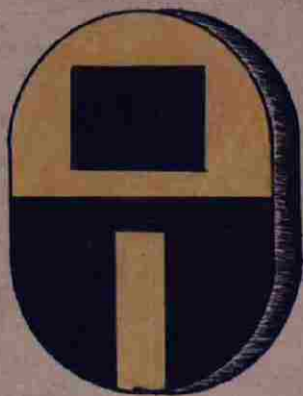


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\* SECRET \*  
\* Auth: CO, 464th Gp \*  
\* Initials: *avs* \*  
\* Date: 13 March 1945 \*  
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HISTORY

DECLASSIFIED  
DOD DIR 5200.9, 27 Sep 58  
P.R.C. DCC93978

464<sup>TH</sup> BOMBARDMENT GROUP (H)

Comprising

776<sup>TH</sup> 777<sup>TH</sup> 778<sup>TH</sup> 779<sup>TH</sup>

BOMBARDMENT SQUADRONS (H)

55<sup>TH</sup> BOMBARDMENT WING (H)

15<sup>TH</sup> AIR FORCE

FEBRUARY

1945



~~SECRET~~

MICROFILMED

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060933978

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

12 March 1945

THE COMMANDING OFFICER COMMENTS


1. This Group accomplished a very excellent operational record during the month of February, together with its companion groups of the 15th Air Force. Thanks to excellent weather conditions, and the enthusiasm and determination of both ground and flight personnel alike, twenty (20) missions against enemy targets were flown. When it is realized that this record was accomplished during twenty eight (28) days, this accomplishment becomes an even more marked one. During this time, a total of 1061.84 tons of bombs were dropped on enemy installations.

2. Due to the greatly increased flying activity, fifty one crew members were listed as missing in action but, gratifyingly, forty one crew members were returned to duty who had previously been listed as missing in action. Pleasant was the news that forty nine (49) of our combat flight personnel have finished their present combat tours of duty during the month of February.

3. The Venereal Disease rate increased slightly, but the general health level of the group continued to be very satisfactory.

4. The very extensive air and ground training program was continued during the month of February.

5. With an excellent month of operations under its belt, the Group looks eagerly forward to continued good weather and continued unrelenting attacks against an enemy at bay.

  
A. J. BIRD JR.  
Colonel, AC  
Commanding

THE COMMANDING OFFICER COMMENTS

NARRATIVE HISTORY

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

1 March 1945

NARRATIVE HISTORY - 1 FEBRUARY 1945 to 1 MARCH 1945

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

2. Lt Col Elvin E. Goodyear, O-401217, appointed Deputy Group Commander, vice Colonel John B. Cornett, O-20446.

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

	<u>Officers</u>	<u>Enlisted Men</u>
As of 31 January 1945	532	2023
Net Increase	15	0
As of 28 February 1945	547	2032

4. February 1945 was the most gratifying month operationally since this Group started combat operations. Blessed with excellent weather conditions, a total of twenty (20) missions were flown in the twenty eight (28) days of this month. In August 1944, this Group flew twenty one (21) missions, the Group record, but this mark was accomplished in thirty one (31) days.

612 sorties were flown, of which 510 were effective sorties and 102 were non-effective sorties. A total of 1061.84 tons of bombs were dropped on enemy targets, representing 12 per cent of the total tonnage dropped by this Group during its combat history.

Austrian targets bore the heaviest brunt of our attacks, being hit for eleven (11) times. This Group attacked "Big V",

Vienna, on four (4) occasions, singling out two marshalling yards, and two oil refineries in the old Austrian capital city. Italian targets, including marshalling yards and dock facilities, were hit for six times and German targets were attacked for three times.

Nine (9) of the missions were accomplished by PFF means. One PFF mission of the single ship variety was flown on 9 February 1945 when three aircraft were dispatched, two (2) of which attacked Moosbierbaum and one (1) of which attacked Graz, Austria.

5. One man paid the supreme sacrifice, dying as a result of injuries sustained during a crash landing near Senaglia, Italy, after a combat mission.

Four men suffered major wounds, and ten suffered minor wounds, with two cases of frostbite reported during this period.

Fifty one crew members were listed as missing in action, with forty one crew members returned to duty who had previously been listed as missing in action.

6. Again the Luftwaffe was conspicuous by its absence during this period in which the Group was free of enemy fighter opposition.

7. Awards made during the period were as follows:

Silver Star	1
Distinguished Flying Cross	8
Air Medal	258
1st Cluster to Air Medal	142
2nd Cluster to Air Medal	91
3rd Cluster to Air Medal	17
4th Cluster to Air Medal	2
Purple Heart	26
Bronze Star	7
Good Conduct Medal	88

8. One aircraft accident occurred during this period. On the morning of 17 February 1945, a/c No 44-48767 settled back on the runway after take-off while the gear was still retracting. The aircraft was completely damaged but no serious injuries to members of the crew were incurred.

9. Due to the greatly increased bombing activity, forty nine (49) combat crew members have finished their thirty five (35) combat sorties and their present combat tour of duty.

10. On 22 February 1945 the Group Deputy Commanding Officer, Colonel John B. Cornett, was transferred to the 485th Bombardment Group (H) to assume the duties of Group Commanding Officer.

11. The Group Theatre and Gymnasium is practically completed, awaiting only necessary roofing material.

12. On 10 February 1945, Presentation Day was held on the base. (See Special Story, section No 5).

13. The Group Gunnery School had a typically busy month with its many activities.

966 men fired on the skeet range and expended 20,500 rounds of shot gun ammunition.

494 men had training on the Jam Handy trainer. One machine was in operation for a total operating time of eighty six (86) hours.

At the Group Armament School, 192 men were in attendance for this period. In addition 1200 men had instruction in gun stripping and bomb racks at the various armament shops.

1023 men had one hour instruction each in Turret Operation



and Manipulation. Six (6) turret mock-ups were in operation.

Twelve (12) gunnery training sorties were flown on Gulf of Taranto Gunnery Range, in which 21,995 rounds of Cal. .50 ammunition were expended.

Twelve (12) replacement combat crews were indoctrinated in gunnery and combat tactics.

14. Venereal disease took a slight rise during this period, with twelve (12) new cases for a rate of 64.84.

The general health of the Group continued at a satisfactory level.

During this period a survey of living accommodations of the Group revealed that twenty five (25) percent of the living quarters had floors only. Seventy (70) percent had walls or roofs. Five (5) percent had no improvements at all. One hundred (100) percent have stoves.

15. The Chaplain continued to keep busy. Total attendance at worship services was 4309. These meetings included Catholic, Protestant, Jewish, Mormon, and Christian Science services.

Only eleven (11) letters of sympathy were written during the month, the fewest since this Group commenced operations.

Two men received the sacrament of baptism.

The chapel quartet, which represented the Group, was acclaimed the best in the Wing at a contest recently held.

The Service Men's Christian League gave one hundred garments to the poor of Lavello.

Many members of the Group took advantages of the facilities of the Chapel Library.

16. The Group Dental Surgeon again had a very busy month.

Following is a list of the work performed:

Fillings	150
Extractions	48
Gum Treatments	15
Bridge Repairs	7
Crown Repairs	5
New Dentures	6
Cleaning	29
Post Operative Treatments	14

17. Special Service activities continued on a large scale during February. With the prevailing excellence of weather conditions, active participation in athletics increased markedly. Both the 777th and 779th Bombardment Squadrons have started clearing land on the "line" for a softball field and athletic area.

Movies continued to hold the spotlight for entertainment. Two projectors are being used thus eliminating any annoying breaks in the movies. Two shows per day were held during February with an average attendance of four hundred (400) per showing.

One U.S.O. show was held in which 3500 men attended. This show featured a quartet of blended male voices and a baton twirling act of a former All-American drum majorette.

Barber Shop Quartet finals were held at Wing Headquarters, with this Group's quartet winning the championship. The Quartet named "Three Men and a Bar" consisted of 1st Lt. J. Tarbill, S/Sgt W. Burkhardt, Corporal Willie Wolf, and Corporal Howard Walker.

T/Sgt Mahoney accompanied the quartet and Lt. Gessinger did the arranging. "Three Man and a Bar" will compete for the 15th Air Force championship in March.

United States Armed Force Institute courses were taken advantage of by the men in the Group, approximately thirty (30) new applications for courses being received during February.

Group Discussion classes were conducted each week in headquarters and at the four squadrons, with attendance ranging from ten (10) to forty (40) men per class.

18. Setting up an excellent operational record in the month of February, with twenty (20) separate blows against Axis targets, the Group looks anxiously forward to its second Spring of combat action against the common enemy and, we pray, complete and lasting victory.

BIOGRAPHIES

BIOGRAPHIES

1. Major Harry Samuel Wilson, O-432783, Assistant Group Operations Officer. Major Wilson entered the Army as a Flying Cadet on 31 December 1940. Completing his primary training at Lakeland, Florida in March, 1941, Major Wilson was transferred to Gunter Field, Alabama where he completed his basic training in June, 1941. From there he was sent to Maxwell Field, Alabama and later to Turner Field, Georgia for advanced training. Commissioned at Turner Field on 24 December 1941 as Second Lieutenant, Air Corps Reserve. Major Wilson stayed on as an instructor until March, 1943. Then, Major Wilson was transferred to Maxwell Field, Alabama as Assistant Air Inspector, Eastern Flying Training Command Headquarters where he served until October, 1943. He was then transferred to Stuttgart, Arkansas serving as Squadron Commanding Officer of the advanced twin-engine school located there. In March, 1944 Major Wilson was sent to Smyrna, Tennessee for thirty days B-24 transition training, after which he was assigned to the Second Air Force at Briggs Field, El Paso, Texas for phase training. Completing his phase training, Major Wilson flew overseas, joining the 464th Bombardment Group (H) on 21 August 1944. Assigned to the 777th Bombardment Squadron (H) initially, Major Wilson was transferred to Group Headquarters in November, 1944 to

assume his duties as Assistant Group Operations Officer.

Prior to entering the Air Corps, Major Wilson attended the University of Chattanooga and the University of Tennessee for two and a half years where he majored in Mechanical Engineering:

Major Wilson is 26 years of age and has been married for two and a half years. His hometown is Chattanooga, Tennessee although his wife resides in Knoxville for the present. The Major's contemplated post-war career lies in either civil or military aviation.

2. Major Edward M. O'Reilly, O-572881, Executive Officer of the 777th Bombardment Squadron. Major O'Reilly entered the Army as an enlisted man on 23 June, 1942 at Camp Blanding Florida. Completing basic training at Keesler Field, Mississippi, Major O'Reilly stayed on as a drill instructor until 1 November 1942 when he entered Officer Candidates School at Miami, Florida. Graduating as a Second Lieutenant, Air Corps, on 20 January 1943, Major O'Reilly was assigned to the Chemical Warfare School at Edgewood Arsenal for thirty days training. After completing the course of instruction in chemical warfare, Major O'Reilly was transferred to the 335th Bomb Group (M), a B-26 outfit, as squadron adjutant. On 28 June 1943, Major O'Reilly was transferred and assigned to the 21st Bomb Group (M), MacDill Field, Florida as squadron adjutant. He pursued his duties with that organization until 10 October 1943

when he was transferred to the 55th Bombardment Wing at MacDill Field and assigned as Assistant A-1. Coming overseas with the 55th Bombardment Wing, Major O'Reilly joined the 464th Bombardment Group on 28 July 1944 as adjutant of the 777th Bombardment Squadron. On 17 October 1944 Major O'Reilly became Squadron Executive Officer.

Major O'Reilly is thirty years of age and in civilian life worked in a bank in his home town of Tampa, Florida. Married, Major O'Reilly is the father of a little girl, aged 20 months.

3. 1st Lt Harry W. Cooke, O-1554699, Adjutant of the 776th Bombardment Squadron. Lt Cooke entered the Army on 27 November 1940 as an enlisted man at Fort Knox, Kentucky. After a short term of duty as a mortar sergeant with the 6th Infantry Regiment, Lt Cooke was transferred to the Armored Force School as a gunnery instructor. In August 1941, Lt Cooke was transferred to the 759th Tank Battalion at Fort Bliss, Texas as a light tank driver. Lt Cooke participated in the Carolina Louisiana maneuvers of the fall of 1941 as the Chauffeur of an M-3 light tank. On 26 November 1941, Lt Cooke was transferred to the Enlisted Reserve Corps on an inactive status, having completed one year of voluntary service. However, immediately after Pearl Harbor Lt Cooke reenlisted as an Aviation Cadet and reported to Kelly Field Texas on 3 January, 1942 for preflight training. After short tours of duty at both Kelly Field and March Field, Lt Cooke started primary training at Uvalde, Texas on 1 May, 1942. Incurring an eye injury while playing

basketball, Lt Cooke was disqualified from flight training and was sent to Shepherd Field, Texas as a drill sergeant. Shortly thereafter, Lt Cooke was transferred to Luke Field, Arizona where he operated the base motor pool. Rising to the rank of Master Sergeant, Lt Cooke entered Officers Candidates school at Aberdeen, Maryland in December, 1942. Commissioned a second lieutenant of Ordnance on 27 March 1943 Lt Cooke then took several short courses in small arms and automotive maintenance. On 1 May 1943, Lt Cooke reported to the 346th Bombardment Group (H), Dyersburg, Tennessee, as a squadron ordnance officer. Organising his own ordnance section at Dyersburg, Lt Cooke and his entire section were transferred to the 464th Bomb Gp (H) at Pocatello, Idaho in November, 1943. Assuming the duties of Ordnance Officer of the 776th Bombardment Squadron, Lt Cooke came overseas with the ground echelon. On 15 October 1944, Lt Cooke became adjutant of the 776th Squadron.

Lt Cooke is 29 years of age and prepped at Kentucky Military Institute. He attended the University of Kentucky for three years where he majored in Journalism and was a member of Sigma Chi social fraternity. Married, Lt Cooke's post war plans are for the present rather indefinite.

4. Mr Claude Pennington, Red Cross Field Director. Replacing Mr Curtis Lamb as Field Director on our base, Mr Pennington has a varied civilian and military background. Graduating from High School in Mitchell, Indiana, the town of his birth, Mr Pennington



matriculated at Fresno State College in California, which he attended for several years. After college, Mr Pennington held a great variety of jobs, but his principal occupation was that of a traveling salesman. Entering the Army as an enlisted man, Mr Pennington had the unique distinction of being a ball gunner on a B-17 crew at the age of thirty nine (39). Coming overseas in October 1944 Mr Pennington received his discharge from the Army a month later. Immediately afterwards Mr Pennington joined the American Red Cross organization and after several months with the 304th Wing, has joined our organization. The entire group is certain Mr Pennington will carry on the splendid precedent already established by Mr Lamb in this organization.

5. Captain Carl V. Hardy, O-301721, Adjutant of the 778th Bombardment Squadron. Captain Hardy entered the Army on 4 December 1940 as a 1st Lt at Maxwell Field, Alabama. His first assignment was as a staff officer at the advanced flying school at Craig Field, Alabama. In October 1941 Captain Hardy was transferred to Napier Field, Alabama where he held the position of Squadron Commander at the advanced flying school. In July 1942 Captain Hardy was assigned as an administration staff officer to the Blytheville Army Air Field, Arkansas. Commencing in February 1943, Captain Hardy was the Commanding Officer of the 451st College Training Detachment, Rochester, New York, continuing in that post until September 1943. After six weeks at the transition school at Smyrne, Tennessee, Captain Hardy was transferred to the Second Air Force and further assigned to the 464th Bomb Group at Pocatello,

Idaho, joining the Group on 9 November 1943 as adjutant of the 778th Bombardment Squadron.

Captain Hardy, a native of Hardwick, Georgia, went to the Georgia Military Academy for six years, graduating in 1931. Intermittently from 1936 to 1940, Captain Hardy served as a 2nd Lt, Inf Res with the Civilian Conservation Corps. Captain Hardy, aged 33, is married and is the father of a six year old boy, Carl Patrick.

6. Captain Alderson Timmons, O-566922, Adjutant of the 779th Bombardment Squadron (H). Captain Timmons entered the Army as a Flying Cadet in June 1940 at Wilmington, Delaware. Eliminated from flight training on 3 August 1940, Captain Timmons returned to civilian life and became an athletic director of the high school at Marshallton, Delaware. Inducted into the army as an enlisted man on 7 August 1941 at Fort Dix, New Jersey, Captain Timmons was assigned to the 5th Training Battalion, Medical Replacement Training Center, Camp Lee, Virginia as an athletic instructor and drill sergeant. He continued these duties until 7 August 1942 when he entered Officer Candidates School at Miami, Florida. Commissioned a 2nd Lt on 27 October 1942, Captain Timmons was assigned to the Second Air Force at Boise, Idaho where he remained as a staff administrative officer. In October 1943, Captain Timmons was transferred to this Group at Pocatello, Idaho and assigned to the 779th Bomb Squadron as Adjutant. Captain Timmons came overseas with the ground echelon of his present organization in March 1944.

Captain Timmons is 27 years of age and graduated from Temple University in June 1940 with a B S in Physical Education. Single for the time being, Captain Timmons has no definite postwar plans.

PHOTOGRAPHS



Major Harry S Wilson  
Assistant Group Operation Officer



Mr. Claude Pennington  
Red Cross Field Director



1st Lt Harry W Cooke  
Adjutant of the 776th Bomb Sqdn

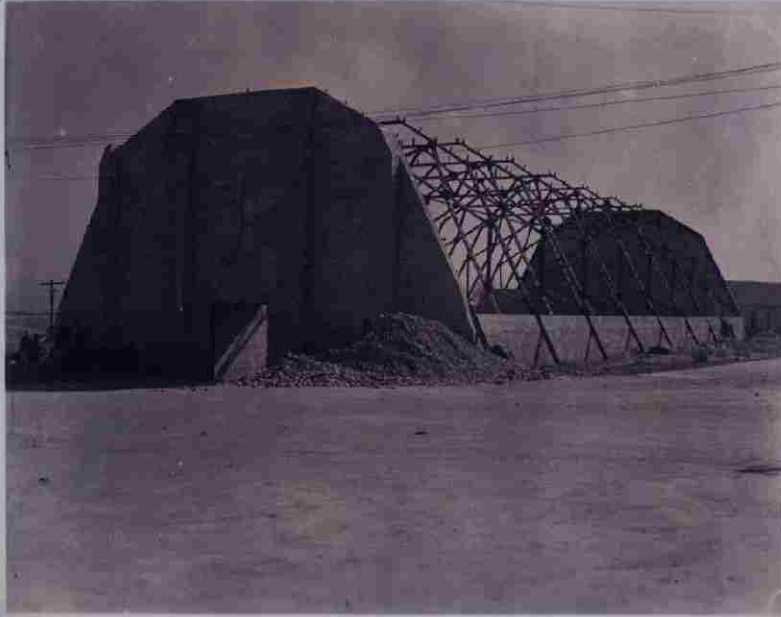


Capt Alderson Timmons  
Adjutant of the 779th  
Bomb Sqdn

Captain Carl V Hardy  
Adjutant of the 778th  
Bomb Sqdn



Group S-4 and  
Group Photo Building

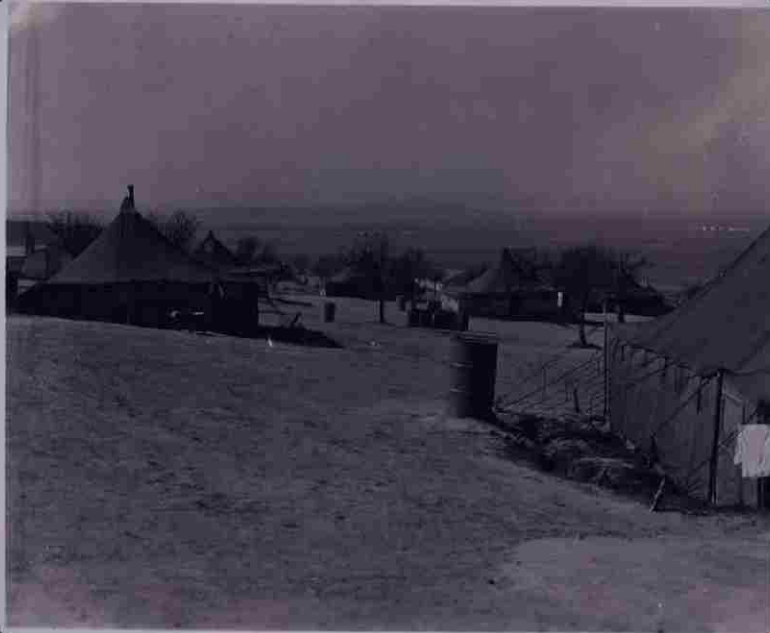


The Group Theatre and  
Gymnasium awaits a roof



The Group Headquarters  
Building and Briefing  
Room





The Hill: Looking West



Chow-Line at the 777th



An Old Army Custom Ala 777th Mess Hall



Orders Of The Day  
Read by the Adjutant,  
Major Johns



The Presentation Party  
Colonel Cornett, General  
Acheson, Colonel Schroeder,  
Lt. Col Nance, and Major  
Johns



Captain (now Major) Waggoner, Captain Stinson and Lts Plaisance and Barnica, and Lt (now Captain) Heineman receive the D.F.C.



Lt Larson and Lt Phillips are awarded the Air Medal



T/Sgt Ernest Monthey  
S/Sgt Robert V King  
and S/Sgt Cornell Fan-  
airo receive the Silver  
Star from General Acheson  
for Gallantry in Action.

Sgt (now S/Sgt) William Douglas  
receives the Air Medal from the  
General



PRESENTATION DAY

PRESENTATION DAY

On 10 February 1945, in the largest ceremony of its kind on this base, formal presentation of awards to members of this Group were made by General George R. Acheson, Commanding General of the 55th Bombardment Wing, and Colonel A. L. Schroeder, Group Commanding Officer. Awards went to nearly 250 officers and men and ranged from the Legion of Merit to the Air Medal.

Master Sergeant Harold S. Rord of the 776th Bombardment Squadron was awarded the nation's fourth highest award, the Legion of Merit. Winning the highest decoration to be awarded a member of this Group, Sgt Rord's recognition resulted from his outstanding performance of duty as a crew chief.

Silver Stars, awarded for gallantry in action, were presented to three enlisted men of this Group, Staff Sergeant Cornell Faniro, Technical Sergeant Ernest S. Montley and Staff Sergeant Robert V. King for displayed gallantry in action.

Winners of the Distinguished Flying Cross included Captain Sharon E. Waggoner, Captain Elton M. Stinson, Lts Rolf E. Haller, David R. Eppley, Robert S. Plaisance, Tom Prewitt, Harry Heine-man, Kenneth Barnica, Edsel Bishop, and Sergeants Ralph D. Modera, Clarence W. Eudails, John J. Dempsey, Roland J. Bunker, Merle Moxley, Charles Lightcap, Seymour Lippmann.

Bronze Stars were awarded to crew chiefs James Statlen, and Lester W. Hallonen for expert maintenance of their partic-

PRESENTATION DAY, contd

ular aircraft and to Line Chief Carl Sheck for highly efficient work in the all over repair and maintenance of his squadron's planes.

The Soldier's Medal was awarded to Lieutenant Leroy B. Marsh, Sgts Clarence Avenius, Ted and Herman Moldenhauer, Richard J. Shores, Earl Caldwell, Lester Hoher, William Spivey, Wayne Mariurau, and Harry Bruneau for heroic action on the night that BLACK OBOE, a 779th Squadron aircraft, blew up on her hardstand.

Many other Group officers and men were awarded the Air Medal. Considering the many awards presented during the day, the greatest credit was reflected upon our Group personnel and was clearly indicative of the high calibre of performance of both combat crews and ground personnel alike. All in all, presentation day was one of which the Group could be well proud of.

(PICTORIAL RECORD INCLOSED)



PROMOTIONS

PROMOTIONS

Captain Peter Ceccato, O-534769 - to Major  
SO 48 Par. 10 Hq. 15th Air Force - 17 February 1945  
Group Materiel Officer, 464th Bombardment Group (H)

Captain Harry S. Wilson, O-432783 - to Major  
SO 50 Par. 10 Hq. 15th Air Force - 19 February 1945  
Assistant Group Operations Officer, 464th Bombardment Group (H)

Captain Sharon E. Waggoner, O-1036069 - to Major  
SO 53 Par. 12 Hq. 15th Air Force - 22 February 1945  
Operations Officer, 776th Bombardment Squadron (H)

GROUP HISTORY IN RHYME

## GROUP HISTORY IN RHYME

Part No 6  
June 1944

In the Month of June  
we had thirteen missions  
Devoted more time to training  
to become better technicians.

729 tons  
we dropped on Fritz  
on most all out targets  
we got good hits.

Our gunners again  
made a nice score  
Enemy aircraft went down  
when our guns started to roar.

Fifteen destroyed  
and four probably down  
Seven damaged by Gosh  
our boys went to town.

Three accidents marred  
our record this June  
no injured or killed  
which was a great boon.

Eighty six men  
were missing in action  
eight more were killed  
but we had the satisfaction

Of seventeen men  
returned to the Base  
To fight Hitler again  
and his super race.

On June 26th.  
on a mission very rough  
Over Vienna  
a target that's tough

We lost Colonel Bonner  
Our Group C. O.  
He went down fighting  
That much we do know.

Another good man  
was lost that day  
Major Thomas G. Carter  
We're sorry to say.

The loss of these men  
was a serious blow  
Both were real Officers  
and a pleasure to know.

On 30th of June  
Colonel A. L. Schroeder  
moved out to our Group  
and promptly took over.

He was quiet at first  
till he got the lay of the land  
then things started to snap  
to beat the band.

Enlisted mens Clubs  
were beginning to rise  
Also the Officer's  
they were all the same size.

Up came morale  
venereal disease went down  
men stayed on the base  
and kept out of town.

We got our share  
of medals galore  
But watch us next month  
we'll get lots more.

thirty seven Purple Hearts  
and four D. F. C's  
409 Air medals  
One Silver Star if you please.

Two months of combat  
are now under our belt  
From now on out  
our weight will be felt.

## GROUP HISTORY IN RHYME

The Axis Powers  
are on the down grade  
we'll help them along  
with many a raid.

Part No. 7  
July 1944

Roumania, Hungary  
Germany and France  
Italy and Austria  
all got hit in the pants.

Eighteen missions  
1307 tons  
of fire and fury  
we dropped on the Huns.

Oil, Communications  
airdromes and such  
Targets Herr Hitler boasted  
we could never touch.

A field day was had  
by our gunners and crews  
Adolph felt bad  
when he heard the news.

Twenty six destroyed  
and five were damaged  
Twenty probables  
Adolph's air force was ravaged.

180 men missing  
our losses were high  
eighteen aircraft gone  
in the month of July.

27 men previously missing  
returned to this Group  
about escape and evasion  
Air Force got some good poop.

Major Harold E. Blehm  
777th C. O.  
Went down over Ploesti  
he will be missed we all know.

We were lucky this month  
on airplane crashes  
no one was hurt  
but we had two smashes.

Venereal disease  
went down once more  
The Medics were happy  
and the girls were sore.

Morale was good  
in spite of the losses  
From the P. F. C's  
to the highest bosses.

We passed out medals  
by the score  
In view of the number  
it was quite a chore

Twenty four Purple Hearts  
four eighty eight clusters  
two twelve Air Medals  
for dropping block busters.

One Silver Star  
Fifteen D. F. C's  
Some have enough medals  
to reach down to their knees.

A small thin boy  
whose name is Drake  
Was the first in the Group  
fifty missions to make.

Captain Raymond W.  
Drake is his name  
By his fine record  
received much acclaim.

GROUP HISTORY IN RHYME

We had some visitors  
out at this Base  
Generals Eaker and Spaatz  
looked over our place.

Six Clubs were opened  
for O. and E. M.  
Its no exagerated statement  
we'll all enjoy them.

The Chaplain decided  
to build a real Church  
Cause the briefing tent  
did sway and lurch.

The tent had holes  
and made it leak  
and you could'nt hear  
the Chaplain speak.

He figured twelve hundred  
dollars would do  
to build a Church for  
me and you.

He asked for the funds  
on the pay day line  
The results? You guessed it  
were really fine.

twenty eight hundred dollars  
was the final take  
what a nice building  
that much would make.

At last, long last  
in response to our tears  
The briefing room was started  
by the Engineers.

Tem million maps  
and target charts  
operating in tents  
just broke our hearts.

Dust sweat and tears  
will be a thing of the past  
If they hurry and build it  
and do it real fast.

Trips to Rest Camps  
and also to Rome  
Pleased everybody  
and fits into this poem.

Tufa block houses  
started to rise  
we'll be here all winter  
we all surmise.

Special Service  
put out the Weekly Bomb Blast  
the four hundred copies  
were sold out fast.

July was successful  
we accomplished our aim  
Knock the hell out of Hitler  
He'll get more of the same.

OPERATIONS

Narrative Mission Reports  
Bomb Strike Photographs  
Track Charts

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

HEADQUARTERS  
 164TH BOMBARDMENT GROUP (H)  
 APO 520 U S Army

HHS/FFE/hob

2 February 1945

319.1

SUBJECT: Narrative Mission Report

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

1. On 1 February 1945 forty one (41) of forty two (42) scheduled B-24 type a/c, took off to bomb the primary target as designated in 55th Bombardment Wing (H) Operations Order No. 41, 31 January 1945. The forty one (41) a/c took off from 0805A hours to 0826A hours, three (3) of these a/c taking off late.

A/C No 44-49363, on take off pulled strongly to the left and had to be immediately circled and landed.

2. The forty one (41) a/c formed into three (3) attack units. The first unit was led by Colonel A. L. Schroeder, Group Commander; the second unit by First Lieutenant Robert W. Wood, Assistant Operations Officer of the 779th Bombardment Squadron (H); the third unit by First Lieutenant Howard D. Brown, Flight Leader of the 778th Bombardment Squadron (H).

3. a. Group form-up and assembly were accomplished as prescribed.

b. Rendezvous with the 465th Bombardment Group (H) was at proper time and altitude, with the formation of both groups reported by the lead a/c as being loose.

c. The Wing rendezvous was accomplished correctly, with all formations being somewhat extended.

4. Reaching a point three (3) miles right of Split, at 1036A hours, at 17,000 feet, due to weather to the north the 465th Bombardment Group Leader altered course toward alternate target AF No 2, as designated in 55th Bombardment Wing (H) Operations Order No 41, 31 January 1945. The wing formation then made several 180° turns and large circles. The approximate course as flown is shown graphically on the inclosed track chart. Course for return to base was set at (45°50'N-16°30'E) at 1250A hours.

- 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

5. One (1) a/c, No 42-78472, returned early due to a blown-out cylinder in No 3 engine. This a/c landed at 1015A hours, turning back at (41°40'N-16°50'E) at 0958A hours. Its entire bomb load of two (2) tons was returned to base.

6. Nine (9) a/c jettisoned bombs, as follow:

a. A/C No 42-51644, at 1208A hours, (46°53'N-15°15'E), accidentally dropped two (2) tons of bombs due to electrical malfunction. Believing the formation to be on the bomb run to the second alternate target, bomb bay doors were open when the malfunction occurred.

b. Flying formation positions behind a/c No 42-51644 were four a/c (Nos. 44-48767, 44-10610, 41-29594, 42-51689). These a/c it is believed, dropped their bombs upon the accidental release, in the belief that they were dropping on the second alternate target. A total of eight (8) tons of bombs were, in this way, jettisoned.

c. A/C No 44-49394 jettisoned two (2) tons of bombs at 1230A hours at (47°12'N-14°45'E), due to a runaway propeller which prevented keeping up with the formation with a full bomb load.

d. A/C No 42-51856 jettisoned two (2) tons of bombs at 1238A hours in the area of the second alternate target, due to an accidental release.

e. A/C No 42-52537 jettisoned two (2) tons of bombs in the Adriatic Sea, due to gasoline shortage. This a/c landing at Medna, Italy, refueled, and then returned to base.

7. Due to the Wing formation not approaching any designated 15th Air Force PFF target, and prescribed visual alternates being 10/10ths overcast, no bombs were dropped on targets. Thirty one (31) a/c returned their full bomb loads of sixty two (62) tons of 500 pound mixed G.P. and HIX bombs, fused .1 nose and mixed .01 and .025 tail, to base. Bombing recapitulation is as follows:

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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

None (9) a/c jettisoned	18 tons
One (1) ER a/c brought back	2
Thirty one (31) a/c brought back	62
Total	<u>82 tons</u>

8. A negative strike assessment report is submitted for this operation. One camera attempted photographs and these show a ten-tenths overcast. No bombs-away appear on these photos. Nine aircraft jettisoned their bombs along the route, with results unobserved. The remainder of the group returned bombs to base.

9. Flak enroute was observed, but not encountered, in the area of Graz, Austria. Intensity was reported from scant to moderate. Due to complete cloud undercast, it was found impossible to pin-point the location from which this anti-aircraft fire originated. Report is made by Capt. Lacey P. Morton, Group Navigator, in the lead a/c, that two crew report listed flak sites were observed visually, and that the formation went directly over them, but encountered no flak. They are: Bos Dubica (45°11'N-16°49'E) and Jasenovac (45°16'N-16°54'E). Formation at these points was at 24,000 feet.

10. Rendezvous with forty five (45) P-51 escort fighters was made at 1106A hours at (44°25'N-16°38'E). Excellent cover was provided, and last contact observed at 1348A hours at (43°05'N-15°35'E). Escort was identified as a/c of the 52nd Fighter Group.

11. Weather was reported as follows:

Clear at take off, visibility 15-20 miles. Over the Adriatic about 4/10 stratocumulus, top 6,000 feet with scattered cirrus above 20,000 feet.

7/10 stratocumulus over Yugo Coast. Decreasing to scattered over Dinaric Alps. Beyond Alps the stratocumulus was overcast with breaks and thin spots. Cirrus increased Northward to 4/10 to 5/10 base above 26,000 feet.

At point formation turned around, there was 10/10 stratocumulus top 12,000 feet, 4/10 cirrus and to the North multilayer clouds to 30,000 feet were seen.

Little change on return except some clouds had moved in over Southern Italy. 3/10 cirrus and 2/10 stratocumulus at Base

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

Ltr Narr Miss Rpt, contd  
on return. Visibility was 15 miles.

12. Thirty one (31) a/c landed at this base from 1437A  
hours to 1501A hours.

13. One (1) a/c attempted photographs, showing 10/10ths  
cloud undercast, with no bombs appearing. A selected print  
is inclosed.

For the Commanding Officer:

FRANCIS F. ELDTR  
Major, AC  
Intelligence Officer

2 Incls:

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

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

4010 EASTMAN KODAK SAFETY  
(464BG:5M 206:1VM) (2:1: 1218) (12: 24000) VICINITY OF <sup>GRAZ</sup> ~~PERU~~

1 FEBRUARY 1945

4008 EASTMAN KODAK SAFETY

4008 SAFETY



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

5 February 1945

319.1

SUBJECT: Narrative Mission Report

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

1. On 5 February 1945, forty two (42) scheduled a/c took off to bomb the Regensburg, Germany, Winter Harbor O/S. Thirty nine (39) a/c took off from 0827A hours to 0845 hours, with three (3) a/c late take-off's at 0900A, 0901A and 0934A hours.

2. The forty two (42) a/c formed into three (3) attack units. The first unit was led by Lt. Col. James H. Gilson, Commanding Officer, 779th Bombardment Squadron (H); the second unit by First Lieutenant Robert E. Elliott, Assistant Flight Leader, 776th Bombardment Squadron (H); the third unit by First Lieutenant Kenneth (NMI) Machado, Flight Leader, 777th Bombardment Squadron (H).

3. a. Group form-up and assembly were accomplished as prescribed.

b. Line rendezvous was effected with the other groups of the Wing at the proper time and altitude. This rendezvous, however, was effected with some difficulty, due to improper spacing and bunching of the individual formations. This partly parrallel, rather than trail formation, is reported to have continued to the target.

4. The course flown was as briefed, with minor deviations due to weather. The approximate course is shown graphically on the inclosed track chart.

5. Three (3) a/c returned early, as follow:

a. A/C No 42-94823 turned back at 1008A hours at (43°22'N-15°00'E), landing at 1135A hours. This a/c lost the oil in No 2 engine, which had to be feathered. Its entire bomb load of two (2) tons was returned 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

b. A/C No 42-51563 turned back at 1108A hours at (44°53'N-13°30'E), landing at 1245A hours. This a/c had its No 1 engine become inoperative, due to obstruction in the fuel lines. Upon landing, after rolling about one hundred and fifty (150) yards, the landing gear collapsed. The a/c will be out of operation for more than seventy two (72) hours, but no crew members were injured in the mishap. Its entire bomb load of two (2) tons was jettisoned at 1122A hours at (44°12'N-13°58'E), to lighten load.

c. A/C No 44-40928 turned back at 1201A hours at (46°43'N-12°37'E), landing at 1403A hours. This a/c had extensive engine malfunctions -- its Nos 3 and 4 having turbo supercharger trouble, with No 3 oscillating seven (7) to eight (8) inches, and No 4's manifold pressure remaining below thirty (30) inches. Its entire bomb load of two (2) tons was returned to base.

6. One (1) a/c No 42-51264 was a prior return, turning back at 1220A hours at (47°32'N-12°34'E), landing at 1441A hours. This a/c had its No 4 engine become inoperative. The entire bomb load of two (2) tons was released on a M/Y at (47°18'N-12°49'E) at 1225A hours from 21,000 feet on an attack axis of 180°, with unobserved results.

7. Five (5) a/c jettisoned bombs as follows:

a. A/C No 44-48767, at 1254A hours at (48°57'N-12°20'E) dropped two (2) tons of bombs to lighten the load, due to its No 1 engine becoming inoperative.

b. A/C No 42-78692, at 1307A hours at (49°14'N-12°05'E) jettisoned three (3) hung-up bombs (.375 tons) following release at the primary target.

c. A/C No 44-49409, at 1350A hours at (46°45'N-12°05'E), jettisoned one (1) hung-up bomb (.125 ton), following release at the primary target.

d. A/C No 44-49796, at 1307A hours at (49°08'N-11°40'E), jettisoned one (1) hung-up bomb (.125 ton), following release at the primary target.

e. A/C No 42-78472, at 1300A hours (one minute after group bombs away) salvaged its entire bomb load of two (2) tons, due to intervalometer malfunction.

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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

8. Thirty six (36) a/c released 71.375 tons of 250 pound clustered G.P. bombs, fused .1 nose and .01 tail, on the primary target at 1258A hours from 24,900 feet, upon an attack axis of 283°T. Bombing recapitulation is as follows:

36 a/c dropped on primary target	71.375 tons
1 a/c dropped on a T.O.	2.000
5 a/c jettisoned	4.625
1 E.R. a/c jettisoned	2.000
2 E.R. a/c brought back	4.000
Total	<u>84.000 tons</u>

9. Bomb away photos show a solid cloud cover obscuring all terrain detail and bomb strikes. It is not possible to estimate the area of bomb strikes.

10. a. Bombing on this mission was accomplished by PFF. The PFF operator of the lead a/c reports that the target was first picked up sixty (60) miles away, and from there on was retained clearly. Five (5) sighting angles were given, from 70° to 40°, and C-1 automatic pilot equipment was utilized on the bombing run.

b. The second attack unit leader reports that, due to the Wing formation being bunched up, a wide turn on the the I.P. had to be used, with consequent belief that the northern portion of the target was bombed. Two sighting angles (70° and 60°) were provided by the PFF operator of this a/c, and C-1 automatic pilot equipment was utilized.

c. The third attack unit leader likewise reports that the Wing formation was spread out on the approach to the target. His PFF operator stated that his pick-up and reception were clear. Due to the C-1 automatic pilot equipment of this a/c being erratic, the bombing run was flown manually, with oral directions being provided the pilot by the PFF operator.

11. Flak at the primary target was observed, but not encountered. Consensus of reports shows that intense heavy flak was encountered over the target by bomber formations following this Group. These observations were made following the second rally from the target, at about four (4) minutes after bombs were released.

12. Rendezvous with forty (40) P-51 escort fighters was effected at 1145A hours at (45°57'N-12°31'E). Excellent cover was provided, and continued to 1430A hours at (44°54'N-13°42'E). This escort was identified as a/c of the 52nd Fighter Group.

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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

13. Weather was reported as follows:  
 Base: 5/10 cirrostratus with 8/10 thin altostratus at take-off, base 11,000 feet. Visibility 15 miles.  
 Route: Scattered cirrus at 20,000 feet and 3/10 low clouds to north of Spur becoming 8/10 to 10/10 altostratus, base 18,000 feet in north Adriatic with low deck increasing to 10/10 top 10,000 feet. Both of these decks broke in North Italy to clear. Clear over Alps. North of Alps, scattered middle clouds increasing in vicinity of Ubersee to 7/10 to 10/10 variable altostratus, top 14,000 feet. Above was a deck of cirrus which increased just south of the target to 10/10.  
 Return: High clouds appeared to be moving in from the west. Low deck of clouds over Adriatic now covered all of valley south of Alps.  
 Target: Cirrus at 30,000 feet and 10/10 altostratus, top 14,000 feet. Visibility was unlimited above clouds.

14. a. Following three (3) early return a/c, and one (1) prior return a/c, thirty four (34) a/c landed at this base from 1545A hours to 1612A hours. One (1) a/c landed at this base at 1657A hours, following a prior landing at 1559A hours at the 52nd Fighter Group base, to re-fuel.

b. Two (2) a/c are reported at friendly airfields.

(1) A/C No 42-78613, at Lesina.

(2) A/C No 44-49415, at Desenatico.

c. One (1) a/c, No 42-52537, is missing. This a/c was last observed leaving the formation at (48°05'N-12°02'E). The a/c was flying at 15,000 feet and losing altitude. At last radio contact the pilot was heard to state that his airplane was very low on oxygen, and that he did not believe that he could make it across the Alps and the weather there, in which event he would head for Switzerland.

15. Military observations were reported as follow:

a. An effective and heavy smoke screen at Munich, Germany.

b. Lake NE of Munich at (48°13'N-11°45'E) was camouflaged with white strips across it from north to south.

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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. Munich - Riem A/D had ten (10) unidentified a/c on field.

16. Seven (7) a/c attempted photographs. A selected print is inclosed.

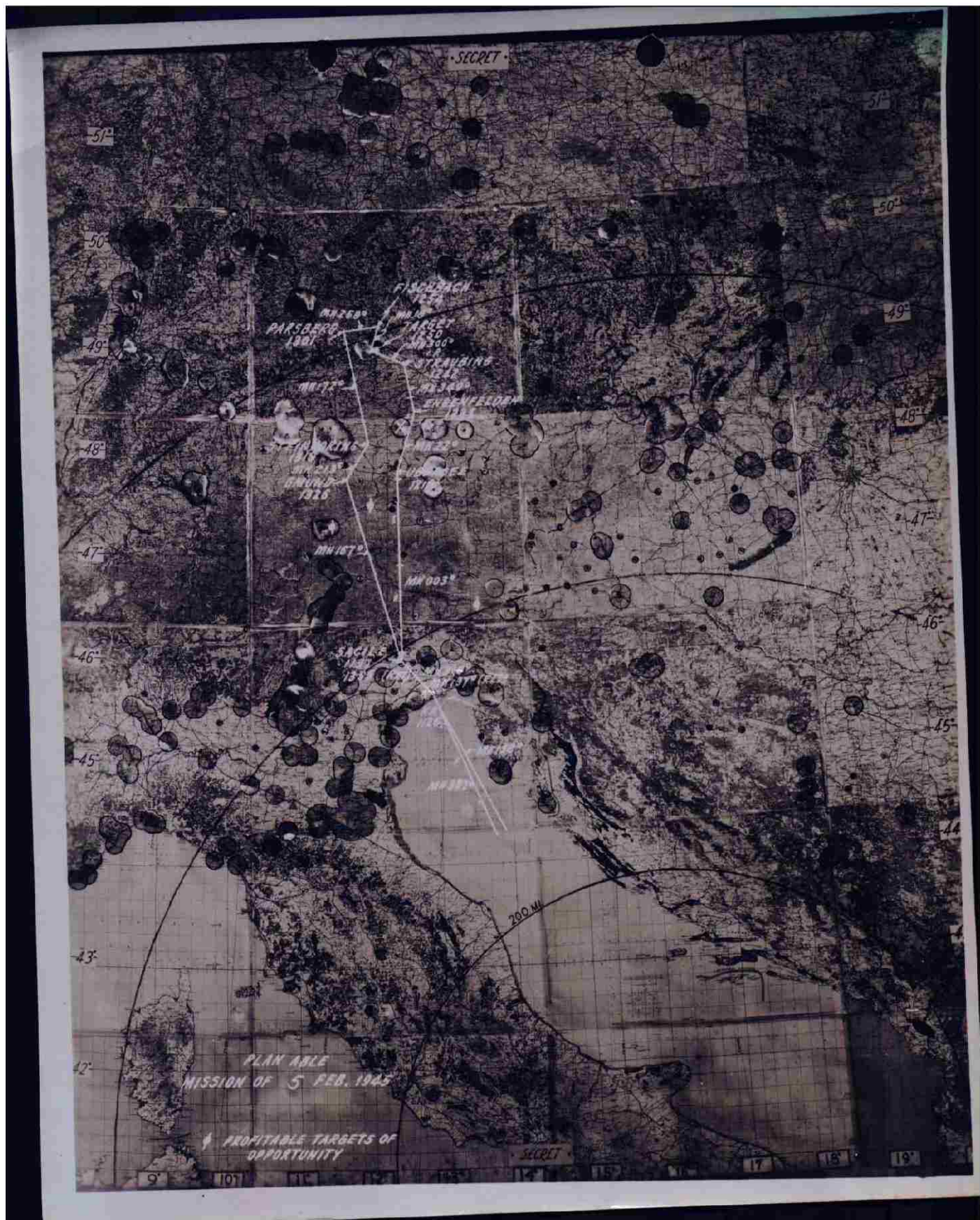
For the Commanding Officer:

FRANCIS F. ELDER  
Major, AC  
Intelligence Officer

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

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



3Q:5M2.10:5VI) (2:5:1258) (2.27000) (2.27000)



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

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

BVB/FFE/hob

319.1

7 February 1945

SUBJECT: Narrative Mission Report

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

1. On 7 February 1945, thirty six (36) scheduled B-24 a/c, plus six (6) assigned spares, took off commencing at 0930A hours to bomb the Vienna Florisdorf O/R. (The last a/c was off at 1020A hours). The forty two (42) a/c formed in two (2) groups, the first of which was led by Colonel John B. Cornett, Deputy Group Commander, and the second, by Colonel A. L. Schroeder, Group Commander of the 464th Bombardment Group (H).

