R
Giurgiu, Oil Installations

YUGOSLAVIA

Belgrade, Shell Oil Depot
Podgorica, Troop Concentrations
Mitrovica, Troop Concentrations

Nis, A/D Installations
Supovac, RR Bridge

GREECE

Scaramanga, Harbor and Dock Installations

FRANCE

Balaruc, O/R
Givors, M/Y
Lyon La Mouche, M/Y
Nimes, M/Y (2 Missions)
Toulon, Submarine Docks

Le Pontet, O/R
Sete, Gun Emplacements (2 Missions)
St. Tropez, Gun Emplacements
Donzere, Highway Bridge

ITALY

Parma, M/Y (2 Missions)
Orbetello, RR Sidings
Treviso, M/Y
Picombino, M/Y
Faenza, M/Y
Turin, Central M/Y
Leghorn, Port Installations
Valmontone, Troop Concentrations (2 Missions)

Bologna, Main M/Y
Porto Marghera, Oil Storage
Mantua, M/Y (2 Missions)
Genoa, Harbor Installations
Finzano, RR Bridge
Bologna, Stores Depot
Isarco/Albes, RR Bridge
Bronzolo, M/Y

In addition numerous targets of lesser importance were attacked by individual aircraft returning early or having become separated from the group formation because of adverse weather conditions or mechanical difficulties.

III EARLY RETURNS AND NON-EFFECTIVE SORTIES

During the 100 mission period our early returns and non-effective sorties totaled 593, averaging 17.9% of aircraft dispatched. Excluding the weather factor, they averaged 12.5%, or 1 out of every 8 dispatched. Except for bad weather, engine trouble and supercharger trouble were the most frequent causes (about 21%) of early returns and non-effective sorties. An analysis of early returns and non-effective sorties is presented in Exhibit 3.

The 778th Bomb. Squadron led all other squadrons in the Group in number of aircraft dispatched, in number of aircraft bombing and in tonnage dropped. However, the 776th Bomb. Squadron had the highest effective sortie rate with an average of 83.7% of its aircraft dispatched bombing the target. Table 1 presents the statistics on each squadron.

TABLE 1
EFFECTIVE AND NON-EFFECTIVE SORTIES

100 MISSIONS

2 MAY - 16 NOVEMBER 1944

	776th	777th	778th	779th	Group
Aircraft Dispatched	827	839	851	796	3313
Aircraft Bombing	692	695	701	632	2720
Tonnage Dropped	1566	1578	1604	1463	6211
Average No. A/C Dispatched	8.27	8.39	8.51	7.96	33.13
Average No. A/C Bombing	6.92	6.95	7.01	6.32	27.20
Average Tonnage Dropped	15.7	15.8	16.0	14.6	62.1
% Effective A/C Dispatched	83.7	82.7	82.4	79.4	82.1
Early Returns	65	63	64	79	271
Non-Effective Sorties	70	81	86	85	322
Total Early Returns & Non-Effective Sorties	135	144	150	164	593
Early Returns and Non-Effective Sorties for:					
Materiel Failure	67	72	81	96	316
Weather	38	48	50	44	180
Other Reasons	30	24	19	24	97
Av. No. Early Returns & Non-Effective Sorties	1.35	1.44	1.50	1.64	5.93
% Non-Effective of A/C Dispatched	16.3	17.3	17.6	20.6	17.9
% Non-Effective of A/C Dispatched, Excluding Weather	11.7	11.4	11.8	15.1	12.5

IV STATUS OF COMBAT CREWS AND AIRCRAFT

The average number of complete crews assigned varied from 62 in May to 81 in November, an average of approximately 67 crews for the 100 mission period. An average of 51 crews (76% of assigned) were operational each day during the period. Each operational crew averaged about 10 sorties per month, or 2 out of every 3 missions flown. During July and August, the peak period of our operations, each operational crew averaged more than 15 sorties per month, or 4 out of every 5 missions flown. Since that time there has been a decrease of sorties flown by each crew because of increasing bad weather conditions and a big influx of new crews, as shown graphically by Exhibit 4.

75 crews have been missing or killed on operational flights. Of these, 202 men have returned for further combat duty, or, in some cases, for reassignment to the Zone of Interior. Approximately 50 crews have completed their tour of combat duty and have returned to the United States. We have received 135 replacement crews during the period; all our present crews are replacements.

77% of assigned aircraft were maintained operational during the 6½ month period, as compared to about 73% for the 55th Bomb Wing and 72% for the 15th Air Force. 81% of Pathfinder aircraft were operational, compared to 77% of all other aircraft. Aircraft grounded for parts averaged only 3.3% of total assigned for the period; in recent months the problem of lack of parts has been almost non-existent, as shown by Exhibit 5. Each operational aircraft averaged about 11 sorties per month, or about 3 out of every 4 missions flown.

An analysis of the status of combat crews and aircraft for each squadron for the 6½ month period is as follows:

TABLE 2

	776th	777th	778th	779th	Group
Av. No. Crews Assigned	16.4	16.9	16.1	17.1	66.5
Av. No. Crews Operational	12.9	12.3	12.2	13.1	50.5
% Crews Operational	78.8	72.4	75.5	76.0	75.7
Av. No. Sorties per Operational Crew per Month	9.9	10.5	10.7	9.3	10.1
Personnel MIA and KIA	184	225	166	195	775*
Personnel Returned from MIA	70	53	44	35	202
Av. No. A/C Assigned	14.4	13.9	14.7	14.9	57.9
Av. No. A/C Operational	11.5	11.3	10.8	11.2	44.8
% A/C Operational	79.4	81.4	73.9	74.8	77.3
Av. No. Sorties per Operational A/C per Month	11.1	11.4	12.1	11.0	11.4

*Includes 5 Hq Det Personnel.

VI AWARDS AND DECORATIONS

Embarking on its role of combat on 2 May 1944, the 464th Bombardment Group reached the 100 mission mark on 16 November 1944.

Enroute, the Group suffered losses but the record of the combat crews has been outstanding. Running the black gauntlets of flak and fighters from southern France to eastern Poland, Roumania and Greece--with prime emphasis on the great targets of Germany and Austria, our Liberators have disgorged their bomb loads at all way stations briefed by the 15th Air Force.

In amassing its missions, awards and decorations have been conferred on individuals of both air and ground echelons. A group leader won the Silver Star for leading his formation over Wiener Neustadt on a particularly rough day and a ground mechanic received the Bronze Star for outstanding maintenance of his ship over a long operational haul. No matter what the deed, if outstanding, the Group has attempted to see that the act is recognized. Naturally, the bulk of decorations have been earned by the combat crews. Since that rugged day over Wiener Neustadt, 10 May, when new crews with only the earmarks of combat about them, struggled home in shot-up ships, awards have been coming through. The spirit of determination born out of that Wiener Neustadt deal has been tangible and it has left its mark on the operational efficiency of this group.

Air Medals -- 2699 of them have been doled out for meritorious achievement in aerial flight. Distinguished Flying Crosses, for heroism or outstanding achievement in aerial operations, total 405. Silver Stars, for gallantry in action, have come to 30 members of this command, while 13 Soldier's Medals and 1 Bronze Star have come out of the overall effort.

Higher than any of these, from a Group standpoint, was the Distinguished Unit Badge, bestowed on the entire Group personnel for its work in connection with the eminently successful mission against the oil refinery and railyards at Florisdorf, Austria, on 8 July. No greater testimony can be featured concerning the teamwork of the Group than the bestowal of that award by Major General Nathan F. Twining, Commanding General of the 15th Air Force.

--There will be more targets blasted, more medals to come--



VII SUMMARY

The statistical picture has been presented. However, the real merits of the combat organization have not been completely covered.

Beginning with a well-trained group, but minus combat experience, the problem of aiding in the strategic destruction of the enemy was begun. Operating in tents and inadequate buildings, enduring the cold of winter and the dust of summer, making the adjustments required for combat operations, the bombers continued to be dispatched in consistently great numbers and bombing accuracy soared.

The courage and the sustained effort of all personnel have produced a steady stream of bomber formations that have been systematically destroying the enemy's vital installations and killing his will to fight.

We enter the second 100 mission phase with more adequate facilities and with even greater determination. Although hampered by winter weather, the bombers will not be stopped until the battle is won.

CAMP PAPERS

THE 776TH PUTT PUTT
A WEEKLY

PUBLISHED FOR THE MEN OF THE 776TH BOMBARDMENT SQUADRON (H); 464TH BOMBARDMENT GROUP (H), APO 520, U.S. ARMY, "SOMEWHERE IN ITALY".

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Karl E. Thies Jr.

THISA AND THATA

With \$18,175.00 sent home by PTA and more than \$4,000.00 additional in the form of money orders, the men of this Squadron did themselves proud. Whether this money is sent home for additional maintenance for your families or to build that proverbial nest egg against return to civilian status is immaterial. The fact remains, however, it is a trend to be encouraged and highly commendable.

By the time this reaches print it is hoped that one stove, at least, will be in place and doing it's stuff in the Service Club. It has taken a long time to get this equipment made up but it is hoped that the Club will be a comfortable place to be in. The severe cold of the last few days has demonstrated the need for at least one place where the men can be truly comfortable.

Our demon Mail Orderly, Cpl. Grochowski, got a taste of what it is store for him this past week! With the arrival of the first batch of Christmas packages, Eddie was snowed under but managed to give his usual efficient service. (Might I add with the help of the Jeep Cowboy)

The Quartermaster now has our order for the extra ration items which will permit a snack bar to be set up in the Club. It won't be long, now!

A total of seven, count them, seven, sixty watt, one hundred ten volt frosted bulbs have been stolen from the Service Club. It is impossible to replace these either by requisition or purchase so their loss means that much less light. We appreciate the necessity of having lights in the tent area but not at the expense of the men who look to the Club for most of their recreation. "For the greatest good to the greatest number" should be a maxim to guide us; with the ever present shortage of vital equipment, why be selfish?

Jim Morrison still sweating out a trip to Rome, rest camp leave or hat have you. Keep trying, Jim, miracles do happen you know.

Recreation activities now being organized for the Club: A weekly Bingo Party; a chess, checker and Ping Pong tournament and a dark room club in the interest of amateur photographers. Any other suggestions?

CON'T.

A well deserved "bitch" has been registered by several of our men. In the P.X. line last week, the first man in line bought four rations; the only three pocket knives in stock were included in his purchases. How come, first, that a man can buy more than one ration unless he is buying for a man in hospital and is expressly authorized to do so, and, second, why, under the circumstances, was he permitted to buy all of the pocket knives? No Bona.

A box is being provided at the Service Club Bulletin Board for your items for this paper and for any suggestions you may have to offer. Your help will be appreciated, so let's hear from you.

"Christmas for Kids". During the past week a circular letter was issued for every man in the Group outlining tentative plans which have been made to bring a little Christmas cheer, in the American way, into the lives of selected, destitute children in the neighboring town of C_____. This will also include children in the charity hospital. As a starter you are requested to donate some item or items from your P.X. purchases each week from now until just before Christmas. A box or basket will be provided at the end of the P.X. line to receive your donations. Co-operate, will you?

THE ROAR OF THE LINE

The battle for the "bitch" of the week between the cold weather and the addition of another engineer to the Squadron Work Detail list was still raging tonight with the detail gaining slowly due to the fact that all other Squadrons are using Italian labor with the exception of one which uses it as a means of punishment.

Corbett is still on the water wagon after two long and dry weeks. Of course, we're over looking that the other night but that was an exception.

Stephens is now working on the stoves for the Service Club, so maybe we will have heat there before spring after all. For a short while it has been looking doubtful.

Wasn't Jimmy "mascot" Goggin cute in the parade the other day; and speaking of parades, does anyone know whether any photographs are available or not.

In closing this column, I would like to take this opportunity to urge all of you to cooperate with our committee for helping the kids here to have a nice Christmas. It's for a good cause and everyone of us can afford at least one or two bars of candy.

THE WAILING WALL

IT'S LEGITIMATE GUZZLING, said Hoffman and Szpont when rumor reached them that beer was being chiseled in the service club. Szpont said, "I buy the beer tickets, Stead, Pokorny, Leonard, Morrison, R. Newberry, Tucker, E. Welch, Littrell, and Labry, either sell or give their beer tickets to me. The only time Hoffman serves me beer is when I present one of these tickets."

CON'D

PARADISE LOST: Gone is the warm and comfortable nights sleep enjoyed by several members of the ground crew. A recent daylight requisition left them moaning and groaning in anguish when their sleeping bags were confiscated.

LT. MORROW FINISHES FIFTY: When asked if he was eager to go to C.B.I. the lieutenant maintained a sullen silence.

SILVER STAR: Awarded to Major Reddell for mission over Flakhammer.

PING PONG: How about best enlisted player meeting with champ officer, a good deal I think.

BLESSED EVENT: It is rumored that Captain Rogers will be the attending physician when AWOL whelps.

MEDICS: Want men who go on sick call to get their names on Sick Book in the Orderly Room, sick call is from 8 to 10 every morning.

LT. FIRST CLASS: D.G. Wales, recently promoted, may you get the track soon Lt.

SCHOOL DAYS: Co-pilot in tent 18 thinks his pilot is C.S. for making him go to link trainer school.

64 DOLLAR QUESTION: Commissioned gentry want to know when the O.C. surplus is going to be spent.

REACTIONARIES: Combat men want to go back to fifty mission basis. They think they're getting rooking on 35 sortie deal.

LT. JOHN B. O'MALLEY is glad to be back after week spent at Bari. He adds, "There's no place like home and I wish I was there."

SHINE LITTLE GLOWWORM: Can't something be done about stepping up the Italian power?

CAPTAIN BLACK and crew extend an invitation to Lt. Cooke et al, to join in the warmth of the Captain's fireside. To hell with pride viva comfort, please pay as you enter.

SQUADRON OFFICERS sincerely hope that Lt. May will soon be back from hospital.

IT IS ANNOUNCED "Our old friend Robbio has made his majority and during his temporary absence we want to say that the package food he is receiving is up to standard."

SGT. PILLOW wheel of the water works expects trouble with the advent of colder weather -- pump freezing etc. - "If it gets much colder I'll go in the ice business," he says.

DOWN THE LINE

Wild Bill Felz with his fifty mission crush chapeau--is on his way home to Long Island with McGrath's dog tags--Good Luck Bill.

CON'T.

Tank pulling Ray Nielson abandoned by crew when the old chow wagon pulled up to hardstand things are rough all over Ray.

Have you fellers heard about our own Maxie Grnich being a permanent party man in Lincoln, Nebraska- yup he missed the boat to the South Pacific. You can get his address by seeing Cpl. Jack McGrath.

We hear that M/Sgt. Eble and crew are still showering boquets on Capt. Orjas for bottle of Champagne received for moving out of their new Casa before the dead line.

Hey Joe -- why hang red "X" on that super-duper new airplane of yours whats the matter with O bee.

Never was a man more surprise than Sgt. Cecil King when he went over to T/Sgt. Eldreds bed to awak'n him--and believe it or not found the little colored Guard from Harlem lying sound asleep in Allons bed.

Boquets to the Rest Camp Commando's in those other departments who are getting a second crack at Rest Camp--- We can't even get one P.S.-- How do you do it fellows? Eng. Dept.

Overheard in Service Club.... Pat Corbett giving McGuirk a few pointers on how to play Pinochls.

MACK FROM HACKENSACK

I'am a new man around here, I have only been here a few days, I haven't seen much an haven't heard much, but I'am going to pass on to you what little I have heard on soon.

I saw Cibelli playing hands the other day with a Red Cross girl that was old enough to be his Mother, better send him home but quick.

I heard a certain Lt. in this outfit singing the following words to the tune of "Let the rest of the World Go By."

Oncher neck was Brazil,
Her back was Burker Hill,
And just a little bit below was Mexico.

Her shoulder blades were Japanese,
And on her bosom was a map of Greece,
Now her hips were Siam, Her l p was Hindu Stand,
I'm not quite certain of her thighs,
For just then I saw my wife,
And to save a lot of strife, I let the Rest of the World Go By.
I'am ashamed of him, am't you guys.

I saw Arby Hines at work to-day with a Class "A" uniform on, wat's the matter Arby, losing your grip.

I heard Major Reddell say that if he continued to get Awards and promotions, sooner or later people were going to have to say Sir to him. Yes Sir:

I saw the bottom of this page and I just heard this Typewriter click, so guess this will be all for this week; see you next week fellers.

THE 776TH PUTT PUTT
A WEEKLY

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BOMBARDMENT GROUP (H), APO 520, U. S. ARMY, "SOMEWHERE IN ITALY".

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THE WAILING WALL

LEAVE: The flying personnel would appreciate it if a duty
schedule was worked out that allowed them one to three days leave
to see the countryside. *****

GOOD AND BAD: Stenevik promises a swell Thanksgiving dinner
with all the fixings, but quotes the QM as saying, "There will be
more C rations in the future instead of less." Mess hall spokes-
man says, "If the line co-operates, two stoves will be installed
to heat the place." *****

EARLY RETURN: Supply announces that "George" is back. George
was down to Bari learning to be a bombsight mechanic---he is now
qualified to work for Lt. Tepper. *****

SOME E.M. WAIL: Why do officers use our barber shop, shoe
shine stand and tailor shop? We're not allowed to use thier's.

LOST: One woolen skull cap. Finder please return to Sgt.
Marozzi, he's catching cold without it. *****

MAN OF THE WEEK: Flight Officer Hartman, "Clover Leaf Joe,"
flies his fourth flakless sortie, here's wishing you a lot more
of them. *****

BUTTON BUTTON: Who has "The Tree Grows in Brooklyn." Please
return book to Officers club, some guy from Brooklyn wants to find
out something about the place. *****

RELAYED COMPLAINTS: Personal Supply says that flying personnel
don't turn in all their equipment. Critical shortage of electric
cords and gloves. How about thinking of the other fellow----he
gets cold too you know. *****

SHORT SAD STORY: Once upon a time a certain bomb squadron
emigrated to sunny Italy. After wandering through the wilderness
via boxcar, they at last found a home upon a hill top. Tents were
erected -- an airfield constructed, and big things were being done
in a small way. A stray thought was given now and then to the
construction of a shower for the enlisted men. At last after
months of hopeful waiting a shower tower brooded upon the hillside.
At last after months of waiting we have a summer shower ready for
winter. Somebody has undoubtedly helped the war effort and should
be awarded the Iron Cross. *****

CON'T.

THE PURPLE HEART: After it is awarded to the first chow hound for meritorious achievement in getting into the mess hall, the stone stairs leading to that eating establishment will be repaired.

JOURNEY'S END: For T/Sgts. Busbee, Saavedra, and recently promoted Alex Kaplan. Also Lts. Morrow, Arnold and Hearn, Fifty Finito, good luck guys wherever you go.

COMBAT MEN: Think one set of Winter underwear is not enough to sleep in, fly in, and also wear daily. They want to know when supply is going to begin issuing "stuff" so they won't have to steal it.

QUESTION IS ASKED: What is Kuzmiok doing with all his winnings from the Army - Notre Dame game?

NOTICE: Anyone desiring to trade some 620 film for 616, inquire at tent 37 and see Cpl. S.J. Higgins.

TRUCK DRIVERS WANT TO KNOW: How come men that drive water trucks get three day passes and transportation men have to take their places during this absence? Also how come they ship rated men into transportation section, while old drivers can't rise above Pfc? Also when is Gallo going to get back his Corporals stripes? One parting orchid is thrown to the cooks "who feed them after they get through working at night."

DOWN THE LINE

Why did the night WHEEL in the Engineering dept. shave off the foliage under his nose--could it be he was caught using a mascara-pencil? "Whoops my dear your slip is showing!"

Many thanks to Kavitsky, Stevens and Viggiano for the swell job they did in manufacturing a stove for our Service Club; the only thing that is missing now is the old cracker barrel, with the co-operation of Lt. Cobke we can have a darn good substitute for the old cracker barrel by helping us to get a snack-bar started in the Club. How about that Lieutenant.

THISA AND TH-ITA

What do you know fellers; there's going to be a big JAMBOREE at the EM Service Club on Thanksgiving Day, Thursday 23 November; orchestra, and what do you know again; all drinks will be on the house, but all members must wear their identification tags to be admitted.

Well one stove has been installed at the Club and the second one will be in place shortly. There is also a chance that some American Bulbs will be available in the very near future.

If and when building material can be secured we will go ahead on the Club addition but the shower house for the Hill has first priority. It is pleasant to report progress on the building which will house the showers for the men on the Line.

CON'T.

A committee is to be named to plan for a Squadron Christmas celebration, so if you have any ideas on the subject please pass them along our way.

Do not forget to drop in what you can spare from your P.X. ration for the proposed "Christmas for Kids" observance. A suitable container and a sign will be at the end of the line as a reminder.

Our good friend Dom Caputo feels like a man in the Death House waiting to walk the "last mile", that wedding date of December 5th is looming up dangerously close.

An O'Toole - Kuzmick feud is in the making on the foot ball handbook, why don't you birds get to-gether?

THE ROAR OF THE LINE

Warning to all Signorinas and "vino" cellars ----- "Stony" and Willie O. are on the prowl again.

Mishkin, the new man is rumored to be headed for Bombsight Maintenance School. Best of luck to you in school ole boy, and may God help you when you get back.

Will some of you Cigar smoking friends of Kavitski please donate a pack of cigarettes to him---the rest of us are being hit pretty hard by the ration shortage.

Goldstein says "its wise to never try to out draw Stout when playing poker", and I guess he should know.

Question of the Week: Can Linto make a comeback?

HERE AN. THERE

Things That Are Hard To Explain: Why anyone who attempts to make Christmas a little more pleasant for destitute kids, is immediately branded a "Guinea Lover". Why with drycleaning facilities as they are the benches in the mess hall can't be cleaned. After all no matter what type of clothes you have on it's rather disheartening to sit on greasy benches all the time.

Things seen in the Service Club: Kavitsky getting a lecture in poker from Stonevik. Skull, Freeman, Ernest and O'Toole deadly serious over a game of friendly pinocle. Grochowski planted next to the new stove, writing a letter with hat far away look in his eye, about as far as Penn. Kearns, crew chief on the Club's putt putt, and in action on same.

NACK FROM HACKENSACK

Well fellers I don't have much to say this week, being that I'm a new man around here I don't get around much, but I was up to that wonderful little town that we pull M.P. in once a month to-day with a 2nd Lt. from this squadron, and believe me fellers he would'nt look at those signorinas, but when a little Red Headed nurse came along oh boy, thats when he really went to town, an I ain't kidding.
SEE YOU NEXT WEEK FELLERS

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THE WALLING WALL

AN INDICTMENT: In common with the other members of this squadron, this writer has the highest opinion of Joe Howard. There has never been a whisper casting a shadow on his integrity. His good intentions and efforts to benefit the enlisted men of his unit are also unquestioned. It is with reluctance that we conclude that these good qualities in themselves are not sufficient - that tangible results are not being achieved - and that new leadership is urgently needed.

It is the writer's considered opinion that the following improvements are possible and could be secured with more energetic leadership. In making these charges, the writer has no personal axe to grind. He is not after Joe Howard's job, and would be unable to take it if it was offered to him.

The suggested improvements are as follows:

1. First, and most important, is adequate lighting.
2. Second at least one other stove is needed to heat the club.
3. The immediate construction of a building, adequately heated, well lighted, and with facilities for heating water.
4. At least one more barber is needed so that the men won't have to wait ten minutes to an hour.
5. Construction of a squadron reading room where those that prefer to spend an evening in quiet may do so without ping pong balls whizzing past their ears, and where they will be away from the noise of those that care to imbibe til they get ziggy zag.
6. The procuring of more suitable and durable furniture, with a thought for the present comfort of the men instead of utilitarian use at some future day.

It is possible to go on listing improvement after improvement, but the main thing needed is to make a start right away. There is so much that can be done, by the men themselves for their own welfare, and so little that is being done, the conclusion is inescapable that something is seriously remiss.

When things go wrong, alibis are just around the corner, Adam started it and ever since there has been no lack of excuses to explain away shortcomings. In some cases excuses are valid - in other cases -Well it is up to the men to decide. When a thing is not procurable through ordinary channels, that in itself does not mean it is unprocurable. Though charges may be made of non-co-operation by the wheels, and the accusation may or may not be true, it is still hard to believe that the so called wheels would prevent the men from helping themselves.

CONT.

Joe Howard was elected president of the club by the unanimous vote of the men, but a lot of plans have taken to the air since that time, and a vote of confidence in his leadership seems to be in order.

GHOULS INC: In the states we had **MURDER INC.** and not to be outdone some of the men in this unit are playing a trade just as reprehensible - we may aptly name them **GHOULS INC.** In former times any ghoul, if he had any self respect, would rob only the dead, but these modern ghouls, unfortunately members of our own squadron, wait not for the last agonized gasp from their victims before robbing the corpse of its personal belongings, taking even cherished keepsakes. There have been cases of the "dead" returning, but few if any of valuables returned. Robbed, not only of his belongings, but of his faith in his fellow men and "comrades", the victim is spared only his life and unpleasant memories of his associates.

PEPPER: Sweating out his application for aerial gunnery school.
COOKS: Want Xmas donations for Italians working in mess hall.
LOST: Bulova wrist watch. Finder please return to Pfc. Atkinson.
AMERICAN WHISKY: Donated by Lt Col. Reddell to enlisted men was appreciated.
QUESTIONS ASKED: When are they going to winterize the tents? When is Freeman going to get his stripes back?.....Where are those sacks of cement reportedly sent here by Wing for winterization of tents?
END OF THE TRAIL: for T/Sgt. Sol Rabinowitz----fifty finito.
PILLOW: wants ample supply of liquor in for Christmas. Announces he will step down from water wagon at that time.
BOAN: eats first Thanksgiving Dinner that he didn't help to prepare.
OFFICERS: want their Air Macals to send home in time for Christmas. Also praise mess personnel for excellent Thanksgiving Dinner. Would appreciate a hot shower, minus icicles.
LOST: One Shaeffer gold tipped pencil. Finder please return to Lt. Hardina.

S/Sgt. John F. Kennedy

THUSA A THATA

I hear a braying from over in the direction of the "Screedhing" Wall, and I have absolutely no comment to make but do wish to make a correction in one statement made. I am not the President of the EM Service Club; it was quite a while ago that I caused a resolution to be introduced wiping out the former Officers slate, substituting therefore a Committee of seven members. The men elected as Committeemen were the First Sergeant (Chairman), the Supply Sergeant, the Mess Sergeant, the Mail Orderly (Secretary and Treasurer), M/Sgt. John Graham, M/Sgt. Edwin Verreau and this reporter. The idea was to spread responsibility and tie key men into the Club management. By tacit consent of the Committee this reporter is entrusted with carrying out routine details but no matter of importance is acted upon without the other Committee members being consulted and their O.K. secured. If the majority of our members wish to make any changes in this Committee they are privileged to do so. Simply request that a Club meeting be called and take such action as this meeting shall decide.

 In spite of transportation limitations which cost us some guests, our Jamboree on Thanksgiving was seemingly enjoyed by all. A vote of thanks is due the members who attended for their exemplary conduct.

