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1 Dec 44
(BOMB) 1
REPLY TO:
Director
Aerospace Studies Inst
ATTN: Anthony C. Smith
Maxwell AFB, Alabama

~~SECRET~~



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DOD DIR 5200.9

P.R.C.
SCANNED BY ACD
2007--

HISTORY

464TH BOMBARDMENT GROUP (H)

Comprising

776TH 777TH 778TH 779TH

BOMBARDMENT SQUADRONS (H)

15TH AIR FORCE

55TH BOMBARDMENT WING (H)

DECEMBER 1944



MICROFILM

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P.R.C.

THE COMMANDING OFFICER COMMENTS

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

1 January 1945

THE COMMANDING OFFICER COMMENTS

During the month of December the Group completed seventeen (17) combat missions despite very adverse flying weather. All told, a total of 347 sorties were flown during the month and a total of 645 tons were dropped representing an increase of eighteen (18) sorties and 37.5 tons over November's totals. Four (4) individual PFF missions were flown during this period.

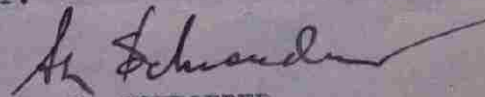
The building program continues to make satisfactory progress. Approximately 88 per cent of all individual quarters are now winterized, and 99 per cent of all individual quarters now have stoves installed. The Headquarters Officers Club was completed and formally opened on 9 December 1944. Both the combination theatre and gymnasium and the bomb trainer building are approaching completion.

A Christmas party was held for the poorer class of children in Canosa, Italy, by a selected committee composed of Group personnel. The whole program was a complete success, as testified by the happiness of the youngsters concerned. Most of the details were handled through the able guidance of Mr. Curtis Lamb, American Red Cross Field Director.

Completing its eighth month of operations against the enemy, the Group looks forward to continued destructive attacks

COMMANDING OFFICER COMMENTS, contd

against the Axis in the coming year.



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 January 1945

NARRATIVE HISTORY FOR MONTH OF DECEMBER 1944

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

2. Major John W. Nance, O-790704, appointed Commanding Officer of the 776th Bombardment Squadron (H) vice Lt Col William H. Reddell, O-1699426, missing in action.

Major Sherman F. Martin, O-681156, appointed Commanding Officer of the 778th Bombardment Squadron (H) vice Major John W. Nance, O-790704, transferred to 776th Bombardment Squadron (H).

Lt Col Elvin E. Goodyear, O-401217, appointed Deputy Group Commander, with additional duty as Group Operations Officer vice Lt Col Charles F. McKenna III, O-369281, missing in action.

1st Lt Lacey P. Morton, O-410212, appointed Group Navigator vice Captain Walter H. Rose, O-789511, missing in action.

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

	<u>Officers</u>	<u>Enlisted Men</u>
As of 30 November 1944	450	1880
Net Increase	71	115
As of 31 December 1944	521	1995

S E C R E T

NARRATIVE HISTORY FOR MONTH OF DECEMBER 1944, contd

4. In spite of unfavorable weather and operating conditions, which included two (2) cancelled missions and one (1) mission in which no bombs were dropped, this Group flew a total of seventeen (17) combat missions during this period.

The total of 347 sorties and 645 tons represented an increase of eighteen (18) sorties and 37.5 tons over November's totals for sorties flown and tons dropped. This was accomplished despite the fact that four (4) of the missions were single flying PFF missions.

Targets in Germany, Austria, Hungary, Italy, Czechoslovakia, and Yugoslavia were hit by bombers of this Group during this month, with Germany and Austria each being hit for six (6) times.

A total of eight (8) missions were flown against marshalling yards, seven (7) against oil targets, one against an ordnance depot, and one against the Pilsen Skoda Armament Works.

The vital Blechhammer Oil Refineries were attacked four (4) times during this period.

Seven (7) missions were flown employing visual means, and nine (9) missions were flown employing PFF means.

Four (4) individual ship PFF missions were flown by the Group for the month of December. On 3 December 1944, two (2) aircraft of the Group bombed Villach M/Y. Other missions

S E C R E T

NARRATIVE HISTORY FOR MONTH OF DECEMBER 1944, contd
of the same type were flown on 7 December 1944, and on 8 December 1944, each of which were two (2) ship missions, and on 12 December 1944 when four (4) aircraft were dispatched.

5. Two (2) enlisted men were killed in action as a result of action against the enemy, both being lost in the Adriatic after their respective aircraft had ditched.

Two (2) combat crew members suffered major wounds, with seven (7) receiving minor wounds. Two (2) cases of frostbite were reported.

One hundred and forty two (142) combat crew members were listed as missing in action, with thirty five (35) crew members being returned to duty who had previously been listed as missing in action.

6. The Luftwaffe made its initial appearances for many of our crew members on the mission of 6 December 1944 to Devinska Nova Ves M/Y. On the rally off the target, our group was suddenly attacked by twenty (20) very aggressive ME-109 fighters that pressed their attacks vigorously. Enemy aircraft fighter tactics consisted of an initial attack in line-abreast formation of from five (5) to seven (7) a/c. These line-abreast attacks were followed by break-away rolls. Subsequent attacks were pressed by enemy aircraft reformed in

S E C R E T

NARRATIVE HISTORY FOR MONTH OF DECEMBER 1944, contd
 line-abreast formation. Evaluation of claims by this Group indicates eight (8) enemy aircraft destroyed, three (3) probably destroyed, and one (1) damaged. Four (4) of our aircraft were lost. Now, more than ever, our crews are on the most vigilant alert for possible enemy aircraft interception.

7. One aircraft accident, of a minor nature, was incurred by this Group during the month of December. On 4 December 1944, one of our aircraft, returning after a practice mission, damaged its nose section upon landing. No injuries were sustained by crew members of the damaged aircraft.

8. Awards made during this period were as follows:

Purple Heart Medals	41
Air Medals	268
1st Cluster to Air Medal	90
2nd Cluster to Air Medal	31
3rd Cluster to Air Medal	19
4th Cluster to Air Medal	1
Distinguished Flying Cross	14
Silver Star	1
Legion of Merit	1
Bronze Star	1

9. A total of eight (8) combat crew members completed their tour of duty in this theatre and have, or will be returned to the United States.

S E C R E T

NARRATIVE HISTORY FOR MONTH OF DECEMBER 1944, contd

10. Thirty five (35) replacement crews reported to this Group in December, and were given the regular three (3) day training and indoctrination schooling.

11. Morale in the Group continues at a satisfactory level. Continued emphasis is being placed on discipline, neatness, cleanliness and inspections.

12. During the month of December, there were eighteen new cases of venereal disease, for a rate of 76.07 per 1,000 men per annum.

The general health of the Group continues to be satisfactory except for an increase in respiratory infections due to the inclement winter weather. There were nine (9) cases of infectious hepatitis in the Group for the month.

Approximately 99% of all quarters in the Group now have stoves installed, and 88% of all quarters are winterized in one form or another.

13. The Group Chaplain continues his many and varied activities.

The chapel has been a very busy place during December, the Christmas month. There were seventy (70) meetings and services held in the chapel during the month, including three (3) musical concerts.

Total attendance reached the new high of 7,081, a substantial increase over previous months' totals.

S E C R E T

NARRATIVE HISTORY FOR MONTH OF DECEMBER 1944, contd

An enthusiastic committee of officers and enlisted men decorated the interior of the chapel for the Christmas season.

Five men were given Protestant baptism, three of whom were baptized in the icy waters of the Ofanto River.

Eighty seven (87) letters of sympathy were written to next of kin of men reported killed or missing in action. Forty two (42) letters dealing with personal problems of personnel were written.

The Gospel Team continued to conduct the weekly worship service for 1443 Ordnance personnel.

Five (5) editions of the full fledged weekly "The Tower" were published.

14. The month of December proved to be the high point in Special Service activities. As usual, film showings were most popular. Thirty (30) movies were shown during the month, with an average attendance of 700 per showing. Numerous showings were held in the briefing room during inclement weather.

A U.S.O. concert, consisting of a soprano and pianist, was presented to an audience of 200. On both Christmas Eve and New Year's Eve many orchestras and shows were presented in the various squadron service clubs. In addition, a complete show was presented to an audience of 650 on New Year's Eve in the group briefing room.

S E C R E T

NARRATIVE HISTORY FOR MONTH OF DECEMBER 1944, contd

In athletics, our forte continued to be the highly successful Group basketball team which continued its winning streak and helped immeasurably in reviving athletic interest. Many additional candidates were given an opportunity to "make the team". At the last Group basketball game, played in Spinazzola, the contest attracted sixty (60) spectators.

A football tournament was organized with twenty two (22) teams participating. Unfortunately, inclement weather curtailed activities and many games were postponed.

Orientation activities increased considerably. Each squadron devoted one (1) hour weekly to talks and discussions, making an average of 1,000 men participating per week.

The "Dark-Room Club" continued its popularity with approximately one hundred and fifty (150) men availing themselves of its facilities.

An additional twenty eight (28) Armed Forces Institute applications were submitted to MTOUSA. Group study classes were organized with approximately two hundred (200) applying in eleven (11) classes. Texts were requisitioned, and upon receipt, classes will start operating.

15. The "Christmas For Kids" program had a very active month. (See special report inclosed - Section No. 5).

16. Christmas dinner was the real thing for all personnel on Christmas Day. Turkey, dressing and cranberry sauce, in fact

S E C R E T

NARRATIVE HISTORY FOR MONTH OF DECEMBER 1944, contd

everything from the proverbial "soup to nuts", were served. Everone was well satisfied and it all added up to a Christmas with some semblance of a Christmas at home, however remote.

17. The new Headquarters Officers Club and Mess was officially opened on the night of 9 December 1944: (See special report inclosed - Section No. 8).

18. Progress is being made on the new Group Theatre and Gymnasium, with the huge structure rapidly approaching completion.

19. The Group Bomb Trainer Building is almost ready for occupancy.

20. The unit received a very unpleasant setback on 17 December 1944 when Lt. Colonel Charles F. McKenna, O-369281, Deputy Group Commander and Lt. Colonel William H. Reddell, O-1699426, Commanding Officer of the 776th Bombardment Squadron (H) did not return from that day's mission to Blechhammer. Particularly ironical is the fact that Lt. Colonel McKenna was flying the first mission of his second combat tour of duty, subsequent to his return from a rest leave in the United States, and Lt. Colonel Reddell was flying the last mission of his combat tour of duty, prior to returning to the United States.

21. Starting with this issue, the new feature "History of The 464th In Rhyme", is introduced. (See Section No. 9).

22. Finishing its eighth month of combat operations against the Axis, the Group resolved to continue with undiminished effort

S E C R E T

NARRATIVE HISTORY FOR MONTH OF DECEMBER 1944, contd

unceasing attacks on the common enemy, with the fervent prayer
for quick and decisive victory in this, the New Year.

BIOGRAPHIES

BIOGRAPHIES

1. Major Sherman F. Martin, O-681156, Commanding Officer of the 778th Bombardment Squadron (H) entered the Army as a Flying Cadet on 14 April 1942. Taking pre-flight at Kelly Field, Texas, primary at Garner Field, Texas, basic at Randolph Field, Texas, and advanced at Ellington Field, Texas, Major Martin graduated and was commissioned 2nd Lt., AC on 24 May 1943

Taking first phase training in B-17 a/c at Moses Lake, Washington, he took B-24 transition at Casper, Wyoming.

Starting on 17 July 1943 Major Martin completed second and third phase B-24 training at Scotts Bluff, Nebraska in the record time of five (5) weeks.

Joining the 464th Group on 26 August 1943, as Assistant Operations Officer of the 778th Squadron, Major Martin completed training and came overseas with the Group and became Operations Officer of that Squadron on 5 November 1944, and Commanding Officer on 18 December 1944.

As of 31 December 1944, Major Martin had flown a total of fifty two (52) combat missions against the enemy and has the following awards:

Purple Heart Medal

Air Medal with three (3) Clusters

Distinguished Flying Cross

Age twenty six (26), single, and claiming Tyler, Texas as his home town, Major Martin intends to make the Army his career.

2. Major John W. Nance, O-790704, Commanding Officer of the 776th Bombardment Squadron (H) entered the Army on a flying cadet on 5 November 1941.

Major Nance took pre-flight training at Maxwell Field, Alabama, primary at Douglas, Georgia, basic at Shaw Field, South Carolina and advanced at Spence Field, Georgia, and was commissioned 2nd Lt., AC on 3 July 1942.

After spending five (5) weeks at the Instructors School at Maxwell Field, Major Nance was assigned as flying instructor at Greenville, Mississippi until 11 June 1943.

After taking B-26 transition at Del Rio, Texas and B-24 transition at Fort Worth, Texas he was assigned as a B-24 flying instructor at Gowan Field, Boise, Idaho on 15 July 1943.

Major Nance joined the 464th Group at Gowan Field, on 26 August 1943 as Assistant Group Operations Officer and came overseas with the Group.

Major Nance was appointed Group Operations Officer 31 October 1944 and as Commanding Officer of the 778th Bombardment

Squadron (H) 29 November 1944 and transferred to the 776th Bombardment Squadron (H) as Commanding Officer 18 December 1944.

As of 31 December 1944, Major Nance had flown thirty (30) combat sorties against enemy objectives and holds the D.F.C. with one (1) Cluster, the Air Medal with two (2) Clusters.

Age twenty four (24) and single, Major Nance graduated from Lake Forrest College with a B/S in General Science. Major Nance claims Graham, North Carolina as his home town and intends to study medicine when he returns to civilian life.

3. Captain Layton S. Rogers, O-1703278, Flight Surgeon of the 776th Bombardment Squadron (H) entered the Army at March Field, California on 20 September 1942 as 1st Lt., MC.

After taking a course at the Field Medical School at Carlisle Barracks, Pennsylvania, Captain Rogers was assigned to the Station Hospital at March Field until 25 January 1943.

Taking the course at the School of Aviation Medicine at Randolph Field, Texas, Captain Rogers was then assigned on 25 April 1943 to the 538th Squadron of the 382nd Bomb Group at Pocatello, Idaho, AAB where he served until 26 August 1943 when he joined the 464th Group as Flight Surgeon with the 776th Squadron.

Age thirty seven (37) and claiming Whittier, California as his home town, Captain Rogers is married and has two (2) daughters, ages two (2) and three (3) years. Leaving his private

practice to enter the Army he intends to return to medical school and specialize in Ophthalmology when his Army career is over.

4. Captain John L. O'Hara, O-504045, Flight Surgeon of the 777th Bombardment Squadron (H) entered the Army at Boston, Massachusetts on 26 November 1942 as 1st Lt, MC. After graduating from O. T. S., Miami Beach, Florida on 9 January 1943, Captain O'Hara was assigned to AAF Technical Command School at Yale University until 4 March 1943.

Graduating from the School of Aviation Medicine at Randolph Field, Texas on 3 June 1943, Captain O'Hara was assigned as Flight Surgeon to the Station Hospital at AAB, Pocatello, Idaho. On 8 July 1943 Captain O'Hara joined the 476th Bomb Group (H) at Mountain Home, Idaho and also served at Gowan Field, Boise, Idaho.

Joining the 464th Group on 28 August 1943, Captain O'Hara completed training with the Group at Pocatello and flew overseas arriving in Africa in March.

Captain O'Hara is twenty eight (28) years of age and married. Mrs. O'Hara being a Navy Wave, stationed in Los Angeles, California.

A graduate of Tufts Medical College of Boston, Mass., Captain O'Hara was resident physician of the Soldiers' Home at Chelsea, Mass. at the time of his entry into the Army.

Captain O'Hara claims Newton, Mass. as his home town.

and intends to enter private practice after the war specializing in orthopedic surgery.

5. Captain Max P. Goodfried, O-436831, Flight Surgeon of the 778th Bombardment Squadron (H) received his commission as 1st Lt., MC on 31 January 1942, and was called to active duty on 1 July 1942.

After completing a course in Field Medicine at Carlisle Barracks, Pennsylvania, Captain Goodfried served at Geiger Field, Spokane, Washington, Rapid City and Sioux Falls, South Dakota, Ainsworth, Nebraska before reporting to the School of Aviation Medicine on 19 January 1943.

Graduating on 22 April 1943 Captain Goodfried was assigned to the Station Hospital at Gowan Field, Boise, Idaho and AAB, Mountain Home, Idaho until he joined the 464th Group on 26 August 1943 as Squadron Surgeon of the 778th Squadron.

Completing phase training, Captain Goodfried came overseas with the Group.

Age twenty eight (28), married, and claiming New York City as his home town, Captain Goodfried is a graduate of New York University of Medicine and was serving his internship at the Hospital for Joint Diseases in Manhattan when he was called to duty.

Captain Goodfried intends to enter private practice in some rural district upon his return to civilian life.

6. Captain William A. Le Mire, O-1687380, Flight Surgeon of the 779th Bombardment Squadron (H), entered the Army as 1st Lt, MC on 11 November 1942, reporting to OTS, Miami Beach, Fla.

After graduating from OTS on 26 December 1942, Captain Le Mire was assigned to the Training Command at Miami Beach where he served until 21 June 1943 in the dispensary service. Following a short tour of duty at AAB, Lincoln, Nebraska, Captain Le Mire reported to the Station Hospital at Mitchell Field, Long Island, New York on 28 July 1943, where he served until 22 April 1944. During this period Captain Le Mire attended the school of Aviation Medicine at Randolph Field, Texas.

Captain Le Mire left the States on 17 May 1944 and arrived in Naples on 31 May 1944 where he proceeded to the 22nd Replacement Center. Serving as Medical Officer with 368th Service Squadron until 7 August 1944, Captain Le Mire joined this Group on that date.

Age thirty seven (37) and married, Captain Le Mire has four (4) children - one (1) daughter age three (3) and three (3) sons, ages (8) eight, seven (7), and two (2) weeks. When he left his home town of Escanaba, Michigan, he was engaged in private medical practice and intends to continue his medical career there when the war is over. Captain Le Mire is a graduate of the Medical School of Loyola University, Chicago.

COMMENDATIONS

HEADQUARTERS 55TH BOMBARDMENT WING (H)
APO 520 US ARMY

Y-GRA-1pt

19 December 1944

201 - Fielding, Verl (O)

SUBJECT: Commendation

TO : Captain Verl Fielding, 0649927, Headquarters 464th
Bomb Group (H), APO 520, US Army

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

1. Since the start of our operations in the Fifteenth Air Force in Italy, you have, in the performance of your duty as Group Statistical Control Officer, played a vitally important role in providing this headquarters and higher echelons of command within the Army Air Forces, with facts and information on current status of personnel, materiel and operations, essential for planning, decision and control.

2. The accurate and prompt submission of the numerous standard, special and recurring statistical reports and analyses required by this and higher headquarters, reflects your devotion to duty, initiative and loyalty, and I wish to commend you for your skillful and untiring efforts.

3. This commendation will be made a part of the officers' 201 file and will be attached to the officers next efficiency report.

GEORGE R. ACHESON
Brigadier General, USA
Commanding

201-Fielding, Verl (O) 1st Ind ALS/gww
Hq 464th Bomb Gp (H), APO 520, U S Army, 27 Dec 44

TO: Capt Verl Fielding, 0649927, Hq Det, 464th Bomb Gp (H)
APO 520, U S Army

It is with great personal pleasure that this commendation is forwarded to you. I further add my commendation for a job well done.

A TRUE COPY:

Leonard S. Dwor
LEONARD S. DWOR, 1st Lt, AC

A. L. SCHROEDER
Colonel, AC
Commanding

HEADQUARTERS 55TH BOMBARDMENT WING (H)
APO 520 US ARMY

Y-GRA-lpt

19 December 1944

201 - Spangler, Raymond C. (O)

SUBJECT: Commendation.

TO : 1st Lt. Raymond C. Spangler, 0650027, Headquarters
464th Bomb Group (H), APO 520, US Army.

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

1. Since the start of our operations in the Fifteenth Air Force in Italy, you have, in the performance of your duty as Assistant Group Statistical Control Officer, played a vitally important role in providing this headquarters and higher echlons of command within the Army Air Forces, with facts and information on current status of personnel, materiel and operations, essential for planning, decision and control.

2. The accurate and prompt submission of the numerous standard, special and recurring statistical reports and analyses required by this and higher headquarters, reflects your devotion to duty, initiative and loyalty, and I wish to commend you for your skillful and untiring efforts.

3. This commendation will be made a part of the officers' 201 file and will be attached to the officers next efficiency report.

GEORGE R. ACHESON
Brigadier General, USA
Commanding

201-Spangler, Raymond C. (O) 1st Ind. ALS/gww
Hq, 464th Bomb Gp (H), APO 520, U.S. Army, 21 Dec 44

TO 1st Lt Raymond C. Spangler, 0650027, Hq Det, 464th Bomb Gp
(H), APO 520, U.S. Army

It is with great personal pleasure that this commendation is forwarded to you. I further add my commendation for a job well done.

A TRUE COPY:

Leonard S. Dwor
LEONARD S. DWOR, 1st Lt, AC

A. L. SCHROEDER
Colonel, Air Corps
Commanding

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

Y-GRA-1pt

19 December 1944

201 - Weaver, Edward J.

SUBJECT: Commendation

TO : S/Sgt Edward J. Weaver, 33143001, Headquarters
464th Bomb Gp (H), APO 520, U S Army

THRU : Commanding Officer, 464th Bomb Gp (H), APO 520
U S Army

1. Since the start of our operations in the Fifteenth Air Force in Italy, you have, in the performance of your duty as chief clerk in the Group Statistical Control Section, played a vitally important role in providing this headquarters and higher echelons of command within the Army Air Forces, with facts and information on current status of personnel, material and operations, essential for planning, decision and control.

2. The accurate and prompt submittance of the numerous standard, special and recurring statistical reports and analyses required by this and higher headquarters, reflects your devotion to duty, initiative and loyalty, and I wish to commend you for your skillful and untiring efforts.

3. This commendation will be made a part of the subjects' personal 201 file.

GEORGE R. ACHESON
Brigadier General, USA
Commanding

201-Weaver, Edward J. (Enl) 1st Ind ALS/gww
Hq 464 Bomb Gp (H), APO 520, U S Army, 21 Dec 44

TO: S/Sgt Edward J. Weaver, 33143001, Hq Det, 464 Bomb Gp (H)
APO 520, U S Army

It is with great personal pleasure that this commendation is forwarded to you. I further add my commendation for a job well done.

A. L. SCHROEDER
Colonel, AC
Commanding

A TRUE COPY:
Edward J. Dwor, Lt. H. A. C.
LEONARD S. DWOR, 1st Lt, AC

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

ALS/gww

201.22

29 December 1944

SUBJECT: Commendation

THROUGH: Commanding Officer, 779th Bomb Squadron (H), APO 520,
U.S. Army

TO : Corporal John C. Fisher, 32455700, 779th Bomb Squadron (H);
Private First-Class John P. Raleigh, 36809574, 779th Bomb
Squadron (H);
Private First-Class Tony J. Tumminello, 36633690, 779th
Bomb Squadron (H)

1. The actions of your three men while in line of duty, attendant to the crash of one of our aircraft on 17 October 1944 have been brought to my attention. Your grim determination to save the bodies of our stricken comrades from being consumed by fire was highly commendable. Your task was not a pleasant one, but you men gave ample evidence of your tenacity and determination to do your assigned duty in a superior manner and in spite of the surrounding circumstances. Each of you should take individual pride in a job well done.

2. It is a pleasure to have soldiers of your caliber under my command, and it is directed that this commendation be made a permanent part of your 201 files.

A TRUE COPY:

Leonard S. Dwor
LEONARD S. DWOR, 1st Lt, AC

A. L. SCHROEDER
Colonel, Air Corps
Commanding

LXQN LEJN LEKO LENR LDZC NR4 NR4 NR5 NR4 PRIORITY PRIORITY REST

FROM CG 55TH BOMB WING GITE FTW ABL 143 HH0328 201457A
TO CO 460TH BOMB GROUP
CO 464TH BOMB GROUP
CO 465TH BOMB GROUP
CO 485TH BOMB GROUP
GR.....BT

RESTRICTED THE FOLLOWING MESSAGE RECEIVED FROM THE COMMANDING
GENERAL. FIFTEENTH AIR FORCE IS QUOTED FOR YOUR INFORMATION QUOTE
I AM REPEATING MESSAGE JUST RECEIVED FROM THE CHIEF OF STAFF UNITED
STATES ARMY CMA GENERAL GEORGE CHARLIE MARSHALL PD PLEASE SEE THAT
IT HAS COMPLETE DISTRIBUTION TO ALL PERSONNEL PD SUBQUOTE WE WILL
CMA NO DOUBT CMA HAVE TO WAIT UNTIL THE END OF THE WAR TO APPRECIATE
THE FULL EFFECT OF THE STRATEGIC BOMBING OF GERMANY BUT FROM WHAT WE
ALREADY LEARNED CMA THERE IS NO QUESTION BUT THAT IT HAS PLAYED A
MAJOR PART IN MAKING POSSIBLE THE SUCCESSES THAT OUR GROUND FORCES
HAVE GAINED DURING THE PAST SIX MONTHS PD MY CONGRATULATIONS TO YOU
AND ALL THE MEMBERS OF THE FIFTEENTH AIR FORCE FOR THE VITAL PART
THEY HAVE PLAYED AND FOR THE HIGH STANDARD OF EFFICIENCY THEY HAVE
DISPLAYED PD END QUOTE AND SUBQUOTE

ACEESON
BT 201457A
SENT AT 201530A BB K

LXQN R NR4 201530A GD K
LEJN R NR4 201530 A JJK K
LEKO RNR 5 AT 201530A WR K
LENR R NR4 AT 201530A RY K

A TRUE COPY

Leonard S. Dwor 1st Lt. A.C.
LEONARD S. DWOR, 1st Lt, AC

LXQN LEJN LEKO LENR V LDZC NR5 NR5 NR6 NR5 PRIORITY PRIORITY REST.

FROM CG 55TH BOMB WING CITE FFW ABLE 144 HHO333 201708A
 TO CO 460TH, CO 464TH, CO 465TH, CO 485TH BOMB GROUPS.
 GR.....BT

RESTRICTED THE FOLLOWING MESSAGES RECEIVED BY THIS HEADQUARTERS
 ARE QUOTED FOR YOUR INFORMATION PD FROM EAKER QUOTE THE PAST SIX
 SUCCESSIVE DAYS' OPERATIONS OF THE FIFTEENTH AIR FORCE AGAINST
 MOST DISTANT CMA DIFFICULT CMA AND IMPORTANT TARGETS HAVE BEEN
 OBSERVED BY ME WITH GREAT ADMIRATION PD I APPRECIATE THE GREAT STRAIN
 SUCH SUSTAINED OPERATIONS PLACE UPON ALL ELEMENTS CMA INCLUDING
 SERVICING AND MAINTENANCE PERSONNEL CMA PLANNING AND OPERATIONS STAFFS
 CMA AND THE COMBAT CREWS PD MY CONGRATULATIONS TO ALL OF YOU PD
 UNQUOTE FROM TWINING QUOTE THIS MAGNIFICENT EFFORT GOES FAR TO
 PROVE THE UNQUESTIONED SUPERIORITY OF OUR AIR FORCES PD I CAN SAY
 NOTHING THAT WOULD ADD TO THE GALLANTRY OF ALL PERSONNEL PD MY
 MOST SINCERE COMMENDATION TO ALL PD UNQUOTE NEW SUBJECT PD QUOTE
 REQUEST NO DISSEMINATION OF GENERAL MARSHALL'S MESSAGE SENT YOU
 THIS MORNING IN OFFICIAL OR SEMI DASH OFFICIAL PUBLICATIONS UNQUOTE
 PD END SIGNED ACHESON.

BT 201708 A
 SENT AT 201750A BB K
 LXQN R NR6 AT 201750A LW K
 INT NR6 K LEJN R NR5 AT 1538A BY JJK
 THAT SHUD BE NR7 TO LEKO RITE NR5 AND 6 SORY K
 LEKO R NR7 AT 201750A WR K
 LENR R NR5 AT 201750A CN AR KK
 LEJN NR 6 201750A EK AR

A TRUE COPY

Leonard S. Dwor 1st Lt. A.C.
 LEONARD S. DWOR, 1st Lt, AC

LXQN LEJN LEKO LENR V LDZC NR 2 2 2 2 PP/REST

FROM 55TH BOMB WING CITE NO FFW ABL 145 HHO345 211212A
TO CO: 460TH BOMB GROUP
CO: 464TH BOMB GROUP
CO: 465TH BOMB GROUP
CO: 485TH BOMB GROUP

GR----BT

THE EFFORT OF THE WING BURING THE PAST SIX LONG AND DIFFICULT MISSIONS CMA UNDER POOR ROUTE AND BASE WEATHER CONDITIONS HAS SET A REMARKABLY HIGH STANDARD PD I DESIRE TO CONGRATULATE AND COMMAND ALL CONCERNED FOR THEIR CONTRIBUTION TO THESE OPERATIONS PD ALTHOUGH WE HAVE LITTLE DIRECT EVIDENCE OF SUCCESS ON THE TARGETS ASSIGNED CMA WE CAN REST ASSURED THAT WE HAVE CONTRIBUTED GREATLY TO THE DESTRUCTION OF THE ENEMY AS THERE IS EVERY INDICATION THAT SOME TARGETS WERE HIT AND THAT WE HAVE IN ANY EVENT BREACHED HIS DEFENSES AND CONTRIBUTED TO DESTRUCTION OF COMMUNICATIONS AND INDUSTRY PD
END ACHESON

BT 211212A

SENT AT LDZC AT 211230A DB K
LXQN R NR 2 211230A S A KK
LEJN R NR2 AT 12130A HR K
LEKO R NR2 AT 211230A WR K
LENR R NR2 AT 211230A EH K

A TRUE COPY

Leonard S. Dwor 1st Lt. A.C.
LEONARD S. DWOR, 1st Lt, AC

LXQN LEJN LEKO LENR V LDZC NR 1 NR 1 NR 1 RR / R
T LXQN
LEJN
LEKO
LENR

FROM ACHESON FFW ABLE 151 HHO422 251010A
TO CO, 460TH BOMB GP
CO, 464TH BOMB GP
CO, 465TH BOMB GP
CO, 485TH BOMB GP
CO, 342ND SIG CO WG
CO, HQ & HQ SQ 55TH BOMB WG

GR/BT

RESTRICTED THE FOLLOWING MESSAGE ADDRESSED TO THE COMMANDING GENERAL THIS HEADQUARTERS AND RECEIVED FROM THE COMMANDER IN CHIEF MAAF IS QUOTED FOR YOUR INFORMATION PD QUOTE THIS IS TO WISH FOR YOU COMMA YOUR OFFICERS AND MEN COMMA AND ALL YOUR GROUPS COMMA THE BEST POSSIBLE HOLIDAYS UNDER THE CIRCUMSTANCES AND CONTINUED SUCCESS COMMA GOOD HEALTH AND HAPPINESS FOR THE NEW YEAR PD PARA IT IS ALSO TO TELL YOU AND YOUR MEN HOW MUCH I HAVE ADMIRED THEIR COURAGE COMMA EFFICIENCY AND HARD WORK DURING THE PAST YEAR PD ALL OF YOU MAY WELL TAKE PRIDE IN YOUR ACCOMPLISHMENT AND THIS SATISFACTION WILL STIMULATE YOU TO THE FULLEST ENDEAVOR FOR THE LAST BIG BATTLES WHICH LIE AHEAD PD PARA PLEASE BE ASSURED I SHALL BE THINKING OF YOU AS YOU FACE YOUR DIFFICULTIES COMMA TROUBLES AND PROBLEMS COMMA AND SHALL BE APPLAUDING YOUR VICTORIES WHEN THEY COME, AS THEY INEVITABLY AND SHALL BE PD SINCERELY SIGNED IRA C BAKER LIEUTENANT GENERAL USA COMMANDING UNQUOTE ACKNOWLEDGMENT OF RECEIPT OF THIS MESSAGE IS REQUESTED.

END ACHESON

BT 251010A

CS AR K
KBEJN R NR1 AT 1030A JW A K

A TRUE COPY

Leonard S. Dwor, 1st Lt. J.C.
LEONARD S. DWOR, 1st Lt, AC

LXQN LEJN LEKO LENR V LDZC NRS 2 - 2 - 2 - 2 RR/ G
T LXQN

LEJN
LEKO
LENR

FROM CG 55 TH BOMB WING FFW ABLE 154 HHO473 281447A
TO CO, 460TH BOMB GP
CO, 464TH BOMB GP
CO, 465TH BOMB GP
CO, 485TH BOMB GP

GR/BT

CONFIDENTIAL THE FOLLOWING MESSAGE RECEIVED FROM THE COMMANDING
GENERAL FIFTEENTH AIR FORCE IS QUOTED FOR YOUR INFORMATION QUOTE
YOUR EXCEPTIONALLY SUCCESSFUL ATTACK OF TWO DECEMBER ON THE ODERTAL
CMA BLECHHAMMER SOUTH AND OSWEICIM OIL REFINERIES IS BELIEVED TO
HAVE DESTROYED THE PRODUCTION CAPACITY OF THESE COMPLEXES
FOR AN APPRECIABLE PERIOD PD SUCH SPENDID BOMBING RESULTS MERIT THE
HIGHEST PRAISE PD MY ADMIRATION OF THE HEROISM OF YOUR COMBAT
CREWS AND COMBAT LEADERS IS UNBOUNDED PD YOU HAVE STRUCK A BLOW AT
THE HUN CMA HIS WAR MACHINE AND HIS FIGHTING CAPACITY THIS DAY WHICH
HE WILL NOT FORGET AND FROM WHICH HE MAY NEVER COMPLETELY RECOVER PD
UNQUOTE END

ACHESON

BT 281447A

CS AR K
LXQN R NR 2 281510A LS K
LEJN R NR2 - AT 281510 J W A K
LEKO R NR 2 281510 WJC K
LENR R NR2 281510A SD K

A TRUE COPY

Leonard S. Dwor, 1st Lt. A.C.
LEONARD S. DWOR, 1st Lt, AC

LEJN V LDZC NR4 PP RESTRICTED

FROM 55TH BOMB WING CITE FFW ABLE 156 RH0513 301302A
TO CO 464TH BOMB GROUP
GR -----BT

RESTRICTED KINDLY EXTEND MY CONGRATULATIONS TO BOMBARDIER AND LEADER
OF ABLE BOX ON MISSION OF TWENTY NINE DECEMBER PD END
ACHESON

BT 301302A

SENT AT LDZC AT 301312A LB K
LEJN R NR4 AT 301312A LH MK

A TRUE COPY

Leonard S. Dwor 1st Lt. A.C.
LEONARD S. DWOR, 1st Lt, AC

LXQN LEJN LEKO LENR LDZC NRI - 1 - 1 - 1 -1 RR

FROM CG 55TH BOMB WING FTW ABLE 158 0527 310909A
TO CO, 460TH, 464TH, 465TH, 485TH BOMB GPS CO, 342ND SIG CO WG,
CO, . HQ & HQ SQ, 55TH BOMB WG (H), AND CON 323RD SERV GP,
GR/BT

TO ALL PERSONNEL OF THE 55TH BOMBARDMENT WING (H) AND ASSOCIATED UNITS.
PD I THANK YOU FOR YOUR CONTRIBUTION TO OUR SUCCESSFUL OPERATIONS
DURING THE PAST YEAR PD IT HAS NEVER BEEN EASY GOING CMA BUT I FEEL
THAT ALL CONCERNED HAVE GIVEN THEIR BEST TO THE COMMON CAUSE PD I
HOPE THAT IN THE YEAR TO COME OUR COMBINED EFFORTS WILL HAVE A
MATERIAL EFFECT ON SHORTENING THE PRESENT CONFLICT PD PARA I WISH
YOU ALL SUCCESS AND GOOD LUCK PD END ACHESON

BT 310909A

SENT TIME

VA K

LXQN R NRI AT 310940A LWVK
LEJN R NRI AT 310940 HN KK
LEKO R NRI AT 310940A LJ K
LENR R NRI AT 310940A KY K
LFUR R NR 1 310940A MB AR K

A TRUE COPY

Leonard S. Dwor 1st Lt. A.C.
LEONARD S. DWOR, 1st Lt, AC

LXQN LEJN LEKO LENR V LDZC NRS - 3 - 3 - 3 PP/R
T LXQN
LEJN
LEKO
LENR
FROM ACHESON FFW ABLE 159 HHO533 311556A
TO CO, 460TH, 464TH, 465TH, 485TH, BOMB GPS.
GR/BT

RESTRICTED THE FOLLOWING MESSAGE FROM THE COMMANDING GENERAL USSTAF
IS QUOTED FOR YOUR INFORMATION PD QUOTE FOR AN OUTSTANDING YEAR OF
ACCOMPLISHMENT BY THE FIFTEENTH AIR FORCE MY COMMENDATION PD THE
RAPIDITY WITH WHICH UNITS WERE PROCESSED INTO ACTION CMA THE BUILD
UP OF THEIR TEMPORARY BASES AND THE CONTINUED EFFECTIVENESS OF THEIR
OPERATIONS REFLECT THE HIGHEST CREDIT ON ALL PERSONNEL AND WARRANTS.
THE HIGHEST APPRECIATION OF A GRATEFUL NATION PD UNQUOTE

END ACHESON

BT 311556A

CS AR K

LXQN R NR3 AT 311600A LW K
LEJN R NR3 AT 311600A HR K
LEKO R NR3 AT 311600A ND K
LENR R NR3 AT 311600A RY K

A TRUE COPY

Leonard S. Dwor 1st Lt. A.C.
LEONARD S. DWOR, 1st Lt, AC

LXQN LEJN LEKO LENR V LDZC NR4 -4 - 4 -4 PP/REST.

T LXQN
LEJN
LEKO
LENR

FROM CT 55TH BOMB WING FFW ABLE 160 HHO538 311713A
TO CO, 460TH, 464TH, 465TH, 485TH BOMB OPS
CO, HQ & HQ SQ, 55TH BOMB WG.
CO, 342ND SIG CO WG.

GR/BT

RESTRICTED THE FOLLOWING MESSAGE TO FIFTEENTH AIR FORCE FROM COMMANDING
GENERAL MEDITERRANEAN ARMY AIR FORCES PASSED FOR YOUR INFORMATION COLON
QUOTE AFTER REVIEWING THE OPERATIONAL SUMMARIES OF YOUR STRATEGIC AIR
FORCE FOR ONE M NINE FOUR FOUR I BELIEVE THERE IS NO ORGANIZATION
FIGHTING THE ENEMY WHICH HAS GREATER CAUSE FOR PRIDE IN ITS ACCOMPLISH-
MENTS PD YOUR LEADERS HAVE BEEN AGGRESSIVE CMA YOUR COMBAT CREWS
HAVE BEEN COURAGEOUS CMA AND YOUR MAINTENANCE AND SUPPORTING PERSONNEL
HAVE BEEN INDUSTRIOUS PARA PLEASE EXTEND TO VERY MEMBER OF YOUR
COMMAND MY CONGRATULATIONS AND GREAT PRIDE IN THEIR ONE NINE FOUR FOUR
ACCOMPLISHMENTS AND SAY THAT I WISHED ARDENTLY FOR EACH ONE OF THE
CONTINUED SUCCESS AND SAFETY IN THE NEW YEAR PD UNQUOTE A END ACHESON

BT 311713A
SENT TIME 1723 BY VA .. AR..

K
LXQN S R NR 4 AT 1823A RPT 1723A IF AR KK
LEJN R NR4 AT 1723 A JJK AR K
LEKO R NR4 AT 1723A WR K
LENR R NR4 AT 1723A RY K

A TRUE COPY

Leonard S. Dwor 1st Lt. A.C.
LEONARD S. DWOR, 1st Lt, AG

LXQN LEJN LEKO LENR LDZC NR55-5-5-5-5 PP/REST.

FROM CG 55TH BOMB FFW ABLE 161 0540 311923A
TO CO, 460TH, 464TH, 465TH, 485TH BOMB GPS
CO, 342ND SIG CO WG
CO, HQ & HQ SQ, 55H BOMB WING

GR/BT

RESTRICTED THE FOLLOWING MESSAGE FROM THE COMMANDING GENERAL FIFTEENTH AIR FORCE IS QUOTED FOR YOUR INFORMATION COLON QUOTE AS NINETEEN FORTY FOUR FADES AWAY EACH AND EVERY ONE OF YOU CAN TAKE YOUR CURTAIN CALL TO RECEIVE THE PLAUDITS OF A GRATEFUL NATION WITH THE UTMOST SATISFACTION IN YOUR ACCOMPLISHMENTS DURING THE YEAR PD AS WE MOVE INTO A NEW YEAR CMA A BIG POWERFUL STRIKING FORCE CMA WE WILL CONTINUE TO GIVE THE HUN BOTH BARRELS AND CMA TOGETHER WITH OUR COMRADES OF THE OTHER SERVICES CMA FORCED DOWN THE CURTAIN ON THE FINAL ACT IN NINETEEN FORTY FIVE PD HAPPY NEW YEAR TO ALL PD UNQUOTE END ACHESON

BT 311923A

VA K

A TRUE COPY

Leonard S. Dwor
LEONARD S. DWOR, 1st Lt, AC

CHRISTMAS FOR KIDS

CHRISTMAS FOR KIDS

In December the Christmas For Kids committee brought its activities to a climax and a close, doing much to comfort and help needy Italian children and sick and wounded Italian soldiers.

Material for children's pajamas was obtained in Rome through the assistance of the Red Cross after purchase from civilian sources had proved impossible. This material was made up into thirty seven (37) sets of pajamas for the patients of the Children's Hospital. Unfortunately, slippers and bathrobes could not be obtained in time for Christmas, as was originally planned.

Requests made to responsible authorities for permission to purchase and distribute government foodstuffs was refused. However, weekly PX collections provided a substantial amount of candy for distribution to the children, and soap, cigarettes, and shaving materials for the men at the Military Hospital. Oranges, figs, and nuts were purchased in quantity.

During December \$866.75 was collected. Total expenses of the committee during this period were \$770.50, leaving \$96.25 to be disposed of as of the end of December.

An entertainment was organized for Christmas Eve consisting of songs and carols rendered by the Group choir and an octet from the 1898th Aviation Engineer Battalion. Incidental music was provided by an Italian band of seven (7) musicians. A prevue of

the entertainment was presented on 21 December 1944 for the patients and staff of the 4th Field Hospital. The performance was enthusiastically and well received.

The Christmas Eve program was a complete success in every way and undoubtedly did much to build up a friendlier feeling among the Canosa population towards the American troops. More than a thousand children were entertained and given presents at the City Theatre. The show was introduced by the Mayor, and many other city officials were present at the festivities. Earlier in the evening, visits were made to the Children's Hospital and the Military Hospital, where the gifts and musical program were greatly appreciated by both patients and staff.