2. The Group form-up was effected nine (9) miles NW of the base above the overcast. Rendezvous with one (1) group of the 465th Bombardment Group (H) was made over the Spur at 12,000 feet at 1101A hours.

3. Four (4) a/c returned early for the following reasons:

B-24 a/c No 42-50533 returned from the form-up area, both invertors having failed after take-off. This a/c landed with two (2) tons of bombs at 1020A hours.

B-24 a/c No 44-48880 unable to locate the formation after having proceeded as far as (42°45'N-15°28'E) at 1120A hours, returned with two (2) tons of bombs landing at 1237A hours.

B-24 a/c No 42-95332 having lost No. 2 engine returned from (43°03'N-16°10'E) at 1145A hours landing at 1342A hours. This a/c jettisoned bombs to lighten the load.

B-24 a/c No 44-49837 lost No. 3 engine and returned from (47°13'N-14°42'E) at 1332A hours landing at 1535A hours. Two (2) ton of bombs were jettisoned by this a/c to lighten the load.

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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

4. Thirty-seven (37) a/c were over the target at 1407A hours and thirty-six (36) a/c dropped seventy one and three quarters (71 3/4) tons of 500 pound RDX bombs (.1 nose and mixed .01 and .025 tail fusing) from 25,000 feet.

B-24 a/c No. 42-78692 had one (1) bomb hang up at time of release and jettisoned one quarter (1/4) ton of bombs five (5) minutes after bombs away time.

B-24 a/c No. 44-40928, after losing No. 2 engine, jettisoned two (2) tons of bombs at 1407A hours to lighten the load. Bombs are believed to have hit on outskirts of Vienna.

B-24 a/c No. 44-49796, after a late take-off was unable to locate the formation and joined the 460th Bombardment Group (H). This a/c dropped two (2) tons of bombs on Trieste harbor with a/c of that Group.

Two (2) early returns jettisoned four (4) tons as follows:

B-24 a/c No. 42-95332, two (2) tons at (41°50'N-16°42'E) at 1215A hours.

B-24 a/c No. 44-49837, two (2) tons at (47°13'N-14°42'E) at 1323A hours.

Two (2) early returns brought back four (4) tons of bombs.

Recapitulation of bomb tonnage disposition

Thirty six (36) a/c dropped on target	71.75 tons
One (1) a/c of those over target jettisoned	.25 "
One (1) a/c jettisoned near Vienna	2.00 "
One (1) a/c bombed Trieste	2.00 "
Two (2) Early returns jettisoned	4.00 "
Two (2) Early returns brought back to base	4.00 "
Total	<u>84.00 "</u>

Bomb strike photos were returned from Able Group only and show the target free of bomb hits. These photos show approximately four dozen hits in open country two (2) miles northwest of the Florisdorf refinery. Two dozen additional hits were on the east bank of the Danube river, in a residential sector located 8,000

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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

8. Fifteen (15) to twenty (20) P-38 a/c were observed at 1249A hours at (46°03'N-14°50'E) and passed on to the rear of the formation. No escort was observed then until after the target and then only occasionally until 1534A hours at (43°43'N-15°36'E) when the escort was reported as leaving the formation.

9. Weather at take-off, 8/10 to 10/10 stratocumulus and cumulus, base 3,500 feet, tops 10,000 feet with scattered scud at 1,000 feet. Heaviest clouds and greatest coverage were to south.

Over Adriatic, scattered low clouds along coast becoming 8/10 to 10/10; then decreasing to 2/10 on Dalmatian coast. 3/10 to 5/10 thin clouds at 17,000 feet.

Clear over Dinarics except for few patchy stratocumulus and altocumulus clouds.

North of Dinarics, in Graz area, 8/10 cirrus clouds, base 24,000 feet which thinned off to clear to east. Below was 10/10 altostratus, top 15,000 feet. Near IP these layers thinned and disappeared.

At target, clear; visibility 20 miles.

Approximately similar conditions on return. 8/10 stratocumulus and cumulus at base. At 4,000 feet on landing.

10. The following observations were reported:

<u>Time</u>	<u>Location</u>	<u>Altitude</u>	<u>Observation</u>
1420A	(48°27'N-17°01'E)	24,000	Eight (8) SEF dispersed on L/G
1330A	Bruck M/Y	24,500	M/Y full of wagons - 500 estimated.

All crews report that Vienna was covered by a very effective smoke screen and that the location of the generators could not be determined.

11. The route was flown generally as briefed. Track chart showing route as flown is attached. Navigation was by DR and PFF. The PFF equipment was reported as having worked in a satisfactory manner.

12. Thirty-five (35) a/c landed at this base between 1625A hours and 1715A hours. The a/c that bombed Trieste landed at this base at 1350A hours.

One (1) B-24 a/c is down at a friendly field.

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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

13. One (1) B-24 a/c is missing. B-24 a/c No. 42-50752 was last seen at (47°32'N-17°15'E) flying eastward several thousand feet below the formation. This a/c appeared to have No. 4 prop windmilling. As the formation came off the target an a/c believed to be the missing a/c called over the radio that it was going to Russia.

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

For the Commanding Officer:

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

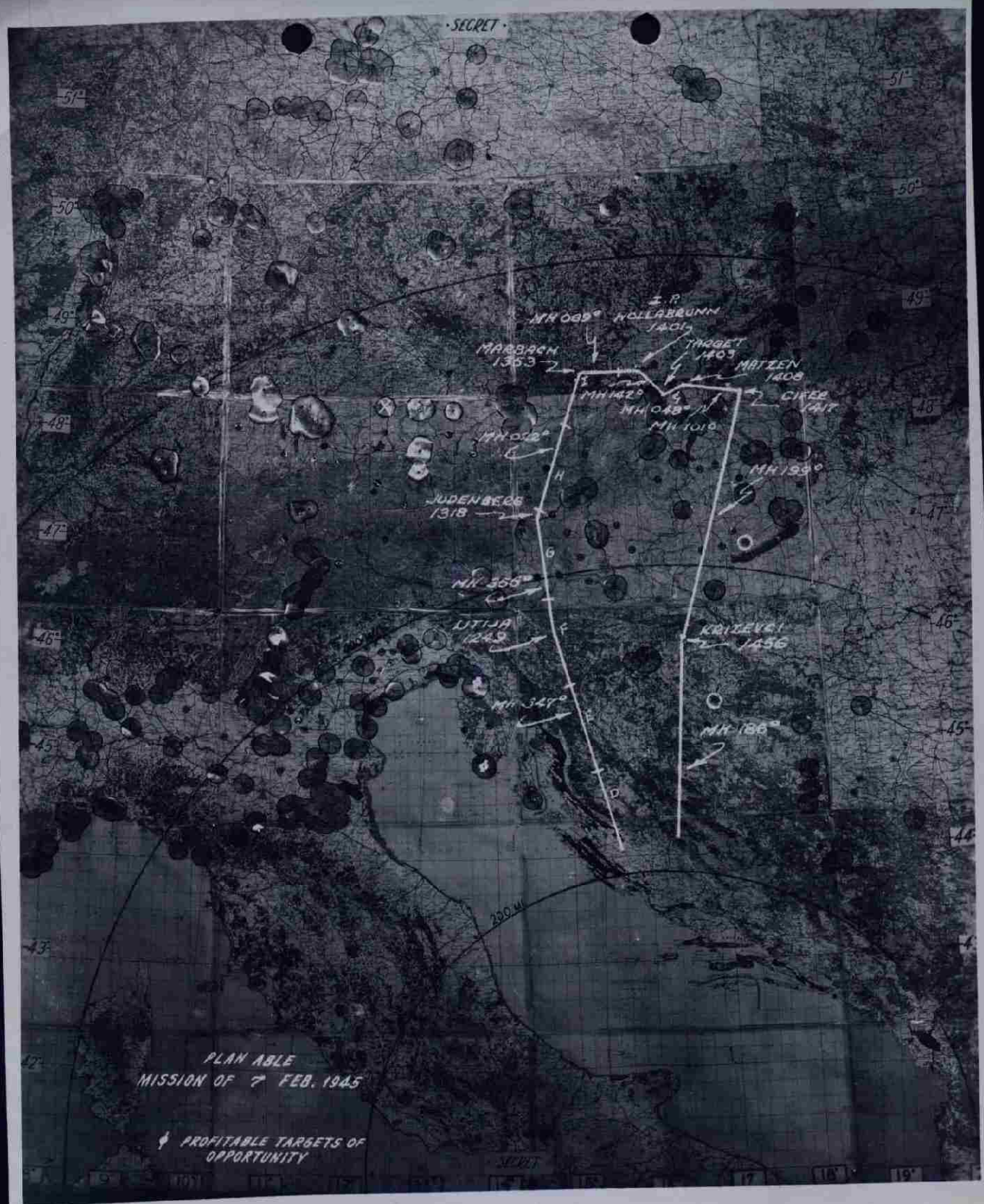
FRANCIS F. ELDER  
Major, AC  
Intelligence Officer

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







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

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

MCK/FFE/rcm

319.1

8 February 1945

SUBJECT: Narrative Mission Report

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

1. On 8 February 1945, twenty four (24) scheduled B-24 a/c, plus four (4) spare B-24 a/c took off starting at 0825A hours to bomb Vienna South East Industrial area.

The twenty eight (28) 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. Franklin K. Lane, Flight Leader of the 778th Bombardment Squadron (H).

2. Group form up was made without incident, and two (2) Group rendezvous was made on time over Andria. The wing rendezvous was made over Spinazzola as prescribed, with the 485th Group on the right and the 465th to the right, formation settled into proper positions shortly thereafter.

3. Seven (7) a/c returned early:

(a) A/C No 44-49146 - turned back at 0922A hours at (41°00'N-16°00'E) due to oxygen lek in the nose. This a/c returned its bomb load of two (2) tons to the base.

(b) A/C No 42-95332 - turned back at 1052A hours at (43°27'N-16°42'E) as this a/c could not catch the formation due to a late take off - Reason for late take off the bomb bay doors on the scheduled a/c would not open - This crew took off in a spare a/c - Bomb load of two (2) tons returned to base.

(c) A/C No 44-49048 - turned back at 1043A hours at (43°27'N-16°42'E) due to inability to locate the formation, which was due to a late take off caused by a supercharger being out on

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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

the scheduled a/c and necessitating taking off in a spare a/c. This a/c returned its bomb load of two (2) tons to the base.

(d) A/C No 44-40928 - turned back at 1230 hours at (47°38'N-15°36'E) due to #3 and #4 superchargers going out. This a/c returned its bomb load of two (2) tons to the base.

(e) A/C No 44-49363 - turned back at 1158A hours at (45°38'N-15°11'E) due to loss of #4 engine. This a/c jettisoned two (2) tons of bombs at 1221A hours at (44°20'N-14°24'E).

(f) A/C No 44-49415 - turned back at (45°52'N-15°25'E) due to loss of #2 and #4 superchargers. This a/c jettisoned two (2) tons of bombs at 1230A hours at (48°30'N-15°10'E).

(g) A/C No 44-49710 - turned back ten (10) miles north of Celje due to the illness of the Co-pilot who was not getting mask. This a/c jettisoned two (2) tons of bombs at 1221A hours at (45°26'N-14°43'E) in order to lighten load due to observing two unidentified fighter a/c.

4. Twenty one (21) a/c were over the target at 1250A hours (briefed target time 1245A hours) and twenty one (21) a/c dropped forty two (42) tons of 500 pound RDX bombs (.1 nose and .01 tail fuse) from 24,500 feet on an axis of attack of 68 degrees.

Bombing was by PFF method due to cloud cover at the target. The lead a/c picked up Vienna forty five (45) miles away and identified the target area on the bomb run. Five (5) course corrections were made, the last one being 2 degrees to the left. Five (5) sighting angles were given being 70°-65°-60°-50°-40°. The lead bombardier and PFF operator state that a good run was made and that they were dead on course. The PFF equipment in the lead a/c worked satisfactorily for the entire mission.

The lead of the 2nd attack unit was unable to pick up the target on the twenty (20) mile range and dropped its bombs on Able 11.

Limited photo coverage did not show any bomb strikes. Pictures taken from Able box show bombs-away from three (3) aircraft at a position approximately 14,000 feet southwest of the East Station.

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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

From the position of the bombs-away photographed, it is estimated that the probable area of impact would be south of the Ordnance Depot and in the immediate vicinity of the Railroad Repair Shops and the Simmering Railroad Junctions. Heavy cloud cover obscures the western portion of Vienna and all railroad targets with the exception of the southern end of the Vienna South Goods Yards.

Photos were returned from Able box only. Of the nine cameras installed for this mission, two were early returns, one other did not take-off, and the operators of three others did not attempt photography.

## Recapitulation of Bombs.

21 a/c	dropped on target	42 tons
3 a/c	jettisoned - early returns Par. #3	6 tons
4 a/c	returned to base - early returns Par. #3	8 tons
<u>28</u> a/c		<u>56</u> tons

5. The Group Leader used the C-1 automatic pilot. The leader of the second attack unit dropped on Able 11 due to PFF equipment being inoperative on the 20 mile range.

6. Flak at the target was described as M to IAH with time in flak estimated to be four (4) minutes. Black bursts with some white bursts above the formation.

Flak was encountered at the following points:

(46°50'N-16°10'E)	SAH - May have been RR flak
(46°10'N-17°00'E)	SIH

Flak was observed at the following points:

Varazdin	SH - 8/12 bursts
Graz	SH
(46°25'N-16°27'E) (Cakovec)	SH
(46°21'N-16°37'E) (Prelog)	SH

7. Ten (10) ME 109 ME 109 a/c were observed at 1230A hours at (47°28'N-15°36'E) at 24,300 feet. The E/A came in from four (4) o'clock level and were immediately engaged by a group of P-51 a/c, and a dog fight took place. The E/A did not open fire on the bomber. E/A were all black with red spinners. This a/c was returning alone.

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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 Rot, contd

feet northwest of the refinery. Four (4) other hits fell in the residential area 3,000 feet northwest of the oil plant. Seven (7) more strikes were in a suburban residential district one and one-half miles (1½) miles southeast of the refinery.

5. Able Group Leader used the C-1 automatic pilot and the bomb run was by PFF. Baker Group Leader used the C-1 automatic pilot and the bomb run was started using PFF; however just before bombs away, the bombardier was able to identify the target through the smoke screen and took over, the bombs being released visually. (Baker Group was over the target six (6) minutes after Able Group and released bombs at 1413A hours, at which time the smoke screen could be penetrated sufficiently to permit identification of the target. Able Leader was unable to identify the target through the smoke screen).

6. Flak at the target was reported as very intense and accurate and lasting for a period of from five (5) to seven (7) minutes. Crews report that the flak appeared to be tracking the formation.

Flak was observed at (46°26'N-16°55'E) and described as six (6) bursts of heavy flak. Scant, heavy flak was observed at (48°20'N-16°30'E).

7. At 1248A hours, two (2) ME 109 a/c light or silver colored were observed at (46°00'N-14°50'E) at 23,500 feet. One (1) e/a came from high at twelve o'clock in what appeared to be an attack on Baker Group, however the e/a leveled off above the formation and passed over without opening fire. The second e/a skirted the formation at a distance. At this time P-38 a/c approached in pursuit of the e/a. Another crew reports that five (5) ME 109 a/c were observed at (45°50'N-14°56'E) at 1245A hours at 22,000 feet. These e/a, described as rusty brown in color, made no effort to attack and appeared to be looking for stragglers.

Two (2) possible FW 190 a/c were observed at a distance making what appeared to be passes at a lone B-17 at about 1435A hours at (47°37'N-17°15'E) from 22,000 feet.

One (1) crew reports seeing ten (10) contrails at 1424A hours from 23,000 feet in the Vienna area and at a distance of fifteen (15) miles from the formation.

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

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

Ltr Narr Miss Rpt, contd

Two (2) U a/c were observed at (45°23'N-14°43'E) at 1220A hours flying at 5,000 feet heading north.

One (1) a/c reported seeing five (5) yellow vapor trails at 1241A hours at (47°50'N-16°20'E) ten (10) miles from the formation. No a/c were seen.

8. Rendezvous was made with twenty (20) P-51 a/c at 1145A hours at (44°33'N-14°55'E) and were last observed at 1412A hours at (43°40'N-15°45'E). Eight (8) to ten (10) P-38 a/c were first observed at 1158 A hours at (46°56'N-15°07'E) and last observed at 1334A hours at (45°30'N-16°22'E). The P-51 escort was from the 332nd Fighter Group and the P-38's were not identified. Cover was generally described as good.

9. The weather at take off was 8/10 thin altocumulus, base 11,000 feet. Visibility was 12 miles.

Over Adriatic 3/10 stratus top 8,000 feet, visibility 20 miles. Fiume and Pola were clear. Over Alps, on east side, 3/10 stratocumulus, top 14,000 feet. North of Graz, low layer became overcast, top 9-10,000 feet. This deck extended to the Danube River and broke on return route to 5/10 coverage with main coverage to east of course.

At target, 8/10 stratocumulus, top 10,000 feet which ended at Danube River. Visibility was 20 miles.

7/10 stratocumulus over Spur, top 3,500 feet on return. At base, 2/10 cirrus and 3/10 cumulus at 3,000 feet, visibility 20 miles.

10. Four (4) a/c received minor flak damage.

11. Observations reported:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
	(44°45'N-16°39'E)	17,800	Landing strip with snow cleared from the runway. No a/c seen friendly field.
1130A	Maribor	23,300	Forty (40) to fifty (50) cannon lined up in an open area adjoining the town.

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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

12. A radio call in the clear was picked up from a bomber requesting target information. Subsequent investigation developed that Wing received the call and the a/c was advised to proceed in formation.

13. Twenty one (21) a/c landed at this base between 1505 and 1525A hours.

14. The route was not flown as briefed. The Group Leader was called by "Uphill" at 0929, 0936, 0943 and 0955A hours directing the course be changed. The formation was ordered to fly from the rendezvous area to the Spur, to (44°00'N-14°00'E), and from that point to the IP. The formation flew from (44°00'N-15°42'E) to Trebnje (45°55'N-15°00'E), to Gleisdorf (47°06'N-15°42'E), to the turn point Langenwang (47°35'N-15°36'E). From there on to the target and return, the route was flown as briefed. Track chart showing route flown is inclosed.

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

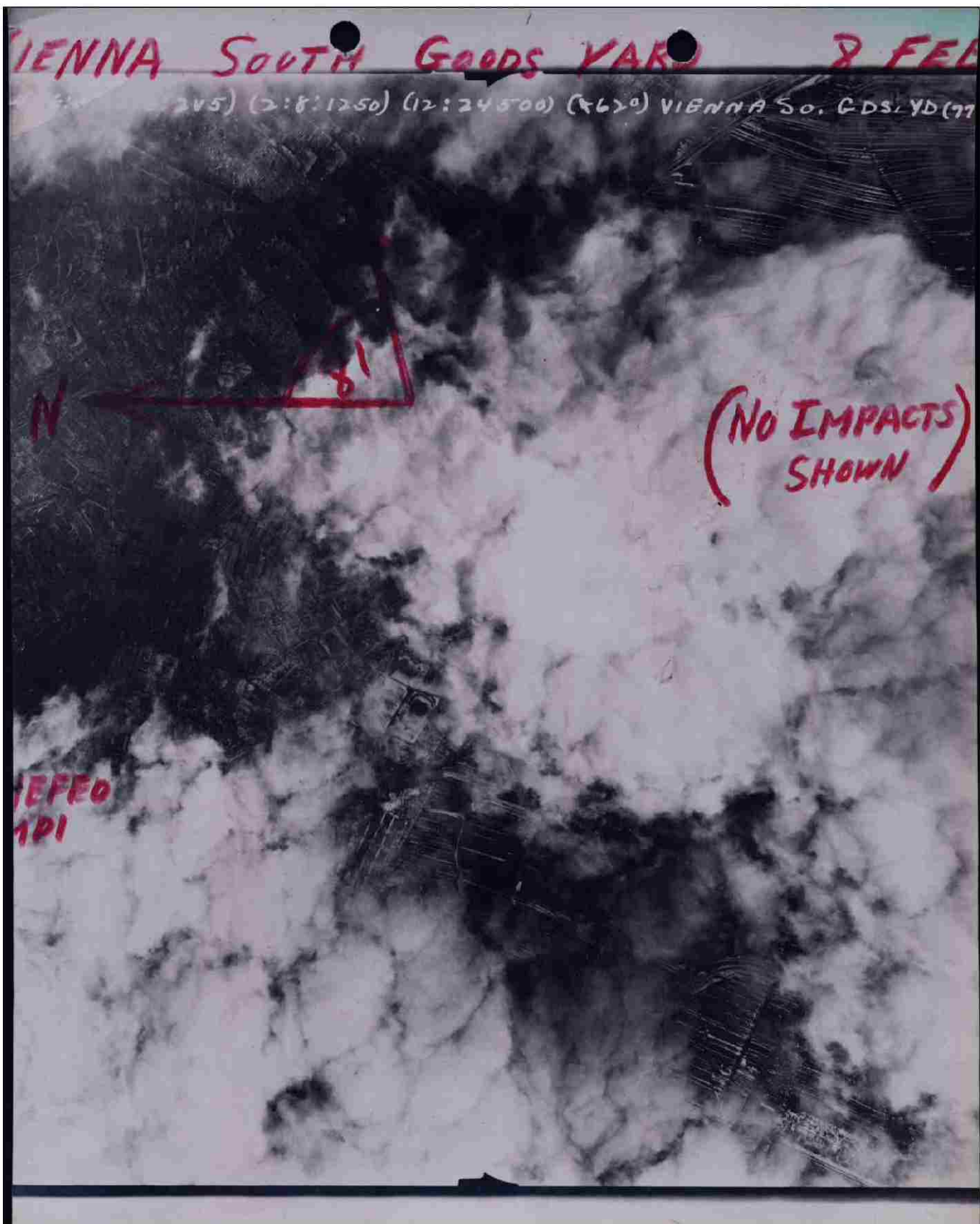
For the Commanding Officer:

FRANCIS F. ELDER  
Major, AC  
Intelligence Officer

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

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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

9 February 1945

319.1

SUBJECT: Narrative Mission Report

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

1. On 9 February 1945, three (3) scheduled ad took off to bomb the Moosbierbaum, Austria, O/R. A/C No 44-49589 took off at 0930A hours, and a/c No 42-50533 at 0933A hours. Due to electrical trouble with the originally scheduled a/c, change had to be made to spare airplane No 44-95613, which took off late at 0959A hours.

2. The first two (2) a/c, piloted by First Lieutenant Bert A. Pugh Jr., first pilot of the 776th Bombardment Squadron (H), and Captain Forrest J. Robbins, Flight Leader of the 776th Bombardment Squadron (H), respectively, formed up without incident, and effected rendezvous with the 465th Bombardment Group (H) as directed. Just prior to reaching the Key Point at the Yugoslav coast, the two a/c comprising the element were joined by the late take-off airplane, piloted by First Lieutenant Franklin K. Lane, Flight Leader of the 778th Bombardment Squadron (H). Approximately fifteen (15) miles on course beyond the Key Point, multilayer clouds were encountered, necessitating the breaking up of the element, and each airplane flying an individual course.

3. A/C No 44-49589 flew the briefed course, with minor weather deviations to right and to left, to the primary I.P. Then breaks in the clouds were observed in the direction of the primary target, so course was laid south to Graz, the alternate target. After bomb release, rally was made to the right, and a reciprocal of the route out flown to base.

4. A/C No 44-95613 flew a few miles to the right of the briefed course, taking advantage of cloud cover, to the first turn point, Judenberg. To the primary target, and following,

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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

course corrections were given, and sighting angles of 70°, 65°, 60° and 50°. G-1 automatic pilot equipment was used on the bombing run, with release at 1255A hours from 25,200 feet on a true heading of 220°. The bombs are believed to have struck in the immediate vicinity of the M/Y. The full bomb load of eight (8) five hundred (500) pound RDX bombs, fused .1 nose and .01 and .025 mixed tail, were dropped.

11. Bombing recapitulation is as follows:

2 a/c dropped on primary target	- 4 tons
1 a/c dropped on alternate target	- 2 tons
	<u>6 tons</u>

12. Photos show bombs way at primary target with ten tenths (10/10) cloud cover. No terrain is visible on any photos. One aircraft bombed Graz M/Y, with unobserved results.

13. a. IAH flak was encountered at the primary target by a/c No 42-50533. This anti-aircraft fire was described as tracking, starting low and to the rear, and building up to altitude, with some bursts as close as fifty (50) feet. The flak at the target continued for about 3½ minutes.

b. IAH flak was encountered at the primary target by a/c No 44-95613. This anti-aircraft fire was described as low and trailing five hundred (500) feet behind, but building up to altitude.

14. IAH flak was encountered at the alternate target by a/c No 44-49589. This anti-aircraft fire was described as black and trailing, with time in range from three (3) to four (4) minutes.

15. Minor, superficial flak damage was sustained by a/c No 44-49589 at the alternate target.

16. Sergeant Henry R. Fulghum, tail gunner of airplane No 44-49589, was injured by flak over the alternate target, and was hospitalized following return from the mission.

17. Weather conditions reported enroute are as follow:

Base at take-off - 8/10ths thin cirrostratus at 18,000 feet, visibility 20 miles. 7/10ths stratocumulus at coast, with tops 7000/8000 feet.

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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

the briefed course was flown to Altenmarkt. At this point, noting breaks in the clouds ahead, course was altered to the right, and a parallel route flown until approaching Zagrab. A sweep to the right was made around this city, followed by a direct heading to base.

5. A/C No 42-50533 flew the course as prescribed to the primary target and return.

6. The briefed route, and the routes as flown, are graphically shown on the inclosed track chart.

7. A/C Nos. 42-50533 and 44-95613 released their full bomb loads, each of eight (8) five hundred (500) pound RDX bombs, fused .1 nose and mixed .01 and .025 tail, upon the primary target.

8. A/C No 42-50533 first picked up a clear scope image of the target twenty (20) miles away. Five (5) sighting angles were given --  $70^{\circ}$ ,  $65^{\circ}$ ,  $55^{\circ}$  and  $50^{\circ}$ . One (1) correction of nine (9) degrees to the right effected a straight course to the target. A smooth bombing run, utilizing C-1 automatic pilot equipment was effected, and release at 1227A hours from 22,800 feet on a true heading of  $68^{\circ}$ , is believed to have been on, or in the immediate vicinity of, the assigned target. Momentary difficulty was encountered on the bombing run when the PFF set return faded, but was immediately overcome by increasing the voltage.

9. A/C No 44-95613 first picked up the primary target thirty (30) miles away. The scope image was indistinct, and did not become clarified until fifteen (15) miles away. Five (5) sighting angles were given, from  $70^{\circ}$  thru  $50^{\circ}$ , and four (4) course corrections, the last being  $4^{\circ}$  to the right. A smooth bombing run was made, under manual control by the pilot, as the C-1 automatic pilot equipment had been erratic. Release was made at 1225A hours from 24,500 feet on a true heading of  $70^{\circ}$ . Bombs are believed to have struck in the immediate vicinity of the assigned aiming point, with a possibility that they might have hit slightly to the right.

10. A/C No 44-49589 first picked the alternate target of Graz, Austria up with a clear scope image, 45 miles away. Four (4)

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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

Route out - 10/10ths stratocumulus, top 10,000 feet, from the central Adriatic, building up to 18,000 feet enroute. Light rime icing in clouds, beginning at 11,000 feet. 10/10ths multilayer cluds over the Dinaric Alps, continuing north and east, tops generally to 25,000 feet, based in the mountains. 2/10ths thin cirrus in patches, at 35,000 feet estimated, throughout the route.

Vienna area - 10/10ths multilayer clouds, tops at 22,000 feet, with a few breaks showing thru a thick undercast, visibility aloft unlimited.

Graz area - 10/10ths multilayer clouds, tops at 22,000 fet, visibility aloft unlimited.

Return route - clouds generally lowering, with tops at Fiume and over the Adriatic at 16,000 / 18,000 feet, becoming 3/10ths at 15,000 feet over base.

Winds MAAF wind inaccurate in direction and speed.  
Vienna (23,000 feet), 270°; 30 knots; -38°C.  
Fiume (19,000 feet), on return; 310°; 32 knots; -28°C.

18. A/C No 44-95613 reports that a broadcast station in the Vienna area, operating on the same frequency as the ground station of the 55th Bombardment Wing (H), seriously affects reception. This observation was made in connection with difficulties encountered by this a/c in receiving verification of its bombs-away signals.

19. The three (3) a/c landed at this base, as follows:

- a. A/C No 44-49589 at 1500A hours.
- b. A/C No 42-50533 at 1518AAhours.
- c. A/C No 44-95613 at 1511A hours.

20. A/C No 42-50533 attempted photographs. A selected print is 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

MOOSBIERBAUM O/R 9 FEB.  
464 BG: 5M214: 1V1) (2: 9: 1327) (12: 22800) (-68°) MOOSBIERBAUM o/r (776





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

HH/FTE/jmm

319.1

13 February 1945.

SUBJECT: Narrative Mission Report

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

1. On 13 February 1945, twenty (20) B-24 type a/c of twenty one (21) scheduled took off at 0830A hours to bomb the primary target designated in Operations order No 70, forming into one (1) attack unit, led by Colonel A. L. Schroeder, Group Commander.
2. Form-up assembly, and rendezvous were accomplished as prescribed without incident.
3. One (1) a/c, No 44-49653, failed to take off because of spark plugs fouling.
4. There was one (1) early return. A/C No 44-48767 turned back at 4525N-1508E at 1126A hours when manifold pressure dropped upon experiencing turbo trouble, landing at 1245A hours.
5. Upon nearing the last turn point before the IP for the P/T, the PFF equipment of the lead A/c failed to function. At this point the deputy lead a/c was about to lose an engine. Decision was then made to bomb visually Pola Casting and forging set for that alternate objective.
6. Seventeen (17) a/c were over the alternate target at 1335A and dropped thirty four (34) tons of bombs (500 lb RDX, .1 nose and .01 tail) from 25,600 feet, on an axis of 181°, with a right rally.
7. a. A/C No 42-51644 accidentally jettisoned two (2) tons at 1235A hours at 4745N-1440E as the result of an electrical short circuit.  
b. A/C No 44-49363 jettisoned two (2) tons at 1310A hours at 4430N-1415E to lighten load when No 2 engine went out.

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

Ltr Narr Miss Rpt, 464th Bomb Gp (H), 13 Feb 45, cont'd

Recapitulation of bomb tonnage

17 a/c dropped on target	34 tons
2 a/c jettisoned	4 "
Returned to base - 1 early return	<u>2</u> "
Total	40 "

8. Bombing was visual, C-1 Automatic Pilot being used on run by lead a/c.

Bomb strike photos show a heavy concentration of several dozen hits on Pola Naval Yard Installations located between the submarine pens and Fort Castello. There were numerous direct hits on the casting and forging shop, machine shop, warehouses, and barracks buildings adjacent to the machine shop. At least one strike was on the naval training station and several others were on the torpedo depot. A near miss was scored off the end of the Rabella mole, and a direct hit damaged the east end of the submarine pen area.

9. Flak encountered at Pola was M-IAH, visual tracking fire, with exposure lasting about three (3) minutes.

10. a. Observation of five (5) ME 109s was reported by one (1) crew near Linz at 1233A hours at 25,500 feet. E/A came in at five o'clock in line abreast as though contemplating attack and then broke away without engagement before reaching firing range.

b. In the Amstetten-Steyr area, ten (10) FW 190s, in line abreast, made one (1) threatened pass at Charlie Box, coming in from six o'clock just over undercast, closing to approximately 600 yards. When fired upon, e/a peeled off and down into the undercast, without renewal of attempt. Charlie Box at the moment was well off to itself. The crew of the A/c in C-31 position was the only one of the box to report this ineffectual engagement.

11. Rendezvous was made with 15/20 P-51s at Traglwant at 1236A hours, but provided no escort for this Group when it turned for the alternate target at Pola.

12. Weather encountered was as follows:

Clear on take-off. Visibility thirty (30) miles.

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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), 13 Feb 45, cont'd

3/10 patchy stratocumulus over Adriatic, tops 8,000 feet, bases 2,000 feet. 6/10 stratocumulus along Dalmatian coast, tops 8,000 feet. Clear over Dinarics with few patches of valley stratus. 1 to 2/10 cirrus entire first half of route. From mountains to primary, 10/10 stratocumulus tops 10 to 12,000 feet with few breaks. Large clear areas reported to east.

Over primary target, 10/10 stratocumulus, tops 10 to 12,000 feet with 8/10 thin cirrus at 27,000 feet.

Conditions remaining same enroute to Pola with CAVU over Pola.

Return route same with 4 to 5/10 stratocumulus over Adriatic with tops 8 to 10,000 feet. CAVU at base.

13. One (1) a/c, Y/Y, No 42-50843, failed to return. This a/c was observed to leave formation at 1335A hours just after release of bombs at Pola, peeling off to left on a course of 100°, apparently under control. Rudders were observed to be fluttering.

14. Thirteen (13) a/c received minor flak damage and two (2) suffered major damage.

15. The following observations were reported:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1100A	4615N-1510E	25,000	Large camp area.
1200A	4713N-1445E	25,000	30-40 SEF and TEF on A/D at Zeltweg (k-20 prints inclosed).
1251A	4731N-1409E	25,000	12 SEF on A/D (k-20 prints inclosed).
1207A	4713N-1450E		Active M/Y.
1217A	4725N-1442E		4 chutes.
1056A	4405N-1504E	19,000	3 CL's headed NNE.

16. Nineteen (19) a/c made return landing from 1456A to 1520A hours.

17. The route was flown slightly to east of briefed course

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), 13 Feb 45, cont'd

to vicinity of Treglwang, from whence course was set for Pola,  
as shown on enclosed track chart.

18. Five (5) a/c attempted photos. Selected print attached.  
For the Commanding Officer:

FRANCIS F. ELDER  
Major, AC  
Intelligence Officer

- 3 Inclosures
  - Incl 1- Track chart
  - Incl 2- Selected strike photo
  - Incl 3 -K-20 prints

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

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

LSD/FFE/jmm

319.1

13 February 1945.

SUBJECT: Narrative Mission Report

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

1. On 13 February 1945, eighteen (18) scheduled B-24 a/c plus three (3) designated spares took off at 130A hours to bomb the Graz Marshalling Yards, Austria as prescribed in Operations Order No 71.

The twenty one (21) a/c formed into one (1) attack unit, led by Lt Col James H. Gilson, Commanding Officer of the 779th Bombardment Squadron (H).

2. The Group form-up was as prescribed. Wing formation was made in a satisfactory manner, the 464th Bombardment Group (H) falling into correct Wing position at 1235A hours at 4600N-1620E.

3. Twenty one (21) a/c were over the target at 1501A hours (briefed target time 1500A hours) and dropped forty one and one half (41 1/2) tons of 500 lb RDX bombs (.1 nose and .01 tail fuse) from 22,500 feet on a heading of 120°.

A/C No 42-78692 jettisoned one quarter (1/4) ton at 4710N-1525E at 1505A hours due to a bomb shackle malfunction which caused one (1) bomb to hang up over the target.

A/C No 42-78433 jettisoned one quarter (1/4) ton at 4713N-1538E at 1504A hours due to a bomb rack malfunction.

Recapitulation of Bombs

Dropped on Target	41.50 tons
Jettisoned	<u>.50 tons</u>
Total	42.00 tons

Bombing was accomplished by visual means. Bombing as one (1) attack unit, the Group Leader used the C-1 Automatic Pilot on the bomb run.

\* 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, 464th Bomb Gp (H), 13 Feb 45, cont'd

Bomb strike photos showing at least two (2) dozen direct hits on tracks and among several columns of freight cars, are visible in the north central portion of Graz north marshaling yard. Three (3) additional hits are on the south choke point. The north choke point was probably cut by earlier bombing. Heavy smoke from previous bombing obscures additional hits along the western edge of the yard.

4. Flak at the target was reported to be S to MIH. Crews report the flak encountered at Graz as of the barrage type and time in flak as ranging from one (1) to three (3) minutes.

No enemy a/c were observed or encountered.

5. No fighter cover was provided for the Group, either on penetration, over target, or on withdrawal.

6. Weather encountered on the mission was as follows:

Clear on take-off.

Along entire route visibility twenty (20) miles with trace of cirrus clouds at 22,000 feet.

Over the Dalmatian coast, 3/10 stratocumulus, tops 8,000 feet.

From mountains to target, 2/10 stratocumulus, tops 8,000 feet, breaking to clear over target, visibility twenty (20) miles.

On return, similar weather conditions prevailed.

7. No flak damage was suffered by any of the twenty one (21) a/c.

8. Observations reported by returning crew members:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1455A	4712N-1445E	22,000	Airfield with fifteen (15) twin engine a/c on tarmac.
1546A	4513N-1629E	19,000	Large pontoon bridge over river.

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

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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), 13 Feb 45, cont'd

10. Twenty one (21) a/c landed at this base between 1700A and 1719A hours.

11. Six (6) a/c attempted photographs. A selected print is attached.

For the Commanding Officer:

FRANCIS F. ELDER  
Major, AC  
Intelligence Officer

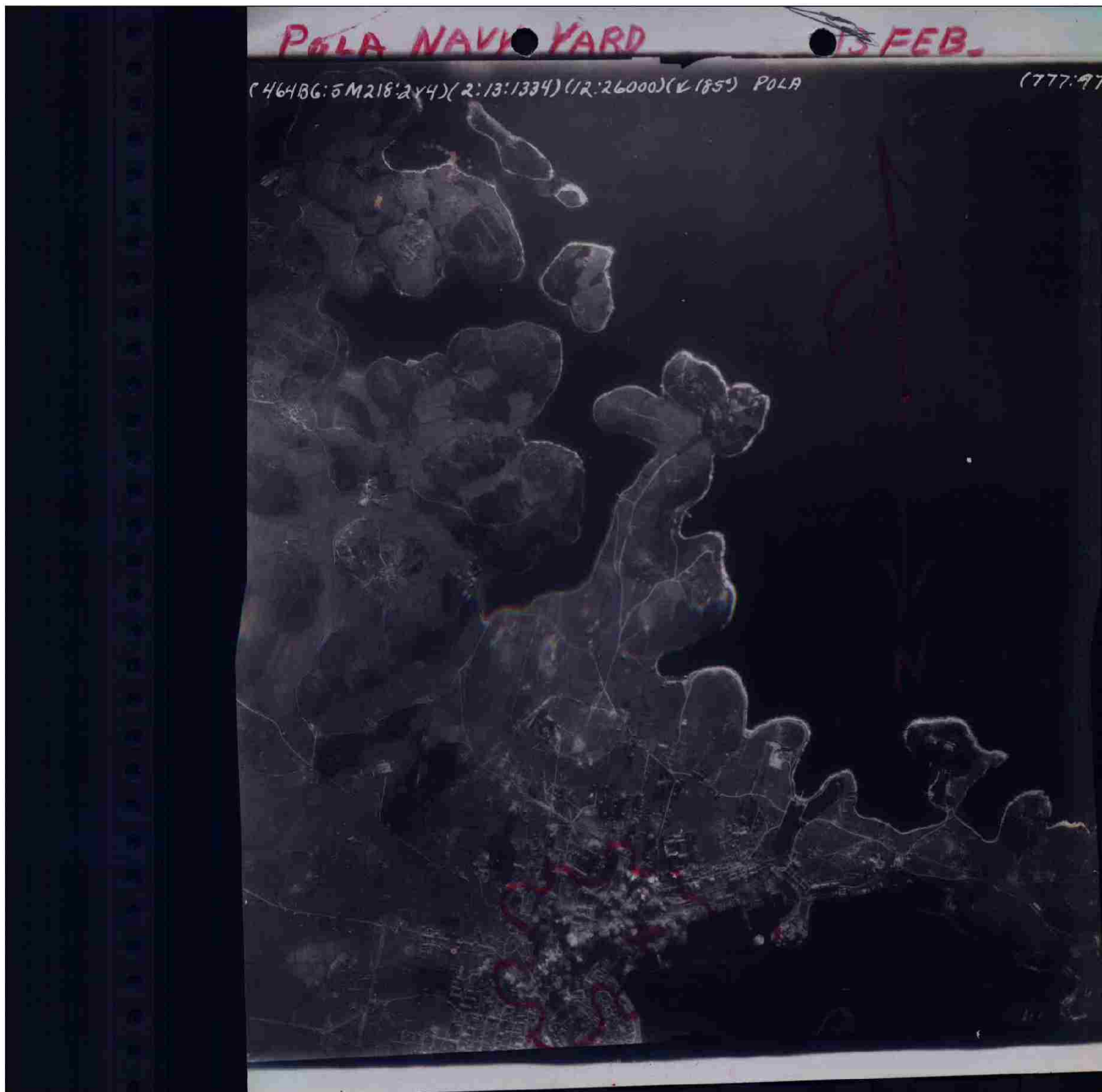
2 Incls  
Incl 1 - Track chart  
Incl 2 - Selected print

- 3 -

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

FFE/hob

319.1

14 February 1945

SUBJECT: Narrative Mission Report

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

1. On 14 February 1945, beginning at 0900A hours, twenty one (21) B-24 a/c of the Red Force took off to bomb the primary target specified in Operations Order No 72, 13 February 1945. The twenty one (21) a/c formed one (1) attack unit which was led by Major Sherman F. Martin, Squadron Commander, 778th Bombardment Squadron (H).

2. Group form-up was excellent and bomber rendezvous was as prescribed. Wing formation was very good except for the 460th Group which was a little ahead and continued to pull ahead enroute until weather separated this Group from all the formation.

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

a. A/C No 44-41337 turned back at 1000A hours at (41°05'N-16°50'E) with No 4 turbo inoperative and insufficient power to reach and maintain altitude. Bombs were returned to base.

b. A/C No 44-49363 turned back at 1057A hours at (43°50'N-16°00'E). Rate of fuel consumption was four hundred and fifty (450) gallons per hour and it was unable to transfer fuel in No 2 engine. Bombs were returned to base.

c. A/C No 42-50728 left the formation just before reaching the target after finding the Ball Turret Gunner unconscious from lack of oxygen due to frozen mask. Bombs were jettisoned in the Adriatic just before landing at Falconara for medical aid.

4. Eighteen (18) a/c were over target of opportunity, Air Force Alternate No 5, Villach M/Y, Austria, and eventeen (17) a/c dropped thirty three and one half (33.5) tons of 500 lb RDX bombs from 22,000 feet at 1310A hours. Axis of attack 175°.

Bombing was visual and target identification was aided by visibility of twenty (20) miles or better. Excellent 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

Ltr Narr Miss Rpt, 464th Bomb Gp (H), 14 Feb 45, contd  
coverage was obtained.

Recapitulation of Bomb Tonnage

17 a/c dropt on target	33.5 tons
2 a/c returned to base	4.0 "
2 a/c jettisoned	4.0 "
1 a/c (included in those dropping on target) jettisoned	<u>.5 "</u>
Total	42.0 tons

Bomb strike photos show a heavy concentratin of hits in the central portion of Villach south marshalling yard. These hits extend into the freight sidings at the west edge of the yard and into the goods sidings adjacent to the transshipment sheds at the east edge of the yard. Additional hits extend southeast to the military barracks area. Photos of Villach north marshalling yard show several hits on the west choke point and a few others at the west end of the main railway station. There was a probable direct hit on the west end of the transshipment shed located at the south edge of the yard. Approximately one (1) dozen additional hits fell in the city and between the two (2) yards.

5. The Red Force leader used C-1 Automatic Pilot on the bomb run.

6. No enemy opposition was encountered and all a/c returned to this base between 1500A and 1532A hours.

7. Rendezvous with twelve (12) P-51 a/c was made at 1150A hours at (45°52'N-15°21'E) and they were within sight of the formation at frequent intervals until 1427A hours at (42°47'N-16°00'E). Sixteen (16) P-38 a/c were reported in the target area only. Markings indicated P-51 a/c were from the 52nd Fighter Group. No markings for P-38 a/c reported.

8. Weather was as follows:

Clear at take-off with visibility unlimited. Scattered cumulus over Adriatic, increasing on course to 9/10, top 6,000 feet. Over Yugo coast and Dinarics 10/10 stratocumulus, top rising to 10,000 feet.

Scattered wispy cirrus north of Dinarics which increased rapidly to 8/10 multilayer cirrus. Base 23,000 feet, top 29,000 feet. Formation turned back at (46°05'N-15°15'E) and bombed Villach.

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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), 14 Feb 45, contd

Clear over Villach itself with an overcast of strato-cumulus in immediate area. Visibility was unlimited.

On return, mostly 10/10 low clouds, top 6,000 feet to Spur, 7/10 small cumulus at 2,500 feet over Spur.

3/10 flat stratocumulus, base 2,500 feet on landing. Visibility was 15 miles.

9. Observations:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1340A	4523N-1507E	?	130 trucks parked at Ry siding.
1235A	4603N-1440E Ljubiana	22,000	M/Y - 300 cars (See K-20 photographs inclosed)

10. The route was flown as briefed until (46°15'N-15°00'E) was reached at which time our formation encountered multi-layer cirrus clouds built up to 30,000 feet. Our altitude at this point was 26,500 feet and it was impossible to go over the clouds. Red Force Leader observing better conditions to the west of briefed course selected Villach as a target of opportunity, and route to and return from the target is shown on enclosed track chart.

11. Four (4) a/c attempted photographs. Selected print enclosed.

For the Commanding Officer:

FRANCIS F. ELDER  
Major, AC  
Intelligence Officer

3 Inclosures  
Incl 1 - Track Chart  
Incl 2 - Selected print  
Incl 3 - K-20 print - Ljubiana (in dup)

- 3 -

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

FFE/jmm

319.1

14 February 1945

SUBJECT: Narrative Mission Report

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

1. On 14 February 1945, twenty one (21) B-24 a/c of Blue Force took off starting at 1000A hours to bomb the Primary Target as ordered in Operations Order No 72, 13 February 1945. The twenty one (21) a/c formed one (1) attack unit which was led by Captain Joseph A. Szymanski, Flight Leader, 779th Bombardment Squadron (H).

2. Group form-up and Wing rendezvous were made as prescribed and without incident. Wing lead was reported as being a trifle too slow.

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

a. A/C No 42-51856 turned back during form-up because of No 4 engine failure. Bombs were returned to base.

b. A/C No 42-95332 turned back at 1305A hours at 4710N-1500E after No 1 supercharger became inoperative and a/c could not keep up with formation. Bombs were returned to base.

4. Nineteen (19) a/c were at a point seven and three quarters (7 3/4) miles southeast of the primary target, and thirteen (13) a/c dropt twenty six (26) tons of 500 lb RDX bombs from 24,500 feet at 1349A hours.