Sgt. Joseph A. Howard

CON'T.

HERE AND THERE

This weeks award of the Iron Cross goes to the man, men, women, children or backward morons, responsible for the steps going into the EM mess hall---Seig Heil! Der Fusher iss vell pleased wat your schplendit cooperazhune.

This weeks award of the Purple Shaft with two blisters goes to all those who, through no fault of their own having no Tufa Blocks, have tried to get same, have been thwarted in the attempt, have been promised some and are still waiting.

The entire Squadron congratulates Mess Sgt. Stenevik and his boys for a swell Thanksgiving meal. Considering the cooling facilities, etc.... the cooks did a fine job. Thanks fellows and keep it up

Thanksgiving Day Open House at the M Club was another great success. Even those who haven't yet acquired a taste for the local giggle juice seemed to be having beaucoup fun. Incidentally, does anyone know if "Shad" has ever been in vandeville?

ABOUT THE SQUADRON: Kuznick looking sicker daily, maybe its the football scores that are killing him.... K. Andersen was overheard at the mess hall defending the fair state of Indiana, and brother it's only fair, believe me. Taggart, Fischer and Mintz at the party debating the advisability of long term credit to Switzerland after the war. Davis seemed dead set against it, and many of those listening to this vital issue being discussed seemed dead. Which M/Sgt. has vowed to take frightful vengeance against a whole rec of people if the privacy of his adobe is again violated. Losing one bag of clothes is bad----but when they come back to make sure they didn't miss anything ----- thats too much.

For sometime now we've been harboring the idea that there are many men in the Squadron who would like to get to-gether and form a Club to discuss and debate current events. Therefore on the day this issue of the Olds Putt Putt appears, there will be posted on the Club Bulletin Board a sheet upon which we would like to have plenty of signatures of those men interested. The first meeting will be held Friday December 1, at 1900 in the quietest corner of the EM Service Club. It will be a short meeting designed to set up the Club, pick one evening a week for meeting and argueing upon a place to meet. Remember, please sign your name on the sheet provided for you on the Club Board.

Sgt. John M. Shochy

BACK FROM JACKENSACK

Hi gang, How you'all; well we asked you guys to hand in stuff that you wanted printed in this sheet, and I be-dog-gone if some guys haven't done just that, and here it is all for you fellers:

Here's a poem that our own Romeo from Operations received from the girl friend. Titled "I WONDER"

I wonder as I watch the moon bump noses with a star,
Are you watching too, or is it dark and rainy where you are,
And when I turn the radio dial and hear a song that's new;
I wonder if off where you are, you might be listening too.
Do you day-dream, and miss me too, my dear,
And when I'm wishing I were there, do you wish you were here?
Your letters help a little bit, each page is full of charms,
But darling, they aren't quite enough, for letters don't have arms.

Notice from the Mail Orderly for those who wish to send money orders home this month. The limit has been cut to six per day--per Squadron. First six in the morning. So my advice to one and all, USE P.T.A.
SO LONG FELLERS UNTIL NEXT WEEK

OPERATIONS
NARRATIVE MISSION REPORTS
BOMB STRIKE PHOTOGRAPHS
TRACK CHART PHOTOGRAPHS

(464BE:4M134.5V6) (11:1:1309) (12:22000) (2040) GRAZ

GRAZ M
1 Nov.

- 9055 EASTMAN REGULAR SAFETY

- 9054 EASTMAN REGULAR SAFETY



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

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

MCK/FFE/jmm

1 November 1944

319.1

SUBJECT: Narrative Mission Report

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

1. On 1 November 1944, twenty eight (28) scheduled B-24 a/c plus three (3) designated spares took off at 0850A hours to bomb the Primary Target specified in Operations Order No 230.

The thirty one (31) a/c formed in two attack units, the first of which was led by Colonel A. L. Schroeder, Group Commander of the 464th Bombardment Group (H) and the second by Captain Charles F. Fowler, Flight Leader of the 778th Bombardment Squadron (H).

2. B-24 a/c No 42-52066 failed to make assembly because of a broken hydraulic line. This a/c circled the field until the formation had departed, then flew out over the Adriatic and jettisoned bombs at 41°20'N-17°00'E at 1015A hours to minimize the hazard of landing with a broken hydraulic line. This a/c landed at 1120A hours.

3. The Group form-up was as prescribed. The 464th Bombardment Group (H) was three (3) miles behind the 465th Bombardment Group (H) over Andria; however the Wing formation was made in a satisfactory manner ten (10) minutes later.

4. B-24 a/c 42-51563 left the formation at 42°00'N-16°20'E at 1030A hours because the tail gunner had an attack of sinus trouble. Subsequent to landing at 1105A hours. This crew member was hospitalized. Two and one half (2½) tons of bombs were returned by the a/c.

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

Ltr Narr Miss Rpt, contd

B-24 a/c No 44-41231 left the formation at 44°25'N-14°10'E at 1149A hours due to a leak in the oxygen system. Two and one half (2½) tons of bombs were returned by this a/c which landed at 1315A hours.

B-24 a/c No 44-10610 unable to maintain formation position because No 1 engine cut out intermittently. Left formation at 44°42'N-14°22'E at 1155A hours. This a/c returned two and one half (2½) tons of bombs, landing at 1400A hours.

5. Twenty five (25) a/c were over the Graz M/Y at 1308A hours and twenty two (22) a/c dropped fifty four (54) tons of 500 pound RDX bombs (.1 nose and .01 tail fusing) from 21,500 feet. One of the a/c over the target carried only six (6) bombs.

Three (3) of the twenty five (25) a/c over the target failed to release on this target for the following reasons:

B-24 a/c No 42-95332 lost the formation on a turn at 1305A hours but continued on to the target alone after breaking out of the weather into the clear over Graz but too late to release on the target. This a/c dropped two and one half tons of bombs on a target of opportunity at 46°33'N-15°28'E with unobserved results. The target was described as an Industrial Installation and adjoining dam.

B-24 a/c No 42-51152 jettisoned two and one half (2½) tons of bombs at 47°09'N-15°40'E at 1303A hours in order to lighten load and then keep altitude and formation position after No 3 prop ran away and No 2 turbo went out.

B-24 a/c No 42-51736 did not release on the target for the stated reason that they did not see the rest of the formation release. This a/c returned two and one half (2½) tons of bombs.

B-24 a/c No 42-51856 lost the formation in weather at 1305A hours on the turn referred to above, and being unable to locate the formation, turned back and bombed as a target of opportunity a R. R. Bridge at 46°31'N-16°10'E at 1325A hours from 20,000 feet. Target was missed, the bombs striking in a small town.

Recapitulation of bomb tonnage

22 a/c over the target dropped

54 tons

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

Ltr Narr Miss Rpt cont'd

1 a/c over target bombed target of opportunity	2.5 tons
1 a/c over target jettisoned	2.5 tons
1 a/c over target returned	2.5 tons
1 a/c bombed target of opportunity	10. tons
4 a/c early returns brought back	2.5 tons
1 a/c early return jettisoned	<u>76.50 tons</u>

Bombing was by PFF on start of bomb run; however a break in the clouds permitted the latter part of the run to be made visually. The Group leader used the C-1 automatic pilot and the Second Attack unit made the run manually, the C-1 being inoperative.

Bomb strike photos show numerous hits starting 1000 feet east and running across the Marshalling Yard at the briefed aiming point. At least six (6) hits in the yard are discernable on photos obscured by considerable haze. Five additional strikes are in the large factory area at the south-east end of the M/Y. A large concentration of bombs extends, through an open area, 1500 feet southwest of the yard.

6. M to I A H flak was encountered at Graz. Crews report time in flak from three (3) to five (5) minutes. The crew of the a/c which bombed the target at $46^{\circ}33'N - 15^{\circ}28'E$ reports M A H flak at this target. Scant flak was observed three (3) minutes after target time from an area south of Graz.

Three (3) FW-190 a/c were reported observed at $46^{\circ}03'N - 15^{\circ}36'E$ at 1336A hours. E/A were 4000 feet below the formation which was at 10000 feet at the time. No attack was made by the E/A.

7. Escort consisting of 25 P-51 a/c intercepted the formation at $46^{\circ}31'N - 16^{\circ}11'E$ at 1235A hours and provided penetration, target and withdrawal escort and was last observed at $44^{\circ}40'N - 15^{\circ}12'E$ at 1500A hours.

8. Base 7/10 thin altostratus and 2/10 stratocumulus at take off.

Route 2/10 to 4/10 stratocumulus over Adriatic, tops 8,000 feet and 7/10 to 9/10 altostratus, base 16,000 lowering to 11,000 feet in North Adriatic.

Over Dinarics 4/10 stratocumulus and stratus, tops 10,000 feet and 6/10 cirrostratus, base 18,000 feet.

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

Ltr Narr Miss Rpt, contd

From Dinarics to IP to Primary Target, 7/10 cirrostratus at 20-22000 feet and 1/10 to 3/10 stratocumulus, cirrostratus increasing to 10/10 about 70 miles south of target. Below was 6/10 to 7/10 middle clouds, tops 13,000 feet.

At target, 8/10 to 10/10 cirrostratus at 20,000 feet and 6/10 altostratus, tops 14,000 feet. Visibility was 10 miles in haze.

On return, continuation of high and middle cloudiness and 5/10 cumulus over Dinarics, tops 12,000 feet.

At base, 8/10 altostratus, base 15,000 feet and 1/10 to 2/10 cumulus.

Visibility entire route, 10-20 miles in haze. No icing was encountered.

9. Following observations were reported:

<u>Time</u>	<u>Place</u>	<u>Alt</u>	<u>Observation</u>
1241A	46°22'N-15°57'E	19,000	Large factory U/C
1250A	Graz	20,000	Six (6) to eight (8) smoke generators just being started. These were not observed to be operating at 1308A hours.
1155A	46°35'N-15°11'E	11,800	L/G under construction, runway generally east and west. East end being extended.

One crew reports flying over Lussingpiccalo at 4000 feet without encountering flak.

10. The route was flown as briefed to the Key Point, then right of course to 45°15'N-16°00'E then the formation crossed the briefed course to 45°47'N-15°03'E then turned to parallel the briefed course and was back on course at 46°47'N-16°02'E. At 1257A hours at 47°14'N-15°48'E the Group Leader was notified to bomb Graz M/Y and a turn was made onto an axis of 255 degrees. On the return from the target, a right turn was executed at 45°16'N-15°22'E to avoid weather, thence to 44°05'N-15°00'E, thence to base. Track chart showing route flown attached.

11. Twenty six (26) a/c landed at this base between 1534A hours and 1615A hours.

12. Two (2) a/c received flak damage, one of which will

CONFIDENTIAL

Ltr Narr Miss Rpt, contd

be inoperational for more than twenty four (24) hours.

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

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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

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

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

HH/TFE/fh

SUBJECT: Narrative Mission Report

3 November 1944

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

1. On 3 November 1944, the three (3) scheduled PFF B-24 type a/c designated below, with one (1) spare, took off at the hour indicated to bomb the Munich West M/Y, as specified in Operations Order No 233.

A/C No 42-52070, 2nd Lt August H. Lechner, Jr, Pilot,
at 0752A.

A/C No 42-95613, 1st Lt Franklin K. Lane, Pilot,
at 0753A.

A/C No 44-49073, 1st Lt Forrest J. Robbins, Pilot,
at 0754A.

A/C No 42-50533, 2nd Lt Homer C. Mower, Pilot, at
0755A. (Spare).

2. The three (3) scheduled a/c proceeded to and left the line of departure at one minute intervals as prescribed, without incident. Spare a/c No 42-50533 proceeded beyond the prescribed line of departure and made a normal spare return from (41°38'N-15°56'E), landing at 1123A with full bomb load returned.

3. The three (3) scheduled a/c were over the target and, using C-1 Automatic Pilot with PFF, dropped all bombs, aggregating four and one-half (4.5) tons, or one and one-half (1.5) tons each, of 250 pound GP bombs (fused .1 nose and .01 tail) on the axis of attack and at the hours indicated below.

A/C No 42-52070,	1.5 tons,	23°,	at 1106A from 25,500'.
A/C No 42-95613,	1.5 tons,	23°,	at 1115A from 25,200'.
A/C No 44-49073,	1.5 tons,	26°,	at 1117A from 22,700'.
Total dropped	4.5 tons		

4. Bomb strike photos show bombs away from two of the three aircraft. Cameras in each aircraft showed a solid overcast at the time of bombing. No terrain features whatsoever are visible on the photos.

- 1 -

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

Ltr Narr Miss Rpt, contd

5. The crew of a/c No 42-52070, the first over the target, reported SIH flak, with bursts breaking about one mile to the rear, as though tracking the chaff.

The crew of a/c No 42-95613, the next over the target, reported IAH flak. Though some of the bursts were high and to the rear, several hits were received from near bursts. Time in flak reported by this crew was three (3) minutes.

The crew of a/c No 44-49073, the last over the target, reported IAH to ITH flak from three (3) minutes before bombs away until five (5) minutes after. The first several bursts were accurate and the rest inaccurate.

6. Weather, 9/10 stratocumulus, base 4,000 feet at take off, continuing to coast. Over South Adriatic, 6/10 cumulus and stratocumulus, base 2,000 feet, tops 13,000 feet. Above was 9/10 altostratus at 18,000 feet.

In North Adriatic, these cloud decks merged and ship was in cloud, breaking out just south of the Alps. Light rime ice was nicked up on leading edges of wings.

Over Alps, 10/10 altocumulus, tops 20,000 feet and 8/10 cirrostratus at 25,000 feet, these decks occasionally merging.

At target, the cirrostratus had broken up to 2/10-3/10, but below was 10/10 altocumulus, with top at 20,000 feet.

Returning conditions were similar over Alps, but in Adriatic clouds had broken up to 6/10 to 8/10 coverage of various cloud types with several cumulonimbus to 20,000 feet. In South Adriatic and at Base on return, 5/10 to 6/10 altostratus in bands at 14,000 feet and 3/10 to 4/10 cumulus, base 4,000 feet.

Visibility was twelve (12) miles at take off and twenty (20) miles generally over route.

7. Route was flown as briefed, except: Slight deviations made by a/c No 42-52070 to avoid weather over Adriatic. Believing the more intense flak could be better avoided, a/c No 42-95613 made 5° left rally off of target, then right slightly beyond rally point and back on course at Eendorf. Track charts showing routes flown are attached.

8. Return landings of the three (3) a/c were made as follows: A/c No 42-52070 at 1407A, No 44-49073 at 1414A, and No 42-95613 at 1424A.

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

Ltr Narr Miss Rpt, contd

9. Very satisfactory use and functioning of PFF equipment was reported, except as to a/c No. 44-49073. PFF operator of latter a/c reported that azimuth stabilization unit went off four (4) minutes before IP; that level line was off 23°, and is unfit for bombing or navigational purposes. Target material, including PFF charts, was found adequate.

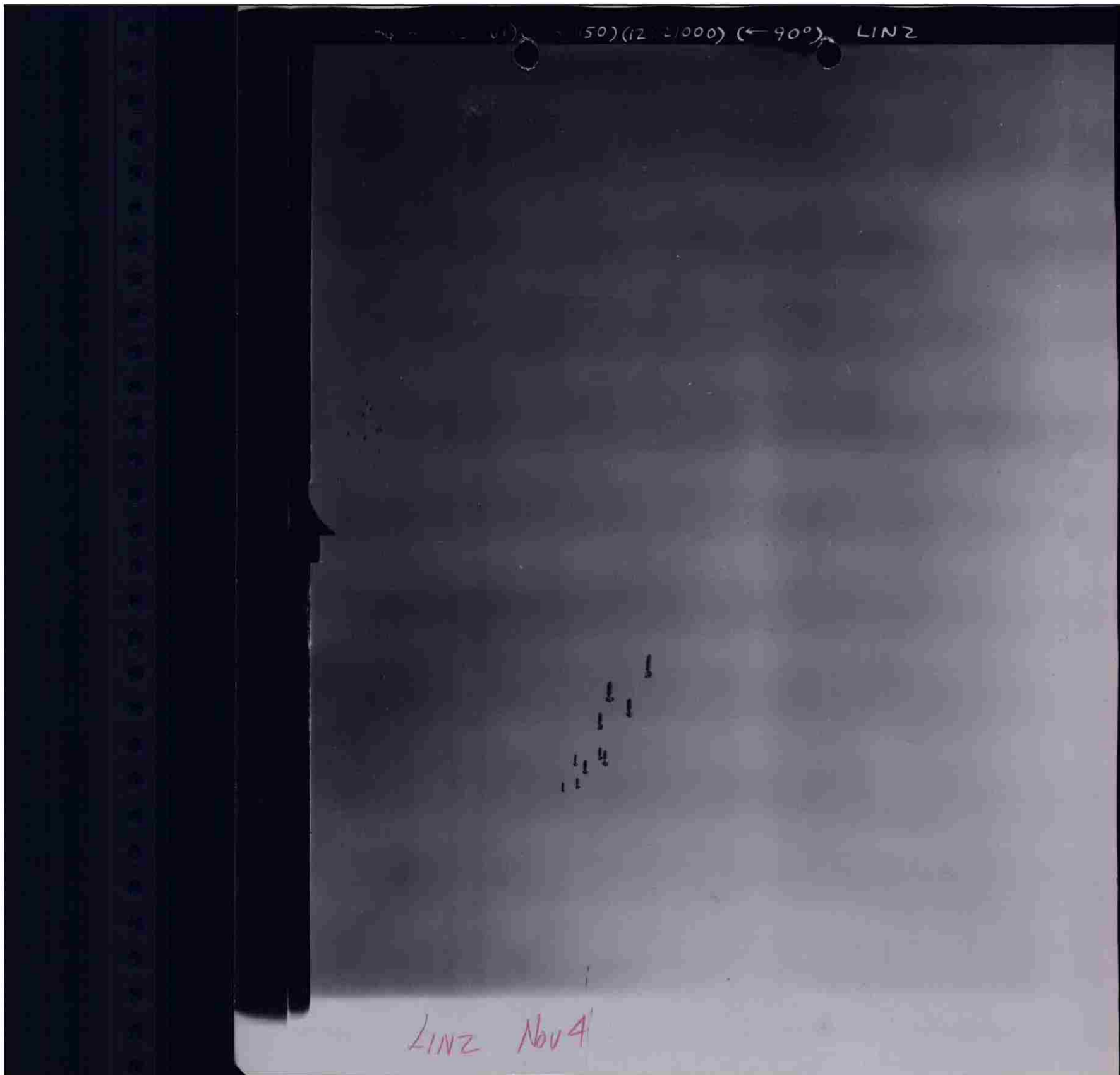
10. Each a/c attempted photo. Prints of bombs away photo from a/c No 42-52070 and No 42-95613 attached. No bombs away photo taken by remaining aircraft.

For the Commanding Officer:

FRANCIS F. ELDER
Major, Air Corps
Intelligence Officer

5 Inclosures:
Incls 1, 2, and 3 - Track Charts
Incls 4 and 5 - Selected Prints





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

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

EVB/FFE/hob

4 November 1944

319.1

SUBJECT: Narrative Mission Report

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

1. On 4 November 1944, thirty six (36) scheduled B-24 a/c plus one (1) assigned spare, took off at 0738A hours to bomb the Linz Benzol Plant Buildings. The thirty seven (37) a/c formed in three (3) attack units. The first 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) and the third attack unit was led by Major John H. McNeely, Pilot of Headquarters Detachment, 464th Bombardment Group (H).

2. The Group form-up, line rendezvous and Wing rendezvous were accomplished in a satisfactory manner.

3. Two (2) a/c returned early for the following reasons:

B-24 a/c No. 44-40928 left the formation at 41°26'N-15°32'E because the engineer received no indication of fuel being transferred while the system was in operation. Investigation revealed this engineer entirely at fault and he is being removed temporarily from combat flying for further instruction.

This a/c jettisoned one half (½) ton of bombs (delayed fusing) and one (1) ton of bombs (.1 nose and .01 tail fusing) at 41°33'N-16°51'E. This one (1) ton of bombs was accidentally jettisoned due to a rack malfunction which occurred as the delay fused bombs were jettisoned. One (1) ton of bombs were returned to base, the a/c landing at 1005A hours.

B-24 a/c No. 42-51563 left the formation at 44°00'N-13°00'E at 1019A hours because the fuel sight gauges were indicating 350 gallons low. The previous average fuel consumption rate on this a/c being high, the pilot chose to return.

- 1 -

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

Ltr Narr Miss Rpt, contd

This a/c jettisoned one half ($\frac{1}{2}$) ton of bombs (delayed fusing) at $42^{\circ}05'N-15^{\circ}55'E$. Two (2) tons of bombs were returned to base, the a/c landing at 1157A hours.

4. Thirty five (35) a/c were over the target at 1150A hours and thirty three (33) a/c dropped eighty two and one half ($82\frac{1}{2}$) tons of RDX bombs from 21,000 feet. The eighty two and one half ($82\frac{1}{2}$) tons included sixty six (66) tons of .1 nose and .01 tail fusing, and sixteen and one half ($16\frac{1}{2}$) tons with six (6) to seventy two (72) hour long delay fuses. Two (2) of the a/c over the target with the formation failed to release on the target. B-24 a/c No. 44-41231 because the select lever had not been put in select and one attempt to salvo, lever would not go into stop. This a/c jettisoned one half ($\frac{1}{2}$) ton of delay fused bombs at $44^{\circ}50'N-12^{\circ}40'E$ and returned two (2) tons to base. B-24 a/c No. 42-78671, because the bomb bay doors would not open. This a/c jettisoned one half ($\frac{1}{2}$) tons of delay fused bombs in the Adriatic off Ancona, and returned two (2) tons to base.

The early returns disposed of five (5) tons of bombs as explained in paragraph No. 3.

Disposition of Bomb Tonnage	.1 nose and .01 tail fusing	delayed fuse
33 dropped on target	66.0 tons	16.5 tons
2 a/c over target jettisoned		1.0 tons
Returned	4.0 tons	
Early returns jettisoned	3.0 tons	1.0 tons
Early returns brought back	<u>74.0 tons</u>	<u>18.5 tons</u>

Bombing was by PFF. The first attack unit leader used C-1 automatic pilot. The leader of the third attack unit made the run manually. The leader of the second attack unit is down at a friendly field at the time of the writing of this report.

Bomb strike photos show a solid overcast at the time of bombs away. Photos show approximately sixty bombs away, but assessment of results is impossible. No terrain features are visible on any of the photos.

5. S A H to M A H flak was encountered at the target, the formation being in flak for three (3) to four (4) minutes.

~~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

Most of the flak encountered was before bombs away, the main concentration coming from to the right of the formation. Flak was reported as trailing the groups and continuing after all four (4) groups had passed over the target. Crews report the belief that the chaff was exceptionally effective as far as this particular group was concerned.

6. Escort of twenty five (25) P-51 a/c intercepted the formation at 1213A hours at $47^{\circ}30'N-14^{\circ}20'E$ providing withdrawal escort, and was last observed at 1340A hours at $44^{\circ}25'N-12^{\circ}20'E$. Thirty (30) P-38 a/c were observed at 1101A hours at $46^{\circ}10'N-12^{\circ}40'E$ and were reported at various times until 1341A hours at $44^{\circ}25'N-12^{\circ}20'E$.

7. Scattered altostratus at take off, visibility 20 miles.

3/10 to 4/10 stratocumulus and swelling cumulus from base to coast with swelling cumulonimbus over Spur, tops 18,000 feet.

Scattered low clouds over Adriatic with cumulus built up. Along coasts 6/10 to 7/10 coverage.

Generally clear on northern Italian shore; over Alps 3/10 increasing to 7/10 low cumulus, tops 12,000 feet and Valley stratus.

Overcast stratocumulus other side of mountains continuing to target.

At target 10/10 stratocumulus, tops 10,000 feet. Visibility 25 miles.

On return, 6/10 to 8/10 small cumulus had built up over Alps to 13,000 feet.

3/10 cumulus over Adriatic and 3/10 to 4/10 cumulus at base on return, base 4,000 feet, tops 8,000 feet.

8. The following observations were reported:

Time	Place	Alt.	Observation
1230	$46^{\circ}48'N-13^{\circ}43'E$	18,000	Active factory, five (5) visible stacks, located on side of mountain. Scarred earth or dump visible.

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

Ltr Narr Miss Rpt, contd

1245 46°16'N-13°05'E 18,000 A/D with either a/c or M/T parked irregularly on ramp.

1250 46°07'N-12°55'E 19,000 Possible storage or ammuni-dump, main road leading to site.

1255 46°09'N-13°00'E 18,000 A/D of one (1) strip appeared to be recently lengthened by 300 feet.

9. The route was flown as briefed with the exception that the first TP was cut short to avoid weather, the formation flying directly from Spinazzola to Ancona. Track chart showing route flown attached.

10. Thirty four (34) a/c landed at this base between 1455A hours and 1530A hours without incident. One (1) a/c is down at a friendly field.