One thing is certain, the whole program proved its worth many times over in bringing a little joy and happiness into the lives of many who either have long since forgotten or have never experienced a really Merry Christmas. In that the program has succeeded admirably.

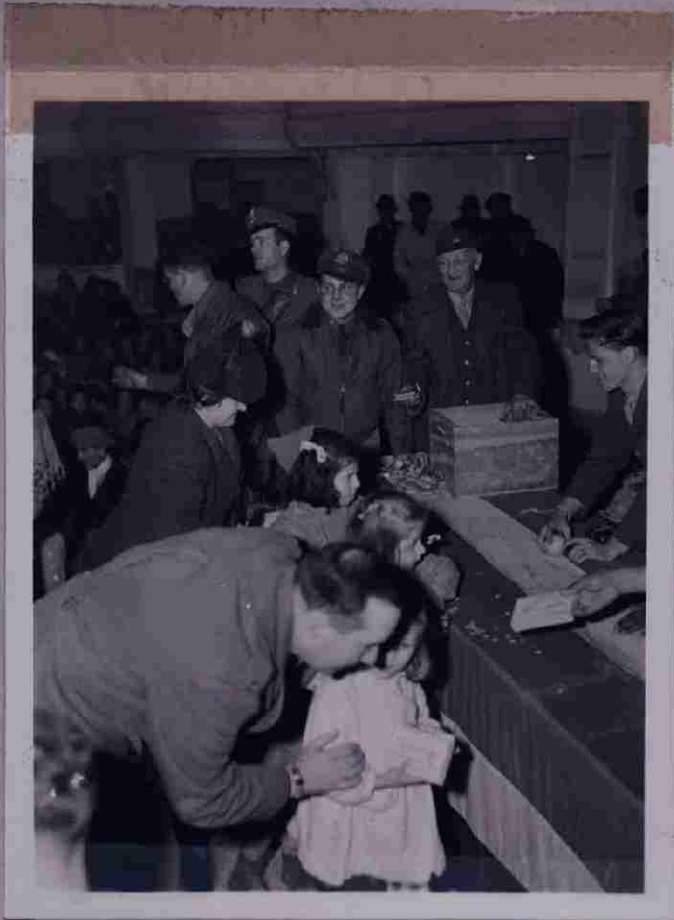
Pictorial record, reprint from "The Tower", and minutes of meeting inclosed.



Christmas Eve at
the City Theatre.

The "Gift and Chow Line" for
the Kids. Honors being done
by Chaplain Eastwood, Mr Lamb,
Cpl Blair, and Pfc Wondalowski.





The Chaplain has words of Christmas Cheer for a little friend. In the background the Committee "makes with the gladness."

Christmas Eve at the Children's Hospital. Choir renders a carol for Mother Superior and Tykes.



The following article is reprinted from "The Tower", issue of 31 December 1944, and very vividly describes the Christmas Eve program of the Christmas For Kids committee.

THOUSAND KIDS PACK THEATER FOR CHRISTMAS GIFTS

If the men of the 464th could have seen the happiness radiating from the faces of those whom they had befriended, it would have reassured them that there are things worthwhile, and that kindness and compassion for the less fortunate are among these things.

As the noisy trucks entered the town and roared through the narrow stone paved streets into the square, they were met by a sea of upturned faces, voicing a tumultuous welcome. It was at the children's hospital, however, that the convoy stopped first. Grouped in a room were 15 bombinos their faces shining from a recent scrubbing, their clothes spotlessly clean. The oldest may have reached the age of ten. Kindly nuns scurried about, bringing additional chairs, and then settled benignly down to keep a watchful eye on their young charges. When all was in readiness a small Italian orchestra played popular songs, the children applauding enthusiastically.

Possibly the peak of this small celebration was reached when the 464th choir sang Christmas carols, followed by colored

harmonizers singing negro spirituals. A look of bewildered amusement appeared on the faces of the youthful audience as familiar tunes were voiced in a strange tongue, but they listened attentively and evidently enjoyed the performance. The gifts of candy and clothing, the motivating reason for the visit, were not presented at this time but there was no doubt of how much the youngsters will appreciate them.

The most thankful of all, who benefited by the generosity of this bomb group, were the Italian soldiers visited in a nearby hospital. Convalescing from typhoid fever and other contagious diseases caught while working and fighting on the allied side at the front, they were fretting out their inactivity without even the solace of tobacco. To these men three packs of cigarettes were given and their gratitude was so touching it was impossible to acknowledge the countless gratias. After witnessing this scene a man must have a heart of stone to say and feel that this friendly gesture was not worthwhile.

The main event of the day was the show in the theater. An hour before the show hundreds of excited school children were gathered in the streets. But they were an orderly crowd. Each little group of ten or twenty kept close around its teacher as the children filed to their places. There was a great deal of noise but little disorder.

While waiting for the show to begin some of the children put on an impromptu concert themselves. Then the orchestra got under way. The mayor made a speech thanking the Americans for all they were doing for the children of the city. The 464th choir and the 1898th Octet sang their numbers.

Then came the great moment. A table draped in red, white and green was slanted across the stage with a dozen GI's and piles of gifts behind it. The organizers, Mr. Lamp, Lt. Rust, Sgt. Howard, and Cpl. Elair scurried around getting things in order. Class by class the children filed by the table. As they went soldiers handed them candy bars, oranges, figs, chewing gum. A carabinieri, magnificent in blue and red and gold, hurried the children on their way, filling their pockets with nuts and their mouths with candy balls as they passed.

They were bewildered by it all but overjoyed. It was a great day in town and will be long remembered by the children. Americans are not suckers on a deal like this, for happiness given away comes back with interest.

"Christmas for Kids" CommitteeMinutes of the Meeting of Dec Fourth, 1944

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

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.

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.

Christmas for Kids Committee, Minutes, contd

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-ropes 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 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 in the Red Cross Office.

Meeting of the "Christmas for Kids Committee"

Dec. 11, 1944.

Meeting opened with following present: Sgt. Howard, Cpl. Caraffi, Lt. Malan, Lt. Cook, Lt. Biskup, and Mr. Lamb.

Reporting for Lt. Christiansen, Cpl. Caraffi said the Lt. was one of the most active members of the committee--had secured heavy, canvas-like material for the making of slippers for the victims of infantile paralysis at the Orphan's Hospital--and had missed the meeting today only because of making a trip to Bari in search of blankets, or other material with which to make bathrobes.

Sgt. Howard very wisely brought attention of the Group to the fact that Christmas is only two weeks from today, and that we must act fast. He reported on his trip to Trani and to Barletta. At Trani, he had found that the flannel we have on hand would be sufficient for 37 suits of pajamas for the hospital children. This was sufficiently close to the goal of 40 to be satisfactory.

Sgt. Howard reported that he had visited the Town Major's office in Barletta to try to clear the Canosa School Auditorium for the Christmas presentation to school children. The trouble was, he said, that the Auditorium was used as a bivouac and English staging point, and you could never quite be sure whether it would or would not be occupied on the day before Christmas. So he had conferred with the Mayor of Canosa, who had secured the use of the town's theatre--which seats 950--and would be most useful for the occasion.

Sgt. Howard also reported on the exact number of children of impoverished families. The names had been selected by the teachers, he said, and came to a total of 622--with 344 boys and 278 girls. A typed list of these needy boys and girls would be prepared at once by the Mayor's office.

Sgt. Howard made a further report on his search for baskets for the gifts. He said they were definitely out--that not more than 100 such could be found in the entire area--far too few for our purpose. He felt that perhaps our best solution was to arrive at a sort of Kid's Chow Line--perhaps with the children walking past the stacks of stuff up on the theatre stage--and bringing their own little sack or box to carry the gifts. This plan, saving as it does the cost of the baskets, seemed to bear immediate committee approval.

Lt Malan then reported that he was having great difficulty in getting storage space--the Headquarters Officers' Mess now vacated, being taken over completely for storage purposes by S-4. Sgt. Howard came to the rescue by saying that if we'd each keep his own PX cartons as long as possible, the 776th EM Club could be used for the final collection and sorting, just before Christmas.

It was decided that all committee members should report to 776th Club on Saturday, December 23rd, to assemble, count and separate gift materials, preparatory to the presentation. All supplies should be in the club by 10AM of the 23rd, and be prepared by us in proper form to take in to the theatre.

Cpl. Caraffi was given the canvas to make slippers--this material to be turned over to Lt. Christiansen to take to the Service Squadron to be cut into sole lasts.

Sgt. Howard then reported in detail on the pajama patterns, saying that buttons were a problem, but that the seamstress had located sufficient gold and silver buttons to work out nicely.

Mr. Lamb reported that he had made repeated attempts to reach the Fourth Field Hospital, to confirm to date of Thursday night before Christmas, for our program there. He said all telephone lines to Lavello had been out consistently day after day, and it had begun to look as if it would be necessary to make a trip up there to see the G.O., Major Lambert.

There followed a long discussion as to food purchases by Sgt. Ggiek's Provision Committee, which was allotted \$600 of our funds to purchase food for the children's baskets. Mr. Lamb said that it had originally been hoped to secure the food through QM cash purchases under the Officers' usual monthly allocations--but that on proceeding through channels clear through to the Wing, it was found to be impossible to make such purchases when distribution was intended for the Italian people.

Sgt. Merriam had been dispatched to Bari, where he had discussed the matter fully with Mr. Baker and Mr. Barenholtz, who are the Red Cross executives for this entire area. After a full afternoon of discussion there, it had still not been possible to figure out a source of food purchases. It had been suggested, however, that this was the orange season, and that oranges were traditionally associated with children's stockings--and that it might be possible to buy both oranges and nuts for children's gifts.

Mr. Lamb said that Sgt. Griek had not given up the search, but was planning a trip to Bari on Wednesday, and night later on go to Naples, if necessary, to get at the main headquarters of some of the Allied Relief organizations, which could help locate supplies.

Lt. Biskup reported that a definite attempt would be made to secure contributions of funds from the men in Headquarters--this being the only group not yet reporting any gifts. Lt. Cook said that contributions in his Squadron were still coming in, swelling the grand total a little each week.

Just as the meeting had been concluded, Cpl. Blair, who had been on duty, was able to come in and discuss Presentation Committee plans. He was delighted to find the Cancsa theatre available, and said he would make a trip in to look the situation over--and that choral groups and other were practicing up now for the occasion.

Sgt. Howard suggested next meeting for 1:15 on Monday--and urged that every Committee Chairman must have his work in final shape by then. Meeting adjourned.

MEDICAL HISTORY

SECRET

MEDICAL HISTORY

464th Bombardment Group (H)
APO 520 US Army

The following history of the Medical Section, 464th Bombardment Group (H), for the period 1 July 1944 to 30 September 1944 is submitted in compliance with AAFSC/MTO Memorandum 25-13 dated 12 July 1944.

SECRET

MEDICAL HISTORY
 464th Bombardment Group (H)
 APO 520 US Army

PREVIOUS HISTORY
 (Prior to 1 July 1944)

1. **PREVIOUS HISTORY.**

The section on Previous History as follows covers the period 1 July 1943 to 1 July 1944.

2. **ADMINISTRATIVE HISTORY.**

a. Activation. The Medical Section of the 464th Bombardment Group (H) was activated as a component part of the Group on 1 July 1943 at Wendover Field, Utah by authority of General Order No 78, paragraph 1, section 1, Second Air Force, dated 29 May 1943. The Group was composed of a Headquarters Section and the 776th, 777th, 778th and 779th Bombardment Squadrons (H). The original Table of Organization and Equipment was as follows.

(1) Headquarters Medical Section (T/O & E 1-112)

<u>Personnel</u>	<u>MOS</u>	<u>TITLE</u>	<u>RATING</u>
	3162	Flight Surgeon	Major
	3170	Dental Officer	Captain
	673	Medical NCO	T/Sgt
	861	Surgical Technician	Cpl
	855	Dental Technician	Cpl
	405	Clerk Typist	Cpl
	345	Light Truck Driver	Pvt

Equipment-Individual

Brassard Geneva Convents	8
Kit Dental Officer	1
Kit Dental Privates	1
Kit Medical Officer	1
Kit Medical NCO	5
Packet, First Aid, Parachute	7

SECRET

MEDICAL HISTORY
 464th Bombardment Group (H)
 APO 520 US Army

Equipment-Organizational

Chest MD No. 60 1
 Kit, First Aid, Motor Vehicle 2
 Physical Examination Set, FS 2

(2) Squadron Medical Section (T/O & E 1-117)

Personnel	MOS	TITLE	RATING
	3162	Flight Surgeon	Captain
	673	Medical NCO	S/Sgt
	673	Medical NCO	Sgt
	861	Surgical Technician	Cpl
	861	Surgical Technician	Pfc
	409	Medical Technician	Cpl
	409	Medical Technician	Pfc
	405	Clerk Typist	Pvt
	345	Light Truck Driver	Pvt

Equipment-Individual

Brassard Geneva Convents 9
 Kit Medical Officer 1
 Kit Medical NCO 4
 Kit Medical Privates 4
 Packet, First Aid, Parachute 113

Equipment-Organizational

Squadron Aid Equipment 1
 Blanket, OD 16
 Kit, First Aid, Aeronautic 48
 Kit, First Aid, Motor Vehicle 10
 Litters 8

b. Personnel Matters. Personnel of the Medical Section were assigned from other organizations of the Second Air Force; the Medical Officers being the first assigned when the original cadre proceeded to AAFSAT, Orlando, Florida, on 1 September 1943, as follows:

SECRET

SECRET

MEDICAL HISTORY
464th Bombardment Group (H)
APO 520 US Army

ASSIGNMENT

Gp Surgeon	Dabney von K. Moon	Captain 0422667	331 Bb Gp, Casper, Wyo.
776 Sqd Surgeon	Layton S. Rogers	1st Lt. 01703278	382 Bb Gp, Pocatello, Ida
777 Sqd Surgeon	John L. O'Hara	1st Lt. 0504045	29 Bb Gp, Boise, Idaho
778 Sqd Surgeon	Max P. Goodfried	1st Lt. 0436831	470 Bb Gp, Mt Home, Ida.
779 Sqd Surgeon	George S. Williams	1st Lt. 01701064	331 Bb Gp, Casper, Wyo.

The Group Dental Surgeon, who was assigned following transfer of the above cadre to the permanent station at Army Air Base, Pocatello, Idaho, on 1 October 1943, was Captain Carl F. Russell, O-504580, previously assigned at the Army Air Base, Ephrata, Washington. Enlisted Personnel were likewise assigned following 1 October 1943; full T/O strength being reached by 1 December 1943 and remaining intact with few changes until 30 June 1944. During this period promotions were made to reach in most cases full T/O ratings. Roster on 30 June 1944 was as follows:

HEADQUARTERS DETACHMENT

3162 Major	Dabney von K. Moon	O-422667 Group Surgeon
3170 Captain	Carl F. Russell	O-504580 Group Dental Officer
673 T/Sgt	John H. Towler	31118809 Medical NCO
405 Sgt	William F. Pendergast	16093766 Clerk Typist
861 Cpl	Henry W. Zablocki	32644907 Surgical Tech
855 Cpl	Otis E. Derrough	38362865 Dental Technician
345 Pvt	Jesse E. Cole	34209635 Light truck driver

776TH BOMBARDMENT SQUADRON (H)

3162 Captain	Layton S. Rogers	O-1703278 Squadron Surgeon
673 S/Sgt	Homer D. Hayes	39169895 Medical NCO
673 Sgt	Jesse E. Jinks	36313202 Medical NCO
405 Cpl	John Marozzi	32676500 Clerk Typist
861 Cpl	Thomas G. Wills	37414497 Surgical Tech
861 Pfc	James J. Massar	36581792 Surgical Tech
409 Pfc	William E. Hahn	32606042 Medical Tech
409 Pvt	John W. Glover	34723803 Medical Tech
345 Pfc	Henry L. Turnage	35521101 Light truck driver

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777TH BOMBARDMENT SQUADRON (H)

3162	Captain	John L. O'Hara	0-504045	Squadron Surgeon
673	S/Sgt	Michael A. Bamrick	37115181	Medical NCO
673	Sgt	Leon L. Kuder	6075881	Medical NCO
405	Pfc	William H. Henson	32749711	Clerk Typist
861	Pfc	Lawrence M. Patty	34802190	Surgical Tech
861	Pfc	Anthony F. Ringhofer	37392835	Surgical Tech
409	Pvt	Sheldon Schaumberg	12084539	Medical Tech
409	Pvt	George W. Bassett	34579807	Medical Tech
345	Pfc	John A. Rizzo	32703018	Light Truck Driver

778TH BOMBARDMENT SQUADRON-(H)

3162	Captain	Max P. Goodfried	0-436831	Squadron Surgeon
673	S/Sgt	Lloyd W. Milne	36222565	Medical NCO
673	Sgt	Roger R. Weil	37412574	Medical NCO
405	Cpl	Raymond J. Ackerman	36250758	Clerk Typist
861	Cpl	Dominick Pullella	32819043	Surgical Tech
861	Pfc	Howard A. Pratt	36656110	Surgical Tech
409	Pvt	John Drake	32603440	Medical Tech
409	Pvt	James J. McNamara	37555129	Medical Tech
345	Pvt	Elmer T. Spence	33553283	Light Truck Driver

779TH BOMBARDMENT SQUADRON (H)

3162	Captain	George S. Williams	0-1701064	Squadron Surgeon
673	S/Sgt	Frank J. Carnaggio	32227971	Medical NCO
673	Sgt	Horacio A. Gould	38438903	Medical NCO
405	Pfc	Donald L. Hedges	37264083	Clerk Typist
861	Pfc	John C. Fisher	34526700	Surgical Tech
409	Pfc	John P. Raleigh	36809547	Medical Tech
409	Pfc	Eugene C. Smith	36478965	Medical Tech
345	Pfc	Tony J. Tumminello	36633690	Light Truck Driver

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c. Stations and Movements. The 464th Bombardment Group (H) remained at the Army Air Base, Pocatello, Idaho until the latter part of February 1944 when it departed overseas, the flying echelon travelling by air and the ground echelon by rail and boat, arriving in Italy during March 1944. The ground echelon first became established at Pantanella, Italy, the location of the future camp site, and later proceeded in part to Gioia, Italy, in April and May, where the air echelon joined it; here the Group began combat operations. Upon completion of the Pantanella Air Base the entire organization returned on 1 June 1944 for permanent assignment there.

d. Functional Activities and Affairs. During the period of training in the continental United States prior to departure overseas, the Medical Department duties and functions were divided into three (3) principal categories: first, the preparation of the organization for overseas movement; second, the training of Medical Department Enlisted personnel and to less extent combat crew and ground personnel in medical subjects; and third, the routine medical functions such as care of sick and wounded, sanitation, physical inspections of troops, and submission of records and reports. After arrival overseas the Medical Section functional activities consisted of the care of flying personnel especially as regards their reactions to combat stress, the treatment of battle casualties, and the maintenance of field sanitation standards, in addition to the routine medical duties. Separate Squadron and Group Dispensaries were established at Pantanella which proved to be of definite advantage from an administrative and functional standpoint over a single Group Dispensary as previously used at Pocatello, Idaho. While at Gioia all activities were consolidated within a single Group Dispensary because of the shortage of space and temporary nature of the encampment.

e. Training. During the period 1 October 1943 to 1 February 1944 maximal training activities were conducted as a part of the preparation for overseas movement. Medical Department Enlisted Men were given a total of two-hundred sixty-one (261) hours of instruction, ground personnel eighteen (18) hours and combat crew personnel

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twelve (12) hours as required by War Department and Second Air Force directives. Lectures, demonstrations, application and motion pictures were utilized as methods of instruction. All personnel received four (4) hours instruction in malaria prior to departure from the continental United States. Following arrival overseas frequent refresher courses were given in sanitation, malaria, venereal disease, first aid, frostbite and high altitude flying, with special emphasis placed on instructions to newly assigned crews.

3. ENVIRONMENTAL HISTORY.

While in the continental United States the organization occupied established air bases where sanitary problems were at a minimum, the storage and preparation of food and the prevention of epidemics being the ones of chief importance, and handled without difficulties. There was no necessity for malaria control during this period. After arrival in this Theater the sudden change to field conditions brought new problems, especially of sanitation. Latrine sanitation, with the use of open straddle latrines, and mess sanitation, with poor mess kit cleaning facilities were particularly unsatisfactory and in spite of frequent recommendation were several weeks in improving. This was especially true at the Gioia detachment. Fortunately cold weather and the absence of flies prevented potential outbreaks of diarrhea. Upon removal to Pantanella permanent latrine and mess sanitary appliances were installed and improvement resulted. On 15 April 1944 malaria control activities were instituted: survey of the Pantanella Air Base revealed no free water in the area except one (1) well which was boarded up, while at Gioia the only free water was within an adjoining organization and oiled weekly. Difficulty was encountered in enforcing the use of mosquito bars and this was accomplished in approximately two (2) weeks time after repeated recommendations.

4. OPERATIONAL HISTORY.

While in the Zone of Interior medical activities consisted of the preparation for overseas movement, as above; upon arrival overseas, they consisted at first of supervision of the establishment of base sanitary appliances and the installation of dispensaries, in addition to routine medical

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care and activities. Later with the onset of combat activities by the Group on 2 May 1944, activities were adapted to new demands. Medical personnel were present at briefing, on take-off and on return from operational missions. During the period of 2 May to 30 June 1944 thirty-two (32) operational missions were flown by the Group, with one hundred fifty-one (151) MIA, eleven (11) KIA, and sixty-four (64) WIA cases resulting, the last including six (6) cases of frostbite. Five (5) Officers and two (2) Enlisted Men were permanently grounded due to anxiety neurosis; poor morale in the group which had been present since early in its history was a contributing factor in addition to the stress of combat activities. Rest camps became available the latter part of May to which individuals with developing anxiety neurosis were sent for a one (1) week period, with very satisfactory results.

Venereal disease and non-battle casualties were other problems arising during this period, the former due in large part to the activities of roadside prostitutes near the camp area and the proximity of the town of Gioia, and the latter due to careless use of weapons, reckless driving, and gasoline fires. Educational campaigns were instituted to combat these high rates, with improvement.

Dental activities prior to overseas movement included the correction of dental defects by restoration, extraction, gum treatment and prosthetic procedures on all personnel, and the accomplishment of dental identification records on combat crew personnel. Overseas, dental activities consisted of inspections and the maintenance of personnel in Class IV.

5. STATISTICAL HISTORICAL MATERIAL.

Study of statistical table of previous history reveals no unusual incidence of disease, injuries or casualties.

6. EVACUATION.

Hospital facilities being available at all times within ambulance distance, there were no problems of evacuation of sick and wounded personnel.

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7. MEDICAL SUPPLY.

Medical supplies both within the Zone of Interior and Theater of Operations were satisfactory at all times, except for temporary shortage of ambulances upon first arrival overseas.

8. SPECIAL.

In the Zone of Interior welfare, recreation, social service, and similar activities were taken care of by base functions; after arrival overseas many of the facilities were missing but replaced in part by Special Services and American Red Cross. Breaking down of activities into separate squadrons proved to be of definite value as each individual became a more important cog in the Medical Section activities of his squadron. No unusual events of significance or importance occurred.

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PRESENT HISTORY
(1 July 1944 to 30 September 1944)

1. PREVIOUS HISTORY.

See above.

2. ADMINISTRATIVE HISTORY.

a. Activation. Date of activation, original designation, location, authority, and T/O & E have been discussed above in previous history. The Medical Section of the organization continued to function as originally organized until 3 September 1944 when a new T/O & E 1-112 for Headquarters Detachment came into effect, and 22 September 1944 when a new T/O & E 1-117 for Squadrons came into effect. These provided a new set-up for the Medical Section of the Bomb Group whereby a Group Aid Station was made part of the equipment with the number of Squadron Aid Stations reduced to two (2), and the Headquarters Detachment Medical Section personnel increased to twenty-two (22) and Squadron personnel decreased to four (4) each, as follows:

(1) Headquarters Medical Section (T/O & E 1-112)

Personnel	MOS	TITLE	RATING
	3100	Flight Surgeon	Major
	3170	Dental Officer	Captain
	2120	MAC Officer	1st Lt.
	673 (1)	Medical Adm Specialist	T/Sgt
	673 (1)	Medical Adm Specialist	Sgt
	657 (1)	Medical Corpsman	Sgt
	657 (3)	Medical Corpsman	Cpl
	657 (5)	Medical Corpsman	Pvt (Pfc)
	409 (2)	Medical Technician	Cpl
	409 (2)	Medical Technician	Pvt (Pfc)
	264 (1)	Radiology Technician	Sgt
	196 (1)	Sanitary Technician	Cpl
	861 (1)	Surgical Technician	Sgt
	859 (1)	Pharmacy Technician	Sgt

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(2) Squadron Medical Section (T/O & E 1-117)

Personnel	<u>MOS</u>	<u>TITLE</u>	<u>RATING</u>
	3100	Medical, General Duty	Captain
	673	Medical Adm Specialist	S/Sgt
	657	Medical Corpsman	Cpl
	657	Medical Corpsman	Pvt

To comply with the above the Headquarters Detachment Enlisted Men were reclassified as follows:

RECLASSIFIED TO

Sgt (405) William F. Pendergast 16093766 Med Corpsman (657)
Pvt (345) Jesse E. Cole 34209635 Med Corpsman (657)

Plans were made for the reassignment of the Squadron Medical Personnel into Headquarters Detachment and reclassification of same in accordance with the new T/O, but this was not effected prior to 30 September because the new equipment and housing facilities for a Group Aid Station had not become available.

b. Personnel Matters. One major change among personnel occurred on 29 July 1944 when Captain George S. Williams, 779th Bomb Squadron Surgeon was transferred from the organization to the 359th Service Squadron, 38th Service Group being replaced by Captain William A. Lemire, MC, ASN O-1687380, from the latter organization. This was accomplished because of certain personality clashes and difficulties between Captain Williams and the Command of his Squadron which resulted in poor cooperation and liaison between the Command and Medical Section. With the change in Surgeon and shortly later in command, the relationship within the Squadron attained proper accord and harmony.

During the period of 1 July 1944 to 30 September 1944 the following promotions, ratings, and awards were received by personnel of the Medical Section.

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Promotions:

Pfc (861) Lawrence M. Patty, 34802190 promoted to temporary grade of Corporal 1 July 1944, 777th Bomb Squadron.

Pfc (405) William H. Henson, 32749711, 777th Bomb Squadron promoted to temporary grade of Corporal 1 July 1944.

Cpl (673) Horacio A. Gould, 38438903, 779th Bomb Squadron promoted to temporary grade of Sergeant 1 July 1944.

Pfc (861) John C. Fisher, 34256700, 779th Bomb Squadron promoted to temporary grade of Corporal 1 July 1944.

Pfc (405) Donald L. Hedges, 37264083, 779th Bomb Squadron promoted to temporary grade of Corporal 3 August 1944.

Cpl (861) Henry W. Zablocki, 32644907, Headquarters Detachment promoted to temporary grade of Sergeant 20 September 1944.

Good Conduct Medal:

Sgt Horacio A. Gould, 38438903, 779th Bomb Squadron awarded the Good Conduct Medal under the provisions of AR 600-68 25 August 1944.

Pfc John P. Raleigh, 36809547, 779th Bomb Squadron awarded the Good Conduct Medal under the provisions of AR 600-68 25 August 1944.

Flight Surgeons Rating:

Captain William A. Lemire, 0-1687380, 779th Bomb Squadron, designated as Flight Surgeon per Special Orders No 89, par 3, HQ, AAF, Mediterranean Theater of Operations, dated 3 August 1944.

Captain Max P. Goodfried, 0-436831, 778th Bomb Squadron, designated as Flight Surgeon per Special Orders No. 93, par 3, HQ, AAF, Mediterranean Theater of Operations, dated 15 August 1944, effective 1 July 1944.

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Air Medal:

Major Dabney von K. Moon, O-422667, Headquarters Detachment awarded the Air Medal per General Order #3347, Hdq, 15th AF dated 13 September 1944.

Morale within the organization remained quite good during this period, with the permanent squadron installations in operation following transfer from Gioia and with each Squadron Medical Section working as a separate entity. Quarterly roster as of 30 September 1944 was as follows:

HEADQUARTERS DETACHMENT

3100	Major	Dabney von K. Moon	0-422667	Gp Surgeon
3170	Captain	Carl F. Russell	0-504580	Gp Dental Surgeon
673	T/Sgt	John H. Towler	31118809	Medical NCO
657	Sgt	William F. Pendergast	16093766	Med Corpsman
861	Sgt	Henry W. Zablocki	32644907	Surgical Tech
855	Cpl	Otis E. Derrough	38362865	Dental Tech
657	Pvt	Jesse E. Cole	34209635	Medical Corpsman

776TH BOMBARDMENT SQUADRON (H)

3100	Captain	Layton S. Rogers	0-1703278	Sqd Surgeon
673	S/Sgt	Homer D. Hayes	39169895	Medical NCO
673	Sgt	Jesse E. Jinks	36313202	Medical NCO
405	Cpl	John Marozzi	32676500	Clerk
861	Cpl	Thomas G. Wills	37414497	Surgical Tech
861	Pfc	James J. Massar	36581792	Surgical Tech
409	Pfc	William E. Hahn	32606042	Medical Tech
345	Pfc	Henry L. Turnage	34421101	Driver
409	Pvt	John W. Glover	34723803	Medical Tech

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777TH BOMBARDMENT SQUADRON (H)

3100	Captain	John L. O'Hara	0-504045	Sqd Surgeon
673	S/Sgt	Michael A. Bamrick	37115181	Medical NCO
673	Sgt	Leon L. Kuder	6075881	Medical NCO
405	Cpl	William H. Henson	32749711	Clerk
861	Cpl	Lawrence M. Patty	34802190	Surgical Tech
861	Pfc	Anthony F. Ringhofer	37392835	Surgical Tech
409	Pvt	Sheldon Schaumberg	12084539	Medical Tech
409	Pvt	George W. Bassett	34579807	Medical Tech
345	Pvt	John A. Rizzo	32703018	Driver

778TH BOMBARDMENT SQUADRON (H)

3100	Captain	Max P. Goodfried	0-436831	Sqd Surgeon
673	S/Sgt	Lloyd W. Milne	36222565	Medical NCO
673	Sgt	Roger R. Weil	37412574	Medical NCO
405	Cpl	Raymond J. Ackerman	36250758	Clerk
861	Cpl	Dominick Pullella	32819043	Surgical Tech
861	Pfc	Howard A. Pratt	36656110	Surgical Tech
409	Pvt	John Drake	32603440	Medical Tech
409	Pvt	James J. McNamara	37555129	Medical Tech
345	Pvt	Elmer T. Spence	33553283	Driver

779TH BOMBARDMENT SQUADRON (H)

3100	Captain	William A. LeMire	0-1687380	Sqd Surgeon*
673	S/Sgt	Frank J. Carnaggio	32227971	Medical NCO
673	Sgt	Horacio A. Gould	38438903	Medical NCO
861	Cpl	John C. Fisher	34256700	Surgical Tech
405	Cpl	Donald L. Hedges	37264083	Clerk
409	Pfc	John P. Raleigh	36809547	Medical Tech
409	Pfc	Eugene G. Smith	36478965	Medical Tech
345	Pfc	Tony J. Tumminello	36633690	Driver

*newly assigned personnel

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c.Changes in Station. There were no movements or changes in station during this period, the organization remaining at the Pantanella Air Base, Italy. On 20 April 1944 the European Theater Ribbon with campaign star for the Italian Campaign was awarded to personnel of the Group by authority of War Department Circular 62, 1944 and Natoussa Letter 200.6/345 dated 20 April 1944. A significant loss to the Group occurred on 26 June 1944 when Colonel Marshall Bonner, Group Commander, was MIA on a combat mission over Vienna, Austria. He was succeeded on 30 June 1944 by Colonel Arnold L. Schroeder, previously assigned to the 55th Bomb Wing (H).

d.Functional Activities. Medical Department affairs and activities continued as previously outlined for the preceding period. Each Squadron and Headquarters Detachment maintained separate dispensaries with a corresponding breakdown of activities among the squadrons. This afforded the Squadron Surgeons better opportunity to become acquainted and care for their own flying personnel; furthermore minor problems and details within the Squadrons, such as sanitation, were more easily handled by the respective Surgeons. No new Medical Memoranda or bulletins were issued by the organization other than the two already in effect and previously reported: 464th Bomb Group Memorandum 25-1 on grounding and return to flying of combat crew personnel, and 464th Bomb Group Memorandum 25-2 on malaria control, copies which were appended to the previous history. Responsibility was placed on each unit surgeon for the maintenance of adequate medical care within his squadron, care of flying personnel in all its aspects, control of sanitation, maintenance of required records and reports and other routine medical duties.

Frequent inspections were conducted by personnel of higher echelons. The Air Surgeon of the 15th AF, Colonel Otis O. Benson, visited the organization early in July 1944; latrine and mess sanitation at this time was below standard, a principal cause of which was difficulty in obtaining supplies. Following his inspection and action from his office to effect improved flow of supplies, sanitary standards were improved. In September 1944 inspection was made by Captain Hollister, 15th AF Venereal Disease Control Officer because of the high rate of venereal disease in the organization during that month; improved control measures by means

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of special educational program and increase in availability of prophylactic kits were instituted as a result of his findings and the rate was lowered. Other inspections during this period were held by the 55th Bomb Wing and Natoussa Administrative Inspectors, and weekly inspections by the 55th Bomb Wing Surgeon and Assistant Surgeon.

The principal accomplishment of the Medical Section for this period was the improvement of sanitation and the improvement in handling cases of anxiety neurosis among flying personnel with resulting decrease in the number requiring grounding.

Construction of a dispensary building presented one of the chief problems in each squadron. Pyramidal tents were originally provided for this purpose but the necessity and advisability of improving this type of installation soon became evident. As a result improvisations were accomplished by each squadron. Tufa block walls with cement block floors were constructed in the 776th, 778th and 779th Squadron Dispensaries, using pyramidal tents as roofs. The 777th Squadron dispensary installed a cement block floor and wood side walls with a wall type tent as a roof. The Group Headquarters dispensary was established in a wall tent, and in view of the promise from the Command that either a prefabricated type of building, or a stone building to be constructed by the Engineers, would soon be made available no further action was taken. Photographs of these structures are enclosed in the appendix.

On 13 September 1944 a Blood Transfusion Unit of the British Army arrived for a two (2) day period for the purpose of taking type "O" blood from voluntary donors. Two hundred eighty-nine (289) personnel, flying personnel excluded volunteered and gave contributions to this blood bank unit.

e. Training. All Medical personnel of the organization had had at the beginning of the period the two hundred sixty-one (261) hours of training as discussed in previous history. Subsequent training was accomplished by individual instruction in first aid, dispensary care of patients, treatment of casualties, sanitation, and preparation of reports. Actual application rather than didactic instruction was used.

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Movies on sanitation, malaria and venereal disease were shown.

Ground personnel received refresher courses in sanitation, malaria and venereal disease, by lectures and War Department movies as above.

Flying personnel were given similar courses, with special emphasis on first aid, frostbite, use of oxygen equipment, and high altitude flying. All new crews were given two (2) hours instruction during indoctrination into the group, and other refresher courses, particularly on frostbite and oxygen equipment were given at monthly intervals. In addition, combat crew personnel received further instructions from the Personal Equipment Officer on flying clothing and equipment, oxygen equipment, and bailout and ditching procedures.

The last two weeks of July Captain Layton S. Rogers, 776th Bomb Squadron Surgeon was sent on DS to the 26th General Hospital for a two (2) weeks period of hospital work as a refresher course.

3. ENVIRONMENTAL HISTORY.

Construction of new sanitary appliances and improvement of old ones were the principal problems and accomplishments in the environment during this period. By 1 July 1944 the entire Group had been installed at Pantanella Air Base for one month, during which time only partial completion of sanitary appliances had been accomplished. Repeated recommendations both by the 55th Bomb Wing and within the Group had to be made before improvement resulted; an added difficulty was the inability to acquire supplies of lumber and screening in adequate amounts. By the end of July however all latrines had been enclosed in screened flyproof structures, sufficient to equal eight percent (8%) of the command strength. Latrines had at first been constructed by utilizing oil drums; these however were changed to box type latrines during August. Water supply was adequate being obtained from water points operated by the Corps of Engineers, and chlorinated previous to use.

Permanent types of stone mess buildings were constructed by the Corps of Engineers during the summer months. These

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were completed for the 776th and 777th Bomb Squadrons during July and for the 779th Bomb Squadron during August; the 778th Bomb Squadron mess hall was still incomplete as of 30 September 1944, a tent still being used. These new buildings greatly improved the appearance, general cleanliness and sanitation of the messes. Further improvement was effected by construction of storage cellars with ice boxes, better mess kit cleaning units, and garbage racks. Repeated recommendations had to be made before these were completed, but by the end of the period marked improvement had been made except for the 778th Bomb Squadron. In addition, Officers Clubs and Messes were constructed in each squadron to further improve mess and sanitary conditions. During July and August an additional sanitary hazard developed with the advent of dry, windy weather. Large amounts of dust which accumulated on the roads in the bivouac area was frequently blown across the camp as a result of high winds and caused at least ten (10) cases of sinusitis and probably other unreported ones. After frequent recommendations and action on the part of the Group Commander, oil for dusting roads was finally acquired and use of this greatly diminished this condition. The latter part of September foresaw the coming of winter and steps were begun for the winterization of living quarters and offices by use of lumber and tufa block. This program was well under way by 30 September 1944 with approximately twenty-five percent (25%) of the command occupying suitably winterized quarters.

Malaria control activities were a continuation of those reviewed in the previous history. No breeding area nor actual mosquitoes were found within the bivouac or adjacent area and it was therefore very difficult to "sell" proper discipline to the organization; this was noted especially during the latter part of the summer when use of bed nets, repellents and atabrine was extremely difficult to enforce. A total of twenty-three (23) cases of malaria developed during this period with one (1) malaria death. The latter occurred in a crew member who had arrived only three days before the onset of his illness and had travelled through Africa and Southern Italy previous to joining the organization. All the cases of malaria occurred in individuals who had been off the base in malarious areas in the two to three weeks previous to their onsets.

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In August and again in September 1944 spraying of the latrines, mess halls and office buildings with DDT was accomplished; this with the daily use of aerosol bomb sprays diminished the hazard from insects, and was particularly effective in controlling flies around latrines and mess halls.

4. OPERATIONAL HISTORY.

a. Descriptive Narrative. In addition to routine medical care, sanitation, and the submission of reports, medical operational activities were adopted to those of a heavy bombardment group. Medical personnel were placed on duty on the "line" at all times during flying hours. On operational missions, Medical Officers were available at briefing and on take-off, and on return all available Medical Officers and ambulances were in attendance on the "line" to treat returning casualties. All flying personnel reporting for medical care were evaluated as to their physical condition for flying, and those found unfit were reported by letter and on daily status reports to the Squadron and Group Commanders. Corresponding reports were made when grounded personnel were returned to flying duty.

During the three (3) months period a total of fifty-one (51) unit sorties were flown by the Group--seventeen (17) in July, twenty-one (21) in August, and thirteen (13) in September. These included combat missions to such enemy installations as marshalling yards, harbors, air fields, oil refineries, and industrial centers in Italy, France, Yugoslavia, Hungary, Austria, Germany and Greece, including important targets at Polesti, Vienna, Munich, and Blechhammer. A recommendation for a Unit Presidential Citation was forwarded for the mission over Vienna on 8 July 1944. On these above missions there was a total of three hundred nine (309) MIA, seven (7) KIA, and eighty (80) WIA, as outlined in the statistical table in the appendix.

b. Professional Narrative. The availability and use of penicillin for the treatment of gonorrhoea proved to be the outstanding feature of importance from a professional standpoint. Results from the use of this drug proved extremely satisfactory not only from its efficacy, but from the reduction in loss of man days. A total of twenty-seven (27) cases were so treated with satisfactory results in all but four (4) cases, which later showed recurrence and necessitated hospitalization for further treatment.

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c. Narrative of Medical Problems. Aside from malaria discussed above, the principal medical problems were the control of venereal disease and the prevention of non-battle casualties. Venereal disease rate was excessively high in September when a total of twenty-four (24) new cases occurred for a rate of 115.99 per thousand per annum. Statistical study revealed that these were due to the following factors: (1) activities of roadside prostitutes near the bivouac area, (a) prevalence of prostitutes in Rome and the rest camps, and (3) visiting of houses of prostitution in off-limits towns by personnel away from the base without pass; especially late at night. To control and curtail this excessive rate the following procedures were taken: (1) immediate and thorough programs of instruction including lectures, movies, and posters, (2) briefing of personnel going on pass on venereal disease, (3) increased availability of prophylactic kits and (4) patrol of off-limit towns to prevent unauthorized visits by military personnel. In addition, activity by Venereal Disease Control Personnel within the squadrons was increased to educate individuals by personal contact.

Non-battle casualty statistics revealed the occurrence of eleven (11) such cases in July, fifteen (15) in August and nine (9) in September. Steps to control their incidence included education by posters, lectures, and films, and activity by the Group Ground Safety Officer and enlisted personnel. Vehicular accidents were the principal cause of these casualties.

Battle casualties were greatly reduced by the use of flak suits and helmets. As crew members seldom report actual instances, statistics are not available as to the number actually prevented, however inquiry reveals this equipment to be highly effective. Two (2) cases of KIA occurred which would probably have been prevented, one in which a navigator was struck by flak in the chest while flying over territory unsuspected of flak, and the other in which a bombardier who apparently believing his ship to be out of a flak area on leaving the target removed his flak suit and a moment later was fatally injured in the chest by flak. These instances prove by paradox the value of flak suits and the necessity of continued use of this equipment whenever over enemy territory; this later has since been made a regulation within this command.

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Field service for casualties was adequately handled by having ambulances meet the planes on return from operational missions; casualties were given first aid and taken directly to a hospital approximately one (1) mile distant when indicated.

d. Aviation Medicine. Due to general poor morale and a high rate of casualties in the early months of the summer, a total of twenty-five (25) cases of anxiety neurosis developed in the organization of which fifteen (15) were either grounded within the Group or sent before the Medical Disposition Board, 15th Air Force. These included six (6) Officers and one (1) Enlisted Man in July, three (3) Officers and three (3) Enlisted Men in August, and two (2) Officers in September. The decrease in the latter month is attributed to both the improvement of morale and the better medical handling of such cases. Morale improved as a result of better recreation and living facilities (athletics, clubs, rest camps) and the decrease in the attrition rate. Rest camp facilities, whereby an average of one (1) to two (2) crews per squadron were sent weekly proved of definite value in warding off serious cases of anxiety. Six (6) Officers and three (3) Enlisted Men were permanently grounded due to physical reasons, such as fractures or flak wounds, during this period. A total of twenty-seven (27) cases of aerosinusitis occurred during the three (3) month period as follows: July eleven (11), August seven (7), and September nine (9); and one (1) case of frontal aerosinusitis occurred, this in August. Four (4) cases of Eustachian tube obstruction due to hypertrophic lymphoid tissue in the nasopharynx were encountered, one of which required transfer to low altitude type of flying. Five (5) cases of frostbite of the extremities occurred, all mild and none requiring hospitalization.

