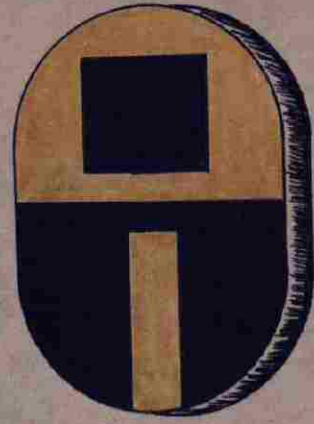


* AFM: 60
* LNH: 1993
* Date: 12/1/93

OT-464-HI (Group)

MAR 45
(Bomb) A

P.R.C.



SCANNED BY ACD
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DECLASSIFIED
DOD DIR 59009

HISTORY

464TH BOMBARDMENT GROUP (H)

Comprising

776TH 777TH 778TH 779TH

BOMBARDMENT SQUADRONS

55TH BOMBARDMENT WING (H)

15TH AIR FORCE

MARCH

1945



MIC

Inquiry has come from Mr. Garber (extension 553 at U.S. capitol)
regarding the possible fate of Lt. Paul C. Stevens Jr. O-2060607,
778 Bomb Sq, 464 Bomb Gp, who was reported missing early in March 1945.
As soon as the March installment of either group or squadron history
comes in, please bring same to the attention of Major Still.

Major Still,

I found this in the files

P.R.C.

00093979

*I checked this.
No reference to Stevens
in many crew reports
B Still*

*Return to
file
B Still*

DECLASSIFIED
DOD DIR 5200.2

THE COMMANDING OFFICER COMMENTS

TABLE OF CONTENTS

1. THE COMMANDING OFFICER COMMENTS
2. NARRATIVE HISTORY
3. BIOGRAPHIES
4. PHOTOGRAPHS
5. COLONEL BIRD AND COLONEL ZOLLER
6. HISTORY OF THE 645th MILITARY POLICE COMPANY (AVN)
7. GROUP HISTORY IN REYNE
8. OPERATIONS
 NARRATIVE MISSION REPORTS
 BOMB STRIKE PHOTOGRAPHS
 TRACK CHARTS
9. PROMOTIONS
10. MISSING CREW REPORTS
11. RETURNED TO DUTY REPORTS
12. COMMENDATIONS
13. INCLOSURES AND SUPPORTING DOCUMENTS
14. PUBLICATIONS

THE COMMANDING OFFICER COMMENTS

The record of the 15th Air Force operations for the month of March is one that will be a part of the glorious history of the air offensive of this war. This Group, as part of the 15th Air Force, was a very definite factor in accomplishing the gratifying bombing results, as exemplified by the seven (7) congratulatory wires received during the month of March for the excellent bombing results attained.


This Group flew twenty (20) missions during the month. Our total sorties were 745. Tons of bombs dropped were 1458.10 tons.

A total of 135 combat personnel completed their tour of duty during the month.

Continued intensive air and ground training was carried out during the month. Our bombing results are showing the effects of the effort expended.

The general health conditions of the command for this month were excellent despite the fact that we again showed a slight increase in the venereal disease rate over the previous month.

With the final blows against the enemy being struck, I feel sure that the intensified efforts of this Group to perfect its operational efficiency will prove to be a source of great satisfaction to all when the final results are tabulated.


A. J. BIRD, Jr.
Colonel, AC
Commanding

NARRATIVE HISTORY

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

1 April 1945

NARRATIVE HISTORY - 1 MARCH 1945 TO 1 APRIL 1945

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

2. Colonel A. J. BIRD JR., O-22463, appointed Group Commander, vice Colonel A. L. SCHROEDER, O-18848, on 13 March 1945.

Colonel VIRGIL LEE ZOLLER, O-21205, appointed Deputy Group Commander, vice Lt. Colonel ELVIN E. GOODYEAR, O-401217, on 17 March 1945.

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

	<u>Officers</u>	<u>Enlisted Men</u>
As of 28 February 1945	547	2032
Net decrease	21	68
As of 31 March 1945	526	1964

4. In tempo with the smashing Allied offensives of the past month, this Group flew twenty (20) missions against Axis targets during March. Concentrating principally against communications targets in direct support of the Red Army's current offensive, the Group attacked marshalling yards for seventeen times. The Group also directed its attacks against airdromes on three (3) separate occasions, oil refineries twice, and a tank works once.

As usual, Austrian targets suffered the most punishment from our Group, being attacked for twelve (12) times. Other targets attacked were in Germany, Hungary, Czechoslovakia, and Italy.

A total of 745 sorties were flown during March, and 1458.10 tons of bombs were dropped. During this period six (6) aircraft of the Group were lost from all causes.

5. Despite numerous enemy aircraft sightings, there were no encounters with the German Air Force. However, in counter-air operations against the Prague and Neuburg airdromes, this Group destroyed forty six (46) and damaged twenty (20) enemy aircraft on the ground.