The Blue Force Leader relinquished the lead to Captain W. T. Black, Flight Leader, 776th Bombardment Squadron (H), (Deputy Blue Force Leader) at 1326A hours (4738N-1453E) after developing serious difficulty with No 2 engine. During change of leaders the formation was broken up and when reformed was off course to the right and the Group Leader aware that it was impossible to bomb the target, made a decision to bomb the second alternate. After discovering that the major portion of the formation had dropt their bombs, he changed his decision and brought the formation back to 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, 464th Bomb Gp (H), 14 Feb 45, contd

Recapitulation of Bomb Tonnage

13 a/c dropt	26 tons
7 a/c returned to base	14 "
1 a/c dropt on Graz	<u>2 "</u>
Total	42 tons

Photos taken by this force show numerous strikes in an open area approximately seven and three quarters miles south-east of the Schwechat Oil Refinery. These hits were near a small town two miles south of the a/c components factory at Fuschamend Markt.

A/C No 44-49710 (the original leader) after leaving the formation bombed the first alternate target. Two (2) tons of bombs were dropt on Graz M/Y at 1334A hours from 23,000 feet. Axis of attack 140°. No photographs were taken and observations of crew members place bombs in residential section of the town. C-1 Automatic Pilot was used on the bomb run.

5. No flak was encountered but was observed at the following points:

Primary Target area (5 mins)	IH
Kameron	SH
Gyor	SH
Sopron	SH

6. One (1) unidentified SEF, probably enemy a/c was observed in the primary target area. Flew below the formation and on opposite heading.

7. Rendezvous with thirty five (35) P-51 a/c was made at 1225A hours at 4600N-1520E and remained in the vicinity of the formation until 1435A hours at the Spur. Markings indicated escort was from the 332nd Fighter Group.

8. Weather was as follows:

Clear at take-off, visibility unlimited.

Generally clear to coast. Over Adriatic 9/10 cumulus, top 6,000 feet becoming 8/10 to 10/10 stratocumulus over Yugo coast and Dinarics, top 8,000 feet.

Beyond Dinarics, 2/10 to 3/10 stratocumulus, top 6,000 feet and 3/10 to 4/10 cirrus, base 23,000 feet, tops 24,000 feet.

- 2 -

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

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

Ltr Narr Miss Rpt, 464th Bomb Gp (H), 14 Feb 45, contd

At target, 2/10 to 3/10 cirrus at 25,000 feet and 3/10 cumulus, top 6,000 feet. Visibility was 20 miles.

Similar conditions were encountered on return.

7/10 - 9/10 small cumulus at 2,500 feet over Spur.

At base on return, 8/10 stratocumulus at 2,500 feet. Visibility at base was 15 miles.

9. Observations:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1259A	Celje 4614N-1518E	22,000	M/Y - Full to capacity - 500/600 wagons.

10. Route was flown as briefed to IP but from that point to return constant deviations were made. Track chart showing route flown inclosed.

11. Four (4) a/c attempted photographs. Selected print inclosed.

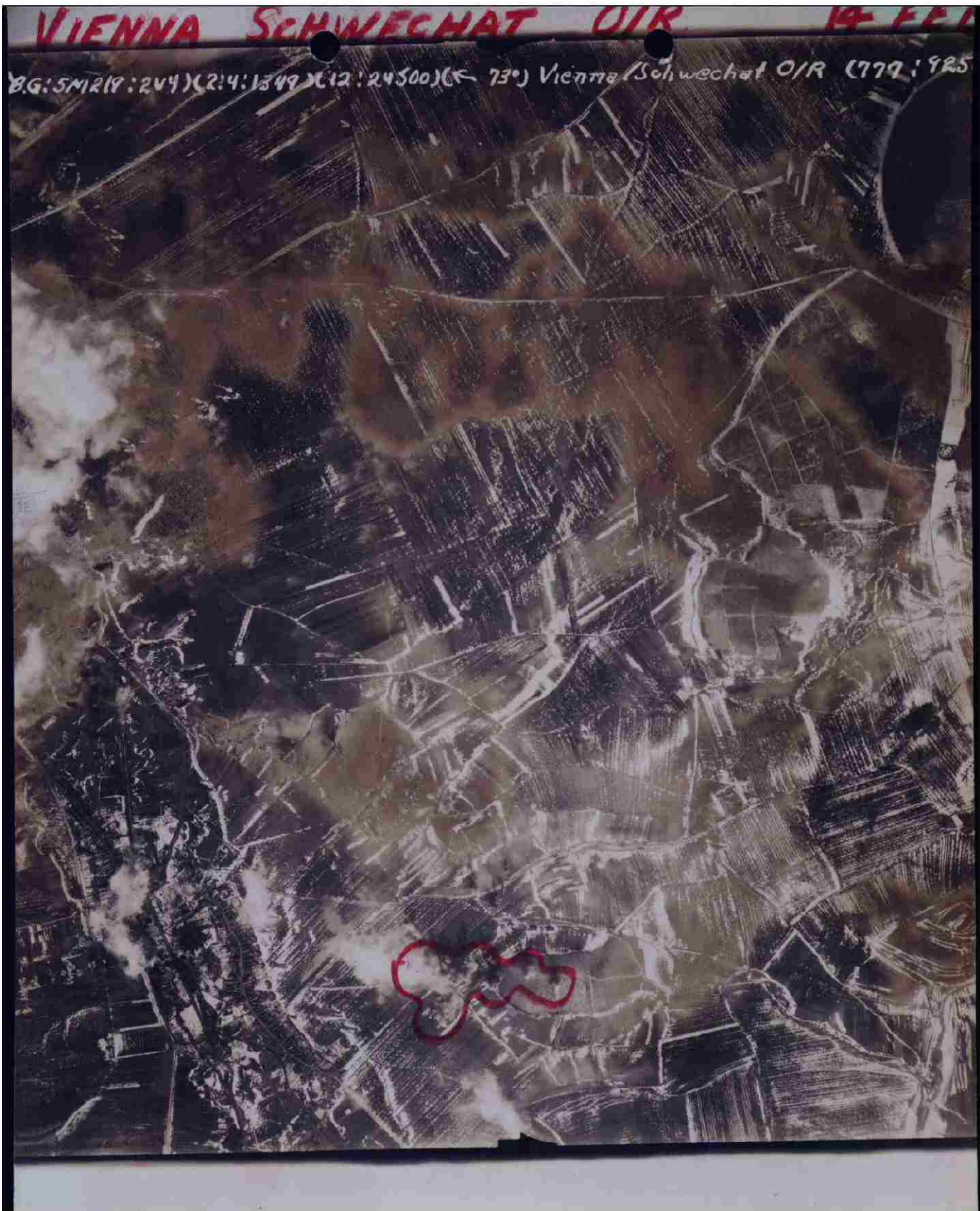
For the Commanding Officer:

FRANCIS F. ELDER  
Major, AC  
Intelligence Officer

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

- 3 -

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



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

HHS/FFE/jmm

319.1

15 February 1945

SUBJECT: Narrative Mission Report (Blue Force)

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

1. On 15 February 1945, eighteen (18) and three (3) spare B-24 type a/c, scheduled for BLUE FORCE, took off to bomb the Sorting Sidings at Wiener Neustadt, Austria. Take-off was from 1015A hours to 1024A hours.

2. The twenty one (21) a/c formed into one (1) attack unit of three (3) elements, being led by Captain Joseph A. Shymanski, Flight Leader of the 779th Bombardment Squadron (H).

3. Due to adverse weather conditions, Group form-up was effected between Barletta and Trani. Wing rendezvous was effected with the 465th and 485th Bombardment Groups (H), on course at the prescribed time. It is not believed that the 460th Bombardment Group (H) effected rendezvous with the Wing formation.

4. The course was flown as briefed, with the exception that the IP of Freiland was passed slightly to the left, and course continued northeast for six (6) to eight (8) miles beyond this point. This deviation was caused by the dimming out of the primary target's returns on the scope of the lead a/c over the mountains. The approximate route is shown graphically on the inclosed track chart.

5. Two (2) a/c turned back early, as follow:

a. A/C No 41-29394, was observed turning back at 1255A hours, and was heard to state over the radio that he was having engine trouble. This a/c is reported to have landed at Bari. The disposition of its bomb load of two (2) tons is unknown.

b. A/C No 41-29594 was observed turning back at 1328A hours, with No 3 engine feathered. Over the radio, it was heard that this a/c had an extreme oil leak in No 3 engine. The a/c is reported to have landed at Vis, and the disposition of its bomb load of two (2) tons is unknown.

- 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 (Blue Force), 464 Bomb Gp (H), 15 Feb 45, contd

6. Two (2) a/c jettisoned bombs, as follows:

a. A/C No 42-78692, at 1410A hours, at 47°18'N-16°23'E, dropped one quarter (.25) ton of bombs, hung up over the target by a shackle malfunction.

b. A/C No 42-51264, at 1533A hours at 42°30'N-16°15'E, dropped one quarter (.25) ton of bombs, hung up over the target by a shackle malfunction.

7. Nineteen (19) a/c released thirty seven and one half (37.5) tons of 500 lb RDX bombs, fused .1 nose and .01 tail, on the primary target at 1403A hours, from 21,000 feet, upon an attack axis of 131°. Bombing recapitulation is as follows:

19 a/c dropped on primary target	37.5 tons
2 ER a/c at friendly fields, bomb disposition unknown	4.0
2 a/c jettisoned	.5
Total	<u>42.0 tons</u>

8. Bombs away photographs show the target obscured by a solid cloud cover. No terrain is visible on any of the photographs returned from the target area.

9. Bombing on this mission was accomplished by PFF.

a. The PFF Operator of the lead a/c reports that his set operated efficiently during the entire route. The target was first picked up forty five (45) miles away. Crossing over the mountains to the IP, their bright return dimmed out the primary target, causing course to be flown slightly to the left, and from six (6) to eight (8) miles beyond the IP. A strong target return was then achieved, which when checked with Vienna, clearly identified the target. The bombing run then began, and was effected smoothly. Four (4) sighting angles were given, from 70° thru 50°, and five (5) course corrections, the last being 2° left. The Bombardier and PFF Operator believe that their bomb release was close to the prescribed aiming point, toward the city.

b. The PFF Operator of the lead a/c of the second element (Baker Box) reported his set as operating correctly enroute. He first picked up the target thirty (30) miles away, and retained it to the bomb release. Five (5) sighting angles were given, from 70° thru 53°, and in Radar Operator's and Bombardier's opinions, bombs hit in the immediate target area.

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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 (Blue Force), 464 Bomb Gp (H), 15 Feb 45, contd

c. The PFF Operator of the lead a/c of the third element (Charlie Box) reported his set as functioning fairly en-route, with the range weak. On the fifty (50) mile range, reception only to thirty five (35) to forty (40) miles could be secured. The target was first received thirty two (32) miles away, and retained throughout to bombs away. Five (5) sighting angles were given, from 70° thru 40°, and corrections for course likewise supplied. The Bombardier and PFF Operator believe that the bombs hit the assigned target area.

10. No flak at the primary target was observed by crews of this Force.

11. Rendezvous with P-51 escort fighters was made at 1318A hours at 46°39'N-14°47'E. Cover provided was described as excellent, with maximum number seen at one time being thirty (30). Certain of these P-51 fighters were identified as of the 325th Fighter Group. Escort was last seen at 1525A hours over the Adriatic Sea.

12. Weather was reported as follows:

Base: At take-off, 10/10ths stratocumulus, base 1,500 feet, top 3,000 feet. Similar conditions to the coast, breaking over the Adriatic to 1/10th to 2/10ths small cumulus.

Route: 3/10ths small cumulus over the Yugoslav coast, with the Dinaric Alps clear except for valley stratus. Scattered cumulus and 1/10th cirrus at 28,000 feet to the vicinity of Judenberg, where an overcast of stratocumulus began, extending to the target. Tops of these clouds were 10,000 feet.

Return: Similar conditions, with the base 10/10ths cumulus and stratocumulus at 2,500 feet. Visibility was 15 miles.

Target: 10/10ths stratocumulus, top 10,000 feet with visibility unlimited above the clouds.

13. Military observations were as follows:

a. At 1210A hours from 18,000 feet, an airstrip with ten (10) SEF was seen at 45°35'N-15°18'E.

b. At 1332A hours from 20,000 feet, an A/D with twelve (12) SEF was observed six (6) miles east of Judenberg, Austria.

c. At 1445A hours from 18,000 feet, the M/Y of

- 3 -

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 (Blue Force), 464 Bomb Gp (H), 15 Feb 45, contd  
Zagreb, Yugoslavia was observed full of cars, comprising more than five hundred (500) units of rolling stock.

d. At 1445A hours from 18,000 feet, one (1) T/E e/a was seen at the Zagreb, Yugoslavia A/D.

14. Nineteen (19) a/c landed at this base from 1608A hours to 1637A hours.

15. Five (5) a/c attempted photographs. A selected print is attached.

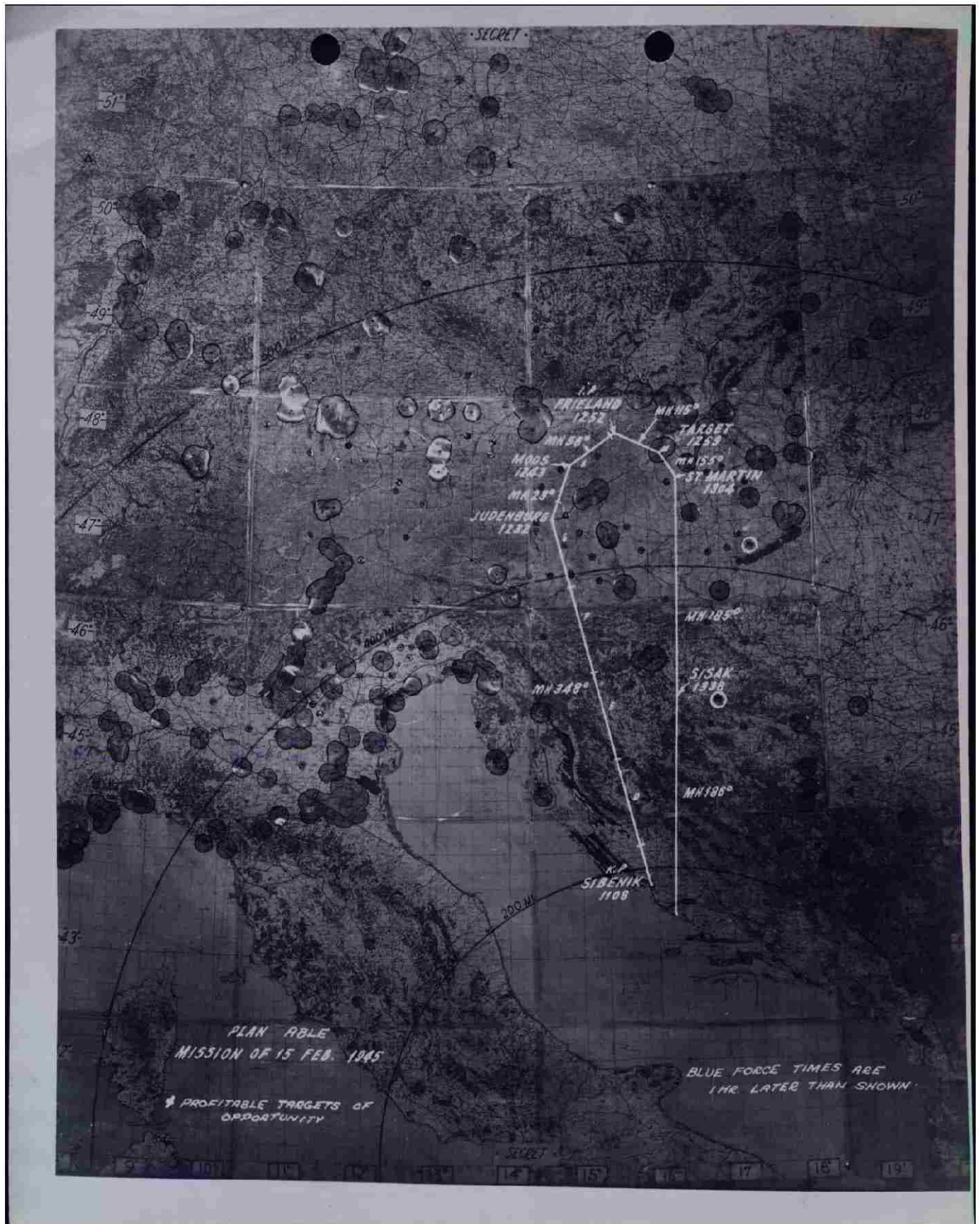
For the Commanding Officer:

FRANCIS F. ELDER  
Major, Air Corps  
Intelligence Officer

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

- 4 -

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





WIENER NEUSTADT MIK

BG: 5A220:2v1) (1:15:21000) (12:21000) (1260) WIENER NEUSTADT MIK (779:9

15 FEB



BLUE FORCE  
ABLE 21

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

15 February 1945

SUBJECT: Narrative Mission Report

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

1. On 15 February 1945, eighteen (18) and three (3) spare B-24 type a/c, scheduled for RED FORCE took off to bomb the Sorting Sidings at Wiener Neustadt, Austria. Take-off was from 0915A hours to 0925A hours.

2. The twenty one (21) a/c formed into one (1) attack unit, of three (3) elements, being led by Lt Col William G. Moore, Jr., Commanding Officer of the 777th Bombardment Squadron (H).

3. Due to existing weather conditions, the Group form-up was accomplished above the overcast at 6,500 feet altitude. Arriving at the prescribed Wing Rendezvous point three minutes late, the Group Leader found only the 465th Bombardment Group (H) in the immediate vicinity. Rendezvous was made with this Group, with the other two (2) Groups of the 55th Bombardment Wing (H), joining enroute.

4. The course was flown as briefed. A track chart is inclosed.

5. Twenty one (21) a/c released forty two (42) tons of 500 lb RDX bombs, fused .1 nose and .01 tail, on the primary target at 1301A hours from 21,000 feet, an attack axis of 122°.

6. Bombs away photos show the target obscured by a solid cloud cover. No terrain is visible on any of the photographs returned from the target area.

7. Bombing on this mission was accomplished by PFF.

a. The PFF operator of the Group lead a/c reports that he encountered considerable interference during the entire route, due to two (2) spirals appearing on his scope, believed caused by the radar sets in two (2) adjacent a/c, in twelve (12) and thirteen (13) positions. Despite this handicap, he

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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

successfully used his equipment throughout the mission. The first pick-up of the target was about forty five (45) miles away, near the turnpoint of Moos. This identification was retained to the target. A smooth and exact bombing run was effected, with five (5) sighting angles being given, from 70° thru 40°, and three (3) course corrections of 5°R, 3°R, and 2°L. C-1 Automatic Pilot equipment was used during the bombing run. It is considered by the Bombardier and PFF Operator of this a/c that rate was nearly perfect, and that bomb strikes were obtained close to the MPI, with possibility of a little left from this point.

b. The PFF Operator of the lead a/c of the second element of the Group formation (Baker Box), reports excellent operation of his set, with the exception of his return fading about 10 seconds before bombs were released. The target was first picked up twenty three (23) miles away. A smooth bombing run was effected with six (6) sighting angles being given, from 70° thru 53°. It is the opinion of the Bombardier and PFF Operator of this a/c that bombs were released directly upon the target.

c. The PFF Operator of the lead a/c of the third element of the Group formation (Charlie Box) experienced good operation from his set enroute. Target pick-up was effected sixty five (65) miles away, and retained. A smooth bombing run was effected. Three (3) sighting angles were given, from 70° thru 63°. Course as flown by the Group Leader, was found good. Bomb release was a few seconds after the Group Lead a/c and is definitely believed to have placed the bombs in the briefed target area.

8. Flak at the target was extremely Scant and Inaccurate Heavy. Seventeen (17) a/c report seeing no flak. Observations from the other a/c indicate that two (2) to three (3) bursts below and to the rear of the formation occurred immediately after bombs away.

9. Rendezvous with fighter escort was first effected at 1230A hours at (47°10'N-14°40'E). Varying numbers of P-51 a/c were seen enroute until 1420A hours at the Yugoslav Coast, with maximum cover believed to consist of about twenty five (25) escort fighters. The P-51 a/c were identified as of both the 325th and 52nd Fighter Groups.

10. Weather was reported as follows:

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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

Base: At take-off, 10/10ths stratocumulus, base 1,500 feet, top 3,00 feet. Similar conditions to the coast, breaking over the Adriatic to 1/10th to 2/10ths small cumulus.

Route: 3/10ths small cumulus over the Yugoslav Coast, with the Dinaric Alps clear except for valley stratus. Scattered cumulus and 1/10 cirrus at 28,000 feet to the vicinity of Judenburg, where an overcast of stratocumulus began, extending to the target, Tops of these clouds were 10,000 feet.

Target: 10/10ths stratocumulus, top 10,000 feet with visibility unlimited above the clouds.

Return: Similar conditions, with the base 10/10ths cumulus and stratocumulus at 2,500 feet. Visibility was 15 miles.

11. Military observations were reported as follow:

a. At 1209A hours, from 21,000 feet, three (3) to four (4) rows of tents, twenty (20) to a row were in the valley along both sides of the river to the northwest of Celje (4615N-1515E). Furthur tents were seen in clear spots in nearby hills.

b. At 1234A hours, from 21,000 feet, approximately five hundred (500) units were in the M/Y at Judenberg, Austria.

c. At 1325A hours, from 18,000 feet, a large smoke column was seen at 4525N-1655E, possibly from a wrecked a/c.

d. At 1355A hours, from 15,000 feet, an airstrip, cleared of snow, was seen at 4543N-1602E.

12. Twenty one (21) a/c landed at this base from 1522A hours to 1544A hours.

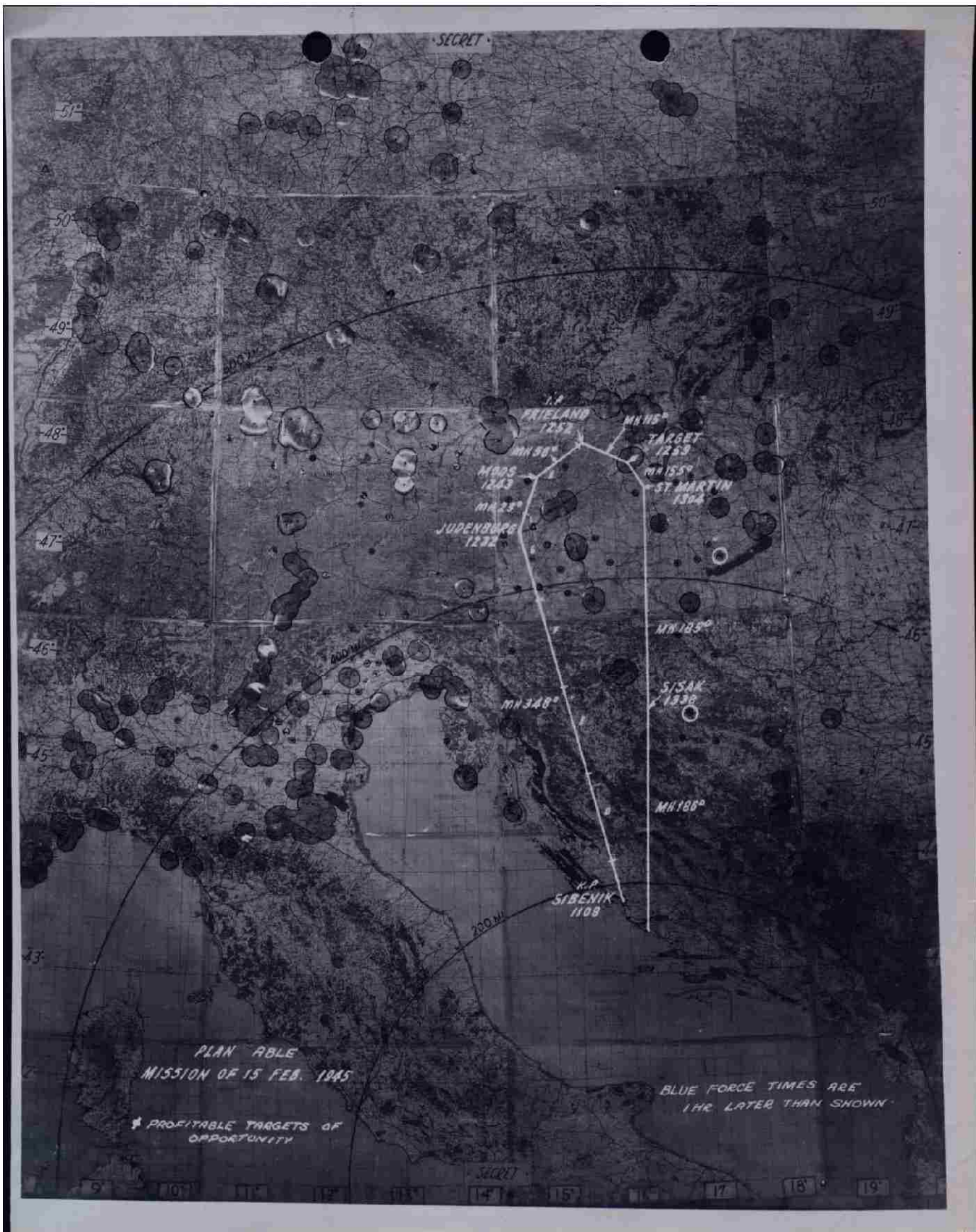
13. Five (5) a/c attempted photographs. A selected print is enclosed.

For the Commanding Officer:

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

FRANCIS F. ELDER  
Major, AC  
Intelligence Officer

- 3 -  
C O N F I D E N T I A L





RED FORCE  
CHARLEY 31

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

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

HH/FTE/fh

319.1

16 February 1945

SUBJECT: Narrative Mission Report

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

1. On 16 February 1945, forty two (42) type B-24 scheduled aircraft took off at 0830A hours to bomb the Regensburg/Obertraubling A/D pursuant to Operation Order No 77, forming into three (3) attack units of fourteen (14) a/c each. The first attack unit was led by Lt. Colonel William G. Moore, Commanding Officer, 777th Bombardment Squadron (H), the second unit by Captain Bedford D. May, Flight Leader, 776th Bombardment Squadron (H), and the third by First Lieutenant William J. Saunders, Flight Leader, 779th Bombardment Squadron (H).

2. Form up and assembly, hampered by weather, was made under the overcast. Wing rendezvous was likewise hampered until landfall, at which point the 465th Bombardment Group (H) fell in behind the left column, resulting in a converging course at the target with the 464th Bombardment Group (H), forcing the latter Group to the right of prescribed course.

3. There were six (6) early returns made as shown below:

a. A/C No 44-48880 turned back at Vis at 1042A because of malfunction in fuel transfer system, and made return landing at 1130A with full bomb load.

b. A/C No 44-49394 turned back at 1115A at (44°05'N-15°00'E) after losing formation in clouds, and made return landing at 1234A with full bomb load.

c. A/C No 44-48768 turned back at 1132A for the same reason at (45°00'N-14°12'E), and made return landing at 1255A with full bomb load.

d. A/C No 44-49415 turned back at 1140A, also for the same reason, at (44°00'N-14°20'E), and made return landing at 1315A with full bomb load.

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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 continued:

e. A/C No 44-49363 turned back at 1152A at (45°47'N-14°06'E) because of excessive fuel consumption and manifold pressure and inability to stay with formation. To lighten weight, its entire bomb load of 2.16 tons was jettisoned at 1153A at (45°18'N-14°16'E). Return landing was made at 1336A.

f. A/C No 42-51736 turned back at 1206A at (46°22'N-15°06'E) when malfunction in prop governor made it necessary to feather No 3 engine. To lighten load, entire bomb load of 2.16 tons was jettisoned at 1326A at (42°50'N-16°15'E).

4. A/C No 42-78433, after losing formation in clouds, turned back at 1200A at (45°20'N-14°10'E), and made an individual run on a target of opportunity believed to be the Albona Oil Storage at (45°05'N-14°07'E), where its full bomb load of 2.16 tons was dropped from 21,500 feet on an axis of attack of 185° with unobserved results. This a/c made a prior return landing at 1400A.

5. Thirty-four (34) a/c dropped 72.06 tons of frags clustered from 24,000 feet at 1317A hours on an axis of 338° with a right rally.

6. Following a/c jettisoned part loads for the reasons and at the places and times indicated.

a. A/C No 44-49402 suffered an accidental release of 1.08 tons at 1314A hours while on the bomb run.

b. A/C No 44-49250 jettisoned 0.12 tons at Prien (47°52'N-12°20'E) at 1341A hours after one station failed to release over target.

c. A/C No 42-51264 jettisoned 0.06 tons at (49°03'N-12°28'E) after one bomb hung on release over target.

d. A/C No 44-49746 jettisoned 0.12 tons at 1530A hours at (43°10'N-15°04'E), two bombs which failed to release over target.

7. One a/c No 44-10610, experiencing malfunction in release mechanism, returned to base its entire load of 2.16 tons.

8. Recapitulation of bomb tonnage:

34 a/c dropped on target	72.06 tons
1 a/c dropped on Target of Opportunity	2.16
6 a/c jettisoned	7.70
5 a/c returned to base	10.80
Total	<u>92.72 tons</u>

- 2 -

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



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

Ltr Narr Miss Rpt continued:

9. Bombing was visual, each attack unit leader using C-1 automatic pilot.

Results: Airdrome installations and landing area are nine-tenths obscured by heavy smoke from previous bombing in the hangar and component shops areas. Two aircraft (probably ME 262) are visible, near edge of smoke, parked at south central edge of landing area. Both were probably damaged by previous frag strikes. The only visible frag strikes of this Group start one mile East of the machine gun testing range and continue North for two miles past the East end of the town of Barbing. Main damage is among four separate groups of buildings in the area one mile East and Northeast of the Airdrome.

10. Flak encountered at target was S-MIH, most bursts breaking several hundred yards to the left of course.

MH flak was observed at Tarvisio (46°30'N-13°35'E), confirming previous crew report.

SH flak was observed at Dogna (46°27'N-13°45'E), likewise confirming previous crew report.

MAH was reported at (46°29'N-13°35'E), a probable rail battery.

MIH was reported at (46°40'N-16°25'E).

11. Rendezvous with 50-60 P-38s and 20 P-51s made at (43°55'N-14°45'E) at 1110A, providing PTW escort, leaving the bomber formation at 1456A at (43°45'N-14°52'E).

12. Weather: Base at take off: 10/10 thin Sc bases 3 thsd, 4500' tops. Vsby 20 mi.

Route: Base conditions continuing to Vis becoming 2/10 Sc tops 5 thsd bases 3 thsd. Vsby 20 mi in low haze. 10/10 Sc and Cu over mainland. Trieste area tops 15 thsd. To left of course thin deck of Ci estimated at 25 thsd ft breaking to North of mts. Clear on course over mts, with patches of stratus in valleys. Continued clear on N slopes mts to Target. Vsby 20 mi. No high or middle clouds throughout.

Target: Clear with less than 1/10 thin As at 12 thsd. Vsby 15 mi in haze.

Return route: Same conditions to Central Adriatic becoming 10/10 stratus from Ancona area bases at surge tops 5 thsd.

Base on return: 10/10 cu bases 2500' tops 5 thsd. Vsby 10 mi. Winds good as briefed.

- 3 -  
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 continued:

13. The following observations were made:

<u>Observation</u>	<u>Place</u>	<u>Time</u>	<u>Altitude</u>
Smoke Screen w/s town	Straubing (47°52'N-12°39'E)	1303	23,000
Smoke Screen	Burghausen (48°10'N-12°50'E)	1305	23,000
Active M/Y	Muhldorf (48°15'N-12°32'E)	1340	22,000
Smoke Generators	Traunstein (47°52'N-12°39'E)	1250	23,750
Shipping Activity	Trieste Harbor	1420	20,000
Runways U/C	(48°15'N-12°25'E)	1335	22,000

14. Thirty-five (35) a/c made return landings, commencing at 1610A.

15. Route was flown as briefed, track chart enclosed.

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

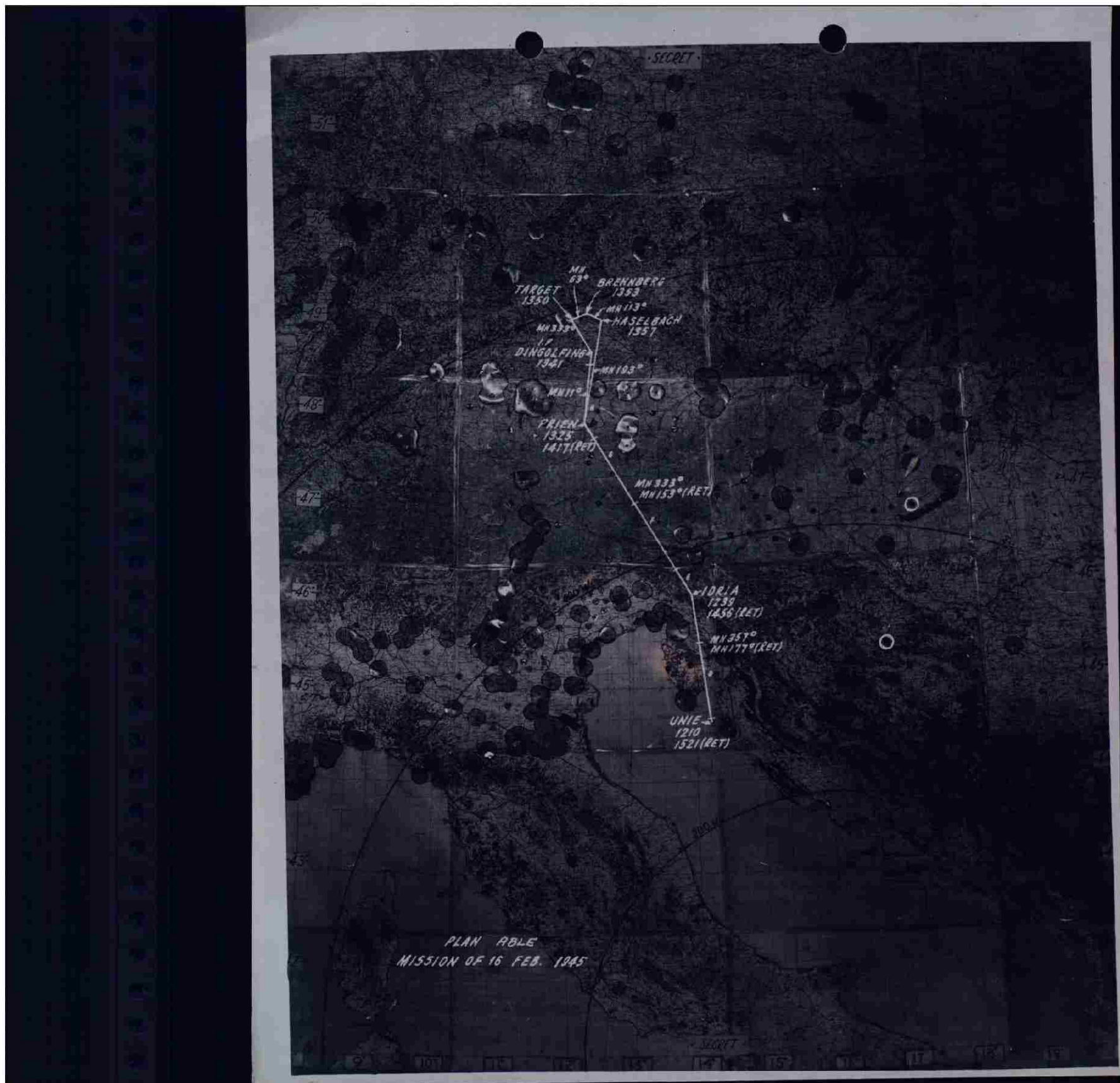
For the Commanding Officer:

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

FFE/hob

319.1

17 February 1945

SUBJECT: Narrative Mission Report

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

1. On 17 February 1945, forty (40) of forty two (2) scheduled B-24 a/c took off beginning at 1120A hours to bomb the harbor installations at Pola, Italy. The forty (40) a/c formed three (3) attack units. The first attack unit leader was Lt Col James H. Gilson, Commanding Officer, 779th Bombardment Squadron (H), the leader of the second unit was 1st Lt Willard A. Patterson, Flight Leader, 777th Bombardment Squadron (H), and the third unit leader was 1st Lt George H. Grotelueschen, Flight Leader, 776th Bombardment Squadron (H).

2. One (1) a/c, No 42-51856 failed to take off due to engine trouble, and one (1) a/c, No 44-48767 crashed on take off. The cause of the take off crash has not been determined.

3. Thirty nine (39) a/c were over the target, and twenty nine (29) dropt fifty seven and one quarter (57.25) tons of 500 lb RDX bombs (.1 and .01 - .025 fusing) from 23,000 feet at 1438A hours.

A/C No 42-51264 being unable to locate the Group formation joined the formation of the 461st Bombardment Group (H) and dropt two (2) tons of bombs on Trieste Harbor Installations at 1500A hours from 22,500 feet, axis of attack 275°. This crew reports good pattern on harbor and edge of city.

Eight (8) a/c failed to drop as the Group Leader did not drop and all of these a/c returned their entire bomb load totaling sixteen (16) tons of bombs to base.

A/C No 42-52068 jettisoned two (2) tons in the Adriatic on the rally at 1444A hours due to rack malfunction.

A/C No 44-49364 jettisoned two (2) tons in the Adriatic at 1515A hours to lighten load after No 1 engine became inoperative and No 2 engine oil pressure was fluctuating.

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Ltr Narr Miss Rpt, contd

A/C No 44-49653 returned one (1) bomb, one quarter (.25) ton as it was hung up in racks and could not be released.

A/C No 44-49746 jettisoned one half (.50) ton in the Adriatic at 1444A hours due to error in intervalometer setting.

Recapitulation of Bomb Tonnage

Dropped on primary target	57.25 tons
Returned to base	16.25 "
Jettisoned	4.50 "
Dropped on Trieste	<u>2.00 "</u>
Total	80.00 tons

Bomb strike photos show at least seven (7) direct hits on the drydocks and four (4) other hits in the adjacent shops area. Three (3) additional hits fell between the administration building and the west end of the swing bridge - which was probably damaged by previous bombing. Another Group of strikes extended from the Naval Aviation Quarters northwest to Casada Island. In this area, direct hits were scored on the Naval Aviation Quarters, on Barracks buildings, on the oiling pair and adjacent installations and on a fort near the oil stores. Several near misses occurred among the oil storage tanks. Approximately sixty (60) additional strikes were at the southern tip of Brinoni Island - five miles west of the navy yard.

4. The Group Leader did not drop his bombs due to a malfunction of the bomb sight or the C-1 Automatic Pilot just before bombs away causing them to be off course and making release on the target impossible. The second attack unit leader did not drop because the leader did not. The third attack unit leader making an individual bomb run continued on course and dropt on the target. The Group Leader made a 360° turn preparatory to making a second bomb run but the majority of the a/c having dropt, they proceeded on course for the base.

5. Flak at the target was encountered only by the third attack unit and was reported as MAH and duration of approximately one and one half (1½) minutes.

6. Weather was as follows:

8/10 stratocumulus at take off, base 2,500 feet, top

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Ltr Narr Miss Rpt, contd

6,000 feet, visibility five (5) miles.

Enroute clouds broke a short distance off the Italian coast and was clear to scattered along course to about thirty (30) miles south of Pols. From here to IP 8/10 to 10/10 low clouds, top 8,000 feet which appeared to cover shore of north Italy and northwest Italy.

Over North Italy and the north Adriatic there was also a deck of cirrus clouds based at 19,000 feet, 4/10 to 5/10 coverages.

Cluds broke up short of the IP and at the target were a few scattered low clouds, top 8,000 feet. Visibility was ten (10) miles.

Similar conditions on return with 8/10 stratocumulus at base on return at 2,000 feet. Visibility fifteen (15) miles.

7. The route to the target was flown as briefed after some difficulty in form up due to weather. Different courses on return were followed by several Groups of a/c. Track chart showing route as briefed and as flown by the Group Leader inclosed.

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

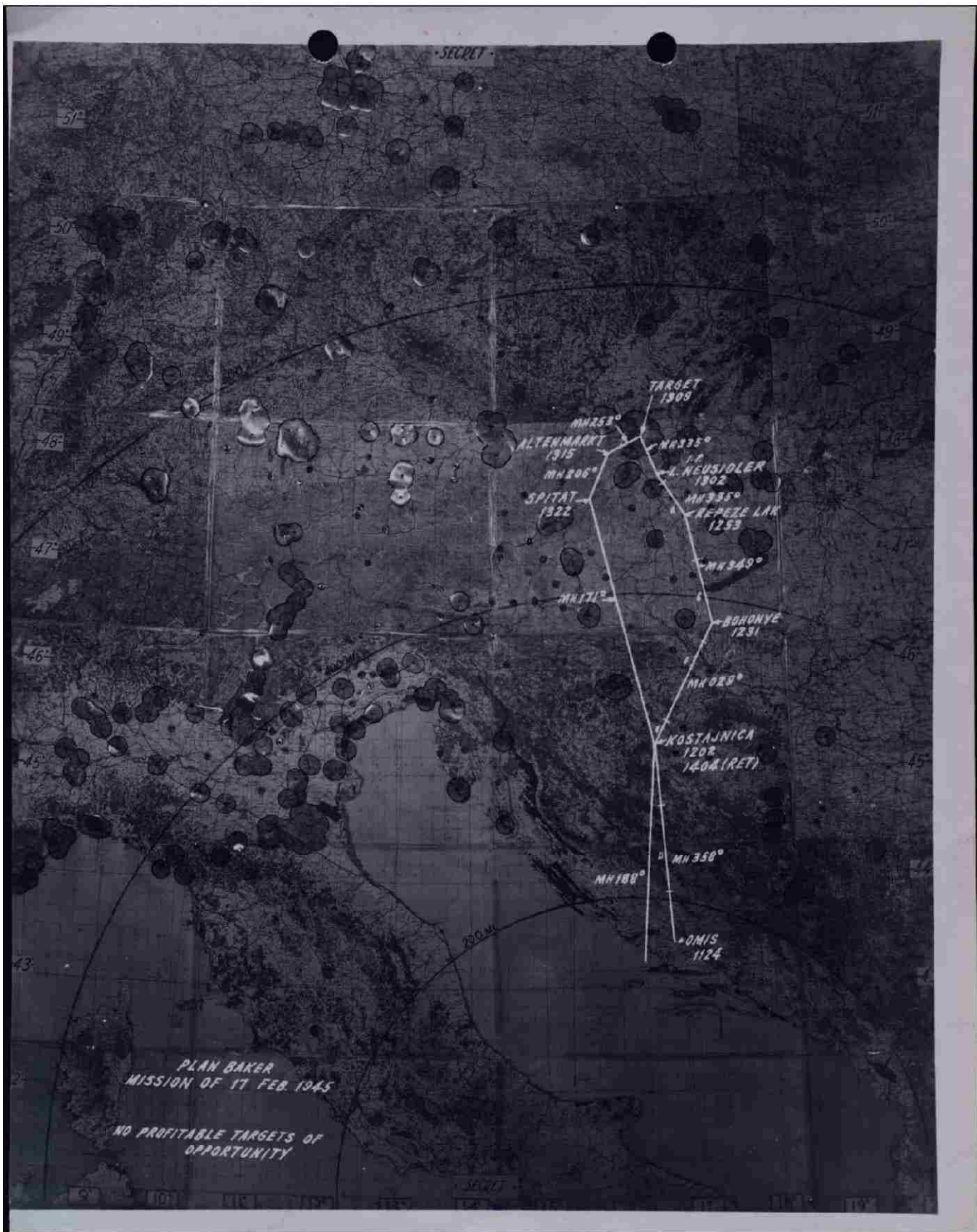
For the Commanding Officer:

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

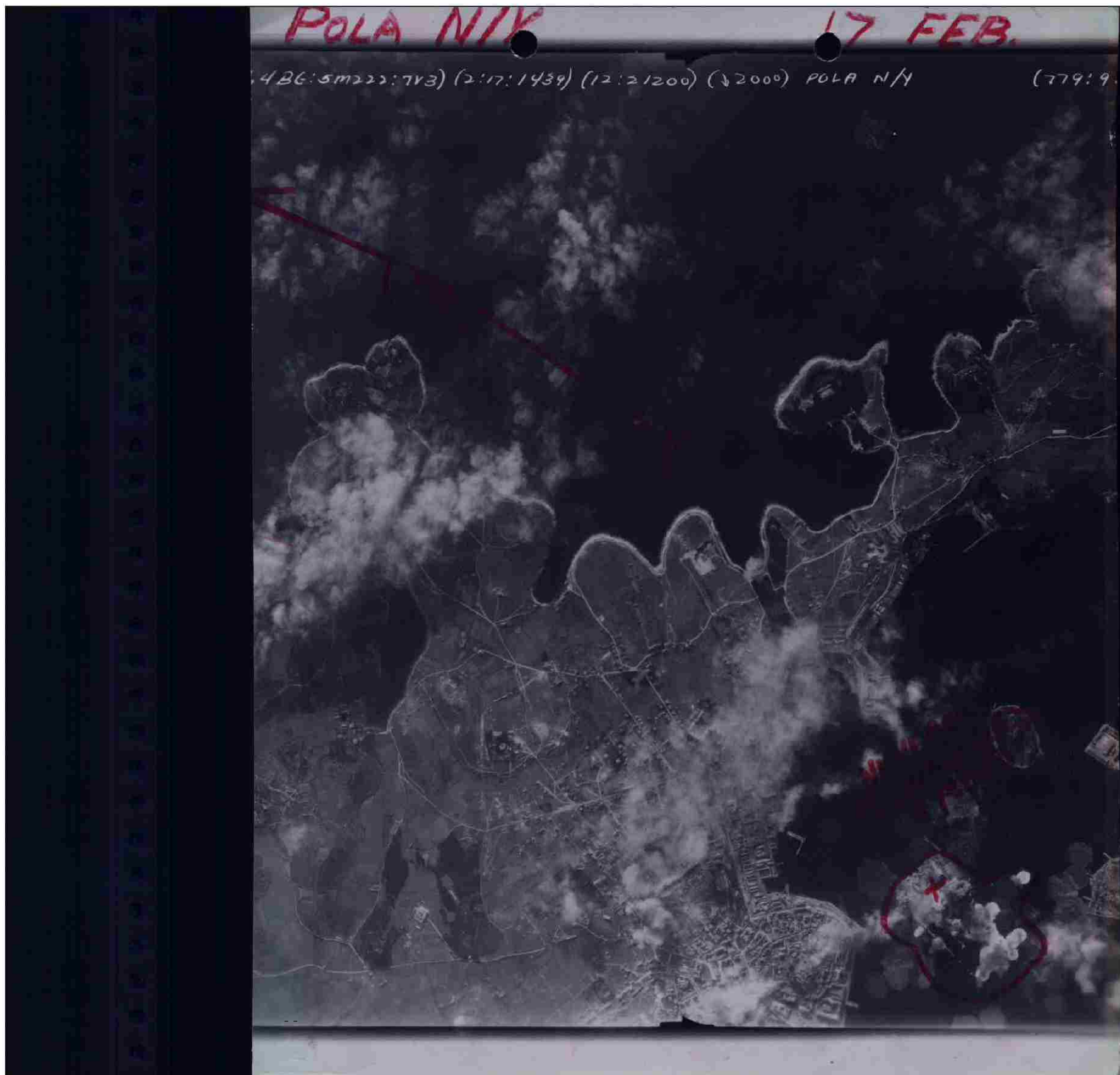
FRANCIS F. ELDER  
 Major, AC  
 Intelligence Officer

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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

HHS/FFE/hob

319.1

18 February 1945

SUBJECT: Narrative Mission Report

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

1. On 18 February 1945, twenty four (24) and four (4) spare B-24 type a/c, scheduled to bomb the primary target as designated in Operations Order No 81, Headquarters, 55th Bombardment Wing (H), 17 February 1945, took off, starting at 0853A hours. Replacement of one (1) a/c, in which the electrical system failed, necessitated a late take off at 0943A hours.
2. The twenty eight (28) a/c formed into two (2) attack units. The first unit was led by Captain Joseph A. Shymanski, Flight Leader of the 779th Bombardment Squadron (H), and the second unit by 1st Lt Franklin K. Lane, Flight Leader of the 778th Bombardment Squadron (H).
3. a. Due to only one (1) runway being presently available for use at this base, take off, immediately following the 465th Bombardment Group (H), as scheduled, was unavoidably begun late, at the time stated in Par 1.  
 b. The Group form up was effected smoothly, and line rendezvous made at prescribed altitude and time, on course.
4. The course was not flown as briefed. Information received from the Navigator of the lead a/c of the second attack unit who stated that thru "Gee" and other fixes, exact locations were obtained, indicates that from the TP of 4200N-1620E, route was flown to 4310N-1640E at 1100A hours. Course was then altered to the point at which the formation turned back, 4424N-1640E at 1122A hours. Following a sweeping turn of approximately 200°, course was laid to 4332N-1630E at 1135A hours. From this point, route was followed immediately around the Spur, and directly to base. A graphic track chart is inclosed.
5. The Group Leader states that an early climb was begun, due

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Ltr Narr Miss Rpt, contd

to radio weather reports, that clouds were over the middle Adriatic Sea to 12,000 and 14,000 feet. When the clouds were first reached, the formation was above them, but soon was forced to enter the building up layers at 16,000 feet. From that time on, with only intermittent breaks, flight was made thru clouds to the point of turning back, at 21,500 feet altitude. The turn back was begun when the Wing Leader was heard over the radio to state that he was at 23,000 feet and that insurmountable clouds continued ahead. Instrument conditions were still encountered on the return flight similar to those encountered on the route out.