On 18 August 1944 a new Group Personal Equipment Officer was assigned to the organization, which greatly strengthened this previously weak department. Proficient performance of his duties, and especially a well organized program of instruction in the importance and use of personal equipment increased the effectiveness of this department. Electric heated flying suits were obtained in increased numbers so that sufficient numbers of these became available for all crew members except pilot and co-pilot, except on occasional missions requiring as unusually large number of

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MEDICAL HISTORY
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planes, fur-lined type of flying clothing was used to supplement the electric heated suits. Flak suits and helmets were likewise obtained in sufficient number.

One (1) unusual type of oxygen death occurred on a combat mission on 21 August 1944 in which an engineer, serving as top turret gunner, was found dead in the turret by his crew members; his head was wedged between the breach of the gun and right side of the turret causing a small laceration of the scalp; the oxygen mask was properly adjusted, but oxygen pressure was at 0; altitude was 19,400 feet. Death was attributed to anoxia.

Aircraft accidents resulting in injury totalled two (2) non-operational ones; (1) on 17 July 1944 a landing accident occurred in which the landing gear gave way, causing mild contusions to two (2) occupants, (2) on 28 September 1944 a similar accident resulted in minor lacerations and contusions to one occupant and a sprained left ankle to another occupant. Two (2) operational accidents occurred at this field as follows (1) on 27 August 1944 a crash on take-off resulted in two (2) KIA due to fractures of the skull. One (1) case of fracture compound comminuted, left radius and ulna, one (1) case of fracture, simple, right navicular and six (6) cases of minor contusions, abrasions and lacerations, (2) on 14 August 1944 a crash on take-off resulted in two (2) cases of mild cerebral concussion and eight (8) cases of minor contusions, abrasions and lacerations.

Combat whiskey in the amount of one (1) ounce per man following each sortie was made available; approximately fifty (50) percent of this was utilized by the personnel with definitely beneficial results in relieving tension following combat missions.

No new developments were made in combat lunches. K rations and occasionally D rations being carried by crew personnel for this purpose.

A tour of duty of fifty (50) combat missions were completed by two hundred sixty-four (264) flying personnel, who were returned to the Zone of Interior. These occurred as follows:

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	<u>July</u>	<u>August</u>	<u>September</u>
Headquarters Detachment	0	1	0
776th Bomb Squadron	2	38	15
777th Bomb Squadron	2	26	21
778th Bomb Squadron	0	64	19
779th Bomb Squadron	0	59	17
Total	4	188	72

Four (4) personnel in August and six (6) in September were returned before completion of fifty (50) missions because of decrease in their operational efficiency affecting the efficiency of the organization.

e. Dental Activities. Dental activities consisted of maintenance of troops in class IV; monthly inspections, and the prevention and treatment of Vincents Infection. Due to increase in incidence of the latter among replacement crews, routine inspection of all newly assigned combat personnel was inaugurated to detect and prevent spread of the disease. The following incidence of Vincents Infection occurred: July two (2) cases, August two (2) cases, September fourteen (14) cases. No maxillo-facial injuries were encountered. Work accomplished has been listed under the Statistical Section, as below. Equipment was satisfactory consisting of the T/O & E plus routine monthly dental supplies acquired from Medical Supply Platoons. During July a wood type of building was constructed by the Group Dental Surgeon for use as a dental clinic.

f. Veterinary Activities. None.

5. STATISTICAL HISTORICAL MATERIAL.

See appendix for statistical table.

6. EVACUATION.

Evacuation was accomplished in all cases by ambulance to the 1st Platoon, 4th Field Hospital which was located one-half ($\frac{1}{2}$) mile distant from the bivouac area. No unusual problems were encountered and adequate hospital

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facilities were available at all times. Quarters cases were cared for within the unit dispensaries.

7. MEDICAL SUPPLY.

Medical Supply in general was excellent during the period. The establishment of the 33rd Medical during July in Spinizolla, approximately twenty-five (25) miles distant, greatly facilitated requisitioning and acquirement of routine supplies, which except for temporary shortages were adequate in quality and quantity. The poor condition of the ambulances and difficulty in maintaining same in good repair proved a problem, as frequently only three of the seven assigned were in satisfactory serviceable condition. More spare parts became available toward the end of September, however, which helped alleviate this condition.

8. SPECIAL.

Before departure for overseas welfare, recreation, social service, and similar activities were well taken care of by base activities and the fact that personnel were in America and able to go home on leave and furlough. After arrival overseas many of these facilities were missing, however morale remained good. Breaking down activities into squadrons proved to be of definite benefit, as each individual became a more important cog in the Medical Section activities of his squadron. No unusual events of significance or importance have occurred.

Attached herewith as appendix are the Statistical Charts, and photographs of the Group and Squadron dispensaries and scenes of the 464th Bomb Group bivouac area.

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MEDICAL HISTORY
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APPENDIX

STATISTICAL TABLESa. Sick and Wounded Report.

1. Admission rates per 1000 per annum.

	<u>July</u>	<u>August</u>	<u>September</u>
All causes	950.46	715.95	589.26
All diseases	657.51	477.30	429.87
Injuries	71.61	96.75	43.47
Battle Casualties	221.34	141.90	115.92
Intestinal diseases	208.32	116.10	43.47
Venereal disease	32.54	32.26	115.99
Neuropsychiatric	6.51	0	4.83
Common respiratory	65.10	38.70	24.15
Malaria	6.51	0	4.83
Jaundice	6.51	0	4.83

2. Non-effective rate per 1000 per annum.
(Time lost in quarters only)

	<u>July</u>	<u>August</u>	<u>September</u>
Disease	104.16	51.60	28.98
Injury	6.51	0	0
Battle Casualty	0	0	0
Total	110.67	51.60	28.98

3. Patients treated

	<u>7 July</u>	<u>August</u>	<u>September</u>
Total Number of Quarters			
Patient days	42	31	10
Number of Out-patients	620	625	546
Number of Out-patients treatments	1356	1345	1204

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4. Physical Examinations

	<u>July</u>	<u>August</u>	<u>September</u>
63's	5	10	8
64's	14	8	17

5. Immunizations

	<u>July</u>	<u>August</u>	<u>September</u>
Smallpox	56	100	84
Typhoid	61	89	88
Typhus	193	143	78
Tetanus	4	0	4

6. Number of Admissions

	<u>July</u>	<u>August</u>	<u>September</u>
Quarters:			
Disease	16	8	6
Injuries	1	0	0
Battle Casualties	0	0	0
Hospital:			
Disease	85	66	83
Injuries	10	15	9
Battle Casualties	34	22	24

	<u>July</u>	<u>August</u>	<u>September</u>
7. Venereal Disease			
Total days lost	52	64	27
Average number of days lost per patient	10	13	1
Prophylactics administered	34	25	31
Number of new cases--			
Gonorrhea	3	5	23
Syphilis	1	0	1
Chancroid	1	0	0
Total new VD cases	5	5	24

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8. Patients Beds

	<u>July</u>	<u>August</u>	<u>September</u>
No. of beds available	20	20	20
Average number occupied	2	1	1

b. Dental Statistics.

	<u>July</u>	<u>August</u>	<u>September</u>
Total number of admissions	202	238	229
Total number of sittings	370	459	574
Total number of treatments	345	653	411
Total number of restorations	71	166	105
Total number of gum treat- ments	18	22	140
Total number of prophylaxis	17	35	23
Total number of calculus removed	17	35	23
Total number of extractions	32	21	25
Total number of tooth treat- ments	2	1	0
Total number of post-operative treatments	6	13	21
Total number of prosthetic procedures	10	9	9

c. Laboratory Examinations (number referred to hospital)

	<u>July</u>	<u>August</u>	<u>September</u>
Kahns	63	69	78
Urinalysis	20	29	38
G.C. slides	17	13	64

d. X-ray Exposures (number referred to hospital)

	<u>July</u>	<u>August</u>	<u>September</u>
	29	18	25

e. Veterinary.

No activities.

f. Miscellaneous Statistics (not hospital)

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MEDICAL HISTORY
 464th Bombardment Group (H)
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	<u>July</u>	<u>August</u>	<u>September</u>
Number of deaths:			
Disease	0	0	0
Injuries	0	0	0
Battle Casualty	0	4	3
Cases of Aerotitis	16	4	6
Cases of Aerosinusitis	11	7	9
Number of Aircraft Accidents			
	<u>July</u>	<u>August</u>	<u>September</u>
Non-operational	1	0	1
Operational	0	2	0

PHOTOGRAPHS



Major John W. Nance
Commanding Officer
776th Squadron



Major Sherman F. Martin
Commanding Officer
778th Squadron

Dec 64



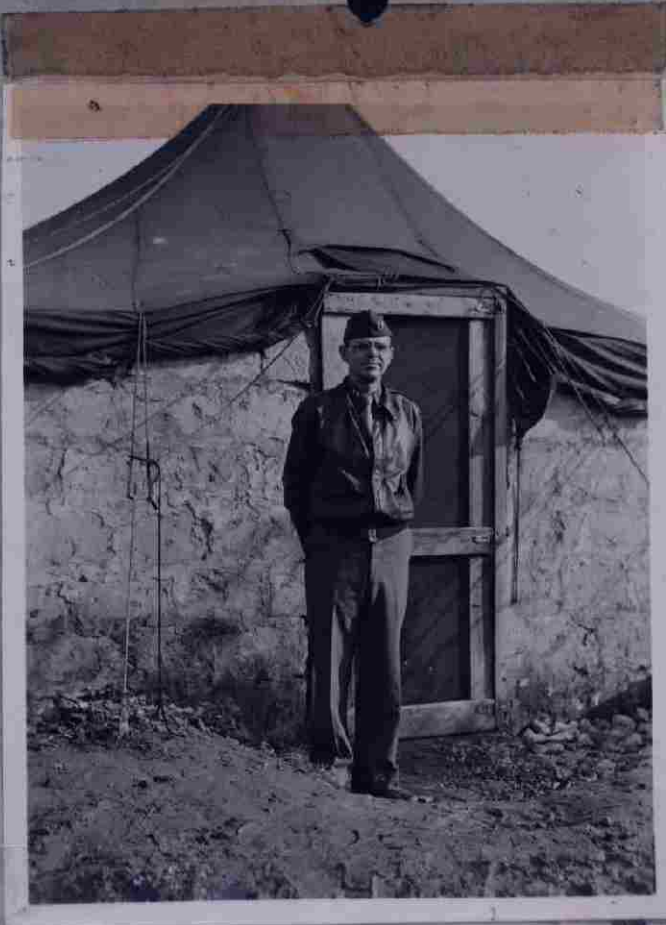
Capt Max P. Goodfried

Flight Surgeon,
778th Squadron

Captain William A. Lemire

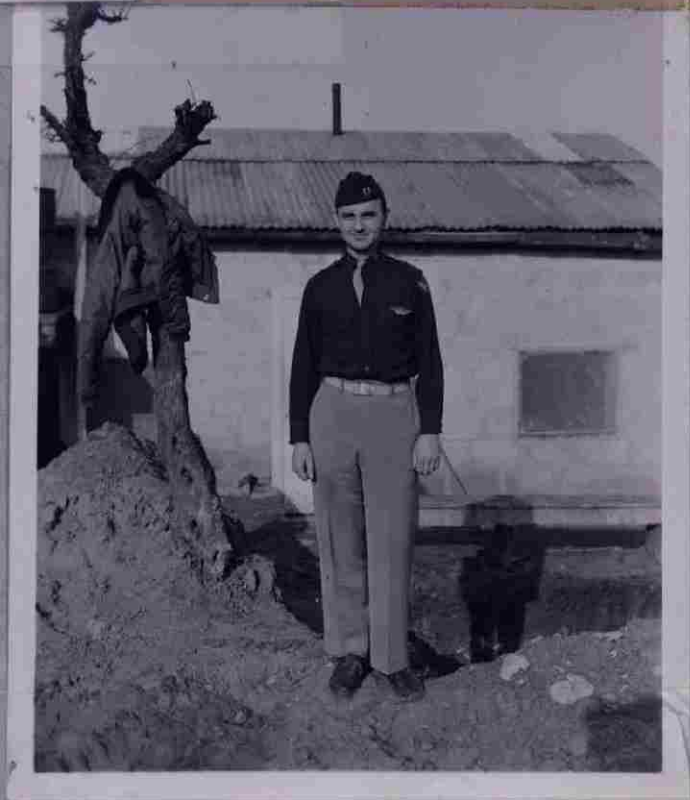
Flight Surgeon,
779th Squadron





Captain Layton S. Rogers

Flight Surgeon,
776th Squadron



Captain John L. O'Hara

Flight Surgeon,
777th Squadron



WAR ROOM

Bomb Strike Photographs

WAR ROOM
Western Front





WAR ROOM

Italian Front



WAR ROOM

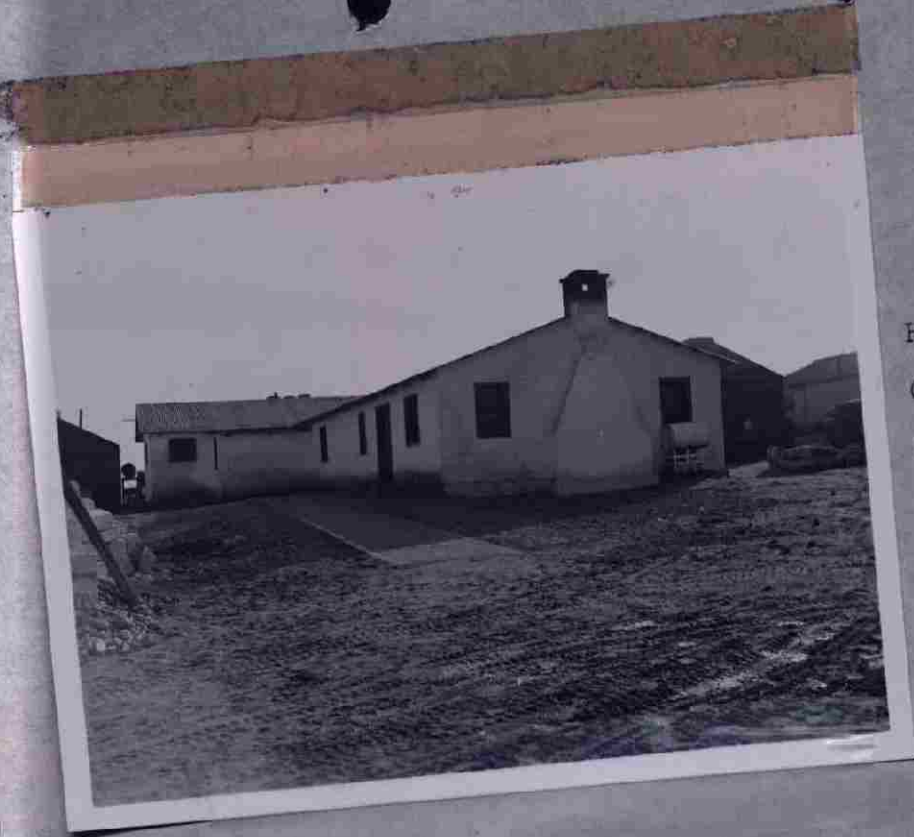
Target: Japan



WAR ROOM
Combat Shots



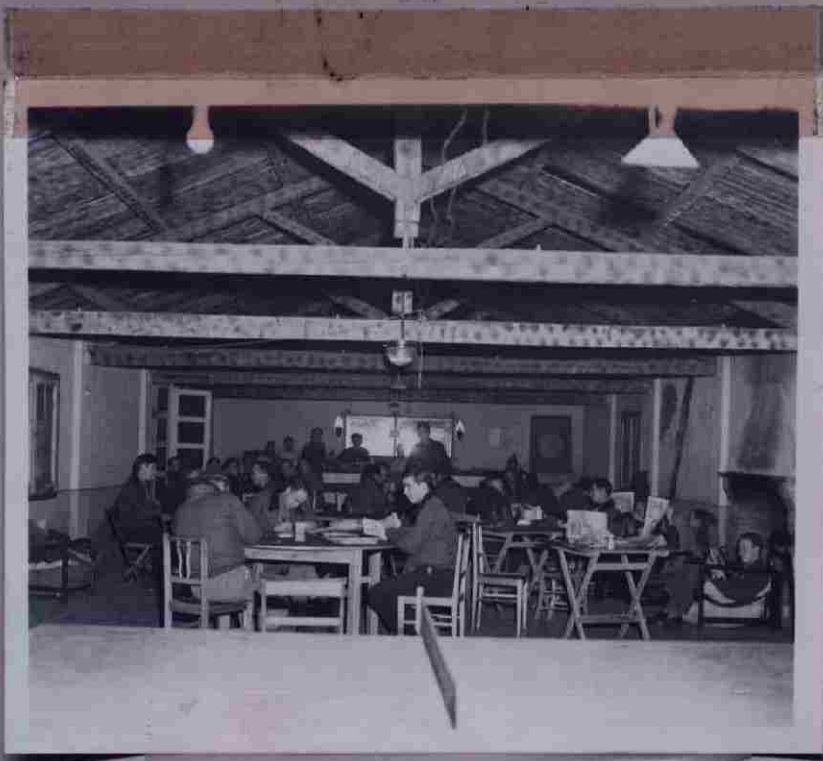
WAR ROOM
Russian Front



Headquarters Officers
Club
Front view



Headquarters Officers
Club
From the rear -
Door on left - Kitchen
Door on right - Shower
Room
Multi barrels = plumbing
= hot showers



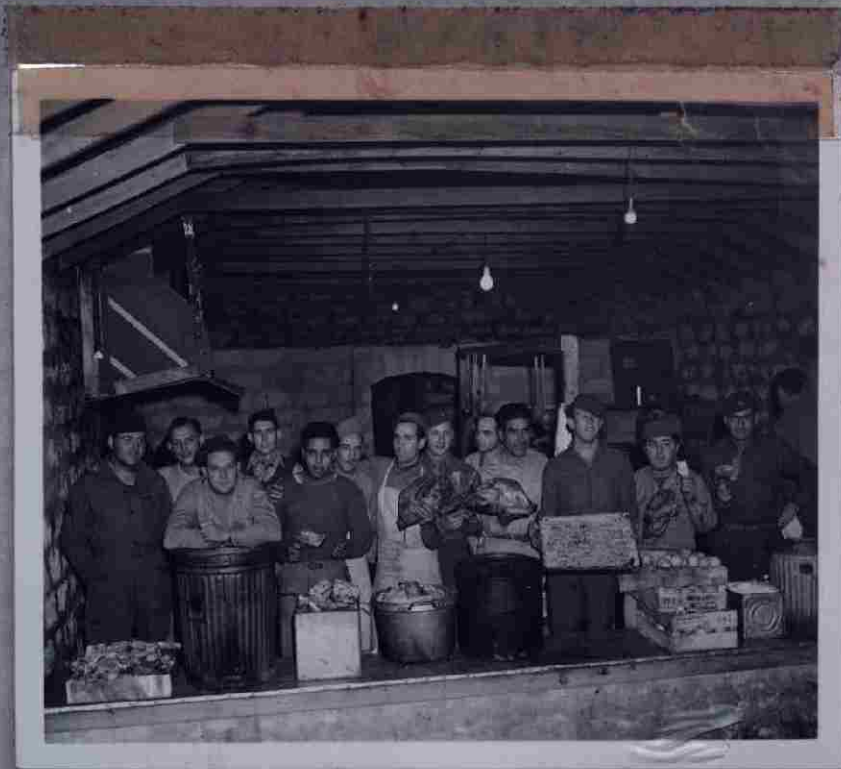
LOUNGE

778th Officers Club

"Just Like Home"
Fireplace 778th
Officers Club



Dec '44

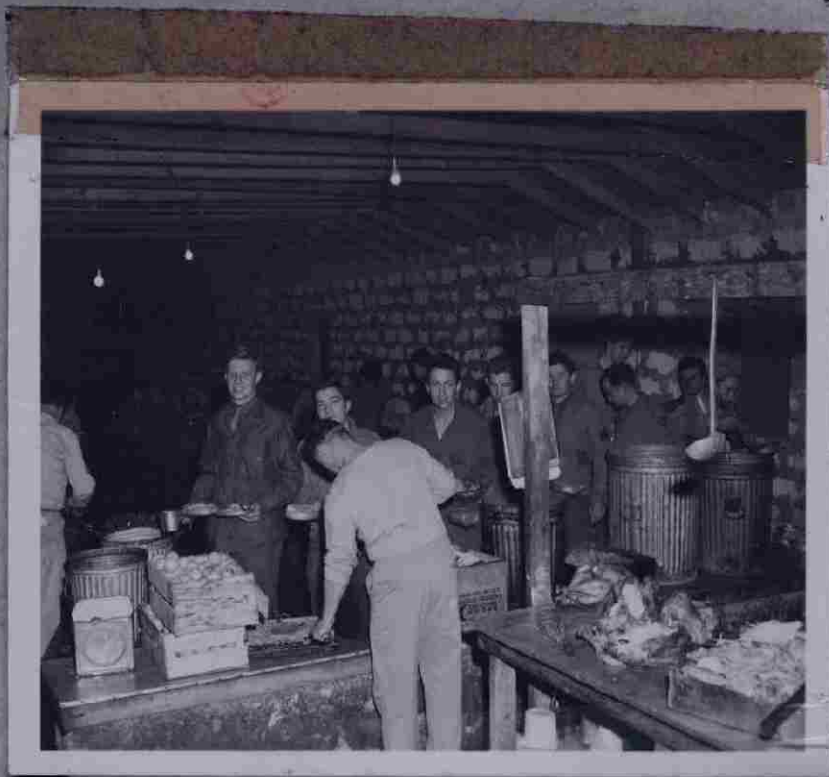


Christmas Dinner
"Supply"

Christmas Dinner
"Preparation"



Dec 44



Christmas Dinner
"Serving"



Christmas Dinner
"Consumption"

Rec. 44

HOUSE WARMING BY HEADQUARTERS

House Warming by Headquarters

On the night of 9 December 1944, the new Officers Club and Mess of the Headquarters Detachment was officially opened.

In addition to the Headquarters Staff, each Squadron Commander was present, and other guests included Brig Gen George R. Acheson, Commanding General of the 55th Wing, Colonel Charles A. Clark, Jr, Executive Officer of the 55th Wing, Colonel John P. Tomhave, Commanding Officer of the 485th Bomb Gp (H), and Lt Col Joshua N. Foster Jr, Commanding Officer of the 465th Bomb Gp (H).

Dancing in the dining room to the tunes of an Italian orchestra was enjoyed by those who liked it.

The new bar, with drinks and sandwiches on the house was a most popular spot.

Female companionship was provided by British Nurses, American Red Cross and local Italian girls.

The new club in addition to the dining room bar, and lounge room has two (2) hot showers, washing and toilet facilities, and promises to be a popular spot these cold winter evenings.

(Pictorial Record Inclosed)



Distinguished Guests

left to right -

Lt Col Joshua H. Foster Jr - CO, 465th Bomb Gp (H)
Colonel John P. Tomhave - CO, 485th Bomb Gp (H)
Brig General George R. Acheson - CG, 55th Bomb Wing (H)
Colonel A. L. Schroeder - CO, 464th Bomb Gp (H)
Colonel Charles A. Clark, Jr - Executive Officer, 55th Wing



Dancing in the Dining Room -
Major Elder and a British
Nurse



"Col Schroeder Tells One"

Standing: Lt Cols McKenna
and Reddell.

Sitting: Colonel
Schroeder, Brig Gen
Acheson and Colonel Clark



The Lounge
Hq Det Officers Club



Our Bar
Hq Det Officers Club

GROUP HISTORY IN RHYME

GROUP HISTORY IN RHYME

Part No 1

Organization and Training
1 July 1943 to 9 February 1944

On July the first
nineteen forty three
a new bomb group entered
the U. S. Army.

The 464th heavy
it was to be known.
It was destined to be great
and win renown.

At Gowan Field Idaho
was assigned first personnel
From there on out
they trained like hell.

First at AAFSAT
in Florida's heat
Then to Pocatello
where they were to meet

The Cadre of crews
and ground personnel
Things were organized quickly
and started off well.

Ground school and flying
became daily routine
With rumors as usual
direct from the latrine.

Thru November, December
Nineteen forty three
It got colder and colder
believe you me

January ended
everyone in a furore
It wouldn't be long
till we went to war.

Part No 2

Ground Personnel Movement Overseas
9 February to 20 March 1944

On the 9th of February
in the snow and slush
We boarded troop trains
without confusion or fuss.

It was cold, oh so cold
across the States
The men all longed
for female bunk mates.

At Camp Patrick Henry
in the Sunny South? ? ?
We spent several days
getting fitted out.

The first to leave
for foreign duty
Was Headquarters Detachment
and were they snooty.

The 778th Squadron
came along too
There were many mixed feelings
when the boat whistle blew.

February twenty second
Washington's Birthday
we boarded a "Liberty"
and sailed away.

Other Squadrons
mostly ground crews
Followed at intervals
of a week or two.

Those Liberty ships
were very slow
A good many men
had to stay below.

Poker and reading
and eating corn willie
When the waves rolled high
some of us felt silly.

After seventeen days
of nothing but water
Out of the mists
loomed the Rock of Gibraltar

Quickly in order
came Oran and Algiers
Then Sicily and Brindisi
there were many cheers.

It seemed so good
to get back on land
no rocking-no swaying
Oh! Boy! it was grand.

Then into G. I. trucks
for our unknown destination
All in all it was
quite a sensation

We craned our necks
to look at the towns
And at every stop
Kids made the rounds.

Cigarette Joe?
Chocko-lat pliz?
Little scrawny kids
hardly up to your knees.

We rode and rode
roads dusty and rough.
Its a very good thing
our fannies were tough.

On twentieth of March
in late afternoon
we arrived at our hill
ready to swoon.

Part No. 3

Making Camp
20 March to 30 April 1944

The hill was pretty
all covered with trees
Not a tent in sight
and an ice cold breeze.

Tents were pitched hurriedly
both yon and hither
we jumped into our cots
and continued to shiver.

Work was started at once
to make us a camp
with rain and snow
it was cold and damp.

Mess tent was set up
so that we could eat
Standing up with our mess kit
in the Company street.

Latrines were dug
tents moved again
Camp had to be ready
When the planes came in.

The 465th Group
beat us to the punch
They got the hill with buildings
all grouped in a bunch.

Barns and sheds
they quickly converted
Into office and quarters
while we reverted

Back to Nature
but it wasn't too bad
no hot water for shaving
or baths to be had.

Slit trench for latrines
on the edge of the camp
With the rain and snow
it was kind of damp

We had snow that was black
believe it or not
Illusions of "Sunny Italy"
had gone all to pot.

Camp was laid out
Headquarters set up
Work went on
without a let up.

We worked real hard
and progress was steady
by the end of April
the camp was ready.

OPERATIONS

NARRATIVE MISSION REPORTS

BOMB STRIKE PHOTOGRAPHS

TRACK CHART PHOTOGRAPHS

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

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

HH/FFE/hob

319.1

2 December 1944

SUBJECT: Narrative Mission Report

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

1. On 2 December 1944, thirty five (35) of thirty eight (48) scheduled B-24 a/c took off at 0750A hours to bomb the Blechhammer South Oil Refinery, Germany. The thirty five (35) a/c formed three (3) attack units, the first unit led by Lt. Col. William H. Reddell, Commanding Officer, 776th Bombardment Squadron, the second unit by 1st Lt. Wayne G. Shearer, Flight Leader, 777th Bombardment Squadron and the third unit by Capt. Sharon E. Waggoner, Operations Officer, 776th Bombardment Squadron.

Three (3) scheduled a/c failed to take off for the following reasons:

1. A/C No 42-78433 - Battery out
2. A/C No 41-29394 - Plug changes
3. A/C No 44-48880 - Plug changes

2. The Group form up was hindered by weather but the time schedule was adhered to and the Group was over Spinazzola at 0904A. The 460th Bombardment Group was late for rendezvous but were able to assume their proper position in the Wing lead at the Yugoslavian coast.

3. Four (4) a/c returned early as follows:

A/C No 44-10610 returned from (42°45'N-16°35'E) landing at 1044A. Fuel leak in bomb bay.

A/C No 42-78613 returned from Split (43°30'N-16°28'E) landing at 1035A. Fuel transfer system inoperative.

A/C No 42-78682 returned from (46°10'N-17°02'E) landing at 1222A. No. 1 turbo inoperative.

A/C No 42-95337 returned from (47°00'N-17°00'E) landing at 1245A. Two (2) heated suits out and three (3) guns inoperative.

All of the a/c returning early jettisoned two (2) bombs with long delay fuses in the Adriatic and returned the balance of their bomb loads to the base.

- 1 -

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

4. Thirty one (31) a/c were over the primary target, Blechhammer South Oil Refinery, Germany at 1245A hours and thirty (30) a/c dropped 59.25 tons of 500 pound RDX bombs. 15.5 tons fused with long delay fuses and 43.75 tons with .1 nose and .01 - .025 tail fuses. Eleven (11) leaflet bombs were also dropped. One a/c, No 42-52070 being unable to release over the primary target, attacked Czeldomolk (47°16'N-17°09'E), no specific target, dropping .5 ton RDX bombs with long delay fuses and 1.5 ton RDX bombs with .1 nose and .01 - .025 tail fuses. One leaflet bomb was also dropped. Results were unobserved. Three bombs, .75 ton were jettisoned. A/C No-42-51689 jettisoned .5 ton, two (2) minutes after target time and a/c No 42-78618 jettisoned .25 ton at 1300A (50°10'N-18°30'E). Rack malfunctions cause of jettisoning in both a/c.

Recapitulation of Bomb Tonnage

30 a/c Primary target	(.1 and .01-.025)	43.75 tons
30 a/c Primary target	(long delay)	15.50
1 a/c Target of opportunity	(.1 and .01-.025)	1.50
1 a/c Target of opportunity	(long delay)	.50
2 a/c Jettisoned	(.1 and .01-.025)	.75
4 a/c Jettisoned, E.R.	(long delay)	2.00
4 a/c Ret. to base, E.R.	(.1 and .01-.025)	6.00
TOTAL		70.00 tons

Leaflet bombs - Dropped on primary target	11 bombs
Leaflet bombs - Dropped on target of opportunity	1
TOTAL	12 bombs

Bombing was visual and the altitude 23,500 feet, heading 80°. The approach to the target was by PFF methods until visual contact was possible at which time the formation was fifteen (15) miles from the target.

Bomb strike photos show concentrations of hits extending across the northeast vital area of the refinery. Several hits are in the area occupied by the compressor house and gas generating plants. Numerous other hits are in the north central section of the refinery, near the hydrogenation stalls. A thick haze, and heavy smoke from previous bombing make it impossible to pinpoint specific installations hit by the bombs.

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

Ltr Narr Miss Rpt, contd

5. C-1 Automatic Pilot was used by all attack unit leaders on the bomb run.

6. Flak at the primary target was IAH and of about seven (7) minutes duration. Red, white and black bursts, the pattern of which, indicated predicted concentrations and tracking methods both in use. Scant, heavy flak was observed at Gyor, Magykenizse and south of Kajer (47°28'N-17°38'E) also at (49°55'N- 17° 55 'E).

Flak position as indicated on maps dated 31 October 1944 at Skoczow (49°48'N-18°48'E) inactive although on course.

7. One FW-190 was observed at 1415A (45°50'N-16°40'E) flying at 10,000 feet, no direction or tactics given. Observing a/c at 11,300 feet. One a/c reported what appeared to be trails from six jet propelled a/c at 1050A thirty (30) miles south of Lake Balaton. Trails approximately thirty (30) miles to left of formation, one (1) heading in opposite direction and five (5) at approximately 90°. Formation altitude 22,500 feet and trails on same level.

8. Escort was described as excellent with particularly fine withdrawal cover by P-38 a/c. Thirty five (35) P-38 a/c first observed at 1254A (49°50'N-18°30'E) and last observed at 1540A (45°40'N-16°40'E). Twenty six (26) P-51 a/c first observed at 1115A (46°20'N-16°44'E) and last observed at 1445A hours (46°05'N-16°40'E). Markings indicated the P-38 a/c were from the 14th and 82nd Fighter Groups.

9. Weather - 9/10 stratus at take off, base 2,000 feet, tops 4,500 feet with scattered clouds at 500 feet.

Generally 6/10 to 9/10 stratus from base to coast.

Overcast over W. Adriatic with tops 5-6,000 feet improving to clear along Dalmatian coast.

25 miles inland from Yugoslavian coast 10/10 stratocumulus, tops 10,000 feet. This layer persisted to Papa, Hungary where it broke to few scattered. Another overcast was encountered north of Vienna which continued to 25 miles south of Blechhammer.

At target, clear but with visibility restricted to 12 miles in haze.

On return, overcast north of Vienna had moved farther south.

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

Ltr Narr Miss Rpt, contd

7/10 stratocumulus at base on return, base 5,000 feet.
Persistent vapor trails north of Vienna.
Visibility for route was 10-15 miles in haze.

10. The following observations were reported:

Time	Place	Alt	Observation
1220A	Papa A/C (47°20'N-17°30'E)	23,000	25/35 a/c silver
1134A	Czelldemolk (47°15'N-17°09'E)	22,000	M/Y full of wagons

11. One (1) crew member killed and two (2) wounded by flak. One crew member was either blown clear of the a/c by flak or bailed out over the target. Reports indicate one chute observed at target apparently from this Group.

12. Eighteen (18) a/c received flak damage, three (3) of which will be inoperational for more than twenty four (24) hours.

13. Twenty eight (28) a/c landed between 1602A and 1650A hours. One (1) a/c, No 42-78452 landed and remains at Gioia. Two (2) a/c are missing. No 44-41231 last seen at (47°30'N-17°20'E) with No 2 engine feathered. No 44-49328 last seen at (45°20'N-16°30'E) with No 1 and 2 engines feathered and unable to keep up with formation.

14. The route was flown as briefed. Track chart of route attached.

15. Four (4) a/c attempted photographs. Selected print attached.

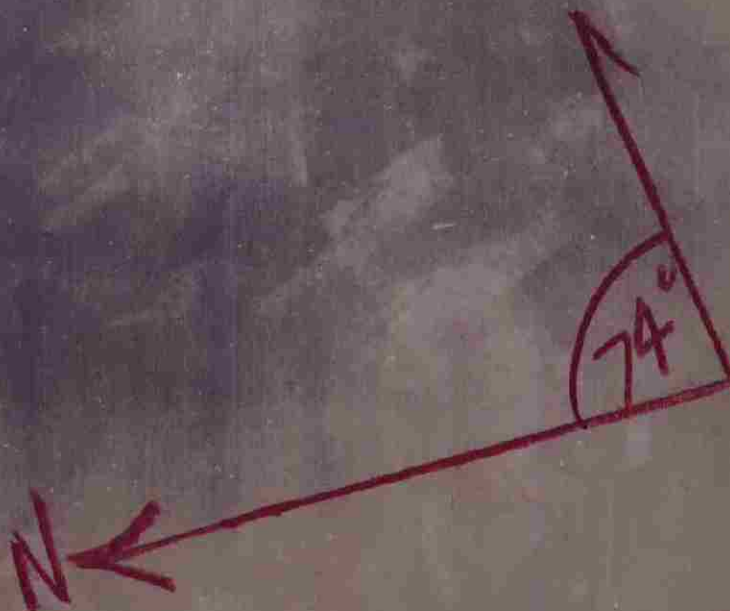
For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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

BLECHHAMMER (SO) AIR

(46430: 4M159: 144) (12'2: 1241) (12'22 500) (← 710) BLECHHAMMER



CHUTE

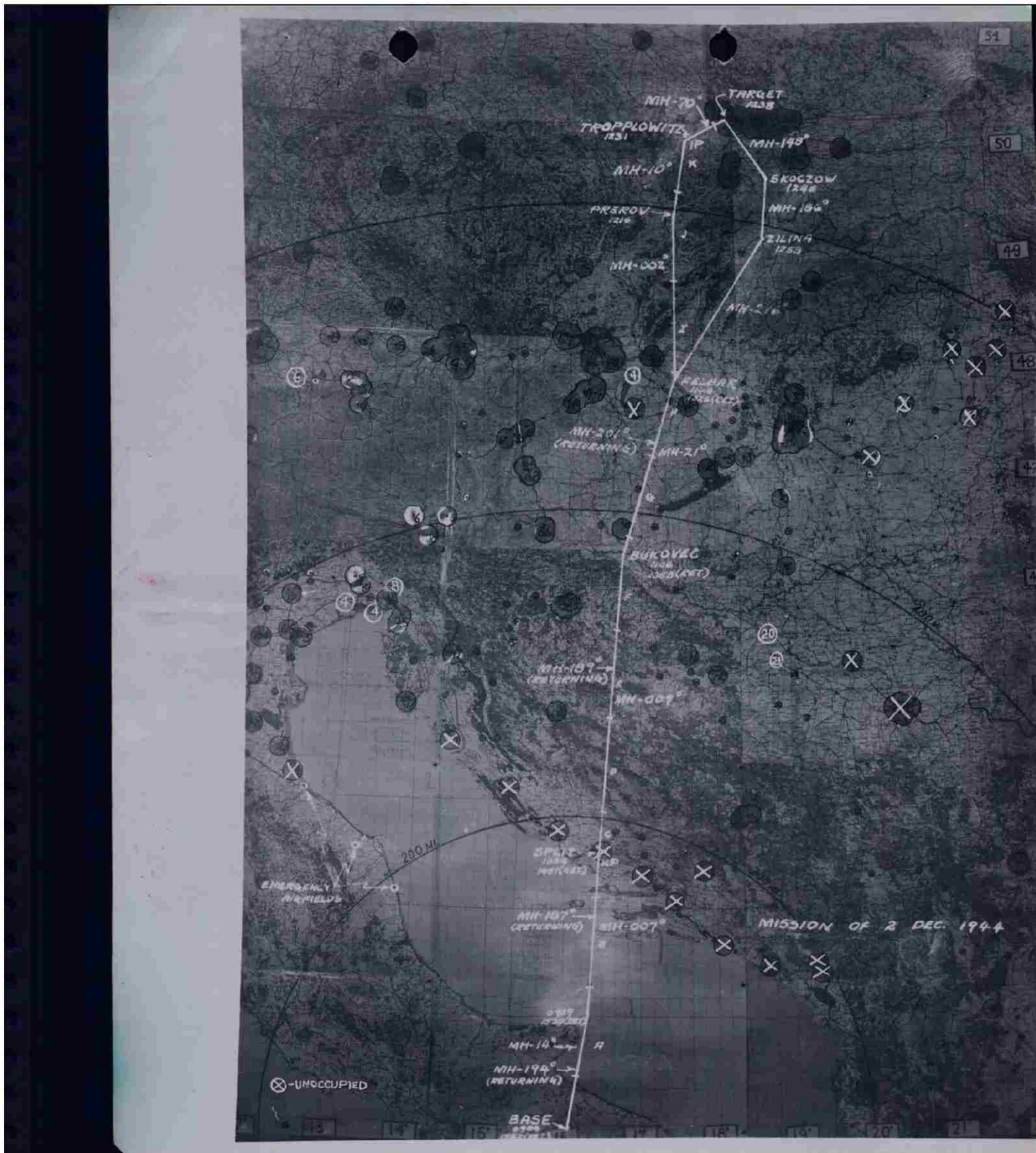


2 DEC.

4662 EASTMAN REGULAR SAFETY

4661 EASTMAN REGULAR SAFETY

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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

HHS/FFE/hob

319.1

4 December 1944

SUBJECT: Narrative Mission Report

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

1. On 3 December 1944, two (2) scheduled PFF B-24 type a/c took off to bomb Linz, Austria, Industrial Area targets, as follow:

a. A/C No 44-49048 (J:J), 1st Lt. Philip J. Savage Jr., 1st Pilot, 777th Bombardment Squadron (H), at 0733A hours.

b. A/C No 42-95613 (W:W), 2nd Lt. Raymond E. Beaubien, 1st Pilot, 778th Bombardment Squadron (H), at 0741A.

Both a/c report their time and altitude of departure from place of rendezvous to be as prescribed. Lt. Beaubien states that the spacing of the a/c at rendezvous was good.

2. The two (2) PFF a/c bombed the 1st Alternate Target, M/Y at Villach, Austria. Each pilot states that his decision to bomb the 1st alternate target was based upon overhearing radio conversations from a/c of Groups ahead, stating that the weather over the primary target was clear.

3. A/C No 44-49048 dropped 2½ tons of 500 lb RDX bombs, fused .1 N and .01 T, at 1110A hours from 24,000 feet, on an attack axis of 135°. Two (2) of these bombs were fused for long delay, and an additional leaflet bomb was dropped at the same time. C-1 automatic pilot was used for the bombing run, with IP identification, run and bomb release all being performed visually. Visual observation of the target was said to be possible because of a break in cloud cover, described as moving rapidly, and drifting over the target immediately after bombs away.

Reports from the PFF navigator and other crew members indicate that the PFF equipment of this a/c was operating sat-

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

Ltr Narr Miss Rpt, contd

isfactorily, that crew coordination was good, and that the target material issued was adequate. The PFF navigator, however, states that, coming into the target, and throughout the bombing run, only momentary scope contacts with the target area could be made, due to blotting out by mountain peaks. Positive scope identification was not made until just about two (2) minutes before bombs away. In the opinion of this navigator, the 1st alternate target attacked is not suitable for PFF bombing, due to the difficulties in making adequate scope contact.

Malfunction of the "gee" navigation equipment was reported as occurring during the entire flight to the target. Fluctuations were continuous and of such magnitude that no useful navigational purposes were achieved. No defects in the equipment could be found during the flight to the target, and perfect functioning was experienced throughout the entire return trip.

4. A/C No 42-95613 dropped 2½ tons of 500 lb RDX bombs, fused .1 N and .01 T, at 1046A hours, from 24,500 feet, on an attack axis of 108°. Two (2) of the bombs dropped by this a/c were fused for long delay. Visual pick up of the IP was made by this a/c with, however, the entire bombing run and release being performed on PFF and C-1 automatic pilot. Reports from this crew state that the PFF equipment worked perfectly, and that the scope was used, and picked up the target, immediately after turning from the IP. No trouble was experienced in target identification. Check points were utilized -- one, a valley with mountains on either side. The town of Villach was used to kill rate. There were two (2) corrections of 5° right and 3° left. Five (5) sighting angles were given, 70° - 65° - 50° - 40°. Release was made on an angle of 34°. A further 2° correction to the right, it is believed, would have improved accuracy. Synchronization was made on the center of the town.