11. Two (2) a/c received flak damage neither of which will be inoperational for twenty four (24) hours.

12. Three (3) a/c attempted photographs. Selected prints attached.

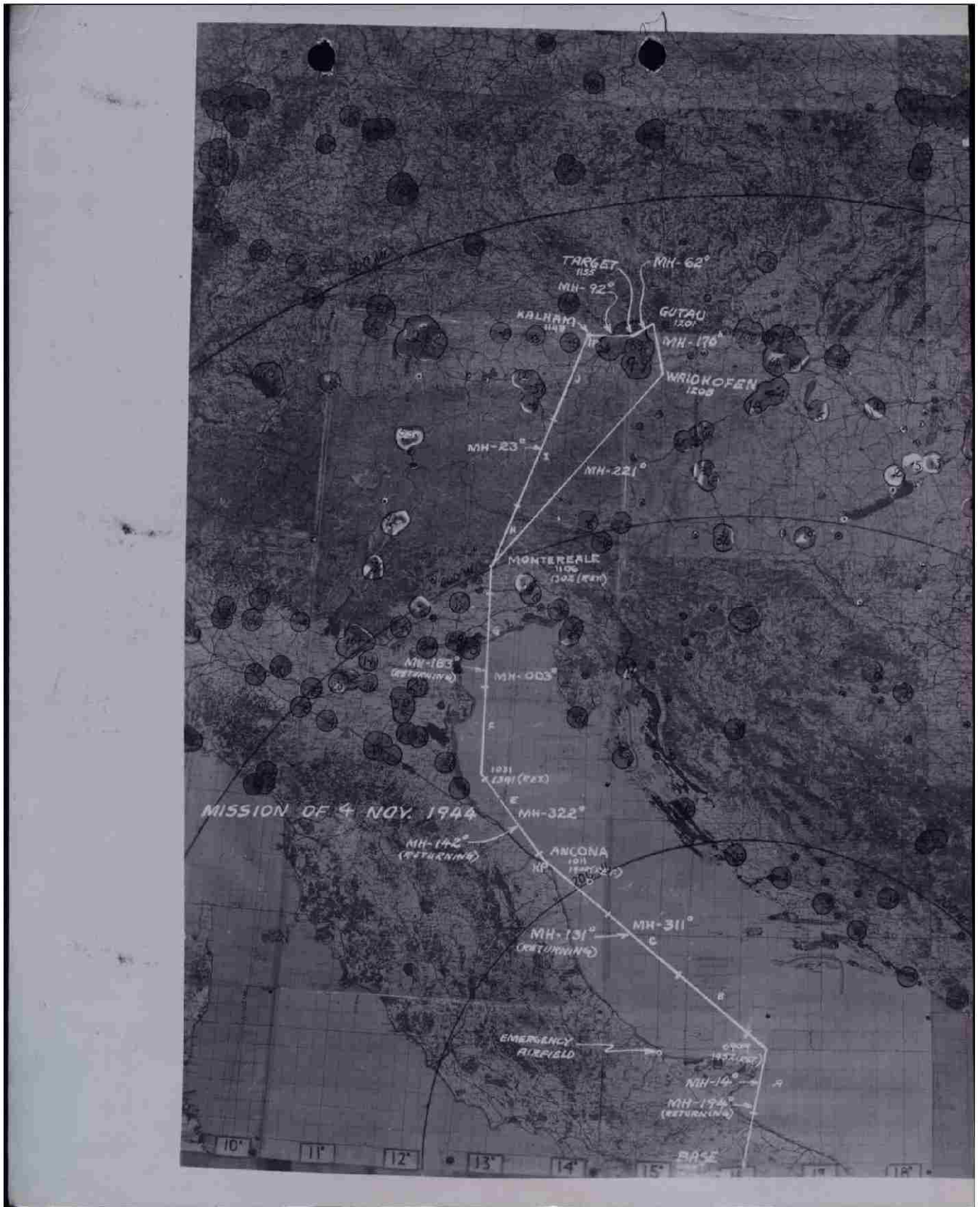
For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

4 Incls:
Incl 1 - Track Chart
Incl 2,3,4 - Selected Prints

- 4 -

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



C O N F I D E N T I A LHEADQUARTERS
464TH BOMBARDMENT GROUP (H)
APO 520 U S Army

MCK/FFE/hob

319.1

5 November 1944

SUBJECT: Narrative Mission Report

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

1. On 5 November 1944 six (6) of seven (7) scheduled B-24 a/c took off at 0940A hours to bomb Mitrovica, Yugoslavia. One (1) a/c No. 42-78618 took off at 1015A hours due to a gasoline leak, which had to be repaired before the a/c could take off. The six (6) a/c formed into one (1) attack unit, being led by 2nd Lt. David P. McKeaver, Flight Leader of the 778th Bombardment Squadron (H), 1st Deputy Leader in place of the scheduled leader in a/c No. 42-78618.

2. Group form up was satisfactory, but there was no definite Wing formation until beyond the Yugoslavian Coast.

3. One a/c returned early. A/C No. 44-40503 returned immediately after take off because the plug was blown out of the hydraulic system near the tail skid and the landing gear would not retract. This a/c landed at 1033A hours.

4. Four (4) a/c were over the target at 1152A hours, and one (1) a/c dropped two and one half (2½) tons of 500 pound GP bombs (.1 nose and .01 tail fusing) from 18,000 feet.

One (1) a/c (late take off) was over the target at 1215A hours, and dropped two and one half (2½) tons of 500 pound GP (.1 nose and .01 tail fusing) from 18,000 feet.

Four (4) a/c including the early return, returned ten (10) tons of bombs to the base. Disposition of bombs on one (1) a/c which ditched in the Adriatic is unknown.

Recapitulation of Bomb Tonnage

2 a/c dropped on target	5 tons
4 a/c returned to base	10 tons
1 a/c unknown (ditched)	<u>2.5 tons</u>
Total	17.5 tons

- 1 -

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

5 Nov 1944

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

Ltr Narr Miss Rpt, contd

Due to cloud cover it was impossible to locate the I.P. A bomb run was made over the target on an (88°) axis of attack, but the target was obscured by clouds. A second bomb run was made on an axis of attack of (330°) but the leader could not synchronize on target or establish rate in sight and did not drop. However a/c No. 42-78431 picked up the target momentarily through a break in the clouds and dropped its bombs with possible hits in W.W. corner of the town.

A/C No. 42-78618 which bombed at 1215A hours could not locate the I.P. and made a bomb run on an axis of (270°) with unobserved results.

One (1) K-22 was in the a/c which returned early, consequently no bombs away pictures were secured. Two (2) K-20 cameras were dispatched and one (1) attempted photographs of bombs away which shows what appears to be one (1) bomb burst on the northwest corner of the town. Print is inclosed.

5. C-1 was not used by the Group leader, as the target was obscured on first run and on the second bomb run P. D. I. was used.

A/C No. 42-78618 used C-1, on the bomb run.

6. M to IAH flak was encountered at the target of approximately three (3) to five (5) minutes duration on both runs over the target, being of heavier intensity on the second run.

Intense heavy flak was observed at Podgorica.

7. 3/10 to 4/10 stratocumulus and swelling cumulus at take-off and continuing to coast, tops 8,000 ft. with a few tops to 10,000 ft.

Over Adriatic, 5/10 to 6/10 low stratus and stratocumulus, tops 4-6,000 ft.

Generally clear to scattered over Dinarics with peaks visible. Beyond Alps, 8/10 stratocumulus, tops 8-10,000 ft. which continued to just this side of target.

Target itself was clear with clouds on all sides. Clear space over target 15 miles long and 5/6 miles wide.

Returning conditions were similar.

3/10 to 4/10 flat cumulus at 6,000 ft. on return to base.

~~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

Visibility at target and enroute 20 miles or more.

8. A/C No 42-78521 ditched at 1105A hours at (42°15'N-18°33'E) just off the Yugoslavian Coast. This information was confirmed by crew members of a/c No 42-78431.

Three (3) a/c were damaged, none of which will be inoperative for more than twenty four (24) hours.

9. The following observations were reported by returning crew members.

Time	Place	Altitude	Observation
1152A	Target	18,000	Considerable motor transport activity was observed moving into the city from the south.
1152A	Target	18,000	Steel mill on north side of town.

10. Five (5) a/c landed at this base between 1335 and 1347A hours.

11. Route was flown as briefed until the vicinity of the IP when two (2) bomb runs were made into the target. Track chart showing route flown is inclosed.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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

~~CONFIDENTIAL~~

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

MCK/FFE/fh

319.1

5 November 1944

SUBJECT: Narrative Mission Report

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

1. On 5 November 1944, twenty eight (28) scheduled B-24 a/c and two (2) spares took off at 0735A hours to bomb Vienna Florisdorf O/R, Austria.

The thirty (30) a/c formed into two (2) attack units, the first attack unit was led by Major William H. Reddell, Commanding Officer of the 776th Bombardment Squadron (H), and the second attack unit by 1st Lt Lewis M. Perkins, 1st Pilot of the 776th Bombardment Squadron (H).

2. Group form up was made without incident. Two Group rendezvous was hampered by inaccurate information received from the weather a/c. The Wing rendezvous was made as briefed. The Group leader states that the Wing lead was too fast and the air speed generally erratic.

3. Two a/c returned early:

(a) A/C No 42-78692 returned immediately after take off because faulty gas caps were causing excessive loss of fuel. The caps were all tight and safetied.

(b) A/C No 42-51760 turned back at (47°15'N-15°40'E) at 1140A hours when No 2 turbo ran away. This a/c lost the formation before amplifier could be replaced and was unable to catch up. The engineer was riding as waist gunner.

4. Twenty seven (27) a/c were over the target at 1219A hours, and twenty six (26) a/c dropped bombs as follows: Fifteen (15) a/c dropped thirty seven and one half (37½) tons of M-17 incendiaries, and eleven (11) a/c dropped twenty two (22) tons of 500 lb RDX bombs (.1 nose and .01 tail fusing) and five and one half (5½) tons of 500 lb RDX long delay fuse, from 22,200 feet.

Three (3) a/c jettisoned five and one half (5½)

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

Ltr Narr Miss Rpt, contd

tons as follows:

A/C No 42-78696 jettisoned one half ($\frac{1}{2}$) ton of 500 lb RDX long fused bombs at ($42^{\circ}20'N-16^{\circ}35'E$) at 1006A hours for reasons stated in paragraph No 3 (a).

A/C No 42-51856 jettisoned two (2) tons of 500 lb RDX (.1 nose and .01 tail fusings) and one half ($\frac{1}{2}$) tons of 500lb RDX long delay fuse, at ($48^{\circ}00'N-15^{\circ}30'E$) at 1151A hours due to loss of one (1) engine and with another engine about to go out. This a/c rejoined the formation as it returned from the target and returned to the base with the formation.

A/C No 42-78613 jettisoned two and one half ($2\frac{1}{2}$) tons of M-17 bombs at 1230A hours, eleven (11) minutes after target in an open field, because the bomb bay doors crept shut preventing release of bombs over the target. Pilot's salvo handle would not operate.

One (1) a/c No 42-51760, an early return, bombed a target of opportunity at 1153A hours, at ($46^{\circ}47'N-16^{\circ}10'E$) from 19,000 feet. The target was a single track railway, with unobserved results. See paragraph No 3 (b) for reasons for early return. This a/c dropped two (2) tons of 500 lb RDX bombs (.1 nose and .01 tail fusings) and one half ($\frac{1}{2}$) ton 500 lb RDX long delay fuse.

One (1) a/c returned two (2) tons of 500 lb RDX (.1 nose and .01 tail fusings) to base for reasons stated in paragraph No 3 (a).

Recapitulation of Bombs

	<u>M-17</u>	<u>RDX (.1 & .01)</u>	<u>RDX Long Delay Fuse</u>
Dropped on target	$37\frac{1}{2}$ tons	22 tons	$5\frac{1}{2}$ tons
Jettisoned	$2\frac{1}{2}$ "	2 tons	1 tons
Target of opportunity		2 tons	$\frac{1}{2}$ tons
Returned to base		2 tons	
Totals	40 tons	28 tons	7 tons

Bomb strike photographs show a solid overcast obscuring the terrain at the time of bombs away. A bomb strike assessment is impossible, since none of the hits are visible on the photographs. Bombs away pictures were secured from two (2) a/c.

5. Both of the attack unit leaders used the C-1 automatic pilot on the bomb run.

6. Flak at the target was M to ITH. Crews report that

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

Ltr Narr Miss Rpt, contd

bursts were scattered with black bursts being generally low and some white bursts considerably above the formation. Time in flak was estimated to be from three (3) to four (4) minutes. It is the opinion of crew members that the chaff dispensing a/c preceding the 5th Wing was at least partially responsible for the inaccuracy of enemy fire.

Flak was observed at the following points enroute:

Bratislava	(48°10'N-17°10'E)	M-H
Gyor	(47°42'N-17°38'E)	I-H
Cseklesz	(47°12'N-17°18'E)	I-H
Papa	(47°20'N-17°28'E)	M-H

7. Three (3) ME-109 a/c were observed at (47°41'N-17°50'E) after the rally at 1222 hours. Observed from two (2) o'clock low and swerved and came towards the formation from ten (10) o'clock level breaking off at 700 yards. A/C were dark colored and no other markings were observed. E/A did not attack the formation outside of this one (1) half hearted pass.

8. Rendezvous was made with thirty (30) P-38 a/c at 1021A hours at (44°10'N-16°26'E), and with thirty (30) P-51 a/c at 1030A hours at (44°34'N-16°33'E). Both P-51 and P-38 a/c were over the target. P-38 escort was last observed at 1402A hours, and P-51 a/c at 1409A hours at the Yugoslavian Coast. The crews report that the escort on this mission was very satisfactory.

9. Weather: 6/10 to 8/10 stratocumulus and swelling cumulus at take off and continuing to coast, tops 8,000 feet.

Over Adriatic, 2/10 to 3/10 small cumulus, tops 4,000 feet.

2/10 to 3/10 stratus and stratocumulus over Dinarics, tops 8,000 feet.

From Dinarics to Balaton, 6/10 to 8/10 stratus and stratocumulus, tops 10,000 feet which increased from Balaton to Target to 8/10 to 10/10.

10/10 undercast at Target, tops 10,000 feet. Visibility was twenty (20) miles.

Clouds had broken up on return to 4/10 to 7/10 over the plains.

3/10 to 4/10 flat cumulus over base on return, base

- 3 -

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

Ltr Narr Miss Rpt, contd

5-6,000 feet.

Visibility was twenty (20) miles or better entire route.

10. Three (3) a/c were damaged, none of which will be inoperative for more than twenty four (24) hours.

One (1) crew member suffered a minor flak wound.

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

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1024	(44°20'N-16°25'E)	17,500	Four (4) smoke generators in an open field. No buildings or installations observed.
1230	(48°12'N-17°12'E)	21,000	E/A thought to be a JU-352 landing on strip.
1230	(48°10'N-17°10'E) (Bratislava)	22,200	M/Y with approximately 800 wagons.

12. Twenty eight (28) a/c landed at this base between 1440 and 1520A hours.

13. Route was flown as briefed. Track chart showing route flown inclosed.

14. Two (2) a/c attempted photographs. Two (2) selected prints inclosed.

For the Commanding Officer:

FRANCIS F. ELDER
Major, Air Corps
Intelligence Officer

2 Inclosures:

Incl 1 - Track Chart

Incl 2 - Two (2) selected photographs

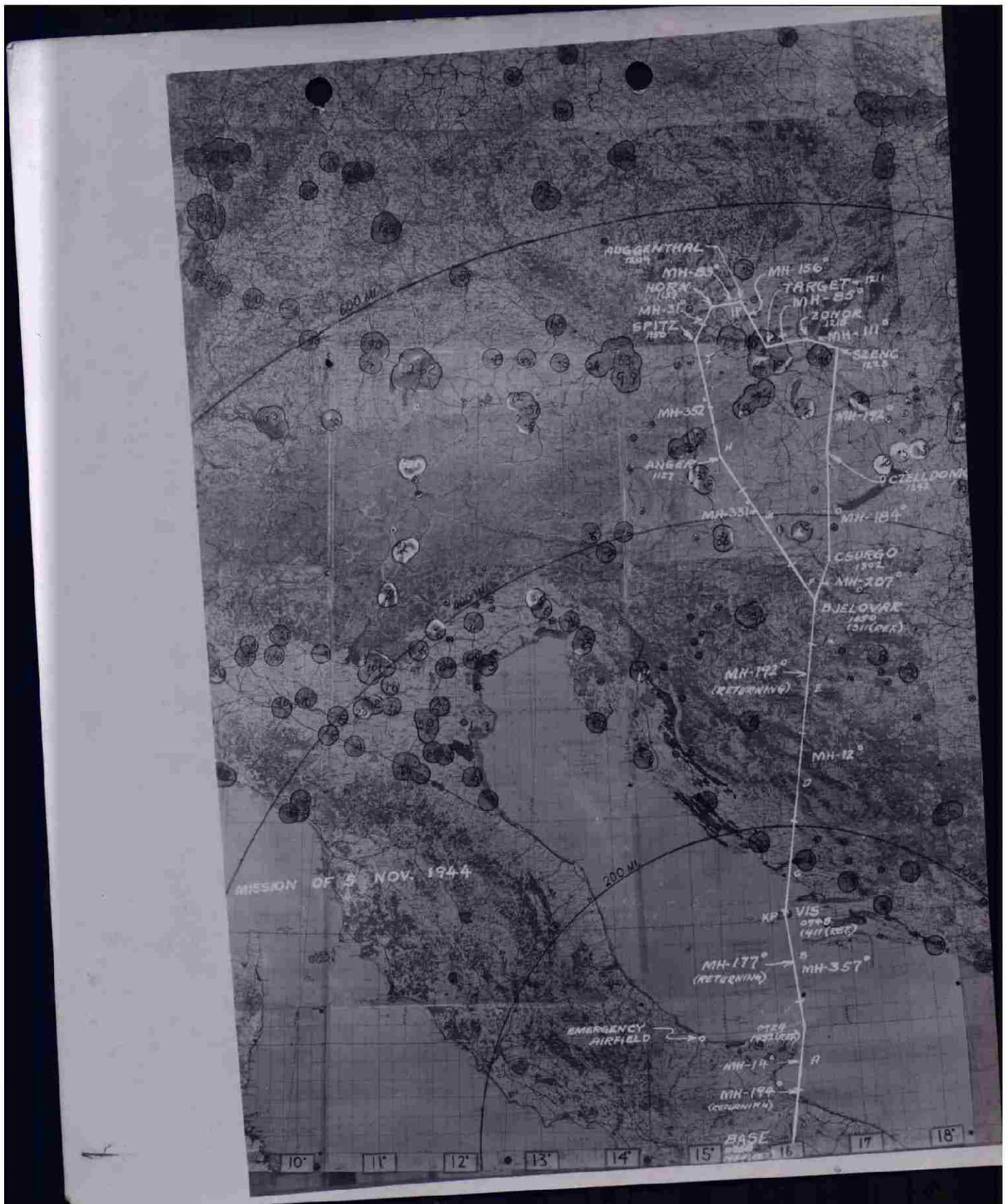
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~~C O N F I D E N T I A L~~

(46486-4M138:2V17(11:5:1218)(12:21300)(02150°) FLORISDORF O/R



Nov 5



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

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

HH/FFE/rom

6 November 1944

319.1

SUBJECT: Narrative Mission Report

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

1. On 6 November 1944, thirty three (33) scheduled B-24 type a/c took off at 0715A hours to bomb the Primary target designated in Operations Order #239, dated 5 November 1944. The thirty three (33) a/c formed into three (3) attack units. The first attack unit was led by Major William G. Moore, Commanding Officer, 777th Bombardment Squadron, the second unit by 1st Lieutenant Wayne G. Shearer, First Pilot, 777th Bombardment Squadron and the third attack unit by 2nd Lieutenant George H. Grotelueschen, First Pilot, 776th Bombardment Squadron.

2. Group form up, assembly, and two group rendezvous were made as prescribed, without incident. Hemptered by adverse weather, arrival at the Wing rendezvous point was delayed four (4) minutes; however, the wing formation was complete upon reaching the Spur.

3. There was only one (1) early return, namely a/c #44-49146, which never completed assembly and landed at 0810A hours, because of inability to retract landing gear.

A/C #42-95332, a prior return, landed at 1325A hours, after leaving the formation at 47°15'N-14°40'E because of inability to maintain sufficient power when #4 turbo went out and remaining turbos overheated. This a/c attacked a target of opportunity on its return at 47°12'N-14°45'E at 1105A hours from 21,500 feet.

4. Bombs of the thirty three (33) a/c were disposed of as reflected by following capitulation, including the one early return and the one aircraft dropping on target of opportunity, both mentioned in paragraph #3.

CONFIDENTIAL

Ltr Narr Miss Rpt, contd

	M-17	RDx(.1x.01)	RDx (delayed)
Dropped on target of opportunity		2.0 tons	0.5 tons
Jettisoned	3.5 tons	3.0 tons	3.0 tons
Returned to base	29.0 tons	23.0 tons	
Load of missing a/c unaccounted for		<u>2.0 tons</u>	<u>0.5 tons</u>
Totals *	<u>37.5 tons</u>	<u>35.0 tons</u>	<u>9.0 tons</u>

* a/c #42-52070 was not fully loaded and only carried 4 x 500 RDx (.1 x .01) and 2 RDx delayed bombs, aggregating 1½ tons.

All jettisoned bombs, included in the foregoing capitulation were dropped in the Adriatic, with the exception of the following:

A/C 42-51760 was losing power and, to lighten load, jettisoned 4 M-17 at 1135A hours at 48°01'N-16°55'E.

A/C 42-50962 had a rack malfunction and accidentally jettisoned 10 M-17s at 1125A hours at 48°10'N-16°55'E.

A/C 41-29394, with one engine out, jettisoned 10 M-17s in order to lighten load at 44°25'N-16°47'E at 1215A hours.

5. Bomb strike photos from the one a/c attacking target of opportunity shows several direct hits on a group of three buildings located at a road intersection one half mile northeast of the Zeltweg Airdrome.

6. This Group maintained its position in the Wing formation and did not drop its bombs on the primary target because the Wing lead did not drop nor did it fly over the target. No target of opportunity could be found without leaving the wing formation for as much as 50 to 60 miles.

7. Intense heavy flak was observed some 4 to 5 miles left of course, coming from the target area. Intense heavy flak was also observed at St Politen.

8. One (1) ME 109, with red checkered tail observed at 46°10'N-15°00'E at 1037A hours flying at 20,000 feet, about 2,000 feet below formation. Four (4) ME 109s observed at 47°05'N-17°05'E at 1145A hours, flying at 22,000 feet, about 3,000 feet off, were driven off by P-38s in pursuit.

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

Ltr Narr Miss Rpt, contd

9. Rendezvous was made with thirty five (35) to forty (40) P-38s at 0941A hours at 44°25'N - 15°28'E and with fifteen (15) to twenty (20) P-51s at 1110A hours at 47°12'N - 14°45'E. Withdrawal of both types of fighters was at approximately 1245A hours. Crews commanded the cover given by the escort.

10. 4/10 to 5/10 stratus and stratocumulus at takeoff, continuing to coast.
1/10 cirrus over Adriatic and 3/10 stratocumulus, tops 3000 feet.

Dinarics were clear except for stratus in valleys.
3/10 to 4/10 stratus and stratocumulus from mountains to vicinity of Pals, tops 8-10,000 feet. From Pals to the target 8/10 to 10/10 stratocumulus, tops 10,000 feet. Visibility was 20 miles.

On return, 8/10 stratocumulus from target to Balaton and 2/10 from here to Dinarics.

1/10 stratocumulus over Dinarics and Adriatic, and 3/10 to 4/10 diurnal cumulus at base on return.
Visibility 20 miles or better entire route.

11. Thirty (30) a/c landed at this base between 1344A hours and 1425A hours.

12. A/c #42-51643 (Y/Q) failed to return and is missing. Was last seen at 1110A hours when it dropped out of formation with #2 engine smoking, but apparently under control, at 47°56'N-15°26'E.

13. Route was flown as briefed until about 2 miles short of IP, thence on a parallel, about 3 or 5 miles south of the briefed course, crossing lake to south of briefed rally point, thence on prescribed course to base. Track chart attached.

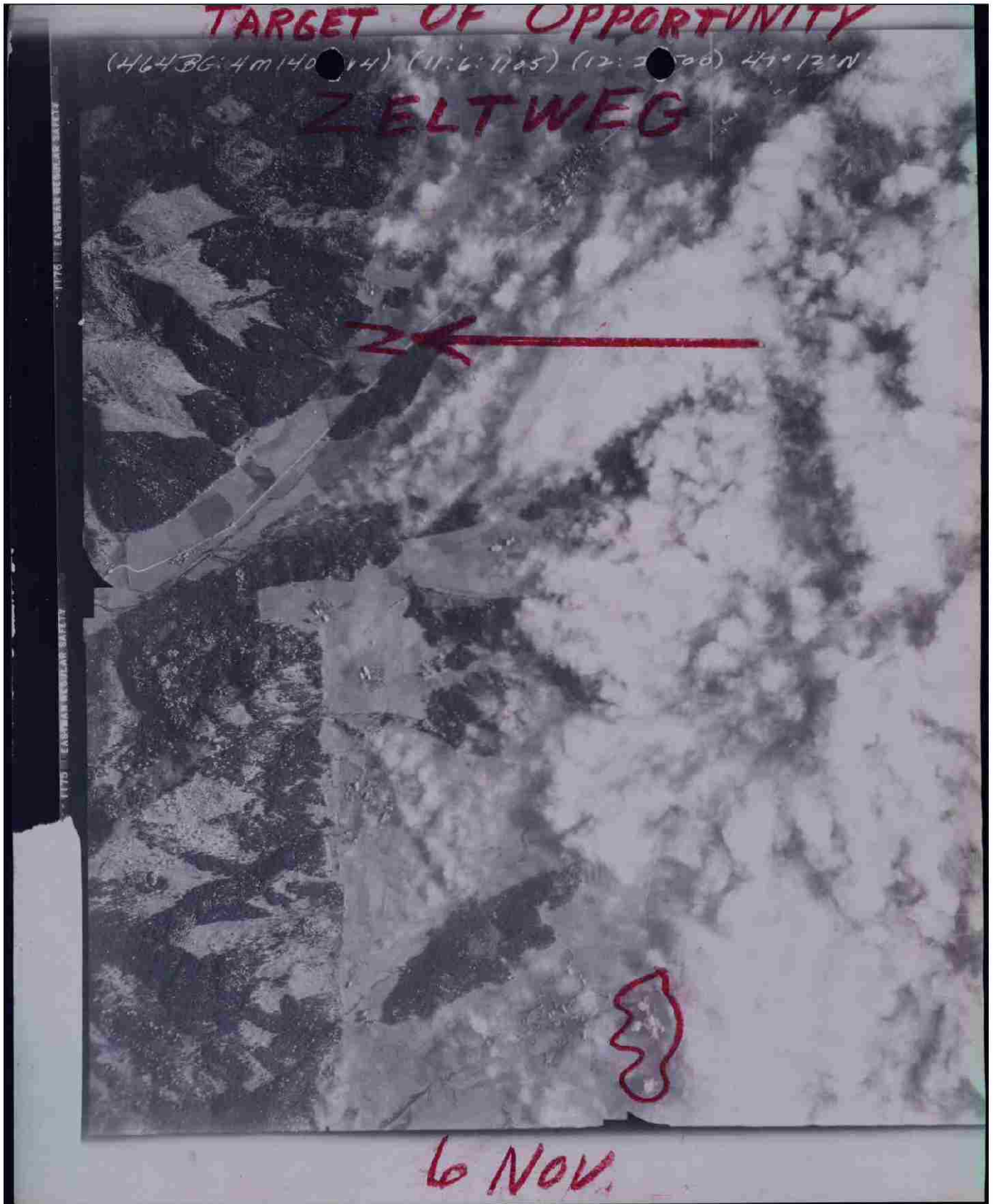
14. Selected print of photo taken by a/c dropping on target of opportunity is attached. No other a/c attempted photo.