6. All bombs - fifty six (56) tons of 500 lb RDX, fused .1 nose and .01 tail - were returned to base.

7. A formation of sixteen (16) P-51 type a/c were first observed at 1030A hours at 4318N-1700E, and visual contact retained for ten (10) minutes. It is not believed that these a/c were assigned escort for the 55th Bombardment Wing (H).

8. Weather was reported as follows:

Base: 2/10ths to 3/10ths stratus base 1,500 feet, tops 2,000 feet. Scattered cirrus at 20,000 feet in the north. Generally scattered 2/10ths to 3/10ths stratocumulus, tops 5,000 feet, from the base to the coast.

Route: North of the Spur, the formation encountered 8/10ths to 10/10ths thin altostratus, base 14,000 feet, tops 17,000 feet. Farther north, enroute, 10/10ths cirrus at 19,000 feet, tops unknown was encountered. Visibility, air-to-air, two (2) to five (5) miles.

Return: North of the Spur, the formation encountered 8/10ths to Spur, similar conditions prevailing, tops 5,000 feet. The high cloudiness had spread southward in a thin layer.

Base: 9/10ths cirrostratus on return, visibility fifteen (15) miles in haze.

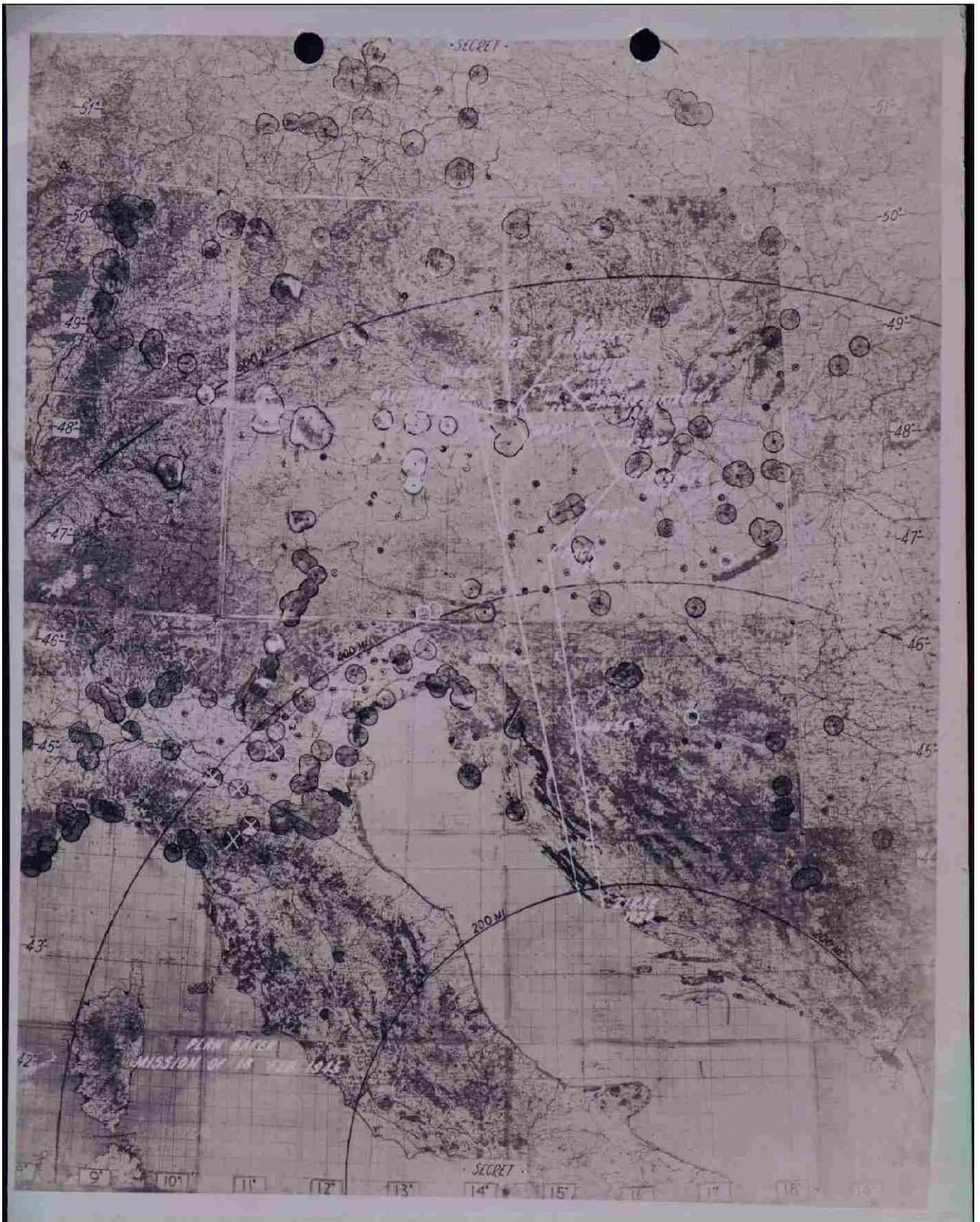
9. Twenty eight (28) a/c landed at this base from 1229A hours to 1300A hours.

For the Commanding Officer:

1 Incl:  
Incl 1 - Track Chart

FRANCIS F. ELDER  
Major, AC  
Intelligence Officer

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

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

HH/FFE/hob

319.1

19 February 1945

SUBJECT: Narrative Mission Report

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

1. On 19 February 1945, twenty eight (28) scheduled B-24 a/c took off at 0740A hours to bomb the primary target designated in Operations Order No 83, forming into two (2) attack units. The first attack unit was led by Captain Joseph A. Shymanski, Flight Leader of the 779th Bombardment Squadron (H), and the second by 1st Lt Franklin K. Lane, Flight Leader of the 778th Bombardment Squadron (H). Because of increasingly adverse winds encountered upon nearing the IP for the Primary Target, the First Alternate Target, Graz S/E M/Y, was attacked, pursuant to decision of the Wing Leader.

2. Hampered slightly by weather, form-up and assembly was made between Barletta and Andria. Upon making rendezvous, this Group fell into second position when the 465th and 485th Groups were late in arrival.

3. There were two (2) early returns:

a. A/C No 42-95364 turned back at the Wing rendezvous area, because of defect in bomb bay booster which pumped fuel overboard, and made return landing at 0910A hours with full bomb load.

b. A/C No 44-49837 also turned back at Wing rendezvous area, because of icing and excessive power, and made return landing at 0930A hours with full bomb load.

4. Two (2) aircraft made prior returns:

A/C No 42-78472, after losing No 4 engine, left formation at (48°05'N-15°15'E) at 1220A hours. Entire bomb load (2 tons) was dropped from 25,500 feet at 1225A hours on axis of 180° on rail sidings at (47°51'N-14°56'E). Return landing was made at 1435A hours. No results observed.

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Ltr Narr Miss Rpt, contd

b. A/C No 42-51903 left formation at (47°35'N-14°53'E) at 1217A hours when No 4 engine was feathered because of loss of oil pressure. Entire bomb load (2 tons) was dropped from 19,000 feet at 1233A hours on axis of 122° on target of opportunity, a rail line, at (46°16'N-14°19'E). Return landing was made at 1420A hours. K-20 photo taken by this a/c shows seven hits astride a roadway midway between a small unidentified town and a river bridge and another hit at the edge of the town.

5. Twenty three (23) a/c dropped 45 3/4 tons of bombs (8x500 lb RDX fused .1 and .01) on the Graz S/E M/Y from 26,000 feet at 1251A hours on an axis of 173°, with a left rally.

6. Following aircraft jettisoned for the reasons and at the places and times indicated:

a. A/C No 44-49589 jettisoned for the reason that the bomb bay failed to open over the target, its entire load of 2 tons in the Adriatic at (43°36'N-15°42'E) at 1348A hours.

b. A/C No 44-10610 jettisoned 1/2 ton in the Adriatic at (43°30'N-15°46'E) at 1353A hours, after one bomb hung on release over the target.

7. Recapitulation of bomb disposition:

23 a/c dropped on 1st Alt. Target	45.75 tons
2 a/c dropped on targets of opportunity	4.00 tons
2 a/c jettisoned	2.25 tons
2 a/c returned to base	<u>4.00 tons</u>
Total	56.00 tons

8. Bombing was visual, each attack unit leader using C-1 automatic pilot. Result:

Bomb strike photos show a heavy concentration of hits among several columns of freight cars in the center of the marshalling yards. This pattern of hits extended over into the warehouse area along the east side of the yard. At the north end of the yard there were at least two (2) hits on the choke point and two (2) others at either side of the roundhouse. Approximately twenty (20) more hits fell across the south end of the railroad yard, with additional strikes in the area to the west toward the labor camp. Other hits probably fell in the smoke lying across the south end of the yard.

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Ltr Narr Miss Rpt, contd

9. Flak encountered at the target was SIH to MAH, most of the crews reporting SIH, with exposure limited to two (2) minutes.

10. Rendezvous was made with 40 P-38s at 1038A hours at (44°51'N-14°50'E), providing good PTW cover, and were last seen at 1300A hours at (44°23'N-15°50'E).

11. Weather:

Base on take off: 6/10 Sc bases 3500 ft. tops 5000 ft.  
Visibility 15 miles.

Route: 6-8/10 Sc over Adriatic bases 3000 ft tops 6000 ft. becoming 3/10 Sc vicinity of Yugo Coast. Clear over Dinarics with patches of valley stratus. Vsby 20 miles in haze. 6/10 Sc on E and N Slopes of mts, tops 8000 ft. continuing to Graz becoming 2/10 Sc and breaking to clear.

Target: Clear, vsby 20 miles in haze. High cirrus deck on Northern horizon.

Return Route: Similar to Graz becoming 9/10 undercast tops 9000 ft from Graz to mts. Clear in mts. and along Dalmation Coast to Vis becoming 9/10 Sc tops 7000 ft. from Vis to Base.

Base on Return: 9/10 Sc bases 3500 ft. tops 7000 ft. Vsby 15 miles.

12. 25-30 unidentified aircraft believed SEF, were observed on Zeltweg A/D at 1230A hours from 25000 feet.

13. Twenty four (24) a/c made return landings, commencing at 1445A hours.

14. Of the four (4) a/c reported missing on Telephone Mission Report, one has returned and another has been reported as landing at a friendly field, leaving two (2) missing.

a. A/C No 42-51264 (B/M), made a late return landing at 1775A hours after having made an emergency landing for refueling at PRKOS (44°03'N-15°30'E). Navigator of crew called attention to the fact that small lake at south end of runway, serving as a distinguishing check point, though shown on 1:1,000,000 map does not appear on the 1:500,000 map.

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Ltr Narr Miss Rpt, contd

b. A/C No 42-94823 (R/T), according to Telephone Report received by S-3 from Wing A-3 at 0715A hours, landed at Pecs, Hungary.

c. A/C No 44-49751 (B/O) was last seen when it left the formation at (46°30'N-16°45'E) at 1300A hours with one engine out and two engines smoking. Pilot was heard calling for escort, stating he was heading for Russian lines.

d. A/C No 44-49394 (B/R), was last seen at (43°37'N-15°35'E) when it left formation at 1345A hours. Pilot indicated he was low on gas and was heading for Vis.

15. Route was flown substantially as briefed to Moos, thence to Graz, without using the prescribed IP for the alternate target, Track chart enclosed.

16. Four (4) a/c attempted photos. Selected print attached.

For the Commanding Officer:

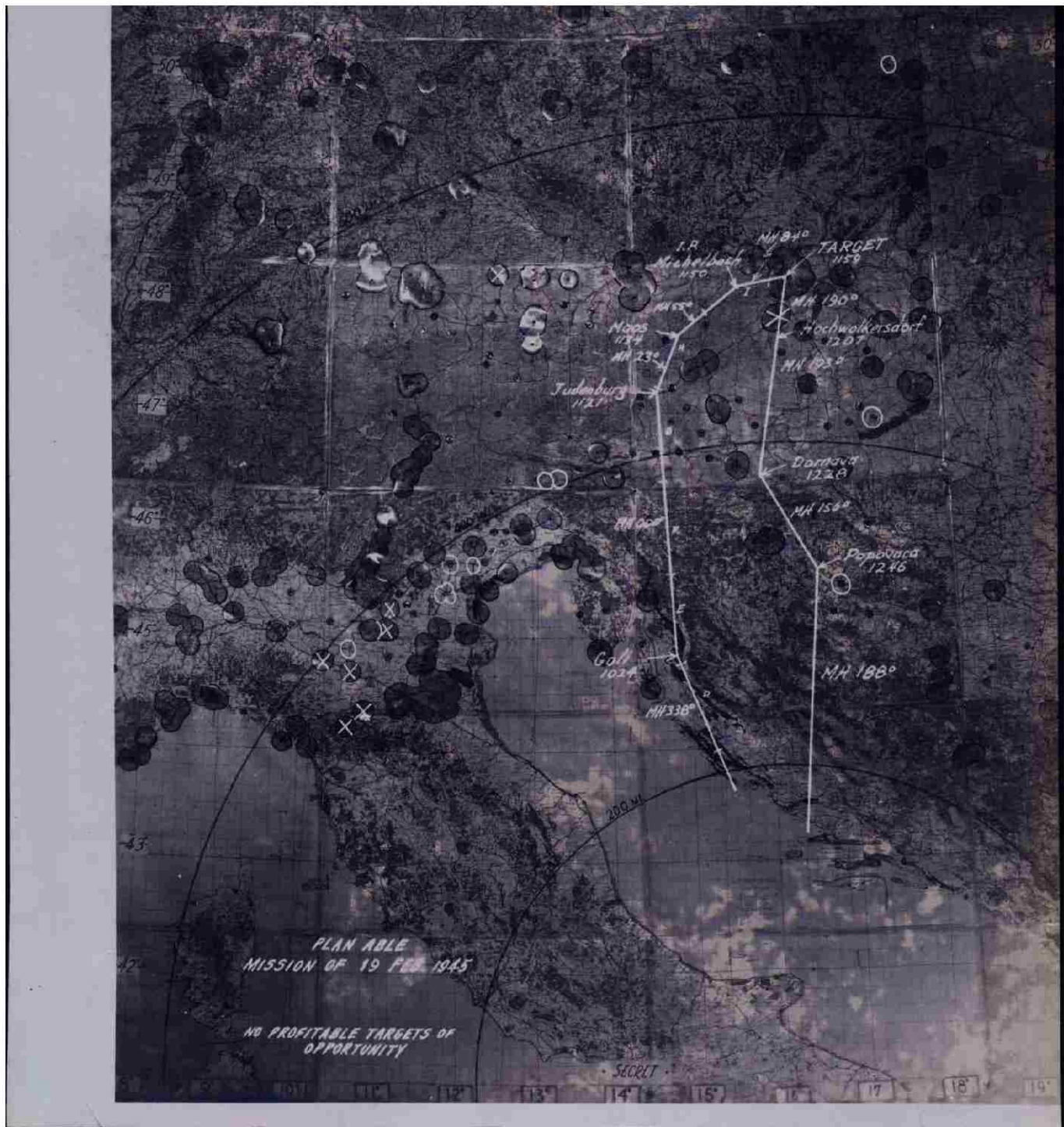
3 Incls:  
Incl1 - Selected Photo  
Incl2 - K-20 Photo  
Incl3 - Track Chart

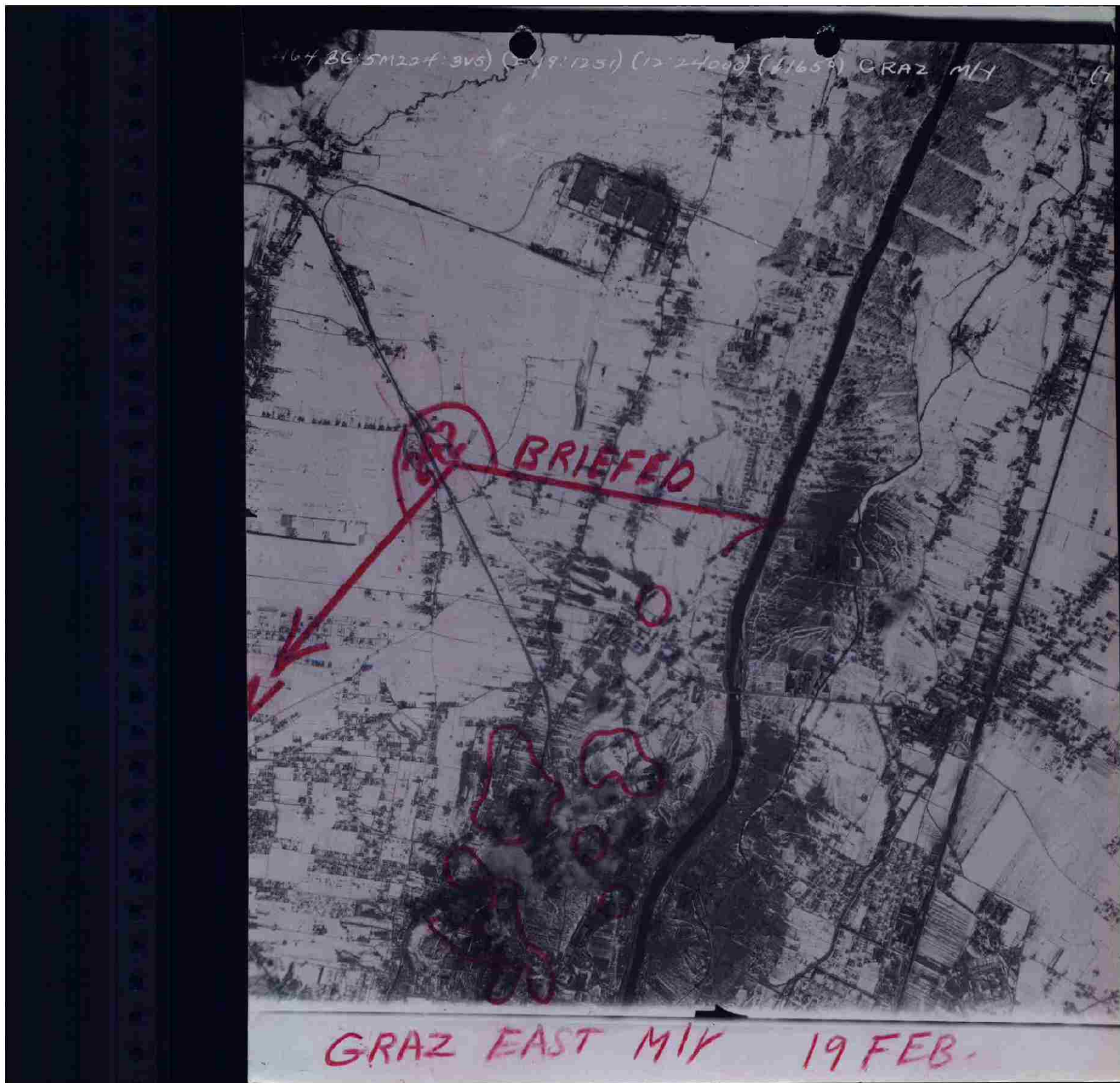
FRANCIS F. ELDER  
Major, AC  
Intelligence Officer

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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

FFE/jmm

319.1

20 February 1945

SUBJECT: Narrative Mission Report

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

1. On 20 February 1945, twenty eight (28) B-24 a/c took off beginning at 0840A hours to bomb the Primary Target specified in Operations Order No 85, 19 February 1945. The twenty eight (28) a/c formed two (2) attack units. The first unit leader was Lt Col James H. Gilson, Commanding Officer, 779th Bombardment Squadron (H) and the second attack unit leader was Captain William J. Saunders, Flight Leader, 779th Bombardment Squadron (H).

2. The group form-up was seriously hampered by weather conditions in the form-up area and after partially completing the form-up was necessary to break up and reform above the overcast at 11,000 feet. The 464th was on course over Andria at 0943A hours, one minute late but bomber rendezvous was completed without further incident, as prescribed.

3. Weather prevented the formation reaching the Primary Target and the first Alternate Target, Trieste S/Y was attacked. The formation leader was advised by the weather a/c that 10/10 overcast conditions existed at the Primary Target and that the target attacked was the only target open for visual bombing.

4. Twenty eight (28) a/c were over the target at 1201A hours and dropped fifty six (56) tons of 500 pound RDX bombs (.1 nose and .01 tail fusing) from 23,300 feet. Bomb strike photos show a heavy concentration of hits fall on the eastern two thirds of the shipyard, with direct hits on the three ships (probably merchant type, or naval auxiliary) measuring approximately 230 feet, 260 feet, and 375 feet. The fitting out pier and quay and the drydock all received direct hits. About forty hits fell short of the shipyard, in Muggia Bay. The bomb pattern did not reach to the slips in the extreme west end of the shipyard.

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

Ltr Narr Miss Rpt, 464th Bomb Gp (H), 20 Feb 45, contd

5. No flak was encountered by this group at the target but S to MIH was observed at the target behind the formation and apparently directed at the following group.

6. Escort of 15/20 P-51 a/c rendezvoused with the formation at 1210A hours at (4440N-1330E) and remained in the vicinity of the formation until 1240A hours at (4328N-1357E).

7. Twenty eight (28) a/c returned to base between 1350A hours and 1435A hours.

8. Weather was as follows:

9/10 to 10/10 stratocumulus at take-off, base 3,000 feet, tops 10,000 feet, visibility 20 miles. Base conditions continued to coast.

Over Adriatic, scattered cumulus, 3/10 to 4/10 until the 43rd parallel was reached. Here the formation encountered 8/10 altocumulus and cirrus, base 18,500 feet, top 23,000 feet and was forced to circumvent clouds to the right over Yugo Coast.

Only scattered, 2/10 to 3/10 stratocumulus, top 10,000 feet along Yugo Coast.

At target, clear with unrestricted visibility.

Similar conditions on return with cloudiness at base broken up to 6/10 to 7/10 cumulus, top 10,000 feet. Visibility was generally 20 miles entire route.

9. Observations:

A report of splashes in water resembling a ditching at 1233A hours (4438N-1357E) SW of Pola from 17,000 feet was flashed to Wing A-2 at 1519A hours and further report of an intercepted radio message reporting an a/c low and preparing to ditch 1220A hours (4445N-1340E) was flashed to Wing A-2 at 1522A hours.

Time	Place	Altitude	Observation
1203	4544-1253	23,600	Small M/Y - full
1204	Trieste	23,500	Six (6) transport vessels in harbor.
1210	4508-1359	22,600	Net stretched across large inlet.

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

Ltr Narr Miss Rpt, 464th Bomb Gp (H), 20 Feb 45, contd

10. Route was not flown as briefed due to cloud conditions encountered enroute. Track chart showing briefed and flown route enclosed.

11. Nine (9) a/c attempted photographs. Selected strike photograph inclosed.

For the Commanding Officer:

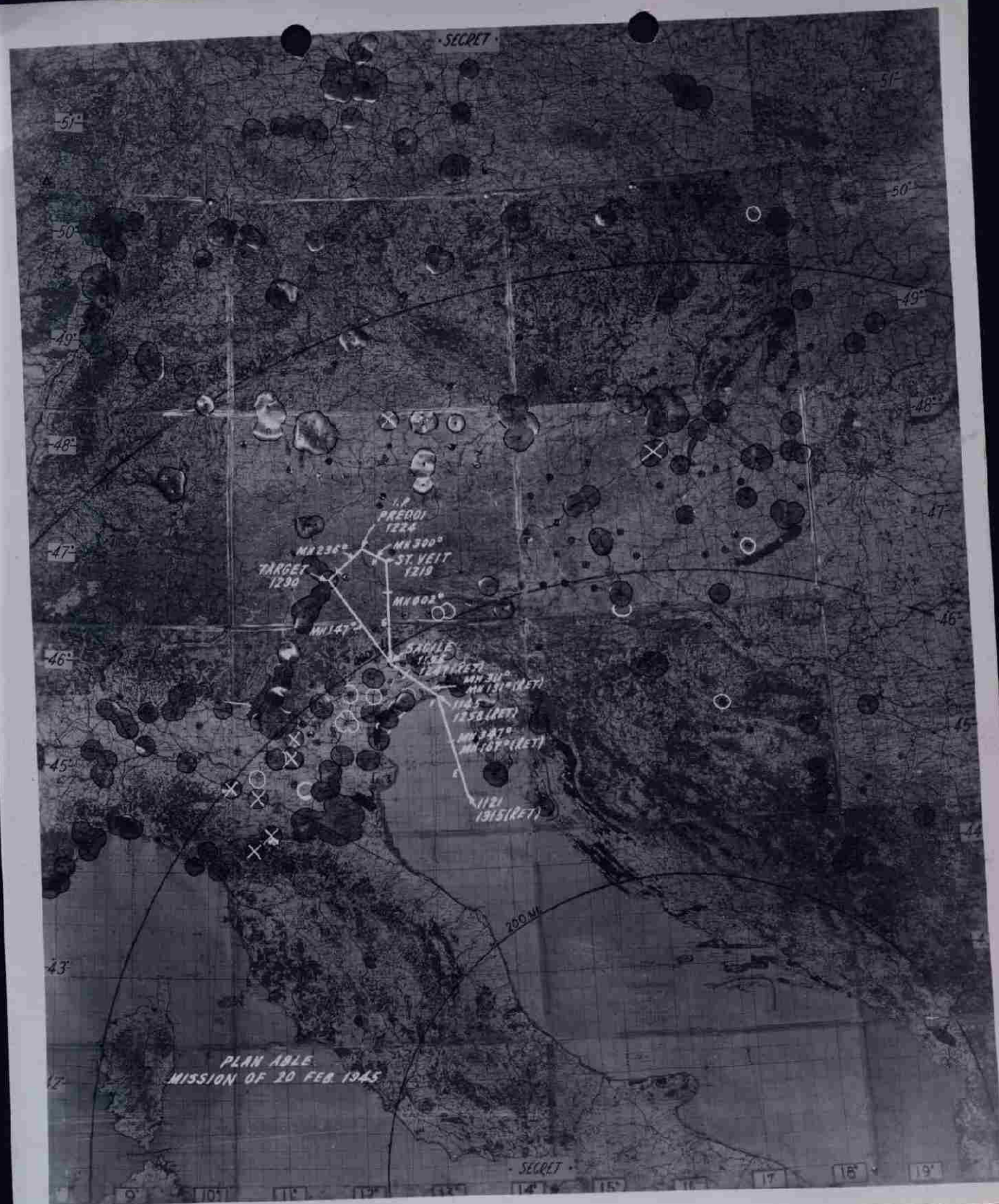
FRANCIS F. ELDER  
Major, AC  
Intelligence Officer

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

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





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

FFE/BVB/jd

21 February 1945

319.1

SUBJECT: Narrative Mission Report

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

1. On 21 February 1945, twenty eight (28) scheduled B-24 a/c took off beginning at 0931A hours to bomb the Vienna Matzleinsdorf M/Y. The twenty eight (28) a/c formed two (2) attack units, the first of which was led by Lt. Col. William G. Moore Jr., Commanding Officer of the 777th Bombardment Squadron (H), and the second, by 1st Lt. George H. Grotelueschen, Flight Leader of the 776th Bombardment Squadron (H).

2. Local weather made it necessary for the a/c to climb through the overcast off the spur. The form-up was made in the local area and at about 14,000 feet. This group was seven (7) minutes late over Andria, but ahead of the 465th Bombardment Group (H). Wing rendezvous was accomplished in the area of (42°00'N-16°20'E) as the 465th Bombardment Group (H) took over the Wing lead.

3. Two (2) a/c returned early: B-24 a/c No. 44-49837 returned from the form-up area because No. 2 engine was running rough and vibrating excessively. This a/c landed at 1042A hours with two (2) tons of bombs.

B-24 a/c No. 44-49731, a Prior Return, left the formation at (46°04'N-14°50'E) at 1300A hours because No. 4 turbo was out and the fuse on No. 4 prop governor blew out, and replaced fuses continued to blow out. This a/c bombed Fiume Shipyard on return and landed at 1450A hours.

4. Twenty four (24) a/c were over the target at 1350A hours and dropped forty eight (48) tons of 500 pound RDX bombs (.1 nose and .01 tail fusing) from 24,600 feet.

B-24 a/c No. 44-49394 lost No. 4 supercharger and to stay in formation, jettisoned two (2) tons of bombs at (48°07'N-16°00'E) at 1345A hours, then by-passed Vienna and rejoined the formation on the rally.

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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), 21 Feb 45, cont'd

B-24 a/c No. 42-50728 left the formation at the I P for the reason that a gunner was stuck in, and could not be removed from the ball turret. This a/c dropped two (2) tons of bombs from 18,000 feet at 1410A hours on the Gleisdorf M/Y (47°07'N-15°42'E). The bombs hit short in a field and did no damage.

B-24 a/c No. 44-49731, referred to in paragraph No. 3, dropped two(2) tons of bombs from 20,000 feet at 1315A hours on the Fiume Shipyards with negative results. (Photograph attached, showing all hits in the water near the entrance to the shipyards;)

Bomb strike photographs taken southwest of Vienna show at least seven direct hits on the Atzgersdorf Sidings (approximately four miles southwest of the Primary Target) and possible direct hits on the transshipment sheds in the sidings area. Several additional hits fell among buildings of the adjacent Ammerluther Seck aircraft factory. All objectives in the vicinity of Matzleinsdorf are obscured by smoke from earlier bombing.

<u>Recapitulation of Bomb Tonnage</u>	<u>Total</u>
24 Effective Sorties dropped on Primary target	48 tons
2 Effective Sorties dropped on Target of opportunity	4 tons
1 Non-effective sorties jettisoned	2 tons
1 Non-effective sorties returned	2 tons
Total	<u>56 tons</u>

5. Leaders of both attack units used the C-1 automatic pilot.

6. Bombing was by PFF. The Group lead PFF equipment failed to function properly as the "Receiver" gained and the "Tilt" was inoperative. Near the I P the lead was relinquished to the Deputy Lead who took over only to have the bomb sight go out. Able 13 then took the lead at 1340A hours and made a PFF run on an axis of 90° degrees. The PFF equipment worked in a satisfactory manner. Four (4) sighting angles were given to the bombardier and three (3) course corrections were made. A fourth course correction of 2 degrees right was made visually as the bombardier was able to pick up the outline of the city through the smoke and haze and by reference orient the desired M P I.

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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), 21 Feb 45, cont'd

Second attack unit leader reported that his PFF equipment was operative and that the run was made by PFF; that the outline of the city could be seen through the smoke and haze just before bombs away and that the run appeared to be successful.

7. Flak at the target was reported as being from SIH to IAH; however from the varying descriptions of flak encountered a majority of the crews appear to be agreed that flak was MAH. Total time in flak did not exceed four (4) minutes. Two (2) separate barrages of flak of about twenty (20) bursts each appeared on course directly ahead of the formation about 1½ minute before bombs away. Considerable flak was encountered on the rally when scattered bursts from the left and right of the formation were encountered. The formation passed over Wiener Neustadt and did not get flak from this area.

SIH was observed at Nagykanizsa (46°28'N-16°59'E), (46°18'N-16°20'E) and at (46°24'N-16°09'E).

8. Twin contrails were observed between 25,000 and 30,000 feet in the Zagreb area at 1440A hours. The formation was then at 19,600 feet. P-51 a/c were observed in pursuit of the a/c leaving the contrails.

9. Escort of twenty five (25) to thirty (30) P-51 a/c of the 52 F. Gp. rendezvoused with the formation at (43°42'N-15°38'E) at 1154A hours and furnished cover on penetration over the target and on withdrawal to (43°04'N-16°17'E) at 1538A hours at which time the escort was last observed.

10. Weather was as follows:

At base: 8/10 - 10/10 stratocumulus and cumulus at take-off, base 3500 feet with scattered snow showers. The cloud cover extended to the coast with cumulus tops to 14,000 feet. Visibility was 12 miles.

Over Adriatic, 6/10 stratocumulus decreasing to 1/10 to 2/10 on east side and along Yugo Coast.

4/10 to 7/10 cirrus over Dinarics at 25,000 feet with mountains generally visible below.

In Drava River area an overcast of stratocumulus clouds began which broke off nar Moos. Tops were 8-10,000 feet.

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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), 21 Feb 45, cont'd

At the target, the weather was clear with visibility 15 miles.

General improvement of cloud conditions on return with 7/10 cumulus at base at 3,000 feet. Visibility was unlimited.

11. Twenty six (26) a/c returned to base between 1606A hours and 1650A hours. A/C No. 42-50728 made a safe landing with the gunner still in the ball turret which could not be rotated because the guns were stuck in elevation and azimuth.

12. Observations:

Time	Place	Altitude	Observation
1400	Wiener Neustadt	23,500	M/Ys full
1350	Target	24,000	One (1) chute at 10,000 feet.
1433	Zagreb	21,000	M/Ys appear jammed

13. Six (6) a/c received flak damage. None of these a/c will be inoperational for a period of 100 hours

14. One (1) a/c of the 460th Bombardment Group (H) bombed the primary target with a/c of the 464th Bombardment Group (H)

15. The route was flown as briefed except with minor deviations to avoid possible flak areas. Track chart showing route flown attached.

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

For the commanding officer:

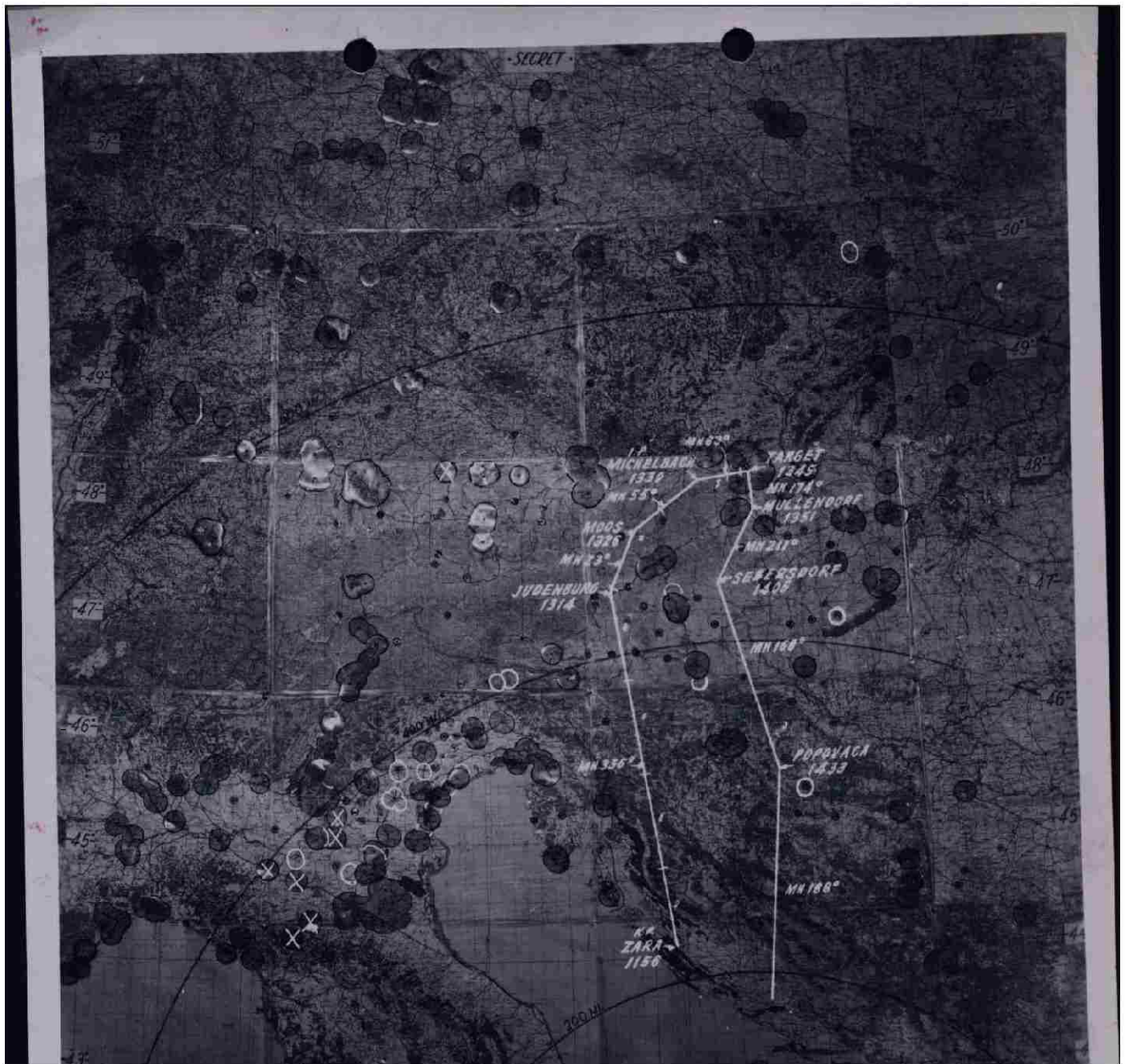
FRANCIS F. ELDER  
Major, Air Corps  
Intelligence Officer

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

- 4 -

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





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

FFE/HHS/jd

319.1

22 February 1945

SUBJECT: Narrative Mission Report

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

1. Forty eight (48) of forty nine (49) a/c scheduled to bomb targets as specified in Operations Order No. 87, Hq., 55th Bombardment Wing (H), 22 February 1945, took off as follows.

a. On 22 February 1945, twenty three (23) of twenty four (24) B-24 type a/c for the first wave, took off as scheduled.

(1) A/C No 42-50728, due to collector rings on No. 3 engine blowing out, failed to take off.

b. Twenty five (25) B-24 type a/c of the second wave, took off as scheduled.

c. Formation take off times for both waves were from 0816A hours to 0836A hours. Two (2) a/c were late take offs at 0836A hours and 0841A hours.

2. A. Due to an overcast to 4,000 feet, the first wave, led by Lt. Col. Elvin E. Goodyear, Group Operations Officer, could not form up in their prescribed area. Finding the only suitable clear space immediately above base. Formation form up was attempted there, despite confusion with other formations. The two (2) regularly scheduled trailing boxes joined the first wave leader, but the fourth box, though at one time in sight, failed to join.

b. The leader of the second wave, Lt. Col. James H. Gilson, Commanding Officer of the 779th Bombardment Squadron (H), found considerable difficulty in form up, due to confusion with other groups forming up at the same altitude and time.

- 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, 464th Bomb Gp. 22 Feb 45, cont'd

With form-up completed, five boxes had joined this wave, including "Dog" box from the first wave.

3. Approaching the rendezvous line, the leader of the first wave could not observe the three waves of the 55th Bombardment Wing (H) scheduled to precede, so continued on course, leading two other waves. Contact with other bomber formations was not made until the elements of the 5th Bombardment Wing (H) were overtaken enroute.

4. The course was not flown as briefed, and differed for each wave.

a. The first wave flew the briefed course to (47° 16'N\*12°30'E) at 1217A hours. Encountering insurmountable solid clouds, a 360° right turn was made to S. Candide. Then route was flown to Sacile, where a left turn was made and bombing run executed on the RR bridge at Maniago (46°09'N-12°41'E), where "Able" and "Charlie" boxes dropped bombs at 1242A hours. Then a sweeping left turn was made to Sacile, followed by a left turn to provide a bombing run for "Baker" box on the M/Y of Casaran (45°57'N-12°51'E) at 1256A hours. A right rally was made from this target, and route flown to the turn-point at (44°40'N-13°40'E), from where prescribed course was flown to base.

b. The second wave flew the prescribed course to (47°14'N-12°30'E) at 1214A hours. Encountering insurmountable solid clouds, a 360° right turn back to briefed course at (46°35'N-12°20'E) at 1234A hours. Then the route was flown to the turn-point of Sacile, where a 180° right turn was made to the town of Carazzo at 1302A hours, as an IP for a bombing run on Udine. Approaching Udine, high clouds were encountered that forced the bombing run to be discontinued, followed by a right turn and route to avoid weather and flak areas, to a point eight (8) miles south of Villach at 1314A hours. Then a right turn was made and route flown to Uni Isle, reached 1345A hours, followed by a direct course to base.

c. A graphic track chart of the routes flown is inclosed.

5. The first Group bombed a single track railroad bridge (of the Aviano-Fenna line) located two miles west of the town of Maniago. This bridge crosses the Cellins river approximately two miles northwest of Maniago L/C. Photos show a concentration

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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. 22 Feb 45, cont'd

of about forty hits running across the bridge, with two probable direct hits on the structure and several close near misses on the multiple stone arch spans.

Several aircraft of the first group dropped 32 x 500 RDX bombs (not listed above) on Casarsa M/Y without photo coverage of results.

The second group returned its bombs to base.

6. In the first wave as flown bomb disposition is as follows:

a. A/C No. 42-51856 jettisoned one-quarter ( $\frac{1}{4}$ ) tons of bombs hung up, immediately after bombing the target of the Maniago RR bridge.

b. Fourteen (14) a/c dropped twenty seven and three quarters (27.75) tons of bombs on the Maniago RR bridge from 17,000 feet, on an attack axis of  $42^{\circ}$  T, at 1242A hours.

c. Four (4) a/c dropped eight (8) tons on the M/Y at Casarsa from 15,700 feet, on an attack axis of  $102^{\circ}$  T, at 1256A hours.

7. In the second wave as flown, bomb disposition is as follows:

a. A/C No. 42-51726 an early return, turning back at 1153A hours at ( $44^{\circ}00'N-13^{\circ}36'E$ ) because No. 1 engine failed, jettisoned two (2) tons of bombs at 1158A hours at ( $43^{\circ}51'N-13^{\circ}35'E$ ).

b. A/C No. 42-95613 jettisoned two (2) tons of bombs at 1227A hours at ( $46^{\circ}40'N-12^{\circ}55'E$ ), when No. 4 engine failed.

c. A/C No. 42-50533 jettisoned two (2) tons of bombs at 1355A hours at ( $44^{\circ}08'N-14^{\circ}03'E$ ), due to No. 3 engine falling.

d. Twenty seven (27) a/c returned fifty four (54) tons of bombs to base.

Bombing recapitulation is as follows:

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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. 22 Feb 45, cont'd

## a. First Wave:

1 a/c jettisoned	.25tons
14 a/c bombed Maniago RR bridge	27.25 "
4 a/c bombed Casarsa M/Y	8.00 "
Total	<u>36.00</u> "

## b. Second Wave

1 ER a/c jettisoned	2.00tons
2 other a/c jettisoned	4.00 "
27 other a/c returned	54.00 "
Total	<u>60.00</u> "

9. All bombing was visual and bombs dropped were 500 pound RDX, fused .1 nose and .01 tail.

10. S/MAH flak was encountered by the first wave at 1255A hours at Casarsa ( $45^{\circ}57'N-12^{\circ}51'E$ ). Bursts were described as coming up in threes.

11. SIH flak was observed by the second wave upon approach to the target of Udine. This flak was believed to have originated from the Udine defenses.

12. One (1) unidentified a/c was observed at 1301A hours in the Udine area. Two (2) a/c, recognized as P-51s, seemed to be chasing the unidentified a/c.

13. Twenty (20) escort P-51 a/c were first observed by the first wave at 135A hours at ( $45^{\circ}38'N-13^{\circ}06'E$ ). Intermittent contact with these fighters continued enroute, with five (5) fighters last observed at ( $44^{\circ}55'N-14^{\circ}05'E$ ).

14. The twenty (20) P-51 fighter escort a/c were first observed by the second wave at the same time and place as specified in paragraph 13. Intermittent contact was also retained enroute with these a/c, with twelve (12) last seen at 1340A hours at ( $45^{\circ}00'N-14^{\circ}10'E$ ).

15. Weather was reported as follows:

Base on take-off, there was 4-5/10 Sc with bases at 3500-4000 and tops to 8000, some tops to 10,000. Vshy was 10 miles being reduced by haze. Same conditions prevailed to the coast where the clouds started to decrease and because 3-4/10 Sc

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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. 22 Feb 45, cont'd

with bases at 4000 and tops to 8000. Visibility was 15-20 miles over the Adriatic.