RDX bombs dropped on this mission total nineteen (19), and four and three quarters (4 ¾) tons, plus one (1) leaflet bomb.

5. Bombing results are unknown. Neither a/c was able to observe visually the effect of its release. One a/c (No 42-95613) attempted photographs, but no results were obtained, due to electrical malfunction.

6. A/C No 44-49048 flew the briefed course to (46° 44'N-

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Ltr Narr Miss Rpt, contd

12°25'E), then to the IP to the target, to (45°19'N- 14°34'E), to (44°30'N - 14°20'E), to Base.

7. A/C No 42-95613 flew the briefed course to (46°45'N- 12°45'E), then to the IP, to the target, to (44°40'N- 15°30'E), to (43°50'N-15°00'E), to Base.

8. Contact with fighter escort of 9 to 10 P-51s was made by a/c No 42-95613 at 1019A hours at (46°30'N-12°30'E). These a/c remained in sight until 1029A hours at (46°57'N- 12°23'E). A/C No 44-49048 observed six (6) P-51s at 1003A hours at (46°00'N-12°30'E), retaining visual contact for about five (5) minutes. The pilot and the co-pilot of this a/c further state that considerable radio conversation between friendly fighters and bomber a/c of the 47th Bombardment Wing (H), could be heard at about this time.

9. Observations by crew members are as follow:

a. From 1000A to 1015A hours - radio messages from large cup were heard that one jet-propelled fighter had been sighted at 19000 feet at (45°30'N-12°32'E).

b. A possible motor depot or storage facilities at (46°28'N-12°25'E), seen at 1124A hours, from 23,000 feet. Many buildings of barracks type were seen, and darkness of roads compared to snow covered terrain, indicated considerable m/t activity.

10. Weather at base at take off was 3/10th stratocumulus, base, 3,500 feet, tops 5,500 feet, with visibility of 20 miles.

Weather conditions enroute to the target were 5/10th to 6/10ths stratocumulus, tops 6/8,000 feet, over the Adriatic Sea. North from Ancona to 20 miles inland from the Italian coast, 7/10th to 10/10ths altocumulus, tops 16,000 feet. Over the Alps, weather was clear except for valley stratus.

At the target (Villach), there was a low overcast of stratus, tops 4/5000 feet, with mountain tops protruding thru.

On return, 6/10th to 8/10ths cirrostratus over Yugoslavia, with tops at 26,000 feet. Over the Adriatic, 4/10ths to 6/10ths altostratus, tops at 17/19,000 feet, and 6/10ths to 8/10ths altocumulus.

At base, altostratus at 18,000 feet and scattered

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Ltr Narr Miss Rpt, contd

stratocumulus at 4,000 feet. Visibility was 20 miles to unlimited.

11. A/C landed at base as follow:

No 44-49048 at 1323A hours.
No 42-95613 at 1351A hours.

For the Commanding Officer:

FRANCIS F. ELDER
Major, Air Corps
Intelligence Officer

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

219.1

6 December 1944

SUBJECT: Narrative Mission Report

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

1. On 6 December 1944, thirty one (31) of thirty two (32) scheduled B-24 a/c took off starting at 0742A hours to bomb the primary target named in Operations Order No. 272. Take off was delayed twenty three (23) minutes due to an accident by an a/c of the 465th Group at the end of the 464th Group runway.

One (1) a/c failed to take off. A/C No. 42-51178 due to No. 4 engine running rough and dropping 400 RPM on one magneto when the pilot checked in take off position.

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 by Captain Walter Steves, Flight Leader of the 778th Bombardment Squadron (H).

2. Rendezvous was made approximately six (6) minutes late, due to delay on take off. Form up was made in the 465th Group area. The Group leader called all Groups that wing rendezvous would be made at 0830A hours over Andria. This wing rendezvous was made at 0830A hours over Andria and the wing proceeded on course to the target.

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

(a) A/C No. 42-78590 turned back at (43°41'N-16°28'E) at 0927A hours, landing at 1051A hours due to necessity of feathering No. 4 engine due to low oil pressure and broken oil line. This a/c jettisoned two and one half (2½) tons of bombs at 0949A hours at (42°47'N-16°15'E) in the Adriatic.

(b) A/C No. 42-51152 turned back at (47°01'N-16°36'E) at 1050A hours due to a runaway prop on No. 4. After feathering could not stay with the formation. This a/c jettisoned two and one half (2½) tons of bombs starting at 1050A hours until 1052A hours at (47°01'N-16°36'E), as had to release bombs individually by hand.

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Ltr Narr Miss Rpt, contd

4. Upon arriving at the Primary target and finding it completely cloud covered, with both alternate targets also observed to be covered with a complete overcast on the route to the primary, it was decided to bomb the M/Y at Devinska Nova Ves (48°13'N-16°58'E) which was on course.

Twenty six (26) a/c were over the target at 1115A hours, and twenty six (26) a/c dropped sixty one (61) tons of 500 pound GP bombs (.1 nose and non-delay tail fuse), from 22,000 feet.

Three a/c dropped five and three quarters (5 3/4) tons on targets of opportunity as follows:

A/C No 42-52070 dropped 2½ tons on RR and Factory at Vagsellye (48°09'N-17°53'E) at 1133A hours as bombardier had unclutched his sight after finding Primary target cloud covered. Did not drop on Able 11 as did not see target in time, so bombed this target of opportunity.

A/C No 42-78613 dropped 2½ tons on Magyarova (47°53'N-17°17'E) at 1133A hours because bomb bay doors froze over target. Crew claims hit in center of town.

A/C No 42-51903 dropped 3/4 ton of bombs at Fezinok (48°15'N-17°15'E) at 1125A hours and claim hits on fuel storage. Heavy black smoke observed after bombs hit. Three bombs did not release over target due to rack malfunction.

Seven (7) a/c jettisoned ten and three quarters (10 3/4) tons as follows:

A/C No 42-78590 jettisoned two and one half (2½) tons-see paragraph No.3(b) early return.

A/C No 42-51152 jettisoned two and one half (2½) tons-see paragraph No.3(b) early return.

A/C No 44-49028 jettisoned one half (½) ton at 1350A hours at (42°55'N-15°03'E) due to rack malfunction.

A/C No 42-78433 jettisoned one half (½) ton at 1118A hours at (48°19'N-17°17'E) due to improper release had to salvo.

A/C No 44-41339 jettisoned one and three quarter (1 3/4) tons at 1101A hours at (48°12'N-17°38'E) due to faulty intervalo-

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Ltr Narr Miss Rpt, contd

meter and toggle switch.

A/C No 42-78618 jettisoned one half ($\frac{1}{2}$) ton at 1125A hours at ($48^{\circ}15'N-16^{\circ}58'E$) due to rack malfunction.

A/C No 42-78671-this a/c jettisoned one and one half ($1\frac{1}{2}$) tons at 1200A hours at ($47^{\circ}16'N-17^{\circ}24'E$) and one (1) ton at 1354A hours at ($43^{\circ}03'N-15^{\circ}55'E$) because bomb bay doors jammed over the target.

Recapitulation of Bombs

Dropped on target	61 tons
Targets of opportunity	$53\frac{1}{4}$ tons
Jettisoned	$103\frac{1}{4}$ tons
Total bombs dropped	$77\frac{1}{2}$ tons

Bomb strike photos show hits on Devinska Nova Ves Marshalling Yard, a target of opportunity, approximately ten (10) miles due west of the primary target. Six (6) bomb strikes are on the railroad tracks in the east central portion of the yard. Two columns, totalling approximately thirty freight cars, were present in the yard at the time but received no direct hits. Two near misses may possibly have caused some damage to rolling stock. A heavy concentration of hits fell adjacent of the east edge of the yard and immediately south of a large unidentified industrial plant. Further south, numerous hits were in the residential areas on either side of the south choke point. At least thirty additional bomb strikes were beyond the target, to the west. Most of these were in the river 3500 feet west of the marshalling yard.

5. Both the Group Leader, and the leader of the second attack unit used the C-1 automatic pilot on the bomb run.

6. Flak at the target was SIH, and was generally low and behind. The bursts were black, with a few white. Flak was observed at the following points:

Gyor	SH
Marchegg ($48^{\circ}17'N-16^{\circ}58'E$)	S to MH

7. The formation was attacked by 15/20 ME 109 E/A at 1125A hours at ($48^{\circ}18'N-17^{\circ}00'E$). The attack was made while the formation was on a 90° heading after rally off the target while at 21,000 feet. The attack was pressed against Charlie and Dog boxes.

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

Ltr Narr Miss Rpt, contd

Fighters attacked in company front of 5/7 a/c from six (6) o'clock high to level followed by a breakaway roll over to decoy position at 7/9 o'clock high with subsequent attacks being made by pairs from six (6) o'clock high to level. No low attacks were reported.

Markings on E/A were camouflaged, with a greenish color on top of wings and fuselage with white underside. Some had square and others rounded wing tips.

Claims for this Group are seven (7) destroyed, three (3) probably destroyed and one (1) damaged.

One (1) jet propelled a/c was observed just South of Lake Balaton heading Northeast, travelling at high speed about 3 to 4 miles to the left of the formation.

8. Rendezvous was made with twenty (20) P-38 a/c at 1050A hours at (42°01'N-16°36'E) and last escort was observed at 1220A hours at (45°35'N-17°16'E). Only four (4) crews reported seeing fighter escort before being hit by enemy fighters. Escort was apparently in the vicinity of the area where our formation was attacked, as the Group leader called the fighters and told them of the attack and gave the formation position. The fighters acknowledged the call and the Group lead a/c stated that they observed P-38 a/c shortly thereafter off to the right in the distance.

9. The weather was as follows: 10/10 cirrostratus at take off base 20,000 feet. 2/10 stratocumulus at 4,000 feet.

Over Adriatic 9/10 cirrostratus at 20,000 feet and 7/10 altostratus tops 11,500 feet.

Over Dinarics continuing to Lake Balaton 2/10 cirrostratus at 21,500 feet and 8/10 to 9/10 stratus clouds. Tops 12,000 feet. The latter deck broke at 47°20'N-and continued patchy to the target.

At the target, 2/10 cirros and patchy low stratus amounting to 3/10 to 4/10. Visibility 18 Miles.

On return, cirrostratus and increased to 6/10 to 8/10 moving in from the west.

Over Adriatic 6/10 cirrostratus base 18,000 feet and 6/10 multilayer middle clouds, 10-13,000 feet. 3/10 stratocumulus, tops 5,000 feet.

At base on return 7/10 altostratus and 1/10 stratocumulus with an unknown amount of cirrostratus above.

Visibility for route 15-20 miles.

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

Ltr Narr Miss Rpt, contd

10. Four (4) of our a/c failed to return.
A/C No 42-50962 was attacked by E/A at (48°20'N-17°15'E) at 1130A hours. Our a/c was last seen with one (1) engine on fire and losing altitude rapidly. One (1) chute was seen to open.

A/C No 42-78682 was last seen at 1130A hours at (48°18'N-17°06'E) when attacked by E/A. The a/c went into a dive with two (2) engines on fire and a wing came off. One (1) chute was seen to open.

A/C No 42-52504 last seen at 1130A hours at (48°18'N-17°06'E) when it was attacked by E/A. This a/c lost altitude rapidly and was seen to explode at approximately 16,000 feet. Eight (8) chutes were seen to open before the explosion occurred.

A/C No 44-10566 was last seen at 1130A hours at (48°20'N-17°30'E) dropping behind formation with No. 2 engine feathered. The a/c was apparently under control and no chutes were observed.

Six (6) a/c were damaged due to E/A, none of which will be inoperative for more than twenty four (24) hours.

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

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1145	Papa (47°20'N-17°30'E)	23,000	M/Y with 250 wagons and A/D with 15 S/E A/C.
1049	(47°15'N-17°09'E)	21,000	M/Y with over 500 wagons
1058	Parndorf	21,000	A/D with 15 S/E A/C.

A heavy smoke screen was observed at Vienna.

12. Twenty five (25) a/c landed at this base between 1449 and 1510A hours.

13. Route was flown as briefed to the target with minor deviations due to weather. The return route was flown approximately twenty (20) miles to left of course for part of the way to the Adriatic. Track chart showing route flown inclosed.

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

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

Ltr Narr Miss Rpt, contd

15. A special intelligence report dealing with the enemy fighter attack on todays mission is attached.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

3 Incls:
Incl 1 - Track Chart
Incl 2 - Selected Print
Incl 3 - Special Intelligence Report

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





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

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

HHS/FFE/ hob

319.1

7 December 1944

SUBJECT: Narrative Mission Report

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

1. On 7 December 1944, two (2) scheduled PFF B-24 type a/c took off to bomb the West M/Y at Salzburg, Austria, as follow:

a. A/C No 42-52070 (Y:A), 1st Lt. Philip J. Savage, Jr., 1st Pilot, 777th Bombardment Squadron (H), at 0236A hours.

b. A/C No 42-95613, (W:W), 1st Lt. Forrest J. Robbins, Flight Leader, 776th Bombardment Squadron (H), at 0239A hours.

Both a/c report their time and altitude of departure from place of rendezvous to be as prescribed.

2. A/C No 42-52070 dropped two and one half (2½) tons of 500 pound RDX bombs, fused .1 nose and .01 tail, on the primary target (Salzburg West M/Y) at 0540A hours from 24,000 feet, on an attack axis of 120°. Check points used enroute were the Chiem See (47°52'N-12°07'E), and Traunstein (47°52'N-12°38'E). First pick-up of the primary target was made by scope thirty five (35) miles away. During the approach, and the bombing run, the scope was clear, with no interference. Five (5) sighting angles were given; 70°, 65°, 60°, 50°, 40°. One (1) course correction was given of 50° to the right, when ten (10) miles away from the target. Coordination between all crew members was described as exceptionally excellent. Due to malfunction of the automatic pilot equipment, causing the a/c to slip off to the right, the C-1 was not used on the bombing run.

3. A/C No 42-95613 dropped two and one half (2½) tons of 500 pound RDX bombs, fused .1 nose and .01 tail, on the 1st alternate target, (the M/Y at Villach, Austria), at 0510A hours, from 24,000 feet on an attack axis of 180°. Decision to bomb the alternate target was made because weather conditions past the Alps enroute, led to the belief that the Primary Target would be clear.

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

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

Ltr Narr Miss Rpt, contd

Approach to the 1st alternate, and its bombing run, were performed by PFF, though weather conditions at the target were found to be clear. The PFF equipment was reported to operate efficiently with air crew coordination good. The bombing run was made by C-1 automatic pilot. Five (5) sighted angles were given, from 70° to 40° , plus four (4) corrections for course, one (1) to the right, and three (3) to the left, all of two (2) degrees. Five (5) bombs hung-up upon release, but were salvoed immediately on the target.

4. Bombing results are unknown. A/C No 42-52070 synchronized on and believe they hit, the assigned primary M/Y. A/C No 42-95613 synchronized, and released on, the left half of the town of Villach, Austria, in the vicinity of its M/Y. Flashes from the bombs could be seen but their location in the completely blocked out target area could not be distinguished.

5. A/C No 95613, tho equiped with a scope camera, was unable to take pictures, due to the cameras focusing periscope being missing.

6. Searchlights were observed by the crew of A/C No 42-52070, only. In the vicinity of the primary target, during and just after the bombing run, eight (8) searchlights were seen. These searchlights were seen shining through clouds, and did not illuminate the a/c.

7. SIH flak was encountered at the primary target. About twelve (12) red puffs were seen during the bombing run, ahead and to the left side. Enroute from the target SIH flak was also encountered by A/C No 42-52070 at 0559A hours at Spittal ($46^{\circ}48'N-13^{\circ}30'E$).

SIH flak was encountered at the 1st alternate target. These bursts were well to each side of the a/c. Enroute to the target, SIH flak was encountered by A/C No 42-95613 at 0443A hours at ($46^{\circ}15'N-13^{\circ}50'E$).

8. Route was flown by a/c No 42-52070 as briefed to and from the primary target. A/C No 42-95613 flew its briefed course to the turn point for the alternate target, and the briefed course on return to base.

9. Observations by crew members are as follows:

(a) A large fire was seen on the top of a mountain at ($47^{\circ}35'N-13^{\circ}18'E$) at 0544A hours. The cause could not be discerned.

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

Ltr Narr Miss Rpt, contd

(b) Enroute to the primary target, twelve red flares, shot off singly, were seen from (46°42'N-13°20'E), to just after bombs away. These flares were spaced along the a/c's course, and their points of origin could not be discerned.

(c) At 0518A hours, the crew of a/c No 42-95613, saw a large spot of flame just above the horizon, to the rear. Seeming to approach at great speed, corkscrew evasive action was employed in the event that the origin of the flame was an enemy jet-propelled a/c. The flame was brilliant orange and red rounded on the bottom, and flat and jagged on top. The approach of the flame was for about three minutes, when it suddenly went out.

10. Weather at base at take off was overcast at 6,500 feet, with patches of lower scud.

Enroute to the target, an overcast from 6,500 feet to 16,000 feet was encountered from the Spur to the Alps. Over the Alps and northwards, high and middle clouds broke off, only patches of stratus and stratocumulus remaining. Mountains and bodies of water were visible.

In the target area were patches of stratus and stratocumulus. The primary target was obscured by stratus and the 1st alternate target was clear.

On return, conditions were similar to those encountered on the route out, with clouds further south over the Adriatic.

At the base, on landing, there was 10/10ths coverage at 6,500 feet, plus patches of stratocumulus at 5,000 feet.

11. A/C landed at base as follows:

No 42-52070 at 0800A hours.
No 42-95613 at 0705A hours.

For the Commanding Officer:

1 Incl
Incl 1 - Track Chart

FRANCIS F. ELDER
Major, Air Corps
Intelligence Officer

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

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

HH/FFE/hob

319.1

8 December 1944

SUBJECT: Narrative Mission Report

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

1. On 8 December 1944, the two (2) scheduled PFF B-24 type a/c designated below took off at the hour indicated to bomb the Primary Target specified in Operations Order No. 275.

A/C No. 44-49032 (W/B), 2nd Lt. Raymond E. Beaubien,
 Pilot, at 0155A hours.

A/C No. 42-52070 (Y/A), 2nd Lt. Philip J. Savage,
 Pilot, at 0157A hours.

2. (a) A/C No. 42-52070 proceeded on course to $43^{\circ}45'N-14^{\circ}35'E$ from whence an early return landing was made at 0441A hours, because of operational failure of PFF equipment. One (1) 500 lb. RDX long delayed bomb was jettisoned in the Adriatic at 0330A at $43^{\circ}30'N-14^{\circ}30'E$, and the remaining bomb load of this a/c was returned to base.

(b) A/C No. 44-49032 proceeding as far as Arzberg ($47^{\circ}54'N-14^{\circ}28'E$), where the overcast broke and the primary and alternate targets appeared open, then set course for Villach M/Y which was attacked on PFF as a target of opportunity. The full bomb load of this a/c 8 x 500 lb RDX with .1 and .01 and .025 fuses, 1 x 500 lb RDX long delayed, and 1 x leaflet was dropped from 24,000 feet on an axis of attack of 210° at 0524A hours. PFF operator reported equipment in perfect condition. Target was readily picked up in scope. Three (3) course corrections were made on run, last correction 2° . Complete overcast prevented any observation of bombing results.

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

Ltr Narr Miss Rpt, contd

3. Recapitulation of bomb tonnage disposition.

	500# RDX	500#RDX	Leaflet
Dropped on T/O	.1 x .01 & .025	Long delayed	1 bomb
Jettisoned	2 tons	.25 tons	
Returned	2 tons	.25 tons	1 bomb

4. Weather: Scattered middle and low clouds at take off.
 Visibility 20 miles.

Enroute - 10/10 cirrus, base 16,000, tops 22,000 feet from Spur to (47°00'N-14°02'E). Ship broke out in clear and continued to (47°50'N-14°52'E) where it turned back to Villach.

At target, 10/10 stratocumulus, tops 6-8,000 feet.

On return, multilayer cirrus from 16,000 feet to 27,000 feet. Clouds broke in S. Adriatic to scattered middle.

6/10 middle clouds at 10,000 feet at base on return.
 Visibility 20 miles or better entire route.

5. Route was flown as briefed to Arzberg (47°54'N-14°28'E) and return made on reciprocal course.

6. Return landing of a/c No. 44-49032 was made at 0735A hours.

7. Following observations were reported:

(a) Twelve (12) ship convoy headed north in Adriatic picked up in scope at 0637A hours at 43°27'N-14°56'E from 21,000 feet.

(b) Green, orange and white flares, breaking at approximately 24,000 feet, were observed at 0430A at 47°10'N-14°05'E.

8. The crew of the one a/c dropping on T/O reported enemy jamming of radio prevented completion of bombs away report, though sixteen attempts were made. Frequency was blocked by German speech, music, and general interference. The crew of the a/c making the early return reported dangerous proximity of fire believed from guns of friendly a/c test firing just off of the Spur.

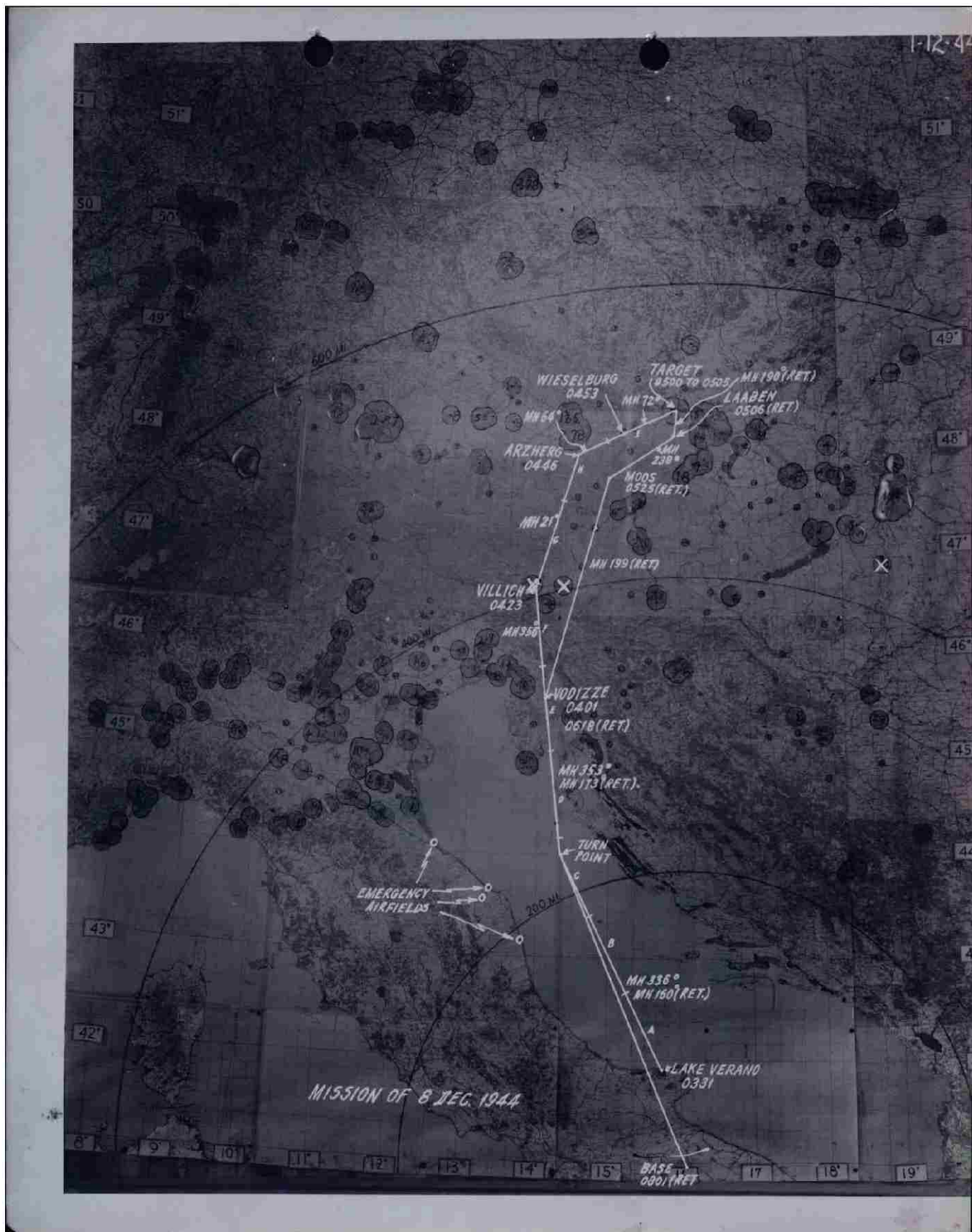
For the Commanding Officer:

1 Incl - Track Chart

FRANCIS F. ELDER
 Major, Air Corps
 Intelligence Officer

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



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

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

BVB/FFE/fh

319.1

9 December 1944

SUBJECT: Narrative Mission Report

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

1. On 9 December 1944, twenty eight (28) scheduled B-24 a/c plus three (3) designated spares took off at 0725A hours to bomb the primary target designated in Operations Order No 276. The thirty one (31) a/c formed in two (2) attack units, the first of which was led by Lt Colonel Elvin E. Goodyear, Operations Officer of the 464th Bombardment Group (H) and the second, by 1st Lt Richard R. Price, Flight Leader of the 779th Bombardment Squadron (H).

2. The Group form-up was executed Southeast of Bari over the Adriatic at 13,000 feet. Line and Wing rendezvous were not accomplished because of weather conditions over the Adriatic.

3. Notification of recall was received at approximately 0915A hours, at which time the Group was ordered to return to base by boxes. Charlie and Dog boxes returned from (41°49'N-17°16'E), the a/c landing between 1010A hours and 1058A hours. Able and Baker boxes in trying to get through and returned to base landing between 1138A hours and 1215A hours. B-24 a/c No 42-95332 landed at Bari at 1039A hours because of illness of ball gunner. This a/c landed here at 1305A hours with complete crew.

4. All a/c returned entire bomb loads to this base.

5. Weather was as follows: 9/10 to 10/10 stratus and stratocumulus at take off, base 5,000 feet, tops 8,000 feet with scattered cumulus to 12,000 feet. Light rain showers.

From base to coast, 8/10 - 9/10 stratocumulus and cumulus, tops 11 - 12,000 feet.

Over Adriatic to (41°49'N-17°46'E), where ship turned back, 8/10 - 10/10 multilayer clouds from 5,000 feet

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

Ltr Narr Miss Rpt, contd

to 19,000 feet with principal cloud an altocumulus deck from 8,000 feet to 16,000 feet. Moderate mixed icing was picked up at 12,000 feet.

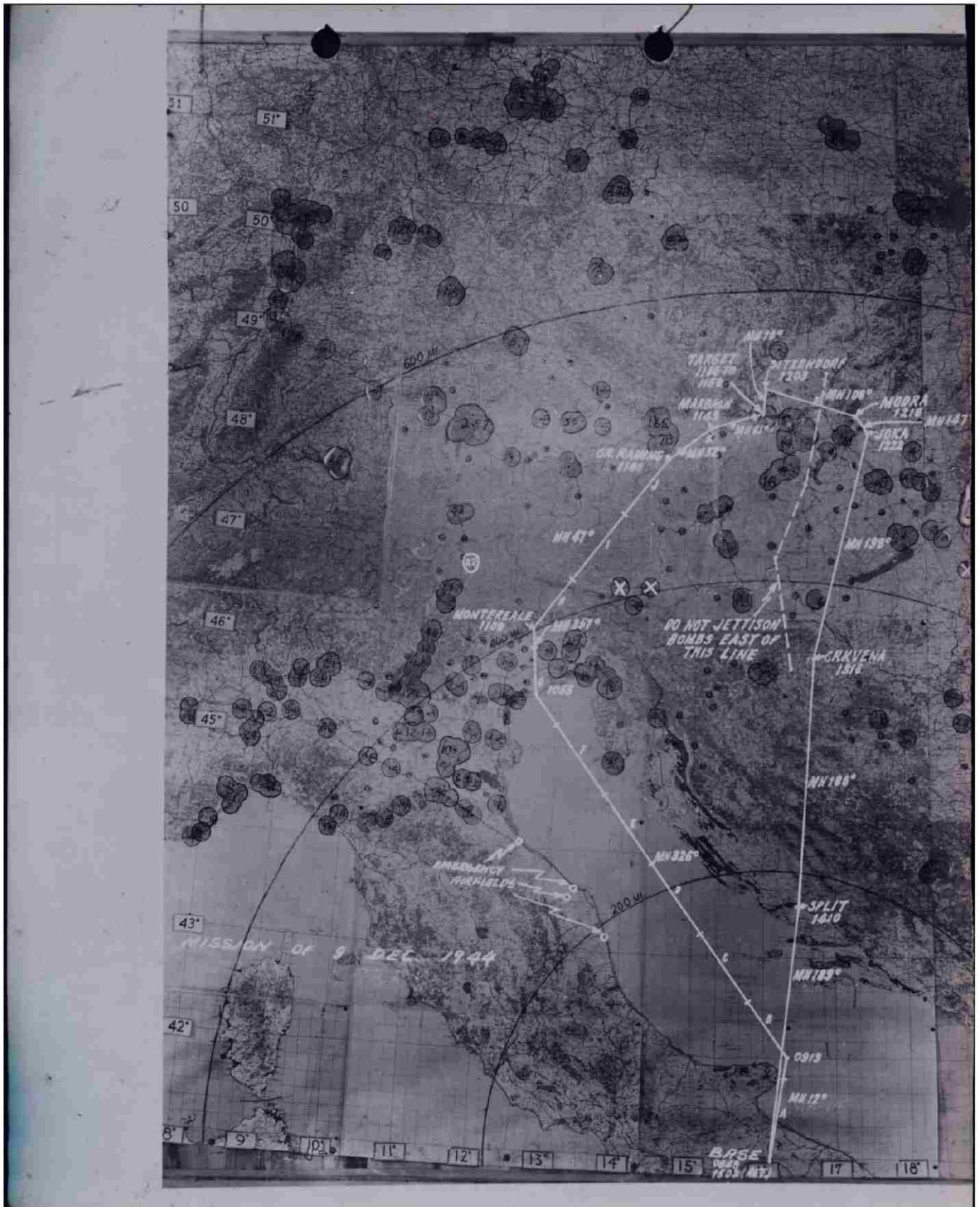
On return, cloud bases had lowered over land. At base on return was 10/10 stratus clouds, base at 1,500 feet, with rain showers. Visibility 1 - 5 miles in rain and haze.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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



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

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

MCK/FFE/hob

219.1

10 December 1944

SUBJECT: Narrative Mission Report

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

1. On 10 December 1944, twenty eight (28) scheduled B-24 a/c, plus three (3) spare B-24 a/c took off at 0730A hours to bomb the primary target named in Operations Order No. 278.

The thirty one (31) a/c formed into two (2) attack units, the first being led by Lt. Colonel Elvin E. Goodyear, Group Operations Officer and the second by 1st Lt. Richard R. Price, Flight Leader of the 779th Bombardment Squadron (H).

2. Group form up was made over Bari due to weather conditions. The line rendezvous was as briefed, this Group falling in behind the 465th Group over Andria at 0837A hours.

Due to weather conditions Wing ordered a recall and the Group Leader endeavored to keep the formation in the air until 1000A hours to use up gasoline, but due to weather closing in was forced to land earlier.

Formation turned around at the Spur and returned to base.

3. All aircraft returned the full bomb load, amounting to 49.6 tons of 100 pound GP clustered with .1 nose and .025 tail fuse.

4. Thirty one (31) a/c landed at this base between 0915 and 1015A hours.

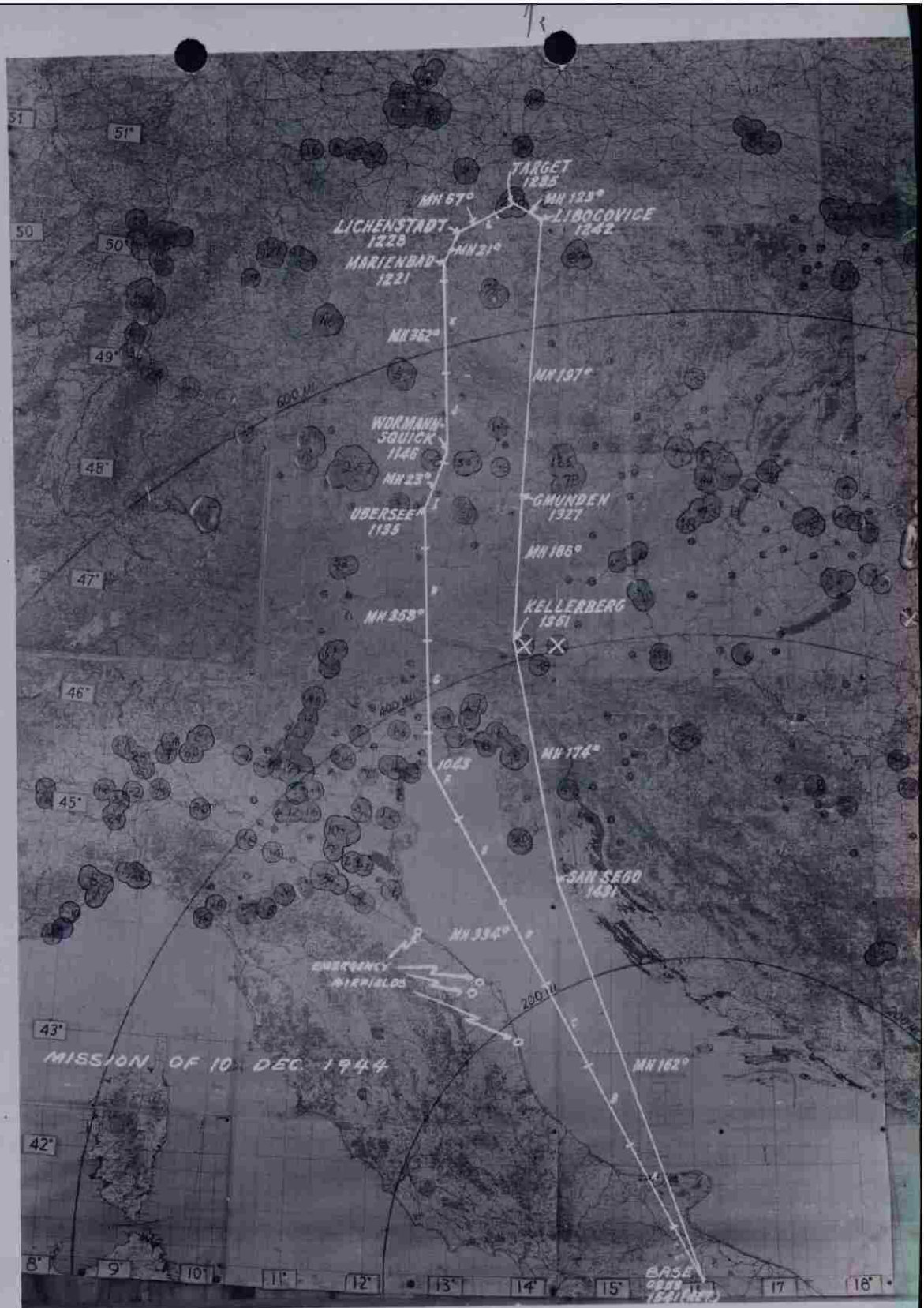
5. Weather at take off was 9/10 to 10/10 strato cumulus, base 4,000 feet, lowering during form up period to 1500 feet with frequent showers. Visibility one (1) to five (5) miles in rain.

For the Commanding Officer:

FRANCIS F. ELDER
Major, Air Corps,
Intelligence Officer

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~~CONFIDENTIAL~~



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

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

HHS/FPE/hob

319.1

11 December 1944

SUBJECT: Narrative Mission Report

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

1. On 11 December 1944, twenty-eight (28) and two (2) spare B-24 type a/c of thirty-one a/c scheduled, took off to bomb the South Ordnance Depot at Vienna, Austria, starting at 0830A hours. A/C No 42-51563, failed to take off because of loss of hydraulic pressure due to the breaking of two (2) lines.

2. The thirty (30) a/c formed into two (2) attack units. The first attack unit was led by Lt Col-Elvin E. Goodyear, Group Operations Officer, and the second by 1st Lt Richard R. Price, First Pilot of the 779th Bombardment Squadron (H).

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

3. Four (4) a/c returned early.

A/C No 42-51856 turned back at (42°10'N-16°05'E) at 1030A hours, because of oxygen leaks in all positions, landing at 1045A hours.

A/C No 42-78692 turned back at (46°05'N-16°35'E) because the landing gear would not lock up, and sufficient RPMs to hold altitude and stay with the formation could not be obtained. Landing was at 1325A hours.

A/C No 44-41339 turned back at (43°55'N-16°32'E), because the No 1 engine was out of operation. Landing was at 1210A hours.

A/C No 42-50752 turned back at (47°55'N-15°30'E) at 1215A hours, because the No 4 engine was running away and could not be feathered.

One (1) a/c, No 44-49032, was a prior return. Due to the Radar Operator's oxygen system leaking, decision was made

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

Ltr Narr Miss Rpt, contd

by the pilot to bomb the second alternate target. The formation was left at (46°28'N-16°22'E) at 1152A hours. Route was flown to the target selected, bombs dropped, and return made to base at 1445A hours.

4. Twenty-five (25) a/c were at point of bomb release over the primary target at 1237A hours at an altitude of 24,000 feet. From an attack axis of 41°, twenty-three a/c dropped fifty-seven and one-half (57½) tons of M-17 Incendiary Bombs.

A/C O 44-49032, a prior return, dropped two and one-half (2½) tons on the second alternate target -- the M/Y at Graz, Austria. This a/c released its bombs at 1237A hours, from 20,000 feet, on an attack axis of 258°. Crew members report one (1) or two (2) hits in the southern end of the M/Y, with the main concentration in the southeastern portion of the M/Y.

A/C No 42-78692, an early return, brought the full bomb load, two and one-half (2½) tons, back to base.

A/C No 42-51856, an early return, jettisoned two and one-half (2½) tons at 1030A hours at (42°05'N-16°10'E), as the pilot deemed it inadvisable to land with incendiaries.

A/C No 44-41339, an early return, jettisoned two and one-half (2½) tons at (43°05'N-16°25'E).

A/C No 42-50752, an early return, jettisoned two and one-half (2½) tons at 1215A hours at (47°55'N-15°30'E), because of the necessity of lightening the load with an engine running away.

A/C No 41-29394 returned two and one-half (2½) tons to base due to rack malfunction that made it impossible to release or to salvo.

A/C No 42-78613 jettisoned two and one-half (2½) tons at 1255A hours at (48°10'N-17°20'E), because of failure to get the bomb bay doors open over the target.

Bomb Tonnage Recapitulation

Dropped on primary target	57 ½ tons
Dropped on second alternate target	2 ½ tons
Jettisoned (By 3 ER and 1 other a/c)	10 tons
Brought back (By 1 ER and 1 other a/c)	<u>5 tons</u>
Total	75 tons

~~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

5. Bombing results are considered good. Bomb strike photos show a heavy concentration of incendiary hits and fires in the heart of the Ordnance Depot and in the industrial areas extending 5,000 feet eastward. Smoke from previous bombing obscured nearly all of the Ordnance Depot area but groups of incendiary strikes could be seen at the east edge of the goods yards - 2,500 feet southeast of the east railway terminus -- and these continued east through the center of the Depot. Other incendiaries fell on the industrial area adjacent to the southeast corner of the depot. The latter group of hits extended east as far as the large gas holders of the city gas works. Additional fires were started in the factory area midway between the Ordnance Depot and the Donau Canal to the east. A smaller group of fires were in a probable barracks area located 3,000 feet southwest of the railroad repair shops.

A smoke screen is reported to have been used at the target, but was ineffective. Smoke pots were observed between the IP and the target, and to the south and west of the city, but affording little coverage.

6. Making the initial approach to the target by PFF, the Group Leader observed that visual bombing could be employed. Turning to right of course just before the turn point of Fischbach, a shorter route was flown to the Evasive action point of Klausenleopoldsdorf. With this exception, the route was flown as briefed.

The bombing run was flown visually by the Group Leader, with the C-1 Automatic Pilot being used. Due to electrical malfunction, the leader of the second attack unit used PDI during his bombing run.

7. Flak at the primary target was IAH, with the time in range reported as from six (6) to seven (7) minutes. Some very large bursts were reported, occurring simultaneously, and ranging in number from four (4) to eight (8). Both tracking and barrage types were described, as were puffs of black and white smoke. Noted by several crews were rings of smoke left after some bursts.

Flak was further encountered at Nagykaniza (46°27'N-16°59'E) at 1336A hours. The concentration was described as SAH, with the length of time in flak about one (1) minute.

Heavy flak was reported enroute, though not encountered, at Gyor at 1313A hours, intensity moderate, and scant light flak was observed at 1339A hours near Lake Balaton at (46°47'N-17°14'E).

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

Ltr Narr Miss Rpt, contd

A/C No 44-49032, prior return, encountered SIH flak at the second alternate target, Graz, at 1236.5A hours, consisting of a few bursts and lasting approximately one-half ($\frac{1}{2}$) minute.

8. One (1) a/c, jet-propelled, and leaving a double trail, was seen at 1226A hours, at ($47^{\circ}28'N-15^{\circ}51'E$). The jet a/c was flying at 27,000 feet, and was accelerating away from two (2) pursuing P-51 a/c.

9. Rendezvous was made with twenty-five (25) to thirty (30) P-51s at 1133A hours at ($45^{\circ}40'N-16^{\circ}50'E$). Excellent cover was provided to and after the target, the escort fighters last being seen at 1340A hours at ($45^{\circ}38'N-16^{\circ}50'E$). Fifteen (15) P-38s were seen in the target area from 1235A hours to 1250A hours, at the rally point.

10. Weather conditions encountered during the mission were as follows:

Base - 2/10ths altostratus at 10,000 feet, visibility 20 miles.

Route - 2/10ths altostratus at 10,000 feet at base to 5/10ths stratocumulus, tops 7,500 feet over the Adriatic. 3/10ths cirrus at 28,000 feet, valley stratus and 5/10ths stratocumulus to left of course, over the Dinarics. From Dinarics to the target, 3/10ths to 4/10ths patchy stratus, tops 8-10,000 feet with scattered middle clouds, tops 15,000 feet and 4/10ths to 6/10ths cirrus at 27,000 feet. On return, cirrus had thickened and increased to 7/10ths to 10/10ths, and lowered to 25,000 feet. The middle deck had increased to 5/10ths, perceptibly thinned.

Target - 4/10ths cirrus with 10/10ths dark clouds to the west, base 26,000 feet, visibility was unlimited.

Base on return - 10/10ths thin cirrus at 22,000 feet and 3/10ths to 4/10ths stratus at 7,000 feet. Visibility 20 miles to unlimited during the entire route.