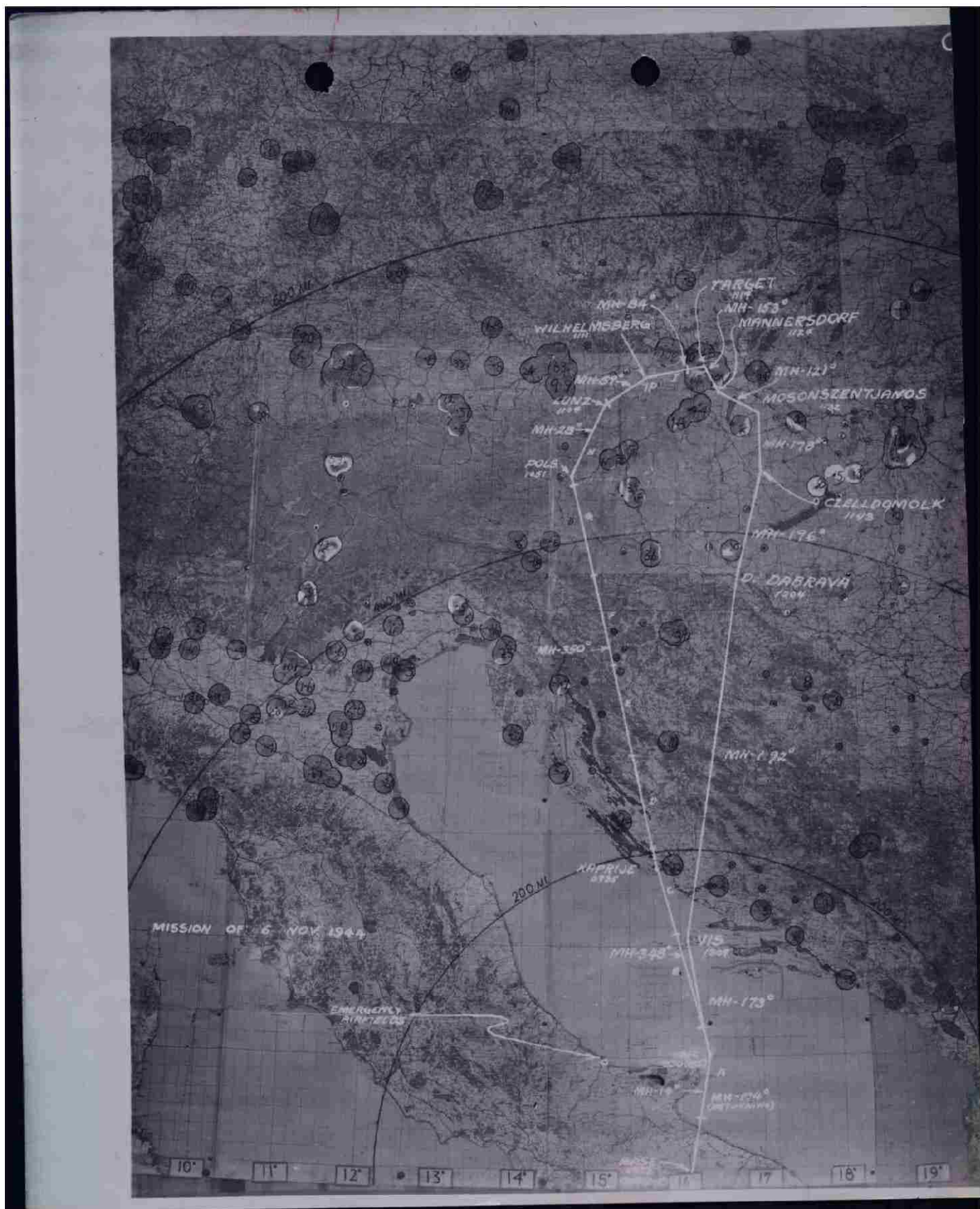
For the Commanding Officer:

FRANCIS E. ELDER
Major, AC
Intelligence Officer

2 Incls
Incl 1 Track Chart
Incl 2 Selected Photo

- 3 e





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

7 November 1944

319.1

SUBJECT: Narrative Mission Report

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

1. On 7 November 1944, twenty eight (28) scheduled B-24 type a/c plus three (3) assigned spares took off at 0830A hours to bomb the Isarco/Albes RR Bridge. The thirty one (31) a/c formed in two attack units, the first of which was led by Major James H. Gilson, Commanding Officer of the 779th Bombardment Squadron (H) and the second, by 2nd Lieutenant Howard D. Brown, Flight Leader of the 778th Bombardment Squadron (H).

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

3. Thirty one (31) a/c were over the target at 1308A hours (Briefed target time 1237A hours) and thirty one (31) a/c dropped seventy five and three quarters (75 3/4) tons of 500 pound RDX bombs (.1 nose and .01 tail fusing) from 14,500 feet. Two of the a/c over the target were unable to release all bombs for the following reasons:

B-24 No. 42-95340, because the bomb bay doors on the right side jammed. Only one and one quarter (1 1/4) tons were jettisoned at 1320A hours at (46°17'N-12°26'E).

B-24 No. 42-51903 had two (2) bombs hang up when two (2) shackles failed to release. This a/c jettisoned one half (1/2) ton of bombs at 1415A hours at (43°00'N-14°30').

Recapitulation of Bomb Tonnage:

31 a/c of 31 over target dropped	75.75 tons
2 a/c of the 31 a/c over target jettisoned	1.75 tons
Totals	77.50 tons

- 1 -

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

Ltr Narr Miss Rpt cont'd

Bombing was visual and by boxes. The Group Leader did not use the C-1 automatic pilot for the reason that it was erratic. Baker and Charlie box leaders used the C-1 automatic pilot. Dog box leader did not use the C-1 automatic pilot as it was erratic.

Bomb strike photos show the target obscured by smoke from the previous group's bombing. Numerous hits are visible at the edges of the smoke cover 700 feet northwest of the bridge. Two direct hits were on the railroad approach 1200 feet to the northeast. Several strikes were on the highway north and northwest of the bridge. Other concentrations of bombs were in the west of the bridge. Concentrations of bombs were in the river 1200 feet east and in open country 4000 feet east of the railroad bridge.

4. This group encountered no flak. Intense, heavy flak was observed from Pals.

5. There was no escort observed due possible to the fact that the formation was behind schedule encountering stronger head winds than expected.

6. Weather at the base at take off:

3/10 to 4/10 cirrus at 23,000 feet scattered. Stratocumulus over hills. General hazy condition. Visibility 15 to 18 miles.

Route:

Scattered stratocumulus over Adriatic with increasing cirrus at 23,000 feet, and 10/10 coverage in North Adriatic with very thick haze aloft which turned into thin altostratus, base 15,000 to 16,000 feet. The formation was required to pass below this layer where visibility was very poor. Over the lowlands in North Italy 10/10 cirrus at 23,000 feet. 4/10 to 6/10 stratocumulus at 5000 to 6000 feet. Visibility 15 miles. South slopes of Alps, 3/10 stratocumulus, 10/10 lowering cirrus.

Target:

Immediate target clear, with solid clouds to the north and 3/10 stratocumulus scattered in the area. Visibility 18 to 20 miles.

- 2 -

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

Ltr Narr Miss Rpt, contd

Return:

Similar to route out but improved in North Adriatic.

Winds aloft:

More northerly and stronger than briefed making time at target late, with gain on return.

7. The following observations were reported.

Time	Place	Altitude	Observation
1331	(45°58'N-12°50'E)	13,000	Three landing strips one of which appears to be under construction. No aircraft visible.
1208	(46°43'N-11°39'E)	14,500	M/Y well filled with wagons.
1300	(46°33'N-11°58'E)	13,400	6 S E F on L/G located in remote area. Two short runways at right angles to each other.
1310	(46°44'N-11°39'E)	14,500	Large arrow on ground in desolate region. Marker is about 100 yards long with red (or dark) and yellow bands across shaft.

8. Thirty one (31) a/c landed at this base between 1515A hours and 1543A hours without incident.

9. Route was flown as briefed. Chart showing route flown, attached.

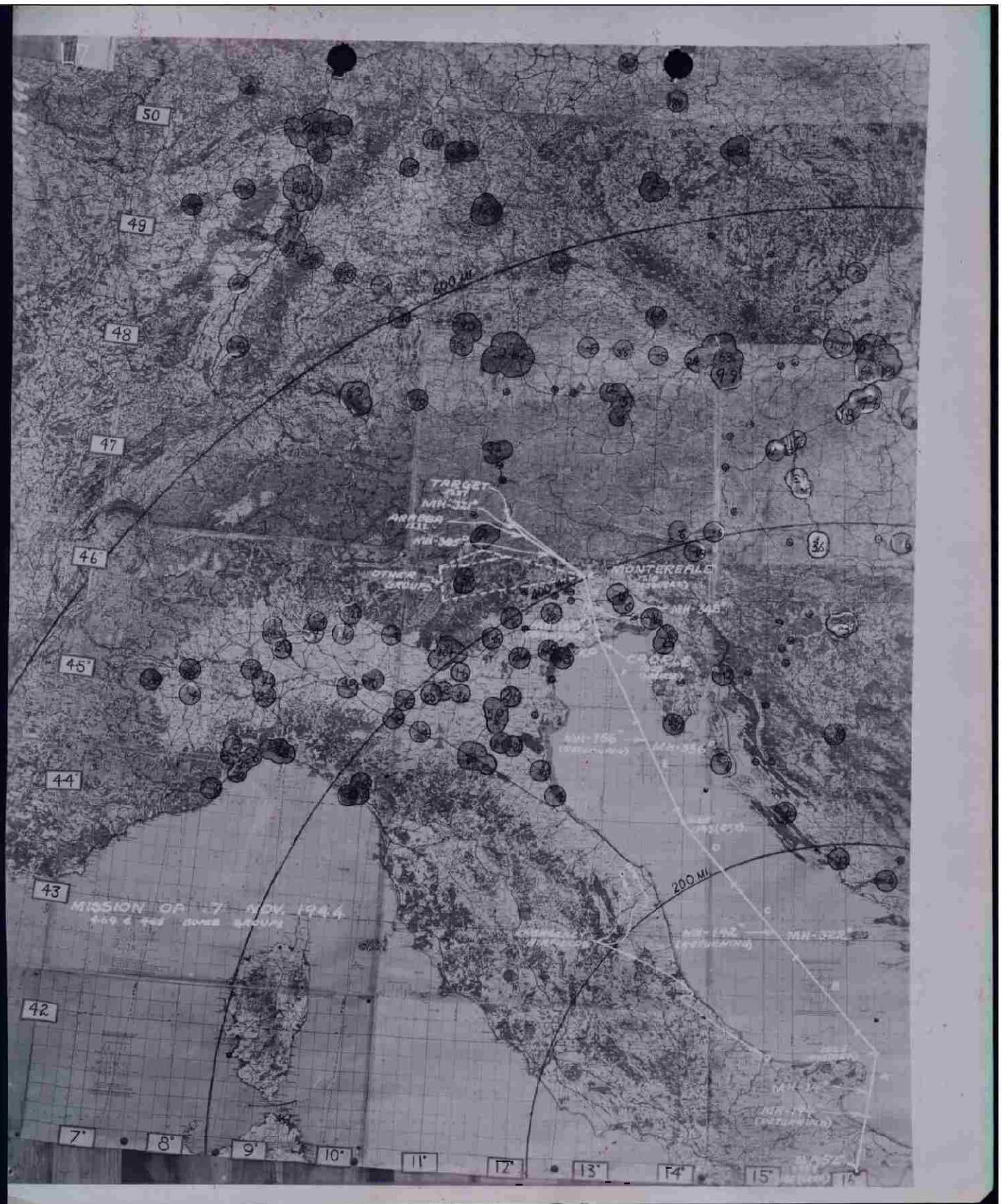
10. Six (6) a/c attempted photographs. Selected print enclosed.

For the Commanding Officer:

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

FRANCIS F. ELDER
Major, AC
Intelligence Officer





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

HH/FFE/jmm

11 November 1944

319.1

SUBJECT: Narrative Mission Report

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

1. On 11 November 1944, commencing at 0610A hours, twenty seven (27) scheduled B-24 type a/c, comprising the RED FORCE a/c of this Group, took off to bomb the primary target designated in Operations Order No 244. The Group formed into two (2) attack units. The first attack unit of thirteen (13) a/c was led by Lt Col Elvin E. Goodyear, Deputy Group Commander, and the second unit of fourteen (14) a/c by 1st Lt Harry F. Heineman, Pilot, 779th Bombardment Squadron (H).

2. Group assembly and Wing rendezvous were made as ordered, except for slight variances made to overcome adverse weather conditions encountered, which resulted in arrival at Wing rendezvous point two (2) minutes early.

3. Encountering impenetrable weather over the Adriatic, the Group Leader decided to abandon the mission and ordered a return to base. The formation proceeded to 43°15'N-15°52'E where the turn for base was made at 0823A hours.

4. In the first wave or attack unit, each of the thirteen (13) a/c was loaded with 8 x 500 lb GP bombs (.1 x .01 and .025) including two (2) delayed fuse bombs, except one a/c which carried no delayed fuse bombs. Same were disposed of as follows:

Jettisoned in Adriatic (delayed)	6.00 tons
Jettisoned in Adriatic (non-delay), accidentally and by malfunction	1.25 tons
Returned to base (non-delay)	<u>18.75 tons</u>
Total	26.00 tons

In the second wave or attack unit, each of the fourteen (14) a/c was loaded with 8 x M-17 Incendiaries, except one (1) a/c which carried only 6 x M-17s. Same were disposed of as follows:

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

Ltr Narrative Mission Report, 11 Nov 44, contd

Jettisoned in Adriatic (M-17) because of inability to remove fuse	0.25 tons
Returned to base (M-17)	<u>27.25</u> tons
Total	27.50 tons

5. At take-off weather was 2/10 to 3/10 cumulus, base 5,000 feet, tops 8,000 feet.

From base to coast, 4/10 to 6/10 cumulus, with a few tops to 14,000 feet, 8/10 altostratus, base 9,000 feet, tops 15,500 feet. Farther north clouds built up, increased, and formed 10/10 cirrostratus layer, base 19,000 feet and tops 27,000 feet.

Returning, conditions same. Visibility 20 miles.

6. Injuries. Two (2) gunners suffered frost bites, one on his toe, and the other on his face.

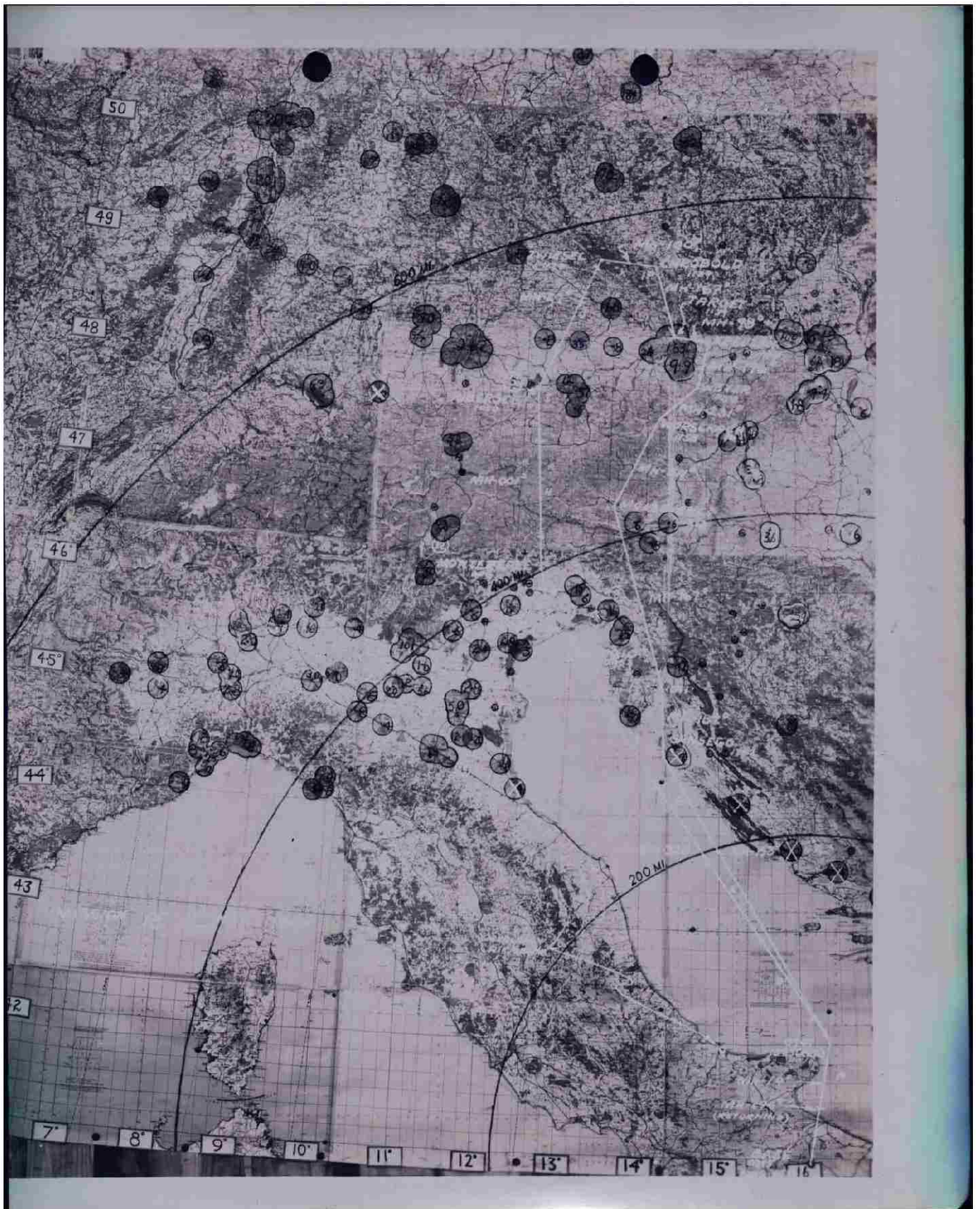
7. Nose gunner of one crew reported observation of submarine submerging at 42°30'N-16°20'E at 0840A hours, made from 21,000 feet. (Telephoned as Flash item at 1027A hours)

8. All twenty seven (27) a/c landed at base between 0850A and 1015A hours.

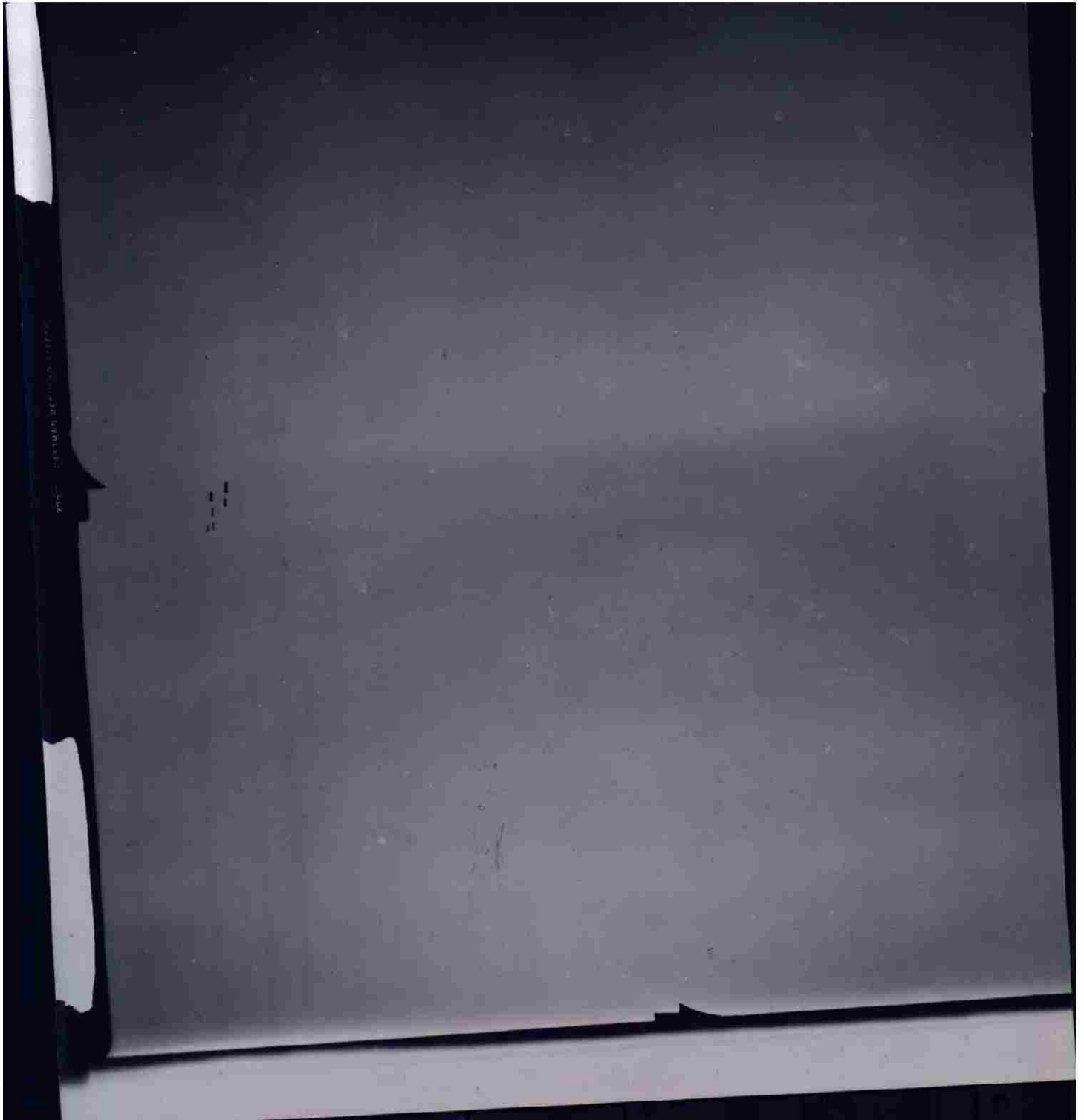
For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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

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

BVB/FFE/hcb

15 November 1944

319.1

SUBJECT: Narrative Mission Report

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

1. On 15 November 1944, five (5) scheduled PFF B-24 a/c, designated below, took off at the times listed to bomb the Linz Benzol O/R Buildings.

A/C No 42-52070, 1st Lt August H. Lechner, Jr, Pilot, at 0815A hours.

A/C No 42-50533, 1st Lt Forrest J. Robbins, Pilot, at 0817A hours.

A/C No 44-49028, 1st Lt Homer C. Mower, Pilot, at 0820A hours.

A/C No 44-49048, 2nd Lt Raymond E. Beaubieu, Pilot, at 0823A hours.

A/C No 44-49032, 1st Lt Franklin K. Lane, Pilot, at 0832A hours.

2. The a/c left the point of departure at the following times:

A/C No 42-52070, 0846A hours
A/C No 42-50533, 0850A hours
A/C No 44-49028, Unknown
A/C No 44-49048, 0847A hours
A/C No 44-49032, 0848A hours

3. A/C No 42-50333 returned early from 45°21'N-14°58'E having encountered severe turbulence at 20,000 feet which caused internal stress and the pilot deemed it advisable to return. The turbulence was encountered in the vicinity of 44°38'N-13°52'E at which point three (3) bombs were jettisoned (including two (2) with 6 to 72 hour long delay fuse) to lighten the load. Five (5) bombs were jettisoned at 45°21'N-14°58'E at 1041A hours.

- 1 -

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

Ltr Narrative Mission Report, contd

4. One (1) of the scheduled a/c was over the briefed target at 1140A hours and dropped two (2) tons of 500 pound RDX bombs, six (6) of which were fused with .1 nose and .01 and .025 tail fuses and two (2), with six (6) to seventy-two (72) hour long delay fuses. This a/c bombed from 24,400 feet on a true heading of 120 degrees. The PFF was not giving good results as the flux gate was out, however on the bomb run (North) did not fluctuate and the run was smooth with the last correction of two (2) degrees being made. The PFF navigator reports that, the city was identified in the scope as well as the Danube and Fraum fivers and that the bombing circle was placed between the two rivers and on the center of the city. The specific target could not be identified in the scope and was oriented by reference. The PFF navigator is of the opinion that the bombs may have fallen just short of the MPI.

B-24 a/c No 44-49032 dropped two (2) tons of bombs on a target of opportunity at Hieflau, 47°36'N-14°46'E at 1135A hours from 25,100 feet with unknown results. The PFF equipment in this a/c went out at the last TP and a run was made to the IP and to the target using DR Navigation with the expectancy that the PFF equipment might function. Then approximately seventeen (17) miles SE of Linz, the target was picked up in the scope with poor returns. The decision not to attempt a second run on the primary was made in view of the fact that the PFF equipment was giving poor returns over a short range and the additional factor, that of interfering with other a/c in the target area or on the bomb run.

B-24 a/c No 42-52070 unable to bomb the primary target because the PFF equipment went out forty five (45) minutes before the target, dropped one and one-half (1½) tons of bombs on Salzburg as a target of opportunity. This tonnage included one-half (½) ton of long delay fused bombs. One-half (½) ton of bombs due to a rack malfunction failed to release and were jettisoned at 46°56'N-13°45'E at 1202A hours. Bombing of this target of opportunity was by PFF with unknown results.

B-24 a/c 44-49028 with two (2) tons of bombs, the disposition of which is unknown, is missing.

Recapitulation of Bomb Tonnage

Dropped on target (primary)	2 tons
Dropped on Hieflau	2 tons

- 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

Dropped on Salzburg	1.5 tons
Jettisoned by a/c bombing Salzburg	.5 tons
Jettisoned by Early Return	2.0 tons
Bombs carried by missing a/c	<u>2.0 tons</u>
Total	10.0 tons

No photographs were obtained of the bombing at the Primary Target. Photographs show bombs away from the two aircraft which reported bombing Salzburg and Hiefleu, respectively. It is impossible to estimate approximate areas of impact, as no terrain features are visible on the photos.

The a/c bombing the primary target used the C-1 automatic pilot.

5. The crew of the a/c which bombed Linz, report no flak at the primary target, while the crew of a/c No 44-49032 which made the bomb run by DR, reports MIH flak from Linz, the bursts being observed 1,000 feet to the left of the a/c. At Salzburg, SAH flak was encountered.

6. Weather was as follows: 6/10 to 8/10 stratocumulus and swelling cumulus at take-off, tops 9-10,000 feet with scattered showers.

Over Adriatic, 7/10 swelling cumulus and thin multilayer clouds to 20,000 ft which increased and thickened to north.

Tops of clouds rose to 26,000 feet and planes flew in clouds from 45000'N- to about 30 minutes from the target.

Over target 10/10 altocumulus, tops 20,000 feet. Visibility was 20 miles.

Same conditions on return except clouds were slightly more broken up in central and south Adriatic with heavy cloudiness to east of course.

8/10 stratocumulus at Base on return. Scattered showers over Spur.

Many thunderstorms were encountered over Dinarics and Eastern Alps. Moderate mixed icing was picked up in Fiume area at 17,000 feet. Moderate and occasionally severe turbulence was encountered in clouds.

7. Route was flown generally as briefed with minor deviations caused by PFF equipment failing to operate correctly. Track Charts of the three (3) a/c are attached showing individual routes flown.

8. B-24 a/c No 44-49028 last seen at time of take off is missing.

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

Ltr Narr Miss Rpt, contd

9. Three (3) a/c landed at this base as follows:

B-24 a/c No 42-52070 at 1455A hours.

B-24 a/c No 44-49032 at 1500A hours.

B-24 a/c No 44-49048 at 1520A hours.

10. Performance of PFF equipment as experienced by individual navigators is described as follows. On a/c No 44-49048 which bombed the primary; the Flux Gate was out on take-off and the set did not give good returns. On a/c No 42-52070 which bombed Salzburg, the transmitter current jumped to 15 MA's, later returning to normal to the extent that the bomb run on the target of opportunity could be made by PFF. A/C No 44-49032 the PFF equipment went out and numerous adjustments resulted in no better than considerable interference and poor returns.

11. Three (3) a/c attempted photographs. Bombs away photographs from the a/c bombing at Salzburg and Hiefleu are attached.