Over the North Adriatic there was no low clouds, but there was a layer of clouds with bases at 20,000 that gradually lowered towards the North so that over the Alps the layer was 18,000 ft with tops to 21,000. This layer began at a point opposite Ancona and increased towards the North. On the Northern slopes of the Alps the layer lowered to 15,000 ft. in the Innsbruck area. This layer was 10/10.

In the Udine area there was no low clouds but 10/10 as with bases at 18,000 and tops to 20,500. No report of any high clouds above this layer. Visibility in this region was 15 miles being reduced by haze.

Adriatic on return, this 10/10 layer continued as far south as Ancona, where it broke rapidly to few patchy as at 18,000. The low clouds were 3-4/10 with tops to 8-10,000.

At base on return, there was 5-6/10 Sc with bases at 4,000 and tops to 8,000. No middle or high clouds. Visibility 15-20 miles.

Altitude	Temp	Wind	Position
10500	-11	055 29knts	Base
12500	-12	350 40knts	
14000	-14	040 37knts	Adriatic off Spur
15500	-16		
17000	-21		
18000	-23		Udine area
22500	-32		Udine area
23000	-36		

Heavy persistent condensation trails at the South side of the Alps and continuing over the Alps.

Surface wind at base on return Nw 10 mph.

16. Observations reported by crew numbers are as follows:
- From 15,000 feet, twenty (20) SEF on Udine A/D.
  - From 21,000 feet, at 1305A hours, approximately twenty (20) smoke generators in operation, twelve (12) miles west of Udine.

- 5 -

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, 464 th Bomb Gp(H) 22 Feb 45, cont'd

a. From 23,000 feet, at 1320A hours, twelve (12) vessels - - one (1) large and eleven (11) medium size - - in the harbor of Trieste.

17. A/C landed at this base as follows:

a. One (1) a/c, an early return, at 1310A hours.

b. Forty seven (47) regular return a/c from 1441A hours to 1538A hours.

18. One (1) a/c reported slight flak damage, repairable in less than one hundred (100) man hours.

19. Four (4) a/c from the first wave attempted photographs. A selected print is attached.

For the Commanding Officer:

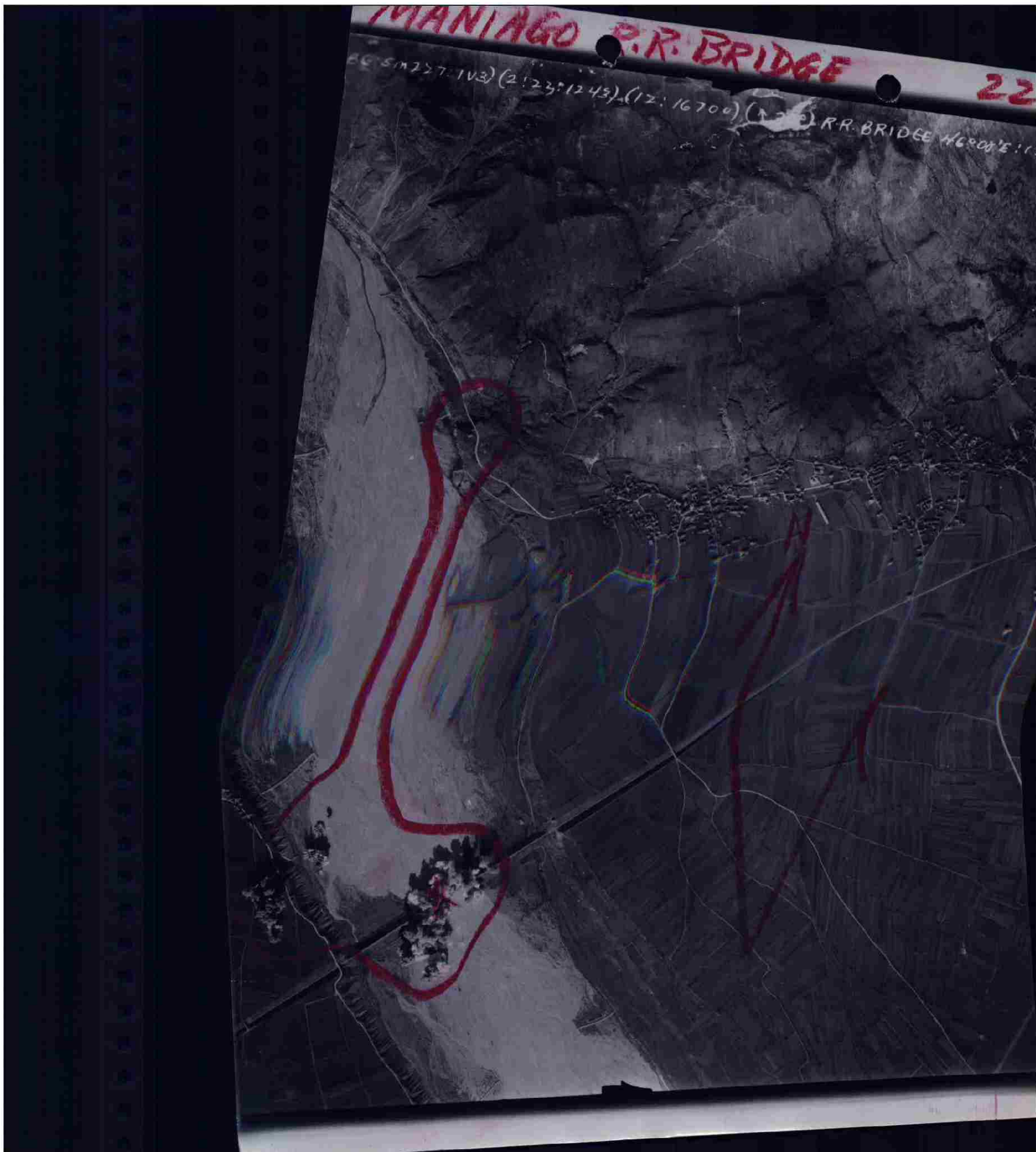
FRANCIS F. ELDER  
Major, Air Corps  
Intelligence Officer

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

HH/FFH/ja

319.1

23 February 1945.

SUBJECT: Narrative Mission Report

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

1. On 23 February 1945, twenty eight (28) scheduled B-24 type a/c (including four (4) spares) took off at 0850A hours to bomb the primary target designated in Operations Order No. 89, forming into two (2) attack units. The first attack unit was led by Col. A. L. Schroeder, Commanding Officer 464th Bombardment Group (H), and the second by 1st Lt. George M. Laser, Flight Leader, 778th Bombardment Squadron (H). Because of cloud cover at the Primary target, preventing visual bombing, the Klagenfurt M/Y was attacked as a target of opportunity.

2. Form up, assembly, and rendezvous was accomplished as prescribed, without incident.

3. Twenty five (25) a/c dropped sixty one and one half (61.5) tons of bombs (10x500 RDX, 0.1 nose and .01 tail) on the Klagenfurt M/Y from 21,000 feet at 1345A hours on an axis of 298°. Bombing was visual, each attack unit leader using C-1 automatic pilot.

4. The following a/c jettisoned for the reasons and at the places and times indicated:

a. Y-H A/C No. 44-49409 jettisoned 2.5 tons at (48°24'N-14°52'E) at 1237A hours, in order to lighten load and remain with formation after losing No. 1 engine because of mechanical failure.

b. B-A A/C No. 44-49837 jettisoned 2.5 tons at (47°46'N-14°05'E) at 1315A hours, in order to maintain altitude after losing No. 2 engine because of oil break.

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

Ltr Narr Miss Rpt, 464th Bomb Gp. 23 Feb 45, cont'd

5. A/C No. 44-49401 out of position at the target, did not drop and returned its full bomb load of 2.5 tons to base.

6. Recapitulation of bomb disposition:

25 a/c dropped on target	61.5 Tons
3 a/c jettisoned	6.0 "
1 a/c returned	2.5 "
Total	<u>70.0</u> "

7. Bomb strike photos show a heavy concentration of hits fell on the Klagenfurt freight yard and in the railroad junction area. There were more than a dozen direct hits on through-line tracks of the freight yard and at least two dozen additional hits on freight sidings, rolling stock, warehouses, and railroad facilities buildings in the freight yard proper. An explosion occurred in the approximate center of the yard--close to the main line tracks. There were additional hits on railroad tracks immediately northeast of the railroad junction. Further west, there were three hits on the west end of the station marshalling yard. Several hits fell in the area immediately northwest of the railroad junction, with probable damage to the wire factory and a direct hit on the west end of the explosives factory building.

8. Rendezvous was made with 44 P-38s at 1142A hours at (46° 05'N-14° 50'E), providing good P/W cover, and were last observed near the Yugoslavian coast at 1425A hours.

9. Weather:

At take off, weather was clear with visibility 15 miles.

Patchy stratocumulus from base to coast increasing to 6/10-8/10 over Spur tops 5000 feet.

Over Adriatic, 5/10 stratocumulus top 6-8000 feet. 10/10 stratocumulus over Dalmatian coast, top 6000 feet. The Dinarics cleared except for valley stratus. North of the Dinarics, 5/10 patchy stratocumulus becoming at 46° north, 9/10 altostratus, top 15-16000 feet with broken stratocumulus below. These two layers continued to primary target.

At Wels, 9/10 altostratus, top 16000 feet with stratocumulus below. Visibility 20 miles.

At Klagenfurt, a large hole in the cloud decks permitted

- 2 -

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

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

Ltr Narr Miss Rpt, 464th Bomb Gp. 23 Feb 45, cont'd

Visual bombing, 8/10 to 9/10 altostratus in the area. Visibility was 20 miles.

Similar conditions on return. A low deck of stratocumulus was encountered north of the Spur, bases as low as 2000 feet.

At base on landing, 10/10 stratocumulus, base 3500 feet.

10. Twenty eight (28) a/c made return landings, commencing at 1540A hours.

11. Route was flown substantially as briefed to the Primary target, thence a reciprocal course to Klagenfurt, Track chart enclosed.

12. One crashed B-24 partly covered with snow, observed at (46°34'N-14°10'E) at 1346A hours from 20,000 feet.

13. Crew navigators received with enthusiasm the newly issued sectional flak maps.

14. Nine a/c attempted photos, Selected print attached.

For the Commanding Officer:

FRANCIS F. ELDER  
Major, Air Corps  
Intelligence Officer

2 Inclosures

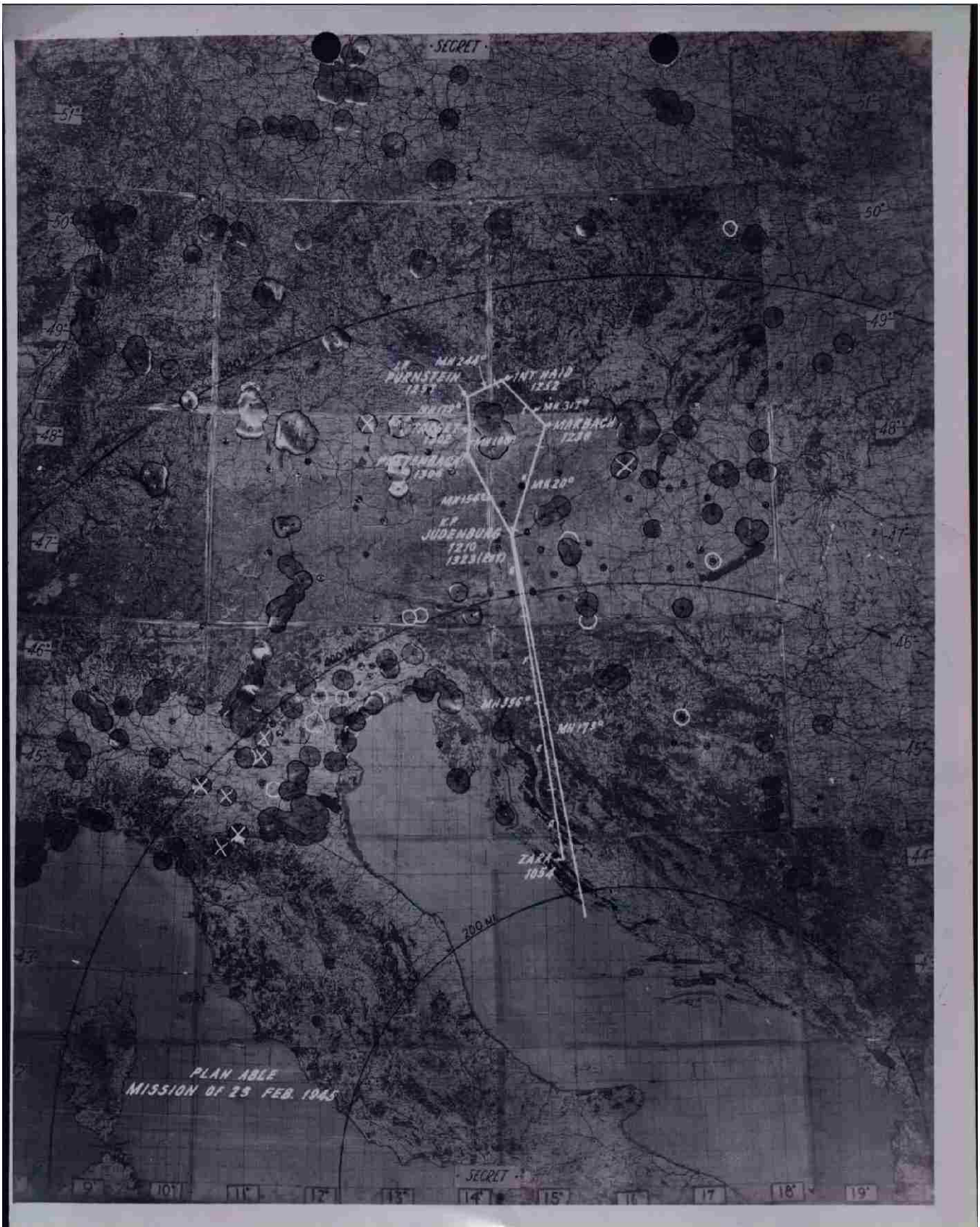
Incl 1 - Track Chart

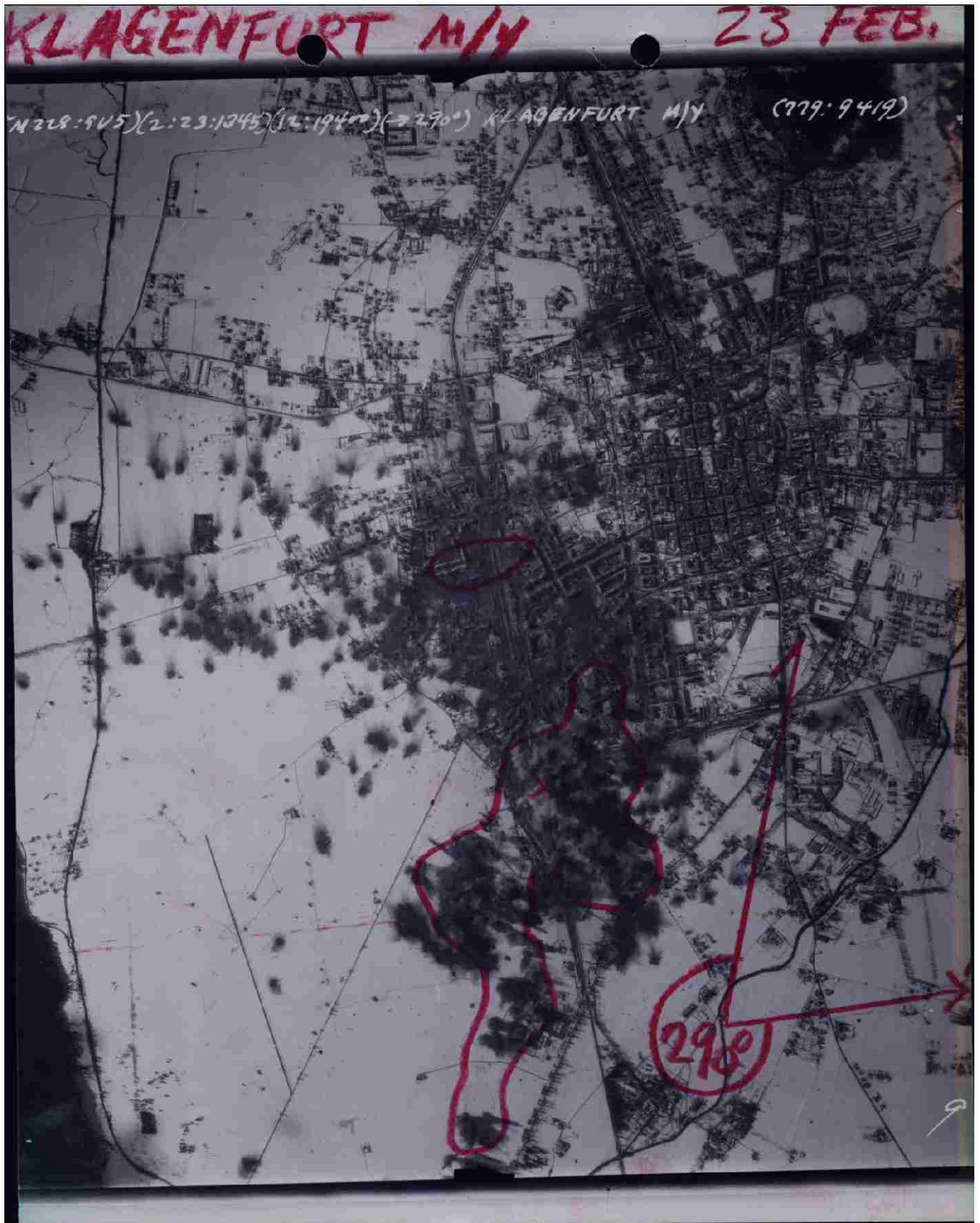
Incl 2 - Selected Photo

- 3 -

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

FFE/rcm

319.1

24 February 1945

SUBJECT: Narrative Mission Report

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

1. On 24 February 1945, beginning at 0855A hours twenty eight (28) B-24 a/c took off to bomb the primary target specified in Operations Order No 92, 23 February 1945. The twenty eight (28) a/c formed two (2) attack units, the first unit was led by Captain Joseph A. Shymanski, assistant operations officer, 779th Bombardment Squadron (H) and the second attack unit by 1st Lt. Robert W. Wood, assistant operations officer, 779th Bombardment Squadron (H).

2. Group form up was completed in excellent fashion and rendezvous was made as prescribed.

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

(a) A/C No 42-51264 turned back at 1150A hours from (43°50'N-12°30'E). No 4 engine cutting out and excessive manifold pressure on No 3 engine.

(b) A/C No 42-95332 turned back at 1253A hours from (45°20'N-12°48'E). Fuel transfer system inoperative.

4. Twenty six (26) a/c were over the Udine, Italy M/Y at 1337A hours and dropped fifty one and one half (51.5) tons of five hundred (500) pound RDX bombs (.1 nose and .01 tail fusing) from 24,500 feet.

Bomb strike photos show a very heavy concentration of hits fell on the tracks throughout the entire southern half of the marshalling yard. Three additional hits were on the northern end of the yard, damaging a string of freight cars in that area. At least ten hits were among installations in the transformer station area which borders the western edge of the yard. The approximate center of the bomb pattern was on the southern end of the yard, where the hits were most concentrated. At least twenty-four direct hits were scored on the yard itself.

A/C No 42-51264, early return, jettisoned two (2) tons

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

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

Ltr Narr Miss Kpt cont'd

of bombs at 1151A hours, (43°45'N-14°31'E).

A/C No 42-95332, early return, returned two (2) tons of bombs to the base.

A/C No 44-49746 jettisoned one half (.5) ton of bombs, one bomb each at 1340A and 1350A hours, (45°50'N-13°10'E) (45°15'N-13°25'E) respectively.

5. Flak at the target was S to MAH and of the tracking variety. Duration of one and one half (1½) minutes. Flak at Grade (45°40'N-13°23'E) was variously reported as encountered and observed and of scant intensity. Reports would indicate that Grade defenses were probably one heavy and several medium guns.

6. Three (3) crews reported the presence of unidentified e/a in the target area but from the accounts of friendly escort activity in the same locality these reports are felt to be erroneous.

7. Escort consisted of approximately twenty (20) P51 a/c and rendezvous was made at 1130A hours (43°52'N-15°02'E) and were observed in the vicinity of the formation at intervals until 1415A hours (43°40'N-14°04'E). Cover over the target area was described as good. Only one observation of markings was reported and indicated the 332nd Fighter Group.

8. Weather was 1/10 to 2/10 stratocumulus at take-off continuing to coast. Clear to low scattered to 43°00'N- where 3/10 altostratus were encountered. This deck increased rapidly to 10/10 with tops to 20,000 feet. Base of clouds was estimated at 13,000 feet. Formation circled worse weather which appeared to be concentrated in northwest Adriatic and northern Yugo. 5/10 to 7/10 cirrus to east over N Yugo, top 26,000 feet.

At target, clear with visibility 20 miles.

10/10 altostratus, top 20,000 feet in north Adriatic breaking to clear south of Pola.

Generally clear from Pola to base, visibility 20-25 miles.

9. Observations

<u>Time</u>	<u>Place</u>	<u>Alt</u>	<u>Observation</u>
1325A	42°57'N-12°54'E	24,000	A/D 7 SHF
1304A	Udine	25,000	New barracks type bldgs., ½ mile south of Udine.

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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 R pt cont'd

1321A Casarsa 25,000 M/Y Full

10. Twenty six (26) a/c returned to base between 1515A and 1541A hours.

11. A circuitous course was followed to the target due to weather conditions encountered. Track chart showing route briefed and route flown enclosed.

12. Seven a/c attempted photographs and selected strike photograph is enclosed.

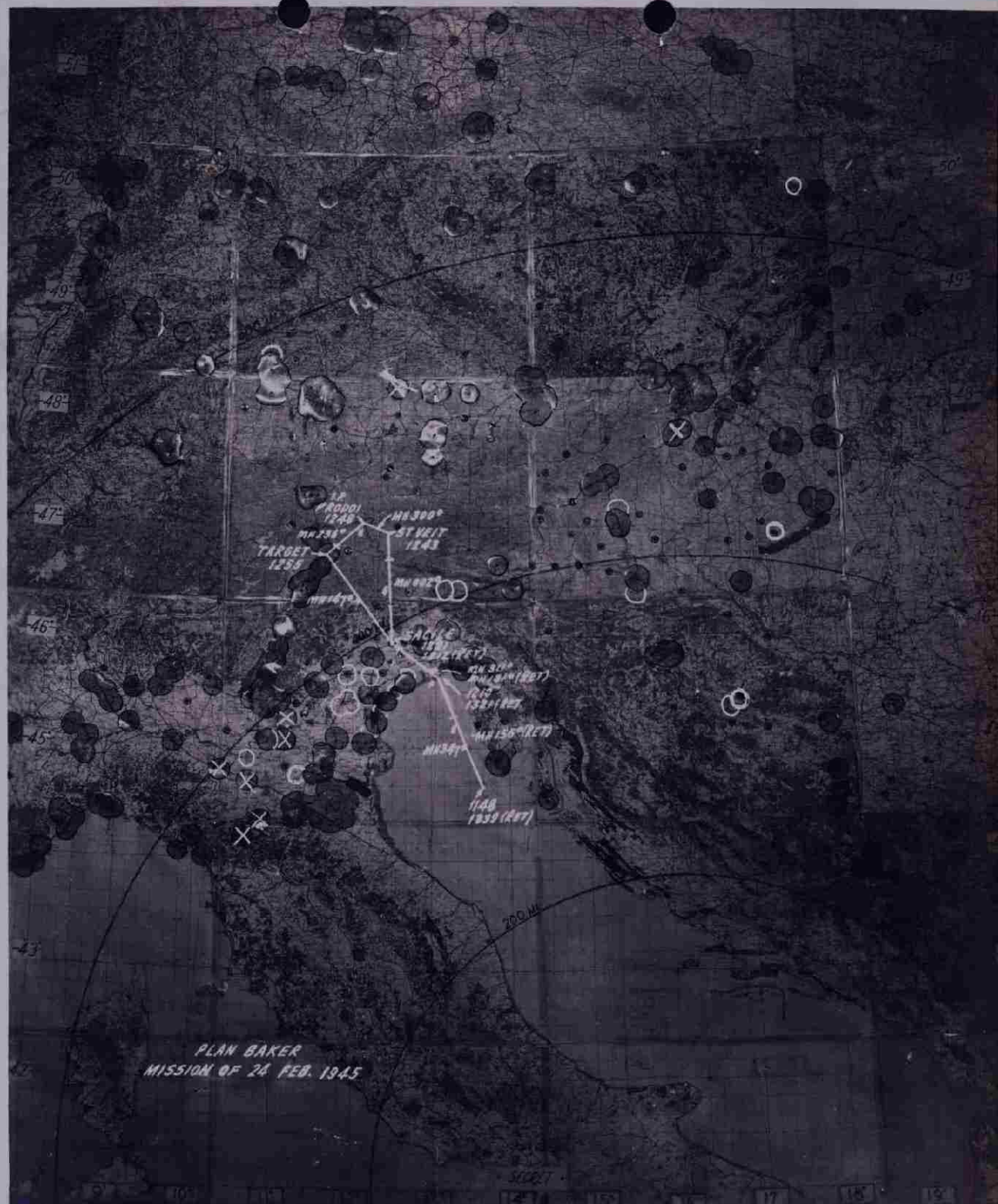
For the Commanding Officer:

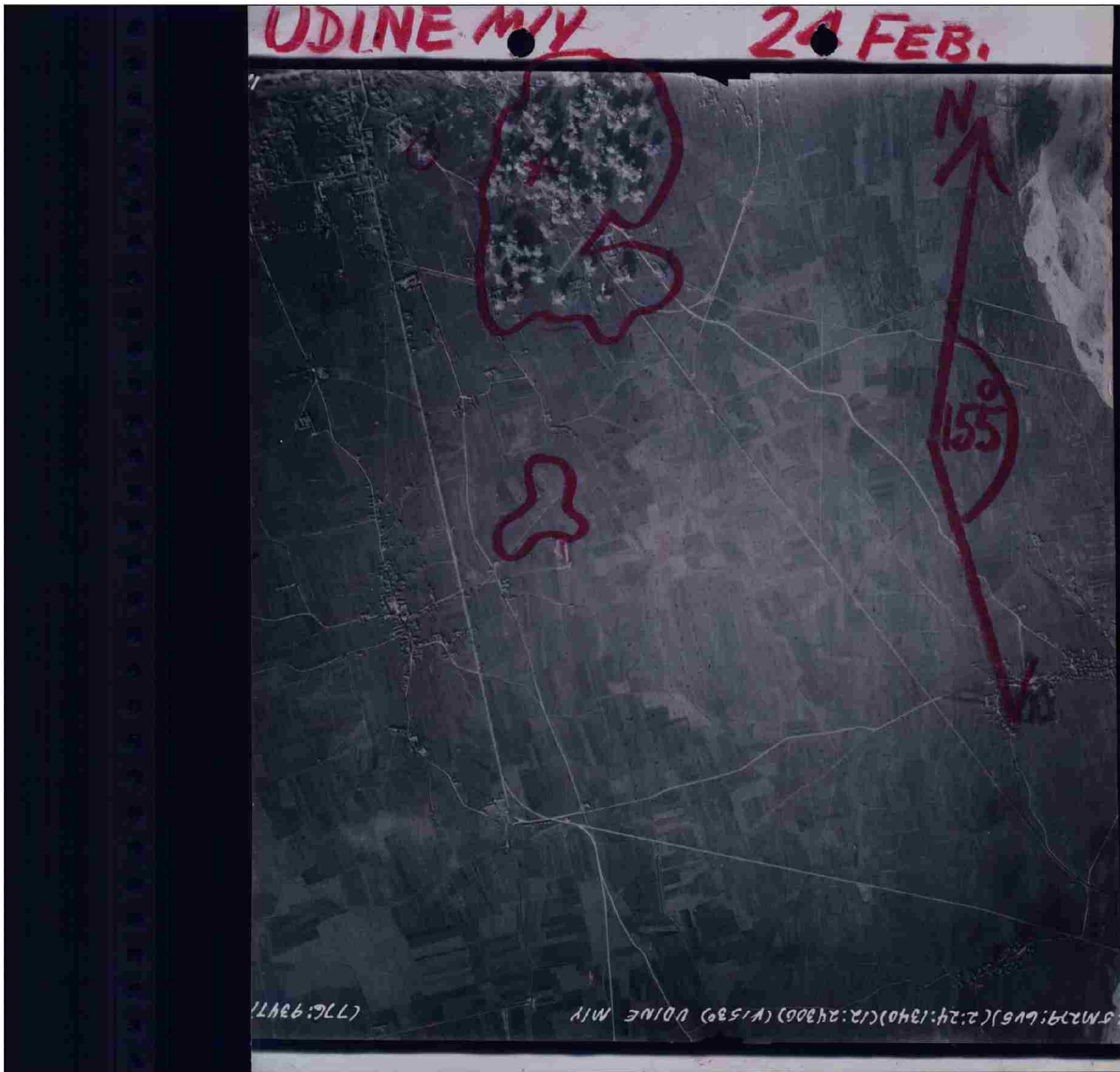
FRANCIS F. ELDER  
Major, Air Corps  
Intelligence Officer

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

- 3 -

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





C O N F I D E N T I A LHEADQUARTERS  
462TH BOMBARDMENT GROUP (H)  
APO 520 U S Army

LSD/FFE/wj

319.1

25 February 1945

SUBJECT: Narrative Mission Report

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

1. On 25 February 1945, twenty four (24) scheduled B-24 type a/c plus four (4) spares took off at 0810A hours to bomb Linz, Austria Ordnance Depot. The twenty eight (28) a/c formed two (2) attack units. The first attack unit was led by Lt. Col. William G. Moore Jr., Commanding Officer of the 777th Bombardment Squadron (H), and the second by 1st Lt. Robert E. Elliot, Flight Leader, 776th Bombardment Squadron (H).

2. Local weather conditions, consisting of overcast conditions up to 7,500 feet made it necessary to form up at 9,000 feet over the local area. This Group was over Andria twelve minutes late, where it made rendezvous with the 465th Bombardment Group (H). Wing rendezvous was accomplished in the area of (42°21'N-15°21'E) at 1005A hours as the 485th Bombardment Group (H) took over the Wing lead.

3. Two a/c returned early: B-24 a/c No. 42-95332 returned from the form-up area because No. 2 prop governor was not functioning, landing at 0844A hours with two tons of bombs.

B-24 a/c No. 42-51264 turned back at (47°15'N-12°23'E) at 1300A hours because of a burst cylinder on No. 2 engine, landing at 1435A hours.

4. Twenty six (26) a/c were over the target at 1310A hours and dropped fifty two (52) tons of bombs (8 x 500 mixed GP and RDX .1 nose and .01 tail fusing) from 24,000 feet on an axis of attack of



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

Ltr Narr Miss Rpt, 464th Bomb Gp. 45 Feb 45, cont'd

## Recapitulation of Bomb Tonnage

26 a/c dropped on Primary target	52 Tons
1 a/c jettisoned	2 "
1 a/c returned	2 "
	<hr/>
	56 Tons

5. Bomb strike total show approximately eighteen (18) hits on the Ordnance Depot, as follows: One (1) hit in the open area south of the workshops which adjoin the railway exit; one (1) hit on an M/T shed; seven (7) hits on the probable administration buildings; two (2) close near misses on barracks; and seven (7) hits on M/T sheds in the southwest corner of the Depot. Several additional hits were on the barracks type buildings south of the depot and a few others hits on the railway line where it emerges from the Depot. There were ten hits in the M/Y between the main station and the southwest choke point. Two hits fell on main line tracks adjacent to the freight yard. A heavy concentration of hits was in the suburban residential area 2,000 feet southwest of the main station. The center and southeastern sections of the city were obscured by heavy smoke clouds.

6. Fighter escort consisting of twenty (20) P-51s and ten (10) P-38s made rendezvous with the formation at (45°57'N-12°30'E) at 1146A hours and furnished excellent cover on penetration, over target, and on withdrawal and were last observed at 1425A hours at (44°05'N-15°06'E).

7. The weather was as follows:

9/10 - 10/10 stratocumulus at take-off, base 3500 feet, tops 5500 feet with a few tops to 7500 feet. 2/10 to 3/10 stratus below at 2300 feet. Formation was able to get above clouds through a large break near Margherita. The local visibility was 15 miles.

Low overcast conditions continued to about 10 miles north of spur where it broke rapidly to 5/10 and to 1/10 north of Ancona. Clear to few scattered low clouds and about 1/10 high cirrus were the prevailing weather conditions over the north Adriatic, north Italy and the Alps.

North of the Alps, cirrus increased to 8/10 to 10/10 based at 30000 feet. There were patchy low clouds amounting to 2/10 to 3/10 but both decks and decreased to nil by the 1P.

At target, 2/10 to 3/10 cirrus, visibility 15 miles.

Similar conditions on return with low deck in local area broken up to 4/10 to 5/10 cumulus, base 2500 feet. visibility en-route varied from 15 to 30 miles.

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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. 25, Feb 45, cont'd

8. Leaders of both attack units used the C-1 automatic pilot,
9. PFF was used in bombing the target. The Target area was clear of clouds but due to very effective smoke generators and smoke from previous bombing, PFF methods were necessary. Five sighting angles of 70°, 65°, 50°, and 40° were given to the bombardier and three course corrections were given on the bomb run. Pathfinder equipment performed in a very satisfactory manner during the entire mission.
10. Flak at the target was IAH and was encountered for seven (7) minutes. Prior to bombs away flak was of the barrage type, and on the rally, tracking fire was encountered.
11. Course flown by the Group was from Andria directly to (45°38'N-13°06'E) and from that point to the target and return, the route was flown substantially as briefed. Track chart enclosed.
12. Twenty five (25) a/c made return landing, commencing at 1537A hours. One (1) a/c, A/C No. 42-49250, piloted by Lt. Col. Moore, Group Leader landed at Bari at 1532A hours with a wounded man aboard. This a/c returned to base at 1700A hours.
13. One major injury was incurred on the mission when the engineer of the lead ship was wounded in the scalp by flak encountered over the target. The injured enlisted man is hospitalized at Bari.
14. Seven (7) a/c attempted photos. Selected print attached.
15. Thirteen (13) a/c were damaged by flak. Twelve (12) a/c received minor damage. One (1) a/c received major damage and will be inoperational for more than one hundred (100) man hours.
16. Observations:

Time	Place	Altitude	Observation
1138A	4541-1239	18,000	Bridge previously bombed has been repaired
1247A	4602-1236	18,000	A/D occupied by 20 plus SEF's and 2 TEF dispersed on hardstands.
1245A	4557-1240	18,000	300 units in M/Y, and temporary bridges erected over river.
1206A	4700-1245	24,000	M/Y completely filled with rolling stock.

For the Commanding Officer:

FRANCIS F. ELDER  
Major, Air Corps  
Intelligence Officer

2 Inclosures

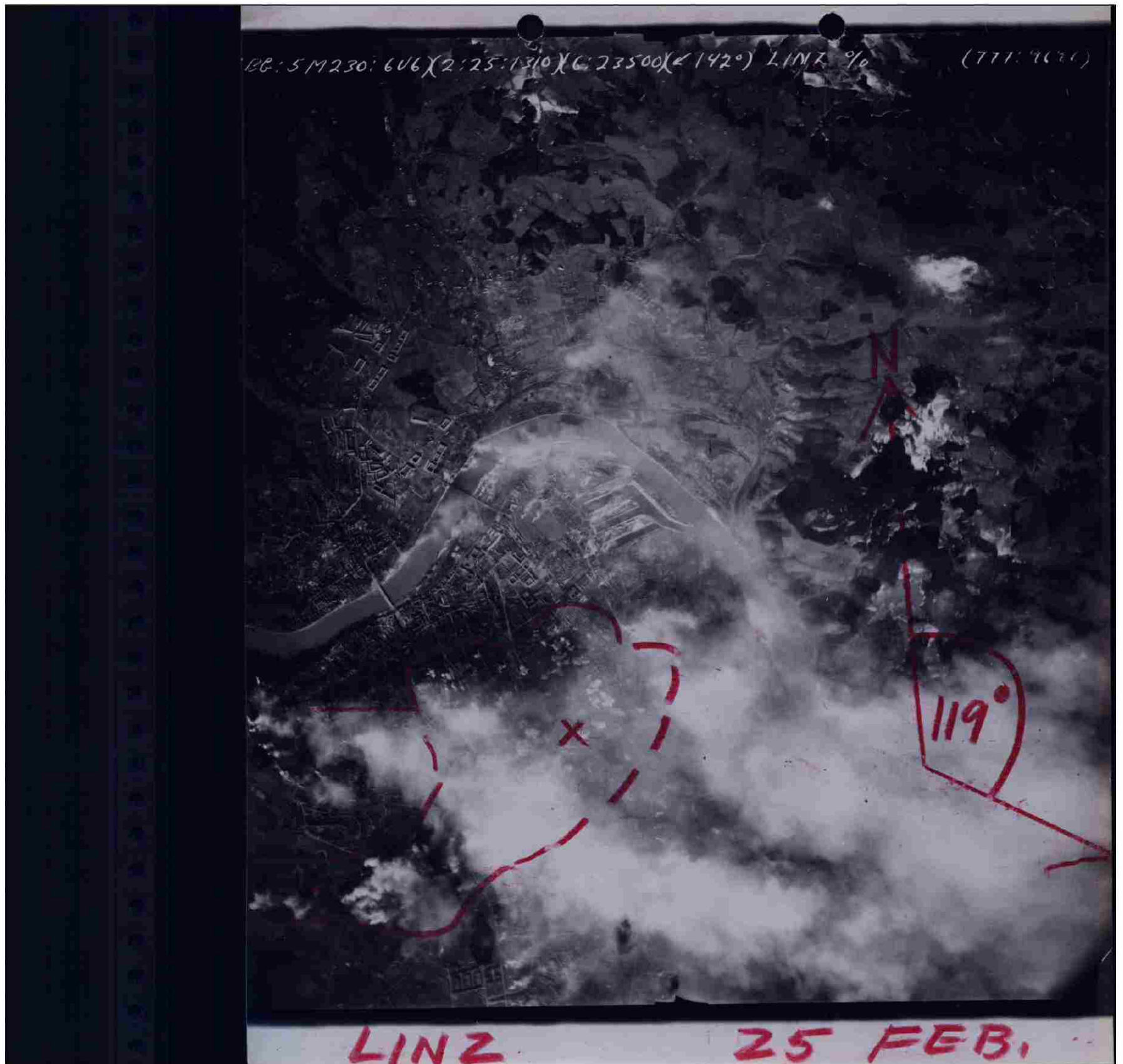
Incl 1 - Track Chart

Incl 2 - Selected Photo

- 3 -

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





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

AFA/PHE/hob

319.1

27 February 1945

SUBJECT: Narrative Mission Report

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

1. On 27 February 1945, twenty three (23) of twenty four (24) scheduled B-24 a/c plus four (4) spares took off at 0850A hours to bomb Augsburg M/Y, Austria. The twenty seven (27) a/c formed two (2) attack units. The first attack unit was led by Lt Col James H. Gilson, Commanding Officer of the 779th Bombardment Squadron (H) and the second by Captain Wayne G. Shearer, Flight Leader, 777th Bombardment Squadron (H).

2. The form-up was accomplished over the local area without incident. This Group was over Andria six (6) minutes late where rendezvous with the 465th Bombardment Group (H) was effected. Wing rendezvous was satisfactory.

3. B-24 a/c No 42-95364 failed to take off because scavenger pump on No. 4 engine failed. Effort to take off in a second a/c was frustrated due to fouled plugs in latter a/c.

4. Twenty seven (27) a/c were over the target at 1353A hours and dropped sixty-six (66) tons of bombs (5 x 1,000 lb. RDX, .1 nose and .01 tail fusing) from 24,600 feet on an axis of attack of 218°.

B-24 a/c No 44-49146 jettisoned one half (½) ton of bombs at (48°23'N-10°47'E) at 1356A hours. Said bomb having hung up on the rack.

B-24 a/c No 42-95355 jettisoned one (1) ton of bombs at (46°45'N-12°30'E) at 1300A hours in order to lighten load and maintain formation position after the loss of No. 4 turbo.

## Recapitulation of Bomb Tonnage

27 a/c dropped on Primary Target	66 tons
2 a/c jettisoned	<u>1.5 tons</u>
Total	67.5 tons

- 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

5. Bomb strike photos show approximately thirty (30) strikes in open country three and one-half (3½) miles northeast of the marshalling yard. The remainder of the bombs are probably obscured under the dense clouds of smoke which obscure the marshalling yard and a large portion of the city. No part of the yard is visible except for a small area in the immediate vicinity of the main station. It is apparent that the main weight of the earlier attack was on the freight yard and in the built-up city area east of the yard.

6. First Attack Unit Leader used C-1 automatic pilot. Second Attack Unit Leader made the bomb run manually because clutch on C-1 automatic pilot was slipping.

7. The bomb run was by PFF equipment with five (5) course corrections given to the pilot. No PFF sighting angles were used by the lead bombardier who picked up the target area visually. One visual course correction to the right was also made by the bombardier. All PFF equipment worked in a satisfactory manner.

8. Flak at the target was IAH and was encountered for six (6) minutes. Returning crews described flak as being of the tracking type.

9. Fighter escort consisting of twenty-five (25) to thirty (30) P-51's made rendezvous with the formation at (44°40'N-13°40'E) at 1154A hours and provided excellent cover on penetration, over target and on withdrawal, and were last observed at 1530A hours at (43°30'N-14°00'E).

10. Weather at take off was clear with visibility 20 miles. Generally clear enroute except for a large patch of altostratus to east of course over North Adriatic, stratus on northeast side of Alps and patchy low clouds north of Alps.

5/10 to 6/10 stratus at target, tops 12,000 feet with visibility 15 miles in haze.

On return, 1/10 to 3/10 thin cirrus and patchy low clouds over Adriatic. Visibility lowered in haze to 5 miles in South Adriatic.

Clear at Base on return, visibility 10miles.

- 2 -

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

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

Ltr Narr Miss Rpt, contd

11. Route was flown generally as briefed. Track chart showing route as flown is attached.

12. Twenty-five (25) a/c landed at this base between 1640A hours and 1840A hours. A/C No 44-49409 last to land at this base landed first at Bari.

One (1) B-24 a/c is down at a friendly field.

13. One (1) B-24 a/c is missing. B-24 a/c No 42-51903 was last seen at (47°36'N-10°46'E) at 1425A hours, was heading toward Lake Constance. A/C had dropped behind the formation apparently under control.

14. Fifteen (15) a/c were damaged by flak. Twelve (12) a/c received minor damages, and three (3) a/c received major flak damage and will be inoperational for a period of one hundred (100) man hours.

15. Four a/c attempted photos. Selected print attached.

16. Observations:

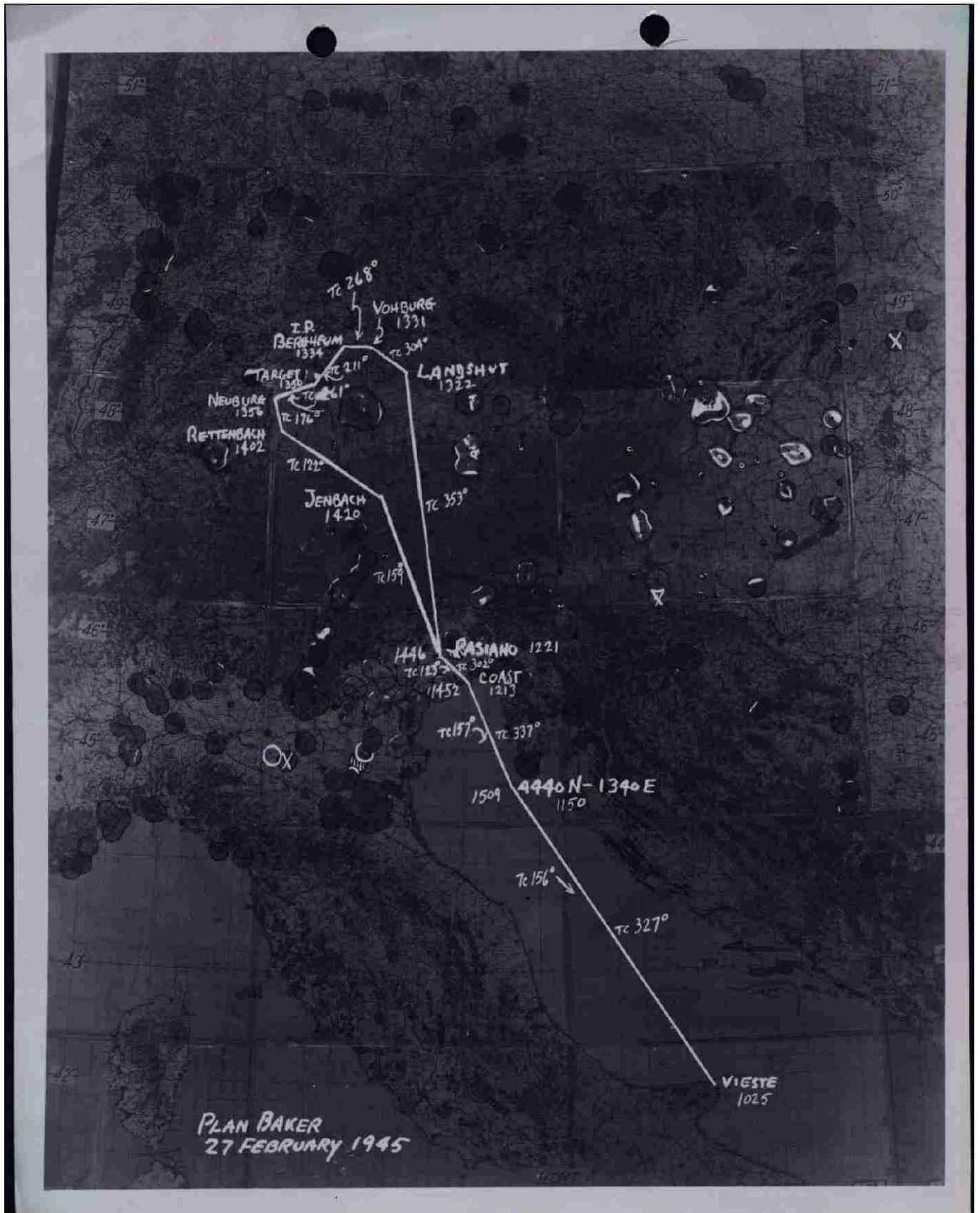
<u>Time</u>	<u>Place</u>	<u>Alt.</u>	<u>Observation</u>
1407A	(47°43'N-10°14'E)	20,000	Three (3) M/Y's in town all completely filled with wagons. Main M/Y has over 200 units in it.
1233A	(46°03'N-12°37'E)	20,000	A/F occupied by 10 SEF dispersed in revetments.
1254A	(46°50'N-12°45'E)	22,000	Several hundred units in M/Y.