11. One (1) a/c is missing. A/C No 42-95337 was last observed by the crew of the lead a/c of the box in which the missing airplane was flying, at ($48^{\circ}15'N-17^{\circ}25'E$) at 1308A hours. At that time this a/c was under control and proceeding with the formation, then at an altitude of 20,000 feet.

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

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

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

Ltr Narr Miss Rpt, contd

- a. Heavy highway and railroad traffic between Lake Balaton and Vienna.
- b. No flak observed nor encountered, at Nemelisce (46°23'N-16°23'E), the course was flown within five (5) miles.
- c. No flak observed at Zalegirszed (46°51'N-16°51'E).
- d. A landing strip, about 6,000 feet long, at (47°23'N-17°25'E). Three (3) a/c were parked near this strip, the observation being made from 20,000 feet.
- e. At the A/D at Novy Duur (48°26'N-17°01'E) at 1250A hours from 22,000 feet, seventeen (17) to twenty (20) SEF.
- f. At 1332A hours, from 20,000 feet, at (46°48'N-17°20'E), what was believed to be a large troop concentration and bivouac area.
- g. At Nagykaniza (46°22'N-16°59'E), at 1337A hours from 20,000 feet, the M/Y full, with considerable activity. Several trains of about 40 wagons each were leading toward Lake Balaton.
- h. At 1318A hours from 20,400 feet, five-hundred (500) plus wagons in the M/Y at Szelldomojk (47°15'N-17°09'E).
13. Twenty-four (24) a/c landed at this base from 1520A hours to 1550A hours.
14. Thirteen (13) a/c received damage by flak, with one (1) of these a/c remaining inoperational for more than twenty-four (24) hours.
15. Two crew members received minor injuries during the mission. Both were caused by flak.
16. Three (3) a/c attempted photographs. A selected print is inclosed.

For the Commanding Officer:

2 Inclosures:

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

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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





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

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

HH/FFE/jmm

319.1

12 December 1944

SUBJECT: Narrative Mission Report

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

1. On 12 December 1944, the four (4) scheduled PFF B-24 type a/c designated below took off at the hour indicated to bomb Blechhammer South O/R, as specified in Operations Order No 281. Weather prevented flying in elements of two (2). Each a/c proceeded individually.

A/C No 42-52071 (Y/A), 2nd Lt Philip J. Savage,
Pilot, at 0725A hours.

A/C No 42-50533 (R/H), 1st Lt Forrest Robbins, Pilot,
at 0727A hours.

A/C No 44-40932 (W/B), 2nd Lt John E. Marsh, Pilot,
at 0738A hours.

A/C No 44-49402 (B/Y), Capt Joseph A. Shymanski,
Pilot, at 0750A hours.

2. a. A/C No 42-50533 proceeded on course to $49^{\circ}43'N-17^{\circ}50'E$ at 1036A hours where overcast appeared to dissipate. Believing the primary and alternates were open, an early return landing was made at 1405A hours. The entire bomb load of this a/c (6 x 500 lb GP, fusing .1 x .01 & .025, plus 2 x 500 lb delayed) was jettisoned at 1047A hours at $49^{\circ}22'N-18^{\circ}16'E$, to assure more power and maneuverability in event of attack by e/a in the dissipating cloud cover.

b. A/C No 42-52071 was the only one of the four to attack the primary target. The full bomb load of this a/c (6 x 500 lb GP, fusing .1 x .01 & .025, plus 2 x 500 lb delayed) was dropped by PFF on the Blechhammer South O/R from 24,000 feet on an axis of attack of 125° , at 1114A hours. PFF Navigator reported equipment in good condition. Target was picked up in scope forty (40) miles away. Five (5) sight angles were given, 70° , 65° , 60° , 50° , and 40° . Three (3) course corrections given, last correction 3° when ten (10)

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

Ltr Narr Miss Rpt, 464th Bomb Gp (H), 12 Dec 44, contd

miles from target. Complete overcast prevented observation of bombing results.

c. A/C No 44-40932 attacked the second alternate, when upon nearing the primary the overcast appeared to be dissipating. The full bomb load of this a/c (6 x 500 lb GP, fusing .1 x .01 & .025, plus 2 x 500 lb delayed) was dropped by PFF on Moravska Ostrana (Privoz) O/R from 22,600 feet, on an axis of attack of 87°, at 1102A hours. PFF equipment satisfactory. Four (4) range readings given and one (1) course correction, last correction 4°. Overcast prevented observation of results.

d. A/C No 44-49402 attacked the Graz M/Y as a target of opportunity, when the cloud cover appeared to be dissipating too much to hazard an attack upon the assigned targets. The entire bomb load of this a/c (6 x 500lb GP, fusing .1 x .01 & .025, plus 2 x 500lb delayed, and one leaflet bomb) was dropped by PFF from 20,100 feet, on an axis of attack of 260°, at 1201A hours. PFF equipment satisfactory. Five (5) range readings were given and two (2) course corrections, last correction 2°. Overcast prevented observation of results.

3. Recapitulation of disposition of bomb tonnage:

	500 lb GP <u>.1x.01 & .025</u>	500 lb Delayed	Leaflet
Dropped on P/T	1. 5 tons	. 5 tons	
Dropped on 2nd Alternate	1. 5 "	. 5 "	
Dropped on T/O	1. 5 "	. 5 "	1 bomb
Jettisoned (early return)	1. 5 "	. 5 "	

4. a. SIH flak was encountered at Blechhammer, observed to increase in intensity as a/c left the target area, indicating delayed detection of the bomber's presence.

b. S-MAH encountered at Moravska Ostrava.

c. SH was observed at Cieszyn (49°43'N-18°39'E), briefed as a crew reported flak area.

d. SIH encountered at key point Baja, 46°11'N-18°58'E, behind the Russian line: however, existing overcast should have prevented recognition of this aircraft.

5. Weather at base on take-off was 3/10 to 5/10 strato-cumulus, base 5,000 feet: 5/10 to 7/10 middle clouds at 8,000 feet and scattered cirrus at 20,000 feet. Visibility was 20 miles.

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

Ltr Narr Miss Rpt, 464th Bomb Gp (H), 12 Dec 44, contd

Route out, multilayer clouds from 8,000 feet to above 20,000 feet. North of Budapest clouds appeared to thin and break up, a fact which caused three (3) of the four (4) a/c to proceed to alternate targets. One a/c, however, remained in clouds to Belusa, breaking out at 20,000 feet. From Belusa to Blechhammer upper clouds disappeared rapidly giving the appearance of a large hole in target region. Below was 10/10 altocumulus with tops at 12-14,000 feet.

Weather over Primary and Alternates:

Blechhammer, 10/10 altocumulus, tops 12-14,000 feet and thin cirrus. 10/10 multilayer to west, visibility was 20 miles.

Moravska Ostrava, 1/10 to 3/10 cirrus from 22,000 feet to 24,000 feet. 10/10 altocumulus tops 18,000 feet. Visibility 20 miles.

Graz, 10/10 altocumulus, tops 15,000 feet. Clear above.

Similar conditions were encountered on return with high clouds dissipating in northern part of route. 10/10 stratus at 3,000 feet at base on return with intermittent rain.

6. The one (1) a/c attacking the second alternate received slight flak damage.

7. Return landings of the three (3) remaining a/c were made between 1440A and 1528A hours.

8. Routes were flown as briefed except for the a/c attacking the primary, which varied from briefed axis of attack because of wide turn made to insure positive identification of target.

9. One (1) a/c attempted scope photograph.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

1 Inclosure
Incl 1 - Track Chart



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

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

MCK/FFE/hob

319.1

15 December 1944

SUBJECT: Narrative Mission Report

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

1. On 15 December 1944, twenty seven (27) of twenty eight (28) scheduled B-24 type a/c took off at 0800A hours to bomb Amstetten M/Y.

One (1) a/c failed to take off. A/C No 42-95613 did not take off due to a broken supercharger governor. This crew tried to take off in another a/c but it was too late to catch the formation.

The twenty seven (27) a/c formed into two (2) attack units, the first being led by Lt Col James H. Gilson, Commanding Officer of the 779th Bombardment Squadron (H), and the second attack unit by 1st Lt Bedford D. May, Flight Leader of the 776th Bombardment Squadron (H).

2. Group form-up was satisfactory, but Wing rendezvous was three (3) minutes late. The Group had some difficulty in making the Wing rendezvous but the formation was correct at 0950A hours at (43°35'N-15°00'E). The Wing formation was satisfactory with the exception of one (1) box in the lead formation which continually pulled out of position.

3. Three (3) a/c returned early:

a. A/C No 42-51856 turned back at 0935A hours at (42°50'N-15°20'E) due to loss of No 4 supercharger. This a/c jettisoned one half ($\frac{1}{2}$) ton of long delay fuse bombs at 0946A hours at (42°20'N-15°35'E) in the Adriatic and returned one and one half ($1\frac{1}{2}$) tons to base.

b. A/C No 42-51736 turned back at 0940A hours at (42°41'N-15°18'E) due to loss of No 3 engine. This a/c jettisoned one half ($\frac{1}{2}$) ton of long delay fuse bombs at 1000A hours at (42°05'N-16°00'E) in the Adriatic, and returned one and one half ($1\frac{1}{2}$) tons to base.

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

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

Ltr Narr Miss Rpt, contd

c. A/C No 42-51644 turned back at 1032A hours at (45°30'N-14°02'E) due to loss of oil pressure on No 2 and No 3 engines. This a/c jettisoned one half ($\frac{1}{2}$) ton of long delay fuse bombs at 1228A hours at (43°00'N-15°33'E) in the Adriatic, and returned one and one half ($1\frac{1}{2}$) tons to base.

4. Twenty four (24) a/c were over the target at 1144A hours (briefed target time 1125A hours) and twenty three (23) a/c dropped thirty four and one half ($34\frac{1}{2}$) tons of 500 lb GP bombs with .1 nose and non delay tail, and eleven and one half ($11\frac{1}{2}$) tons of 500 lb GP bombs with one (1) to seventy two (72) hour delay fuse. Total tonnage dropped on target, forty six (46) tons. Bombing altitude was 20,000 feet.

Five (5) a/c each dropped one (1) leaflet bomb.

One (1) a/c over the target jettisoned one half ($\frac{1}{2}$) ton of long delay fuse bombs at 1313A hours at (43°40'N-15°00'E) in the Adriatic, and returned one and one half ($1\frac{1}{2}$) tons of bombs to base due to rack malfunction caused by the safety pins in select freezing up.

Three (3) early returns jettisoned one and one half ($1\frac{1}{2}$) tons of long delay fuse bombs and returned four and one half ($4\frac{1}{2}$) tons to base (see par No 3 a, b, c for details).

Recapitulation of bombs

	<u>.1 nose and non delay tail</u>	<u>1/72 hour delay</u>
Dropped on target	34 $\frac{1}{2}$ tons	11 $\frac{1}{2}$ tons
Jettisoned		2 tons
Returned to Base	<u>6 tons</u>	<u> </u>
	40 $\frac{1}{2}$ tons	13 $\frac{1}{2}$ tons

Bombing was by PFF method. The PFF equipment in the lead a/c functioned excellently and the coordination between the PFF Navigator and Bombardier was good.

A/C No 44-49402 flying Able 11 identified the target on the scope during the bomb run. The last correction for range was made five (5) miles, and for course six (6) miles from the target. Six (6) range readings were made and seven (7) course corrections were made, with the last course correction of two (2) degrees. The bombardier determined the preset

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

Ltr Narr Miss Rpt, contd

dropping angle and drift by meteorological data. The set was satisfactory for the entire mission. The target was first picked up on the scope thirty five (35) miles from the target.

A/C No 44-49073 flying Charlie 11 picked up the target forty (40) miles away, and was identified on the scope during the bomb run. Six (6) range readings were made and two (2) course corrections made, with the last correction being three (3) degrees. The bombardier used meteorological data for dropping angle and drift. The set worked satisfactory for the entire mission.

A/C No 42-52070 flying Dog 11 picked up the target thirty five (35) miles away and identified the target on the scope during the bomb run. The tube blew out, which prevented bombing circle operation on this a/c. The bombardier used ABC Computer to determine dropping angle and drift.

A/C No 44-49049 flying Able 12, first deputy lead, picked up the target forty five (45) miles away and identified the target on the scope during the bomb run. The last correction was made for range five and one half (5½) miles from the target, with seven (7) range readings being made. No course corrections were made due to this a/c flying deputy lead. The set operated in a satisfactory manner during the entire mission.

Bomb strike photographs show a solid overcast at the time of bombs away. It is not possible to estimate where the bomb strikes occurred.

5. Both the Group Leader and the leader of the second attack unit used the C-1 Automatic Pilot on the bomb run.

6. This Group did not encounter any flak either at the target or on the route. Flak was observed at the following places:

Bruck	SH	45°32'N-14°28'E	SH
Lussinpiccolo	SL	Klagenfurt	SH
47°23'N-15°06'E (Leoben)	SH	47°35'N-14°43'E	MH
47°43'N-15°30'E	SH	47°04'N-14°35'E	IH
46°50'N-14°25'E	S/MH		

7. There were no encounters with e/a. One (1) crew reported observing vapor trails at 1136A hours at 20,000 feet. These were intermittent vapor trails suggesting jet propelled

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

Ltr Narr Miss Rpt, contd

a/c. These trails were five (5) miles to the left of course going in an easterly direction.

8. Fighter escort consisting of approximately fifty (50) P-51 a/c was first observed at 1005A hours at $44^{\circ}28'N-14^{\circ}18'E$. Escort gave good cover on penetration, over the target and on withdrawal, last being observed 1305A hours at $44^{\circ}00'N-15^{\circ}00'E$. Escort was from the 52nd and 325th Fighter Groups.

9. Weather at Base on take-off was 9/10 stratocumulus, base 1,000 feet, tops 3,500 feet.

9/10 stratocumulus, tops 5-6,000 feet over southern Italy and southern Adriatic, tops rising to North to 10-12,000 feet with a few scattered thunder storms. Along Dalmatian Coast, 8/10 stratocumulus, tops 10-12,000 feet with an additional 10/10 altocumulus layer starting over mid alps beyond Klagenfurt. Tops of this deck was at 16-17,000 feet.

At target, 10/10 altocumulus, tops 16,000 feet with visibility unlimited. Clear to west. 4/10 to 6/10 thin cirrus at 24,000 feet to east.

On return, broken cumulus over Adriatic and 8/10 to 9/10 cumulus at Base on return, base 2,500 feet, tops 8,000 feet. Visibility 20 miles or more entire route.

10. What was thought to be a submarine was observed at $45^{\circ}18'N-14^{\circ}33'E$ at 1230A hours from 16,000 feet. Beam with a ratio of 10-1. This information was phoned to Wing A-2 at 1540A hours.

A barracks and bivouac area was observed at 1242A hours from 16,000 feet at $45^{\circ}05'N-14^{\circ}08'E$.

11. Twenty four (24) a/c landed at this base between 1435A and 1455A hours.

12. Route was flown as briefed with slight deviations due to weather. Track chart showing route flown is inclosed.

13. One (1) a/c attempted photographs. Selected print inclosed.

For the Commanding Officer:

2 Incls:

Incl 1 - Track Chart

Incl 2 - Selected Print

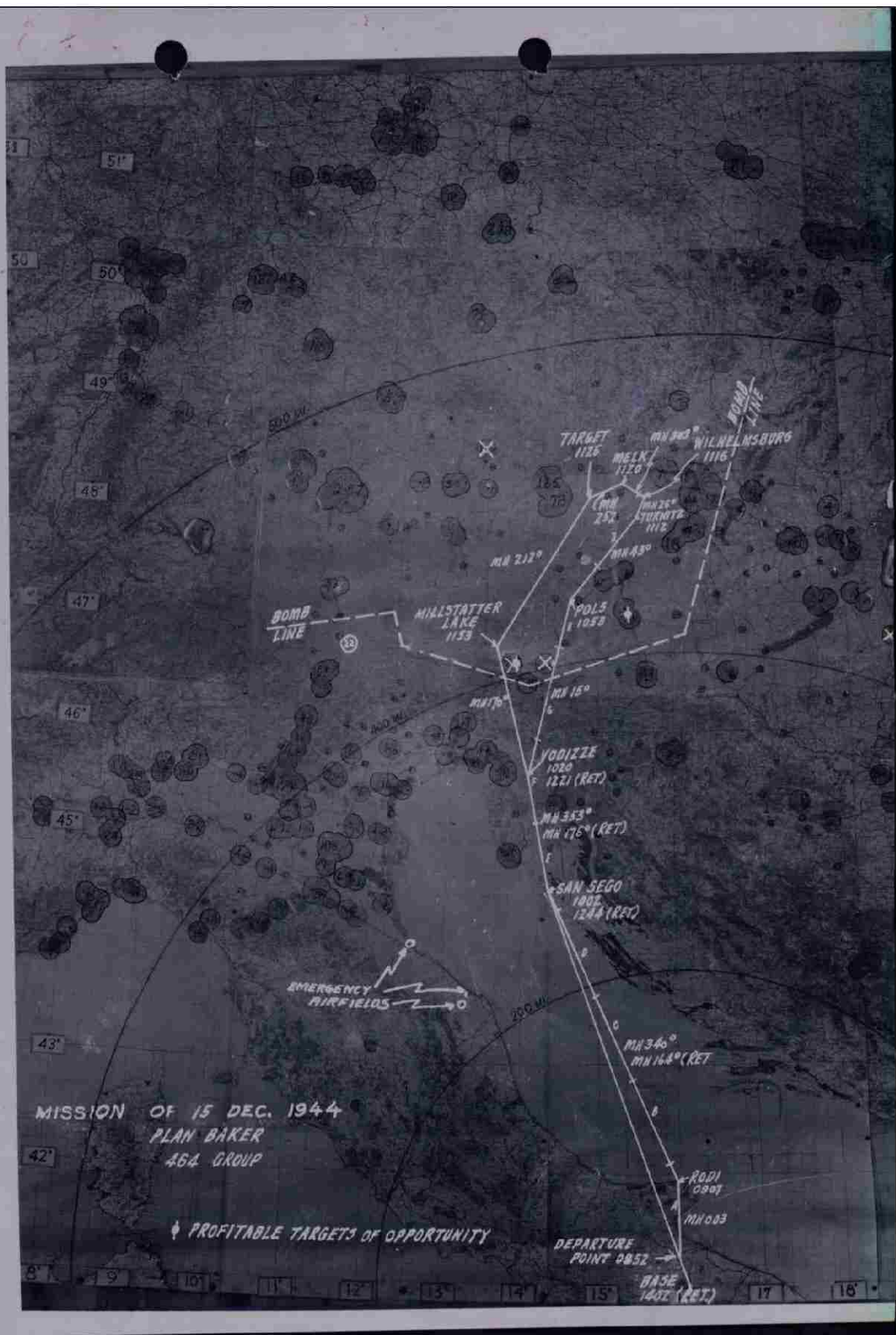
FRANCIS F. ELDER

Major, AC

Intelligence Officer

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



AMSTETTEN MIY 15

(464B6: 4M172:1V1)(12:15:1144)(12:21000)(→245") AMSTETTEN MIY

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

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

HHS/FTE/hob

319.1

16 December 1944

SUBJECT: Narrative Mission Report

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

1. On 16 December 1944, thirty three (33) B-24 type a/c took off to bomb the primary target as specified in Operations Order No 290, 55th Bombardment Wing (H), 15 December 1944.

2. The thirty three (33) a/c formed into two (2) attack units. The first attack unit was led by Capt Joseph A. Shymanski, Flight Leader of the 779th Bombardment Squadron (H), assisted because of his first Group lead, by Lt Col Elvin E. Goodyear, Group Operations Officer. The second attack unit was led by 1st Lt Kenneth Machado, Flight Leader of the 777th Bombardment Squadron (H).

Group form-up and bomber rendezvous were executed as prescribed.

3. Following the route as flown by the Wing Leader, the primary target was not attacked. It is reported that the Wing Leader was heard to have stated that his PFF equipment was inoperative and he was heading for the first alternate target.

4. a. Thirty three (33) a/c were over the first alternate target, the Pilsen Skoda Works, Czechoslovakia, at 1317A hours at an altitude of 24,500 feet. From an attack axis of 30 degrees, twenty nine (29) a/c dropped fourteen and one half (14½) tons of 500 lb bombs, fused long delay, and forty three and one half (43½) tons of 500lb bombs, fused .1 nose and mixed .1 and .025 tail. Of the above stated bombs, three (3) tons of long delay fusing were RDX and eleven and one half (11½) tons

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

Ltr Narr Miss Rpt, contd

fused .1 nose and mixed .1 and .025 tail, and one (1) leaflet bomb on a target of opportunity, the M/Y of Villach, Austria. Release was made at 1435A hours from 15,600 feet on an attack axis of 168 degrees.

c. A/C No 42-78433, due to the leader of his box, the first in the second attack unit, not dropping, did not release over the first alternate target. Attempting to pick a target of opportunity, bombs were released at 1340A hours from 23,500 feet, on a heading of 180 degrees. Attempt was made to drop on a town at (49°40'N-13°05'E), but because there was no bombsight in the a/c, the town was missed and the bombs were observed to hit in a field. One and one half (1½) tons of 500 lb RDX bombs, fused .1 nose and mixed .1 and .025 tail, and one half (½) ton of 500 lb RDX bombs, fused long delay, were dropped.

d. A/C No 42-51903 at 1332A hours, accidentally released one and one half (1½) tons of 500 lb RDX bombs, fused .1 nose and mixed .1 and .025 tail, and one half (½) ton of 500 lb RDX bombs, fused long delay. Release was made from 23,000 feet upon accidentally hitting the toggle switch, while searching for a target of opportunity. Exact location of bomb strikes is unknown, but is believed to be approximately (50°15'N-12°51'E).

e. A/C No 44-49363 jettisoned one and one half (1½) tons of 500 lb RDX bombs fused .1 nose and mixed .1 and .025 tail, and one half (½) ton of 500 lb RDX bombs, fused long delay. Due to a rack malfunction, bombs could not be released at the first alternate target, and because of the necessity of lightening the load for fuel conservation, were jettisoned by hand at Fianona (45°08'N-14°11'E), at 1445A hours from 18,000 feet.

f. Bombing Recapitulation:

First Alternate Target	3 tons RDX, long delay
	9 tons RDX, regular fusing
	11½ tons GP, long delay
	34½ tons GP, regular fusing
	(4 leaflet bombs)
Villach M/Y	½ ton RDX, long delay
	1½ ton RDX, regular fusing
	(1 leaflet bomb)

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

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

Ltr Narr Miss Rpt, contd

(49°40'N-13°05'E)	$\frac{1}{2}$ ton RDX, long delay
(50°15'N-12°51'E)	1 $\frac{1}{2}$ ton RDX, regular fusing
	$\frac{1}{2}$ ton RDX, long delay
	1 $\frac{1}{2}$ ton RDX, regular fusing
(45°08'N-14°11'E)	$\frac{1}{2}$ ton RDX, long delay
	1 $\frac{1}{2}$ ton RDX, regular fusing
Total	66 tons

5. Bomb strike photos show numerous hits in open country approximately two miles north of Pilsen Skoda Works. These hits are one mile north of the Mies River and one half mile west of a small town. Clouds obscured nearly eighty per cent of the terrain in the vicinity where impacts occurred, thus concealing many of the bomb strikes. One a/c bombed a target of opportunity - the south M/Y at the southwest edge of Villach, Austria. Photos show four hits on the freight sidings north of the locomotive depot and two hits on the freight yard south of the station.

6. The bombing run was flown by the group leader by PFF, with the C-1 Automatic Pilot equipment being used. Functioning of the PFF equipment is described as satisfactory, with excellent air crew coordination. Due to erratic functioning of the C-1 Automatic Pilot, the leader of the second attack unit was forced to employ PDI, both on the bombing run to the first alternate target, and during his lead of the attack upon a target of opportunity.

7. Flak at the alternate target was variously described as from M to IAH, with time in range from three (3) to five (5) minutes. Bursts were black, gray, with some white, high. Type of fire was described as predicted concentration, with altitude good but many bursts off to each side and ahead of the formation.

8. a. A total of what is believed nine (9) e/a were observed enroute. In the 1st alternate target area, eight (8) ME 109s were seen at 1317A hours. Approaching from six o'clock level, they turned off to three o'clock and made further approach to within about 1,000 yards. They did not attack, and turned away from the formation. E/A colors were dark, with indistinguishable markings between rudders and wings.

b. At 1216A hours, one (1) unidentified SEF was seen at (49°08'N-13°10'E). This a/c was going in the opposite direction to the bomber's line of flight, at the same altitude.

9. Rendezvous was made with twenty (20) P-38s at 1217A

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

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

Ltr Narr Miss Rpt, contd

hours at (49°15'N-12°55'E). Contact with these fighters was intermittent, and at no time was approach close enough that markings could be distinguished. Twenty (20) to twenty five (25) P-51s were sighted at 1045A hours at (44°30'N-14°19'E). Some of these fighters were identified as of the 325th Fighter Group. Both P-38s and P-51s were last sighted at 1340A hours at (48°30'N-13°30'E).

10. Observations reported by crew members are as follow:

a. Several crews state that at 1438A hours, from an altitude of 15,000 feet, smoke and fires to 8,000 feet could be seen coming from the M/Y at Villach, Austria.

b. At 1349A hours, from 23,000 feet, a column of smoke was seen rising through a cloud undercast. The smoke column appeared to be similar to that which would be caused by a crashed and burning airplane. The location was (48°35'N-13°59'E), in the midst of mountainous terrain.

11. a. A/C No 42-78514 is missing. This a/c was last noted by the crew of the lead a/c of its box when it left the formation at the Italian coast on the return route, at the western edge of Lake Lesina. It is believed that this a/c was running low on gasoline.

b. A/C No 44-49334 ditched in the Adriatic Sea at 1605A hours at (42°48'N-15°05'E). It is reported that Air-Sea Rescue was immediately notified. Lack of fuel is believed to have been the cause of this ditching.

c. Four (4) a/c landed at the friendly Falcenaro, Italy airfield. The numbers of these a/c are: 42-51856, 42-51178, 44-49369, 42-78692.

12. Weather at take-off at Base was 9/10ths thin cirrostratus above 20,000 feet. On return, 8/10-9/10 altocumulus, base at 12,000 feet.

Route, clear just north of spur becoming 6/10ths to 10/10ths stratocumulus and swelling cumulus, tops to 13,000 feet. 8/10ths stratocumulus, tops 8,000 feet, on Dalmatian Coast. Alps clear except for thick stratus in valleys. North of Alps, stratocumulus varied from 5/10ths to 10/10ths, tops 10-12,000 feet.

Similar conditions on return with increase of clouds in southern Italy. 6/10ths stratocumulus over Spur, base 6,000, tops

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

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

Ltr Narr Miss Rpt, contd

7,000 feet. Visibility 15-20 miles for the route. Vapor trails encountered over Alps at 18-23,000 feet.

Primary target: 10/10ths stratocumulus. Tops 8-10,000 feet. Visibility 18 miles.

Pilsen: 8/10ths stratocumulus, tops 11,000 feet. Visibility 15 miles.

13. Route was flown as briefed, except for deviations as shown on the inclosed track chart, in order to bomb the first alternate target. Also shown is the route followed by "Charley" Box, as its leader attempted to bomb the target of opportunity of the M/Y at Villach, Austria.

14. Twenty seven (27) a/c landed at this base from 1650A hours to 1750A hours.

15. Two (2) a/c were damaged by flak, but will not be in-operational for more than twenty four (24) hours. One crew member injured by flak.

16. Three (3) a/c attempted photographs. A selected print is inclosed.

For the Commanding Officer:

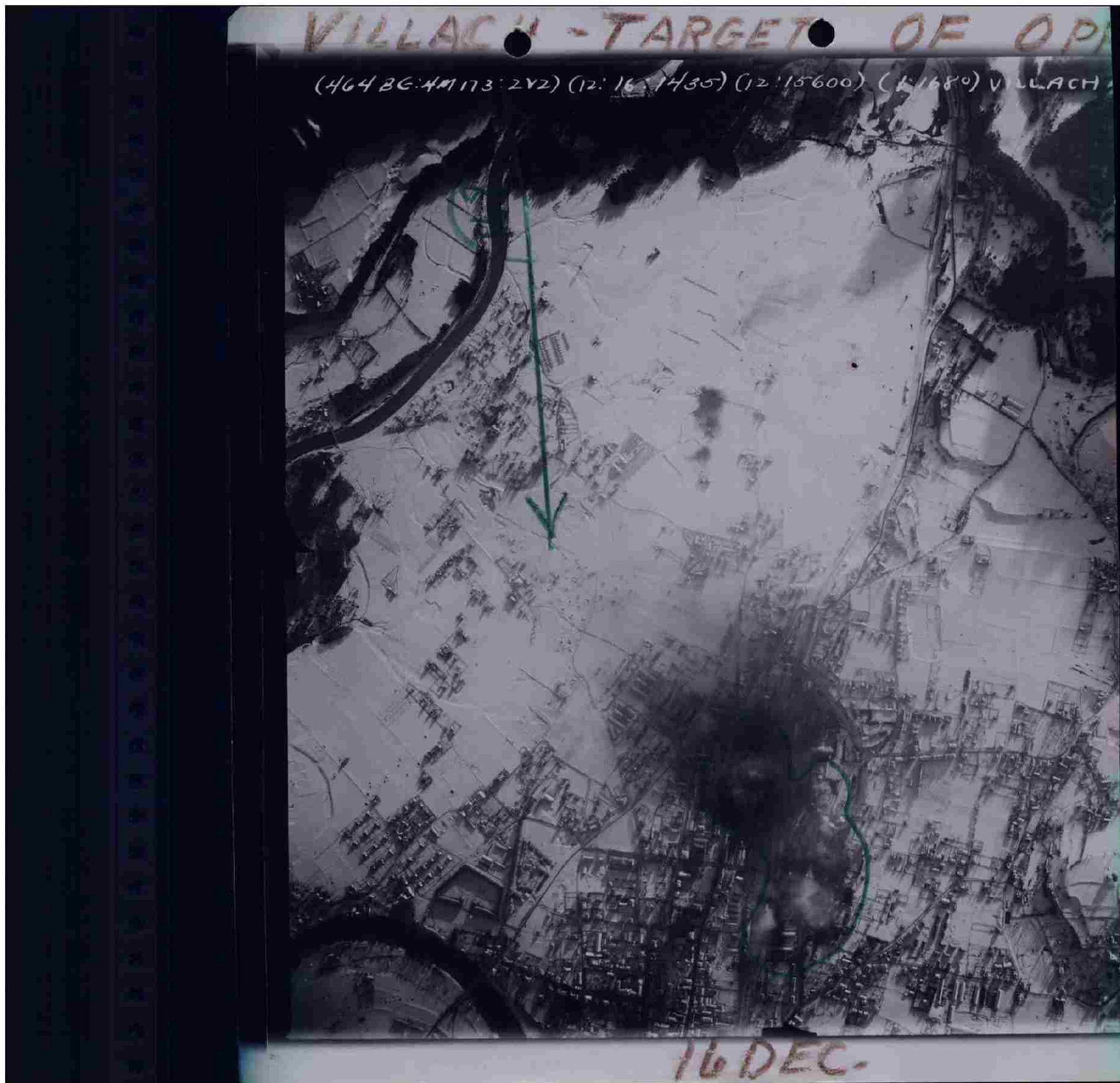
FRANCIS F. ELDER
Major, AC
Intelligence Officer

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

- 5 -

~~CONFIDENTIAL~~







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

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

BVB/FFE/jmm

319.1

17 December 1944

SUBJECT: Narrative Mission Report

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

1. On 17 December 1944, thirty (30) of thirty one (31) scheduled B-24 a/c took off at 0815A hours (the last a/c was off at 0855A hours) to bomb Blechhammer South O/R. The a/c formed in two (2) attack units, the first of which was led by Lt Col Charles F. McKenna III, Deputy Group Commander of the 464th Bombardment Group (H), and the second, by Captain Walter F. Steves, Assistant Operations Officer of the 778th Bombardment Squadron (H).

2. B-24 a/c No 42-78618 failed to take off when in an attempt to pass behind another a/c taking off on the South runway, the taxi-strip gave way three (3) feet in from the shoulder, causing the a/c to bog down. This incident delayed the take-off of the last five (5) a/c.

3. The Group form-up was accomplished generally in the 460th Bombardment Group (H) area. Because of weather conditions, some difficulty in getting the Group together was experienced. Line and Wing rendezvous were executed as prescribed. B-24 a/c No 42-78671, one of the five (5) a/c taking off late, failed to make the Group form-up and is missing.

4. Three (3) a/c returned early for reasons given as follows:

B-24 a/c No 42-52526. Landing gear would not retract because the safety solenoid switch stuck. Neither the pilot nor the engineer knew that the solenoid could be flipped. A/C circled in the local area landing at 1003A hours.

B-24 a/c No 42-51644 had to feather No 2 engine due to the loss of oil. This a/c returned from 42°40'N-15°00'E at 0952A hours. Landing time 1025A hours.

B-24 a/c No 42-49146 after a late take-off at 0850A hours, which delay was caused by one (1) bomb jarring loose

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

~~CONFIDENTIAL~~

Ltr Narr Miss Rpt, 464th Bomb Gp (H), 17 Dec 44, contd

from one (1) shackle while taxiing, was unable to locate the formation although having climbed to above the overcast at 11,000 feet and having reached a point at 42°50'N-16°20'E. This a/c turned at 1010A hours and landed at 1115A hours.

The three (3) early returns brought back to this base six (6) tons of bombs.

5. Twenty five (25) a/c were over the target at 1231A hours and twenty five (25) a/c dropped forty nine and three quarters (49 3/4) tons of 500 lb GP bombs (.1 nose and mixed .01 and .025 tail fusing) from 22,350 feet.

B-24 a/c No 44-49415 had one (1) bomb hang up over the target which was later jettisoned at 50°05'N-18°30'E at 1245A hours.

B-24 a/c No 44-49073 left the formation at 1200A hours at 49°20'N-17°20'E and is missing. The disposition of the bomb load of this a/c is unknown.

B-24 a/c No 42-78671, mentioned in paragraph No 3 is missing and the disposition of the bomb load of this a/c is not known.

Recapitulation of Bomb Tonnage Disposition

25 a/c over target dropped	49.75 tons
1 a/c (of the a/c over target) jettisoned	.25 tons
2 a/c missing, carried	4.00 tons
3 a/c returning early brought back	<u>6.00 tons</u>
Total	60.00 tons

Bombing was by PFF. Both attack unit leaders used the C-1 Automatic Pilot. All PFF equipment worked satisfactorily.

Bombs away photos from each of the four (4) boxes of attacking a/c show a solid overcast at the time of bomb release. An additional camera in Dog Box showed a small amount of unidentifiable terrain visible at the time of bombs away. It is not possible to estimate the area where impacts occurred.

6. Flak at the target was reported as being M to IHH, with a majority of the crews reporting it to be intense. Crews expressed the belief that the chaff dispensing was effective in countering the accuracy of the flak despite the fact that the Group was first across the target.

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~~CONFIDENTIAL~~

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

Ltr Narr Miss Rpt, 464th Bomb Gp (H), 17 Dec 44, contd

MIH flak was observed at Győr. Reports of flak at the following locations were given:

46°10'N-16°50'E	SIH
46°29'N-17°00'E	S/MIH
46°42'N-16°43'E	SIM (6 gun battery)
48°08'N-17°30'E	MIH
48°53'N-18°22'E	SIH
48°00'N-18°40'E	SIH

7. Escort of twenty five (25) to thirty (30) P-51s was observed at 1103A hours at 46°40'N-16°55'E, and provided penetration escort. Ten (10) P-38s made rendezvous at 1130A hours at 47°21'N-17°20'E and provided target cover and withdrawal. At 1300A hours at 49°05'N-18°35'E, four (4) P-51s were sighted and likewise furnished withdrawal escort. The escort was last reported at 43°51'N-16°25'E at 1500A hours.

8. Weather encountered was as follows:

Base - 10/10ths stratocumulus, base 6,500 feet, tops 8,000 feet. 6/10ths to 8/10ths cirrus at 25,000 feet.

On Return - Clouds had broken to 3/10ths to 4/10ths. Visibility was 15 miles.

Route - 8/10ths to 10/10ths stratocumulus entire route with large breaks in some areas - in Lake Balaton area and at the IP. Clear of low clouds to the east of course. Cirrus decreased to scattered to the north.

Target - 6/10ths to 8/10ths stratocumulus in area, tops 12,000 feet; clear to north and east. Visibility was 15 miles in haze.

On Return - Clouds were scattered to broken over the Adriatic. Visibility was 15-20 miles in haze enroute.

9. Two (2) a/c failed to return:

B-24 a/c No 44-49073 (R/X), Lt Col Charles F. McKenna, III, pilot, left the formation at 49°20'N-17°20'E with No 3 engine smoking badly. Lt Col McKenna advised the Deputy Group Leader that he could not successfully complete the mission and was leaving the formation. The a/c was under control when last observed.

B-24 a/c No 42-78671 (B/J), for reasons unknown did

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

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

Ltr Narr Miss Rpt, 464th Bomb Gp (H), 17 Dec 44, contd

not to make the Group form-up. This a/c was last seen about ten (10) minutes after take-off in the area of 41°20'N-16°08'E (was not in trouble at this time), and was at 5,000 feet at approximately 0910A hours.

10. One (1) minor injury caused by frost bite was incurred.

11. Observations reported.

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observations</u>
1344A	47°15'N-17°09'E	15,500 ft	M/Y containing 500 units.
1345A	47°15'N-17°02'E	15,000 ft	L/G with fifteen (15) SEF dispersed about the landing strip.
1127A	47°25'N-17°30'E (Papa)	18,000 ft	A/D, twenty five (25) SEF on field.
1530A	42°20'N-15°40'E	4,500 ft	Markers in Adriatic and a boat heading toward the markers.

A B-24 a/c without tail markings joined the formation in the area of Lake Balaton and flew with the formation in various positions. This a/c dropped bombs with the formation from C-31 position, and returned with the formation as far as Split where a/c left the formation. The first three (3) numbers of the B-24 were identified as "419".

12. Twenty five (25) a/c landed at this base between 1610A hours and 1625A hours without incident.

13. The route was flown as briefed. Navigation was PFF and DR. From the IP to the target the lead PFF navigator gave six (6) sighting angles to the bombardier. Two (2) course corrections were made, the last one of 4 degrees left and onto a heading of 71 degrees to the target. The target itself was easily identified in the scope. Gleiwitz, Ratibor, and Moravska Ostrava were used as additional check points. Track Chart showing route flown is attached.

14. No flak damage was incurred by a/c of the 464th Bombardment Group (H).

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

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

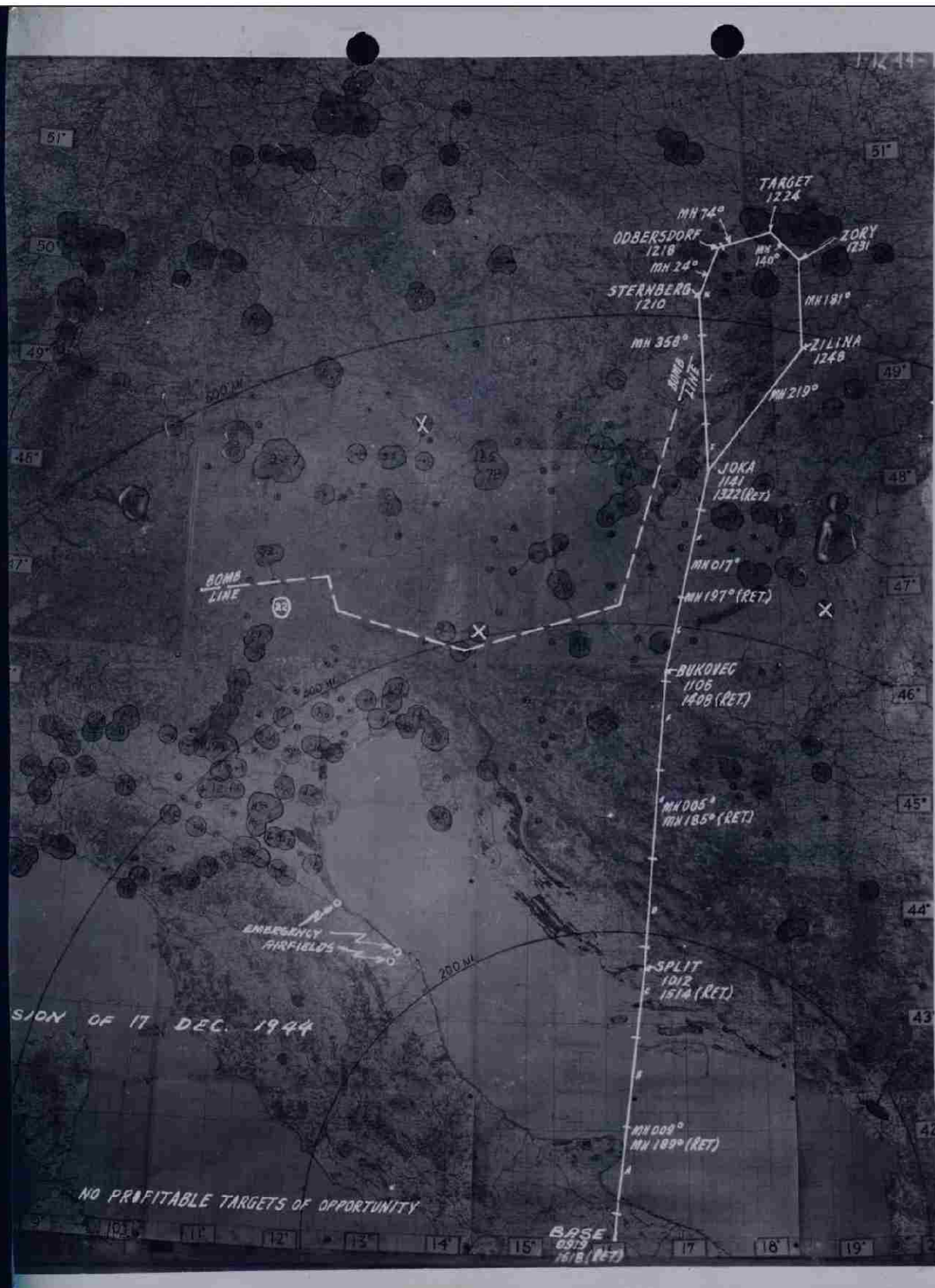
Ltr Narr Miss Rpt, 464th Bomb Gp (H), 17 Dec 44, contd

15. Six (6) a/c attempted photographs. Selected photograph attached.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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



BLECHHAMMER (50) OIR

(464 BC: 4M 174: 6M) (12:17: 1234) (12:22500) (~700) BLECHHAMMER S

17 DEC.

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

319.1

18 December 1944

SUBJECT: Narrative Mission Report

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

1. On 18 December 1944, thirty (30) scheduled B-24 a/c took off at 0720A hours to bomb Blechhammer North Synthetic Oil Refinery.