For the Commanding Officer:

2 Inclosures:

Incl 1 - Track Charts

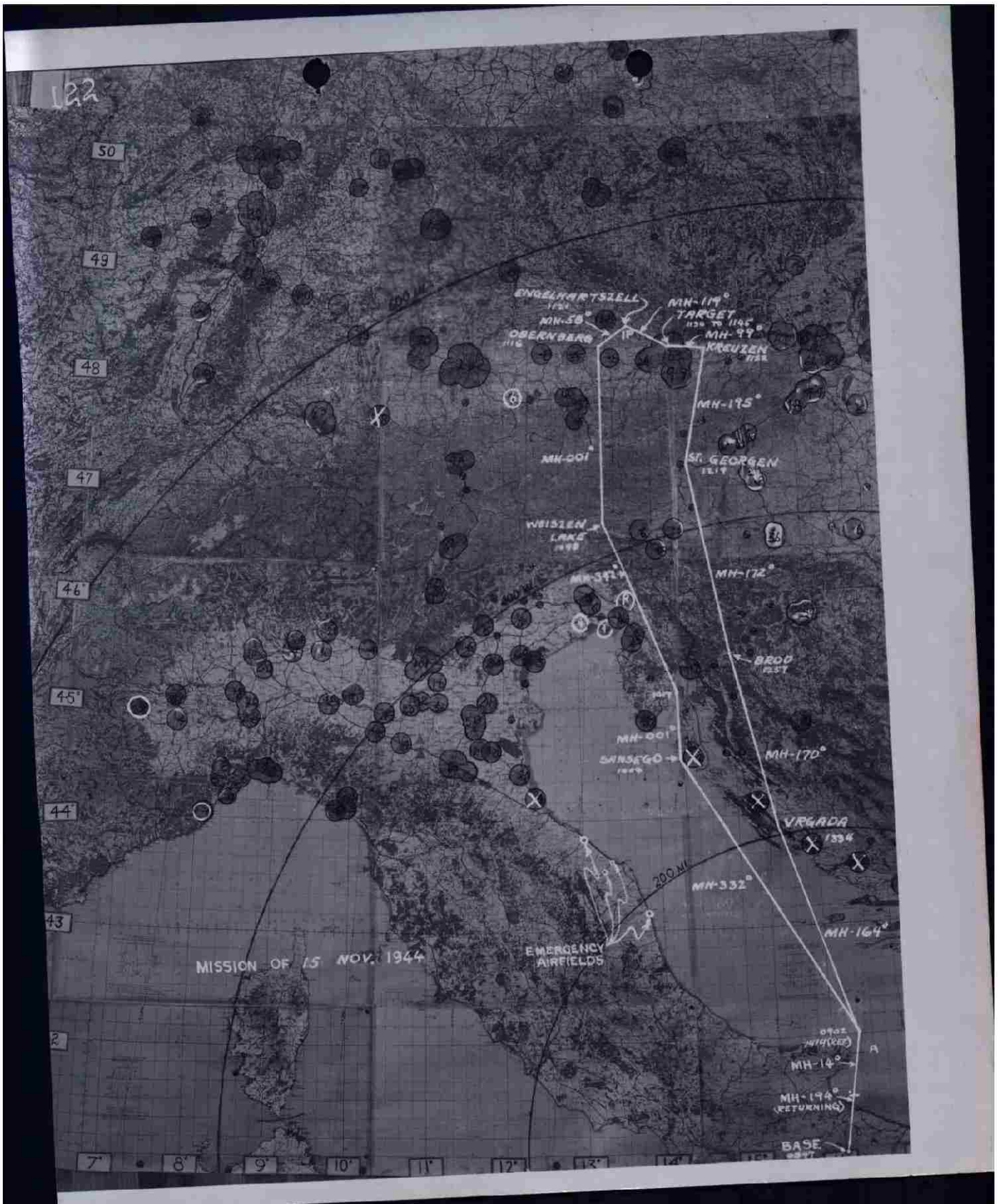
Incl 2 - Selected photographs

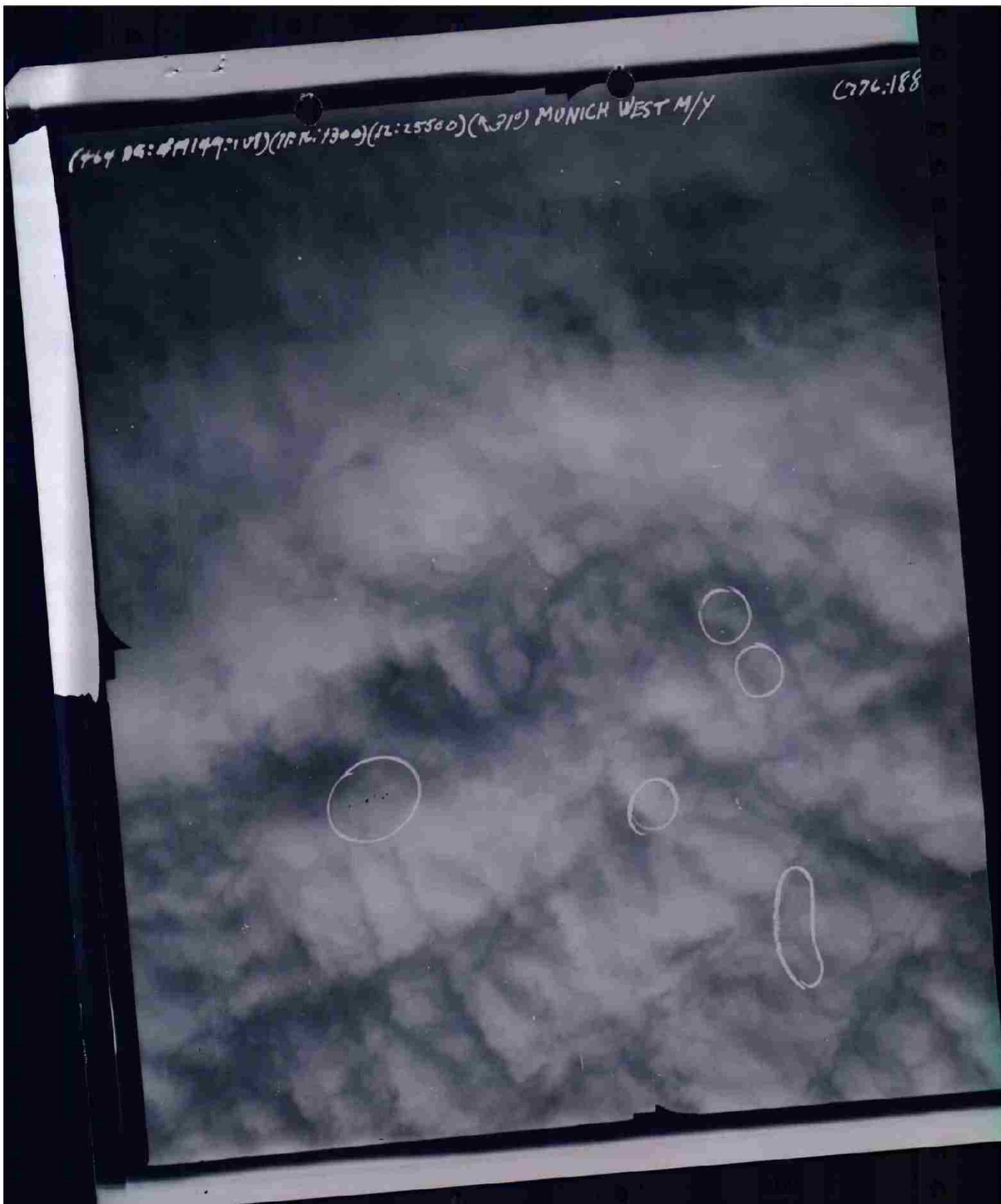
FRANCIS F. ELDER

Major, AC

Intelligence Officer

~~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

16 November 1944

SUBJECT: Narrative Mission Report

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

1. On 16 November 1944, twenty seven (27) of twenty eight (28) scheduled B-24 a/c plus one (1) spare B-24 a/c comprising the Red Force took off at 0755A hours to bomb the Munich West M/Y, Germany.

One (1) a/c No 44-49048 failed to take off due to No. 1 booster pump being inoperative.

The twenty eight (28) a/c formed into two (2) attack units, the first being led by Lt. Colonel Elvin E. Goodyear, Deputy Group Commander, and the second by 1st Lt. Edward H. Cockerham, First Pilot of the 779th Bombardment Squadron (H).

2. Group formation was made without incident. The two (2) Group rendezvous was made as prescribed except that the 465th Group did not line rendezvous over Andria due to cloud conditions. They joined the Wing formation over Spinazzola and proceeded to the target.

3. Three (3) a/c returned early:

A/C No 42-78514 turned back at (43°00'N-15°21'E) at 1012A hours as the oil pressure on #4 dropped to thirty (30) pounds and the prop was feathered. This a/c landed at this base at 1055A hours. This a/c returned one and one quarter (1 $\frac{1}{4}$) tons of bombs to base and jettisoned one quarter ($\frac{1}{4}$) ton at 1035A hours at (41°26'N-16°15'E) because the detonator could not be removed.

A/C No 42-51563 turned back at Ancona at 1104A hours because No. 3 supercharger became inoperative. This a/c returned to this base at 1205A hours. This a/c returned one and one half (1 $\frac{1}{2}$) tons of bombs to base.

- 1 -

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

Ltr Narr Miss Rpt, contd

A/C No 42-50843 turned back at 46°30'N-120°00'E when No. 1 and 2 superchargers became inoperative. This a/c returned one and one half (1½) tons of bombs to the base. This a/c landed at this base at 1410A hours.

4. Twenty five (25) a/c were over the target at 1301A hours (briefed target time 1213A hours) and twenty five (25) a/c dropped thirty seven and one half (37½) tons of 500 pound mixed GP and RDX bombs (.1 nose and M1 tail fuse) from 26,000 feet.

The three (3) a/c returning early, returned four and one quarter (4¼) tons of bombs to base, and one (1) early return jettisoned one quarter (¼) ton. (See paragraph No. 3).

Recapitulation of Bombs

Dropped on target	37½ tons
Jettisoned	¼ ton
Returned to base	4¼ tons
Total	42 tons

Bombs away photos show thirty bombs falling into a solid overcast. Due to the cloud cover, it is impossible to determine the location of impacts.

Bombing was by PFF due to a complete overcast at the target. Interrogation of the PFF Navigators revealed the fact that this was a well handled PFF Mission. One (1) PFF a/c was in the lead and one (1) in the first deputy lead position. The target area was picked up on the scope by the lead a/c fifty (50) miles and the other forty (40) miles from the target. The entire approach and bomb run was made by PFF.

The lead PFF operator called five (5) range readings to the bombardier during the bomb run, and all agreed readings checked with the bombardier. The other PFF operator made four (4) readings to his bombardier with the same results.

Four (4) course corrections were made, the last one being two (2) degrees to left for course, ten (10) miles from the target. The last reading for range was five (5) miles from the target.

The lead PFF Navigator picked up the target on the scope, and the other PFF Navigator could pick up only the target area of Munich.

The bombardier used Meteorological data to set up the dropping angle.

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

~~CONFIDENTIAL~~

Ltr Narr Miss Rpt, contd

There was no visual operation on this mission.

The PFF equipment in the lead a/c functioned 9/10 of the time, being in good order on the bomb run, and the equipment in the other a/c was in operation for the entire mission.

The lead PFF Navigator is of the opinion that bombs were dropped on the target due to him being able to pick up the target on his scope without difficulty and the fact that his range readings and axis of attack agreed with the bombardier's data.

5. The Group leader used C-1 automatic pilot on the bomb run. The leader of the second attack unit did not use the automatic pilot as this a/c did not have PFF equipment and dropped on the Group leader.

6. Flak at the target was reported to be IIF and lasting for five (5) to six (6) minutes. Crews report that the 465th Group which preceded this Group over the target received more accurate fire. The bursts were mostly black, with a few red bursts reported, as well as some large white bursts both below, level and above the formation. Crews reported both barrage and tracking type of fire. Flak was observed at the following locations: Pala - I - H and Udine - M - H.

7. Twelve (12) P-51 a/c were first observed at 1050A hours at (43°20'N-13°40'E) and were last observed at 1230A hours at (47°20'N-11°05'E).

8. Weather was 1/10 cirrus at 20,000 feet and 3/10 to 4/10 stratocumulus, tops 7,000 feet at take off.

3/10 stratus over South Adriatic, tops 8,000 feet increasing to 5/10 in North Adriatic, tops 9,000 feet. 1/10 cirrus over entire Adriatic.

Generally clear in Northern Italy. Over Alps 8/10 to 9/10 cirrostratus, tops 20,000 feet with unknown amount of cumulus below.

At target, 9/10 to 10/10 altocumulus, tops 18,000 feet. Visibility was 20 miles.

On return, little change except for increase in low clouds in North Adriatic.

7/10 stratus and stratocumulus at base on return. Tops 7,000 feet. 3/10 cirrus at 19,000 feet and light rain. Showers falling from low clouds.

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~~CONFIDENTIAL~~

● C O N F I D E N T I A L ●

Ltr Narr Miss Rpt, contd

9. Three (3) of our a/c are missing and one (1) a/c is at a friendly field.

A/C Missing:

A/C No 42-51761 -R/D-This a/c was last seen near Ancona (43°38'N-13°31'E) under control with one (1) engine feathered at 1445A hours.

A/C No 44-41084 -W/L-Was last seen at (47°35'N-11°10'E) at 1244A hours under control and gradually dropping out of formation. No visible signs of trouble.

A/C No 42-95340 -Y/L-Pilot of this a/c called to formation that he did not have enough fuel to get to the target and back to base. This was at 1230A hours at (46°56'N-11°16'E).

A/C No 41-29394 -W/R-Landed at 1600A hours at the 97th Bomb Group with its electrical system shot out. There were no crew injuries.

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

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1150A	Udine	23,000	Landing strip with 4 a/c in re- vetments. Construction going on appeared to be lengthening runways.
1145A	(45°38'N-12°59'E)	23,000	A large vessel in harbor.
1155A	(46°10'N-12°42'E)		Smoke screen covering small area near a small town.
1241A	Innsbruck		Smoke screen just starting only small area covered.
1315A	(46°15'N-13°04'E)	24,000	Fifty (50) M.T. parked in a group.

11. Twenty (20) a/c landed at this base between 1530 and 1600A hours. One (1) a/c landed at 1650A hours.

12. Route was flown as briefed.. Track Chart showing route flown inclosed.

13. One (1) a/c attempted photographs. Selected print inclosed.

14. Seven (7) scheduled B-24 a/c plus one (1) spare B-24 a/c comprising the Blue Force took off at 0855A hours to bomb the Primary target named in Operations Order No. 251.

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

The eight (8) a/c formed into one (1) attack unit, being led by 1st Lt. Donald L. Nann, Flight Leader of the 779th Bombardment Squadron (H).

15. Form up was delayed due to late take off necessitated by last minute fusing of bombs. The 465th Group was not contacted until over Spinazzola and they were not observed after that time. The 464th Group fell in behind the 460th at Spinazzola and proceeded on course.

16. There were no early returns and the spare a/c remained with the formation.

17. Eight (8) a/c were over the target at 1129A hours at 20,000 feet, but due to a total overcast it was impossible to pick up the target. As there were no alternate targets briefed, bombs were returned to the base. Eight (8) a/c jettisoned .8 tons of long delay fused bombs in the Adriatic at approximately 1240A hours in the vicinity of (42°20'N-18°00'E). Two (2) a/c jettisoned .1 tons of 100 pound GP bombs unintentionally at the same time and place. Eight (8) a/c returned 7.1 tons of 100 pound GP bombs (.1 nose and .01 tail fuse) to base.

Recapitulation of Bombs

	Long Delay Fuse	.1 and .01 fuse
Jettisoned	.8 tons	.1 tons
Returned to Base		<u>7.1 tons</u>
Totals	<u>.8 tons</u>	7.2 tons

18. Scant heavy flak was observed in the area of the IP and the target, but due to overcast it was impossible to pin point the exact locations.

19. Weather was 2/10 stratocumulus, tops 4,000 feet at take off, continuing to coast and across Adriatic.

Over Dinarics, 8/10 cumulus, tops 14,000 feet and 2/10 to 3/10 cirrus at 22,000 feet. On east side of mountains, clouds broke to 5/10 patchy stratocumulus, tops 8 to 9,000 feet.

At target 5/10 to 6/10 scattered, tops 9,000 feet. Visibility was 20 miles.

On return, cloud had built up over mountains to 16,000 feet and stratocumulus over Adriatic had increased to 4/10 to 5/10. 7/10 stratocumulus at Base on return with light showers.

20. One (1) crew reported that roads were carrying an unusual amount of Motor Transport, with general direction of travel being North.

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

Ltr Narr Miss Rpt, contd

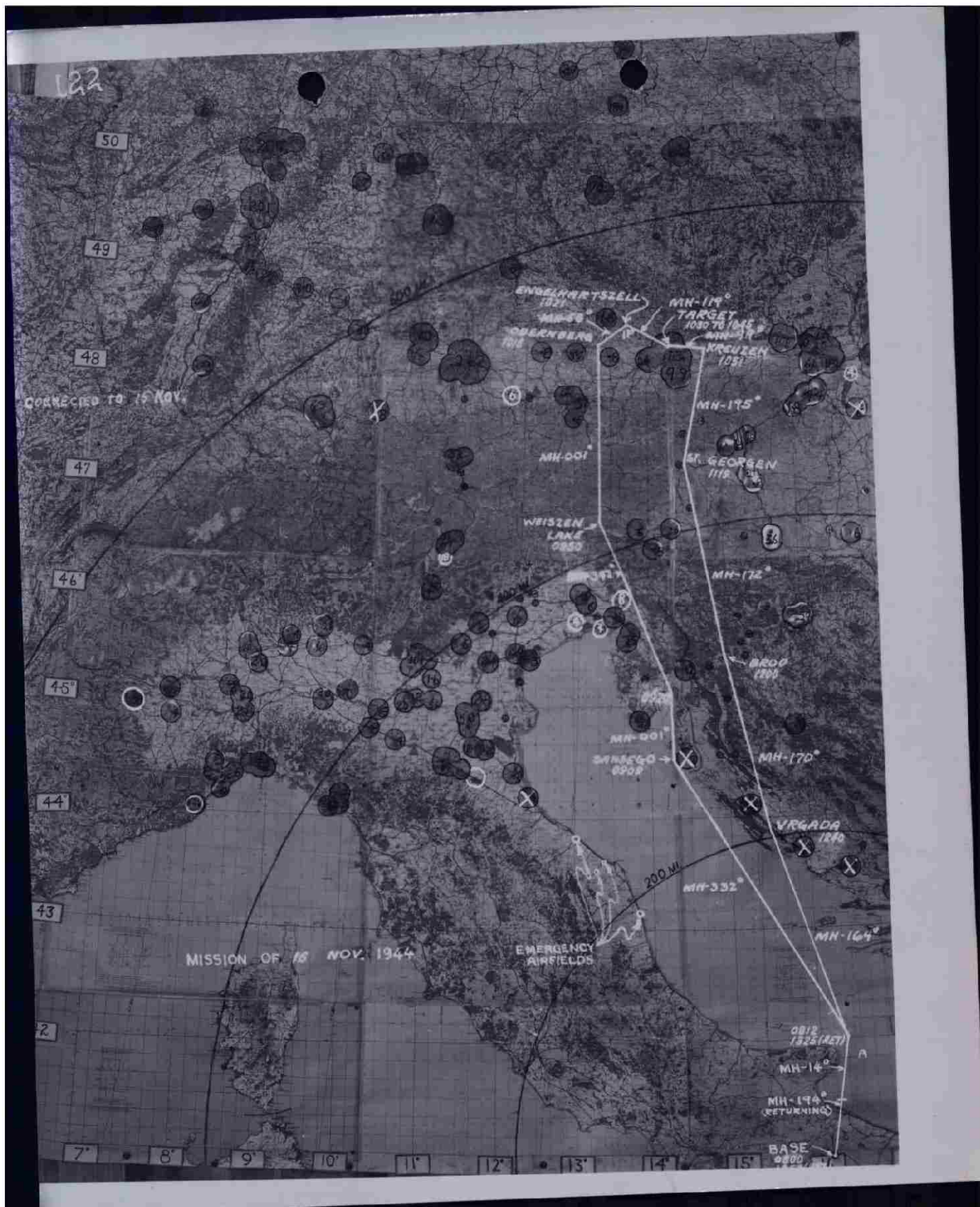
21. Eight (8) a/c landed at this base between 1335 and 1345A hours.

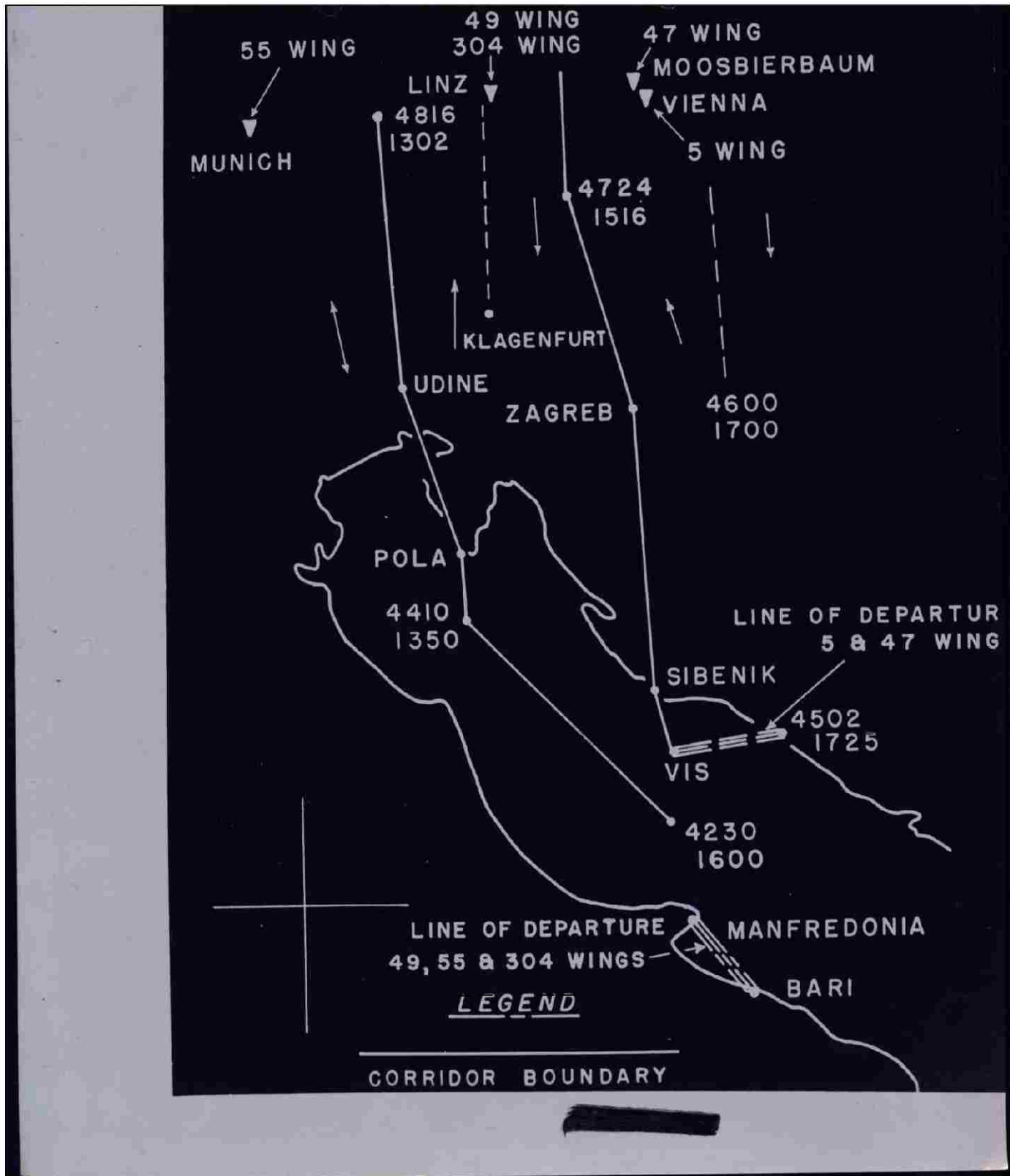
22. Route was flown fifteen (15) miles South of course to Yugoslavian Coast, then due North to IP, then as briefed and over target and return. Track Chart showing route as briefed and flown inclosed.

For the Commanding Officer:

3 Incls:
Incl 1 - Track Chart-Red Force
Incl 2 - Track Chart-Blue Force
Incl 3 - Selected print

FRANCIS F. ELDER
Major, AC
Intelligence Officer





(76486:4M/35:3V2) (3:1115) (12.22200) (523) M²NICH WEST M/Y

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

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

FFE/hob

17 November 1944

319.1

SUBJECT: Narrative Mission Report

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

1. On 17 November 1944, twenty nine (29), of thirty (30) scheduled B-24 a/c, took off at 0700A hours to bomb the Florisdorf Oil Refineries at Vienna, Austria. Due to a broken starter on No 3 engine, a/c No 42-78433, was unable to take off.

2. The twenty-nine a/c formed in two attack units. The first unit was led by Lt Col Clarence G. Poff, Commanding Officer of the 778th Bombardment Squadron (H), and the second by 1st Lt Lewis M. Perkins, Flight Leader of the 776th Bombardment Squadron (H).

3. The Group form-up was accomplished without incident. In line rendezvousing with the 465th Bombardment Group (H), minor difficulty was encountered when the 465th Group cut inside course at the rendezvous area. Rendezvous with other Wings was as prescribed.

4. Twenty-five (25) a/c were over the target at 1144A hours (briefed target time 1110A hours), and twenty-five (25) a/c dropped 49.75 tons of 500 pound RDX bombs from 24,000 feet. One hundred and forty nine (149) bombs were fused .1 nose and mixed .01 and .025 tail. Fifty (50) bombs were fused long delay. Four (4) a/c each dropped one leaflet bomb in addition to eight (8) 500 pound RDX bombs, while the Group lead a/c dropped one leaflet bomb in addition to seven (7) 500 pound RDX bombs.

Bombing was by PFF. The Group Leader employed automatic pilot during his bombing run. The leader of the second attack unit did not use his automatic pilot, as it was found to be not working properly.

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CONFIDENTIAL

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

Ltr Narr Miss Rpt, contd

PFF equipment was described as functioning excellently. A smooth and exact bombing run was believed to have been attained. The Group Leader reports that coordination between the PFF operator and the Bombardier was excellent.

Bombs away photos show approximately fifty (50) bombs released over a ten-tenths cloud formation. The area of impact cannot be determined from the mission photos.

5. M/IIH flak was encountered at 1142A hours at the target. Time in flak averaged 4/5 minutes. Black and white bursts were observed, with barrage fire generally being employed. Scant and heavy flak was observed at 1148A hours, in the vicinity of Bratislava, coordinates about (48°10'N-17°00'E.).