For the Commanding Officer:

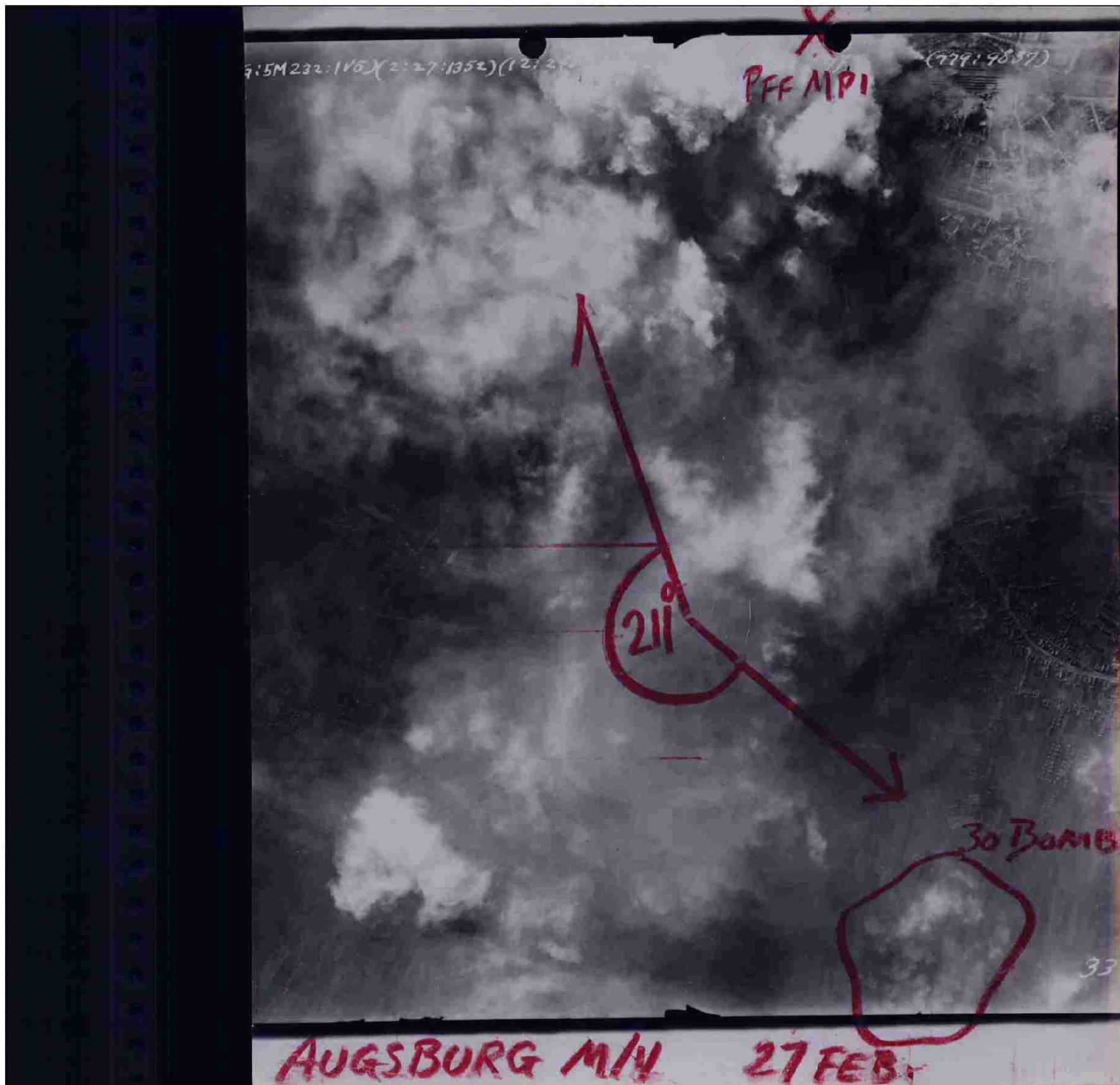
FRANCIS F. ELDER  
Major, AC  
Intelligence Officer

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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

BVB/FFE/hob

319.1

28 February 1945

SUBJECT: Narrative Mission Report

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

1. On 28 February 1945, eighteen (18) scheduled B-24 a/c plus three (3) spare a/c, comprising RED FORCE, took off commencing at 1005A hours to bomb the Primary Target designated in Operations Order No. 102. The twenty-one (21) a/c were led by Colonel A. L. Schroeder, Group Commander of the 464th Bombardment Group (H).

2. The Group form up was executed as planned. This group turned short of Andria to hit Spinazzola on time and arrived one (1) minute early over that point. A dog leg was made to allow the other groups to form up.

3. Twenty-one (21) a/c were over Vicenza M/Y at 1453A hours, and nineteen (19) a/c dropped forty seven and one half (47.5) tons of 500 pound RDX bombs (.1 and .01 tail fusing) from 20,000 feet.

B-24 a/c No 42-95613 had an accidental release at 1419A hours at (47°10'N-11°03'E) when the bombardier bumped the toggle switch.

B-24 a/c No 44-49146 toggled on the a/c above mentioned at the same time and place. Bombs from these two (2) a/c were observed to strike in a wooded area.

## Recapitulation of Bomb Tonnage - RED FORCE

Nineteen (19) effective sorties dropped on target	47.5 tons
Two (2) non effective sorties (accidental release)	5.0 "
Total	52.5 tons

- 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

Bomb strike photos show a very heavy concentration of hits which fell short of the marshalling yard and in the area immediately north of the railroad station. Eight (8) bombs fell in the yard at the west end of the goods depot.

4. All box leaders used the C01 automatic pilot.

5. SIH flak was reported at Vicenza of one (1) to two (2) minutes duration, with red, white and black bursts observed.

6. Route flown was as follows: As briefed to (47°10'N-11°03'E), thence on an axis of 118° and about five (5) miles north of the Primary Target, which could not be picked up in time to make a bomb run because of the high terrain features adjacent to and in the target area. The formation proceeded to (46°35'N-12°05'E), thence to (45°43'N-11°34'E), thence to Vicenza M/Y, to (45°25'N-11°34'E), to (44°27'N-10°31'E) and then a reciprocal of the route out. Track chart of route flown attached.

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

8. Commencing at 1022A hours, eighteen (18) B-24 a/c plus three (3) spare a/c, comprising BLUE FORCE, took off to bomb the Primary Target designated in Operations Order No. 102, BLUE FORCE was led by Captain Joseph A. Shymanski, Flight Leader of the 779th Bombardment Squadron (H).

9. The Group form-up, Bomber and Wing rendezvous were effected in a satisfactory manner.

10. Twenty-one (21) a/c were over the Vicenza M/Y at 1545A hours and eighteen (18) a/c dropped forty four and three fourth (44.75) tons of 500 pound RDX bomb (.1 and .01 tail fusing) from 20,000 feet.

B-24 a/c No 44-49746 had one (1) bomb hang up at time of release on Vicenza M/Y and this a/c jettisoned one-quarter ( $\frac{1}{4}$ ) of a ton of bombs at 1601A hours at (45°00'N-10°45'E).

B-24 a/c No 42-52533 had an accidental release at 1543A hours and released two and one-half ( $2\frac{1}{2}$ ) tons, and B-24 a/c

- 2 -

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

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

Ltr Narr Miss Rpt, contd

No 42-51644 released on the above a/c at the same time. This a/c likewise released two and one half (2½) tons of bombs.

B-24 a/c No 44-49419 returned two and one-half (2½) tons of bombs which could not be released when flak at the target cut the wires of the electrical system, and the bombs could not then be salvoed in time to strike in the target.

## Recapitulation of Bomb Tonnage - BLUE FORCE

Eighteen (18) effective sorties dropped on target	44.75 tons
Two (2) non effective sorties (accidental release)	5.00 "
One (1) non effective sortie returned	2.50 "
One (1) effective sorties jettisoned one (1) bomb	<u>.25 "</u>
Total	52.50 tons

Bomb strike photos show numerous direct hits, in the marshalling yard, on several strings of freight cars near the station. There were several direct hits and near misses on the railroad station. Approximately fifty other bombs were prematurely released several miles northwest of the target.

11. BLUE FORCE encountered SAH flak at Vicenza.  
Other flak encountered enroute is listed as follows:

Briefed Primary Target on first pass only	SAH
(45°54'N-11°03'E)	MAH
(45°05'N-11°05'E)	MAH
(44°39'N-10°49'E)	SAH
(44°43'N-10°39'E)	SAH

12. Box leaders used the C-1 automatic pilot.

13. Route flown by BLUE FORCE was as follows: As briefed to Primary Target which could not be located because of the surrounding high terrain until too late to make a bomb run. A second pass with unsuccessful results was attempted, thence to (47°10'N-11°03'E), to (47°10'N-10°44'E), to (46°05'N-10°55'E), to (45°48'N-11°15'E), to target, to (44°45'N-10°25'E), to (43°57'N-10°55'E) and thence to base. Track chart showing route flown attached.

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

- 3 -

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

15. Weather was clear at take off and generally clear enroute in both directions except for scattered cirrus well above the flight level and low clouds off course.

Target was clear with visibility 15 miles. A low deck lay to the south of target.

Clear at base on return with visibility 15 miles.

The route visibility was unlimited in central part but lowered in base and target areas to 15 miles.

## 16. Observations:

<u>Time</u>	<u>Alt</u>	<u>Location</u>	<u>Observations</u>
1344A	18,000	(45°48'N-10°04'E)	Concentration of buildings like warehouses.
1335A	19,000	Brescia M/Y	75% full of wagons
1512A	19,800	Modena M/Y	150-200 units in M/Y
1316A	20,000	(44°48'N-10°17'E)	20 to 25 U/I a/c on A/D
1514A	19,300	(44°39'N-11°56'E)	25 SEF parked on runway. At 1325A only one a/c present on this A/D
1402A	20,000	(45°52'N-10°07'E)	Huge cloud of white smoke close to ground over ten mile radius. Observed from a distance of ten (1) miles away.

17. Ten (10) a/c, all of BLUE FORCE, received minor flak damage.

18. Twenty one (21) a/c of RED FORCE landed at this base between 1700A hours and 1725A hours.

Twenty (20) a/c of BLUE FORCE landed at this base between 1756A hours and 1810A hours. One (1) a/c of this force is down at a friendly field.

For the Commanding Officer:

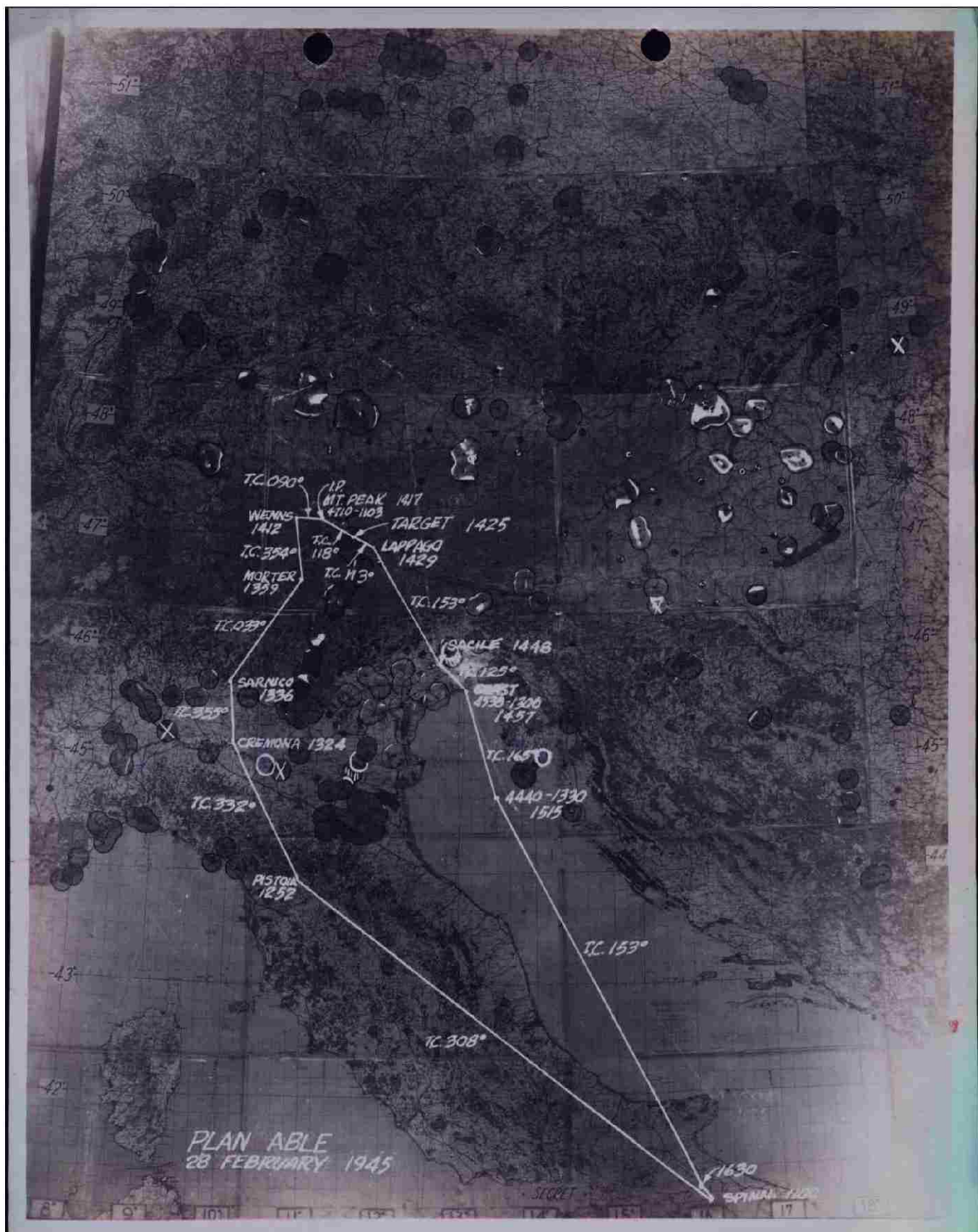
## 4 Incls:

Incl 1 - Track Chart - RED FORCE  
 Incl 2 - Track Chart - BLUE FORCE  
 Incl 3 - Selected print - RED FORCE  
 Incl 4 - Selected Print - BLUE FORCE

FRANCIS F. ELDER  
 Major, AC  
 Intelligence Officer

- 4 -

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









MISSING CREW REPORTS

CONFIDENTIAL

MISSING AIR CREW REPORT

1. ORGANIZATION: Location Pantanelle AB, Italy Command or Air Force 15th AF  
 Group 464th Bomb Gp (H) Squadron 777th Bomb Gp (H)
2. SPECIFY: Place of departure Pantanelle AB, Italy Course Northeast  
 Target Pola, Italy Type of mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
Stratocumulus, tops 10,000 to 12,000 ft with 8/10 thin cirrus 27,000 ft.
4. GIVE: [a] Date 13 Feb 45 Time 1335 Last known position Northern Italy.  
 [b] Specify whether:  Last sighted,  Forced down,  Seen to crash,  
 Last contacted by radio,  No information.
5. AIRCRAFT [LOST] [BELIEVED LOST] AS A RESULT OF: [Check one only]  
 Enemy aircraft,  Enemy anti-aircraft,  Other Mechanical failure
6. AIRCRAFT: Type, model & series B-24J AAF Serial Number 42-50843
7. NICKNAME OF AIRCRAFT None
8. ENGINES: Type, model & series R-1830-43) 42-90349 AAF Serial Number [a] BP-453934  
 [b] R-1830-65A-CP-32911 [c] R-1830-43-42-90349 [d] R-1830-43A T-137887
9. INSTALLED WEAPONS: [Make, type and serial number]  
 [a] NL 152793 [e] BL 1532412 [i] WL 1534947  
 [b] NR 152738 [f] ER 1532317 [j] WR 1030803  
 [c] UL 1527522 [g] TL 999147 [k] \_\_\_\_\_  
 [d] UR 15329394 [h] TR 1527366 [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	Vaughan, Leonard A. 1st Lt 0-699636	MIA Mrs Lille C. Vaughan (Mother) Ogden, Iowa.
2] CP	DeLawder, Robert K. 1st Lt 0-822933	MIA King DeLawder (Father) 722 Ingraham St, NW, Washington, DC.
3] NAV	Wiegand, Robert D. F/O T-126381	MIA Oscar A. Wiegand (Father) 4190 Bedford, Detroit, Michigan
4] BOM	Schindler, Wallace A. 2nd Lt 0-782966	MIA Nellie D. Schindler (mother) 1719 N. 33rd St, Omaha, Nebraska.
5] EG	Wilson, Delbert T. T/Sgt 34645415	MIA Lulu Wilson (Mother) 71 Charlotte St, Charleston, S. C.
6] ROMG	Schaller, Paul D. T/Sgt 33602411	MIA William Schaller (Father) 129 E. Beech St, Hazelton, Pa.
7] AG	Flanagan, Alfred J. S/Sgt 16036449	John W. Flanagan (Father) 3528 MIA S. Grove Ave, Berwyn, Ill.
8] G	Talayumtwa, Carl Sgt 39856289	MIA Washington Talayumtwa (Father) Shungopary, Arizona
9]		
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 LAST		
			BY RADIO	SAW SIGHTED	SAW FORCED CRASH LANDING
1] PULLIAM, JAMES N.	S/Sgt	14193933		X	
2] MURPHY, DANIEL E.	S/Sgt	33744339		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] A/C under control when last sighted.

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, s/c last seen over enemy territory

3 Inclosures.

Date 15 Feb 45

CONFIDENTIAL

Signature of reporting officer  
E. M. O'REILLY, Maj, AC, Exec.

CONFIDENTIAL

MISSING AIR CREW REPORT

1. ORGANIZATION: Location A.P.O. 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 North-Northeast  
Target Vienna, Austria Type of mission Bombing
  3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
8/10 cirrus clouds 21,000 10/10 alto stratus tops 15,000, visibility 20 mi
  4. GIVE: [a] Date 7 Feb 45 Time 1430 Last known position S.W. of Szil, Hungary  
[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-24J AAF Serial Number 42-50752
  7. NICKNAME OF AIRCRAFT None
  8. ENGINES: Type, model & series R-1830-43 AAF Serial Number [a] Bp-455067  
[b] BP-447385 [c] CP-330273 [d] BP-447570
  9. INSTALLED WEAPONS: [Make, type and serial number]  
[a] MG-M2- 1194338 [c] MG M2 1184797 [i] MG M2 1186000  
[b] " " 1194285 [f] " " 1185164 [j] " " 1185752  
[c] " " 1184934 [g] " " 1185151 [k] " " -  
[d] " " 1184983 [h] " " 1184811 [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]<br>RANK, SERIAL NUMBER | CURRENT NEXT OF KIN, RELATIONSHIP<br>STATUS AND ADDRESS                             |
|---------------|---|---|
| 1] Pilot      | <u>HOFFman, merle H.</u><br><u>2nd Lt., 0-826173</u>    | <u>MIA Henry Hoffman (father)</u><br><u>New Hampton, Iowa</u>                       |
| 2] CO-Plt     | <u>Trotter, Carroll D.</u><br><u>F/O, T-127299</u>      | <u>MIA Homer D. Trotter (father)</u><br><u>1454 N. Holmes, Indianapolis, Ind.</u>   |
| 3] Nav        | <u>Mahota, William J., Jr.</u><br><u>F/O, T-127673</u>  | <u>MIA William J. Mahota, Sr. (father)</u><br><u>13 Wheelock St., Oxford, Mass.</u> |
| 4] Bmbdr.     | <u>Weisberger, William</u><br><u>2nd Lt., 0-2056752</u> | <u>MIA Harry S. Weisberger (father)</u><br><u>58 S. Dawes Ave., Kingston, Pa.</u>   |
| 5] ROG        | <u>Williams, Samuel E.</u><br><u>S/Sgt., 33672007</u>   | <u>MIA Mary C. Williams (mother)</u><br><u>RFD #1, Export, Pa.</u>                  |
| 6] ROG        | <u>Reedy, Eugene G.</u><br><u>Cpl., 13133787</u>        | <u>MIA Florence E. Reedy (mother)</u><br><u>512 E. 6th Ave., Tarenturn, Pa.</u>     |
| 7] Amg        | <u>Weber, Alfred H.</u><br><u>S/Sgt., 12086879</u>      | <u>MIA Morris Weber (father)</u><br><u>920 Ave. St. John, New York, N.Y.</u>        |
| 8] Ag         | <u>Dembeck, Raymond A.</u><br><u>S/Sgt., 36596807</u>   | <u>MIA Ann R. Dembeck (sister)</u><br><u>3170 E. Warren Ave., Detroit, Mich.</u>    |
| 9] G          | <u>Ruppert, Kenneth E.</u><br><u>S/Sgt., 32374940</u>   | <u>MIA Joseph A. Ruppert (father)</u><br><u>35 Dembster St., Buffalo, N.Y.</u>      |
| 10] G         | <u>Clark, Gordon K.</u><br><u>Cpl., 36767028</u>        | <u>MIA Ruth B. clark (mother)</u><br><u>505 Dewey St., Harvard, Ill.</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 SIGHTED	FORCED CRASH LANDING
[1] <u>Jenkins, Hobart G.</u>	<u>2nd Lt.</u>	<u>0-2058202</u>		<input checked="" type="checkbox"/>	
[2] <u>Cooper, Raymond L.</u>	<u>Sgt.</u>	<u>37233121</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

3 Inclosures.

Incl 1-Approx. Pos Date 8 February 1945

Incl 2-Statement of Lt. Jenkins

Incl 3-Statement of Sgt Cooper

CONFIDENTIAL  
Signature of reporting officer  
HARRY W. COOKE,  
1st Lt., Ord.,  
Adjutant.

CONFIDENTIAL

MISSING AIR CREW REPORT

1. ORGANIZATION: Location PANTANELLA AAB, ITALY Command or Air Force 15th AF  
 Group 464th BOMBARDMENT GROUP (H) Squadron 778th Bm Sq. (H)
2. SPECIFY: Place of departure PANTANELLA AAB, ITALY Course WEST  
 Target REGENSBURG, GERMANY Type of mission BOMBING
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: 5/10 Cirrus at 30,000'; 10/10 Alto stratus; tops 14,000'; visibility unlimited above clouds
4. GIVE: [a] Date 5 Feb 45 Time 1330 Last known position Steinhering, Germany  
 [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 Lack of Oxygen
6. AIRCRAFT: Type, model & series B-24 H AAF Serial Number 42-52537
7. NICKNAME OF AIRCRAFT Ruby the Raider
8. ENGINES: Type, model & series 1830-43 AAF Serial Number [a] 42-63618  
 [b] CP 312849 [c] CP 312276 [d] 41-13109
9. INSTALLED WEAPONS: [Make, type and serial number] All Browning .50 Cal Machine Guns  
 [a] Left Nose 220541 [c] Left Waist 989939 [i] Left Tail 1757988  
 [b] Right Nose 317501 [f] Right Waist 317286 [j] Right Tail 1757750  
 [c] Left Upper 220413 [g] Left Lower Ball 1758011 [k]  
 [d] Right Upper 220705 [h] Right Ball 1757988 [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>MURPHY JACK L. 2nd Lt. MIA</u> <u>0-713867</u>	<u>Mabel L. Murphy Mother</u> <u>611 E Main St, Collinsville, Okla.</u>
2] Co-Plt	<u>CROSBY ROSH O. 2nd Lt. MIA</u> <u>0-2062998</u>	<u>Inez Susan Crosby Mother</u> <u>Lyons, Nebraska</u>
3] N	<u>STEVENS PAUL C. JR. 2nd Lt. MIA</u> <u>0-2060607</u>	<u>Paul C. Stevens, Sr. Father</u> <u>Rt#1, Box 53, Oswego, Oregon</u>
4] B	<u>DE MATTEIS FREDERICK F. O. MIA</u> <u>T-128636</u>	<u>Leon DeMatteis Father</u> <u>931 Albany Ave, Brooklyn, NY</u>
5] EG	<u>CHANDRL JOSEPH J SGT MIA</u> <u>36078829</u>	<u>Mirko Chandrl Father</u> <u>1234 Granite Ave, Granite City Ill.</u>
6] ROG	<u>SMITH RAYMOND C SGT MIA</u> <u>36659986</u>	<u>Delia Smith Mother</u> <u>11221 Edbrooke Ave, Chicago Ill.</u>
7] Ag	<u>GRAY CYRUS W. CPL MIA</u> <u>12215367</u>	<u>Dawn E. Gray Wife</u> <u>6 Robert St, Binghamton, New York.</u>
8] G	<u>MCCARTNEY MELVIN L CPL MIA</u> <u>37679207</u>	<u>Flossied McCartney Mother</u> <u>615 N 14th St, Keckuk, Iowa</u>
9] G	<u>POLANSKI STEPHEN CPL MIA</u> <u>32997057</u>	<u>Stella E. Polanski Wife</u> <u>411-10th Street, Brooklyn, New York</u>
10] B	<u>BOBBITT JAMES E. CPL MIA</u> <u>14201459</u>	<u>Louise L. Bobbitt Mother</u> <u>306 Green Street, Starkville, Miss.</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
			SIGHTED	CRASH	LANDING
[1] <u>CHRISTENSEN, CLARENCE</u>	<u>1st Lt.</u>	<u>0-711594</u>		<u>X</u>	
[2] <u>BISHOP, EDSSEL E.</u>	<u>2nd Lt.</u>	<u>0-826869</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] None

14. ATTACH PHOTOGRAPH, MAP OR SKETCH SHOWING LAST KNOWN LOCATION OF AIRCRAFT.  
 15. ATTACH EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES.  
 16. ATTACH A DESCRIPTION OF EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH HERE. No Search

3 Inclosures.

Incl 1-Sketch Date 7 Feb 45  
 Incl 2 and 3 Statements

CONFIDENTIAL

Signature of preparing officer  
CARL V HARDY  
 CAPTAIN AIR CORPS.  
 ADJUTANT.

RETURNED TO DUTY REPORTS

CONFIDENTIAL

BATTLE CASUALTY REPORT

776th Bombardment SQUADRON, 464th Bombardment GROUP 16 February 1945  
 (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)
Walker, Virgil F.	2ndLt	0-707455	RTD	16 Feb 45	C	A/C	1035	INT 19 Jul 44 to RTD
Arlington, Matthew T.	1stLt	0-844570	RTD	14 Feb 45	A	A/C	1092	MIA 31 Jan 45 to RTD
Schneider, Anthony C.	2ndLt	0-830779	RTD	14 Feb 45	A	A/C	1092	MIA 31 Jan 45 to RTD
Welsted, Gerald E.	2ndLt	0-199897A	RTD	14 Feb 45	B	A/C	1034	MIA 31 Jan 45 to RTD
Gross, Robert C.	Sgt	33762581	RTD	14 Feb 45	H	A/C	748	MIA 31 Jan 45 to RTD
Newton, James R.	S/Sgt	16045519	RTD	14 Feb 45	I	A/C	612	MIA 31 Jan 45 to RTD
Rav, Mancell L.	S/Sgt	38405952	RTD	14 Feb 45	I	A/C	612	MIA 31 Jan 45 to RTD
Mansux, Harry O., Jr.	Sgt	33080080	RTD	14 Feb 45	I	A/C	612	MIA 31 Jan 45 to RTD
Peterson, Mack C.	Cpl	39916464	RTD	14 Feb 45	I	A/C	612	MIA 31 Jan 45 to RTD
Vaughan, Leonard A. <sup>777th Sq</sup>	1stLt	0-699636	RTD	17 Feb 45	A	A/C	1092	Italy
De Lawder, Robert K.	1stLt	0-822933	RTD	17 Feb 45	A	A/C	1092	Italy
Wiegand, Robert D.	F/O	T-126381	RTD	17 Feb 45	B	A/C	1034	Italy
Schindler, Wallace A.	2ndLt	0-782966	RTD	17 Feb 45	C	A/C	1035	Italy
Wilson, Delbert T.	T/Sgt	34645415	RTD	17 Feb 45	H	A/C	748	Italy

\* See Reverse

Page \_\_\_\_\_ of \_\_\_\_\_ pages (For Sqdn or Gp)

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LEONARD S. DWOR, 1st Lt, AC

HARRY E. COOKE, E.M. O'REILLY  
 1st Lt, <sup>(Squad)</sup> RTD. Major, AC  
 Adjutant Executive  
 776th Sq. (H) 777th Sq.

(Title & Branch)

To be entered by Hq Fifteenth Air Force

CONFIDENTIAL

THIS PAGE DECLASSIFIED IAW EO12958

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Make no entries in this space

CASUALTY CODE:

KIA - Killed in Action  
DOW - Died of Wounds received in Action  
DOI - Died of injuries received in Action  
SWA - Seriously Wounded in Action  
SIA - Seriously Injured in Action  
LWA - Lightly Wounded in Action (Hosp)  
LIA - Lightly Injured in Action (Hosp)  
MIA - Missing in Action  
SIG - Seriously Gassed (Hosp)  
CAP - Captured by the Enemy  
INT - Interned as result of enemy Action  
RTD - Returned to Duty from any previousy  
reported casualty status

FLYING AND JUMP STATUS CODE

A - Pilot, Co-Pilot, Command Pilot  
B - Navigator  
C - Bombardier  
D - Observer  
E - Flight Surgeon  
F - Photographer  
G - Radio Operator  
H - Engineer Gunner  
I - Armorer Gunner  
J - Paratroops on Jump Status  
K - Gunner  
L - All others on Flying Status  
Z - Not on Flying or Jump Status





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CONFIDENTIAL

BATTLE CASUALTY REPORT

776th Bombardment  
(Number) (Bombardment - Fighter)

SQUADRON, 464th Bombardment  
(Number) (Bombardment - Fighter)

GROUP 25 February 1945  
(Date)

NAME	Grade	Army Serial Number	Type Casualty	Date	Flying Status	Arm or Service	Duty Code	REMARKS (Place of Casualty)
Hoffman, Merle R.	2ndLt	O-826173	RTD	25 Feb 45	A	A/C	1092	MIA 7 Feb 45 to RTD
Trotter, Carroll D.	F/O	F-127299	RTD	25 Feb 45	A	A/C	1092	MIA 7 Feb 45 to RTD
Mahota, William J. Jr.	F/O	F-127673	RTD	25 Feb 45	B	A/C	1034	MIA 7 Feb 45 to RTD
Weisberger, William	2nd Lt	O-2056752	RTD	25 Feb 45	C	A/C	1035	MIA 7 Feb 45 to RTD
Williams, Samuel E.	S/Sgt	33672007	RTD	25 Feb 45	G	A/C	757	MIA 7 Feb 45 to RTD
Reedy, Eugene G.	Cpl.	13133787	RTD	25 Feb 45	G	A/C	757	MIA 7 Feb 45 to RTD
Weber, Alfred R.	S/Sgt	12086879	RTD	25 Feb 45	B	A/C	748	MIA 7 Feb 45 to RTD
Dembeck, Raymond A.	S/Sgt	56596807	RTD	25 Feb 45	I	A/C	512	MIA 7 Feb 45 to RTD
Ruppert, Kenneth E.	S/Sgt	32374940	RTD	25 Feb 45	K	A/C	611	MIA 7 Feb 45 to RTD
Clark, Gordon K.	Cpl	36767028	RTD	25 Feb 45	K	A/C	611	MIA 7 Feb 45 to RTD
Moran, James V.	2ndLt	O-818193	RTD	22 Feb 45	A	A/C	1092	INT 19 Jul 44 to RTD
Hedrick, George L.	T/Sgt	15171230	RTD	22 Feb 45	H	A/C	748	INT 19 Jul 44 to RTD
Shive, Howard Jr.	T/Sgt	33597670	RTD	22 Feb 45	G	A/C	757	INT 19 Jul 44 to RTD
Riester, Robert W.	S/Sgt	33607199	RTD	22 Feb 45	K	A/C	611	INT 19 Jul 44 to RTD

\* See Reverse

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LEONARD S. DWOR, 1st Lt, AG

HARRY E. COOKE,  
 1st Lt, (Supervising)  
 Adjutant.

To be entered by Hq Fifteenth Air Force

CONFIDENTIAL

(Title & Branch)

Make no entries in this space

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J - Paratroops on Jump Status  
K - Gunner  
L - All others on Flying Status  
Z - Not on Flying or Jump Status

COMMENDATIONS

R E S T R I C T E D

FIFTEENTH AIR FORCE  
Office of the Commanding General  
A. P. O. 520

201.22

28 February 1945

SUBJECT: Commendation

TO : See Distribution

1. Lieutenant General Joseph T. Mc Narney, CG MTOUSA, has cabled this headquarters as follows: "Pass please to all concerned my admiration and congratulations for the large scale and outstanding operations of the Fifteenth Air Force for the past fifteen consecutive days. This succession of decisive blows is a fine tribute to your excellent combat and maintenance personnel. Keep up the good work."

2. In addition to General Mc Narney's message, similar commendations from CG AAF/MTO and CG AAF have been previously passed to all units. The fine work of all personnel which had made these sustained operations possible is a source of much gratification to me.

DISTRIBUTION:  
"H"

N.F. TWINING  
Major General, USA  
Commanding

A TRUE COPY

LEONARD S. DWOR  
1st Lt, AC

R E S T R I C T E D

R E S T R I C T E D

HEADQUARTERS FIFTEENTH AIR FORCE GO/JMI/emf  
APO 520 US ARMY

201.22

25 February 1945.

SUBJECT: Commendation.

TO : All Concerned.

The Commanding General is gratified to pass the following message of commendation received from General H. H. Arnold, Commanding General, Army Air Forces, to all units of this command:

I HAVE NOTED WITH FEELINGS OF PRIDE AND SATISFACTION THE LARGE SCALE EFFORTS OF THE VETERAN FIFTEENTH AIR FORCE DURING THE PAST ELEVEN DAYS. OPERATIONS OF THIS CHARACTER, IN TAKING ADVANTAGE OF FAVORABLE WEATHER CONDITIONS TO DEAL THE BATTERED GERMANS CONTINUED DECISIVE BLOWS ARE IN THE BEST TRADITIONS OF THE ARMY AIR FORCES AND REFLECT GREAT CREDIT ON COMMANDERS AND PERSONNEL IN ALL ECHELONS. OF PARTICULAR NOTE IS THE EXCELLENCE OF THE MAINTENANCE ORGANIZATION WHICH SUSTAINS YOUR CONTINUED HIGH RATE OF AIRCRAFT OPERATIONAL. PLEASE CONVEY MY COMMENDATION TO ALL COMMAND, STAFF, OPERATING AND SERVICE PERSONNEL.

BY COMMAND OF MAJOR GENERAL TWINING:

DISTRIBUTION:  
"H"

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

A TRUE COPY

LEONARD S. DWOR, 1st Lt, AC

- 1 -  
R E S T R I C T E D

R E S T R I C T E D

FIFTEENTH AIR FORCE  
Office of the Commanding General  
A. P. O. 520

201.22

23 February 1945

SUBJECT: Commendation

TO : See Distribution

1. The Commander in Chief, Mediterranean Allied Air Forces, has sent the following cable to this headquarters, dated 22 February 1945:

"Today's effort of the Fifteenth Air Force in launching more than eleven hundred aircraft on the tenth successive day of operations is unmistakable evidence of a superior organization in action. It demonstrates the excellence of command and staff and all echelons. Particularly does it reflect the superior maintenance in all organizations, to include the Service Command and the Service Groups, as well as the maintenance crews of all combat groups."

I wish you would convey as widely as possible throughout your organization my personal admiration and commendation for the remarkable performance cited above. I feel that throughout succeeding years your continuous operations during the past ten days will set as historical factual record. It will live long as a model and an example to be pointed out with pride."

2. I am happy to pass General Eaker's message to all units of this command and to add my own sincere congratulations and commendations.

N. F. TWining  
Major General, USA  
Commanding

DISTRIBUTION: "H"  
Plus AOC 205 Group, RAF

A TRUE COPY

LEONARD S. DWOR, 1st Lt, AC

R E S T R I C T E D

FIFTEENTH AIR FORCE

Office of the Commanding General

A. P. O. 520

19 February 1945

201.22

SUBJECT: Letter of Appreciation.

TO : Commanding General, 55th Bomb Wing, APO 520, U. S. Army.

1. The Air Inspector has advised me that the courtesies and accommodations extended to himself and the inspection team in connection with the recent combined inspection of organizations of your command were exceptional.

2. This type of cooperation and the attitude encountered by the Inspectors are commendable.

BY COMMAND OF MAJOR GENERAL TWINING:

/s/ C. F. Born  
/t/ C. F. BORN  
Brigadier General, U. S. A.  
Deputy Commander

201.22 1st Ind. A/GRA/3  
Hq, 55th Bomb Wg (H), APO 520, U. S. Army, 2 March 1945.

TO: CO, 460th Bomb Gp (H), APO 520, U. S. Army.  
CO, 464th Bomb Gp (H), APO 520, U. S. Army.  
CO, 465th Bomb Gp (H), APO 520, U. S. Army.  
CO, 485th Bomb Gp (H), APO 520, U. S. Army.

For your information.

A TRUE COPY

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

LEONARD S. DWOR, 1st Lt, AC



INCLOSURES AND SUPPORTING DOCUMENTS

RESTRICTED

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

SPECIAL ORDERS )  
:  
NUMBER.....43 )

22 February 1945

1. EXTRACTED (EM on temp dy)
2. Under the prov of AAF Reg 35-51 dtd 3 Apr 44 and upon recommendation of the orgn comdr the fol named IM, asgd to 776th Bomb Sq, are hereby re-classified as follows: (Arm of Sv AC)

RECLASSIFIED TO:

S/Sgt Gerald J. Zeigler	36230422	(747)	Ap and Engine Repairman	(762)
Cpl Edmund B. Grochowski	35308045	(590)	Clerk, Non-typist	(055)
Pfc Fred S. Aarts	36668211	(756)	Radio Mach, AAF	(754)
Pvt Kenneth J. Markee	36895460	(521)	Ap Armorer	(911)

3. Par 6 SO 17 this Hq, dtd 25 Jan 45, pertaining to Early Return Board is rescinded.

4. The fol named O, orgns indicated, are hereby aptd members of Early Return Board to investigate all early returns of this Group:

LT COL ELVIN E GOODYEAR	0401217	(2161)AC	Hq Det
MAJOR DAENEY V K. MOON	0422667	(3106)MC	Hq Det
LT COL JOHN W. RANCE	0790704	(1092)AC	776th Bomb Sq
MAJOR PETER CECATO	0534769	(4823)AC	Hq Det

5. LT COL ELVIN E GOODYEAR, 0401217, (2161), AC, Hq Det, is hereby aptd President of Group Flying Evaluation Bd as add dy (vice COL JOHN B. CORNETT, 020446, (2162), AC, trad)

6. LT COL ELVIN E GOODYEAR, 0401217, (2161), AC, Hq Det, is hereby aptd Deputy Group Commander with additional dy as Group Operations Officer.

7. Under the prov of AAF Reg 35-51 dtd 3 Apr 44 and upon recommendation of the orgn comdr the fol named F, asgd to 778th Bomb Sq, are hereby re-classified as follows: (Arm of Sv AC)

RECLASSIFIED TO:

Cpl Owen H Sercus	42070992	(611)	Ap Armorer Gunner	(612)
Cpl William F Dellinger	35299774	(611)	Ap Armorer Gunner	(612)
Cpl James A Auld	17066021	(611)	Ap Armorer Gunner	(612)
Cpl Richard F Pettit	38627381	(611)	Ap Armorer Gunner	(612)
Cpl Leon D Pifer	13158561	(611)	Ap Armorer Gunner	(612)
Cpl Albert F Clark	39459381	(611)	Ap Armorer Gunner	(612)
Cpl Charles E Heller	33715284	(611)	Ap Armorer Gunner	(612)
Cpl Wayland A Martin	11086199	(611)	Ap Armorer Gunner	(612)
Cpl Paul E Ritenour	35870203	(611)	Ap Armorer Gunner	(612)

-1-

RESTRICTED

## RESTRICTED

(SO 43, Hq 464th BG, dtd 22 Feb 45, cont'd)

8. Under the prov of par 6c AR 615-5 dtd 30 Jun '43 and upon recommendation of the orgn comdr the fol named EM, orgns indicated, are hereby promoted to grade as indicated below eff this date. Copy of SO will serve in lieu of Warrant: (Arm of Sv AC)

HEADQUARTERS DETACHMENTTO BE PRIVATE FIRST CLASS (TEMP)

Pvt Vancil Eads 34721908 (590)

779TH BOMB SQUADRON (H)TO BE TECHNICAL SERGEANT (TEMP)

S/Sgt Dudley C Snyder 16028890 (757) S/Sgt Wilbert R Holland 35510320 (743)

TO BE STAFF SERGEANT (TEMP)Sgt Farrell W Gray 15277823 (746) Sgt Donald E Bourn 35152946 (532)  
Sgt Donovan A Himsbaugh 35913879 (612)TO BE SERGEANT (TEMP)Cpl Melville T Letaw 14082813 (612) Cpl Carl E Sturgeon 35649507 (757)  
Cpl Edward V Lohaney 35173730 (612)TO BE PRIVATE FIRST CLASS (TEMP)Pvt Clifford B Coffman 37726813 (611) Pvt William R Mackney 37415064 (522)  
Pvt Robert L Hines 33123574 (750) Pvt Grady C Maddry 34070028 (522)  
Pvt Charles F Gegenheimer 16052924 (612) Pvt Robert L Riggs 31225592 (522)  
Pvt John W Ludwig 13044772 (522)

BY ORDER OF COLONEL SCHNEIDER:

DARYL D. JOHNS  
Major, Air Corps  
Adjutant

OFFICIAL:

*Harry Martin*HARRY MARTIN  
Captain, Air Corps  
Asst Adjutant

DISTRIBUTION: "B"

-2-

RESTRICTED

PAR 2 SO VS  
Hq 55 Bomb Wing  
17 Feb 45

PUBLICATIONS

# THE TOWER

464th BOMB  
GROUP

"LET US RAISE A STANDARD TO WHICH  
THE WISE AND HONEST CAN REPAIR."

GEORGE WASHINGTON



## STAND DOWN

by Capt. ALLAN ORTON

For those who have passed through the mud and rain, and occasionally snow, of two of Italy's winter seasons, it is very likely that any romantic conceptions of "sunny Italy" have long ago been washed away. But many may have been led to wonder why the summers in Italy are hot, dry and dusty while the winters are invariably damp, rainy and muddy—a condition opposite to the average persons idea of a "normal climate".

The Mediterranean climate—for so it is called—is one unique among the climates of the world and in all climatological literature it occupies a separate and distinct place. It is characterized by the condition I've just alluded to, that is, a rainy winter and a warm, drought-like summer. The winters are also mild with freezing temperatures occurring, but not persisting, in any month of the year.

The lands which are under the influence of this type of climate in general correspond with the distribution of the olive tree which seems to thrive under such conditions. They include—all the coastal lands of Europe and Africa bordering the Mediterranean—most of Spain, all of Italy south of the Po Valley and the Greek mainland and the numerous islands. Farther inland the climate gradually tapers off to a normal continental type such as that of our states of New York and Ohio.

The vast areas of inland seas provide the basis of the large amounts of rain and cloudy conditions in winter. In these large bodies of water is stored a great reservoir of heat which the changing seasons alter but slightly and very slowly. Hence, in the winter time the air over these seas is much colder than the water. The high specific heat of the water as compared with the air causes the air to be heated rather than the water to be cooled. As the air near the water becomes heated, it is forced to rise for the same reason that

water in the bottom of a kettle of water rises when the kettle is placed over a flame. As the air rises into the rarefied conditions of the upper levels it eventually becomes cooled by expansion. Having reached a certain height, called the condensation level, clouds form and may build up sufficiently to bring rain and showers.

There are a great many other factors present, of course. As a general proposition, (though it cannot be made a hard and fast rule) high atmospheric pressure systems tend to collect over large land bodies in winter, while low atmospheric pressure systems tend to come to rest over water areas. The opposite conditions prevail in summer. In keeping with this tendency, the Mediterranean region is one of general low (or below average) pressure in winter. And relative low pressure is not only a "cause" of bad weather in itself but it tends to intensify all other "causes" of storms.

The situation is complicated in winter by the passage of "fronts" or zones of transition between air masses having different properties of heat and moisture. Some of these fronts develop in the Mediterranean while others owe their origin to the waters of the North Atlantic, and travel all the way from that region to the Southeast Mediterranean.

In the summer time conditions are almost exactly opposite. The inland waters are now cooler than the air. There is no longer any tendency for currents of air to rise and build up clouds over water. Besides a flat high pressure system has moved in over the cool waters and tends to persist there from day to day with little change. Hence summer conditions are characterized by unvarying, hot, dry weather with little cloudiness over land and generally less over water.

## "EL CHOUND"

by P. F. C. GUMMIE GADBERRY

*He layed in the sack, as was the fashion,  
Then he jumped outa bed and grabbed a "K" ration,  
devoured some eggs, and bacon too,  
Then drank two gallons of Irish stew,  
Beef, pork, and a chocolate bar,  
Finished off with a fat cigar.  
Wiped his mouth with a grin of mirth,  
And hopped right back into his G.I. berth,  
That's our boy, our radio man,  
He's a wizard with a "K" ration can!*

## BORED? HERE'S YOUR ANSWER

If you have been reading this paper at all, you have by now observed that we have concerts every week; better, perhaps you've attended them. This sort of entertainment is good, but obviously it does not attract the majority. The situation is typical of the entire recreational facilities.

More and better recreation is becoming increasingly necessary. The movies are OK, but too frequently consist of third and fourth-rate pictures. At the service clubs the occasional Special Service presentations are, for the most part, unsatisfactory. More often than not they are designed for Chaplain McCahey's "lower twenty per cent" exclusively. The USO or Red Cross shows are good when they come, but they are too infrequent. In general, we are becoming slowly but surely bored, and time weighs heavily on our hands.

This excess time is the very "root of the evil" that is causing the general depression, sack-time, drinking, and overall dissipation that inevitably results in serious moral consequences — such as our present crisis in sex immorality and venereal disease. Our extra time is making us lazy and degenerate. You may have read Archbold in last week's paper: "We cannot cast off old habits as we cast off soiled garments." But we will not dwell on that point for we honestly believe that these unsatisfactory conditions can be alleviated with little difficulty.