The thirty (30) a/c formed into two (2) attack units, the first being led by Lt Colonel William G. Moore Jr., Commanding Officer of the 777th Bombardment Squadron (H), and the second by 1st Lt Robert W. Wood, Assistant Operations Officer of the 779th Bombardment Squadron (H).

2. Form-up, Group and Wing rendezvous was made as prescribed. Following the 465th Group over Spinazzola, a Group came in on a collision course of nearly 180° from the same altitude. After avoiding collision course by swinging to the west, this Group then fell in behind. This Group is thought to be the 460th Group but positive identification was not made.

3. Five (5) a/c returned early, four (4) to the base, and one (1) landing at a friendly field.

(a) A/C No 42-52070 turned back at 1006A hours at 44°42'N-16°31'E due to loss of #4 turbo at 19,000 feet. This a/c returned two (2) tons of bombs to base.

(b) A/C No 42-78590 turned back at 1026A hours at 46°04'N-16°19'E due to transfer pump being out. This a/c returned two (2) tons of bombs to base.

(c) A/C No 41-29453 turned back at 0945A hours at 44°00'N-16°30'E as #2 prop governor went out. This a/c returned two (2) tons of bombs to base.

(d) A/C No 42-50752 turned back at 1140A hours at 49°18'N-17°28'E due to loss of oil pressure necessitating feathering #3 engine. This a/c jettisoned two (2) tons of bombs at 49°05'N-17°27'E at 1145A hours to lighten load for return to base.

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

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

Ltr Narr Miss Rpt, contd

(e) A/C No 42-52526 landed at Vis at 1030A hours. This information was telephoned to this Group by Major Jones of Neptune to our S-3 section. Disposition of bomb load unknown. Crew members reported that this a/c had one (1) engine on fire.

4. Twenty five (25) a/c were over the target at 1158A hours (briefed target time 1125A hours) and twenty five (25) a/c dropped fifty (50) tons of 500 pound GP bombs (.1 nose and mixed .01 and .025 tail fuse) from 25,000 feet.

Three (3) early returns brought back six (6) tons to base, and one (1) early return jettisoned two (2) tons (see paragraph No 3 (a) (b)(c) (d)) The disposition of bomb load of a/c No 42-52526 which landed at Vis is unknown (see paragraph No 3 (e).

Recapitulation of bombs

25 a/c	dropped on target	50 tons
3 a/c	returned to base	6
1 a/c	jettisoned	2
1 a/c	at Vis - disposition unknown	2
<u>30 a/c</u>		<u>60 tons</u>

Bombing was by PFF with PFF equipment working excellently, and coordination between the PFF operator and bombardier very good. The lead a/c picked up the target area on the scope forty five (45) miles away with the approach to the IP and target being made by PFF. The briefed target was identified on the scope during the bomb run. Course determination and range synchronization was made on both the target area and the briefed target.

The last correction for range was made five (5) miles and for course twelve (12) miles from the target.

Seven (7) range readings were made and two (2) course corrections made, the last being two (2) degrees.

The bombardier used Meteorological data to determine preset dropping angle and drift.

Bombs away photos show a nine-tenths cloud cover on the approach to the target, with the refinery proper completely obscured by the overcast. Enough terrain check points can be seen on these photos to locate bomb releases at approximately two miles west of Blechhammer North Refinery. It is estimated that impacts occurred in the target area.

~~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

5. The Group Leader used C-1 Automatic Pilot, but the leader of the second attack unit was unable to use the automatic pilot due to a malfunction of the elevator controls.

6. Flak at the target was reported to be M I to M A H, lasting for approximately three (3) minutes. Bursts were black and red with some scattered white bursts. The greatest concentration being experienced after the bomb release line on the rally off the target.

Flak was observed at the following points:

Bratislavia	S H
46°24'N-16°42'E	I H
M. Bukovec 46°17'N-16°45'E	S H
Nagykanizsa	S H

7. No e/a were observed, but one (1) crew reported seeing fifteen (15) vapor trails very high at 1212A hours, just after leaving the target area. One (1) crew reported observing six (6) to eight (8) SEF take off from Papa at 1315A hours.

8. Rendezvous was made with 20/25 P-38 a/c at 0959A hours at 45°03'N-16°35'E, and 50/55 P-51 a/c at 0951A hours at 44°44'N-16°30'E. Escort was last observed at 1320A hours at 47°10'N-17°05'E. Escort was described as being very good. P-51 a/c were observed from the 325th Fighter Group, others could not be identified.

9. Weather at take off was 7/10 to 8/10 stratus, base 8,000 feet.

Route: Scattered thin altostratus clouds at 14,000 feet over Adriatic with 3/10 stratocumulus below 9/10 to overcast of middle clouds began near Vis and continued to Zagreb. Tops of this deck was estimated at 16-18,000 feet and below was 7/10 to 9/10 stratocumulus, tops estimated at 10-12,000 feet.

Clear to scattered from Zagreb to 47°15'-17°18'E. From here to target, generally overcast altocumulus, tops 16,000 feet.

Target 9/10 altocumulus, top 16-18,000 feet with stratocumulus layer below. Visibility was 15-20 miles. Clear 15 miles north of target.

On return, similar conditions 6/10 cirrus over Adriatic at 23,000 feet and 6/10 cumulus, tops, 8,000 feet. Base on return 10/10 stratus, base 5,000 feet. Visibility 20 miles.

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

Ltr Narr Miss Rpt, contd

10. Five a/c were damaged, none of which will be in operational for more than twenty four (24) hours.

One (1) minor case of frost bite was reported.

11. The following observations were made by crew members:

Time	Place	Alt.	Observation
1209A	5028-1737	24,300	Large camp with barracks and tents located north of small town in an open area
1315A	4715-1656	20,000	M/Y with over 500 units. Six (6) or seven (7) tracks.
1331A	4626-1659	20,000	Long train believed to be a troop train headed west.
1207A	5040-1750 (Oppein)	24,800	Two (2) M/Y north yard had over 500 units, and south yard which is the largest, filled to capacity.
1214A	5028-1720 (Neisse)	24,700	M/Y with 400-500 units
1314A	4716-1709	22,000	M/Y with large number of wagons.

Considerable rail activity was reported north and northwest of Lake Balaton.

12. Twenty four (24) a/c landed at this base between 1517A and 1553A hours. One (1) a/c landed at this base at 1719A hours after having landed at Lesina for gasoline at 1540A hours.

13. Route was flown approximately fifteen (15) miles to left of course from Split to TP at Joka, then as briefed to target and rally. On return from TP at Friedeburg to Joka route was approximately twenty (20) miles to right of course. From Joka to base was as briefed. Track Chart showing route flown is inclosed.

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

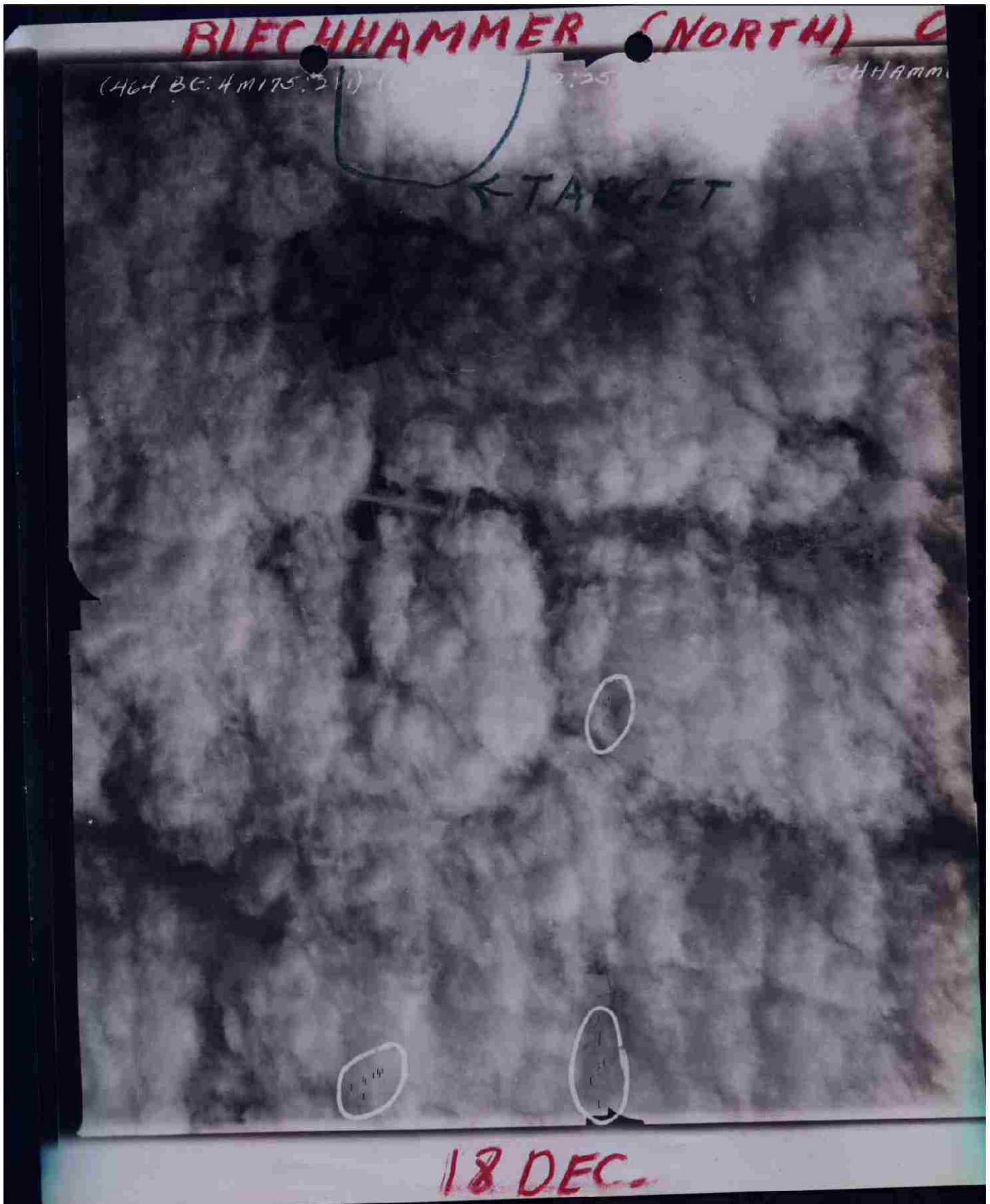
For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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

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





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

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

HHS/FFE/jd

19 December 1944

319.1

SUBJECT: Narrative Mission Report

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

1. a. On 19 December 1944, twenty-five (25) of twenty seven (27) scheduled B-24 type a/c took off to bomb the primary target as specified in Operations Order No 294, 55th Bombardment Wing (H), 18 December 1944.

b. Take-Off began at 0740A hours.

c. A/Cs Nos 42-78488 and 44-39363 failed to take-off. Cause, in both cases, was booster pump failure.

2. a. Twenty five (25) a/c formed into two (2) attack units. The first attack unit was led by Lt. Col. Elvin E. Good-year, Group Operations Officer. The second attack unit was led by 1st Lt Harry F. Reineman, Flight Leader, 779th Bombardment Squadron (H).

b. Group form-up was as prescribed, as were two (2) group and Wing rendezvous, although executed at one thousand (1,000) feet additional altitude, due to cloud conditions.

3. One (1) a/c returned early at 0932A hours, due to losing oil pressure in No. 3 engine. This a/c turned back at 0902A hours at (41°30'N-16°40'E).

4. Route toward the IP was as shown on the inclosed track chart, swinging left to avoid solid clouds. To get around these clouds, course directly North was held for about fifteen (15) minutes past the target area. Then the bombing approach was started, and as it began, the PFF equipment of the Group leader failed. The Group Deputy Leader was immediately advised to take over, but by the time his a/c had assumed the lead position, the primary target had been passed. Radio instructions were then received.

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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 Nar Miss Rpt, 464th Bomb Gp (H), 19 December 1944, contd

from the Wing Leader to bomb the second alternate target on a reciprocal of the assigned heading. Course was then flown, with the First Deputy Leader, Capt. Charles H. Foote Operations Officer, 779th Bombardment Squadron (H), in lead position, toward the second alternate target, as shown on the enclosed track chart. Forty (40) miles from the second alternate target, the PFF equipment of the second deputy lead a/c failed. The PFF equipment of the second attack unit leader, though functioning effectively for the navigational purposes, could not be utilized for bombing. Consequently, the second alternate target was not attacked, with the second attack unit leader bringing his attack unit in front of the first attack unit, after the target had been passed. The return flight to base was made with the PFF equipment of the second attack unit leader being used for navigational purposes.

5. Difficulties reported with the PFF equipment, were as follow:

a. Group leader- Failure on approach to the Primary Target, when a fuse blew out, followed by complete failure on the return route, when the sweep would not longer rotate. Cause is believed to be a cracked Radome.

b. First Deputy Leader- Failure forty (40) miles from the second alternate target when the flux-gate compass became inoperative believed due to freezing.

c. Second attack Unit Leader- Poor reception and lack of clarity on twenty (20) mile range throughout flight.

6. a. Sixteen (16) a/c returned their full bomb loads, total of thirty two (32) tons, to base.

b. Eight (8) a/c jettisoned their bomb loads as follow:

(1) A/C No 42-51689, early return, two (2) tons at (41°30'N-16°40'E) at 0902A hours.

(2) A/C No 44-41339, two (2) tons at 1424A hours at (43°18'N*16°00'E) in order to conserve fuel.

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

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

Ltr Narr Miss Rpt, 464th Bomb Gp (H), 19 Dec 44, contd

(3) A/C No. 44-48767, two (2) tons at 1327A hours at (48°20'N-16°03'E), in order to conserve fuel.

(4) A/C No 44-41213, two (2) tons at 1500A hours at (42°10'N-16°20'E), as No 4 engine had been lost and it was necessary to lighten the a/c's load.

(5) A/C No 44-49394, two (2) tons at 1140A hours at (48°40'N-17°10'E), as No 1 engine had to be feathered and it was necessary to lighten the a/c's load.

(6) A/C No 42-51760, two (2) tons at 1425A hours at (43°07'N-15°53'E), in order to conserve fuel.

(7) A/C No 44-48880, two (2) tons at 1215A hours at (49°10'N-18°00'E), in order to conserve fuel.

(8) A/C No 42-78590, two (2) tons at 1345A hours at (47°00'N-17°00'E), in order to conserve fuel.

c. The disposition of the bomb load of a/c No. 44-49369, missing is unknown.

d. All a/c carried identical bomb loads -- eight (8) each of five hundred (500) pound RDX bombs, fused .1 nose and mixed .01 and .025 tail.

e. Bombing recapitulation is as follows:

Returned to base	32 tons
Jettisoned	16 "
Unknown (One a/c missing)	2 "
Total	<hr/> 50 tons

7. a. Flak was observed in the vicinity of the primary target at 1154A hours, intense and heavy. Near the coordinates of (47°40'N-17°10'E) at 1255A hours, scant heavy flak was seen. At 1324A hours, in the Maribor area, scant heavy flak was observed. Due to 10/10ths cloud undercasts enroute, it was found impossible to pin-point accurately the locations from which this anti-aircraft fire came.

b. One (1) a/c No 42-78590, which landed at Foggia airfield, is reported by its crew to have received three (3) flak holes enroute; one (1) under the right bomb bay gasoline tank, and one (1) through the drift meter, and

~~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, 464th Bomb Gp (H), 19 Dec 44, contd

one (1) in the lower portion of No. 3 engine. Though the crew of this a/c observed flak enroute, they have no exact knowledge of when or where the damage was received. It is believed, however, that the flak holes were probably made at some time just past the IP for the primary target. When flight was being made through clouds. This belief was stated despite neither sight, nor sound, of any close burst during this or any other portion of the flight. The a/c was temporarily left at the Foggia base where it landed.

8. Rendezvous was first made with fifty (50) to sixty (60) P-38 a/c at 0951A hours at (43°17'N-16°22'E). These a/c were identified as variously having the markings of the 14th Fighter Group. Rendezvous was then made with thirty (30) to forty (40) P-51 a/c at 1126A hours at (48°45'N-17°34'E). These a/c were identified as from the 332nd Fighter Group. Both types of a/c provided excellent cover to 1403A hours at (44°15'N-15°41'E).

9. The crew of a/c No 44-49032 reports that a P-51 airplane was seen in a slow glide, emitting white smoke at 1303A hours at (47°22'N-16°47'E).

10. A/C No 44-49369 is missing. This a/c was last observed at (46°00'N-15°20'E) at 1345A hours, in formation and seemingly under full control. At 1405A hours, this a/c radioed the group lead that it had one (1) engine feathered, and was low on gasoline, and requested a heading for Vis, which was supplied.

11. Weather conditions encountered enroute were as follows:

a. Base at takeoff- 5/10ths stratocumulus at 4,000 feet, breaking to the east. Visibility 15 miles.

b. Route out- Over south Adriatic 3/10ths to 4/10ths stratocumulus tops at 12,000 feet, increasing over the north Adriatic to 8/10ths. From Yugoslavian coast to target and return 10/10ths stratocumulus, tops at 14,000-15,000 feet with few cumulus seen building through. Peaks of Austrian Alps visible, penetrating undercast to west. No high clouds encountered until the IP.

c. Route back- From IP to target, formation flew through thin cirrostratus at 24,000 feet, a/c on wing visible. Base of cirrostratus at 21,000 feet, top unknown.

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

Ltr Narr Miss Rpt, 464th Bomb Gp (H), 19 Dec 44, contd

Cirrostratus seemed to extend to north and east. On return, 10/10ths stratocumulus, tops at 14,000 to 15,000 feet to north Adriatic; no high clouds over north Adriatic 8/10ths stratocumulus at 12,000 feet decreasing to 3/10ths to 4/10ths over south Adriatic. Low clouds broke along the Italian coast, with only 4/10ths to 5/10ths from Spur to Base, bases of clouds at 4,000 feet. Heavy cumulus visible over Appenines to west, some building to 18,000 feet.

d. Target- 10/10ths stratocumulus tops at 15,000 feet. 10/10ths thin cirrostratus, base at 21,000 feet tops unknown.

e. Base on return- 6/10ths stratocumulus, bases at 4,000 feet. Heavy cumulus and stratocumulus over mountains to west. Visibility 15 to 20 miles.

f. Metro data given on winds was off approximately 180 degrees, causing the Wing formation to be almost one hour late on its approach to the primary target area.

12. Twenty two (22) a/c landed at this base from 1518A hours to 1546A hours.

a. One a/c landed at Foggia at 1535A hours.

13. Two (2) a/c attempted photographs enroute. In each case, the photographs show nothing but completely solid undercast, so were not printed.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

1 Inclosure
Incl 1 - Track Chart

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

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

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

HH/FFE/hob

319.1

20 December 1944

SUBJECT: Narrative Mission Report

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

1. (a) On 20 December 1944, commencing at 0805A, twenty two (22) B-24 type a/c (including three (3) spares) of twenty seven (27) scheduled, took off to bomb the primary target designated in Operations Order #295.

(b) The five (5) a/c listed below failed to take off for the reasons indicated:

A/C #42-51760, brake malfunction
A/C #42-51152, power cable burned out
A/C #44-49028, mechanical difficulty
A/C #44-41213, repair of mechanical difficulty
delayed take off until field weathered in.
A/C #42-95332, same.

(c) Forming into two attack units, the first was led by Capt. Harry S. Wilson, Assistant Operations Officer, 464th Bombardment Group, and the second by First Lieutenant Wayne G. Shearer, Flight Leader, 777th Bombardment Squadron.

2. (a) Form up and assembly was accomplished as prescribed without incident.

(b) Bomber rendezvous was not made as ordered. Unable to locate the 465th Bomb Group, the 464th formation fell in behind the 47th Wing.

3. There were five (5) early returns made by the a/c listed below for the reasons indicated.

A/C #44-49415 lost side blister window before leaving form up area and landed at 0836A.

A/C #41-29453 proceeded to 42°25'N-16°10'E, lost #3 engine, and made return landing at 1050A.

A/C #44-10610 proceeded to 43°16'N-15°45'E, syphoning gas, and made return landing at 1205A.

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

Ltr Narr Miss Rpt, contd

A/C #42-52068 proceeded to 43°55'N-15°25'E, lost formation in weather, and made return landing at 1105A.

A/C #44-48768 proceeded to 44°50'N-14°53'E, lost formation in weather, and made return landing at 1210A.

4. Adverse weather preventing rendezvous with the 55th Wing, the 464th Group, following the 47th Wing, proceeded to the IP for the 4th alternate target, Villach M/Y, which was attacked by PFF. Seventeen (17) a/c were over the target at 1212A and dropped 33.75 tons of 500 lb. RDX bombs (.1 x .01 and .025) from 24,000/23,000 feet, on an axis of 312°.

A/C #42-78488 jettisoned .25 ton of bombs in the Adriatic at 1310A at 48°33'N-15°15'E, because of rack malfunction at target.

A/C #41-29453, one of the early returns, jettisoned 2 tons of bombs at 1010A at 41°35'N-16°10'E, after losing #3 engine.

The remaining four (4) early returns brought back eight (8) tons of bombs.

Recapitulation of Bomb Disposition:

17 a/c dropped on 5th A/T	33.75 tons
2 a/c jettisoned	2.25
4 a/c returned	8.00
Total	<u>44.00 tons</u>

5. Solid overcast prevented an observation of bombing results. Of the three PFF a/c, the lead PFF navigator reported variation in appearance of target on scope, divided instead of solid. Another reported flux gear compass out, and the other satisfactory.

Bombs away photos taken over Villach show a 10/10 overcast with no terrain features visible, preventing determination of impacts.

6. One crew reported observation of 2 ME 110s in Villach area at 1214A, which disappeared into clouds at 15000 feet without making any passes.

7. Rendezvous was made at 1038A with 15/20 P-38s at 44°00'N-15°20'E, which remained in sight for only a few minutes; and at 1041A with 10/16 P-51s at 45°58'N-14°18'E, which departed at 1420A.

8. Weather - Base at take off, 3/10 to 4/10 stratus and stratocumulus, base 1500 feet, top 5-6000 feet with ground fog moving in from west.

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

Ltr Narr Miss Rpt, contd

Route - 9/10 to 10/10 stratus over Adriatic, top 12-14000 feet. 9/10 stratus, top 12000 feet over Dinarics and Alps. On return, 7/10-8/10 stratus, top 10,000 feet over Yugoslavia. Over Adriatic 6/10 thin altostratus, base 13000 feet and 7/10 stratus, top 6,000 feet. At 43°08'N-15°20'E ship ran into overcast cumulus and cumulonimbus, base 3,000 feet and tops 20-25000 feet with many thunderheads over Spur. Visibility 3-6 miles in heavy haze beneath clouds.

Target - (Villach) 10/10 altostratus, top 13,000 feet. Visibility air to air 20 miles.

Base on return - 4/10 cumulus, base 3,000 feet tops 8,000 feet, visibility 3-5 miles in heavy haze.

9. Fourteen (14) a/c landed at this field between 1420 and 1510A. Remaining three (3) a/c (44-41337, 42-51563, and 44-49363) landed at the field of the 459th Group because of closing in weather at home base.

10. Following observations were reported:

Place	Time	Alt	Observation
Trieste Harbor	1226A	20,000	8 M/V and possible submarine
Trieste	1228A	21,000	A/D apparently now, under construction
Fiume Harbor	1236A	21,000	1 M/V

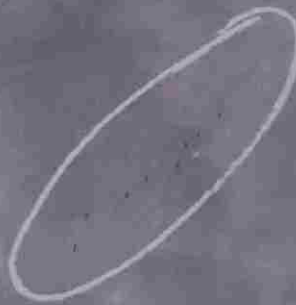
For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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

VILLACH MIK - (4TH AL)

(464 BG 4M 177:1VI) (12:20:1212) (12:24-000) (A300°) VILLACH



20 DEC.

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

HEADQUARTERS
 164TH BOMBARDMENT GROUP (H)
 APO 520 U S Army

MCK/FFE/hob

319.1

26 December 1944

SUBJECT: Narrative Mission Report

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

1. On 26 December 1944, twenty five (25) of twenty eight (28) B-24 a/c took off at 0800A hours to bomb Odertal Oil Refinery.

Three (3) a/c failed to take off:

A/C No 42-78692 - due to failure of electrical system.
 A/C No 42-78433 - due to illness of pilot.
 A/C No 44-41339 - due to No. 2 engine cutting out on take off.

The twenty five (25) a/c formed into two (2) attack units, the first being led by Lt. Colonel James H. Gilson, Commanding Officer of the 779th Bombardment Squadron (H), and the second by 1st Lt. George Krynovich, Flight Leader of the 778th Bombardment Squadron (H).

2. Group form up and wing rendezvous was made as planned without incident, leaving Bari at 0904A hours. The 460th Group did not rendezvous but, caught up with the wing formation before arriving at Split.

3. Four (4) a/c returned early:

(a) A/C No 42-50533 - turned back at 42°25'N-17°10'E at 0934A hours due to illness of the engineer. This a/c returned two (2) tons of bombs to base.

(b) A/C No 44-10610 - turned back from assembly area due to loss of No. 3 engine. This a/c returned two (2) tons of bombs to base.

(c) A/C No 42-51563 - this a/c turned back at Split at 1052A hours. Due to late take off this a/c could not overtake the formation. This a/c returned two (2) tons of bombs to base.

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

Ltr Narr Miss Rpt, contd

(d) A/C No 41-29394 - this a/c turned back at $45^{\circ}08'N-16^{\circ}28'E$ due to late take off was unable to locate the formation. This a/c returned two (2) tons of bombs to base.

4. Due to late take off a/c No 42-95332 joined another Group and dropped two (2) tons of bombs at 1115A hours from 23,500 feet on a heading of 220° at ($46^{\circ}16'N-11^{\circ}38'E$). The Navigator approximated this position due to lack of sectional maps of this area. The town of Predazza ($46^{\circ}18'N-11^{\circ}37'E$) is in this area. Smoke was observed in the target area which was near a main highway and highway bridge near a river and town. The markings on the Group followed by our a/c was as follows: White triangle on upper vertical stabilizer with a small blue circle inside the triangle. MAH flek was encountered at the target.

5. Twenty (20) a/c were over the primary target at 1224 $\frac{1}{2}$ A hours (briefed target time 1236A hours) and twenty (20) a/c dropped thirty eight and one half ($38\frac{1}{2}$) tons of 500 pound RDX bombs (.1 nose and .01 and .025 tail fuse) from 24,000 feet.

One (1) a/c which was over the target jettisoned one and one half ($1\frac{1}{2}$) tons at ($47^{\circ}08'N-17^{\circ}10'E$) at 1115A hours in an open field, due to accidental release when the Navigator accidentally hit the salvo handle when opening the bomb bay doors.

One (1) a/c dropped two (2) tons of bombs at 1115A hours at ($46^{\circ}16'N-11^{\circ}38'E$) (see paragraph No. 4).

Four (4) early returns brought back eight (8) tons of bombs to base (see paragraph No. 3 (a), (b), (c), (d)).

Recapitulation of Bombs

Dropped on target	38 $\frac{1}{2}$ tons
Dropped at ($46^{\circ}16'N-11^{\circ}38'E$)	2 tons
Jettisoned	1 $\frac{1}{2}$ tons
Returned to base (early returns)	8 tons
Total	50 tons

Bombing was by PFF due to an effective smoke screen both at Blechhammer and Odertal, the ground wind blowing the smoke from

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

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

Ltr Narr Miss Rpt, contd

Blechhammer in a northwesterly direction, plus smoke generators on the southeastern side of Odertal. Cooperation between the PFF operator and bombardier was excellent, with the PFF equipment working satisfactorily.

The lead PFF a/c identified the target area forty (40) miles away and the briefed target was identified on the scope during the bomb run. Course determination and range synchronization was made on the briefed target.

The last range correction was made eight (8) miles, and for course nine (9) miles from the target. Six (6) range readings were made. Three (3) course corrections were made, the last being two (2) degrees.

The bombardier made no visual corrections for course or precomputed rate on the bomb run. The bombardier used meteorological data to determine preset dropping angle and drift.

Bomb strike photos show approximately one hundred (100) hits in open country three and one half (3½) miles northwest of the Odertal refinery. These hits are between the Oder River and the double track railroad to Gogolin, and are immediately south of the town of Oberwitz. Additional hits on or near the target are probably intermingled with those of another wing which bombed the refinery immediately previous to the arrival of this group. It is not possible to determine what installations were hit in the refinery area, as no target detail is visible on these photos.

6. The Group Leader used C-1 automatic pilot. The second attack unit leader used P.D.I. due to the presence of a B-17 formation in the area making this method more practical due to the necessity of possible quick action.

7. Flak at the target was M to IIIH, with both black and white bursts, most of which was to the right of the formation.

M to IAH flak was encountered at Nagykanizsa (46°27'N-16°59'E). This flak appeared to be coming from the M/Y which would indicate railway guns being used at this location.

SH flak was observed at (47°29'N-17°28'E), Szt Kut.

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

Ltr Narr Miss Rpt, contd

8. Rendezvous was first made with thirty (30) P-38 and twenty four (24) P-51 a/c at 1000A hours at (43°20'N-16°30'E). Escort was last observed at 1415A hours at (46°09'N-17°50'E). Escort was described as being good.

9. Weather at take off and from base to coast 3/10 to 4/10 stratocumulus, tops 6,000 feet and 6/10 altostratus, base 14,000 feet. Visibility was 15 miles.

Over Adriatic, 3/10 to 4/10 stratocumulus, tops 7,000 feet and 2/10 altostratus at 14,000 feet.

Clear on Dalmatian Coast and over Dinarics to northeast slopes where there was 10/10 stratocumulus, tops 6,000 feet extending for 40-50 miles to the northeast.

Over Hungarian Plains, clear except for a circular mass of stratus, diameter 50 miles centered at Newsiedler Lake.

Clear to north of target with visibility lowering to 10 miles in haze.

At target, clear, visibility 5-10 miles in haze.

Similar conditions on return except Adriatic was clear.

6/10 cirrostratus at 20,000 feet and 5/10 stratocumulus at 7,000 feet on return. Visibility was 20 miles.

10. One (1) major and two (2) minor flak wounds were suffered by crew members.

Five (5) a/c were damaged, two (2) of which will be inoperative for more than twenty four (24) hours.

Two (2) of our a/c are missing:

A/C No 42-51953 - R/T: This a/c radioed at 1246A hours that only 450 gallons of gasoline were left, that No. 1 prop was running away and could not be feathered and that they were going to Russia on 85° heading. Last observed at (49°57'N-17°30'E).

A/C No 42-78618 - B/F: This a/c was last observed at (50°19'N-17°23'E) at 1237A hours. A/C was smoking from No. 3 engine which had been smoking going into, and over the target. A/C was under control when last observed dropping back from the formation.

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

Ltr Narr Miss Rpt, contd

11. The following observations were reported:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
	(43°55'N-15°31'E)		Crashed B-24 a/c at north end of Vransko Lake. Yellow color with plain brown tail. B-17 a/c four (4) miles SSW of the B-24 with red rudder and yellow engine cowlings. M/Y - 500 plus wagons.
1122	Papa		A/D with 15 a/c. Mostly SEF with 2/3 TEAC.
1335	Papa		
1300	(49°20'N-17°35'E)	19,000	Very large number of what looked like oil storage tanks.
1330	(47°33'N-17°22'E)	18,000	A/D with three (3) silver a/c.
1340	(46°19'N-16°49'E)		M/Y filled with wagons also ten (10) locomotives in steam.
1300	(49°13'N-17°33'E)	19,000	Believed to be an ordnance depot.
1123	(47°16'N-17°09'E) Czelldemock	22,300	M/Y - five (5) of seven (7) tracks loaded.
1238	(50°16'N-17°24'E)		Twenty (20) barrage balloons at 1,000 feet.
1437	(44°28'N-16°30'E)	16,500	A/C burning
1310	(48°42'N-17°25'E)	19,000	B-24 burning

Considerable rail activity observed in area of (49°00'N-17°30'E). Twenty (20) trains were observed in this area.

12. Eighteen (18) a/c landed at this base between 1550 and 1610A hours.

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

14. Four (4) a/c attempted photographs. Selected print inclosed.

For the Commanding Officer:

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

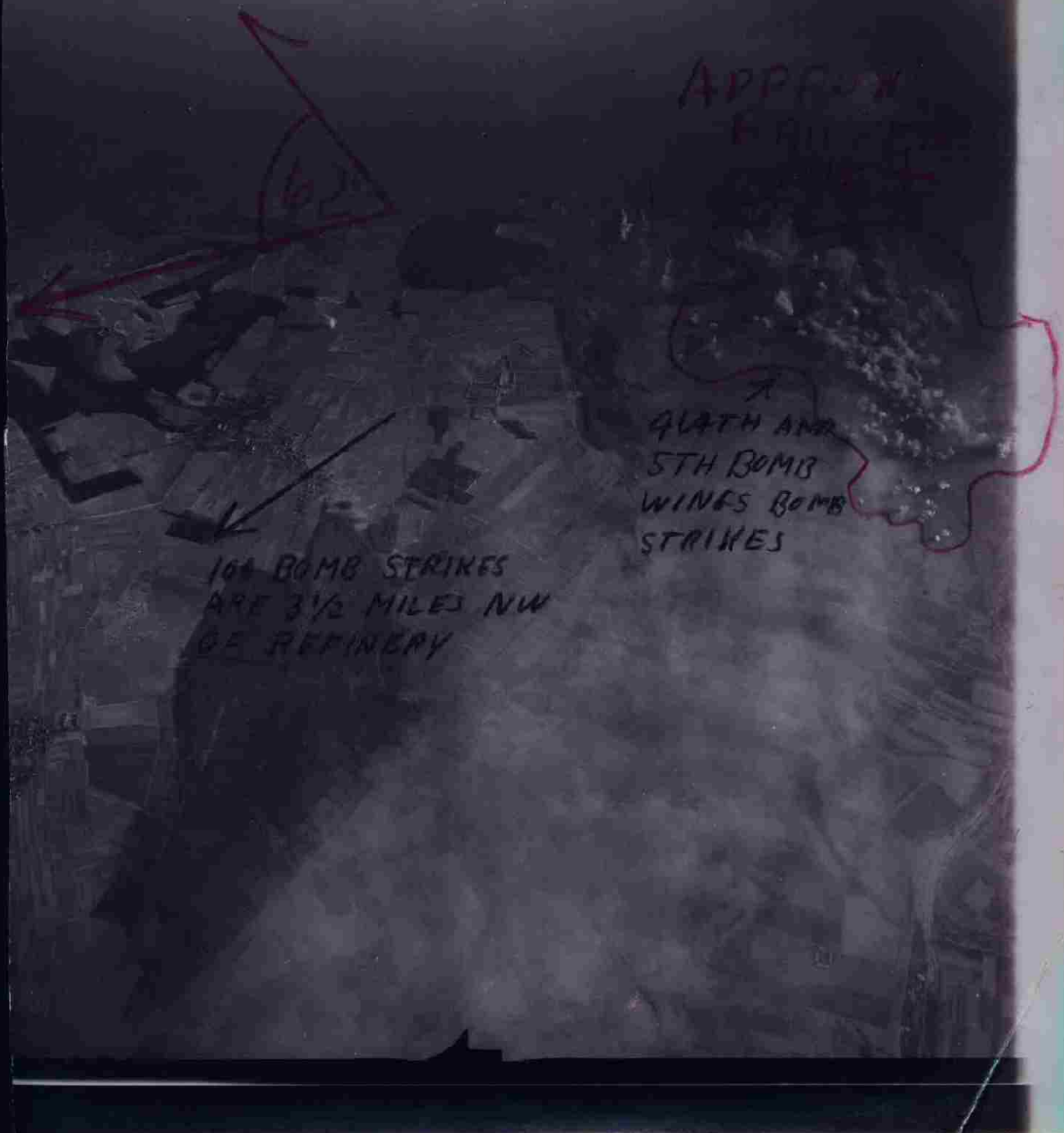
FRANCIS F. ELDER
Major, AC
Intelligence Officer

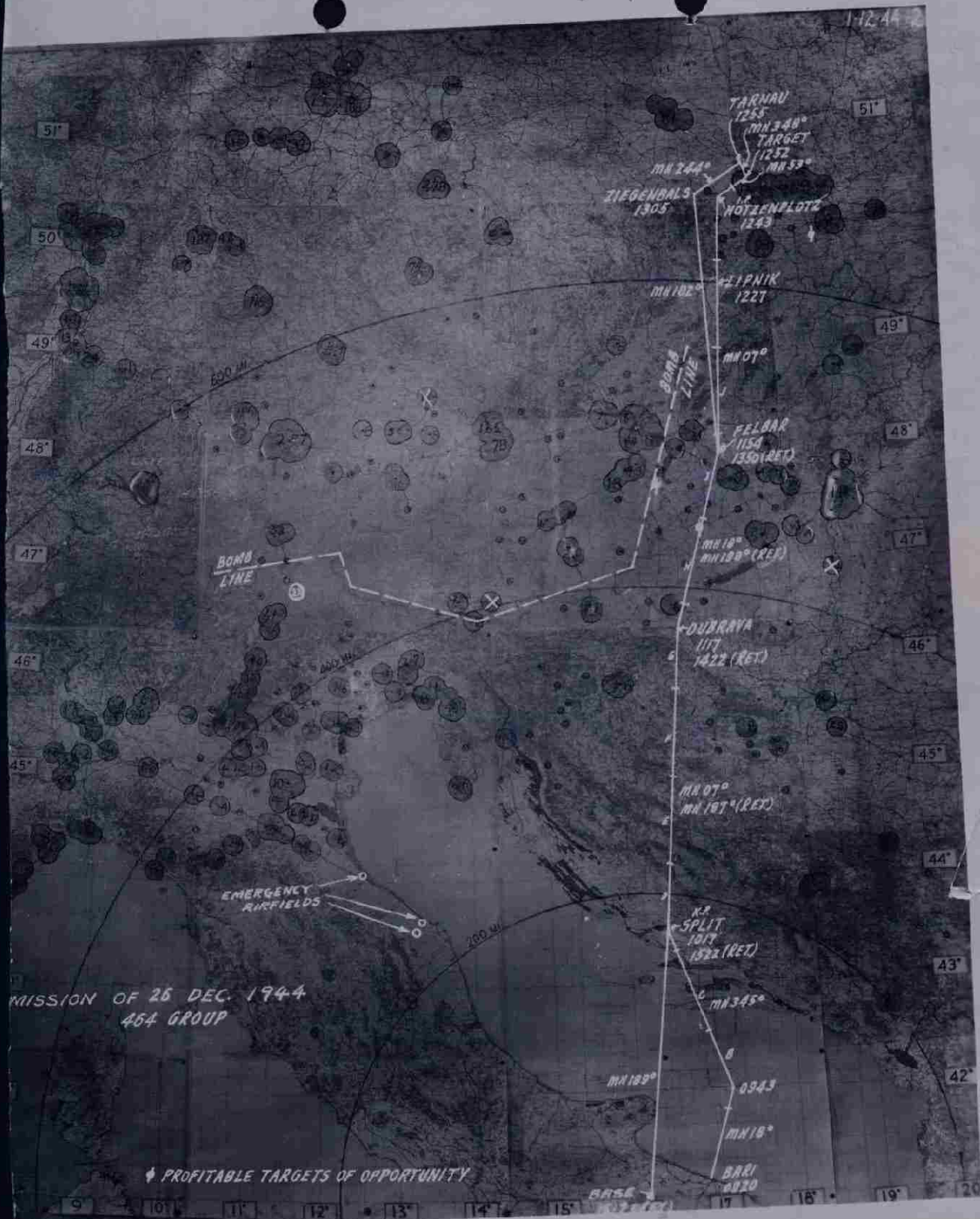
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C O N F I D E N T I A L

DER TAL OIR

26 DEC.





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

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

EHS/FFE/hob

319.1

27 December 1944

SUBJECT: Narrative Mission Report

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

1. a. On 27 December 1944, thirty two (32) of thirty three (33) B-24 type a/c scheduled, took off, beginning at 0840A hours, to bomb the Main M/Y at Maribor, Yugoslavia.

b. A/C No 42-51760 failed to take off due to running off the taxi strip, shredding a tire and nicking a propellor.

c. A/C No 44-41213, due to losing control because of prop wash, failed to complete assembly with this Group, and, instead, joined the 485th Bombardment Group (H), enroute to the same target.

d. The thirty one (31) a/c formed into two (2) attack units, the first being led by Lt. Col. Elvin E. Goodyear, Deputy Group Commander, and the second by 1st Lt. Robert W. Wood, Assistant Operations Officer, 779th Bombardment Squadron (H).

2. Bomber rendezvous were executed as prescribed.

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

a. A/C No 42-51903 turned back at (41°33'N-16°18'E) at 1018A hours, due to No. 4 engine being out, with its propellor governor inoperative.

b. A/C No 44-49048 turned back at (44°05'N-17°40'E) at 1117A hours, due to an oil leak which necessitated the feathering of No. 2 engine.

4. a. Twenty-nine (29) a/c were over the target at 1158A hours at 23,000 feet. From an attack axis of 284 degrees, twenty (20) a/c dropped fifty (50) tons of 500 pound GP bombs, fused .1 nose and mixed .01 and non-delay tail.

- 1 -

~~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

b. One (1) a/c dropped two and one-half ($2\frac{1}{2}$) tons of bombs on the primary target at 1231A hours from 20,500 feet, on an attack axis of 268 degrees. This a/c dropped with the 485th Bombardment Group (H).

c. Seven (7) a/c returned seventeen and one-half tons of bombs to base. These a/c, comprising one box (Baker), changed position with their attack unit at ($44^{\circ}12'N-16^{\circ}40'E$) at 1115A hours. In their new position, the last box of the Group (Dog), the leader found he could not contact the Group Leader by radio, so, during a rapid climb, was unable to determine whether bombing would be at prescribed, or lower, altitude. Unable to pre-set his a/c's bombsight, and not receiving good PFF target identification or visual observation in time, release could not be made.

d. Two a/c jettisoned bombs as follow:

(1) A/C No 44-41399, two and one-half ($2\frac{1}{2}$) tons fifteen (15) to twenty (20) miles NW of the target at 1210A hours, due to the select arm failing to release the bombs.

(2) One (1) a/c jettisoned two and one-half ($2\frac{1}{2}$) tons in the Adriatic Sea on return, due to the failure of the bomb bay doors to open fully over the target.

e. Two early return a/c jettisoned bombs as follows:

(1) A/C No 42-51903 jettisoned two and one-half ($2\frac{1}{2}$) tons at 1018A hours at ($41^{\circ}33'N-16^{\circ}18'E$).