6. Thirty (30) P-38s rendezvoused with the formation as escort at 0945A hours at (44°15'N-15°26'E). Escort continued until 1300A hours at (46°00'N-17°02'E).

7. Weather at the base on take-off was 3/10 to 4/10 stratocumulus, with tops at 8,000 feet. Off the Italian Spur, these clouds rapidly increased to solid 10/10, with tops from 8,000 to 10,000 feet. Further north, this layer broke up, and the Yugoslavian coast was clear.

Over the Dinaric Alps, 1/10 to 2/10 clouds were found, with tops from 10,000 to 12,000 feet. North of the Dinarics, the layers became scattered, with 2/10 to 5/10 coverage, average tops at 15,000 feet. 10/10 clouds completely blanketed the target, tops at 16,000 feet, with air-to-air visibility approximately 18 miles.

On the return route, from the target to the Dinaric Alps, there was generally 8/10 to 10/10 scattered stratocumulus, with tops at 12,000 feet. Over the Dinarics, and the Adriatic, the cumulus increased. On arrival at the base, cloud coverage was 2/10 to 3/10 cumulus, with tops at 6,000 feet.

8. The following observations were reported:

A. The PFF operator of the lead a/c of the second attack unit picked up a very bright spot on his scope at 1010A hours, at (45°19'N-14°18'E), from an altitude of 21,000 feet. Nothing on the map shows that would indicate such a bright return.

B. Twenty five (25) a/c were seen parked on a snow

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

Ltr Narr Miss Rpt, contd

covered airfield (Zeltweg) ($47^{\circ}11'N-14^{\circ}43'E$), at 1056A hours from 22,500 feet.

C. On a double-track railroad near Rajic ($45^{\circ}18'N-17^{\circ}07'E$), at 1251A hours, from 16,500 feet, three hundred (300) wagons were observed standing and closely grouped.

9. Twenty-four (24) a/c landed at this base between 1410A hours and 1450A hours, without incident. One a/c No 42-51736, landed at the 460th Bombardment Group's (H) base.

10. Two a/c received minor flak damage from today's mission.

11. Enroute to the target, over the Adriatic, difficulty was encountered with the 47th Bombardment Wing (H). Due to their flight path approaching that of this Group, deviations to the left of course had to be flown. Other minor deviations in course were made to avoid weather areas, which are shown on the inclosed track chart.

12. Five (5) a/c attempted photographs. A selected print is inclosed.

For the Commanding Officer:

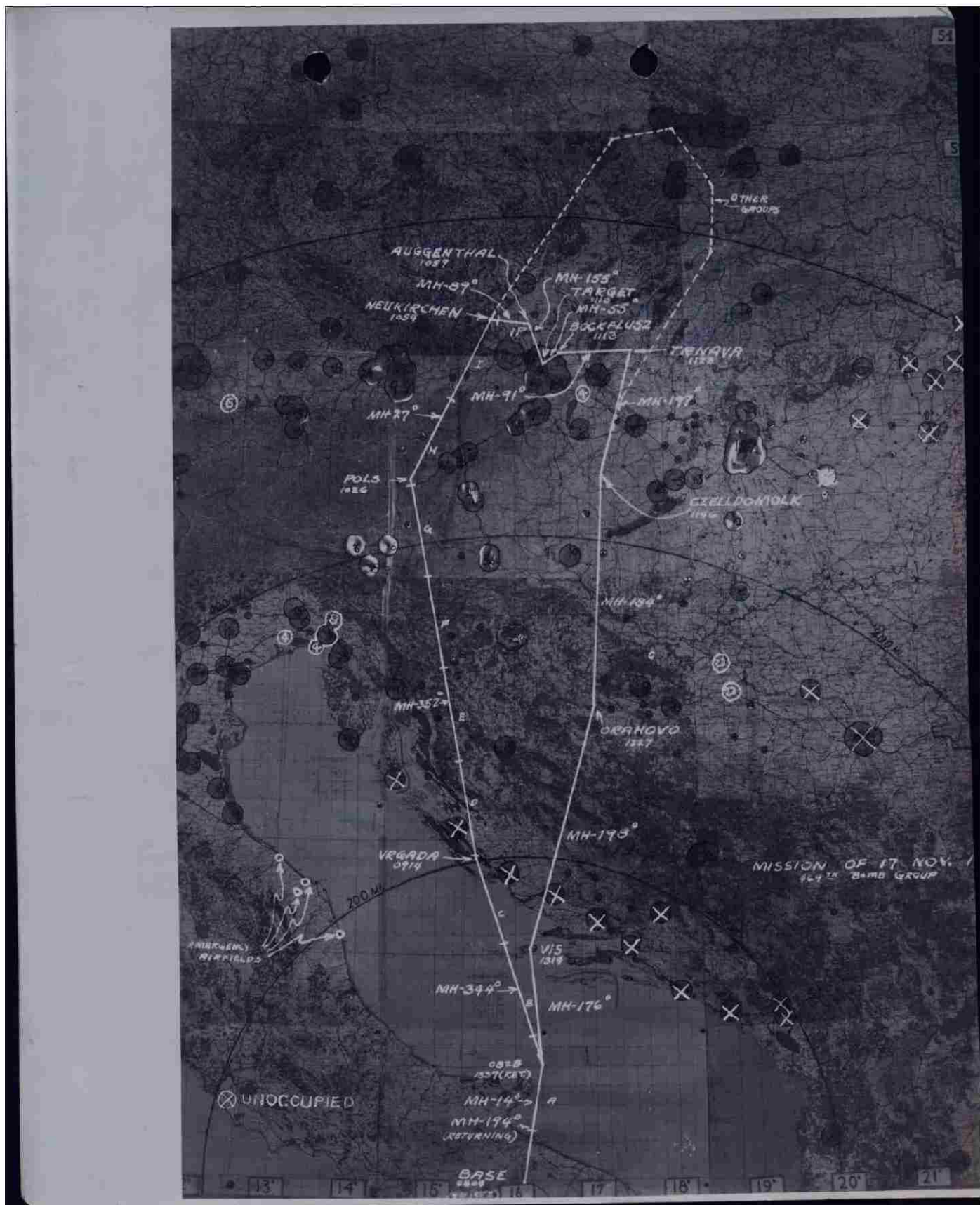
FRANCIS F. ELDER
Major, AC
Intelligence Officer

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

(464 BG:4M151:1V1) (11:17:1144) (12:24000) (16:152) FLORENZ DORF O/R

- 3319 - EASTMAN REGULAR SAFETY

REGULAR SAFETY



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

18 November 1944

319.1

SUBJECT: Narrative Mission Report

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

1. On 18 November 1944, twenty nine (29) of thirty one (31) scheduled B-24 a/c took off at 0726A hours to bomb the Udine Campoformido A/D. The twenty nine (29) a/c formed in two attack units the first of which was led by Lt Colonel William G. Moore, Jr., Commanding Officer of the 777th Bombardment Squadron (H) and the second, by 1st Lt Wayne G. Shearer, First Pilot, 777th Bombardment Squadron (H).

2. Two (2) a/c failed to take off for the following reasons: B-24 a/c No 42-95332 because of an oxygen leak in the "T" connection from the main line to the top turret. Engineering was unable to find a new valve for replacement, in time for take off. B-24 a/c No 42-78433 because No 1 turbo governor was inoperative.

3. The Group form up was satisfactory although the take off was late because of an accident involving a crew member of the lead a/c and for this reason the 465th Bombardment Group (H) took off first arriving seven (7) to ten (10) minutes early for line rendezvous; however Wing rendezvous was as prescribed.

4. Twenty nine (29) a/c were over the target at 1115A hours and twenty seven (27) a/c dropped fifty eight and one fifth (58 1/5) tons of clustered frags (loaded thirty six (36) one hundred and twenty pound clustered frags per a/c except one (1) a/c which was loaded with thirty five (35) clustered frags) from 20,200 feet.

Two (2) a/c over the target failed to release. B-24 a/c No 44-41337 because of a rack malfunction. This a/c jettisoned 2.16 tons of bombs at (45°40'N-13015'E) at 1121A hours. B-24 a/c No 44-49048 because the salvo pin stuck and racks would not go in select. This a/c jettisoned 2.16 tons of bombs at (45°10'N-13018'E) at 1135A hours.

One (1) a/c dropping on the target failed to release one (1) cluster due to a rack malfunction and this was jettisoned at (45°30'N-13018'E)-at 1122A hours.

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

Ltr Narr Miss Rpt, contd

Recapitulation of Bomb Tonnage

29 a/c off	
27 a/c dropped	58.20 tons
2 a/c jettisoned full loads	4.32 tons
1 a/c jettisoned one (1) clustered frag	.06 tons
Total	62.58 tons

Bombing was visual. The Group leader used the C-1 automatic pilot. The second attack unit leader made the run manually because of numerous changes in heading.

Bomb strike photos show a heavy concentration of frag bomb hits on the northeast end of the airdrome. Several strings of hits start in the new landing area midway between the hangars and the center of the runway, and continue due east for one mile, crossing the runway and extending to a point one half mile north of the town of S. Sebastian. The northeastern half of the runway is heavily blanketed with frag hits, with greatest concentrations on the runway 1,000 feet from its northeast end, and in the area adjacent (between the runway and the north-south taxi strip). Two other strings of hits extend for three-quarters of a mile, in an east-west direction, through the south dispersal area approximately 2,500 feet south of the south-west end of the runway. Five undamaged single engined fighters are visible in areas not already obscured by previous groups' bombing.

5. M to IAH flak of two (2) to (4) minutes duration was encountered at the target.

Five (5) ME-109 a/c were reported by one crew as observed at (46°05'N-12°35'E) at 1100A hours. The bomber formation at the time was at 22,800 feet and the E/A passed below at 17,000 feet from the 9 o'clock to the 3 o'clock position. The E/A were described as being black and gray.

6. Escort of ten (10) to twelve (12) P-51 a/c were observed in the target area at 1110A hours and were last reported observed at 1145A hours at (44°42'N-13°30'E).

7. Weather was as follows: Clear at take off except for 1/10 cirrus at 20,000 feet.

3/10 Stratocumulus off Spur, tops 6,000 feet, otherwise clear over Adriatic except for 3/10 to 4/10 cirrostratus at 25,000 feet.

At target 7/10 cirrostratus at 25,000 feet and 2/10 small cumulus, tops 8,000 feet. Visibility was 15 miles.

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

Ltr Narr Miss Rpt, contd

Similar conditions on return with 7/10 thin cirrostratus at base at 25,000 feet.

8. Twenty nine a/c landed at this base between 1300A hours and 1350A hours.

9. Route was flown generally as briefed except that the IP was out short in order to avoid weather. Track chart showing route flown attached.

10. There was one (1) minor injury due to slight burn from a flare.

11. Five (5) a/c attempted photographs. Selected print attached.

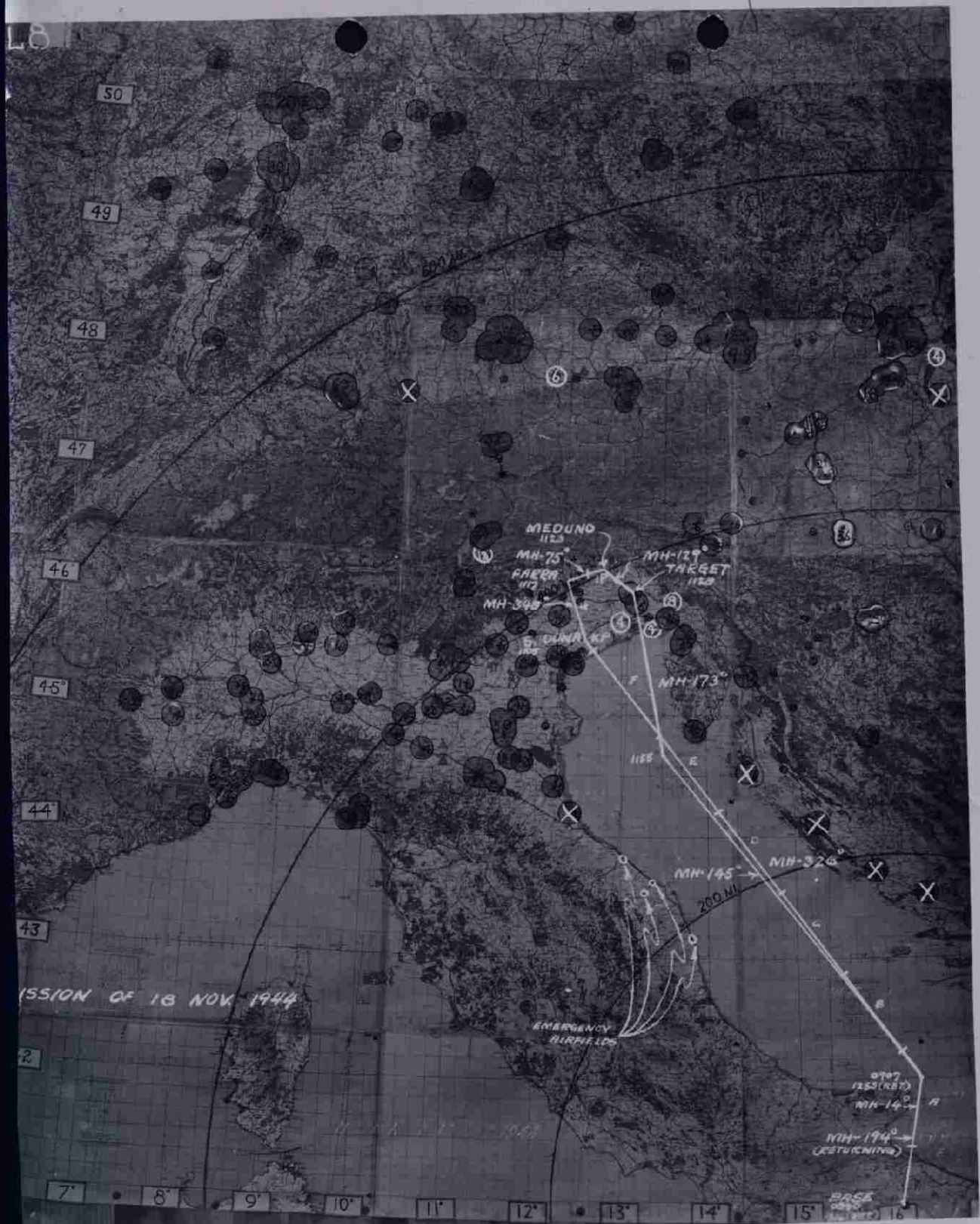
12. Two (2) a/c received minor flak damage, neither will be inoperational for a period of twenty four (24) hours.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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





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

19 November 1944

SUBJECT: Narrative Mission Report

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

1. On 19 November 1944, twenty eight (28) scheduled B-24 a/c plus three (3) spare B-24 a/c took off at 0740A hours to bomb Linz Benzol Plant at Linz, Austria.

The thirty one (31) a/c formed into two (2) attack units, the first being led by Colonel A. L. Schroeder, Group Commander, and the second attack unit by Captain Walter Steves, Flight Leader of the 778th Bombardment Squadron (H).

2. Group form up and bomber rendezvous was made without incident. Wing rendezvous was made as briefed with the exception that the 460th and 485th Groups were well behind at the point of rendezvous.

3. One (1) a/c returned early: a/c No 42-95332 turned back at (42°26'N-16°02'E) at 0927A hours due to fuel transfer system being out and was unable to transfer fuel.

4. Thirty (30) a/c were over the target at 1154A hours (briefed target time 1200A hours), and twenty nine (29) a/c dropped fifty six and three quarters (56 3/4) tons of 500 pound RDX bombs (.1 nose and .01 and .025 mixed tail fuse) from 22,800 feet.

Two (2) a/c jettisoned three and one quarter (3 1/4) tons: A/C No 42-51644 jettisoned two (2) tons at (48°24'N-13°56'E) at 1147A hours due to rack malfunction.

A/C No 44-41339 jettisoned one and one quarter (1 1/4) tons at (48°02'N-14°45'E) at 1205A hours as select lever was sprung and could not release all bombs over the target. This a/c dropped three quarters (3/4) tons on the target.

The a/c returning early returned two (2) tons to the base (see paragraph No. 3).

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

Ltr Narr Miss Rpt, contd

Recapitulation of Bombs

Dropped on target	56 3/4 tons
Jettisoned	3 1/4 tons
Returned to base	2 tons
Total	62 tons

Bombing was by visual means and PFF was used for navigational purposes only.

There was a very effective smoke screen at the target with smoke generators in groups in a large semi circle to the west of the target area. The generators appeared to have been in operation for some time as the entire area was well covered. It was impossible to estimate the number or exact location of these generators. Ground wind appeared to be blowing the smoke across the target area from the Southwest.

Bomb strike photos show approximately nine dozen hits in an unpopulated area 8,000 feet north northeast of the Benzol plant. These hits are on both banks of the Danube River at a point one mile east of the Linz Ordnance Depot. Scattered groups of additional strikes extend eastward through open country two and one half (2½) miles east of the target. The target area and practically all of the iron and steel works are obscured by a heavy smoke screen.

5. The Group leader used the C-1 automatic pilot on the bomb run, but the leader of the second attack unit used P.D.I. due to the automatic pilot being inoperative.

6. Flak at the target was reported to be IAH and extremely accurate. Time in flak was from four (4) to five (5) minutes, with the heaviest concentration immediately after the bomb release line and continuing on the rally. Almost no flak was encountered prior to the bomb release line. Bursts were described as black, with a few red and white bursts observed.

7. No fighter escort was observed by this Group either on penetration, target or on withdrawal.

8. The weather was as follows: Clear at take off and generally clear to low scattered to North of Vis. From here to a few miles inland of North Italy Coast, 10/10 stratus, tops 10,000 feet.

Clear over Alps except for stratus lying in valleys.

At target 1/10 low cumulus, visibility 20 miles.

Returning conditions were similar. Visibilities in base area were 15 miles in haze.

Clear at base on return.

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

Ltr Narr Miss Rpt, contd

9. One (1) a/c No. 42-25843 landed at Bari. This a/c radioed that the nose gear was shot up and that they had an injured man aboard and was going to land at Bari. This has been confirmed by A-3 of Wing. Sixteen (16) a/c were damaged, four (4) of which will be inoperative for more than twenty four (24) hours.

One (1) crew member suffered a minor flak wound.

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

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observations</u>
1200A	(48°08'N-14°52'E) Amstetten	22,300	M/Y with 500 wagons.
1137A	(48°00'N-13°38'E)	23,000	Large active factory.
1150A	Between IP and Target	22,700	A/D with lengthened runway.
1150A	Linz	22,700	Eight (8) barges anchored along shore five (5) miles above Linz.
1106A	(46°24'N-13°36'E)	21,100	Twenty (20) to thirty (30) buildings appeared to be ware- houses and barracks along rail- way tracks.
	(46°16'N-13°52'E)		Lots of smoke seen near a lake in a wooded valley. Looked like smoke generators.
1140A	(47°57'N-13°35'E)	23,000	Factory with large smoke stack in a valley.

11. Twenty nine (29) a/c landed at this base between 1445 and 1515A hours.

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

13. Four (4) a/c attempted photographs. Selected print inclosed.

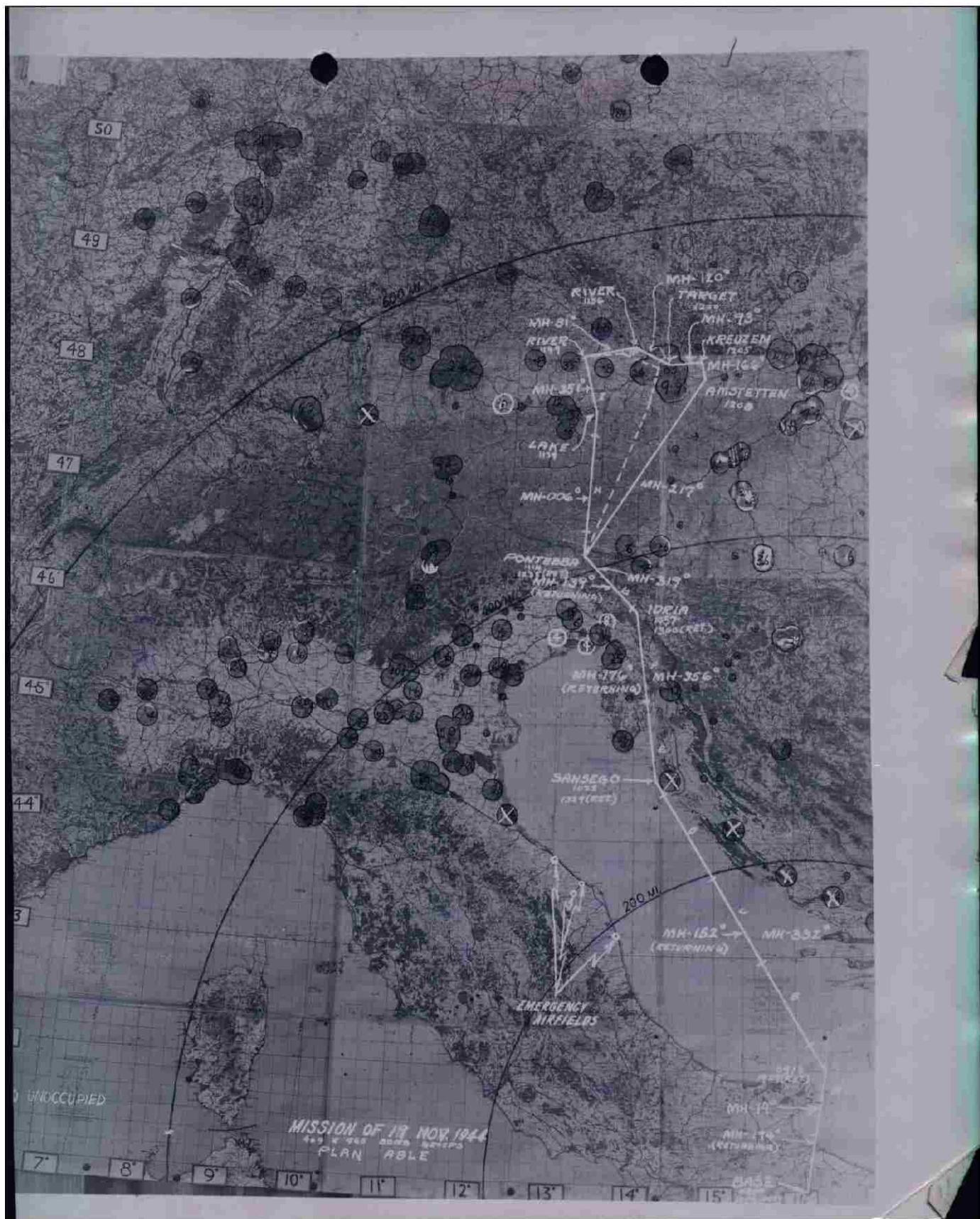
For the Commanding Officer:

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

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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





[REDACTED]

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

FFE/hob

20 November 1944

319.1

SUBJECT: Narrative Mission Report

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

1. On 20 November 1944, beginning at 0730A hours, twenty eight scheduled and one (1) spare B-24 a/c took off to bomb Blechhammer South O/R, Germany. The twenty nine a/c formed two attack units the first unit led by Lt Colonel Elvin E. Goodyear, Deputy Group Commander and the second unit by 1st Lt Harry F. Heineman, 779th Bombardment Squadron (H).

2. Group assembly and rendezvous with the 465th Bombardment Group (H) were as prescribed and the two groups arrived over Spinazzola one (1) minute early. The 485th and 460th Bombardment Groups (H) were approximately twelve miles to the rear as the Wing formation proceeded on course pulled up into proper position at the first TP (42°00'N-16°20'E).

3. Twenty eight (28) a/c were over the target at 1228A hours (briefed target time 1215A hours) and twenty six (26) a/c dropped 51.5 tons of 500 pound RDX bombs from 22,000 feet. Fusing was .1 nose and mixed .01 - .025 tail on 75% of the load and 25% fused with 6 to 72 hour delay. One a/c No. 44-78590 was a prior return. Leaving the formation at 1129A hours (48°14'N-17°31'E) when No. 2 engine had to be feathered and proceeded to bomb flak installations on the west side of Gyor, Austria at 1139A hours, altitude 17,000 feet, heading 195°, two (2) tons dropped. Results were unobserved and no photographs were attempted. A/C No. 42-51886 jettisoned .5 ton between IP and target when the navigator accidentally hit salvo lever. The balance of the bomb load of this a/c was released on the target. A/C No. 44-10566 jettisoned 2 tons at 1243A hours (50°00'N-18°35'E). This action was necessary as the select switch would not function over the target and the a/c was low on gas. A/C No 44-48880 jettisoned 2 tons at the IP when select lever was pushed beyond the select position due to jolt caused by prop wash.

Bombing was visual and observation of the target was only slightly restricted due to a smoke screen which was described as ineffective. The Wing leader upon reaching the PFF IP (Zuckmantel) executed a 360° left turn and took up the bomb run from the visual IP (Ober Glogau). The axis of attack was 72° (briefed axis 102°).

Ltr Narr Miss Rpt, contd

Bomb strike photos show several dozen hits 3,500 feet Northwest of the briefed MPI, in the labor camp and rail sidings areas. Numerous hits are among buildings in the labor camp. Approximately eight other strikes are in the storage areas at the southern end of the refinery. Nineteen hits are in the wooded area one-half mile east of the plant.

4. The leader of the first attack unit bombed on PDI as the C-1 automatic pilot was inoperative and the leader of the second attack unit also bombed on PDI.

5. Flak at the target was IAH and of five (5) minutes duration. A/C No. 44-78590 attacking Gyor, Austria encountered MAH for two (2) minutes. Flak was observed as follows:

SIH (47°42'N-17°26'E)
S-H Knin (44°02'N-16°12'E)

6. Four (4) ME 109 a/c were observed at 1243A hours at (49°42'N-18°44'E) at an altitude of 16,000 feet directly under the formation and on an opposite heading. Formation at 22,000 feet.

7. Forty five (45) P-38 a/c of the 1st Fighter Group were first observed at 1055A hours (46°43'N-16°48'E) and escorted the formation to the target. Thirty (30) P-51 a/c group markings not reported were in the target area and both types of escort were with the formation on withdrawal until 1500A hours (43°57'N-16°26'E). The escort was described as excellent.

8. The following weather was reported:
3/10 morning altostratus at 11,000 feet at take off.

1/10 stratocumulus, tops 6,000 feet and 3/10 to 4/10 altostratus at 10,000 feet over Adriatic.

From Vis to (45°00'N-16°00'E) 9/10 stratocumulus and 2/10 to 3/10 cirrus at 22,000 feet.

Patchy altostratus in target area and 7/10 cirrus at 21,000 feet. Visibility was 20 miles.

Similar conditions on return. 5/10 cirrus at base on landing.

Visibility for the route was variable, 15-20 miles.

Ltr Narr Miss Rpt, contd

9. One of our a/c is missing. A/C No. 42-51625 called the group leader and advised that two (2) engines were inoperative and that a third was acting erratically. Position of the a/c was given at (43°30'N-16°30'E) at 1518A hours. A heading for Vis was requested and given. Two (2) of our a/c landed at Vis.