For a starter, there is an educational program in the making through which you can learn, classroom style, any of about twenty subjects which can be useful to you after the war. Or, if you prefer, the correspondence courses of the USAFI cover a wider range of subject matter and are equally as educational. The credits in both of these are valid in most of our schools at home; and in both you can profit simultaneously by preparing for your post war vocationally and by keeping yourself occupied and interested in something. For information on this matter Special Services is available

**THE TOWER**

Published every Sunday by and for  
the men of the 464th Bomb Group.

Editor

Chaplain EASTWOOD

Associate editors

GEORGE H. MERRIAM

JOHN T. BLAIR

Typist

HOWARD WALKER

in the tent just behind 78's dispensary. In addition there is a native German who teaches classes in his language conversationally every Tuesday and Friday at 2000 in the Chapel. He is more than willing to use his time in this way.

Or, if schooling is not your forte, perhaps entertainment is. Right now there is a group orchestra in formation and, though we understand that it is nearly complete, there is still room for you. Maybe you can assist them and yourself as well. In this matter we refer you to Sgt Al Teeter of the 778th.

With designs on producing a show in the very near future, we are forming a glee club and are in great need of multi members. As a matter of fact, we welcome any and all talent and ideas. It's the sort of thing at which anyone could enjoy working and we invite one and all to join us. If you have any vocal talent or even

tendencies, please come to the Chapel Tuesday evening at 2000.

This very paper, which you can see does not employ professional journalists, needless to say has room for improvement. You with past experience, or with any ideas or advice, drop in on Chaplain Eastwood with or without something to be printed. If you choose to remain anonymous, leave your work with us anyway and we will very likely print it.

So there it is. You can solve your own recreation problem; For book larnin', S S is your outfit; Teeter, of the 78th, wants an ork; and we want singers and writers. The door's unlocked. All you have to do is turn the knob. E. M.

**HOBNOBBING WITH HEADQUARTERS**

Remember when Tally was first pilot on the mimeograph machine? He's come a long way since then. Not only has he made Sgt. but proved his stuff by earning his pilot's congratulations for sticking to his guns on a particularly rough mission recently. We're all sweating you out Tally.

Saw Arneson the other day. They've got him working in the paint shop. Seemed to be in the best of spirits and condition.

Heard Marantz burned the stripes off his arm while washing clothes one

day. Better stick to Ivory soap Marantz.

Speaking of washing, it sure would be nice if our shower was fit for showering in. Better fix it up before someone takes up housekeeping there. Some of us are seriously considering such a move.

Heard Feldman decided he couldn't wait until next summer for his bath since there is such a nice shower next door to S-4. How does it work Mike?

Do you suppose when we move to C.B.I. that we can take our cooks along? It sure would be tough to have to go back to G.I. chow again.

Understand Frenchy likes his new job. Saw him walking around with a mess kit one day. Upon asking him the purpose of such foolishness he told me he's now a 78th man. We lost a good man there.

It seems that Natwick is spending so much time at the dispensary the medics have had to set up a personal file on him to keep track of his form 52s.

Cpl HOWARD WALKER

**CON MOLTO ESPRESSIONE**

The odds were against us this time but Norman Rose took us out of the pinch and a good deal further with the very able assistance of Lt. Geissinger at the piano. The audience, including some who were certain that nothing could replace the string quartet, really enjoyed themselves.

Our apologies for the inter-mission pianist who, for reasons that need no explanation chooses to retain his well deserved anonymity. His brutal treatment of the piano (which, in fact, does not belong to us) was inexcusable at the very least. We'll test hop 'em in the future.

None of this, the weather, the late cancellation of the original schedule, the absurd cacophony (which at least succeeded in giving Sgt. Rose a rest period) held us back. We planned a concert—and came through with one. The pianist and singer arranged their schedule forty-five minutes before the performance and presented most of it spontaneously.

The selection that I personally enjoyed most was Franz Schubert's "Ave Maria". N.R. really sang that piece as it should be sung. A composition "The Messiah" by Handel called "Every Valley" offered his tenor voice a technical hazard in which he proved to be the man for the job. The concert closed with a beautiful rendition of "The Lord's Prayer" — which in its tone and meaning became a very appropriate conclusion. Both he and Lt. Geissinger who had to sight read much if not all of the music deserve a vote of thanks from all for pulling us out of a very tight spot.

**THE MEANEST MAN IN CAMP**

Our votes for the meanest man in camp go to the thief or thieves who stole some 800 doughnuts from the A RC Clubmobile girl, and thereby kept 25 crews from getting their after-mission lunch.

Chaplain EASTWOOD

**Chaplain's Flimsy**

A drunk staggered into the room where I was conducting a worship service a few days ago. He followed the wall around the room until he was within a few feet of me, where he stood with sagging knees attempting to listen to the sermon. Soon his legs gave way and he slumped down on the floor and went to sleep. A few days later I called at the hospital and there I found one of our men being treated for alcoholism. At the stockade there is another, and if rumor is correct a third is being dismissed from the group. Conditions here are being repeated in every other camp and community of our country.

If you doubt the evil of drunkenness I suggest that you make a study of its finished products. Dr. Edwin Fauver of the University of Rochester says that there are at least 600,000 chronic alcoholics in the United States. The Rockefeller Foundation reports that twenty per cent of the mental patients in American hospitals were put there by liquor. It is plain that not all our enemies are in the camps of the Germans and Japanese; nor are all the fortunes of this war being made on the manufacture of weapons. It is time for us to declare war on drunkenness in this group and everywhere, with the same energy and enthusiasm that we battle Nazism, tyranny, cancer, infantile paralysis or any other evil.

To save a man from a drunkard's grave is as brave and courageous an act as saving a man's life in battle or from any other form of evil. This you may have failed to realize. You may have considered it smart to get the squadron drunkard drunk. When he was out of money you may have bought his drinks for him and then laughed when he was drunk. When he was sober and determined to remain so you may have done everything you could to get him to break his resolve. If you are guilty of such you have joined the ranks of the enemy who gleefully torture prisoners as they inflict upon them a slow and painful death. As our comrades give their lives in combat against one enemy let us not sell out to another.

## Chow Line Chatter

by A Seventy-Niner

Rearrangement is in the air. All things are being made new. Maybe it is the influence of the new year. Anyway Tech Supply is hardly recognizable. There is a fine new building and fine new management. Cotton and Sandy (Cantrell and Sanders if you want to be formal) are the new managers, ably assisted by the ever-present, ever-smiling Andy Zauner.

The green pre-fabricated building looks trim and neat. Everything has its own place on the shelves and in the boxes and closets around the sides. One side is for tools and the other for parts. At the runway end are spacious compartments for the small but vital departments. That quiet, competent-looking man tying himself up in a tangle of wires in the corner is Art Chaney, our electrician. That chunky chip of dynamite in the cubbyhole with the dials is - you've guessed it - "Instrument" Harvey. Sheet metal in another corner, and props too. There's two stoves and a radio to attract the "Line Club" in their off hours. We are expecting the snack-bar to be installed any day now!

Changes are in line too at the Service Club. There is to be an election. By the time this appears the nominations will have already been made for a new set of officers and a new board of directors. Come on you politicians, let's have a progressive campaign platform. No slights to those quitting office but we would like a new regime, with action, pep and drive. Too long has the Service Club been a dark and icy hang-out for the few who like to put so much liquor inside them that they cannot notice their surroundings. The newly sealed roof and the greater heat output of the stoves is an improvement, but we want more.

First let us have a Service Club that is attractive to the great majority who do not spend their time drinking and gambling. Put up a partition dividing the building in two. Preferably let there be no connection between the two parts. Move the crap table up into the end near the bar together with some tables for the poker players. Make the other end an attractive lounge in which a man can read and write in comfort without being deafened.

Second, we would like regular financial statements posted in the Club for the members benefit. We are sure that all is being splendidly managed but we would like to be in the know.

Thirdly, what about a little organized entertainment. No, we don't mean strip teases, nor even outside talent of a better nature, but rather something in which the men of the Squadron take part. There is plenty of talent available, and impromptu shows are often more fun than professional ones.

The above is Seventy-Niner's platform for a new order in the Service Club, presented free to all budding squadron statesmen who wish to adopt it. And we prophesy that any candidate who adopts it and makes the fact known will win the election.

Special Ad: We are asked to announce that anyone hearing anyone else on officer's row playing two saxophones at once should report the matter immediately to Lt. Jaton. He promises instant abatement of the nuisance and of the offender.

## Spirit Of '76

Have you heard about the local "Olympics" contest between Sgts. Shuford and Rudy? Perhaps they recall the calajumpics of Pfc Carleton on the boat and noting his "Charles Atlas" physique, are trying to equal it.

Ken Moorish, RRR (Recently Returned from Russia) has a great liking for the Yak and Lagg aircraft of our allies. He was rather reluctant to return to our hill especially after seeing the luxury of some of the service clubs of the G.I.'s stationed there.

Did you notice the looks of bewilderment on the faces of Messrs. Heppner, Powell, Morrison, and Cook when a barrel near their new abode exploded during a recent V. D. meeting?

Yesterday this writer heard of Lt. Fauber's realistic drawings of a P-38 and a B-29 which have been receiving complimentary remarks during the past couple of days.

Question of the week: - Where did all the chicken go Sunday night?

The folder containing the history of the 464th Bomb Group (H) appears to be interesting. Will the personnel of the group be able to secure these when "that happy day" comes? The idea of giving it to the combat crew men going home is fine, but there are men in the ground echelon who would also like to have such a pictorial record and would be willing to pay a reasonable sum for it.

Due to censorship regulations this paper may not be sent home.

## 485<sup>th</sup> IS GIVEN CHAMPIONSHIP

Because the 323rd Service Group, sponsors of the Basketball Tournament, has been broken up, the tournament has been cancelled. However, since a championship team had to be selected before late January, the 485th was chosen as the winning team.

The choice was made by cancelling all losses to teams entered by the Service Group. The 485th had lost one game to a Service Group team - this was cancelled. We had lost no games to any Service Group team, but had lost one to the 485th, giving us one uncanceled loss.

Final standings were considered thus:

	Won	Lost
485th	4	0
464th	3	1
460th	2	2
485th	1	3
55th Wing	0	4

A new tournament is being arranged for February among the Bomb Groups and which will give us the opportunity of seeing some excellent basketball again.

## KRIEGS GEFANGENER

Cpl. Frank R. Pierce  
S/Sgt John J. Hoyda  
1st Lt. Roy L. Strong  
1st Lt. Kenneth R. Frink  
1st Lt. Glen V. Hetrick  
S/Sgt Audrian L. Beck  
T/Sgt Carl P. Daly  
S/Sgt Raymond J. O'connor  
S/Sgt Walter E. Spindler  
S/Sgt Stanley W. Pavelecky  
2nd Lt. William A. Price Jr  
F/O Ralph E. Donnelly  
T/Sgt Nicholas W. Masselli  
S/Sgt Earl R. Williams  
2nd Lt Horace H. Lund  
1st Lt Donald K. Waldron  
1st Lt Albert N Danoff  
T/Sgt William R. Terry  
S/Sgt John W. Woods  
S/Sgt John G. Barbarich

## THE 778<sup>th</sup> SPOTLIGHT

It was mentioned in last weeks issue that a Gala Affair should be held by the Squadron to celebrate surviving a years separation from Beer and Chips. The Engineering Section has gone ahead and formulated its own plans for a fete, the expense of which is to be borne by the First Three Grades. The Committee has stated that they can't provide the beer but are doing everything in their power to obtain the chips. It is hoped that the Group Orchestra will be available that evening to furnish the entertainment for the boys. The Enlisted Men's Council is seeking legal advice to ascertain the necessary steps to obtain a writ of Habeas Corpus for the release of the Squadron piano which was borrowed by Special Services three weeks ago for a one night stand. - One of the men in the Orderly Room has this post war problem licked. "Look for a job," He says, "Why bother? I am going to give Sgt Strauss my mustering out pay and let him run it up". Sgt Strauss has already given us several hot Stock Market tips". After further consideration it seems as tho Sgt Strauss is soliciting clientele for his post war brokerage business. - It seems that the Engineering Section has not only acquired three line chiefs which will facilitate maintenance but has also by the same token obtained three Chow Chiselers. The other day M/Sgts Sheck, Chadwick and Schwenneker bushed their sleeves and stopped in front of Pef Lombardo. Busting the chow line isn't too bad and its a Sad Sack among us who hasn't done it at least once in the past, but pulling rank to make it stick is mighty low. Our night C. Q., Pvt Stearns, has aspirations to become an artist but as is the case with all Artists, he has his eccentricities. He finds that he does his best work by using the Hide of Henry Aldrich as his canvas. - The Squadron found an adequate substitute for Cpl Kimel the other day. They found a more or less able bodied Italian to fill his shoes. - The 4th Field Hospital probably doesn't know how fortunate they are in still retaining all their equipment after a visit from the Kaplan-Pawlak combination. We thought the boys would have at least talked them out of those comfortable beds they have up there. T/Sgt Kaplan's frequent visits rather puzzles us. Could it be that he is trying to keep that bed open or does he go up there for a good meal. - When the Great T. A. went into the Medics for a fifty hour check they found out he needed a modification of the Waste Gate. Its a Depot job and he is now in the Bari Hospital. - The Empire State Building which has one hundred and two floors was constructed in a year. Our Washroom on the hill which is one story and so many feet by so many feet will probably take a little longer. Of course, we are handicapped. - The communications Building on the line is evidently being constructed the Five Year Plan. -

This is your reporter combination of T/Sgt A.J. Griek and S/Sgt W. J. Clark saying CHEERIO.

## CREWS IN THE BLUE

**HIGHLIGHT OF THE WEEK:** Amid the bitter cries of combat crews, the moans of C. Q.s and the weather officers bewailing the numerous standowns lately, came the joyous news of the removal of Blechammer from our list of targets. Those who have experienced a raid over this rough area know that it was a victory for us, not alone for the Russians. "We blaze the trails, the armies pave the roads". A great slogan for a great team.

A hearty welcome to Lt. Caldwell, formerly of the '79th, who has taken over as the '78th squadron bombardier. The combat crews wish you lots of luck and add their sincere vote of confidence, Lieutenant.

**Engineers Please Note:** On a recent mission Sgt Woodburn of the '77th had to change amplifiers. While doing so he discovered the formation was turning on the I. P. and hurriedly left the bomb bays, leaving the good amplifier on the uppermost bomb. Result—one salvaged amplifier.

Introducing Lts. Mercing and Sullivan of the '78th "Plumbers Exquisite" For rates and demonstrations apply at the "home office" of the above.

Lt. Brock of the same officers' group, has followed up his story of the bending and vibrating tent pole by moving into a new casa. He has promised to build a bar and engage a local queen to check hats!

To 1st Lt. Robbin of the '76th - Please enlighten the ignorant - why the address "10 Browning St". (Please let me publish the results, if any!).

The news from the '76th squadron area this week is nil, hibernating, I suppose.

The crewmates of T/Sgt H. L. Hayes of the '77th claim they can hit more skeet birds with rocks than he can with a 12 gauge. A-a-ah, how many did you bring down the other day, Hayes? (Ed. Note: a new group record for the skeet range was recently set by Hayes of the '77th - one bird!!! He got the "bird" to prove it!).

So the story goes, S/Sgt Jimmy Bates of the '78th declares a corner on all extras the day he goes after P. X. rations. "Confirm or Deny!"

A '77th welcome to Lts. Hubbar and Mull, and their crews - new additions to the squadron. Lots of luck, fellas! Goin' Home: Best wishes to S/Sgt Bill Geary, T/Sgt Richard (Nick) Nicholson, and T/Sgt Veell (Pappy) Chocate. All are of the '79th, have completed their tour of duty, and will shortly have that coveted ticket for a boat (?) ride back to the good ole' U. S. A.

S'all for this week, perhaps this coming week we'll score another knockout like Blechammer - We hope!

S/Sgt "Howie", Farling 778th

### FINIS

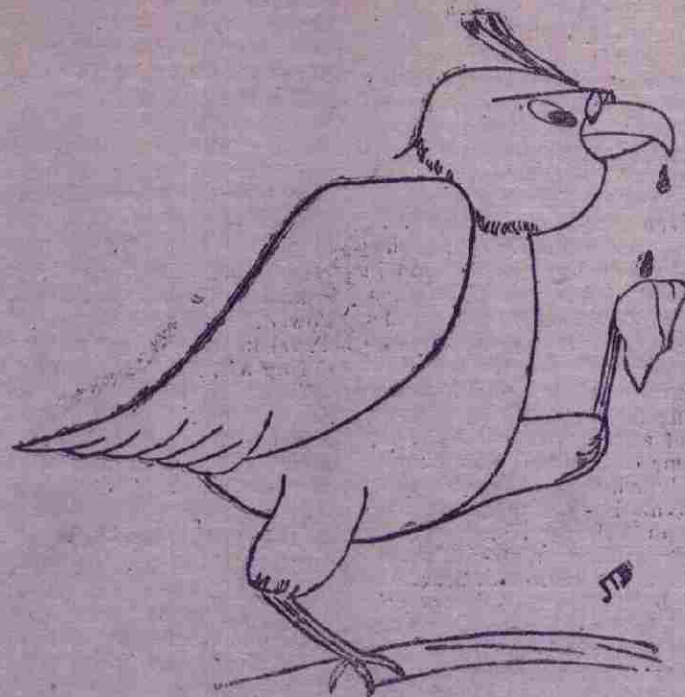
*Overheard in the personal equipment room the other day.*

Moe—Boy, these "K" rations sure are old here.

Joe—Yeah? How's that?

Mos—Well, I found one with a package of matches, with directions printed on the back, "How to Load a Musket".

## The Great Blue Sniffle Bird



Once there was a Great Blue Sniffle Bird and he made his home in a Large Green Tree in the Forest of Large Green Trees.

Now this Great Blue Sniffle Bird, who lived in a Large Green Tree in the Great Forest of Large Green Trees, was very easy to get along with but there was one thing that annoyed him greatly and therein hangs the tale.

The Great Blue Sniffle Bird could only be annoyed by his sworn enemies, the Orange and purple Birds who also lived in the Great Forest of Large Green Trees. The Orange and Purple Birds had a very irritating habit of singing Pistol Packing Mama in a Weak A Flat every morning at half past three right underneath the large Green Tree where the Great Blue Sniffle Bird had his home. Now one day the Great Blue Sniffle bird decided he had endured all he could of the Orange and Purple Birds singing Pistol Packing Mama in a Weak A Flat under his Large Green Tree in the Forest of Large Green Trees so he decided to do something about it.

He then went to his friend and ally the Great Blue Bear who lived on the outskirts of the Great Forest of Large Green Trees and told him his tale of woe. Now the Great Blue Bear who lived on the outskirts of the Great Forest of Large Green Trees was also a sworn enemy of the Orange and Purple Birds as there was nothing he liked for breakfast better than a batch of juicy Orange and Purple Birds served up with a lot of Bright Orange Honey to take away the dryness of the Orange and Purple Birds.

However the Great Blue Bear had recently had a falling-out with the Little Grey Bees who lived in a Small Green Tree in the Great Forest of Large Green Trees and there they manufactured the Bright Orange Honey, but now they had stopped the supply of Bright Orange Honey to the Great Blue Bear. This prevented the Great Blue Bear from eating any of the Orange and Purple Birds and stopping Pistol Packing Mama in a Weak A Flat under the home of the Great Blue Sniffle Bird at half past three in the morning.

Now when the Great Blue Sniffle bird heard this he went to his friends the Little Gray Bees and transacted a deal by which he obtained a large amount of Bright Orange Honey, ostensibly for his own usage. However he did not use it himself but went straightaway to his friend and ally the Great Blue Bear, gave him the Bright Orange Honey, and told him to do his worst.

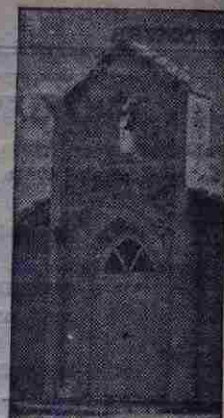
This pleased the Great Blue Bear and he immediately went and caught all of the Orange and Purple Birds and ate them with much gusto along with the large amount of Bright Orange Honey to take away the natural dryness of the Orange and Purple Birds. He did such a good job that he stopped for all time the Orange and Purple Birds singing Pistol Packing Mama in a Weak A Flat under the Large Green Tree in the Forest of Large Green Trees and now the Great Blue Sniffle Bird is not awakened at half past three in the morning but may sleep until three-forty-five which is his accustomed hour of arising. **JONES**



# THE TOWER

464th BOMB  
GROUP

"WHATSOEVER THY HAND FINDETH TO DO,  
DO IT WITH THY MIGHT."



## SUPPOSE IT WERE YOU

Recently, I was approached with a subject that certainly deserves a lot of attention and thought. It pertains to the combat crews in particular, but, no doubt, can be applied to everyone in general. I've done a little bit of investigating in different squadrons and found the same story to hold true, with the results always the same. This is a very sore subject and hard to approach because it's supposed to be in authoritative and competent hands. However, since the blame cannot be laid on one group, perhaps mention of it will awaken all the guilty concerned.

Have you ever been M.I.A., even for a short while, and returned to find only the barest skeleton of your home left? You probably don't have to look too far past your door, or to recall an instance too far in the past to get the idea clearly!

Remember when the mission returned and through interrogation etc. you and others learned that someone was M.I.A., either over the target, in Yugo or somewhere along the way? Did you see the same things I did when I returned to my tent area? Later that same evening someone connected with the handling of M.I.A. affairs drove up in a truck and hauled away "B-4" bags, barracks bags, and in general, all personal equipment and some G.I. equipment. Sometimes, even they were a little bit too late getting there! Sometimes a guard was posted to sleep in the tent for two or three nights. Even that didn't stop the "vultures"—just slowed them up for a while! The facts still remain; when the crews, eventually, did return two or three weeks later, maybe longer, they had to go about reorganizing themselves and rebuilding a home. At times new clothing issues were necessary but some things can't be replaced. (That coveted A-2 jacket for instance) stoves, lamps, floors, tables, chairs etc., all representing

hours of work and quite a few lire have to be constructed and bought. Some guys who had the nerve and luck scoured the neighborhood and found a few of their possessions.

Sounds like we have quite a bit of dirty linen to wash around here, doesn't it? Well, brother, if the shoe fits wear it! If it doesn't, don't ever try it for size! This isn't just the opinion of the author but of all those who, someday, might be subject to such a raw deal by their "pals".

When you and I go on a mission we like to think that if we, unfortunately, are listed as M.I.A. for a while, we have a few buddies who will see to it that we return to all that we left. After all, there is such a thing as common decency!

I remember an old proverb I used to see and read every time I bought a nickel ruler for school. This was printed right across the face of it— "Do Unto Others As You Would Have Them Do Unto You".

Think it over fellas, think of this little proverb—do you know what it means? If you do, you appreciate it. If you don't you're probably wearing "the shoe".

S/Sgt "Howie" Farling 778

## A YEAR AGO - REMEMBER?

Kissing your wife or girl goodbye — the ground echelon boarding four troop trains in a driving snow storm — headed overseas at last — picking bunk mates — matching for the lower berth.

Remember the cold — blankets were insufficient — poker — reading — singing — P. T. on station platforms in sub-zero weather — Red Cross girls with cigarettes — darn good chow all things considered — cold coffee in the last car — paper plates — no mess kits to wash.

Remember the sighs as home towns were passed with no opportunity to stop to see the family — our first taste of censorship — the bets made on our destination — the church service with music by a mouth organ and ukelele — the war was getting closer.

Capt. KIELING

## So You Want a Puppy?

This is supposed to be a humorous bit on puppy raising, but humor comes hard tonight after finding puppy messes all around the house.

Let me first warn the amateur. Once you get a puppy and have him for a period of over three days you discover an amazing fact. The ownership has passed from you to the dog, who now owns you, body and soul.

You are advised to raise all your clothes at least three feet above floor level, hang them from the roof if possible. Never leave sox or slippers within puppy reach. Our pup took a definite liking to one type of stocking, winter woolen, OD brown. Your's may have entirely different taste.

Taste brings up the matter of feeding. The army took care of our troubles quite well until one day the dog refused to accept any more "C" ration. Even a Pup knows when to stop.

The incautious owner is warned against purps who sleep in the early evening, and are drowsy during most of the day. They haven't sleeping sickness, or worms, but are just saving up for a good three A.M. frolic. Our little fiend spent the better part of two early morning hours tearing up newspapers and scattering them all over the floor. Then, as a final touch, he discovered our aluminum toasting plate hanging within reach, and began pounding out reveille at five o' clock.

Whether our pup is different from others I'm not at all sure. He has an uncanny way of being in the wrong place at the wrong time. If you don't look behind you at every second step you'll soon hear a scream of anguish, and spend the next ten minutes comforting the little devil.

Despite all the above warnings, don't think that we for a minute consider our pup a liability. He's an almost constant source of laughter. Life refuses to be dull with a puppy in the house.

One rather delicate problem connected with dog raising was solved for us by the recent shortage of fresh eggs. We thought we had no further use for our spatula, and then Mr. pup came along. Believe me, that former egg flipper gives fine service.

G. H. MERRIAM

## THE TOWER

Published every Sunday by and for  
the men of the 464th Bomb Group.

Editor

Chaplain EASTWOOD

Associate editors

GEORGE H. MERRIAM

JOHN T. BLAIR

Typist

HOWARD WALKER

## LETTERS TO THE EDITOR

We at the 4th Field Hospital are both honored and appreciative of the kind words said about our organization in the Tower. It is indeed a thrill to know that our efforts are not unnoted by the organizations we service. The article in the Tower was the first time anything was ever printed concerning our hospital and it gives us all a deep satisfaction. Of course, the only bad part about it is that the readers of the Tower have been taking what was said too literally and have been seemingly swamping us this past week. But, all kidding aside, we, the Officers, Nurses, and Enlisted Men of the 4th Field Hospital will continue to give all the organizations we service the best of treatment and care. Our effort plus your great effort, plus the efforts of all the others are a factor in winning the war. All we can say is a heartfelt thanks to you.

*(This is the beginning of what we hope will become an interesting and useful column. We invite and encourage your comments on anything that appears in this paper, or on any other subject which interests you).*

## This Old World

*Ain't life*

*A funny proposition?*

*You go to bed,*

*Unsatisfied;*

*And get up awishin'*

*For something*

*You never had.*

*Then —*

*All of a sudden —*

*You're feelin' glad*

*And say to yourself,*

*Why, this old world*

*Ain't so bad.*

*If you take it right,*

*As you ought to had,*

*So buck up,*

*Soldier,*

*And give a song.*

*It's bad in spots*

*But not all wrong.*

*What's the use*

*Of dreamin' bad,*

*When you should*

*Be happy,*

*And your heart*

*Be glad.*

*Glad you're alive*

*And rangin' free,*

*With the air*

*To breathe*

*And the world to see.*

*So I'm telling you,*

*Soldier,*

*This world's alright—*

*If you open*

*Your eyes*

*And see it right!*

Maj. DARYL D. JOHNS

Due to censorship regulations this  
paper may not be sent home.

CON MOLTO  
ESPRESSIONE

"A chain is no stronger than it's weakest link." The concert last week was all but a total failure. Four of Italy's best artists could not make music Monday night simply because the piano we were compelled to use was in bad shape. Ironically, we did have a good piano for them on the scheduled date but circumstances kept them away then. We are *very grateful* to the 78th Officers' club and Lt Laser but still we must point out that besides being out of tune and in general poor condition, the piano was also a full tone below concert pitch and thus forced the musicians to retune their strings. This hurt the timbre of the instruments. And so, for the lack of a piano the concert was lost.

There is little point, therefore, in discussing the music for it finally fell victim to the odds that have been working against it for so long. We are faced with a pretty tough problem now and need all the help we can get. You realize from the above that we are in want of a piano—a *good one*. If you have any ideas or "leads" please let us know. We will really appreciate it.

But the concerts are not going to stop. There will be no performance tomorrow evening but next week you will have the opportunity to hear the 1898th Engineers Glee Club and a quintet of vocalists known as "The Dots And Dashes". Both of these groups are featured over the air every Saturday afternoon at 1500 and will be well worth coming to see as well as to hear. Incidentally, since they sing *acapella*, our lack of a piano will not be felt. You *will* enjoy it.

em

## Chaplain's Flimsy

A few minutes of quiet meditation can do great things for you. When others get on your nerves and your soul seems to have grown small, it's good to be still in the presence of God. Through one of the prophets He has said, "I will be as the dew unto Israel".

In arid lands it is the dew of night that makes vegetation possible. When the heat and the wind of the day are passed, the blades of the corn unroll and are bathed in the cool fresh dew that gathers in the night. The pores of the plants are open to receive the tiny drops as they come from the invisible air and settle on the leaves and flowers to refresh and vitalize.

Dew does not gather while there is heat or wind. The temperature must fall and the wind cease. All must be still before the air of night yields up its life giving moisture to the thirsty plants. If we are to receive strength from God we too must be still and wait and receive with open hearts. When the heat of the day is passed, when the danger of the hour of battle is over and action is no longer necessary, be still in the presence of God and your strength will be renewed, even as the blades of the corn are refreshed by the dew of evening.

*"Drop Thy still dews of quietness  
Till all our strivings cease;  
Take from our souls the strain and stress;  
And let our ordered lives confess  
The beauty of Thy peace."*

Chaplain EASTWOOD

## MARCH OF DIMES

## NETS 372 DOLLARS

Thanks fellas! Your generosity has enabled the Special Service Office to send 372.00 dollars to the President's Fund for Infantile Paralysis control. You could not have donated to a better cause. You may glory in the thought that some little kids are going to derive some excellent benefits because of your generosity.

# ARC MAN

There's a new face in the ARC Field office. Mr. Claude Pennington has replaced Mr. Lamb as Field Director for our group, the 465th Bomb Group, Fourth Field Hospital, and the Engineer and Quartermaster organizations in the neighborhood.

A traveling salesman in civilian life, and in the Army a ball gunner on a Fortress crew at the age of thirty-nine, Mr. P. came overseas in October of '44, and after a few months in the 304th Wing, he has been assigned to work with us. Born in Mitchell, Indiana, where he lived through High school days, he went to Fresno State College in California for a while. In the course of time to follow, Mr. Pennington held a great variety of jobs including those of truck diver and mule skinner and for fifteen years did much traveling as a salesman. In the Army for eight months, he became a member of a B-17 crew well into phase training at Ephrata Air Base in Washington. Then our Red Cross representative was transferred to the Enlisted Reserve and did not receive a final discharge until November of '44, when he was already a month overseas.

C.P. seems short on hobbies (he will wait for summer and then bathe on Italy's beaches). But this affords him more time for work; he is eager in every sense of the word and a glutton for punishment. Incidentally, he would have us publicize the fact that he is anxious to help any and all as much as he can. So, if you have personal, legal, medical, or for that matter any problems, drop in at the office.

cm

## CHAPLAIN'S FUND

Nov. Dec. Jan.

### RECEIPTS

Balance from Oct.	43.34
Chapel Offering Nov. 5	179.04
Chapel Offerings, Nov. 12	114.65
Thank Offering, for Christmas for Kids Committee	325.00
Chapel Offerings, Dec. 3	91.88
Chapel Offerings, Dec. 24	164.44
Chapel Offerings, Jan. 7	236.12
Refund from Christmas for Kids Committee	769.25
<b>Total</b>	<b>1323.72</b>

### EXPENDITURES

Printing, "The Tower" (14 numbers)	350.00
Printing, concert programs etc.	22.00
Engraving	52.00
Fire Wood	50.00
Air Mail Envelopes	10.00
Labor (carpenter)	9.50
Music	1.71
Piano tuning	5.00
Janitor (Tiani Felice)	31.00
Stars and Stripes	8.10
Upholstered Chairs (2)	65.00
Flowers	16.50
Concerts (6)	152.00
Gift to "Christmas for Kids Committee"	325.00
<b>Total</b>	<b>1097.81</b>

Receipts	1323.72
Expenditures	1097.81

Cash on hand as of Feb. 7, 1945 225.91

# IN THE MIDST

by S/Sgt C. M. MAIN

A few nights ago when we were studying the book of Revelation in our Bible class we read these words, "In the midst of the seven candlesticks was one like unto the Son of Man". It occurred to me how often Christ is found in the midst.

At the age of twelve Christ was found in the midst of doctors and teachers in the temple. They were astonished at his understanding and wisdom. Many times he was found in the midst of the poor, teaching and healing. After his resurrection he appeared in the midst of his disciples bringing peace and good cheer to those who thought all was lost. In the verse above he is seen in the midst of the candlesticks which represent his churches. Toward the end of his ministry on earth he promised he would go and prepare a place. There he will be in the midst of those who accept him throughout all eternity.

Fellows, is the Lord in our midst? Does he have a central position in your life? He came to earth and

lived and died for you and me. We have sinned and fallen short. We need him and must accept his love and grace now if we are to enjoy his presence later on. Let us live in such a way that he may be found in the midst of us today.

## OFF-DUTY CLASSES STARTED

For the benefit of those interested in furthering their education while in the Army Special Services have started a series of "Off-duty Classes."

Here is a list of subjects for which classes have been formed and the dates of their meetings:

"Business Principles and Management" in the 778th Mess Hall on Mondays at 1930 to 2130 hours.

"Spoken German" in the Chapel on Tuesdays and Fridays at 2000 hours.

"World History" in the 778th Mess Hall on Thursdays at 2000 hours.

"Psychology and Life" in the 778th Mess Hall on Thursdays at 1900 hours.

"Spoken Italian" in the 778th Mess Hall on Saturdays at 1900 hours.

Dates for "Elementary Meteorology", "20th Century Bookkeeping and Accounting", "Blue Print Reading at Work", "Spoken French" and "Fundamentals of Advertising" will be published in the near future.

Those desiring to enroll in any of the above-mentioned courses may do so by applying at the Special Services Office.

# THE 778th SPOTLIGHT

Battling Calamari hits the floor after a session with Italian alcoholics and heavyweight Courtwright. We didn't happen to be there ourselves, but from the versions of those who witnessed the event, it provided more entertainment than any Screen Comedy ever could. When interviewed next morning Battling Calamari refused to divulge whether it was the Hundred Ounce or Courtwright who was directly responsible for the scene, but nevertheless he has once again sworn off going to extremes. — "Long, Long Ago". We want to write about that little ditty. It concerns a nice big piece of plywood which was given to the 778th sometime ago for a Ping-Pong table but was used for a Bulletin Board, and believe it or not it didn't like being a Bulletin Board, so it up and walked away and nobody knows where. That was long, long ago, and to this date we don't know where it has gone. Do You? — T/Sgt Bailey smells winings and backs a sure thing. We happened to go over to the Armament Shop, which is also a rendezvous for checker players, to participate in a few games and doggone if the old boy wasn't betting two bits a game on M/Sgt Bernardine and to top it off wasn't even giving him a cut on the proceeds. — Pvt Fuhrmark is peeved at the Italian Mess Attendants because formerly he could eat at least once every twenty days. — M/Sgt Thomas becomes the Problem Child of the line. When he has one situation in hand, doggone if he just don't pop up with another. — Yes, it seems as tho our combat men do make the news. Take those two boys from Lt. Lincoln's crew. They like to go awandering. Or do they?

The Enlisted Men's Council had their monthly meeting on February 5th and the following report is submitted to the squadron. The Treasury of the Service Club as of this date had a net balance of 1,200.00 dollars in cash plus liquor stock on hand. Out of this sum an appropriation of 500.00 dollars was made to defray the cost of a Squadron Party to be held on March 19th, 1945. 50.00 dollars per month was appropriated to the Entertainment Committee. This sum of money is to be used to acquire the services of the Group Orchestra at the Service Club at least semi-monthly. It was also voted that the Club would defray the expense of partitioning the Service Club to provide a reading room and to bear the expense of an Enlisted Men's Shower. Both these projects are under the Supervision of our newly elected Construction Engineer M/Sgt Kumm and his committee, while the responsibility of Procurement rests with that dynamic personality, T/Sgt Kaplan. It's a good combination and the work should be completed within a short period of time. They have decided to bring in outside contractors to put up the building and thus eliminate the labor difficulty with which they would otherwise be confronted. Other results of this meeting were: 1. Treasurer's Report and Statement to be issued and posted on the Bulletin Board each month, commencing with the month of February. 2. Greater Effort to be put forward in making the Club interesting to those who do not drink or gamble. 3. That the sum of 34.00 dollars, which was over and above the cost of defraying the P. X. deficit, should be turned over to the Squadron Fund.

At this point we would like to say that the Squadron appreciates the efforts put forward by this group of enlisted men who are giving their time and energy to make our life a happier one.

This is your reporting combination of T/Sgt A. J. Griek and S/Sgt W. J. Clarke saying "CHEERIO" till next week.

February 11, 1945

## THE TOWER

## CREWS IN THE BLUE

Outstanding character of the outfit! Believe it or not, we have a "feather merchant" in the 78th flying the big ones! MR. Carl M. Simmons (The Army still calls him Sgt just on principle) is a healthy old geezer of 35 and known as "4F", to his tentmates who incidentally, insist on their inalienable right to refuse to fly with "defense worker material". He might have been in the army two years in April were it not for the fact that he was "discharged" last November. Rumor has it that he enjoys combat so much that he is going to chalk up as many more as he can onto his existing list of three sorties, UNTIL Air Force endorsement comes through. More power to a real "beaver"!

Be it known, that, as an implication from the above story, "Doc" Savage of the 77th Is Not the most eager (to fly) of flying personnel on the field—even tho' we understand that he was in the tower shooting off green flares when the fog was so thick we had to feel our way to the planes!

All hail to Lt. Brielmier of the 76th, the only bombardier able to synchronize on a target in Czecho and still manage to plow up some Austrian's vegetable garden!

Jinxed? The enlisted men of Lt Ray's crew in the 77th are beginning to think so! Since October they have flown but 4 sorties, the first of which left them in Yugo for a short time; the gods of war smiled on them for the next three, then they suffered with numerous stand downs before attempting the fifth. This one wound up as an early return in a ditch along the runway.

By the way — If you have any ideas about buying a few souvenirs at Capri forget it; Petrolino and his ilk bought (?) everything that wasn't cemented in place!

Belated congrats to Pfc W. L. Lewis who recently made his rise to rank. Smullins' brood is really getting up there! Incidentally, the "KID" was sober for the occasion.

"Going Home" — The 79th still holds top spot in this department. Here's the happy trio, T/Sgt Harr, S/Sgt Hedge, and 1st Lt. Loughlin. Congratulations on your "35", fellas, may good cheer and fortune follow you wherever you go.

Signing off for the week, Your correspondent  
Sgt "BOWIE" PARLING

## ONE FOR THE BOOKS

Have you had difficulty salvaging your worn out clothing? Do your shoes come back months late? Is your squadron supply constantly out of soap, candles, and toilet paper? If so read this article carefully.

In one of our squadrons there was a most disgusted cook. He had no shoes. It was as simple as that. No footwear outside of a pair of overshoes of sorts. This cook, being short of patience, a usual condition, decided matters had come to a head. This situation must come to a screeching halt.

So—our hero put on his O. D. trousers, he brushed his coat neatly, he knotted his tie to just the right degree of tautness. Parting his hair and wearing his best smile he stepped out of his house. He walked briskly to his orderly room, and requested permission to see the squadron executive officer. Once admitted a conversation something like this began. "Good morning, Sgt, what may I do for you?"

"Sir, I'd like some shoes."  
"What's the matter with those you'...  
Our hero was barefoot - P.S. He's still wearing overshoes!

4

## A MISSION

The morning's cold bleak darkness, black as darkest night.  
Is cut by the O.Q.'s candle as he wakes us for our flight.  
We bundle up in clothing, warm woollens, suits galore,  
We're wearing all our G.I. Stuff and look around for more.  
We don't get dressed quite fast enough, but suddenly we're thru.  
Once more we look outside our tent, and see the glistening dew.  
In pairs we climb the hill so steep, our breaths come panting now,  
We hold our mess kits o'er the pot, they're filled with steaming chow.  
We gulp our food, for time is short, to briefing we must go.  
For briefing is the center hub; the core of all the "know"  
We crowd into the darkened room, we stare up at the map.  
A city plainly is marked out, this is the one we'll rap.  
A Major tells the story, he tells us where we fly,  
We're going up to altitude, away up in the sky.  
This is an old, old story, to all these veteran crews,  
But still each man can feel a thrill, as he listens to the news.  
We're told where all the flak is, how many guns we'll face,  
We're told of fighter cover, and landing fields of grace.  
We're warned about the enemy, fighters, ships and men,  
We're told just where to bail out, to live to fight again.  
The Chaplain gives an earnest prayer, the men all bare their head;  
It gives them inner courage, to stop the thoughts they dread.  
The time has come to travel, the path is full of muck,  
The equipment shack is now our goal, here we've cached our stuff.  
Our chutes and suits and harnesses, in all we had enough.  
From here we rode out to our planes, each a silent beast  
The sun was just arising, away up in the east.  
The gunners were quite busy, inspecting gear and guns,  
They had no time to view the sky, or even see the sun.  
Day came along quite quickly now, the time had come to start;  
The crews were at their stations, waiting to depart.  
We taxied to the take off point and took a final check,  
The three-ring sign, an O.K. flash, and braced against the deck.  
The engines roared in all their might, we raced along the ground,  
The wings took hold of moving air, our ship in flight was sound.  
We soared out o'er the valley, and o'er the nearest hill,  
The air became less bumpy, soon it was quite still.  
Our ship flew in formation, an awe inspiring sight,  
We're on our way to Germany, to show the Hun our might.  
End of Part One.

By Sgt HARRY A. PLAYER

## THE SPIRIT OF 76

Dear God, give us strength to accept with serenity the things that cannot be changed. Give us courage to change the things that can and should be changed. And give us wisdom to distinguish one from the other. Reader's Digest.

The man trap in front of our kitchen bagged it's first victim — Arby Hines. Who's next?

Question of the week — which casa is wearing the door so deftly removed from one of our latrines in the dark of the moon?

Uncommon Army names. In one Division, three top kicks are named Ketcham, Killam and Cookham.

While on the subject of names, the five most common Army names are, in this order, Smith, Johnson, Brown, Miller and Jones. Surprised?

## Useful definitions:

Positive	Wrong in a loud voice.
Soft soap	Oil and lye.
Diet	Wishful thinning.
Rumor	The gossipel truth
Propaganda	Bruit force

Any Christmas packages still due?

As I review the years gone by — I cannot help but heave a sigh — to realize as scenes unfold — that I am really growing old. — Yes, I am getting old, by Jings — For I remember many things — which wouldn't mean a thing to you — unless you are an oldster, too — I can recall when I think back — of lightning rod and hitching rack — I see in my minds eye once more — the livery stable and harness store — I see the old horse drawn patrol — the parlor stove with hod of coal — I see the swing door saloon — with sawdust floor and brass spittoon — I recollect the old square dance — when the men wore peg top pants — the Town concerts in the park — for I'm darn near a patriarch — Again there comes before my view — the Paisley shawl and Congress shoe — The mustache cup, the stovepipe hat — and countless other things like that — why, I can even recollect — as on the past I now reflect — the time we had a different gent — than FDR as President.

Lt. Pete Fay, the ex silent partner of the Local Livery Stables, Inc., returned to the scene of his crimes to balance the books for the semi-annual audit.

A Lily White League is in process of organization in this Squadron. No, it has nothing in common with the Wooden Mallet Club of the 78th. While they do not claim he can equal Lil Abner's record, the officers advance Lt. Tom Gaudette as their first candidate. How about a nomination from the EM's?

Leaves do change their color at other than the Fall season. Congrats to our C. O., Lt. Col. John W. Nance.

# THE TOWER

464th BOMB  
GROUP

"NATIONS LIKE MBN, ARE NEVER SAFE, WHEN THEIR  
CHIEF THOUGHT IS THEIR OWN SAFETY."

## MERIT RECOGNIZED

Snowed under a deluge of awards ranging from the Legion of Merit through the Air Medal, Brigadier General George R. Acheson, CO of the 55th Wing and Colonel A. L. Schroeder developed severe cases of handshaker's cramp at the recent field ceremony at the bottom of the hill.

Beftling the largest ceremony of its kind to take place at this base, the hardware dealt out by General Acheson and Colonel Schroeder went to nearly 250 men.

Among those from the 776th so honored was Master Sergeant Harold S. Rand, presented with The Legion of Merit. The highest decoration to be won by a member of this group and the Nation's fourth highest award, Rand's recognition resulted from outstanding performance of duty as a crew chief.

Staff Sergeant Cornell Faniro was awarded the Silver Star. The first enlisted man in his squadron to be so honored, the Nation's fifth highest award was for gallantry in action during a mission over Pardubice, Czechoslovakia.

In addition to the two "firsts", the following officers and enlisted men were presented with the Distinguished Flying Cross: Captain Sharon E. Waggoner, First Lieuts Rolf E. Haller, David R. Eppley and Tech Sgts. Ralph D. Madera, Clarence W. Eudaily and Staff Sgt. John T. Dempsey.

In the 777th Squadron, Silver Stars went to Tech Sgt. Ernest S. Monthey and Staff Sgt. Robert V. King. Engineer and top turret gunner respectively, Monthey and King played vital roles during the mission against the Florisdorf refineries on July 8th, the day the Group earned the Distinguished Unit citation. Separated from the formation after being hammered by flak, their bomber was attacked by fighters. Wounded but remaining at their posts, both men accounted for an enemy fighter apiece before being forced to parachute over the Yugoslavian coast.

Winners of the Distinguished Flying Cross included Captain Elton M. Stinson, First Lieut. Robert S. Plaisance, Tech Sgts. Roland T. Bunker, Merle Moxley; Staff Sgt. Charles Lightcap and Sgt. Seymour Lippmann.

Crew Chief James Statham received the Bronze Star for expert maintenance over the long haul.

Turning to the 778th, a DFC was presented to Second Lieut. Edsel Bishop who brought his plane back from Vienna with the control surfaces shot away after his first pilot was critically wounded and two other men badly hurt.

Line Chief Master Sgt. Carl Sheek received the Bronze Star for particularly efficient work in the all over repair and maintenance of his squadron's planes. And Corporal James Armstrong received the Soldier's Medal for rushing to the aid of another soldier whose clothes were flaming from an explosion of gas.

The 779th came in for its share of medals when Lieut. Leroy B. Marsh headed a group of men who received the Soldier's medal for action on the night that Black Oboe blew up on her hardstand.