(2) A/C No 44-49048 jettisoned two and one-half ($2\frac{1}{2}$) tons at 1117A hours at ($44^{\circ}05'N-17^{\circ}40'E$).

f. Recapitulation of Bombing:

Dropped on target	50 tons
Dropped on target with 485th Gp.	$2\frac{1}{2}$ tons
Jettisoned near target	5 tons
Jettisoned by early returns	5 tons
Brought back (7 a/c in one box)	<u>$17\frac{1}{2}$ tons</u>
Total	80 tons

5. a. Bombing by the prescribed second attack unit (actually leading the Group over the target) was visual. C-1 automatic pilot was used by the leader.

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

Ltr Narr Miss Rpt, contd

b. Bombing by the prescribed first attack unit (actually in second attack unit position over the target) was likewise visual. PDI was used by the leader, as the A-5 automatic pilot equipment was inoperative.

6. Bomb strike photos show twenty-five (25) hits on trackage and on several columns of freight cars in the south half of Mariber marshalling yard. An explosion occurred among the trains midway up the east side of the yard. Bombing by an earlier group obscured the north half of the yard. Additional hits are probably hidden by the smoke in that part of the yard. The bomb pattern began 1200 feet east of the yard and scattered hits extended 4,000 feet west of the railroad, in open country.

7. Flak at the target was MIH to MAH. Tracking fire was employed, accounting for variance in reports from Inaccurate to Accurate. A few erratic bursts were seen high. Time in flak was from two (2) to three (3) minutes.

8. Rendezvous was first effected with fifteen (15) to twenty (20) P-51's at 1140A hours at (46°24'N-16°08'E). The fighters, identified as of the 325th Fighter Group, were seen in varying numbers to 1314A hours at (43°57'N-15°28'E).

9. At take off, weather was 2/10ths to 3/10ths stratocumulus, with tops to 7,000 feet. Visibility was fifteen (15) miles.

Enroute to the target, over the Adriatic, 1/10ths stratocumulus, otherwise clear. Twenty (20) miles inland from the Yugoslav coast, 8/10ths to 10/10ths stratocumulus, with tops at 8,000 feet to 10,000 feet, breaking to scattered at the Drava River.

At the target, clear, with 3/10ths patchy stratocumulus to the west. Visibility was fifteen (15) miles.

On the return from the target, conditions were similar to those enroute, with 1/10th stratocumulus at the base on arrival.

10. Route was flown as briefed, with the exception of cutting inside of the turnpoint Popovaca, to improve the formation. This resulted in a slight shortening of the bombing run. At 1115A hours, at (44°12'N-16°40'E), the second attack unit was forced to take the lead for the Group. This was due to the

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

Ltr Narr Miss Rpt, contd

Group Leader's discovery that his bombsight and A-5 automatic pilot were inoperative. A few minutes prior to this, the First Deputy Leader had left the formation, due to an engine failure.

11. a. Crew members observed that many wagons were dispersed throughout the target vicinity in small towns, indicating a possible awareness that the assigned M/Y was subject to attack.

b. A column of black smoke was seen at (45°55'N-15°16'E) at 1210A hours from 20,000 feet. Though too far away to be identified, the possibility of a burning a/c was considered.

12. Twenty nine (29) a/c landed at this base from 1418A hours to 1440A hours. The a/c returning from the flight with the 485th Bombardment Group (H), landed at 1523A hours.

13. Four (4) a/c attempted photographs. A selected print is inclosed.

For the Commanding Officer:

FRANCIS F. ELDER
Major, Air Corps
Intelligence Officer

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

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





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

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

HH/FFE/hob

319.1

28 December 1944

SUBJECT: Narrative Mission Report

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

1. On 28 December 1944, twenty-seven (27) scheduled B-24 type a/c took off at 0815A hours to bomb Roudnice Oil Tankage and Sidings, in Czechoslovakia, in two attack units. The first attack unit was led by Lt. Colonel William G. Moore, Jr., Commanding Officer, 777th Bombardment Squadron (H) and the second unit by 1st Lieutenant George H. Groteluschen, Flight Leader, 776th Bombardment Squadron (H).

2. Form up, assembly and rendezvous was as prescribed without incident.

3. Twenty-five (25) a/c were over the target at 1224A hours and dropped 49.5 tons of bombs (500# GP .1 nose and .01 tail) from 22,500 feet.

A/C No. 42-78590 jettisoned one-half ($\frac{1}{2}$) ton at 1220A hours at (50°12'N-13°43'E), as the result of an accidental release.

Recapitulation of bomb disposition:

25 a/c dropped on target	49.5
1 a/c jettisoned (accidental release)	.5
1 a/c lost before target (Collision)	2.0
1 a/c at friendly field - unknown	2.0
Total	<u>54.0 tons</u>

4. The bombing was visual, each attack unit using C-1 automatic pilot. Results as disclosed by local interpretation:

Bomb strike photos show at least eight (8) direct hits on the railway sidings. A heavy concentration of more than three dozen hits fell in the buried storage tank area immediately west of the sidings. A probable direct hit and two near misses were scored on the west end of the pump house located 1200 feet

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

Ltr Narr Miss Rpt, contd

west of the sidings. Four hits were on the north end of the petroleum dock. More than three dozen additional hits fell east of the target area, in open country.

5. Following observations were reported:

<u>Observations</u>	<u>Time</u>	<u>Place</u>	<u>Altitude</u>
M/Y 500 units and much activity	1255A	49°25'N-14°40'E	21,500
M/Y 500 units	1235A	50°18'N-14°35'E Bysice	21,500
A/D with 23 a/c (SEF and TEF). (K-20 camera photo enclosed)	1345A	47°11'N-14°45'E Zeltweg	20,000
Full M/Y	1324A	Amstetten	22,000
Smoke screen and 10 M/V	1058A	Trieste Harbor	16,000
Smoke screen over warehouses	1345A	48°00'N-15°00'E	20,500

6. Rendezvous was made with 35 P-38s at 1101A hours at (45°53'N-14°03'E) and with 30 P-51s at 1140A hours at (48°00'N-13°40'E), the last escort departing at 1455A hours.

7. The weather was clear at take off and generally clear to Adriatic coast.

2/10 scattered over Adriatic, tops 5,000 feet with scattered to broken cumulus along Italian coast to North.

Generally clear over Dinarics and Alps except for valley stratus and stratocumulus on east slopes.

North of Alps patchy stratus, 2/10 to 3/10, tops 3,000 feet.

Clear with ground haze at target, visibility 15 miles. On return, cloudiness increased to east of course, 10/10 on east slopes of Alps and Dinarics.

Scattered cumulus over Adriatic.

At base on return, 4/10 cirrus and 4/10 scattered, tops 6,000 feet.

~~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

8. Two (2) a/c in Dog Box (A/C No. 44-40503 and No. 44-41213) collided in midair at 1120A hours at approximately (46°40'N-13°38'E) (near Villach). A/C No. 44-41213 had its tail assembly knocked off and dived into the ground. Observing crews uniformly reported the opening of one chute. K-20 photo of a/c after collision enclosed.

The other a/c in the collision (No. 44-40503) has been reported as landing at the island of Vis by 55th Bomb Wing A-3.

9. Twenty-five (25) a/c made return landing from 1610A to 1650A hours.

10. Three (3) a/c attempted photos. Selected strike photos attached.

For the Commanding Officer:

3 Inclosures
Incl 1 - Track Chart
Incl 2 - Selected Print
Incl 3 - K-20 Prints

FRANCIS F. ELDER
Major, AC
Intelligence Officer





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

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

MCK/FFE/hob

319.1

29 December 1944

SUBJECT: Narrative Mission Report

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

1. On 29 December 1944, twenty-five (25) of twenty-six (26) scheduled B-24 a/c took off starting at 0905A hours to bomb the Verona Porto Nuova M/Y, Italy.

A/C No. 44-48768 did not take off due to a broken collector ring in N. 2 engine.

The twenty-five (25) 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. August H. Lechner, Flight Leader of the 777th Bombardment Squadron (H).

2. Group form up was made as prescribed in area No. 2. After flying to (42°43'N-15°48'E) this Group started a 360° left turn at 1058A hours to allow the lead Group to get into position. The turn was completed and this Group was in its proper position at 1110A hours on course. The course was flown slightly to the right until the control point was reached. Three (3) groups made the wing rendezvous - 460th, 465th and 464th.

3. Twenty-five (25) a/c were over the target at 1247A hours (briefed target time 1227A hours) and twenty-two (22) a/c dropped fifty-five (55) tons of 500 pound GP bomb (.1 nose and .01 tail fuse) from 24,500 feet.

One (1) a/c No. 42-78488 jettisoned two and one half (2½) tons at 1327A hours at (45°12'N-12°56'E). This a/c did not drop on the target as Able 11 did not drop. Bombs jettisoned to lighten load when a/c lost No. 1 engine.

Two (2) a/c returned five (5) tons of bombs to base:

A/C No. 44-49314 returned two and one half (2½) tons due to not being able to get select lever in select over the target.

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

Ltr Narr Miss Rpt, contd

A/C No. 44-49688 returned two and one half ($2\frac{1}{2}$) tons as the select salvo bar pin stuck in safe position. Broke salvo bar trying to get free.

Recapitulation of Bombs

Dropped on target	55 tons
Jettisoned	$2\frac{1}{2}$ tons
Returned to base	5 tons
Total	<u>62$\frac{1}{2}$ tons</u>

Bombing was visual, PFF equipment being used for navigational purposes only.

Bomb strike photos show a possible direct hit on a freight train 1,000 feet south of the goods station and more than a dozen hits among several columns of cars 500 feet north of the wagon repair shops. (A later K-20 camera photo shows very numerous additional hits among rolling stock in the area immediately north of the wagon repair shops and goods yards. These hits extend for over one-half ($\frac{1}{2}$) mile in the southwestern half of the yard.) Several near misses were scored on the north side of the railroad station and another concentration of hits extended west from the railroad station, through a sparsely populated area.

4. The Group Leader used C-1 automatic pilot and the leader of the second attack unit used PDI and flew course on Able Box.

5. Flak at the target was reported to be MI/MAH lasting for $\frac{3}{4}$ minutes. Bursts were black with some white bursts being observed considerably above the formation. The crews reporting inaccurate flak stated it was generally low and off to the left of course.

Flak was encountered along the route at the following points:

Chioggia ($45^{\circ}13'N-12^{\circ}17'E$)	SI to MAH
San Pietro ($45^{\circ}20'N-12^{\circ}20'E$)	MAH
($45^{\circ}42'N-12^{\circ}05'E$) Thought to be RR flak	SIH
($45^{\circ}52'N-11^{\circ}31'E$)	MIH
Bovalenta ($45^{\circ}16'N-11^{\circ}56'E$)	SAH
Cologna ($45^{\circ}18'N-11^{\circ}23'E$)	SAH

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

Ltr Narr Miss Rpt, contd

Flak was observed at the following points:

Venice	SH
Bassano (45°46'N-11°45'E)	SH
(45°55'N-11°44'E) Believed to be	
HR flak	SH
(45°57'N-12°30'E)	SH
(45°37'N-11°02'E)	SH

There was no flak reported at Pardonone (45°57'N-12°39'E) which had previously been reported by crew members.

6. Rendezvous with twenty (20) P-51 a/c of the 52nd Fighter Group was made at 1237A hours at (45°18'N-11°23'E), and fifteen (15) P-38 a/c were first observed at 1300A hours at (45°54'N-11°44'E). The P-51's were last seen at 1336A hours at (45°00'N-13°00'E) and the P-38's at 1330A hours at (45°14'N-13°00'E). Escort was described as good.

7. The weather was 10/10 stratocumulus at take-off, base 5,000 feet, visibility 12 miles.

The ceiling lowered to east in rain areas but raised over Adriatic to 8-9,000 feet.

North of the Spur, solid layer broke up to 4/10 also stratus extending to north in long bands.

Generally clear from coast of north Italy to target with scattered cumulus over mountains.

Clear at target, visibility 20 miles with scattered cumulus to north over Alps.

On return, bad weather was encountered about 30 miles north of Ancona. 8/10 to 10/10 multilayer clouds from 1,000 feet to 18,000 feet from here southward.

Ceiling raised over Spur to 2,000 feet. Scattered rain areas.

10/10 stratocumulus at base on return, base 3,000 feet, visibility 10 miles.

8. One (1) a/c failed to return. A/C No 42-51760 was last observed at 1518A hours in the vicinity of (41°37'N-16°12'E), north of the Spur. This a/c, according to information telephoned from Wing ditched in the Adriatic. Two (2) crew members being taken to the 61st Station Hospital, with the body of one (1) crew member recovered.

Two (2) a/c were damaged, neither of which will be inoperative for more than twenty four (24) hours.

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

Ltr Narr Miss Rpt, contd

9. The following observation were made by returning crew members:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observations</u>
1227A	Venice	23,000	Two (2) large transports in the harbor at Venice.
1305A	45°58'N-12°36'E	23,000	Saw an object explode in the air and disintegrate. This may have been a fighter a/c.
1304A	46°03'N-12°36'E	22,000	A/D with six (6) to ten (10) a/c-four (4) being in revetments. Blue or green color.
	43°50'N-13°10'E		B-24 which had apparently crash landed on the beach. Nose was down in the sand. No activity observed around a/c.

10. Twenty four (24) a/c landed at this base between 1529 and 1544A hours.

11. The route from wing rendezvous to the control point was approximately eight (8) miles right of course. On the return bad weather made it necessary to fly to the right of course. Track chart showing route flown is inclosed.

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

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

3 Inclosures
Incl 1 - Track Chart
Incl 2 - K-20 Photo
Incl 3 - Selected Print





MISSING CREW REPORTS

CONFIDENTIAL

MISSING AIR CREW REPORT

1. ORGANIZATION: Location AFPO 520, U.S. Army Command or Air Force 5th Air Force
 Group 464th Bombardment Group (H) Squadron 777th Bombardment Sq. (H)
2. SPECIFY: Place of departure Pantanello Air Base, Italy Course 189°
 Target Blechnhammer South O/R Germany Type of mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: 10/10
Stratocumulus tops 10,000 feet visibility about 10 miles
4. GIVE: (a) Date 2 Dec 44 Time 1430 Last known position Dobrljin, 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
6. AIRCRAFT: Type, model & series B24L AAF Serial Number 44-49328
7. NICKNAME OF AIRCRAFT Yellow - L
8. ENGINES: Type, model & series R1830-42 AAF Serial Number (a) CP 318147
 (b) CP 318235 (c) CP 317959 (d) CP 318147
9. INSTALLED WEAPONS: (Make, type and serial number)
 (a) LN 1548421 (e) RW 1550155 (i) LT 1296922
 (b) RN 1034942 (f) LW 1549759 (j) RT 1297317
 (c) LM 1549115 (g) LB 1548695 (k) _____
 (d) RM 1548716 (h) RB 1548780 (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 POSITION	FULL NAME (Last, first, initial) RANK, SERIAL NUMBER	CURRENT NEXT OF KIN, RELATIONSHIP STATUS AND ADDRESS
(1) Pilot	Stanley, Charles E. 2nd Lt. 0-824007	MIA Mrs. Mary E. Stanley (M) RT #1, East Brady, Pa.
(2) CP	Baker, William D. 2nd Lt. 0-770926	MIA Mrs. Cecil C. Baker (M) 4804 University Ave. San Diego, Cal.
(3) N	Cone, Leo F. 2nd Lt. 0-2058419	MIA Mrs. Eleanor Lou Cone (W) Yakt, Montana.
(4) B	Seaver, Edward C. 2nd Lt. 0-776587	MIA Hugh Leland Seaver (F) 23 Maple St. Randolph, Vermont
(5) EG	Smalley, Forrest L. S/Sgt 15340522	MIA Mrs. Lula L. Smalley (M) 551 Clark St. Milford, Ohio.
(6) EG	Tweedale, Claude T. Jr. S/Sgt 19141196	MIA Mrs. Lurline Tweedale (M) 609 Precita Ave. San Francisco, Cal.
(7) G	Spomer, Samuel J. Sgt. 37706748	MIA Mrs. Katherine M. Spomer (M) 4564 Sherman St. Denver Colo.
(8) G	Homol, Peter Sgt. 33293462	MIA Mrs. Anna Homol (M) Box 11 Tyre, Pa.
(9) Arm G	Buchholz, Albert R. S/Sgt 36509715	MIA Mrs. Amelia Buchholz (M) 350 S. 19th St. Saginaw, Mich.
(10) ROG	Kiger, Darrell G. T/Sgt 20759460	MIA Mrs. Daisy V. Kiger (M) Alta Vista, Kansas
(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 BY RADIO	LAST SAUGHT	SAW FORCED LANDING
(1) James B. Barker	Sgt	33583545			X
(2) Roger R. Stern	S/Sgt	16077019			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.
 () Other reasons (specify) Plane under control when last seen

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, over enemy territory

3 Inclosures.

Incl 1 Statement of Date 5 Dec 44
Barker
 Incl 2 Statement of Storm
 Incl 3 Location Sketch

Signature of preparing officer

CONFIDENTIAL
J. H. Hetzel
 1st Lt, Ord
 Adj.

CONFIDENTIAL

MISSING AIR CREW REPORT

1. ORGANIZATION: Location Pantanello, Italy Command or Air Force 15th Air Force
 Group 464th Bombardment Group (H) Squadron 777th Bomb Group (H)
2. SPECIFY: Place of departure Pantanello, Italy Course 201
 Target Blechhammer South O/R Germany of mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: 10/10
stratocumulus tops 10,000 feet, visibility clear. Szany, Hungary
4. GIVE: (a) Date 2 Dec 44 Time 1335 Last known position Szany, Hungary.
 (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, (X) Enemy anti-aircraft, () Other
6. AIRCRAFT: Type, model & series B24J AAF Serial Number 44-41231
7. NICKNAME OF AIRCRAFT Yellow H
8. ENGINES: Type, model & series R1830-65A AAF Serial Number (a) BP444256
 (b) BP444279 (c) BP444038 (d) BP444084
9. INSTALLED WEAPONS: (Make, type and serial number)
 (a) RN1254420 (c) RB458954 (i) RT1253976
 (b) LN1254291 (f) LB465457 (j) LT1254329
 (c) RM1254178 (g) LW1539017 (k)
 (d) LM1254327 (h) EW1261300 (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
(1) Pilot	<u>Maheu, George T. Jr.</u> 2nd Lt. 0-711745	MIA	<u>Mrs Margaret G. Maheu (M)</u> 459 Kelly St. Manchester N.H.
(2) CP	<u>Repp, John D.</u> 2nd Lt. 0-830541	MIA	<u>Mrs. Margaret W. Repp (M)</u> Simons Ave, Collinsville, Conn.
(3) N	<u>Kennedy, William E.</u> 2nd Lt. 0-1540428	MIA	<u>Josephine L. Kennedy (M)</u> 1630 Belmont Ave. Chicago, Ill.
(4) B	<u>Watson, Sidney T.</u> 2nd Lt., 0-776838	MIA	<u>John C. Watson (F)</u> 345 Eucalyptus Ave., Hawthorne, Calif.
(5) EG	<u>Davidson, Eugene A.</u> T/Sgt 11038018	MIA	<u>Mrs Myra Davidson (M)</u> 140 Belmont St., Brockton, Mass.
(6) EG	<u>Van Nostrand, Clarence B. Jr.</u> Sgt 12190064	MIA	<u>Clarence B. Van Nostrand (F)</u> 53 Weiden St. Farmingdale, N.Y.
(7) ROG	<u>George, Laurian</u> Sgt. 39041148	MIA	<u>Mrs. Juliana George (M)</u> 653 Meek Ave. Hayward, Calif
(8) G	<u>Davis, Robert S. Jr.</u> Sgt. 38607360	MIA	<u>Mrs. Lillian Irene Davis (M)</u> Route #3, Winters, Texas.
(9) G	<u>Martin, Guy R.</u> Sgt. 33900152	MIA	<u>Mrs Sarah Martin (M)</u> 521 E. St. Sparrows Point, Balto, Md.
(10) AG	<u>Dyer, John W.</u> Sgt, 36194424	MIA	<u>Mrs Anna Dyer (M)</u> 203 N. Maple St. Manistequ, Mich.
(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: SAW CONTACTED LAST SAW FORCED

NAME IN FULL	RANK	SERIAL No.	BY RADIO	SIGHTED	CRASH LANDING
(1) <u>James L. Barker</u>	<u>Sgt.</u>	<u>33583545</u>		<u>X</u>	
(2) <u>Irving Landberg</u>	<u>2nd Lt.</u>	<u>0-822486</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.
 () Other reasons (specify) Aircraft under control when last seen.
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, aircraft last seen over enemy territory.

3 Inclosures.
 Incl 1 Statement Date 5 December 1944
Lt. Landberg.
 Incl 2 Statement Sgt. Barker
 Inc. 3 Location Sketch.

Signature of preparing officer
J. H. Hetzel
 1st Lt Ord.
 Adjutant.

CONFIDENTIAL

MISSING AIR CREW REPORT

1. ORGANIZATION: Location ABO 520, U.S. Army Command or Air Force 15th Air Force
Group 464th Bombardment Group (H) Squadron 776th Bombardment Sq. (H)
2. SPECIFY: Place of departure AAB, Pantanella, Italy Course NE
Target Oil Refinery, Blechhammer, Germany Type of Mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Not Applicable
4. GIVE: (a) Date 2 Dec 44 Time 1400 Last known position 50° 18'N - 18° 15'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, () Other Aircraft returned to Pantanella, Italy
6. AIRCRAFT: Type, model & series Not Applicable AAF Serial Number _____
7. NICKNAME OF AIRCRAFT Not Applicable
8. ENGINES: Type, model & series Not Applicable AAF Serial Number (a) _____
(b) _____ (c) _____ (d) _____
9. INSTALLED WEAPONS: (Make, type and serial number) Not Applicable
(a) _____ (e) _____ (i) _____
(b) _____ (f) _____ (j) _____
(c) _____ (g) _____ (k) _____
(d) _____ (h) _____ (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
(1) Pilot	<u>Eppley, David R.</u> 1st Lt. 0705674	<u>RTD</u>	
(2) C-P	<u>Wood, Noel A.</u> 2nd Lt. 0714828	<u>RTD</u>	
(3) N	<u>Mullen, Ralph</u> P/O T-127728	<u>RTD</u>	
(4) B	<u>Wiener, James M.</u> 2nd Lt. 0773030	<u>RTD</u>	
(5) EG	<u>Madera, Ralph D.</u> T/Sgt. 18077606	<u>RTD</u>	
(6) ROG	<u>Carlson, Darwin T.</u> Sgt. 36716249	<u>LWA</u>	<u>Calif.</u>
(7) AEG	<u>Davis, Robert R.</u> Sgt. 19175754	<u>MIA</u>	<u>Mrs. Gertrude T. Davis (Mother)</u> <u>8054 Eastern Ave., Bell Gardens,</u>
(8) G	<u>Michaud, Emile J.</u> Sgt. 31386227	<u>KIA</u>	<u>Mrs. Mary A. Michaud (Mother)</u> <u>12 Balton St., Providence, R.I.</u>
(9) G	<u>Franklin, William P.</u> Sgt. 35804899	<u>RTD</u>	
(10) G	<u>McLaughlin, Robert C.</u> Sgt. 13158051	<u>RTD</u>	
(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: SAW CONTACTED LAST BY RADIO SAW FORCED SIGHTED CRASH LANDING

NAME IN FULL	RANK	SERIAL No.	BY RADIO	SIGHTED	FORCED	CRASH LANDING
(1) <u>Elmer M. Reighard Jr.</u>	<u>Sgt.</u>	<u>45601720</u>				<u>X</u>
(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) _____

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

Inlosures.

Date 4 Dec 44

Incl 1 - Sketch of Area

Incl 2 - Statement of Sgt Reighard.

William H. Reddell

Lt. Col., Air Corps,
Commanding.

CONFIDENTIAL

MISSING AIR CREW REPORT

1. ORGANIZATION: Location Pantanelia, Italy Command or Air Force 15th AF
Group 64th Bomb Gp (H) Squadron 777th Bomb Sq (H)
2. SPECIFY: Place of departure Pantanelia Air Base, Italy Course Northeast
Target Devinska Nova Ves M/Y Czech Type of mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
2/10 cirrus and patchy, low stratus amounting to 3/10 to 4/10. Vis 18 mi.
4. GIVE: (a) Date 6 Dec 44 Time 1130 Last known position 48°20'N-17°30'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 Mechanical failure
6. AIRCRAFT: Type, model & series B-24J AAF Serial Number 44-10566
7. NICKNAME OF AIRCRAFT Yellow Mike
8. ENGINES: Type, model & series R1830-65A AAF Serial Number (a) BP 448644
(b) BP 448581 (c) BP 448430 (d) BP 442917
9. INSTALLED WEAPONS: (Make, type and serial number.)
(a) RN 1254798 (e) RB 1284273 (i) RT 1284354
(b) LN 1185020 (f) LB 1284154 (j) LT 1284131
(c) LM 1249608 (g) RW 1284305 (k) _____
(d) RM 1254864 (h) LW 1284220 (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, RELATIONSHIP AND ADDRESS
(1) Pilot	<u>Williams, Henry L.</u> <u>1st Lt 0-675896</u>	<u>MIA</u>	<u>Mrs. Ina W. Williams (W)</u> <u>8106 S.E. 51st Portland, Oregon</u>
(2) GP	<u>Rowe, Alfred E.</u> <u>2nd Lt 0-1821773</u>	<u>MIA</u>	<u>Mrs. Jessie C. Rowe (W)</u> <u>3213 N.E. Hoyt St. Portland, Ore</u>
(3) Nav	<u>Philips, James K. A. Jr.</u> <u>1st Lt 0-722356</u>	<u>MIA</u>	<u>Mrs. Merle A.G. Philips (M)</u>
(4) Bomb	<u>Freeman, Walter F.</u> <u>2nd Lt 0-1540474</u>	<u>MIA</u>	<u>Mrs. Katie E.D. Freeman (M)</u> <u>2826 Campbell Ave. Lynchburg, Va.</u>
(5) EG	<u>Skowronski, Stanley J.</u> <u>S/Sgt 31169657</u>	<u>MIA</u>	<u>Joseph Skowronski (F)</u> <u>26 Olivia St. Derby, Conn.</u>
(6) ROM G	<u>Brettene, Elmer T.</u> <u>S/Sgt 39611503</u>	<u>MIA</u>	<u>Mrs. Margaret Brettene (M)</u> <u>Gilford, Montana</u>
(7) AG	<u>Luekenga, Harold H.</u> <u>Sgt 38404617</u>	<u>MIA</u>	<u>Mrs. Agnes S. Luekenga (M)</u> <u>Route #1, Colony, Okla.</u>
(8) AG	<u>Kamantis, Joseph A.</u> <u>Sgt 33609920</u>	<u>MIA</u>	<u>Mrs. Agatha Kamantis (M)</u> <u>661 Lee St. Plymouth, Pa.</u>
(9) AG	<u>Nau, Frank L. Jr.</u> <u>S/Sgt 39317075</u>	<u>MIA</u>	<u>Mrs Ruth L. Nau (W)</u> <u>500 N.W. Maywood Rd, Portland, Ore</u>
(10) G	<u>McCambridge, James E.</u> <u>Sgt 36888297</u>	<u>MIA</u>	<u>Stuart McCambridge (F)</u> <u>Coral, Michigan</u>
(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: SAW CONTACTED LAST SAW FORCED SIGHTED CRASH LANDING

NAME IN FULL	RANK	SERIAL No.	BY RADIO	SIGHTED	CRASH LANDING
(1) <u>Charles A. Besore</u>	<u>S/Sgt</u>	<u>37531805</u>		<u>X</u>	
(2) <u>George P. Cook</u>	<u>S/Sgt</u>	<u>6829140</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) A/C under control when last seen.
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, a/c over enemy territory when last seen.

3 Inclosures.

Incl 1 Statement of Besore Date 9 December 1944
Incl 2 Statement of Cook
Incl 3 Location Sketch

Signature of preparing officer
KENNETH F. BOWEN,
Capt, AC
Adj.

CONFIDENTIAL

MISSING AIR CREW REPORT

1. ORGANIZATION: Location Pantanello AAB, Italy Command or Air Force 15th AF
 Group 464th Bomb Group (H) Squadron 778th Bomb Sq (H)
2. SPECIFY: Place of departure Pantanello AAB, Italy Course Northeast
 Target Devinska Nova Ves M/Y, Czech Type of mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
2/10 cirrus and patchy low stratus amounting to 3/10 to 4/10. Vis 18 miles
4. GIVE: (a) Date 6 Dec 44 Time 1130 Last known position 48°20'N-17°15'E (Devinska
 (b) Specify whether: Last sighted, () Forced down, () Seen to crash Nova Ves M/Y, Czech
 () Last contacted by radio, () No information.
5. AIRCRAFT (LOST) (BELIEVED LOST) AS A RESULT OF: (Check one only)
 Enemy aircraft, () Enemy anti-aircraft, () Other
6. AIRCRAFT: Type, model & series B-24 J AAF Serial Number 42-50962
7. NICKNAME OF AIRCRAFT White "H"
8. ENGINES: Type, model & series R1830-43 AAF Serial Number (a) 42-50962
 (b) BP 448125 (c) CP 325125 (d) BP 451214
9. INSTALLED WEAPONS: (Make, type and serial number.)
 (a) LN 1534093 (e) LB 1758011 (i) LT 1534565
 (b) RN 1534154 (f) RB 1757988 (j) RT 1527656
 (c) LU 1536079 (g) LW 1037805 (k) _____
 (d) RU 1534152 (h) RW 1037885 (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 POSITION	FULL NAME (Last, first, initial)	RANK	SERIAL NUMBER	CURRENT STATUS	NEXT OF KIN, RELATIONSHIP AND ADDRESS
(1) Pilot	<u>Rosche, Melvin G.</u>	<u>2dLt</u>	<u>0-827731</u>	<u>MIA</u>	<u>Mrs Bernetta V. Wright (Sister)</u> <u>RR #3, Nakomia, Ill.</u>
(2) CP	<u>Davis, James R.</u>	<u>2dLt</u>	<u>0-830828</u>	<u>MIA</u>	<u>Mrs. Eloise M. Davis (Mother)</u> <u>1622 E. Chestnut St, Coshocton, Ohio</u>
(3) N	<u>Willis, Judson M. Jr.</u>	<u>2dLt</u>	<u>0-2064371</u>	<u>MIA</u>	<u>Mr. Judson M. Willis, Sr. (Father)</u> <u>536 No. Locust St, Dexter, Mo.</u>
(4) B	<u>Houlihan, Charles L.</u>	<u>2dLt</u>	<u>0-703498</u>	<u>MIA</u>	<u>Mrs. Eloise Houlihan (Wife)</u> <u>1207 N. Wash St, Beeville, Texas</u>
(5) EG	<u>Rogers, Charles A.</u>	<u>T/Sgt</u>	<u>39845971</u>	<u>MIA</u>	<u>Mrs. Evelyn M. Rogers (Wife)</u> <u>Graton, Calif.</u>
(6) ROG	<u>Swygard, Gordon K.</u>	<u>Cpl</u>	<u>37674558</u>	<u>MIA</u>	<u>Mrs. Ruth E. Swygard (Mother)</u> <u>RR #2, Birmingham, IOWA</u>
(7) AG	<u>Roney, Harold W.</u>	<u>Cpl</u>	<u>39553363</u>	<u>MIA</u>	<u>Mrs. Gladys Roney, (Mother)</u> <u>1200 1/2 Valley Blvd, Rosemead, Calif.</u>
(8) G	<u>Coogler, Charles E.</u>	<u>Cpl</u>	<u>14178451</u>	<u>MIA</u>	<u>Mrs. Alice G. Coogler (Mother)</u> <u>128 Saluda St, Chester, S.C.</u>
(9) G	<u>Groover, William E. Jr</u>	<u>Cpl</u>	<u>34826463</u>	<u>MIA</u>	<u>Mrs Mae N. Groover (Mother)</u> <u>507 Carswell Ave, Waycross, Ga.</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.	CONTACTED BY RADIO	LAST SIGHTED	SAW CRASH	SAW FORCED LANDING
(1) <u>Talmadge P. Callison</u>	<u>T/Sgt</u>	<u>34652433</u>		<u>X</u>		
(2) <u>James Carrizales</u>	<u>S/Sgt</u>	<u>39035656</u>		<u>X</u>		
(3) <u>Vincent P. Cerilli</u>	<u>Sgt</u>	<u>32445230</u>		<u>X</u>		
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) _____
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.

4. Inclosures.

- Incl 1-Sketch Date 9 December 1944
- Incl 2-Statement (Callison)
- Incl 3-Statement (Carrizales)
- Incl 4-Statement (Cerilli)

Signature of preparing officer
CARL V. HARDY, Capt, AC
 Adjutant

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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 Devinsko Nova Ves M/Y
 Target Devinsko Nova Ves M/Y Czech Type of mission Bombing Czech
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
8/10 cirros and patchy low stratus amounting to 3/10 to 4/10. Visibility
4. GIVE: (a) Date 6 Dec 1944 Time 1130 Last known position Czechoslovakia 10 miles
 (b) Specify whether: () Last sighted, () Forced down, (X) Seen to crash, (48°18'N-17°06'E).
 () Last contacted by radio, () No information.
5. AIRCRAFT (LOST) (BELIEVED LOST) AS A RESULT OF: (Check one only)
 (X) Enemy aircraft, () Enemy anti-aircraft, () Other _____
6. AIRCRAFT: Type, model & series B-24 H AAF Serial Number 42-52504
7. NICKNAME OF AIRCRAFT Green Hornet
8. ENGINES: Type, model & series R-1830-43 AAF Serial Number (a) CP-312771
 (b) CP-313411 (c) BP-452727 (d) CP-326605
9. INSTALLED WEAPONS: (Make, type and serial number.)
 (a) 242354 (e) 1152141 (i) 242211
 (b) 123174 (f) 1152194 (j) 941983
 (c) 952078 (g) 951121 (k) _____
 (d) 951322 (h) 951997 (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 NEXT OF KIN, RELATIONSHIP STATUS AND ADDRESS
(1) Pilot	MacDonald, Warren H.	2d Lt	0705247	MIA Wife Mrs. Martina H. MacDonald, 2432 39th Place N.W. Washington, D.C.
(2) CP	Anderen, Elmer H.	F/O	T125948	MIA Father Mr. Burch P. Andersen, Rt #1, Box #170, Warrenton, Oregon.
(3) Nav	Timmerman, Kenneth W.	2d Lt	02058044	MIA Father Mr. Merton J. Timmerman, 1599 Tibbits Ave. Troy, N.Y.
(4) Bomb	La Coaa, Billy H.	2d Lt	0628574	MIA Mother Mrs. Mazie T. La Cosa, 614 W. Main St., Walnut Ridge, Ark.
(5) Eng	Vieira, Manuel J.	Sgt	31310547	MIA Mother Mrs. Mary Vieira, 211 Wade St., Fall River, Mass.
(6) RO	Griffith, Harold R.	T/Sgt	35383621	MIA Mother Mrs. Evelyn Griffith, Windsor Heights, West Virginia
(7) ArmG	Kostar, Joe W.	Sgt	39046972	MIA Mother Mrs. Inez M. Kostar, 202 So. Georgia St., Pittsburg, Kansas
(8) ArmG	Eubik, Walter T.	Cpl	32976625	MIA Mother Mrs. Catherine Eubik, 387 Vermont St., Brooklyn, N.Y.
(9) Aerial Gnr	Carrow, Matthew J.	Sgt	33705000	MIA Mother Mrs. Amelia Carrow, 315 No. Gallatin Ave., Uniontown, Pa.
(10) Aerial Gnr	Miller, James O.	Sgt	33711240	MIA Mother Mrs. Alice Miller, 941 Rocky Grove Ave., Franklin, Pa.
(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	SAW SIGHTED	FORCED CRASH LANDING
(1) <u>Donovan A. Rimebaugh</u>	<u>Sgt</u>	<u>35913879</u>			<u>X</u>
(2)					
(3)					
13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 (X) Parachutes were used. () Persons were seen walking away from the scene of the crash.
 () Other reasons (specify) 6 or 7 men were seen to parachute from the aircraft.
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. A/C went down in enemy territory.

2 Inclosures.
 Incl 1 - Statement Date 8 December 1944
 of Sgt Rimebaugh (septup)
 Incl 2 - Map of area where plane was last seen (septup)

Signature of preparing officer
ALDERSON TIMMONS
 Capt, Air Corps,
 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 Sq(H)
2. SPECIFY: Place of departure Pantanello AAB, Italy Course Northeast
 Target Devinska Nova Ves M/Y, Czech Type of mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
2/10 cirrus and patchy low stratus amounting to 3/10 to 4/10, visibility 18 miles.
4. GIVE: (a) Date 6 Dec 44 Time 1130 Last known position 48°10'N-17°06'E Devinska Nova
 (b) Specify whether: Last sighted, () Forced down, () Seen to crash, Ves M/Y, Czech
 () Last contacted by radio, () No information.
5. AIRCRAFT (LOST) (BELIEVED LOST) AS A RESULT OF: (Check one only)
 Enemy aircraft, () Enemy anti-aircraft, () Other
6. AIRCRAFT: Type, model & series B-24 J AAF Serial Number 42-78682
7. NICKNAME OF AIRCRAFT White - J
8. ENGINES: Type, model & series R-1830-65A AAF Serial Number (a) BP 446966
 (b) BP 447075 (c) BP 447165 (d) BP 446292
9. INSTALLED WEAPONS: (Make, type and serial number)
 (a) LN 1758827 (c) LB 1272532 (i) LT 1272711
 (b) RN 1758774 (f) RB 1272397 (j) RT 1469434
 (c) LU 1272323 (g) LW 1282397 (k)
 (d) RU 1272298 (h) RW 1282226 (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 POSITION	FULL NAME (Last, first, initial)	RANK, SERIAL NUMBER	CURRENT STATUS	NEXT OF KIN, RELATIONSHIP AND ADDRESS
(1) Pilot	<u>Stevens, Robert E.</u>	<u>2d Lt 0-829096</u>	<u>MIA</u>	<u>Mr. Carl L. Stevens (Father)</u> <u>1626 So Main St, Kokomo, Indiana</u>
(2) CP	<u>Pace, William A.</u>	<u>2d Lt 0-825260</u>	<u>MIA</u>	<u>Mrs. June P. Pace (Wife)</u>
(3) N	<u>Thomas, Thomas S. III</u>	<u>2d Lt 0-2065105</u>	<u>MIA</u>	<u>Mr. Thomas S. Thomas, Jr. (Father)</u> <u>7 Alvorod Road, Morristown, N.J.</u>
(4) B	<u>Crooker, William B. Jr.</u>	<u>2d Lt 0-2061150</u>	<u>MIA</u>	<u>Mr. William B. Crooker (Father)</u> <u>159-00 Riverside Drive W. N.Y. N.Y.</u>
(5) EG	<u>Penman, Robert J.</u>	<u>Sgt 33783854</u>	<u>MIA</u>	<u>Mrs. Ruth W. Penman, (Wife) RFD#1,</u> <u>Sandy Bank Road, Media, Pa.</u>
(6) ROG	<u>Cavallo, Anthony J.</u>	<u>Sgt 11104116</u>	<u>MIA</u>	<u>Mrs. Theresa M. Cavallo, (mother)</u> <u>51 Cushman Street, Waterbury, Conn.</u>
(7) AG	<u>Shonfield, Howard</u>	<u>Sgt 11037850</u>	<u>MIA</u>	<u>Mr. John Shonfield, (Father)</u> <u>134 Edgemore Road, Lynn, Mass.</u>
(8) G	<u>Roslefske, Edward A.</u>	<u>Sgt 39215073</u>	<u>MIA</u>	<u>Mrs Elizabeth Roslefske (Mother)</u> <u>125 Avenue C, Snohomish, Washington</u>
(9) G	<u>McLaughlin, William M.</u>	<u>Sgt 33802386</u>	<u>MIA</u>	<u>Mrs. Mary McLaughlin, (Mother)</u> <u>114 No. 62nd St, Philadelphia, Pa.</u>
(10) G	<u>Edwards, Robert C.</u>	<u>Sgt 37540047</u>	<u>MIA</u>	<u>Mrs. Dorothy L. Edwards (Wife)</u> <u>1307 So. Logan St, Independence, Mo.</u>
(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: SAW CONTACTED LAST BY RADIO SAW FORCED SIGHTED CRASH LANDING
- | NAME IN FULL | RANK | SERIAL No. | CONTACTED BY RADIO | LAST SAW | FORCED SIGHTED |
|-------------------------------|--------------|-----------------|--------------------|----------|----------------|
| (1) <u>William W. Skinner</u> | <u>S/Sgt</u> | <u>18283597</u> | | <u>X</u> | |
| (2) <u>Vincent P. Cerilli</u> | <u>Sgt</u> | <u>32445230</u> | | <u>X</u> | |
| (3) <u>Raymond O. Ingalls</u> | <u>Sgt</u> | <u>33433348</u> | | <u>X</u> | |
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)
 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.