10. Ten (10) a/c received flak damage one of which will be inoperational for more than twenty four (24) hours.

11. - The following observations were made:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1131A	(48°22'N-17°35'E)	21,800	Large O/R
1145A	(49°22'N-17°21'E)	22,400	64 Prefabricated barracks type buildings
1208A	(50°16'N-17°42'E)	22,300	Large factory, smoke screen
1231A	(50°26'N-18°26'E)	22,000	30/40 large barracks type buildings
1330A	Szombathley	15,000	M/Y 400 wagons very active.
1337A	(47°25'N-17°20'E)	17,000	6,000 ft. landing strip newly lengthened unoccupied
1342A	(47°15'N-17°10'E) Czelloodomok	17,000	M/Y 800 wagons - Sidings 300 wagons

12. Twenty five (25) a/c landed at this base between 1600A hours and 1630A hours.

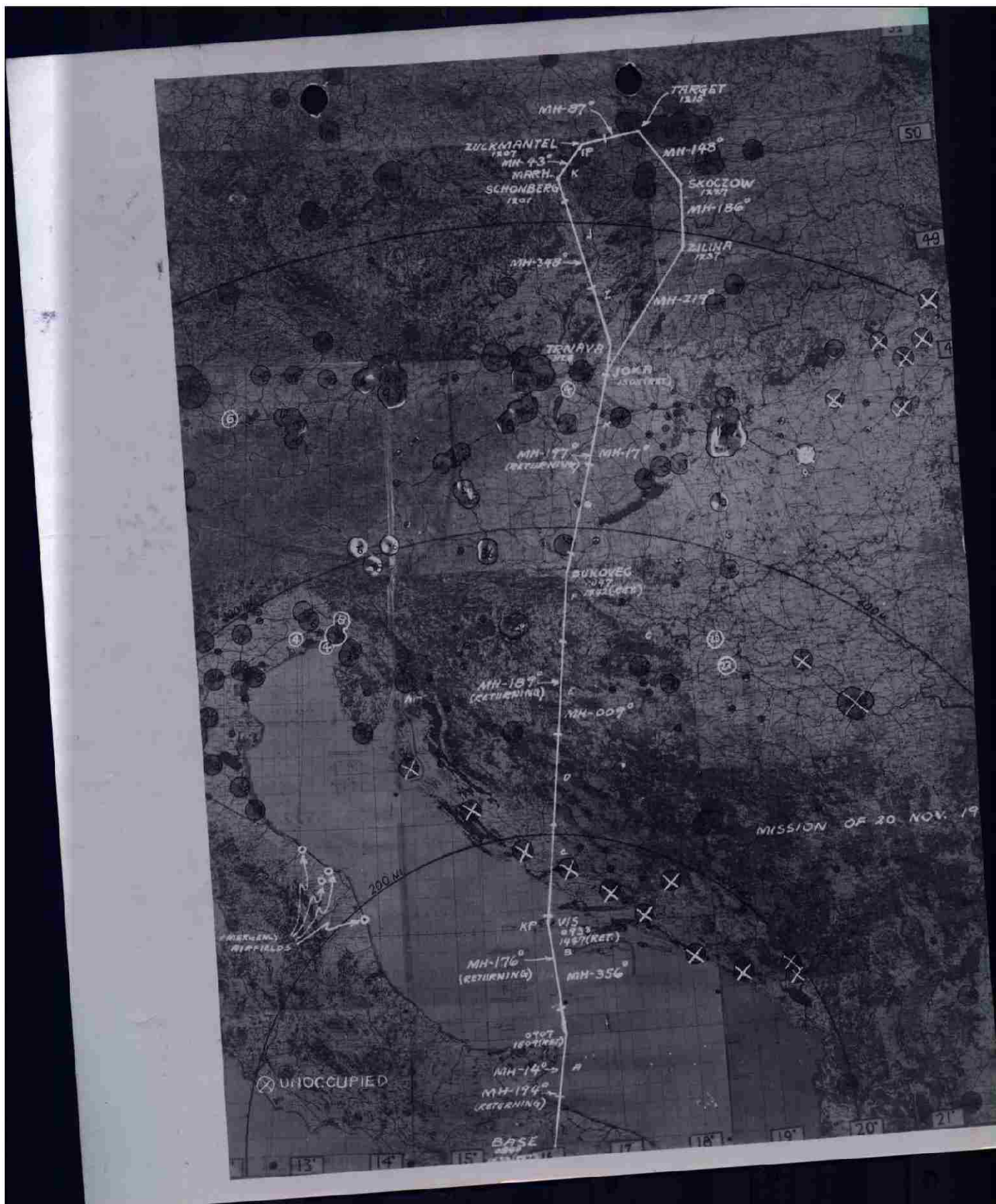
13. These were two (2) deviations from the briefed course. From Vis to the Hungarian border the formation was twenty five (25) miles to the left of course and at the PFF IP a 360° degree turn to the left ending at the visual IP was made. The balance of the route was flown as briefed. Track chart showing route flown and briefed attached.

14. Four a/c attempted photographs. Selected strike photograph and K-20 photograph attached.

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

BVB/FFE/fh

319.1

22 November 1944

SUBJECT: Narrative Mission Report

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

1. On 22 November 1944, twenty six (26) scheduled B-24 a/c took off at 0720A hours to bomb the Primary target designated in Operations Order No 261. The group formed in two (2) attack units, the first of which was led by Brigadier General George R. Acheson, Commanding General of the 55th Bombardment Wing (H) and the second, by 1st Lieutenant Lewis M. Perkins, Flight Leader of the 778th Bombardment Squadron (H).

2. The Group form up was satisfactory. The 465th Bombardment Group (H) did not rendezvous as prescribed with the 464th Bombardment Group (H) which circled three (3) miles south of Andria to Canosa at 12,000 feet and passed over Canosa at 0822A hours, falling in behind three (3) boxes of the 460th Bombardment Group (H) at Spinazzola at 0836½A hours. The 485th and 465th Bombardment Groups (H) joined the formation in the North Adriatic.

3. Four (4) a/c returned early as follows:

B-24 a/c No 42-51760 experiencing difficulty on take off jettisoned its bombs on take off and returned to base landing at 0740A hours. The engineer on this a/c at take off saw that the cylinder head temperature of No 1 engine was 60 degrees lower than the other engines (the pilot at the time was fighting prop wash) and thinking that No 1 engine would go out, pulled the salvo lever.

B-24 a/c No 42-52070 returned from Andria, landing at 0830A hours, because No 1 turbo was out. Bombs were returned.

B-24 a/c No 44-41337 left the formation at 1030A hours at (44°20'N-13°25'E) when No 4 engine was feathered because of a faulty prop governor. This a/c landed with bombs at 1145A hours.

B-24 a/c No 41-29453 lost the formation in weather at (47°39'N-12°44'E) and returned directly to base without attempting to bomb a target of opportunity. This a/c returned two (2)

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

Ltr Narrative Mission Report, contd

tons of bombs landing at 1406A hours.

4. Eighteen (18) a/c were over Salzburg M/Y and seven (7) a/c dropped fourteen (14) tons of 500 pound GP bombs (.1 nose and .01 tail fusing) at 1224A hours from 18,000 feet, while ten (10) a/c dropped twenty (20) tons of bombs at 1229A hours from 27,400 feet.

One (1) a/c of those over the target failed to bomb at Salzburg for the following reason:

B-24 a/c No 42-95337 lost the formation in weather and went over the target with a/c of the 460th Bombardment Group (H). The bomb bay door froze on the bomb run so this a/c dropped on Lend M/Y at (47°18'N-13°02'E) at 1240A hours from 18,000 feet.

Four (4) a/c were prior returns and failed to reach the target for the following reasons:

B-24 a/c No 42-78514 feathered No 1 engine because of loss of oil pressure, left the formation at (46°23'N-12°35'E) at 1223A hours from 23,500 feet. Two (2) to three (3) hits observed in M/Y with the remainder in an open field. This a/c landed at 1415A hours.

B-24 a/c No 42-78612 lost the formation in weather at (47°37'N-12°43'E) and on return bombed as a target of opportunity the Highway Bridge at Amaro (46°23'N-13°08'E) at 1219A hours from 20,000 feet. One (1) strike observed near bridge approach. This a/c landed at 1416A hours.

B-24 a/c No 42-50962 lost the formation in weather and on return bombed a RR and Highway Bridge in the Udine Area at 1230A hours from 20,000 feet. The target was not hit. This a/c landed at 1430A hours.

Recapitulation of Bomb Tonnage

17 a/c dropped on target	34 tons
1 Early Return jettisoned	2 tons
3 Early Returns brought back	6 tons
4 Prior Returns bombed targets of opportunity	8 tons

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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 Narrative Mission Rpt, contd

1 a/c over target bombed target of opportunity	<u>2 tons</u>
Total	52 tons

The Group leader bombing from 27,400 feet used the C-1 automatic pilot and bombed by PFF. The leader of the second attack unit bombed visually from 18,000 feet using the PDI as the C-1 automatic pilot was erratic.

Bomb strikes on the first alternate target were recorded on oblique photos only. These show a concentration of hits on the south end of the target and another group of bomb strikes further west, in the residential area between the main railroad station and the Salzach River. At this point there are probable hits on the railroad tracks immediately east of the railroad bridge. Additional strikes fell along the river bank one mile southeast of the railroad station. One a/c bombed and photographed a target of opportunity at Lend, Austria. Photos show these hits to be in open areas adjacent to the marshalling yard.

5. The first attack unit at 27,400 feet encountered SIH flak at Salzburg while the second attack unit at 18,000 feet report the flak as M to IAH.

Flak was observed at the following locations:

Traunstein	(47°53'N-12°39'E)	MIH
Udine	(46°03'N-13°15'E)	SIH
Venice	(45°29'N-12°25'E)	SIH
Berchtesgaden	(47°38'N-13°00'E)	SIH

6. Two (2) crew reports twelve (12) unidentified SEF observed between Lienz (46°50'N-12°45'E) and Zell am See (47°19'N-12°48'E) at 1156A hours. The SEF were at 15,000 feet and flying in a southerly direction. The formation was at 23,000 feet. The a/c were described as dark in color. A dogfight involving unidentified a/c was observed at 1219A hours at (48°15'N-12°45'E) at 26,000 feet, the formation being then at 26,700 feet. Twenty five (25) fighters reported to be engaged.

7. Escort of fourteen (14) P-38 a/c observed first at 1125A hours at (46°10'N-12°48'E) and twenty five (25) P-51 a/c 1140A hours at (46°40'N-12°45'E). The escort was last observed at 1342A hours at (44°00'N-13°46'E).

8. Weather was as follows: 4/10 stratocumulus at take off, tops 9,000 feet, continuing to coast.

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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 Narrative Mission Rpt, contd

2/10 cumulus, tops 10,000 feet in South Adriatic decreasing to 1/10 northward and to clear extreme north and in N Italy.

Clear over S Alps, except for valley stratus.

Over N Alps, 8/10 thick cirrostratus base 20-22,000 feet, tops 25,000 feet. Persistent vapor trails from 22,000 to 26,000 feet from this point northward.

At Munich 10/10 cirrostratus, tops 25,000 feet.

At Salzburg, 8/10 cirrostratus, tops 25,000 feet. Patchy stratocumulus below, tops 8,000 feet.

Similar conditions on return except cirrostratus extended to N Adriatic shore.

9. The following observations were reported:

Time	Place	Altitude	Observation
1110A	Venice (45°26'N-12°20'E)	22,000	One (1) large transport and one (1) large freighter docked.
1140A	46°39'N-12°37'E	19,000	Five hundred (500) men, single file, climbing over mountains headed south.
1220A	48°10'N-12°49'E	18,000	Smoke generators at Burghausen active, covered town well.
1250A	(46°31'N-13°18'E)	19,000	Pantebba M/Y contains about 250 units.

At 1245A hours at (46°46'N-12°50'E) when at 26,000 feet a call to the fighters was heard from Fruitfort 4, shortly thereafter the crew was ordered to bail out.

10. One (1) crew member received a minor wound from flying glass as a result of flak. None of our aircraft received flak damage.

11. Eighteen (18) a/c landed between 1425A hours and 1510A hours. The four (4) prior returns landed between 1336A hours and 1430A hours.

12. The route was flown as briefed to (48°17'N-12°39'E) the point where the Wing Leader ordered Salzburg to be bombed. The return route was the reciprocal of the route out. Track chart of route flown attached.

13. Four (4) a/c attempted photographs. Selected prints of Lend and Salzburg attached.

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

Ltr Narrative Mission Rpt, contd

For the Commanding Officer:

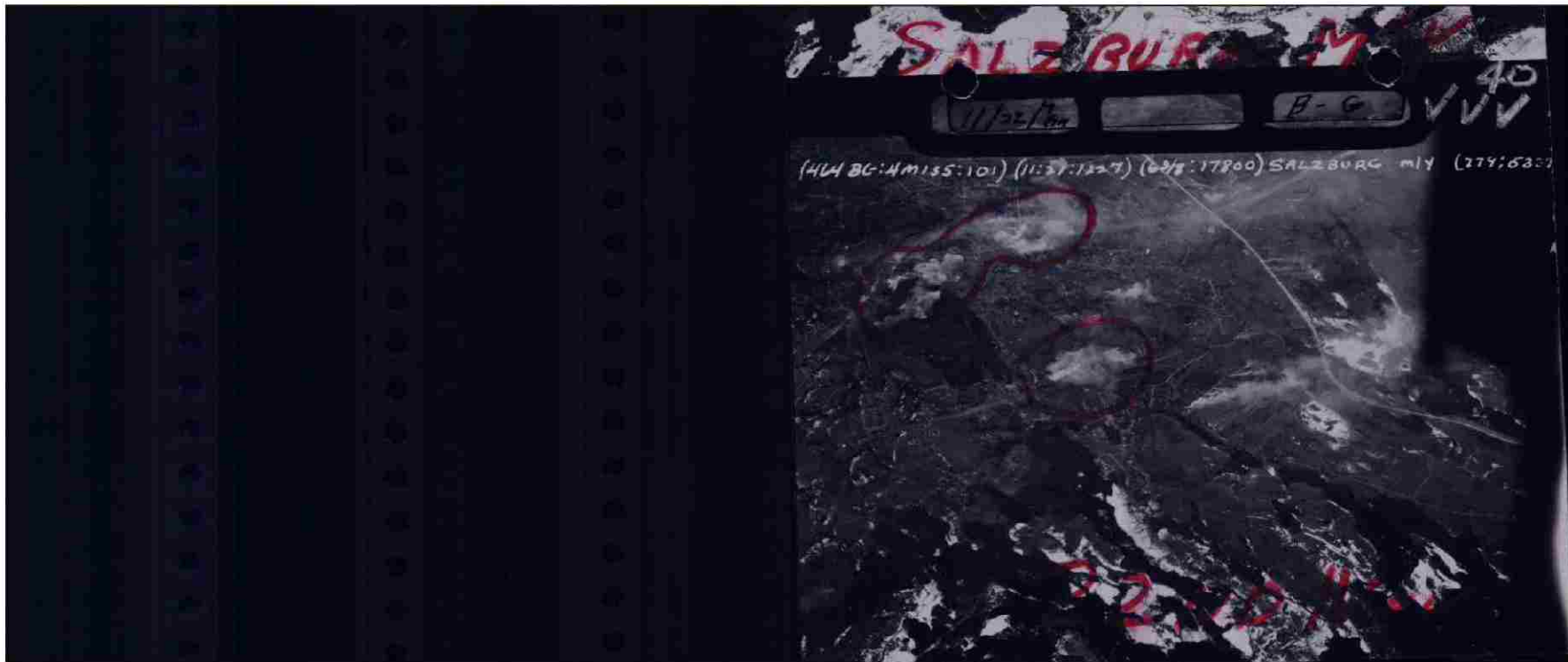
FRANCIS F. ELDER
Major, AC
Intelligence Officer

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





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

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

HH/FFF/hob

319.1

25 November 1944

SUBJECT: Narrative Mission Report

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

1. On 25 November 1944, the three (3) scheduled PFF B-24 type a/c designated below took off at the hour indicated to bomb the Munich West M/Y, as specified in Operations Order No. 263:

A/C No 42-95613 (W/W), Capt Joseph A. Shymanski,
Pilot, at 0040A hours.

A/C No 44-49032 (W/B), 1st Lt Franklin K. Lane,
Pilot, at 0048A hours.

A/C No 44-49048 (Y/J), 1st Lt Forrest J. Robbins,
Pilot, at 0122A hours. Scheduled take-off of this
last mentioned a/c was delayed by mechanical difficulties.

2. a. A/C No 42-95613 was the only one of the three to attack the Primary Target. Using C-1 Automatic Pilot with PFF, its full bomb load of 8 x 500 pound RDX (6 x .1 and .01 and 2 x long delayed fuse) was dropped from 24,100 feet, on an axis of 40 degrees at 0436A hours.

b. PFF operator of this a/c reported equipment in perfect condition. Target was picked up on scope seventy (70) miles away. Four (4) corrections were given bombardier on course and four (4) on rate (70° to 40°).

c. Flak at P/T was reported as ITH, lasting from 2-3 minutes. No searchlights were observed.

3. a. A/C No 44-49032 and a/c No 44-49048 attacked the Alternate Target, the Innsbruck Main M/Y, the former because it was believed that there were breaks in the overcast at the Primary, and the latter because of operational failure in PFF equipment.

b. Each of these two a/c, using C-1 with PFF, dropped its full bomb load of 8 x 500 pound RDX (6 x .1 and .01, and 2 x

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

Ltr Narr Miss Rpt, contd

long delayed fuse) on the A/T. A/C No 44-49032 dropped from 23,500 feet at 0442A hours, on an axis of 95 degrees, and a/c No 44-49048 from 23,000 feet, at 0445A hours, on an axis of 160 degrees.

c. PFF operator of a/c No 44-49032 reported equipment satisfactory, though approach used did not permit picking up of specific target within city. Five (5) corrections given, last correction 3 degrees.

d. PFF operator of a/c No 44-49048 was unable to pick up identification return as P/T was approached. Upon making 180 degree turn to check equipment, Innsbruck was picked up on scope. Specific target was not returned and operator synchronized on center of town.

e. SIH flak was encountered at the Alternate. Diffused light through the overcast indicated presence and use of searchlights, but the number could not be determined.

4. Recapitulation of bomb tonnage dropped:

	<u>500 lb RDX</u> <u>.1 x .01 fuse</u>	<u>500 lb RDX</u> <u>Long delayed fuse</u>
1 a/c dropped on P/T	1.5 tons	0.5 tons
2 a/c dropped on A/T	3.0 tons	1.0 tons

5. Weather. Base on take-off, stratocumulus and stratus over mountains to west. Thin low stratus forming at about 1,000 feet, but stars visible. Visibility reduced to 5 miles in haze.

Route, undercast tops to 8,000 feet over entire Adriatic. No high clouds. Over mountains there were some breaks in the undercast. North of the mountains there was an undercast of middle clouds at 17,000-18,000 feet and few patches of cirrus forming above. On return, conditions similar with undercast tops to 18,000 feet north of Alps and undercast at 8,000 feet over Adriatic. Clouds over south Adriatic 500 feet thick.

Target, 10/10 altostratus to 18,000 feet; 3/10 cirrus above planes.

Base on return, 10/10 altocumulus 8,000 to 8,500 feet. Low stratus and stratocumulus topping surrounding high ground. Visibility reduced to 8 miles in haze.

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

Ltr Narr Miss Rpt, contd

6. Routes were flown as briefed, except for deviation in axis of attack made by the two (2) a/c attacking the Alternate.

7. Return landings of the three (3) a/c were made as follows:

A/C No 44-49048 at 0704A hours
A/C No 42-95613 at 0705A hours
A/C No 44-49032 at 0723A hours

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

1 Inclosure
Incl 1 - Track Chart



MISSING CREW REPORTS

CONFIDENTIAL

MISSING AIR CREW REPORT

1. ORGANIZATION: Location Pantanello, Italy Command or Air Force 15th Air Force
 Group 464th Bomb Group (H) Squadron 777th Bomb Sq (H)
2. SPECIFY: Place of departure Pantanello Air Base, Italy Course Bombing
 Target Metravico, Yugoslavia Type of mission
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Clear
4. GIVE: (a) Date 5 Nov 44 Time 1100 Last known position Gruda, Yugoslavia
 (b) Specify whether: () Last sighted, () Forced down, () Seen to crash,
 () Last contacted by radio, () No information.
5. AIRCRAFT (LOST) (BELIEVED LOST) AS A RESULT OF: (Check one only)
 () Enemy aircraft, () Enemy anti-aircraft, () Other Mechanical Failure
6. AIRCRAFT: Type, model & series B-24 J AAF Serial Number 42-78521
7. NICKNAME OF AIRCRAFT none
8. ENGINES: Type, m.de. & series R-1830-65A AAF Serial Number (a) CR 325436
 (b) CP-325406 (c) CP 325375 (d) CP 325432
9. INSTALLED WEAPONS: (Make, type and serial number.)
 (a) PN 1197208 (e) RBT 1197199 (i) RT 1200368
 (b) LN 1196919 (f) LBT 1197178 (j) LT 1197167
 (c) RU 1198026 (g) WG 1105710 (k) _____
 (d) LU 1198837 (h) WG 1105455 (l) _____
10. PERSONNEL LISTED BELOW REPORTED AS: () Battle Casualty, () Non-Battle Casualty.
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10; Passengers 0; Total 10
 (If more than 12 persons aboard aircraft, use separate sheet.)

CREW FULL NAME (Last, first, initial) CURRENT NEXT OF KIN, RELATIONSHIP
 POSITION RANK, SERIAL NUMBER STATUS AND ADDRESS

- AMG(1) ~~XXX~~ S/Sgt 36808604, MOORE, Robert J. MIA Eugenie Moore (Mother) 2402
N 114th St. Wauwatosa, Wisc.
- (2) P 1st Lt 0-696593, POOTS, Thomas S. RTD
- (3) CP 2nd Lt MAHEU, George T. Jr. RTD
0-711745
- (4) N 1st Lt PLATT, Alvin Jr. RTD
0-713023
- (5) B 1st Lt LAVRIC, Stephen J. RTD
0-709931
- (6) ROG T/Sgt ROACH, James V. RTD
17059656
- (7) AMG T/Sgt DEVINE, John A. Jr. LIA
32450088
- (8) AMG S/Sgt DUDEK, Stanley RTD
33504397
- (9) ARMG Pvt WIEGMANN, Herbert RTD
12151702
- (10) ARMG S/Sgt HEBERT, Nolan J. RTD
38487887
- (11) _____
- (12) _____

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (one only) COLUMN TO INDICATE BASIS FOR SAME: In SAW CONTACTED LAST XXX FORCED

NAME IN FULL RANK SERIAL No. BY RADIO SIGHTED CRASH LANDING

(1) Potts, Thomas S. 1st Lt 0-696593 X

(2) _____

(3) _____

13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:

() Parachutes were used. () Persons were seen walking away from the scene of the crash.

() Other reasons (specify) Told by Partisans that he was safe.

14. ATTACH PHOTOGRAPH, MAP OR SKETCH SHOWING LAST KNOWN LOCATION OF AIRCRAFT.

15. ATTACH EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES.

16. ATTACH A DESCRIPTION OF EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH HERE. None

1. Inclosures.

Incl 1. Statement Date 9 November 1944
of Lt. Potts

Signature of preparing officer
E. M. O'REILLY
 Captain, Air Corps
 Adjutant

~~CONFIDENTIAL~~
 WAR DEPARTMENT
 HEADQUARTERS ARMY AIR FORCES
 WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

1. ORGANIZATION: Location Pantanello, Italy Command or AF 15 Air Force
 Group 464th Bomb Gp (H) Squadron 777th Bomb Sq (H)
 Italy
2. SPECIFY: Point of Departure Pantanello Air Base, Course 81 degrees
 Target Vienna, Type of Mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
8/10 to 10/10 stratocumulus tops 10,000 feet.
4. GIVE: (a) Date 6 Nov. 1944 Time 1110 Location (47° 56'N-15° 26'E)
 of last known whereabouts of missing aircraft.
 (b) Specify when: () 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:
Dropped out of formation with #2 engine smoking, due to mechanical failure.
6. AIRCRAFT: Type, Model & Series B-24J AAF Serial NO 42-51643
7. ENGINES: Type, Model & Series R-1830-65 A AAF Serial NO (a) CP-325123
 (b) 41-13552 (c) CP-325217 (d) CP-325214
8. INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
 (a) EN 1034150 (b) LN 103307
 (c) EM 1033752 (d) LM 1033831
 (e) LW 1033733 (f) RE 1033925
 (g) LB 1033364 (h) RT 1033928
 (i) RW 1536967 (j) LT 1033196
- PERSONNEL LISTED BELOW REPORTED AS: (x) Battle Casualty () Non-Battle Cas.
9. 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	RAY, Robert S. Jr.	2nd Lt.	0-709642	Nellie B. Ray (Mother) P.O. Box #7, Crow, Texas
2. CP	SETSER, George H.	2nd Lt.	0-829767	Joe Franklin Setser (Father) Route #1, Franklin, N.C.
3. N	LLOYD, Orin	2nd Lt.	0-2061007	Sarah S. Lloyd (Mother) 302 St Louis Ave., RT#1 Hot Springs, Ark.
4.				
5. B	COOK, William	2nd Lt.	0-2056692	Susan P. Cook (Mother) 1 Carter Ave., Southington, Conn.
6. ROMG	PHILLIPS, Rex E.	Sgt	38400828	Blanche C. Phillips (Mother) 411 W. Comanche, Norman, Oklahoma
7. AMG	GERREN, Robert	Sgt	16057424	Beatrice Gerren (Mother) 3131 Maple Ave., Flint, Mich.
8. ARMG	WHITNEY, Albert W.	S/Sgt		Ada Whitney (Mother) 5305 Walther Ave Baltimore, Md.