Those receiving medals besides Lieut. Marsh were: Sergeants Clarence Avenius, Ted and Herman Moldenhauer, Richard T. Shores, Earl Caldwell, Lester Hacker, William Spivey, Wayne Marienau and Harry Bruneau who added another ribbon to his copious collection. Bruneau, incidentally, is the only other member of the Group to have received the Legion of Merit. He received it for action on Guadalcanal. The Bronze Star went to Master Sergeant Lester W. Hallonen for his excellent work on "Shoo Shoo Baby" throughout her glorious combat career. DFC's went to pilots Lieutenant Harry F. Heineman and Lieutenant Kenneth Barnica. Heineman's navigator, Lieutenant Tom Prewitt, who finished his tour of duty last Tuesday over Vienna, also received the DFC.

The "standing room only" line of officers and enlisted men who received the Air Medal is too long to mention but Colonel Schroeder let it be known that these men are on their way in combat and wished them nothing but clean takeoffs and smooth landings.

## A YEAR AGO REMEMBER?

*Staging area somewhere on the East coast — Steel helmets and gas masks — Practice marches with full field equipment — Final overseas physicals — Lifeboat drills — Tales of returning GI's passing through on the way home from "Overthere" — Passes home for a last few hours with the folks, for a lucky few — The feeling that here at last was the beginning of the Great Adventure — This was it, final and certain, the culmination of all the months of waiting and training — Soon now, salt water, the heaving decks of a transport heading East through a heavy sea.*

## The Oxygen Check

There has been a great deal of confusion and a goodly amount of bickering lately concerning an old air-corps institution about which quite a tradition has arisen, namely "the oxygen check".

Because my experience has not been as broad as some I feel compelled to tell you that a large amount of my information has been garnered second-hand, as it were.

The points which we must discuss if we are to arrive at a sensible conclusion (or conclusions, if you prefer) about this business are several:

- 1 — Manner of conducting oxygen check
- 2 — Answers given, repartee
- 3 — Opinions expressed
- 4 — Why have oxygen checks at all?

As to the first, most oxygen checks are instigated by the pilot. Surprised? We know very well the bombardier has been assigned this task and why he doesn't perform it is too lengthy a discussion to go into here. I believe it has something to do with a bombardiers' union but that is just a guess. The pilot, having maneuvered the aircraft to a height at which the eyes of every member of the crew go out of focus and the skin of all has assumed a greenish pallor (not unlike the symptoms of anoxia) decides that it is high time everyone went on oxygen and being a not very original fellow screams simply, "oxygen check!"

Everyone is frightfully alarmed at his outburst and concludes that he must have given the order an hour ago and they just didn't hear him. The tail gunner, a sickly chap, is by now quite unconscious and so is unable to begin the check and the whole thing sort of fizzles out for lack of enthusiasm.

Point number two (answers given, repartee) is a ticklish one. About it has arisen the bulk of the controversy. We shall assume that the unconscious tail-gunner has been revived by this time (if he isn't, poor fellow!) and is no. 1 to check in. Now we come to the meat of this little discussion. First, should the tail-gunner give a simple uncolored reply such as "oxygen check O.K." (a very common rejoinder) or shall he inject

## THE TOWER

Published every Sunday by and for  
the men of the 464th Bomb Group.

*Editor*

Chaplain EASTWOOD

*Associate editors*

GEORGE H. MERRIAM

JOHN T. BLAIR

*Typist*

HOWARD WALKER

into it a shred of personality? There are several schools of thought on this particular issue. Personally, I say to the devil with the simple reply as it shows a distressing lack of forethought and originality. Just how many non-original members do we have on this crew anyhow? We must be careful not to resort to the other extreme which goes something like like this, "Tail-gunner, multi-bono" or some such rot. This type of answer shows the native influence and is not to be encouraged. If I might make a suggestion why not, "Tail turret, tip top, la da de da". This shows poetic possibilities and makes excellent listening for those crew members who are musically inclined. Repartee is frowned upon as it is bound to encourage laughter which at altitude can be extremely wasteful of oxygen.

We now come to the interesting thought as to whether or not opinions, varied or pertaining to the question at hand, be allowed free expression

while oxygen checks are in progress. Many feel that this sort of thing should not be tolerated. I for one am burned up to think that a spirit of intolerance, such as is clearly shown here, is being fostered among the men of our democratic army! Are we becoming peons? Mind you, I do not advise anything at all lengthy such as an opinion centered upon the state of the nation, etc., etc. However, I say, let us have more opinions! It is absurd to suggest that an enemy fighter may be closing with you at the instant an opinion is being expressed. I have never heard of anything so silly as that.

In closing we ask ourselves, "Why have oxygen checks at all?" A neat question and very timely. A quick reference to the opening passages of this essay will result in the discovery that the tail-gunner lapsed into unconsciousness just as the first oxygen check commenced. I ask you, does this not prove the futility of the thing? Let us consider for a moment. Had we allowed him to remain unconscious he would have been entirely unaware of those harrowing few minutes which constitute the bomb run, which seems to me an enviable state of mind to be in at that time. Why not dispense with the thing entirely?

TSgt James R. Doherty, 776th Sq.

Due to censorship regulations this paper may not be sent home.

## ONE OUT OF 365

There used to be a friend of mine who liked to celebrate Wednesday, because he liked it better than Saturday night. That was his only reason, and it was good enough for me. This week I celebrated Tuesday.

Perhaps you wouldn't call my Tuesday a celebration. But I noticed lots of others doing the same things that I was enjoying. The day was one for living. It dawned bright and clear, almost windless. As the sun rose toward noon the temperature advanced as well until after lunch the thermometer showed seventy in the sun. Spring was in the air. One of my acquaintances began to quote poetry after dinner, a sure sign of the season of hearts and flowers.

Somehow, the whole day felt good. I found myself basking in the sun, soaking it up hungrily, and I believe the old Earth was doing the same. It was a relief to see some of the mud puddles disappear, and the grass honestly looked greener for nine or ten hours of unadulterated sunshine. Looking out across the area I could see insects swarming in the noonday warmth, living their whole life cycle in a day.

I took a short walk for a couple of hours in the afternoon. Going across a ploughed field and kicking the clods ahead somehow felt good to me. I had the thought that were I back home it would be a day to putter around the yard, to see how the flower gardens had come through the winter. Had I been home I'd probably have ended up washing the windows.

A kind of nostalgia, a homesickness without the usual regrets, made me think of a lot of little things, of the smell of burning leaves which ends autumn and begins spring, of the kids back home hauling out a new ball and catchers mitt, of the fun my father would have poring over his fishing tackle on such a day. I could picture the lovely Saturday afternoon strolls my wife and I took in the spring of the year.

Yes, it was a good day for a celebration. Winter may not have been completely over, but the promise of Spring was in the air. It was a good day to be alive.

G. H. MERRIAM

## Chaplain's Flimsy

As I walked past old Doc Russell's torture chamber this morning I saw he was calling the boys in for an inspection. Through the open door I could see him working away with his light and probe. Doc doesn't trust us to examine our own teeth. Last summer he found a rotten spot in one of mine and when I showed signs of doubt he proved it with the x-ray. How that man likes to grind out the rotten spots.

This morning as I walked on leaving Capt. Russell searching for cavities, I began thinking of what I might find if I could call the men in and use a light and probe on their inner life. I wonder if some who appear sound to the casual observer wouldn't have decay under the surface? If an x-ray revealed every deed of every day I wonder if a good many habits wouldn't have to be jerked out, down to the very roots? Many a man would likely have to have rotten spots chiseled out of his character and some metal hammered in. Others might require no more than a cleaning job which would remove the stain and corrosion of their past.

There is One who sees more clearly than any x-ray; One who is more searching than any dentist's probe. You can keep no secrets from Him, soldier; nor will He tolerate any rottenness. Some day He's going to call you in for a final check up. In preparation for that day you had better keep the inner—man in constant repair. You need teeth that are sound and clean for tomorrow, but you need to be sound and clean not only for tomorrow but for eternity.

Chaplain EASTWOOD

## HOBNOBBING WITH HEADQUARTERS

What with these balmy days we've had this last week the old ball fever is beginning to spread through camp. Already Cozenzo is going to work on the boys trying to organize a Headquarters ball team. Let's hope the results are better than last year when very few of us had time (ambition might be more appropriate) to play ball.

Once again dear hunters have an open season in the Rome area. The first man to reap the benefits of this good fortune is Marantz. Of course he got plenty of tips from veterans who made the trip last summer. Randolph must have spent a half hour briefing him on the points of interest around the town. Randy's the man who should know too, believe me he is!

It's good to see you back Mr. Ebner. Did you find it hard to tear yourself away from the comforts of the hospital?

Natwick's at the 26th General now as you may have heard. His seems to be a rather baffling ailment but we do wish him the best of luck and a speedy recovery.

At long last! The much talked of group hospital is actually under construction. They've even gone so far as to transfer medics to Headquarters to run the place. You lucky pillpushers!! There's no place like Headquarters? Welcome to our peaceful fold.

Do you suppose Capt. Kieling knew what was brewing when he wrote his last week's article? Whether or no it sure rung the bell. No sooner does it go into circulation than up he comes with orders to the states. No doubt he'll really miss the old 464th and will be plenty eager to get back. We certainly don't begrudge you the trip captain but the least you could have done would've been to take us back with you.

H. WALKER

### KRIEGSGEFANGENE

F/O David W. Crosby  
F/O Francis R. Mutton  
2nd Lt. Ralph B. Routon  
2nd Lt. John E. Fuhrman Jr.  
2nd Lt. Marlin S. Fuller  
S/Sgt Arthur E. Godbold  
S/Sgt Lured D. Jones  
S/Sgt Raymond Landman  
2nd Lt. Billy H. LaCoss  
2nd Lt. Luke McLaurine

### NOTICE

Tuesday, February 27th, marks the festival of "PURIM". This holy day is in commemoration of the cruelties the Israelites were subjected to, due to the arch-tyrant Haman. It is, however, a joyful holiday; one of feasting, song, and dance in honor of the good Queen Esther, who caused Haman's downfall and delivered her people. Services for this occasion will be held in our chapel on Monday night, February 26th. Men of the 465th are cordially invited. All wishing to attend a Passover Seder in one of the nearby towns will please attend Sabbath Services on Friday night, Febr. 23 at 7.00 P.M. in our chapel.

T. Sgt. M.I. APSEL

## A MISSION

PART II

We flew around o'er Italy, in skies of azure blue  
Each knowing 'bout the target, and thinking of getting thru.  
The R.O. checked his transmitter, the engineer his gas,  
The pilot flew serenely on-following the flying mass.  
The gunners to their turrets crawled, and waited to test their guns,  
For if enemy fighters should appear, the gunners would halt the Huns.  
The trip up to the goal was long, and cold, and drear,  
And often we'd check our equipment, and test for a frostbit ear.  
The Adriatic we flew past, and over the Udine too.  
The land looked dried and dusty, the water cold and blue.  
We crossed on over the Italian Alps, the Austrian Alps as well.  
We were now quite deep in Germany, and ready to give them Hell.  
The enemy's towns passed by below, the crew was alert for flak.  
The Bombardier prepared the bombs, for when they should leave the rack.  
We turned upon the I.P., The bomb run now had started.  
The target lay before us, and the bomb bay doors had parted.  
The moment was upon us. The time of action here.  
The Bombardier had pulled the switch, the bombs were in the clear.  
They fell down to the target, in their long, curved, graceful flight.  
Nothing their aim could alter, so the target felt their might.  
But while we did our duty, the enemy was busy too.  
His ack-ack guns were firing as they tried to get our crew.  
The flak burst all around us, it scared us I'll admit.  
For while it burst around us, several other ships got hit.  
The wings of one tore off completely, another burst in flame.  
A third went spiraling quickly down, the crew soon left the plane.  
Their parachutes showed quite plainly, against the billowing smoke.  
Their future lives in a prison camp were the subject for a joke.  
Our ship got hit quite badly too, one engine smoked a bit.  
We shut it off and flew on three, and soon we'd feathered it.  
We struggled homeward all alone, the formation couldn't wait.  
But home we flew and all intact, right past the Pearly Gate.  
Now we our vigil could relax-and say a silent prayer.  
For God had carried us thru Hell, by a margin of a hair.  
We circled the field and prepared to land. The Engineer shot a flare,  
We glided down the landing strip, a bounce and we'd left the air.  
We taxied to the hard stand, and climbed out of the ship.  
And then we counted flak holes, while we all shot off our lip.  
We soon removed our combat clothes and climbed into a truck.  
It carried us on up the hill, to interrogate our luck.  
They questioned us on all we'd seen, and then they let us go.  
We ate some Red Cross doughnuts, and drank their coffee slow.  
The mission now was over, the tension was going fast.  
We then had a great bull session, and talked about the past.  
The war will soon be o'er, I hope, and then I will go home.  
I'll settle down quite peacefully, I guess, and never more will roam.

FINEETO T/Sgt. H. A. PLAYER

## THE 778th SPOTLIGHT

It's only two miles from the top of the Hill to the 778th Engineering Area but it took the American Red Cross Doughnut Girls six months to make the trip. Engineering, Armament, Ordnance and Communication personnel really enjoyed the visit of these girls and hope they will find their way down this way ere another four months pass. (Incidentally, the doughnuts and coffee were excellent.)— The Russians are five miles from Dresden and the Local Italians building the latrines are now five feet from Hell. We would advise you to use it only when sober. — Harmony, or could it be "John Barleycorn", reigned at the last Group Inspectors Meeting. To help you decide we offer you as evidence the solemn faced S/Sgt DeBoever who managed to stumble over the doorstep with a vacuous grin on his face and the remark, "How long has this been going on?" — After a bit of coaxing they finally managed to persuade Sgt Sylvester to wear shoes again. — Is it unrequited love that is driving M/Sgt Kleinschmidt to drink or is he merely keeping Cpl Carr company? — Wonder if Sgt Hack has a wooden leg because there is a dog on the line that thinks so. Ask him for the particulars. — The Engineering Section put out the "Welcome Home" sign for Sgt Cohen who just returned from a stay at the 4th Field Hospital. — The Squadron regrets losing Cpl Olson, known to most for the efficient way he handled the payroll, and who is returning to the States where the Army is making use of his accounting abilities. — Congratulations M/Sgt Sheck upon being awarded the Bronze Star. We can assure you that the entire Squadron joins us in saying, "Nice going Pappy they pinned the medal on the right guy this time." — Sgts Briggs, Johnson and Bailey as well as Pfc Dew are attempting to foster a Poker Association to insure a guarantee on their income. — Another Russian invasion takes place. Cpl Pawlak takes over the PX on the line. His terms too are unconditional. — The Stand By Inspection the other day presented a problem that we hadn't appreciated till that time. We refer to the present arrangement for handling Dry Cleaning for the Enlisted Men. Cleaning is turned in on alternate Thursdays to be returned within seven days but due to complications arising this period is usually lengthened to ten to fourteen days. A number of the boys were caught short last week at this Inspection without a clean pair of trousers. —

This is your reporter combination of T/Sgt A. J. Griek and S/Sgt W. J. Clarke saying CHEERIO till next week.

### Movie Schedule

15th & 16th Feb. - "CASANOVA BROWN" - Gary Cooper & Teresa Wright  
17th & 18th Feb. - "TWO GIRLS AND A SAILOR" - Jimmy Durante & Gloria DeHaven - ALSO: "TAMPICO" - Edward G. Robinson  
19th & 20th Feb. - "BABES ON SWING STREET"

**CREWS IN THE BLUE**

Without a doubt, the outstanding feature of the week was the appearance of Brig. Gen. Acheson for the formal presentation of various awards to both combat and ground crew personnel. The list of achievements and awards was long, necessitating many words of praise and many handshakes.

So there I was, walkin' down the hill with my mouth full of sugary doughnuts, straight from a mission and what do I see?—Four young stalwarts of Lt. Tomlinson's crew draped around a table playing a very lusty (for blood!) game of "Hearts", baring their immaculate "pool room" tan to the rigors of the Italian sun! The question was asked, "Are you trying to get a tan or a case of pneumonia?"—It was a nice day and all that—but, isn't that rushing it, just a bit men?

In Memoriam: To the Sperry ball gunner who jumped into the radar ball yelling "Lemme down easy!"

The 79th's enlisted men's ping-pong tournament is just about ended with S/Sgt Himbaugh and T/Sgt. Jack McRea beating the white pellet across the net at each other in the finals.

The ping-pong enthusiasts of the 78th officers' area can usually be seen hard at it up in the club. McMillan and Lincoln are pre-tournament favorites. We hear that T/Sgt N. Rose of the 78th used to be a champion of the sport back home!

Can you envision an EM service club the day following a rough night, the keeper logging sack time—and a visit from the "Brass hats" all in one picture? "Ask the man who owns one" in the 77th!

1st Lt. Ferris of the 76th swears that: "There will be a balcony for officers", "They're waiting for the open air season to start," "The laborers are being paid through lend-lease"—are strictly lines from the rumor mongers. Patience, gentlemen, is a great virtue, the theatre is progressing!

Goin' home—A celebrant each from the 76th, 77th, and 79th and two from the 78th make this department complete this week. Good luck, God speed and an Easter arrival to Capt. Lewis M. Perkins of the 76th, T/Sgt Baker of the 77th, 1st Lt. Marvin Parrish, and S/Sgt. Viereck both of the 78th, and 1st Lt. Thomas Prewitt, 79th all who wound up with their glorious 35th this week.

In closing for the week I wish to say, "No, the chaplain *did not* lose a bel, just because he ate in the 78th and the 79th EM mess halls this week". S'all 'till next Sunday.

S/Sgt Howie Farling 78th

**SCHOOL DAYS**

The following is a revised schedule of the "Group Study Classes":

- Bookkeeping and Accounting - Monday, 77th EM Mess Hall, 1900, S/Sgt E. Majeski.
- German (Spoken) - Tuesday-Friday, Chapel, 2000, Pvt. E. Simons.
- Italian (Spoken) - Wednesday-Saturday, 77th EM Mess Hall, 1900, Pvt. J. Procida.
- Business Principles and Management - Wednesday, Hq EM Club, 2000, M/Sgt R. Marantz.
- Psychology and Life - Wednesday, Hq EM Club, 1900, Cpl. J. Kalajian.
- French (Spoken) - Wednesday, Hq EM Club, 2000, Cpl. M. Feldman.
- World History - Thursday, 77th EM Mess Hall, 2000, Sgt. Taylor.
- Blue Print Reading at Work - Monday, 77th EM Mess Hall, 2000, S/Sgt. Gilfillen.

**ATTENTION**

The 1898 CHORUS WILL SING IN OUR CHAPEL, MONDAY EVENING Febr. 19, at 8:30.

**SPIRIT OF '76**

Question of the Week — Where were the combat men on election day?

To Herb "the Voice" Smith; keep trying. Look how long it took Sinatra.

Back to the States goes Tru Tower with a foot injury suffered in a recent ditching. Best O'luck, Tru.

We hear Lt Arlington's crew is on the way back. Swell news to their many friends and our hats are off to a bunch of guys who have seen some tough luck.

S/Sgt Jim Gordon back from the hospital with a pair of size No. 10 ears. Jim suffered frost bitten ears and hands a while back but is coming along fine.

T/Sgt Glover is on the mend following his recent injury.

Why don't we — shave Coleman — give Casino dancing lessons — send Younger back to England — pension AWOL — get Lilburn pie-eyed — Annihilate "Operations" Peterson — declare the bar out of bounds for MacGuire — outlaw the Gremlin Club — get more mail.

Congratulations to S/Sgt Finera and T/Sgt Madieras. The lads shook the General's hand and collected a Silver Star apiece for recent feats of heroism. It was a chilly afternoon for the ceremony but no one minded. More of the boys received Air Medals but after a quick glance at the list we find it too long for enumeration. Congratulations to all you guys and keep up the good work.

If you should be around tent 21 or the welding shop, don't be alarmed when you hear an ominous ticking sound because it isn't a time bomb. William O. Smith (welder extraordinary), is the proud owner of a supersized Elgin pocket watch of questionable vintage which he recently received from home.

Have you heard the "Wandering Minstrel", Jim Doherty, on his rounds from tent to tent? We have heard he is forbidden to "give out" on that guitar in his own tent.

Shades of Frank Buck! While sweating in a mission the other day, Dale Smith was amazed when a bird used his hand as a perch. After holding it for a while he released it and it took off for parts unknown. Smitty tried to tell the onlookers that the girls are attracted to him in the same way — We doubt that!

Now that the officers have a shower in operation, the enlisted men are wondering when that hole in the ground is going to develop into a shower as promised long ago. It causes no end of trouble to try to dispel rumors among the new combat men that the hole is: (1) An elephant trap, (2) A bomb crater (3) An extra-large foxhole... And so on!

Speaking of building projects—the improved washing conditions at the messhall are commendable.

Well, now that the big election of officers at the Service Club is over, is everyone happy? Those are thankless jobs at their best.

Joe Howard deserves a hearty "Thank You" for the job he has already done under adverse conditions.

Would that we could dress this story up as it deserves but space forbids. We'll go back to an early morning in October, Friday the 13th to be exact, target - Blechhammer. Nuf said. Scene, vicinity of the Personal Equipment room. Principals, L. V. Coleman, commonly referred to as the handsomest man on the Campus and Phil Zuardi, blackguard guardian of the flak suits. Coleman leans nonchalantly, it would appear, against the new wall of Zuardi's half completed Tufa casa. He is outwardly calm but his brain works feverishly in an attempt to think out additional retaliation against the Jerry ack ack guns he will soon be over. He has it! Quickly he bends and picks up a Tufa brick lying at his feet; from a high altitude it should do plenty of damage Sgts. Preler and Moon fight a valiant rear guard action as Coleman staggers across the strip to his ship and deposits the block in the waist. Zuardi is outraged. Cost of Tufa is four cents a block (happy days) and must not be wasted. He is black (blacker than usual) with anger. But, the intervening months have seen the tension mount. Zuardi is adamant - he must be re-imbursed. Coleman, gay rogue, is nonchalant. At long last the warring factions are brought together at the peace table. In this case it was a mess hall table, but, C'est la guerre! A succulent meal of Vienna sausage had just put all in a jovial and forgiving mood; Coleman relented. A five lire note was fittingly inscribed and four of those present affixed their signatures as witnesses to the settlement of the debt. Another feud closed.

The old story of "keeping up with the Jones" now seems to be changed to "keeping up with the Russians".

Have you ever received a letter from a girl in some town back in the States where you were stationed, but you can't remember her? John Poissant had this experience recently and answered immediately, enclosing his picture. However, he was "sweating it out" as he was afraid his "one and only" was trying to cheek up on him. A few nights ago though, his so-called friends broke down and admitted that they had written the letters and faked the envelopes. Quite a relief, eh, Johnny?

Did anyone ever see—

- 1 — Johnny Graham frown?
- 2 — Ed Grochowski with a cigar?
- 3 — Malvin Hemness run?
- 4 — Ed Welch with a chew?
- 5 — Fred Von Throne miss chow?

Question of the week: —

Who stepped in the fresh cement back of the dispensary?

PETER A. BASSETT - T/Sgt DOHERTY



# THE TOWER

464th BOMB  
GROUP

"NATIONS LIKE MEN, ARE NEVER SAFE, WHEN THEIR  
CHIEF THOUGHT IS THEIR OWN SAFETY."

## DIVIDED WE'RE CONQUERED

As the average person conducts his daily routine or duty, he cannot help but notice signs and announcements regulating the rights and privileges of himself and others around him. The soldier in this army—as well, I suppose, as in other armies—becomes conscious of those activities and places from which some tho' not all of his fellow fighters are barred, for various unreasonable "reasons". The black civilian is restricted by "Whites Only" while his kinsmen in the Army are separated from their neighbors by Jim Crow. If you go to any nearby town you observe such restrictions as "Officers Only" and "This establishment is exclusively for the benefit of the Armed Forces of the United States" (Ital-my own) Space here is not multi but you get the idea. Too much labor and effort is being wasted on the creation of class lines.

Of course we are progressing. Today some—though not many—of our public schools have Negro teachers; women are no longer confined to domestic activity—they can vote and even run in our present day elections. Our own AAF has to a large degree smashed the barrier that keeps the enlisted and commissioned personnel out of fraternity. In fact, there can be little doubt that people over the earth are befriending their far away neighbors more and more. Domestically and internationally there is an increasing consciousness of the existence and rights of others.

However, this rate of progress is not enough. It is slow—perhaps steady, since it is also inevitable. We know that we must one day completely destroy the walls of prejudice that keep us apart. We cannot continue to play the ends against the middle, on one hand showing our democratic "United Nations" and on the other the fascistic "discriminations". Not only must we be consistent, but fair and just and reasonable, and none of these virtues are manifest in a theo-

ry of isolation, that today succeeds in erecting divisions and partitions of all kinds. We can never know and understand ourselves and others unless we thoroughly disseminate our persons and ideas among all. Nationalism like fascism, is our enemy; yet both of these are done and overdone in our very midst. To use a case in point, there are a lot of "master race" Americans whose moral treatment of the Italians here is both cruel and stupid. And the fault for all of this malice lies in our own self-imposed segregation—our refusal to associate with other races, nations and religious groups on an equal—or for that matter, on any standing.

Hitler invented the plan and succeeded in keeping his enemies disorganized for a long time; we have succeeded to some degree in defeating his purpose, but we are defeating our own. "Divide and Conquer" does work, but only as long as we let it. em

## A YEAR AGO REMEMBER!

Shipping orders—packing barracks bags and readying field equipment—the long march from staging area to the boat train—changing from the train to the small ferry—lots different than that last ferry boat ride from Staten Island to the Battery—first sight of our transport, disappointingly small—all rumors of a luxury liner quickly dispelled—marching up the gangplank and goodbye, States—picking berths in the crowded hole—listening with gullible awe to the crew's tales of submarines, Stukas, and FW 200's—sweating out seasickness and the wolfpacks—soon the ship under way—out past the submarine nets and open water—convoy assembling—just like the newsreels only reality now—bull-sessions on the hatch covers—first night on the water and you're lonesome already—thoughts of home and "la guerre" ahead—your Cook's tour was on but not like the advertisements—New York and Peoria and Johnson City and Ardmore and Jenkins Corners were dropping away all too quickly—soon war first hand.

## Have You Read?

"Report on the Russians"  
by WILLIAM L. WHITE

About the book. Some of you were fortunate to get a first edition; others had to be content with the Readers' Digest condensation. But which ever way you read it Mr. White's book is one of the best of its subject in years. Mr. White toured Russia for five weeks with Eric Johnson, President of the Chamber of Commerce of the United States.

"Report on the Russians" will be one of the most smashing blows ever dealt to the Communist Party in America or others who advocate the Russian form of government since the State of New York bought a one way trip ticket for Earl Browder to Sing Sing.

Its revealing frankness takes away all the color, which for the past few years, we have been associating with the Russian way of life. Mr. White covers all phases of life—labor—which is the main supporter of Communism, will be shocked at the treatment of workers and their forms of unions. Living conditions are so low that our worst cannot reach their ebb. It would seem that the promises made the workers of the world would be for them but not for the homeland Russia. It tends to make false the claims that the reason for Russian victories is because of their way of life. It seems that they are not because of it, but rather in spite of it.

The "Report" further points out that the Russian government keeps all news strictly censored and more important, that the Russians are allowed to read such propaganda that their feelings toward us can be changed at an editions notice.

By reading the "Report" carefully one can step forth and defy those factions promoting a change in our government. It is a

## THE TOWER

Published every Sunday by and for  
the men of the 464th Bomb Group.

## Editor

Chaplain EASTWOOD

## Associate editors

GEORGE H. MERRIAM

JOHN T. BLAIR

## Typist

HOWARD WALKER

must on an American reader's list.

About the Author: William L. White is the son of the late W. Allen White, famous political editorial writer-editor of Emporia Kansas "Gazette". Since his father's death Mr. White has taken over the editorial desk of the "Gazette".

William L. White has already proven himself as an author to the American reading public by his works, "They Were Expendable" which made such a hit after the fall of the Phillipines, and "Queens Die Proudly".

He is an ace war correspondent. In 1939-1941 he represented 40 newspapers as well as C.B.S. in Europe. He covered the London Fire during the Air Blitz-1940. His clear style has made him popular in all sections of the country.

Raymond L. Parker

## HOBNOBBING WITH HEADQUARTERS

Tried to get a census on the most popular officer in Hq.—like climbing a greased pole—no one willing to give expression to thoughts. If that's the kind of thoughts you entertain—never mind! My man Monday posed a honey the other day—asked me, "What or who is odorless?" A typical day with the "Cur-zen-Ean-rens"—Curran shoots a jab at Cozenso, Eannarino rabbit punches Warren, Warren playfully haymakes Curran and Cozenso solar plexus' Eannarino—Then "let's eat"—in unison.

Comes the Spring and a young man's fancy sheepishly turns to thoughts of Rome—They're at it again!

"Double-track" Both seriously thinking of writing a revamped "How To Play Bridge". Contemtuosus of Eli! Has his own ideas!

Retribution—one of our more "self-centered" citizens whose misdoings had reached the fair shores, received a letter from his "mogla" with this ending: "Your pin-up, pinned DOWN here, pinning to pin one on your puss.

Ever since the showing of the picture "Two Girls and a Sailor" Tonby has been rambling around with a strange look in his eyes. You'd be surprised at the strange places in which a beast can be aroused. Been bothered several days now... men coming to the casa with empty containers asking for milk... evidently under the impression that "Kalfarm" is a dairy. That's not so boys... it just houses the cream of the crop, but no milk.

MIKE FARMER

Due to censorship regulations this paper may not be sent home.

## CREWS IN THE BLUE

I was wandering through the 76th officers' area the other day when I stumbled upon a sign advertising "Leary's Little Lumber Loft"—Does your roof leak? Does your bed rock when you roll? Is your door inclined to withstand the C. Q.'s assault upon your early morning slumber? Just think—No more moonlight requisitioning, guaranteed delivery via staff car! Only three more carloads left! Step into the "office" for your solution. I foresee a tidal wave of customers if it's all it advertises!

Oh, another little item before leaving the 76th. Belated congratulations to Capt. Robbins (No. 10 Browning Street, remember?, who recently received his "car tracks". "It pays to advertise" might fit in here!

Swinging over to the 79th—a notice to Personal Equipment. The department won't have to worry about a shortage of flak suits anymore, S/Sgt Henry Hammer hit the select "35" circle this week! The same hint comes from Lt. Heineman and crew who used to take off with nine men on the flight deck!—I wonder why?

Odd isn't it?—T/Sgt Apsel is the proud owner of rather significant initials—"M.I.A." I hope he never collects a double set—he's on my crew!!

What next?—Some joker in the 77th along about 10 P.M. each evening gives out with bedtime taps. At Ease! Somebody's liable to get ideas!

"Standown Baird" of the 78th finally did it! Yep, he sweated out "ole' 35"; bumped into him the other day trying to run 2 bucks into 200 for his trip home!

A new wrinkle in the old gag "walked into a door-knob"—Lt. Tarbill of the 77th has this version, "I fell on a tent stake"! At least it's original.

A mass complaint uttered by an individual, Lt. Forsstom of the 76th—"I've got my 50 missions in, I'm flying on my own time now"!

Goin' Home—1st Lt. Harry F. Heinemen, 1st Lt. Heckmier, T/Sgts. Vincent Carvellos and William T. Gibson, S/Sgt Henry Hammer, all 79th celebrities. S/Sgt Baird is the one 78th entry. Congratulations and best wishes to our flying buddies. Be back with more—if you can stand it—next Sunday.

S/Sgt Howie Farling 78th

## HEART-THROB DEPARTMENT

In order to comply with the rapidly changing situation on the home front, the Tower sends forth a beacon of light to guide the faltering footsteps of those weary warriors to whom the battle of love is the major conflict. Address your questions to DR. HECKLE AND MR. JIVE and leave them in the chaplain's office. HECKLE and JIVE are the most experienced men in Italy in this field of heartbreak and HEAR TROB. Recommended by Dorothy Dix.

## Chaplain's Flimsy

I visited the E. M. Service Clubs this afternoon and was pleased to find that all were clean and in order. Floors had been swept and chairs and tables were neatly arranged. It was obvious that to keep them clean and in order during the day was not difficult for scarcely no one was using them. There were three in one club and one in another. A meeting had brought quite a group to the third. A barber and a ping pong table were attracting quite a group to the fourth.

I looked for reasons why the men should not be using their only places of recreation. Two of the clubs had pingpong tables; both were in constant use. At the third club I was told the lumber given to make their pingpong table was used to construct a bulletin board. The fellows in the fourth had succeeded in getting their table, but some Major had taken it for his private casa.

When I had asked about books for the library a few days ago I had been told they were given to the clubs so I proceeded to look for them. Only one club had a book case. There were nine books on its shelves. The second club had three books well concealed beneath piles of papers. In the third I searched in vain and in the fourth there was one book entitled "The Summing Up". Those in charge of the clubs all told the same story, "When the books come in we put them on a table and the first fellows to enter the club carry them off and never return them".

The whole thing in a nut shell is simply this; when those who were so industrious at first, had the buildings up and the bars and gambling tables installed they ceased to work. As a result the men in the clubs do very little but drink and gamble.

Let's go back to work. How about serving coffee as well as liquor? There is plenty of Italian help and certainly the clubs have enough money to pay the bill. Let's either put the books in the library, or introduce a method of really taking care of them in the clubs.

Now for the sanest suggestion of all. Since those who insist on drinking and gambling have driven everyone else out of the clubs why not set up one building for those with such tastes and furnish and decorate the remaining buildings for the others. One building could be a library, another a game room with the pingpong tables etc. The fourth could be converted into an honest-to-goodness coffee shop.

Chaplain EASTWOOD

## Observations

There's a guy in the outfit who speaks what he calls "American-English" but what other people would call "an accent". They're right, of course, his speech has a strange sound. When asked as to his nationality, he enjoys letting the asker guess and hears all sorts of answers, such as British, Canadian, French, Norwegian, even German. Yes, the latter is right: He's German-born of German parents and of Jewish faith.

What's he doing in Italy? How come he's in the American Army? Why did he ever leave his "beloved Fatherland?"

Subject soldier was born in 1920 in the big, industrial city of Essen with 3/4 millions population. It is the heart of the Ruhr Valley with its tremendous steel mills, founderies and coal mines which completely undermine the city. Essen is the home of the giant "Krupp Werke" (works) and is called by the Germans "Die Woffenschmiede des Reiches" (Blacksmith shop of the country).

During the grade-school days Germany seemed to be a normal country. In fact it was a Democracy called the "Weimer-Republic", because she was given her constitution after The Great War. Each year, happy, free children were celebrating Constitution Day at school honoring the colors of the Republic: black-red-gold.

Despite the 36 different political parties, which were ruling in the "Reichstag" (Congress or Parliament), the country appeared to be progressing gradually in the ways of peace and — although depressed — well on the road to recovery from the faults and defeatism of her unsuccessful "Kaiser-war".

Just a minor party wanting growth and attention, in those days was the unknown Nazi organization. This party had little influence before 1933.

The Party organized meetings and parades, observed strictly disciplined marching in colorful uniforms, made promising and enthusiastic speeches in mass meetings all of which attracted the military minded German people.

While these and other rebellious activities were going on during the daytime, the Nazis provoked their political adversaries during the night by shootings, stabbings and disturbing meetings of the strong and major Social Democrats, Communists, and Zentrum (Catholic) parties. Huge street painting campaigns were carried out on sidewalks, walls, and houses. A Nazi painting of "Red Front (Communist Party) is tottering" was promptly answered by the Communists with "Hitler am galgen" (Hitler on the gallows).

Germany being a so-called Democracy, not much was ever done about these and other activities of aggressive stormtroopers who meant to undermine the young Republic. They weakened her considerably in order to grasp power. The papers kept silence.

All of those seemingly good Nazi features, their "firm promises" of: more work, higher wages, better food and better living conditions, made a definite impression on the confused and depressed German people. Depressed? — Yes, from the lost war. The sharp Nazi Party Demonstrations stirred up a new patriotism and self-confidence. The defeated Germans were looking up to a new, strong, and forceful leader-

ship which it found in the enthusiastic and fanatic leader of the young Nazi party. They wanted him. He constantly reminded the Germans of their "Versailler Schandvertrag" (Treaty of shame of Versailles), which in his words was "forced" upon the German people by the Allied powers. He constantly cried for vengeance, return of lost territory, rearmament and made in his hysterical, screaming voice great prophecies of a golden future with the "Deutsche Meisterrasse" (German Master race) leading the world. This is the figure of Hitler "Der Fuhrer" (leader) in colorful, strict, military surroundings, idolized by his followers. Who could resist such a movement? Certainly not the enthused youth, who became his main and strong support, joined his stormtroopers, and there-with by voting him into power unknowingly voted themselves into the grave. His program called for expansion of the "Reich's" frontiers, for "Lebensraum" (Living space) which was bound to mean war. So strengthened by his followers and supporters, which included many big industrialists like Krupp of Essen, who saw in war financial advantages, the Nazi Party quickly gained the majority in the Reichstag - popular vote said "yes" 97% - who knows how?

Old Reichs president Paul von Hindenburg was easily persuaded, although hesitant, to make a Pfc (Lance Corporal) his Chancellor, anno Domini 1933. Shortly after, the President died of old age, leaving Hitler alone with control over the Reich - a Dictator - a Tyrant. But that's the story of next week's Tower.

Most interesting to observer was the sudden disappearance of Red Soviet and black-red-gold German Republic flags in an entire section, mostly Communist, of the city. These flags were replaced by Swastikas. Thus ended Democracy in Germany. Was it fear of her citizens? Was it conviction? It's really hard to say and is left unanswered.

BERND SIMON

### NOTICE NOTICE NOTICE

Attend Protestant Sunday School at one-thirty Sunday afternoon in the chapel.

## SYNCHRONIZING ON THE 77<sup>TH</sup>

Now that Lt. Jim "Oakie" Treadwell has come back from rest camp we can expect to hear a lot more of that Hillbilly music-Individuals living in the vicinity of his tent are pulling out the ear muffs again -- Talking about noise - Lt. "Cerignola" Crimin is now learning to play the accordion-abundant quantities of cotton may be obtained at the dispensary.

After "Brow-Beating" around a bit it was found M/Sgt "Marrying Sam" Mabry went to college before entering the army. He is now offering courses on how to win money in crap games and influence first sergeants.

Lt. Bob "Jack" Nosker now has so many cans of sardines he plans on opening up a local grocery store--(Line forms on the right).

Lt. "Red" Ryder has finally moved into his new casa--after 2 1/2 months of heavy construction work he deserves it

The way the plaster has been peeling off of Lt. "Rusty" Andrews' house he's beginning to think that maybe this little sun we have been having lately is a little too strong.

In case anyone wonders who that fellow is that is waving his arms around for no apparent reason in the local area-- It is Lt. "Bennie" Geissinger-Don't get excited. He's perfectly harmless-It's just that it is something left over from his occupation as a choir leader.

It's been brought to my attention that Lt. Bob Daves was a cadet officer--anyone interested on how not to win friends and influence people get in touch with Bob.

Well, that's finito until the next time.

## 778<sup>TH</sup> SPOTLIGHT

"When do we go from here", and what is more important, "Where?" We think we have heard that query voiced more times than there are patches on White Charley. No one seems to answer. Most of the boys say they would welcome any kind of a change even the Solomons and lately they have gone so far as to include two-Jima. The latter are being a bit premature but by next Spring it may be a possibility. We have been wondering lately why it is the fellows feel this way. Here most of them have very comfortable living conditions, in any event as good as is possible overseas, and certainly better than they can expect in the South Pacific. We think the restlessness is a direct result of a desire to commence the second phase of the war and thus be a step closer to their ultimate objective — Home. Then too, the undefined duration of our separation from those we love could be a contributing factor to this discontent. As many times as we have heard the first question, "Where and when?", we have also heard, "How long?". It all resolves itself down to the old adage, "Our's is not to reason why, our's but to — wither on a limb". — Definition of the World's most TIRED man, "A man who spends four weeks in a hospital playing poker and lounging about, then requests and gets seven days Rest Camp leave. — Here is a man with trouble. Sgt Corpier is worried about his Income Tax. — This week has been a week of momentous events. The Big Three met in the Crimea and M/Sgt Courtright welcomed his straight man, T. A. Lebuda, on his return from the Bari Hospital. Bari's loss is our gain or how would you put it? — The 778th is fortunate in having a Research Chemist among its personnel We refer to Cpl Wierschke who last week, by means of practical experiment, discovered that the Italian Liquor sold in some of the Service Clubs has the same properties as one hundred octane gasoline and costs twenty cents more per drink. — The Grease Trap outside the Mess Hall claims its first victim. T/Sgt Kaplan somehow managed to take a dip in it last week. — Offering it to you for what it might be worth, this is the reporting combination T. J. Griek and W. J. Clarke signing off.

## Chow Line Chatter

by A Seventy-Niner

You have often heard that it was nearly impossible to obtain a furlough here. Well, all of you are wrong, for Terry Blair was presented with a ten day furlough in England. This week we pay tribute to one of the fighting medics, Don Hedges. Rumors are that on one of these nice sunny days this past week Don was heard singing "The Army is the Life for Me". We also understand that Don is going to be more than an ordinary thirty year man, he'll stay in for forty. We all wish him success.

The following citation will be read to all clerks upon the completion of a hundred missions at a typewriter. "For extraordinary achievement while participating in typewriter missions from November '43 to February '45 these men are cited. These men have stuck by their machines through many long and hazardous missions. At times peril has been great but they have always come through with flying colors. In spite of smoking keys and shaking carriages they have carried on. They have numerous missions to group headquarters, in spite of adverse weather conditions. With complete disregard for personal safety and against overwhelming odds they have completed their missions and are now entitled to wear the Distinguished Typewriter Ribbon".

Something new has been added to the diet of the 79th. What follows is for the benefit of all other mess sergeants in the group. Feed 'em and weep Pouliezos, mess sgt of the 79th, thought this one up all by himself. The exact contents of the drink are still a military secret though most people believe they are cocoa and pineapple juice. If you want a treat, try it?

John Yurko, the mail man in the armoured mail room, has added an additional weapon to his armoured cage; three large mouse traps and a carbine. It seems that the little animals are disturbing his privacy.

In the history of Operations Papa Walsh lost one of his typewriter commandos, namely Giganti. Giganti is now working down at personal equipment. S/Sgt Joe Hardin was transferred to the 777th and Cpl Leo Mintzer was transferred to the 778th Orderly room.

In closing we wish to give a word of advice: Stop in at McKee's and Carnaggio's for a free beer. Multi beer there.

### KRIEGSGEFANGENE

Lt. Col. Charles F. McKenna 1st Lt. Richard A. Van Tuijl 2nd Lt. Frank H. Boehm T.Sgt. Ruby D. Ficklin

Mrs. McKenna writes: "I have been in touch with most of the other families and they too have had the same news."

## SPRIT OF '76

A week of solid activity saw several crews racking up that big No. 1 sorlie. General impression, relief. General comment, "You mean we've got to do thirty-five of these?"

He's got what it takes. S/Sgt Morrish, still nursing a bruised noggin, souvenir of his unexpected Russian visit, displayed plenty of the old spirit on a trip to Regensburg this week. There are many better cures for an aching head than altitude but despite the pain the doughty waist gunner stuck it out and prevented an early return.

"I kept telling them we hadn't oughta have lifted up that landing gear until we were off the ground"; so says Sgt "Goldie" Goldsmith, one of the not to be envied boys who rode Red S to an abrupt halt at the end of the runway recently. "Crew Cut" Dwyer, an also ran in the above incident, appeared a bit put out; "that would have been the Air Medal. Just my luck!" There's nothing wrong with your luck, fella!

De Santis, sans mustache, looks almost human.

The short hair cut rash has broken out again. The brush top boys welcome Mahan, Sousa, and Hollopeter to their ranks.

Didja get an eyeful of Malcolm at the briefing room premiere of "Two Girls and a Sailor"? The De Haven dish left him with his eyeballs in his shirt pocket.

A tip to a certain red headed ball gunner who flew his first one during the past week. It's not sissy to wear a flak suit over the target. A good soldier always protects himself in the clinches.

Have you seen Fearless Fosdick around the chow hall yet? If that pooch ever grows into his feet, look out!

"The Moose" and his lusty cohorts from the 78th dropped in on us recently for one of those wet visits. The latch string is always out for this bunch of grand guys.

With the Service Club having a hair do and beauty treatment and entertainment being steadily booked, the old building seems to have taken a new lease on life.

Lee Krauss II, of Philly, Texas, and way stations, has joined the already formidable force of Orderly Room Commandos.

The feud is on again between Capt. Black's casa and Tent 9 in Officers' Row. It seems that Capt. Black and his men not alone scoured Italy for building materials, but put a lot of time and effort into erecting their building and are justly proud of the result. But the dastards in Tent 9 insist on briefing all the new crews that their casa is the night latrine. It's no fun to be awakened once or twice during the night by an individual with a roll of toilet tissue in one hand and a flashlight in the other. The crew is looking drawn and haggard from its loss of sleep.

Following what must have been a very pleasant interview with Lt. Col. Nance today our recent Benedict, Dom Caputo of Armament, is going around with a smile plastered all over that visage of his. Can it be that Dom is going to be able to see his new wife more often?

Who can gauge the effective range of The Great McGuirk's voice?

Ask "Rods" McCoulsky from whence, or why, his nickname originated.

A little bluing in the shampoo-rinse water is suggested to Higgins. It's just the ticket for that shade of hair.

What private in the Orderly Room, recently re-classified back to his old MOS, looks with horror upon his sentence to hard labor on the line?

We recommend a careful reading of the Vaseline Hair Tonic ads to Mrs. Eudaily's son "Red". Those locks have been waving in the breeze long enough.

Looks as though it will not be long now before we'll get that long awaited shower room. Who will be the first under the aqua?

Some crew chiefs take extra pains to maintain their airplanes and others seem to be inclined to do merely enough to "keep 'em flying". But when a man uses a whole box of highly scented face powder to change the odor of a ship, as Johnnie Stout did recently, that is setting a new high.

Speaking of records, undoubtedly Dwight Kerns takes the honors (?) for wearing the oldest issue mechanics' caps on the line. Just how many hash marks does that cap rate, Dwight?

A most unwelcome birthday greeting was presented to Curt Velsor on a recent mission. Over the target, flak shattered the glass panel in front of him and showered him with splinters. The crew felt the impact and then were startled to hear him calmly remark "Whadda ya know, they hit us".

Signs of Spring! "Kraut" Kerswell and Dean Smith sporting their baldy haircuts. From reports, they both enjoyed giving each other the works.

Last Summer, a pilot set a new low altitude record when he brushed a vertical stabilizer thru a tree top. Recently Neel Fauber went to the other extreme on a test hop, topping 31,000.

Pete Bassett, Jim Doherty, and Joe Heward