4 Inclosures. Date 9 Dec 44

Incl 1-Sketch
 Incl 2-Statement(Skinner)
 Incl 3-Statement (Cerilli)
 Incl 4-Statement(Ingalls)

Signature of preparing officer
CARL V. HARDY, Capt, AC
 Adjutant

CONFIDENTIAL

MISSING AIR CREW REPORT

1. ORGANIZATION: Location APO 520, U S Army Command or Air Force 15th Air Force
 Group 464th Bombardment Group (H) Squadron 776th Bombardment Sq. (H)
2. SPECIFY: Place of departure AAB, Pantanella, Italy Course NE
 Target Vienna S. Ordnance Depot Type of mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Visibility unlimited-dark clouds to west.
4. GIVE: (a) Date 11 Dec 44 Time 1308A Last known position Vienna, Austria
 (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 Unknown
6. AIRCRAFT: Type, model & series B-24H AAF Serial Number 42-95337
7. NICKNAME OF AIRCRAFT None
8. ENGINES: Type, model & series R-1830-43 AAF Serial Number (a) 42-45460
 (b) BP-448120 (c) 42-64733 (d) BP423243
9. INSTALLED WEAPONS: (Make, type and serial number.)
 (e) MG-M2 Cal. 50 85071 (e) MG-M2 Cal. 50 1188042 (i) MG-M2 Cal. 50 1184391
 (b) " B " " " 1187944 (f) " " " " 1184988 (j) " " " " 1185516
 (c) " " " " 1184406 (g) " " " " 1187713 (k) " " " " "
 (d) " " " " 1185607 (h) " C " " " 1184539 (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 POSITION	FULL NAME (Last, first, initial) RANK, SERIAL NUMBER	CURRENT NEXT OF KIN, RELATIONSHIP STATUS AND ADDRESS
(1) Pilot	<u>Bertaux, John F.</u> <u>1st Lt., 0562531</u>	<u>MIA Mrs. Josephine V. Bertaux (mother)</u> <u>217 Pennsylvania A. Clarkeburg, WV.</u>
(2) CP	<u>Kiolbassa, Chester L.</u> <u>F/O, T-626</u>	<u>MIA Alice Semplenski (sister)</u> <u>3918 W. Montrose Ave. Chicago, Ill.</u>
(3) N	<u>Gustina, Charles F.</u> <u>F/O, T-129415</u>	<u>MIA Michael D. Gustina (father)</u> <u>601 Barwick, Syracuse, N.Y.</u>
(4) B	<u>Fried, Mardy J.</u> <u>1st Lt, 01011840</u>	<u>MIA Sybil Fried (wife)</u> <u>1645 Pratt Blvd, Chicago Ill.</u>
(5) E	<u>Rangel, Fernando B.</u> <u>Sgt, 38457458</u>	<u>MIA Concepcion Rangel (mother)</u> <u>716 1/2 Stoples, Corpus Christi, Texas</u>
(6) ROM	<u>McNeil, Albert W.</u> <u>T/Sgt, 13084087</u>	<u>MIA Albert L. McNeil (father)</u> <u>781 Maple Ave. Brockway, Pa.</u>
(7) G	<u>Aiello, Anthony J.</u> <u>Sgt, 32920538</u>	<u>MIA Catherine Aiello (mother)</u> <u>374 9th Street, Fairview, N.J.</u>
(8) G	<u>Guadagne, Joseph J.</u> <u>Sgt. 42057611</u>	<u>MIA Anna Guadagne (mother)</u> <u>238 9th Street, Brooklyn, N.Y.</u>
(9) G	<u>Streit, Matthew G.</u> <u>Sgt, 36770760</u>	<u>MIA Mathilda Streit, (mother)</u> <u>9405 Albany Ave. Evergreen PK, N.Y.</u>
(10) G	<u>Peterson, Richard H.</u> <u>Sgt, 6139708</u>	<u>MIA Eva Peter on (mother)</u> <u>27 Union Street, Lynn, Mass.</u>
(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 | SAW | FORCED |
| (1) <u>Burton, Kenneth L.</u> | <u>Sgt</u> | <u>37519635</u> | | <u>X</u> | |
| (2) <u>McCoulskey, Norman W.</u> | <u>Sgt</u> | <u>18220031</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.
 Other reasons (specify) Unknown
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-Sketch of Date 15 December 1944
 Incl 2-Eye witness Rpt
 Approx. Pos. Incl 3-Eye witness Rpt
 Signature of preparing officer
WILLIAM H. REDDELL, LtCol, AC

CONFIDENTIAL

MISSING AIR CREW REPORT

1. ORGANIZATION: Location AP0 520, U S Army Command or Air Force 15th AF
 Group 464th Bombardment (H) Squadron 776th Bomb Sq (H)
2. SPECIFY: Place of departure AAF, Pantanella, Italy Course 3580
 Target Blechhammer South O/R Type of mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
15-20 mile visibility in haze enroute-clear of low clouds East of course.
4. GIVE: (a) Date 17 Dec 44 Time 1200 Last known position SE of Kromeriz, Czechoslov.
 (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 Unknown
6. AIRCRAFT: Type, model & series B-24L AAF Serial Number 44-49073
7. NICKNAME OF AIRCRAFT None
8. ENGINES: Type, model & series R-1830-65 AAF Serial Number (a) CP-328930
 (b) CP-329379 (c) CP-329838 (d) CP-329819
9. INSTALLED WEAPONS: (Make, type and serial number.)
 (a) MG M2 355254 (e) MG M2 776565 (i) _____
 (b) MG M2 124290 (f) MG M2 1296858 (j) _____
 (c) MG M2 784602 (g) MG M2 1547496 (k) _____
 (d) MG M2 366162 (h) MG M2 1537006 (l) _____
10. PERSONNEL LISTED BELOW REPORTED AS: () Battle Casualty, () 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 NEXT OF KIN, RELATIONSHIP STATUS AND ADDRESS
(1) Pilot	<u>McKenna, Charles F.</u> <u>Lt Col, 0369281</u>	<u>MIA Virgil M McKenna (wife)</u> <u>1 Storer Ave., Pelham, N. Y.</u>
(2) Copilot	<u>Reddell, William H.</u> <u>Lt Col, 01699426</u>	<u>MIA Chester W Reddell (father)</u> <u>506 Erwin St., McKinney, Texas</u>
(3) Nav	<u>Rose, Walter H.</u> <u>Capt, 0789511</u>	<u>MIA Mrs W H Rose (wife)</u> <u>2309 39th St, Galveston, Texas</u>
(4) Nav	<u>Kany, Borya</u> <u>2nd Lt, 02057938</u>	<u>MIA Theodosia Kany (mother)</u> <u>141 Van Anden, Auburn, N Y</u>
(5) Nav-Bomb	<u>Jacobs, David S.</u> <u>1st Lt, 0699176</u>	<u>MIA Jack Jacobs (father)</u> <u>519 8th Ave, New York, N Y</u>
(6) Bombdr	<u>Focht, Norbert H.</u> <u>Capt, 0734443</u>	<u>MIA Gloria Focht (wife)</u> <u>222-05 145th Rd, Laurelton, N Y</u>
(7) Eng-Gun	<u>Pedersen, Albert T.</u> <u>T/Sgt, 12031756</u>	<u>MIA Agnes Pedersen (mother)</u> <u>270- 48th St, Brooklyn, N Y</u>
(8) ROM-Gun	<u>McKee, Robert W.</u> <u>S/Sgt, 39563633</u>	<u>MIA Nona K. Tennant (mother)</u> <u>1201 Escobar St, Martinez, Cal.</u>
(9) Arm-Gun	<u>McCann, James E.</u> <u>S/Sgt, 12183003</u>	<u>MIA Fannie McCann (mother)</u> <u>7916 60th Lane, Glendale, N Y</u>
(10) Arm-Gun	<u>Caporali, Joseph</u> <u>S/Sgt, 16082792</u>	<u>MIA Assunta Caporali, (mother)</u> <u>13945 Tuller Ave, Detroit, Mich</u>
(11) Arm-Gun	<u>Knopp, Raymond D.</u> <u>S/Sgt, 33414372</u>	<u>MIA Adeline Knopp (mother)</u> <u>402 Mortimer Ave, Turtle Creek, Pa.</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		
			BY RADIO	SIGHTED	SAW FORCED CRASH LANDING
(1) <u>Elliott, Robert E.</u>	<u>1st Lt</u>	<u>0770982</u>		<input checked="" type="checkbox"/>	
(2) <u>Preller, David J.</u>	<u>Sgt</u>	<u>33900405</u>		<input checked="" type="checkbox"/>	
(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) Unknown

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

Inlosures.

Date 19 December 1944

Signature of preparing officer

JOHN W. NANCE
 Major, AC
 Commanding

CONFIDENTIAL

MISSING AIR CREW REPORT

1. ORGANIZATION: Location Pantanello Air Base Italy Command or Air Force 15th AF
 Group 464th Bombardment Group (H) Squadron 779th Bomb Sq (H)
2. SPECIFY: Place of departure Pantanello AAB, Italy Course (Bombing) of
 Target Blechhammer O/R, Germany Type of mission Blechhammer, Germany
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: 10/10
stratocumulus base 6500 ft, tops 8,000 ft. 6/10 to 8/10 cirrus at 25,000
4. GIVE: (a) Date 17 Dec 44 Time 0910 Last known position Italy (41°20'N-16°08'E)
 (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 Circumstances unknown. A/C last seen
6. AIRCRAFT: Type, model & series B-24 J AAF Serial Number 42-78671 after takeoff.
7. NICKNAME OF AIRCRAFT No nickname. Call name "Black Jig"
8. ENGINES: Type, model & series R-1830-65A AAF Serial Number (a) BP-447102
 (b) BP-446812 (c) BP-447177 (d) BP-435267
9. INSTALLED WEAPONS: (Make, type and serial number) Browning 50 Cal M2
 (a) 1469423 (e) 1236732 (i) 1253490
 (b) 1272130 (f) 1272664 (j) 1253513
 (c) 1469445 (g) 12172183 (k) _____
 (d) 1469426 (h) 1272454 (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 POSITION	FULL NAME (Last, first, initial)	RANK, SERIAL NUMBER	CURRENT STATUS	NEXT OF KIN, RELATIONSHIP AND ADDRESS
(1) Pilot	<u>Creekmore, James T.</u>	<u>1st Lt 0555969</u>	<u>MIA</u>	<u>Wife Mrs. Betty N. Creekmore, 4452 West 61st St, Los Angeles, Calif.</u>
(2) CoPilot	<u>Henkel, Arthur E.</u>	<u>2d Lt 0822675</u>	<u>MIA</u>	<u>Wife Mrs. Gertrude B Henkel, 272 Hancock Ave., Jersey City, N J.</u>
(3) Nav	<u>Natzke, Herbert W.</u>	<u>2d Lt 02060339</u>	<u>MIA</u>	<u>Father Mr. Hubert H Natzke, Rural Route 2, Box 171, Merrill, Wisc.</u>
(4) Bombdr	<u>Hayes, William J.</u>	<u>1st Lt 0703383</u>	<u>MIA</u>	<u>Father Mr. William J Hayes, 2351 N. 58th St, Apt 2, Philadelphia, Pa.</u>
(5) Eng-Gun	<u>McMahon, Daniel P.</u>	<u>T/Sgt 14048629</u>	<u>MIA</u>	<u>Father Mr. James S McMahon, 907 Whaley St, Columbia, South Carolina</u>
(6) RO-Gun	<u>Ficklin, Raby D.</u>	<u>T/Sgt 18151973</u>	<u>MIA</u>	<u>Wife Mrs. Catherine Ficklin, None, Gonzales, Louisiana</u>
(7) Arm-Gun	<u>Aylesworth, Richard B</u>	<u>S/Sgt 37550515</u>	<u>MIA</u>	<u>Mother Mrs. Grace Aylesworth, Apt 2, Kelly Blk, Devils Lake, N. Dakota</u>
(8) Arm-Gun	<u>Baer, Wayne E.</u>	<u>S/Sgt 36531653</u>	<u>MIA</u>	<u>Mother Mrs. Clara Baer, RFD 1, Marlette, Michigan</u>
(9) Arm-Gun	<u>Dansereau, Frank B.</u>	<u>S/Sgt 14128287</u>	<u>MIA</u>	<u>Wife Mrs. Nola L Dansereau, 2303 11th St, S., St Petersburg, Fla.</u>
(10) Arm-Gun	<u>Pease, Paul W.</u>	<u>S/Sgt 11086209</u>	<u>MIA</u>	<u>Mother Mrs. Mary R Pease, 134 Ferguson Ave., Burlington, Vermont</u>
(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) <u>Frank (NMI) Schiffel</u>	<u>2d Lt</u>	<u>0687707</u>		<input checked="" type="checkbox"/>	
(2) <u>Donald L Bahnsen</u>	<u>2d Lt</u>	<u>0822343</u>		<input checked="" type="checkbox"/>	
(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) Aircraft last seen after take-off 0910.

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.

Inclosures.

Date 19 December 1944

Signature of preparing officer

CONFIDENTIAL
 ALDERSON TIMMONDS
 Capt, AC
 Adjutant

CONFIDENTIAL

MISSING AIR CREW REPORT

1. ORGANIZATION: Location APC 520, U S Army Command or Air Force 15th AF
 Group 464th Bomb Gp (H) Squadron 776th Bomb Sq (H)
2. SPECIFY: Place of departure AAB, Pantanella, Italy Course NE
 Target Blechhammer South O/R Type of mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
10/10 stratocumulus, tops 1400 to 15000, visibility poor.
4. GIVE: (a) Date 19 Dec 44 Time 1345 Last known position E of Bostanj, 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 Unknown
6. AIRCRAFT: Type, model & series B-24 L AAF Serial Number 44-49369
7. NICKNAME OF AIRCRAFT None
8. ENGINES: Type, model & series R-1830-43A AAF Serial Number (a) GP-317609
 (b) GP-317513 (c) CP-317490 (d) CP-317360
9. INSTALLED WEAPONS: (Make, type and serial number.)
 (a) MG M2 1548848 (c) MG M2 1548899 (i) MG M2 1297234
 (b) MG M2 1548971 (f) MG M2 1549022 (j) MG M2 495144
 (c) MG M2 15496661 (g) MG M2 1316547 (k)
 (d) MG M2 550029 (h) MG M2 1316553 (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 POSITION	FULL NAME (Last, first, initial) RANK, SERIAL NUMBER	CURRENT STATUS	NEXT OF KIN AND ADDRESS
(1) Pilot	Hough, Robert J. 2nd Lt., 0775033	MIA	Frank G. Hough (father) Fowler, Colorado
(2) Co-Pilot	Gaudette, Thomas A. 1st Lt., 0825145	MIA	Margaret Gaudette (mother) 317 Malden St., Medford, Mass.
(3) Navigator	Pruitt, John F., Jr. 2nd Lt., 02062699	MIA	Dorothy P. Pruitt (wife) 307 Gunnison, Grand Rapids, Mich.
(4) Bombdr.	Dulaney, Gene L. 2nd Lt., 01018705	MIA	Edith Dulaney (mother) 806 Olive St., Murray, Kentucky.
(5) Eng-Gun	Pleasant, David E. Cpl, 34776041	MIA	Lena M. Pleasant (mother) 105 Colonial Dr., Thomasville, NC
(6) Rom-Gun	McGuire, Walter R. Cpl, 13169640	MIA	Anna M. McGuire (mother) 730 Woodward, McKees Rocks, Pa.
(7) Arm-Gun	Tighe, James W. Cpl, 33498863	MIA	James F. Tighe (father) 639 W. Princess st, York, Pa.
(8) Gunner	Cropper, Marvin W. Cpl, 39707789	MIA	Edna Cropper (mother) I E. Valley Blvd, Alhambra, Cal.
(9) Gunner	Alley, Harold R. Cpl, 31318038	MIA	Edith Alley (mother) 18 Elm St, Calais, Maine
(10) Gunner	LaRue, John P., Jr. Cpl, 39708596	MIA	Lena F. LaRue (mother) 244 Jacaranda, Fullerton, Cal.
(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: CONTACTED LAST BY RADIO, SAW SIGHTED CRASH LANDING, SAW FORCED

NAME IN FULL	RANK	SERIAL No.	CONTACTED BY RADIO	LAST SIGHTED	CRASH LANDING	SAW FORCED
(1) Forstrom, Heino A.	1st Lt	0723340	X			
(2) Hoffman, Merle H.	2nd Lt	0826173	X	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.
 () Other reasons (specify) Unknown
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

Inlosures.

Date 21 December 1944

Signature of preparing officer

CONFIDENTIAL
 JOHN W. NANCE
 Major, AC
 Commanding

CONFIDENTIALWAR 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 Air Base, Italy Command or AF 15th AF
Group 464th Bombardment Gp (H) Squadron 779th Sq
 2. SPECIFY: Point of Departure Pantanello AB, Italy Course Odertal, Germany
Target Odertal Type of Mission Bombing
Germany
 3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Clear visibility 5 to 10 miles
 4. GIVE: (a) Date 26 Dec 44 Time 1237 Location Germany 50°19'N-
of last known whereabouts of missing aircraft. 17°23'E
(b) Specify whether: Last Sighted Last Contacted by Radio
 Forced Down Seen to Crash; or
 Information not available.
 5. AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF. (Check only one)
 Enemy Aircraft Enemy Anti-Aircraft Other circumstances as follows: Circumstances unknown possible mechanical difficulty
 6. AIRCRAFT: Type, Model & Series B-24 J AAF Serial NO 42-78618
Call Name: "Black Fox"
 7. ENGINES: Type, Model & Series R-1830-65A AAF Serial NO (a) CP-326869
(b) BP-451089 (c) BP-451249 (d) BP-453961
 8. INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) 1259109 (b) 1259284
(c) 1281239 (d) 1280828
(e) 1259306 (f) 1259113
(g) 1281106 (h) 1281183
(i) 1258809 (j) 1259082
 9. PERSONNEL LISTED BELOW REPORTED AS: Battle Casualty Non-Battle Cas.
- NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL		RANK	SERIAL NO	NEXT OF KIN, RELATION	
	(Last Name First)				SHIP.	AND ADDRESS
1. Pilot	Tuomey, Kenneth R.		2nd Lt	0705267	MIA	Wife Mrs.
	Joe Ann Tuomey, 8236 S. Morgan St. Chicago, Ill.					
2. CP	Faber, Bernard R.		2nd Lt	0716084	MIA	Mother Mrs.
	Dorothy S. Faber, 579 Yale Ave. Hillside, New Jersey					
3. Nav	Ventres, Robert L.		2nd Lt	02065199	MIA	Father Mr.
	Ernest L. Ventres, 251 9th Ave N. Clinton, Iowa					
4. Bomb	Seirer, Max L.		2nd Lt	0782971	MIA	Father Mr.
	Parker V. Seirer, Collyer, Kansas					
5. EG	Peltz, Frank N.		S/Sgt	35066211	MIA	Wife Mrs.
	Ann Peltz, Box 95, Cardale, Penna.					
6. ROG	Robinson, Cyril D.		Sgt	12193118	MIA	Father Mr.
	Paul Robinson, 1409 West Ave. Bronx, New York					
7. AG	Letaw, Melville. T.		Cpl	14082843	MIA	Mother Mrs.
	Anne R. Letaw, 229 So. Wilmington St. Raleigh, No. Carolina					
8. AG	Heffernan, George D.		S/Sgt	32387963	MIA	Wife Mrs.
	Dorothy Heffernan, Chestnut St, Norwood, New Jersey					

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9. AG Dambra, Joseph P. Sgt 32811938 MIA Father Mr. Gene Dambra, 1357 Harrod Ave, Bronx, New York
AG Fargotstein, Manuel Sgt 13156104 MIA Mother Mrs. Ida Fargotstein, 1129 N. Euclid Ave. Pittsburgh, Penna.

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:
 contacted last saw
 NAME IN FULL RANK SERIAL NO. by Radio sighted crash forced landing

1. John E. Marsh 2nd Lt 0827813 X
 2. William J. Saunders 1st Lt 0711026 X
 3. _____
 4. _____
 5. _____
 6. _____

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used persons seen walking away from scene of crash
 Any other reason (specify) Aircraft last seen 1237

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.

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 made.

date of this report: 29 Dec 44

signature of officer _____

- 3 incls: ALDERSON TIMMONS,
 Incl 1-Statement of Lt Marsh (Septup) Capt, Ac, Adj.
 Incl 2-Statement of Lt Saunders
 (Septup)
 Incl 3-Map of Area Where Plane Last Seen (Septup).

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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 APC 520, U S Army Command or AF15th AF
Group 464th Bomb Gp (H) Squadron 776th Bomb Sq (H)
2. SPECIFY: Point of Departure AAB, Pantanella, Ital Course N. - N.E.
Target O/R at Type of Mission Bombing
Odertal, Germany
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
10/10 Stratocumulus, tops 6,000 feet, 40/50 miles N.E.
4. GIVE: (a) Date 26 Dec 44 Time 1246 Location NE of Kriegsdorf,
of last known whereabouts of missing aircraft. Czechoslovakia
(b) Specify whether: () Last Sighted () Last Contacted by Radio
() Forced Down () Seen to Crash; or
() Information not available.
5. AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF. (Check only one)
() Enemy Aircraft () Enemy Anti-Aircraft () Other circumstances as follows: Mechanical failure
6. AIRCRAFT: Type, Model & Series B-24 J AAF Serial NO 42-51953
7. ENGINES: Type, Model & Series R-1830-65A AAF Serial NO (a) CP-327845
(b) CP-327874 (c) BP-454634 (d) CP-327845
8. INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) 1758940 (b) 1758877
(c) 1316690 (d) 1316857
(e) 1037988 (f) 1037963
(g) 1316086 (h) 1316777
(i) 1535024 (k) 1927663
9. PERSONNEL LISTED BELOW REPORTED AS: () Battle Casualty () Non-Battle Cas.
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATION SHIP, AND ADDRESS
1. Pilot	Grange, Jesse L.	1st Lt	0705683	MIA Wife Mrs. Vertice M. Grange, 3419 1st Str., Des Moines, Iowa
2. CP	Hardina, Walter (NMI)	1st Lt	0767537	MIA Father Mr. Andrew Hardina, 422 S. 7th St. Newark, N.J.
3. Nav	Davis, Simon I.	2nd Lt	02063378	MIA Mother Mrs. Mary Davis, 239 E. 25th St. Brooklyn, N.Y.
4. Bomb	Kish, Howard (NMI)	1st Lt	0717073	MIA Father Mr. Demeter Kish, 733 High Street, Aurora, Ill.
5. EG	Brooks, Alfred A.	T/Sgt	13098547	MIA Mother Mrs. Marie Brooks, (5237 Pennway St. Philadelphia, Pa.
6. ROMG	Strong, Derward J.	T/Sgt	36460218	MIA Mother Mrs. Muriel Harvey, Clarkesville, Michigan
7. AG	Woodrow, William C.	S/Sgt	15068964	MIA Father Mr. Jennings E. Woodrow, RFD #1, Buechel, Kentucky
8. G	Criswell, Harold W.	S/Sgt	6660563	MIA Father Mr. John D. Criswell, 2361 Wood St. Wheeling, W. Va.

CONFIDENTIAL

- 9. G Morrish, Kenneth G. S/Sgt 36122265 MIA Mother Mrs. Kate A. Morrish, 604 E. 8th St, Flint, Mich.
- 10. G Reighard, Elmer M. Jr. Sgt 35601720 MIA Mother Mrs. Christine Reighard, 777 Bellevue Ave. Akron, Ohio

1. _____
 12. _____

1. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR STATE:

NAME IN FULL RANK SERIAL NO by radio ^{contacted} ^{last} ^{seen} sighted crash forced landing

- 1. Braziel, Kenneth R. 2nd Lt 0556155 X
- 2. Neary, Joseph P. S/Sgt 31308876 X
- 3. _____
- 4. _____
- 5. _____
- 6. _____

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 () Parachutes were used () persons seen walking away from scene of crash
 (X) Any other reason (specify) Unknown

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) None.

date of this report: 29 December 1944

signature of officer

3. incls:

- Incl1-Sketch of approx. position
- Incl2-Statement of 2nd Lt Braziel.
- Incl3-Statement of S/Sgt Neary

JOHN W. NANCE,
 Major, AC
 Commanding

CONFIDENTIAL

C O N F I D E N T I A LWAR 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 15th AF
Group 464th Bomb Gp (H) Squadron 777th Bomb Sq (H)
2. SPECIFY: Point of Departure AAB, Pantanello, Italy Course Northeast
Target Roudnice Type of Mission Bombing
O/R, Czechoslovakia
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Patchy stratus 2/10 to 3/10 tops 3,000 ft. Clear with ground haze,
Vis. 15 miles.
4. GIVE: (a) Date 28 Dec 44 Time 1120A Location Kellerberg, Austria
of last known whereabouts of missing aircraft.
(b) Specify whether: () Last Sighted () Last Contacted by Radio
() Forced Down (X) Seen to Crash; or
() Information not available.
5. AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF. (Check only one)
() Enemy Aircraft () by Anti-Aircraft (X) Other circumstances as follows: Mid air collision
6. AIRCRAFT: Type, Model & Series B-24 J AAF Serial NO 44-41213
7. ENGINES: Type, Model & Series R1830-65A AAF Serial NO (a) BP443825
(b) BP 443933 (c) BP 443726 (d) BP 443747
8. INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) 1254127 (b) 1254294
(c) 1253772 (d) 1254273
(e) 1255850 (f) 1538670
(g) 621220 (h) 621289
(i) 1254266 (j) 1254427
9. PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty () Non-Battle Cas.
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATION SHIP, AND ADDRESS
1. Pilot	Van Tuyl, Richard A.	2nd Lt	0518075	MIA Father Mr. W. Harold Van Tuyl, Jones Avenue, Wantagh, N.Y.
2. CP	Willson, William W.	1st Lt	0825353	MIA Father Mr. Paul W. Willson, C/O Boys Life, 2 Park Ave., N.Y.
3. Nav	Ames, Charles J.	F/O	T132424	MIA Mother Mrs. Myrtle E. Ames, 2749 Glen Mawr Ave, Pittsburgh (4) Pa
4. Bomb	Boehm, Frank H.	2nd Lt	02064393	MIA Mother Mrs. Katherine B. Boehm, 37-13 57th St, Woodside L.I., N.Y.
5. EG	Solorio, Albert R.	Cpl	39408845	MIA Mother Mrs. Rose Solorio, Rt #3, Box 82, Sacramento, Calif.
6. ROG	Gomez, Louis P.	Cpl	39557456	MIA Mother Mrs. Ruth Gomez, 2518 S. Trinity St., Los Angeles, Calif.
7. AG	Serra, Americo J.	Cpl	33700946	MIA Mother Mrs. Clementine Serra, 458 Mahogany Alley, Donora, Pa
8. G	Tobey, Thomas E.	Cpl	39218268	MIA Father Mrs. Earl Lee Tobey, Rt #4, Albany, Oregon

G Pusanski, Richard T. Cpl 15128497 MIA Mother Mrs.
Mary Pusanski, 4214 Archwood Ave, Cleveland, Ohio
G Pratt, Robert C. Cpl 32941186 MIA Father Mr.
Clarence Pratt, Chestoktown, N.Y.

Victor J. Dewolf Cpl 36894884
Oscar A. Borg Cpl 37680281

X
X

X

Parachute seen to open

No search made

31 Dec 44

3

Incl 1- Statement, Dewolf
Incl 2- Statement, Borg
Incl 3- Location Sketch

KENNETH F. BOWEN
Capt, AC
Adjutant

C O N F I D E N T I A LWAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

1. **ORGANIZATION:** Location AAB, Pantanella, Italy Command or AF 15th AF
Group 464th Bomb Gd (H) Squadron 778th Bomb Sq (H)
2. **SPECIFY:** Point of Departure AAB, Pantanella, Italy Course Northwest
Target Verona Type of Mission Bombing
Porto-Nuova M/Y, Italy
3. **WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:**
Breaking up to 4/10 alto stratus, visibility 5 miles
4. **GIVE:** (a) Date 29 Dec 44 Time 1518 Location (41°37'N-16°12'E)
of last known whereabouts of missing aircraft.
(b) Specify whether: () Last Sighted () Last Contacted by Radio
() Forced Down (X) Seen to Crash; or
() Information not available.
5. **AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF.** (Check only one)
() Enemy Aircraft () Enemy Anti-Aircraft (X) Other circumstances as follows: Ditch in Adriatic
6. **AIRCRAFT:** Type, Model & Series B-24 J AAF Serial NO 42-51760
NICKNAME OF A/C: BONNIE ANNIE LAURIE
7. **ENGINES:** Type, Model & Series R1830-65 AAF Serial NO (a) CP 327617
(b) BP 454995 (c) BP 447737 (d) BP 447991
8. **INSTALLED WEAPONS:** (Furnish below Make, Type, and Serial Number)
(a) 1548201 (b) 1548852
(c) 1548281 (d) 1548264
(e) 1548347 (f) 1548356
(g) 1547147 (h) 1547308
(i) 1548177 (j) 1548506
9. **PERSONNEL LISTED BELOW REPORTED AS:** (X) Battle Casualty () Non-Battle Cas.
10. **NUMBER OF PERSONS ABOARD AIRCRAFT:** Crew 10 Passengers 0 Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

	CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATION SHIP, AND ADDRESS
1.	Pilot	Matveia, Donald E.	2nd Lt	0775459	MIA Father Mr. Ernest C. Matveia, 426 Oak St., Kalamazoo, Mich
2.	CP	Hill, Gerold C.	2nd Lt	0777675	MIA Mother Mrs. Evelyn E. Hill, Box 234, Arapahoe, Nebraska
3.	N	Miller, Robert B. Jr.	2nd Lt	02063311	MIA Wife Mrs. Jean G. Miller, 1106 E. Duffy St., Savannah, Georgia
4.	B	Rogers, William L.	2nd Lt	0782961	MIA Mother Mrs. Frances L. Rogers, Box 394, Cleburne, Texas
5.	RO	Kelly, Joseph A.	Cpl	12006611	MIA Wife Mrs. Sarah E. Kelly, 838 W. Railroad St. Pelham, Ga.
6.	ROG	Smith, James S. Jr.	Cpl	16115732	Mother Mrs. MIA Mary S. Smith, Wendota, Wisconsin
7.	AG	Young, Frank H.	Cpl	32692582	MIA Father Mr. Louis Young, 2093 Vyse Ave. Bronx, N.Y.
8.	G	Allison, Norman W.	Cpl	35298547	MIA Wife Mrs. Lucille Allison, 1075 Mt. Pleasant Ave. Columbus, Ohio

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

Incl #1

(See Reverse Side)

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- 9. AEG Taylor, Clayton E. Cpl 31450179 MIA Mother Mrs. Phoebe L. Taylor, Medford, Maine
- 10. G Durbin, Wallace R. Cpl 37540037 MIA Father Mr. Henry E. Durbin, 319 N. 21st St. Kansas City, Kansas

- 11. _____
- 12. _____

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:
 contacted last saw
NAME IN FULL RANK SERIAL NO by radio sighted crash forced landing

1.	Robert B. Miller	2nd Lt	2063311				X
2.	James S. Smith	Cpl	16115732				X
3.							
4.							
5.							
6.							

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 parachutes were used persons seen walking away from scene of crash
 Any other reason (specify) _____

13. ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.

14. ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

15. ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (if no search, so state giving reason) No search made

date of this report: 1 January 1945

signature of officer _____
 CARL V. HARRY, Capt, AC
 Adjutant

incls:
 Incl 1 - Sketch
 Incl 2 & 3- Statements

CONFIDENTIAL

RETURNED TO DUTY REPORTS

BATTLE CASUALTY REPORT

777th BOMBARDMENT (H) SQUADRON, 464TH BOMBARDMENT (H) GROUP 17 December 1944
(Number) (Bombardment - Fighter) (Number) (Bombardment - Fighter) (Date)

Make no entries in this space

NAME	Grade	Army Serial Number	Type Casualty	Date	Flying Status	Arm or Service	Duty Code	REMARKS (Place of Casualty)
KAMANTIS, JOSEPH A.	Sgt	33609920	RTD	16 Dec44	I	AC	612	Czechoslovakia
NAU, FRANK L., JR	S/Sgt	39317075	RTD	16 Dec44	I	AC	612	Czechoslovakia
LIVERMORE, JOHN W.	2nd Lt	0-705978	RTD	11 Dec44	A	AC	1092	Switzerland
THOMPSON, WILLIAM L.	2nd Lt	0-132238	RTD	11 Dec44	B	AC	1034	Switzerland
ARNDT, JACOB H.	S/Sgt	37559959	RTD	14 Dec44	I	AC	612	INT 19 Jul 44 to RTD
THOMPSON, BERNARD E.	S/Sgt	35771816	RTD	11 Dec44	K	AC	611	INT 19 Jul 44 to RTD
NYE, VICTOR M.	Cpl	33678474	RTD	17 Dec44	H	AC	748	Yugoslavia
WILKINSON, HARVEY O.	Cpl	33766535	RTD	17 Dec44	K	AC	611	Yugoslavia

* See Reverse

Page _____ of _____ pages (For Sqdn or Gp)

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 This report consists of _____ pages
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To be entered by Hq Fifteenth Air Force

(Signature)
ALDERSON TIMMONDS
 Capt, AC
 Adjutant

(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

BATTLE CASUALTY REPORT

778th BOMBARDMENT (H) SQUADRON, 464th BOMBARDMENT (H) GROUP 12 December 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)
KRAJEWSKI, JOSEPH E.	S/Sgt	42008066	RTD	11 Dec 44	H	AC	748	From INT 4 Oct 44 to RTD
GIBBARD, NORMAN P.	Sgt	16189156	RTD	11 Dec 44	I	AC	612	From INT 4 Oct 44 to RTD
MITCHELL, MICHAEL D.	Sgt	17118553	RTD	11 Dec 44	I	AC	612	From INT 4 Oct 44 to RTD
SMITH, JIMMY A.	Sgt	38510878	RTD	11 Dec 44	I	AC	612	From INT 4 Oct 44 to RTD
CARUSO, ANDREW J.	2nd Lt	0-721960	RTD	19 Dec 44	A	AC	1092	Switzerland
MALCOLM, FRANK J.	2nd Lt	0-773412	RTD	19 Dec 44	I	AC	612	Switzerland
KELLY, WILLIAM J.	S/Sgt	15095815	RTD	19 Dec 44	I	AC	612	Switzerland
PHILIP, JAMES K.	1st Lt	0-722356	RTD	16 Dec 44	B	AC	1034	Czechoslovakia
FREEMAN, WALTER F.	2nd Lt	0-1540474	RTD	16 Dec 44	C	AC	1035	Czechoslovakia
MC CAMBRIDGE, JAMES E.	Sgt	36888297	RTD	16 Dec 44	K	AC	611	Czechoslovakia
SKOWRONSKI, STANLEY J.	S/Sgt	31169657	RTD	16 Dec 44	H	AC	748	Czechoslovakia
BRETTENE, ELMER T.	S/Sgt	39611503	RTD	16 Dec 44	G	AC	757	Czechoslovakia
LUEKENGA, HAROLD H.	Sgt	38404617	RTD	16 Dec 44	I	AC	612	Czechoslovakia

* See Reverse

Page _____ of _____ pages (For Sqdn or Gp)

BCR Control No. _____
 This report consists of _____ pages
 Page No. _____

(Signature)
KENNETH F. BOWEN
 Capt, AC
 Adjutant

(Title & Branch)

To be entered by Hq Fifteenth Air Force

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Make no entries in this space

CASUALTY CODE:

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

FLYING AND JUMP STATUS CODE

- A - Pilot, Co-Pilot, Command Pilot
- B - Navigator
- C - Bombardier
- D - Observer
- E - Flight Surgeon
- F - Photographer
- G - Radio Operator
- H - Engineer Gunner
- I - Armorer Gunner
- J - Paratroops on Jump Status
- K - Gunner
- L - All others on Flying Status
- Z - Not on Flying or Jump Status

BATTLE CASUALTY REPORT

776th Bombardment SQUADRON, 464th Bombardment GROUP 25 December 1944
(Number) (Bombardment - Fighter) (Number) (Bombardment - Fighter) (Date)

Make no entries in this space

NAME	Grade	Army Serial Number	Type Casualty	Date	Flying Status	Arm or Service	Duty Code	REMARKS (Place of Casualty)
HOUGH, ROBERT J.	2ndLt	0775033	RTD	24Dec44	A	AC	1092	MIA 19 Dec to RTD
CAUDETTE, THOMAS A.	1stLt	0825145	RTD	24Dec44	A	AC	1092	MIA 19 Dec to RTD
PRUITT, JOHN F. JR.	2ndLt	02062699	RTD	24Dec44	B	AC	1034	MIA 19 Dec to RTD
DULANEY, GENE L.	2ndLt	01018705	RTD	24Dec44	C	AC	1035	MIA 19 Dec to RTD
PLEASANT, DAVID E.	Cpl	34776041	RTD	24Dec44	H	AC	748	MIA 19 Dec to RTD
MCGUIRE, WALTER R.	Cpl	13169640	RTD	24Dec44	G	AC	757	MIA 19 Dec to RTD
TIGHE, JAMES W.	Cpl	33498863	RTD	24 Dec44	I	AC	612	MIA 19 Dec to RTD
CROPPER, MARVIN W.	Cpl	39707789	RTD	24Dec44	K	AC	611	MIA 19 Dec to RTD
ALLEY, HAROLD R.	Cpl	31318038	RTD	24Dec44	K	AC	611	MIA 19 Dec to RTD
LARUE, JOHN P., JR.	Cpl	39708596	RTD	24Dec44	K	AC	611	MIA 19 Dec to RTD
SOUTHER, MAX L.	S/Sgt	34890615	RTD	24Dec44	K	AC	611	INT 19 Jul to RTD
MAHOTA, WILLIAM J., JR.	F/O	T127673	RTD	24Dec44	B	AC	1034	LIA 16 Nov to RTD
WILLIAMS, SAMUEL E.	Sgt	33672007	RTD	24Dec44	G	AC	757	LIA 16 Nov to RTD
BAUMHOVER, CLOTUS A.	Cpl	37652260	RTD	24Dec44	K	AC	611	LIA 16 Nov to RTD

* 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)
 JOHN W. NANCE,
 Major, Air Corps,
 Commanding.
 (Title & Branch)

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- LIA - Lightly Injured in Action (Hosp)
- MIA - Missing in Action
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- CAP - Captured by the Enemy
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- A - Pilot, Co-Pilot, Command Pilot
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- C - Bombardier
- D - Observer
- E - Flight Surgeon
- F - Photographer
- G - Radio Operator
- H - Engineer Gunner
- I - Armorer Gunner
- J - Paratroops on Jump Status
- K - Gunner
- L - All others on Flying Status
- Z - Not on Flying or Jump Status

INCLOSURES AND SUPPORTING DOCUMENTS

INCLOSURES AND SUPPORTING DOCUMENTS

1. S.O. NO. 274 - HQ 464TH BOMB GP - 18 DECEMBER 1944
2. S.O. NO. 276 - HQ 464TH BOMB GP - 22 DECEMBER 1944

R E S T R I C T E D

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

SPECIAL ORDERS)
:
NUMBER.....274)

18 December 1944

1. The fol named O and Em having been asgd this comd VOGG, Fifteenth AF eff 17 Dec 44 are further asgd to orgns indicated: (Er of Serv AC, Comp AUS)

778TH BOMB SQUADRON (H)

			<u>Date of Rank</u>		
2ND LT (1092)	LYLE J WILSON	0677178	22 Apr 43		
2ND LT (1051)	ROY C WEHMAN	0834075	27 Jun 44		
F/O (1034)	JACK W BOSLEY	T132839	3 Sep 44		
2ND LT (1035)	JAMES P FIGGINS JR	02070259	2 Sep 44		
Sgt (748)	Stanley A Wojcik	12062268	Cpl (757)	Maurice C Parent	31322209
Cpl (612)	Joseph J Horvath	11138333	Cpl (611)	James A Auld	17066021
Cpl (611)	Leslie Scoope Jr	38349533	Cpl (611)	Richard F Pettit	38627381

779TH BOMB SQUADRON (H)

			<u>Date of Rank</u>		
2ND LT (1092)	ROBERT W ROSE	0829560	15 Apr 44		
2ND LT (1022)	CLARENCE A COOGAN JR	0835153	27 Jun 44		
F/O (1034)	JOSEPH BELMARZ	T132219	28 Aug 44		
2ND LT (1035)	SAM BRESLAWSKI	02063150	1 Jul 44		
Cpl (748)	Frederick J Bakke	37553419	Cpl (757)	Ronald F Moist Jr	35766901
Sgt (612)	Robert E Houser	15338445	Cpl (611)	Herman J Barthele	14109207
Cpl (611)	William H Lechner Jr	35926183	Cpl (611)	Edmond S Urycki	36777517

2. Under the prov of par 15 AR 615-5 dtd 30 Jun 43, the fol named Em, 778th Bomb Sq (H), are hereby reduced to the grade of Private eff this date:

Sgt (932) Leslie E Frisk 37127125 Pfc (932) Paul W Finley 34643565
Pfc (521) Chester J Stern 33349129

✓ 3. MAJ (2161) JOHN W NANCE, 0790704, 776th Bomb Sq (H), is hereby aptd Sq CO, of 776th Bomb Sq (H).

✓ 4. MAJ (2161) SHERMAN F MARTIN, 0681156, 778th Bomb Sq (H), is hereby aptd Sq CO, of 778th Bomb Sq (H).

5. Under the prov of AAF Reg 35-51 dtd 3 Apr 44, S/Sgt (612) Solomon Bernard, 32516299, 779th Bomb Sq (H), is hereby reclassified to Ap Eng Mech Gunner (748).

6. So much of par 5 SO 272, this hq cs, (Extract) pert to Santa Cesarea Rest Camp is hereby amended by deleting the following: (777th Bomb Sq (H))

1ST LT JAMES K A PHILIP JR 0722356 2ND LT WALTER F FREEMAN 01540474

7. Under the prov of NATOUSSA Cir No 74, 23 May 44, 2ND LT (1054) ROSH O. CROSBY, 02062998, 778th Bomb Sq (H), is designated as a special Investigating O to investigate and report upon the case of Pfc (345) Estell L. Gish, 35477552, 778th Bomb Sq (H), involved in vehicle accident on 13 Dec 44.

8. Pfc (405) Joseph G Laikin, 32543311, 778th Bomb Sq (H) is hereby placed on SD with Group Statistical Section.

By order of Colonel SCHROEDER:

OFFICIAL:

Daryl D Johns
DARYL D JOHNS
Major, Air Corps
Adjutant

DARYL D JOHNS
Major, Air Corps
Adjutant

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R E S T R I C T E D

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

SPECIAL ORDERS)
:)
NUMBER.....276)

22 December 1944

1. The fol named EM, orgns indicated are hereby placed on DS to Hq and Hq Sq, 55th Bomb Wg (H) for an indef period beginning o/a this date. Upon compl of DS EM will return to proper orgn and sta. Travel via Govt Mtr T is auth. TDN. 91-66 P 432-02 A 0425-24:

Cpl (060) Ralph W Newberry 34366897 776th Bomb Sq (H)
Cpl (060) John E Fain 18083354 779th Bomb Sq (H)

2. Cpl (611) Gordon K Clark, 36767028, having been asgd this comd VOCC, Fifteenth AF, eff 21 Dec 44, is further asgd to 778th Bomb Sq (H).

3. T/Sgt (748) Welcom M Newman, 38232051, 776th Bomb Sq (H), is placed on temp dy with Hq, Fifteenth AF, o/a 23 Dec 44 for a period of two (2) days and will report to A-1, Combat Crew Section. Upon compl of temp dy, EM will return to his proper orgn and sta. Travel via Govt Mtr T is auth. TDN. 91-66 P 432-02 A 0425-24.

✓ 4. 1ST LT (1034) LACEY P MORTON, 0410212, AC, Hq Det, is hereby aptd Group Navigator.

✓ 5. LT COL (1092) ELVIN E GOODYEAR, 0401217, AC, Hq Det, is hereby aptd Deputy Group Commander with additional dy as Group Operations Officer.

6. Under the prov of AAF Reg 35-51 dtd 3 Apr 44, Sgt (611) Harry R Bates, 17133883, 777th Bomb Sq (H), is hereby reclassified to Ap and Eng Mech Gunner (748).

By order of Colonel SCHROEDER:

DARYL D JOHNS
Major, Air Corps
Adjutant

OFFICIAL:

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