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- 9. AG POWELL, Jack B. Sgt 15108777 Alberta M. Powell (Mother)
720 Pendleton Ave. Anderson, Ind.
- 10. AG COOK Francis W. Sgt 14131149 Vella Cook (Mother)
RT#1, Box 233, Dothan, Ala.
- 11. AG SUCEC, Joseph J. Sgt 16187822 Pauline A. Sucec (Mother)
4016 Railroad Ave. E. Chicago, Ind.
- 12. _____

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 by radio ^{contacted} sighted ^{lost} crash ^{saw} forced landing

- 1. Herbert W. Natzke 2nd Lt 0-2060339 X
- 2. _____
- 3. _____
- 4. _____
- 5. _____
- 6. _____

3. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used persons seen walking away from scene of crash
 Any other reason (specify) Plane under control when it left the formation

- 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, over enemy territory when last sighted

date of this report: 9 November 1944

signature of officer _____
E. M. O'REILLY
 Captain, Air Corps
 Adjutant

Incls:
 Incl 1. Statement
 Lt. Natzke
 Incl 2. Location sketch

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MISSING AIR CREW REPORT

1. ORGANIZATION: Location Pantanello Air Base Italy Command or Air Force 15th AF
 Group 464th Bombardment Group (H) Squadron 779th Bombardment Sq (H)
 2. SPECIFY: Place of departure Pantanello Air Base Italy Course Linz, Austria
 Target Linz, Austria Type of mission Bombing
 3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
10/10 Overcast
 4. GIVE: (a) Date 15 Nov 44 Time 0830 Last known position Italy 41°08'N-15°56'E
 (b) Specify whether: (X) Last sighted, () Forced down, () Seen to crash,
 () Last contacted by radio, () No information.
 5. AIRCRAFT (LOST) (BELIEVED LOST) AS A RESULT OF: (Check one only)
 () Enemy aircraft, () Enemy anti-aircraft, (X) Other Circumstances unknown. Aircraft last
 6. AIRCRAFT: Type, model & series B-24L AAF Serial Number 44-49028 at take off.
 7. NICKNAME OF AIRCRAFT No nickname. Call name "Black Roger".
 8. ENGINES: Type, model & series R 1830-65 AAF Serial Number (a) CP-329137
 (b) CP-329089 (c) CP-329123 (d) CP-329792
 9. INSTALLED WEAPONS: (Make, type and serial number) Browning 50 Cal M2
 (a) 450368 (e) No ball-radar plane (i) 1549545
 (b) 135479 (f) 52841 (j) _____
 (c) 315382 (g) 1283 (k) _____
 (d) 223027 (h) 778503 (l) _____
 10. PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty, (O) Non-Battle Casualty.
 11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 11; Passengers 0; Total 11
 (If more than 12 persons aboard aircraft, use separate sheet.)
- | CREW POSITION | FULL NAME (Last, first, initial) | RANK | SERIAL NUMBER | CURRENT STATUS | NEXT OF KIN AND ADDRESS | RELATIONSHIP |
|---------------|---------------------------------------|---------------|-----------------|----------------|-------------------------|--|
| (1) Pilot | <u>Mower, Homer O.</u> | <u>1st Lt</u> | <u>0822514</u> | <u>MIA</u> | <u>Mother Mrs</u> | <u>Norman Mower, 50 West Main St, Mechanicsburg, Pa.</u> |
| (2) CP | <u>Crabtree, Robert S.</u> | <u>2nd Lt</u> | <u>0823794</u> | <u>MIA</u> | <u>Father Mr.</u> | <u>Alfred E. Crabtree, Hancock, Maine</u> |
| (3) B | <u>Cunningham, Calvin E.</u> | <u>2nd Lt</u> | <u>0718079</u> | <u>MIA</u> | <u>Father Mr.</u> | <u>John A. Cunningham, 604 Beaver Ave, Midland, Pa.</u> |
| (4) N | <u>Nagle, Vincent L.</u> | <u>2nd Lt</u> | <u>01540537</u> | <u>MIA</u> | <u>Father Mr.</u> | <u>John J. Nagle Jr., 170 Reservoir Rd, Brookline, Mass.</u> |
| (5) | <u>Radar B Wales, Dennis G.</u> | <u>1st Lt</u> | <u>0762842</u> | <u>MIA</u> | <u>Father Mr.</u> | <u>Beatrice T. Wales, 4720 Findlay St, Seattle, Wash.</u> |
| (6) | <u>Eng Gnr Reichie, Daniel E.</u> | <u>S/Sgt</u> | <u>16089321</u> | <u>MIA</u> | <u>Mother Mrs.</u> | <u>Mary Reichie, 3132 N. 41st St, Milwaukee, Wis.</u> |
| (7) | <u>RO Gnr Soloff, Milton H.</u> | <u>S/Sgt</u> | <u>35154856</u> | <u>MIA</u> | <u>Wife Mrs.</u> | <u>Sally Soloff, Churubusco, Ind.</u> |
| (8) | <u>Arm Gnr Nix, Joseph H.</u> | <u>Sgt</u> | <u>30399195</u> | <u>MIA</u> | <u>Mother Mrs.</u> | <u>Anna Nix, 2857 Custer Ave, Pittsburgh #10, Pa.</u> |
| (9) | <u>Eng Gnr Berceli, Stephen J.</u> | <u>Sgt</u> | <u>36662076</u> | <u>MIA</u> | <u>Mother Mrs.</u> | <u>Theresa Berceli, 740 E. 91st St, Chicago, Ill.</u> |
| (10) | <u>Aerial Gnr Caryga, Peter (NMI)</u> | <u>Sgt</u> | <u>33004159</u> | <u>MIA</u> | <u>Mother Mrs.</u> | <u>Mary Garyga, 313 Franklin Ave, Phoenixville, Pa.</u> |
| (11) | <u>Aerial Gnr Watt, Joseph S.</u> | <u>Sgt</u> | <u>36448145</u> | <u>MIA</u> | <u>Wife Mrs.</u> | <u>Elsie M. Watt, RFD #1, Alton, Ill.</u> |
| (12) | | | | | | |
12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (one only) COLUMN TO INDICATE BASIS FOR SAME:
- | NAME IN FULL | RANK | SERIAL No. | CONTACTED LAST | | SAW | |
|----------------------------|----------------|----------------|--------------------------------------|---------|--------|---------------|
| | | | BY RADIO | SIGHTED | FORCED | CRASH LANDING |
| (1) <u>James H. Gilson</u> | <u>Lt. Col</u> | <u>0413958</u> | <u>Statement as to circumstances</u> | | | |
| (2) _____ | | | <u>surrounding Missing Aircraft</u> | | | |
| (3) _____ | | | | | | |
13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 () Parachutes were used. () Persons were seen walking away from the scene of the crash.
 (X) Other reasons (specify) Aircraft was not seen after take-off at 0830.
 14. ATTACH PHOTOGRAPH, MAP OR SKETCH SHOWING LAST KNOWN LOCATION OF AIRCRAFT.
 15. ATTACH EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES.
 16. ATTACH A DESCRIPTION OF EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH HERE. No search made.

2 Inclosures.
 Incl 1 - Statement Date 17 November 1944
 of Lt Col Gilson (septup)
 Incl 2 - Map of area where plane
was last sighted.

Signature of preparing officer
ALDERSON TIMMONS,
 Captain, AC
 Adjutant

CONFIDENTIAL

MISSING AIR CREW REPORT

1. ORGANIZATION: Location Pantanello AAB, Italy Command or Air Force 15th AF
 Group 464th Bombardment Group (H) Squadron 778th Bombardment (H)
2. SPECIFY: Place of departure Pantanello AAB, Italy Course 1700
 Target Munich West M/Y Type of mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
10/10 altocumulus, tops 18,000', visibility 20 miles
4. GIVE: (a) Date _____ Time _____ Last known position _____
 (b) Specify whether: (X) Last sighted, () Forced down, () Seen to crash,
 () Last contacted by radio, () No information.
5. AIRCRAFT (LOST) (BELIEVED LOST) AS A RESULT OF: (Check one only)
 () Enemy aircraft, () Enemy anti-aircraft, (X) Other unknown
6. AIRCRAFT: Type, model & series B-24J AAF Serial Number 44-41084
7. NICKNAME OF AIRCRAFT _____
8. ENGINES: Type, model & series R-1830-65-A AAF Serial Number (a) BP 440318
 (b) GP 329196 (c) BP 440340 (d) BP 440315
9. INSTALLED WEAPONS: (Make, type and serial number.) All Browning Cal .50
 (a) Left Nose 1538147 (c) Left ball 1549093 (i) Left tail 1203648
 (b) Right nose 1537964 (f) Right ball 1549175 (j) Right tail 1538259
 (c) Left upper 1261559 (g) Left waist 1261111 (k) _____
 (d) Right Upper 1546072 (h) Right waist 1540380 (l) _____
10. PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty, () Non-Battle Casualty.
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10; Passengers 0; Total 10
 (If more than 12 persons aboard aircraft, use separate sheet.)

CREW POSITION	FULL NAME (Last, first, initial)	RANK, SERIAL NUMBER	CURRENT STATUS	NEXT OF KIN AND ADDRESS	RELATIONSHIP
(1) Pilot	ROUTON	RALPH B 2d Lt	MIA	Mrs Susilee Routon (mother) 409 Jackson St, Paris, Tenn	
(2) CP	FUHRMAN	JOHN E JR	MIA	Mr John E. Fuhrman, father Mound City, Mo	
(3) B	MC LAURINE	LUKE L JR	MIA	Mr Luke L. McLaurine, father 685 Watson Street, Memphis, Tenn	
(4) N	FULLER	MARLIN S 2d Lt	MIA	Mrs Clara I. Fuller, wife 25 Nathaniel Blvd, Delmar, N.Y.	
(5) EG	ROBERTSON	RALPH S T/SGT	MIA	Mrs Dollie E Robertson, mother 218 W Indiana Ave, Tampa, Fla	
(6) AEG	BRUNO	ROBERT D S SGT	MIA	Mrs Carmella Bruno, mother 142 River Street, Hudson Mass	
(7) ROG	HIGGINS	ROBERT T SGT	MIA	Mrs Jessie M. Higgins, mother, 1124 Garfield St, McMechen, W.Va.	
(8) AG	JONES	LURED D S SGT	MIA	Mrs Janie S. Jones, mother 314 N 4th St Scottsville, Ky	
(9) G	HOYDA	JOHN J S SGT	MIA	MR Joseph Hoyda, father 114 Benner St, Tiffin, Ohio	
(10) G	LANDMAN	RAYMOND S SGT	MIA	Mrs Rosemary F. Landman, wife, White Lake, S Dak	
(11)					
(12)					

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (one only) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL No.	CONTACTED LAST		
			BY RADIO	SIGHTED	SAW FORCED CRASH LANDING
(1) Peter A. Cantillo	Cpl	14201953		X	
(2) Walter W. Hardy	Sgt	33550328		X	
(3)					
13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 () Parachutes were used. () Persons were seen walking away from the scene of the crash. formation.
 () Other reasons (specify) Last seen under full control, gradually dropping out of
14. ATTACH PHOTOGRAPH, MAP OR SKETCH SHOWING LAST KNOWN LOCATION OF AIRCRAFT.
15. ATTACH EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES.
16. ATTACH A DESCRIPTION OF EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH HERE. No search

3 Inclosures.
 Incl 1-sketch Date 18 November 1944
 Incl 2-statement(Cantillo) CONFIDENTIAL CARL V. HARDY, Capt, AC,
 Incl 3-statement(Hardy) CONFIDENTIAL Adjutant

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MISSING AIR CREW REPORT

1. ORGANIZATION: Location AP0 520, U S Army Command or Air Force 15th Air Force
 Group 464th Bombardment Group (H) Squadron 776th Bombardment Sq (A)
 2. SPECIFY: Place of departure AAB, Pantanella, Italy Course SES
 Target Oil Refinery, Blechhammer Type of mission Bombing

3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Very Good, Stratocumulus clouds, tops 10,000'.

4. GIVE: (a) Date 20 Nov 44 Time 1518 Last known position Vis, Yugoslavia
 (b) Specify whether: (X) Last sighted, () Forced down, () Seen to crash,
 () Last contacted by radio, () No information.

5. AIRCRAFT (LOST) (BELIEVED LOST) AS A RESULT OF: (Check one only)
 () Enemy aircraft, () Enemy anti-aircraft, (X) Other

6. AIRCRAFT: Type, model & series B-24J AAF Serial Number 42-51625

7. NICKNAME OF AIRCRAFT "Stevonovich"

8. ENGINES: Type, model & series R-1830-65A AAF Serial Number (a) BP-442490
 (b) CP-326905 (c) BP-442899 (d) BP-442860

9. INSTALLED WEAPONS: (Make, type and serial number)
 (a) MG-M2 Cal. 50 1033209 (e) 1033743 (i) 1033737
 (b) " " " " 1033388 (f) 1033548 (j) 1033594
 (c) " " " " 1033645 (g) 1033234 (k) _____
 (d) " " " " 1033710 (h) 1033662 (l) _____

10. PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty, () Non-Battle Casualty.
 11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 9; Passengers 0; Total 9.

(If more than 12 persons aboard aircraft, use separate sheet.)

CREW POSITION	FULL NAME (Last, first, initial)	RANK	SERIAL NUMBER	CURRENT STATUS	NEXT OF KIN AND ADDRESS	RELATIONSHIP
(1) Pilot	<u>Arlington, Matthew T.</u>			<u>RTD</u>		
	<u>2nd Lt., 0-744570</u>					
(2) CP	<u>Schneider, Anthony C.</u>			<u>RTD</u>		
	<u>2nd Lt., 0-830779</u>					
(3) Nav-Bombardier	<u>Welsted, Gerald E.</u>			<u>RTD</u>		
	<u>Flt/O., T-126572</u>					
(4) Eng-Gun.	<u>Hurst, James C.</u>			<u>MIA</u>	<u>Mrs. Mathilda Hurst (Mother)</u>	
	<u>Sgt. 36585670</u>				<u>8638 Georgia St., Detroit, Mich.</u>	
(5) ROM-Gun.	<u>Erickson, Ednor A.</u>			<u>RTD</u>		
	<u>Sgt. 16079470</u>					
(6) Arm-Gun.	<u>Nanton, James R.</u>			<u>RTD</u>		
	<u>S/Sgt. 16045519</u>					
(7) Arm-Gun.	<u>Ray, Mancell L.</u>			<u>RTD</u>		
	<u>Sgt. 38405952</u>					
(8) Gunner	<u>Mamanux, Harry O. Jr.</u>			<u>LIA</u>		
	<u>Sgt. 33080080</u>					
(9) Gunner	<u>Tower, True</u>			<u>LWA</u>		
	<u>Sgt. 11110198</u>					
(10)						
(11)						
(12)						

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (one only) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL No.	BY RADIO	CONTACTED LAST	SAW SIGHTED	SAW FORCED
(1) <u>Matthew T. Arlington</u>	<u>2nd Lt.</u>	<u>0-744570</u>			<u>X</u>	
(2) <u>Gerald E. Welsted</u>	<u>Flt/O.</u>	<u>T-126572</u>			<u>X</u>	
(3)						

13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 () Parachutes were used. () Persons were seen walking away from the scene of the crash.
 (X) Other reasons (specify) Ship was ditched. Eight men were rescued.

14. ATTACH PHOTOGRAPH, MAP OR SKETCH SHOWING LAST KNOWN LOCATION OF AIRCRAFT.

15. ATTACH EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES.

16. ATTACH A DESCRIPTION OF EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH HERE. None

3 Inclosures.
 Incl 1-Statement of Date 24 Nov 44
Lt. Arlington
 Incl 2-Statement of P/O. Welsted
 Incl 2-Sketch of Last known position.

Signature of preparing officer
WILLIAM H. REDDELL,
Lt Col, Air Corps,
Commanding.

RETURNED TO DUTY REPORTS

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BATTLE CASUALTY REPORT

SQUADRON, 464TH BOMBARDMENT

GROUP 8 November 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 of Service	Duty Code	REMARKS (Place of Casualty)
Plaisance, Robert S. ✓	2ndLt	0-709628	RTD (From LIA on 13 Oct 44 to RTD on 2 Nov 44)	2 Nov 44	A	AC	1092	Germany
Moore, Robert J. ✓	S/Sgt	86808604	RTD (From MIA 5 Nov 44 to RTD 13 Nov 44)	13 Nov 44	H	AC	748	Yugoslavia. (Yugoslavia)
								/s/ E. M. O'Reilly /t/ E. M. O'REILLY, Capt, AC Adj.
Peskin, Samuel B. ✓	2ndLt	0-824202	RTD	15 Nov 44	A	AC	1092	From Int 4 Oct 44 to RTD
Thompson, Earl C. ✓	2ndLt	0-723711	RTD	15 Nov 44	B	AC	1034	From INT 4 Oct 44 to RTD
Abernethy, Kyle G. ✓	2ndLt	0-717856	RTD	6 Nov 44	C	AC	1035	From INT 4 Oct 44 to RTD
								/s/ Carl V. Hardy /t/ CARL V. HARDY Capt, AC Adj.

* See Reverse

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(Signature)

(Title & Branch)

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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

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BATTLE CASUALTY REPORT

776th Bombardment SQUADRON, 464th Bombardment GROUP 20 November 1944
(Number) (Bombardment - Fighter) (Number) (Bombardment - Fighter) (Date)

NAME	Grade	Army Serial Number	Type Casualty	Date	Flying Status	Arm or Service	Duty Code	REMARKS (Place of Casualty)
Weisberger, William	2nd Lt	O-2056752	RTD	19 Nov 44	G	AC	1035	MIA 16 Nov 44 to RTD 19 Nov 44
Dembeck, Raymond A.	Sgt	36596807	RTD	19 Nov 44	I	AC	612	MIA 16 Nov 44 to RTD 19 Nov 44

Make no entries in this space

* See Reverse

Page _____ of _____ pages (For Sqdn or Gp)

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 Page No. _____

To be entered by Hq Fifteenth Air Force

(Signature)
SHARON E. WAGGONER,
 Captain, Air Corps,
 Actg. Squadron Commander
(Title & Branch)

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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 previousy 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 Squadron (B) SQUADRON, 464th Bombardment Group (H) GROUP 27 November 1944
(Number) (Bombardment - Fighters) (Number) (Bombardment - Fighter) (Date)

NAME	Grade	Army Serial Number	Type Casualty	Date	Flying Status	Arm or Service	Duty Code	REMARKS (Place of Casualty)
Ray, Robert S. Jr.	2nd Lt	0-709642	RTD	26 Nov 44	A	AC	1092	Yugoslavia
Setser, George H.	2nd Lt	0-829767	RTD	26 Nov 44	A	AC	1092	Yugoslavia
Lloyd, Orin	2nd Lt	0-2061007	RTD	26 Nov 44	B	AC	1034	Yugoslavia
Cook, William	2nd Lt	0-2056692	RTD	26 Nov 44	C	AC	1035	Yugoslavia
Phillips, Rex E.	Sgt	38400828	RTD	26 Nov 44	G	AC	757	Yugoslavia
Gerren, Robert A.	Sgt	16057424	RTD	26 Nov 44	H	AC	748	Yugoslavia
Whitney, Albert W. Jr.	S/Sgt	33060283	RTD	26 Nov 44	I	AC	612	Yugoslavia
Suces, Joseph J.	Sgt	16187822	RTD	26 Nov 44	K	AC	611	Yugoslavia
The above men from 6 November 1944, Austria to RTD 26 November 1944, Yugoslavia.								

* 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

(Signature)
J. H. HETZEL
 1st Lt, AC,
 Adjutant

(Title & Branch)

CONFIDENTIAL

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Make no entries in this space

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
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INCLOSURES AND SUPPORTING DOCUMENTS

INCLOSURES AND SUPPORTING DOCUMENTS

1. S.O. NO. 233 - HQ 464TH BOMB GP - 2 NOVEMBER 1944
2. S.O. NO. 238 - HQ 464TH BOMB GP - 7 NOVEMBER 1944
3. S.O. NO. 256 - HQ 464TH BOMB GP - 29 NOVEMBER 1944
4. S.O. NO. 310 - HQ 15TH AF. - 5 NOVEMBER 1944

R E S T R I C T E D

HEADQUARTERS
464TH BOMBARDMENT GROUP (H)
APO 520 US ARMYSPECIAL ORDERS)
:
NUMBER.....233)

2 November 1944

1. Par 2 SO 102 this hq cs and amendments thereto, pert to Early Return Board are hereby Rescinded.

2. Par 7 SO 144 this hq cs and amendments thereto, pert to Group Flying Evaluation Board are hereby Rescinded.

3. In accord with Memo 6-4, Hq 55th Bomb Wg (H) dtd 18 Apr 44, the fol named O, Hq Det, are hereby aptd members of Early Return Board to investigate all early returns of this Group:

LT COL (1092)	ELVIN E GOODYEAR	0401217
MAJ (3162)	DAENEY V K MOON	0422667
MAJ (2161)	JOHN W NANCE	0790704
CAPT (7542)	PETER CECCATO	0534769

4. In accord with Memo 35-17, Hq Fifteenth Air Force, dtd 28 Apr 44, the fol named O of orgns indicated, are hereby aptd members of the Group Flying Evaluation Board:

LT COL (1092)	ELVIN E GOODYEAR	0401217	Hq Det (President)
MAJ (1092)	WILLIAM G SHOEMAKER	0789213	779th Bomb Sq (H)
MAJ (3162)	DABNEY V K MOON	0422667	Hq Det (Flt Surg)
MAJ (2161)	JOHN W NANCE	0790704	Hq Det

5. CAPT (1035) ELMER H VERNON, 0725109, Hq Det, is hereby aptd Group Bombardier.

6. Under the prov of par 15 AR615-5 dtd 30 Jun 43, S/Sgt (748) Nicholas J Ferrara, 13109482, 776th Bomb Sq (H), is hereby reduced to the grade of Private eff this date:

7. Under the prov of AAF Reg 35-51 dtd 3 Apr 44 the fol named EM, orgns indicated, are hereby reclassified as follows:

RECLASSIFIED TO

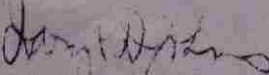
Pfc (911) Melvin Miskelly	13103025	776th Bomb Sq (H)	PT & Gunsight Mech (678)
Pfc (590) Harvey L Burnham	18190523	778th Bomb Sq (H)	Clk, non typist (055)

8. Pvt (835) Richard E Parrott, 35425766, AC, having been asgd this Gp per par 4 SO 304, Hq Fifteenth AF SC, dtd 31 Oct 44, is further asgd to the 776th Bomb Sq (H).

By order of Colonel SCHROEDER:

DARYL D JOHNS
Major, AC,
Adjutant

OFFICIAL:


DARYL D JOHNS
Major, AC,
Adjutant.

R E S T R I C T E D

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

SPECIAL ORDERS)
NUMBER.....238)

7 November 1944.

1. Under the prov of par 6c AR 615-5 dtd 30 Jun 43 and upon recommendation of the orgn comdr the fol EM of 779th Bomb Sq (H), are hereby promoted to grade as indicated below eff this date. Copy of SO will serve in lieu of Warrant.

TO BE TECHNICAL SERGEANT (TEMP)

S/Sgt (757) Edward J. Dally	12122563	S/Sgt (748) Clair L. Hunter	17053487
S/Sgt(748)Richard G. Mechelke	37556891	S/Sgt (757) James W. Holley	19071911
S/Sgt (748) Jerrold R. Ruben	33693721		

TO BE STAFF SERGEANT (TEMP)

Sgt (748) Charles C. Adkins	34509926	Sgt (748) Jack D. Blackwell	17154891
Sgt(612)Edward E. Kausmeyer	32916857	Sgt (748) John C. Lecwienko	32927296
Sgt (757) Thomas S. O'Brien	32752342		

TO BE SERGEANT (TEMP)

Cpl (757) Joseph N. Bastarache	11131031	Cpl (757) Andrew Babich	42000037
Cpl (611) Hubert H. Feman	35048923	Cpl (611) Ralph Cavaliere	12228606
Cpl (612) Albert C. Hayes	11103955	Cpl (611) James L. Heap	39864369
Cpl(612)Arthur T. Huntley Jr.	39551106	Cpl (611) James A. Malcolm	36896668
Cpl(757)Charles F Montegut Jr	38494589	Cpl (748) Thomas A. Mitchell	34606735
Cpl(611)Benjiman E Montgomery	34925245	Cpl (611) John L. Reinhardt	14167047
Cpl (748) Leonard W. Schiller	36756288	Cpl (748) Harold P. Smith	32454521
Cpl (748) Paul J. Zafferano	32793462		

2. LT COL (2120) ORLIE PRICE, 0304766, AC, having been asgd this Gp per VOCC 55th Wg this date is further asgd to Hq Det. (DOR 18 Nov 43, COMP ORG)

By order of Colonel SCHROEDER:

OFFICIAL:

Verl Fielding
VERL FIELDING
Captain, AC,
Asst Adjutant.

DARYL D. JOHNS
Major, AC,
Adjutant

HEADQUARTERS
454TH BOMBARDMENT GROUP (H)
APO 520 US ARMY

SPECIAL ORDERS)
:)
NUMBER.....256)

29 November 1944

1. LT COL (1092) CLARENCE J. POFF, O. 16342, AC, 778th Bomb Sq (H), is hereby relieved as Squadron Commander of the 778th Bomb Sq (H).
2. Maj (2162) JOHN W. MINGEL, 0790701, AC, 778th Bomb Sq (H), is hereby appointed Squadron Commander of the 778th Bomb Sq (H).
3. LT COL (1092) ELVIN E. GOODHEAD, CADL217, AC, Hq Det, is hereby appointed Group Operations Officer as additional duty.
4. Under the prov of AAF Reg. 35-51 etd 3 Apr 44, the fol named EM of orgns indicated are hereby reclassified to Ap Armor Gunner (612)

Cpl (719) Gordon T Whigham	33876961	779th Bomb Sq (H)
Cpl (719) Melville T Letaw	14082843	779th Bomb Sq (H)

4. 1ST LT (2110) MILTON J. JULIAN, 0578115, AC, 778th Bomb Sq (H) WP fr this sta o/c 1 Dec 44 to A-1 Section, 47th Bomb Wing, for purpose of interview. Upon completion of TD he will return to proper orgn and sta. Travel via Govt Atr T or MIL left is auth. TIA. 91-66 P 432-02 & 0423-24. (auth: VOCC 152F, 29 Nov 44)

5. The fol named G, 778th Bomb Sq (H), are hereby auth a three (3) day Leave of Absence off 30 Nov 44 to visit Naples, Italy.

1ST LT (1035) HOWARD PHOENIX	0703836
1ST LT (1092) ROY P. HALLER	0814893

By order of Colonel SCHROEDER:

DARYL D. JOHNS
Major, AC,
adjutant.

OFFICIAL:

Daryl D. Johns

DARYL D. JOHNS
Major, AC,
adjutant.

RESTRICTED

HEADQUARTERS FIFTEENTH AIR FORCE
APO 520 US ARMY

G/JMI/ljc

5 November 1944

SPECIAL ORDERS)
NUMBER 310)

EXTRACT

2. LT COL ORLIE PRICE, 0304766 AC, (2120), is reld fr asgmt to 450th Bomb Gp (hv), is asgd to 55th Wg, WP via mil acft or govt mtr T to join, rptg upon arrival to CG thereat for dy, PCS. TDN. 91-66 P 431-02 A 0425-24.

3. LT COL IRVIN W. STOWE, 0227231 AC, (2120), is reld fr asgmt to 464th Bomb Gp (hv), is asgd to Hq & Hq Sq, Fifteenth Air Force, WP via mil acft or govt mtr T to join and upon arrival is asgd to dy in Hq Commandant Section (2120). PCS. TDN. 91-66 P 431-02 A 0425-24.

By command of Major General TWINING:

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

OFFICIAL:

/s/ J. M. IVINS
/t/ J. M. IVINS,
Colonel, AGD,
Adjutant General.

A CERTIFIED TRUE EXTRACT COPY:

Maurice C. Kieling
MAURICE C. KIELING
Captain, AC