6. Seventeen (17) men paid the supreme sacrifice. Fifteen (15) men of the Group were killed, as a result of the tragic bomb dump explosion of 1 March 1945. One (1) officer, a bombardier, died on a combat mission as a result of anoxia. Another officer, a pilot, was killed when his aircraft crashed close to the base on a combat mission, the remainder of the crew bailing out safely.

Two (2) men suffered major wounds, and twelve (12) men suffered minor wounds, with one (1) case of frostbite reported during this period.

Fifty one (51) crew members were listed as missing in action, with only two (2) crew members returned to duty who had previously been listed as missing in action.

7. Awards made during the period were as follows:

Silver Star

1

Distinguished Flying Cross	28
Air Medal	125
1st Cluster to Air Medal	327
2nd Cluster to Air Medal	166
3rd Cluster to Air Medal	91
4th Cluster to Air Medal	4
5th Cluster to Air Medal	2
Bronze Star	3
Purple Heart	10
Good Conduct Medal	50

8. Two aircraft accidents occurred during the month of March.

On 19 March 1945, A/C No 42-95332 suffered major fuselage damage when its left landing gear collapsed while taxiing preparatory to take off.

On 4 March 1945, A/C No 44-49363 crashed close to base due to engine failure. All crew members bailed out except for the pilot who was killed in the ensuing crash.

9. One hundred and thirty four (134) combat crew members have finished their thirty five (35) combat sorties and their present combat tour of duty.

10. Four (4) new crews were assigned to the Group during the month of March.

11. Venereal disease went on the upswing during the month, with seventeen (17) new cases for a rate of 74.76.

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

12. The Group Dental Surgeon had a typically busy month.

Following is a list of the work performed:

Fillings	158
Extractions	17
Cleanings	30
Gum Treatments	40

13. The Group Gunnery School had another busy month. 950 men fired 18,960 rounds of twelve (12) gauge ammunition on the skeet range.

Ten (10) gunnery missions were flown, on which sixty (60) gunners fired 13,500 rounds of Cal. .50 machine gun ammunition.

One (1) Jam-Handy (E-14) Trainer was in operation during the month with a total running time of 204 hours. 1122 gunners had training in Sighting and Range estimation on this trainer.

Nine (9) turret mock-ups were used for Turret Manipulation with a total running time of 1211 hours. 1211 Gunners had one hour's instruction each on the various turrets.

One (1) replacement crew was indoctrinated during this period.

14. Special Service activities were many and varied during the month of March. With the arrival of Spring weather, softball became extremely popular. No leagues were formed but keen competition prevailed with team challenges. Touch football, volleyball, and horseshoe pitching were also popular with members of the Group.

1st Lt. William Lincoln of the 778th Bombardment Squadron (H) won the 55th Wing Ping-Pong singles championship held in Spinazzola. In the doubles championship held in Spinazzola, Lt. Lincoln teamed with 1st Lt. George McMillan, also of the 778th Bombardment Squadron (H), and won handily.

1st Lt. Milton Espinshade of the 779th Bombardment Squadron (H) took second place in the 55th Wing checker tournament held in Spinazzola.

The U.S.O. show "Cornzapoppin" was presented jointly to the 464th and 465th Groups during the month. Approximately 3500 men attended the performance.

Movies were still the principal diversion in the Group, approximately 800 attending the performance daily.

Discussion groups and War Department films were the main sources of getting across information to personnel.

Group study classes continued at a low ebb, principally due to lack of classroom facilities. German and Italian classes proved to be the most popular.

15. The Chaplain had his usual busy month. Total attendance at worship services increased to 5041, an impressive increase of 732 over the previous month's total.

Thirty seven (37) letters of sympathy were written during the month to next-of-kin.

Landscaping around the Chapel and reading room was accomplished with the setting up of shrubbery.

Four issues of the "Tower" were published during the month of March.

16. Major Harry S. Wilson, O-432783, Assistant Group Operations Officer is missing in action after failing to return from the mission of 26 March 1945.

17. Included in this issue is the history of the 645th Military Police Company (AVN). (See section No. 6)

18. Tragedy struck on 1 March 1945 when a terrible explosion engulfed the bomb-dump adjoining the base. Killed while engaged in their ordnance duties were fifteen (15) members of this Group. Cause of the tragedy has not been specifically determined as yet.

19. Spurred on by the sensational victories of Allied arms, the Group will continue to mount ever-increasing blows on the almost vanquished enemy in this its last Spring of operations against the Hun.

BIOGRAPHIES

BIOGRAPHIES

1. Major SHARON E. WAGGONER, O-1036069, Operations Officer of the 776th Bombardment Squadron (H). Major WAGGONER enlisted in the Army as a private in December 1941 at Fort Snelling, Minnesota. Completing his infantry basic training at Fort Ord, California, Major WAGGONER was sent to Barkston, California where he joined his battalion for the intensive desert maneuvers of the Spring of 1942. Working his way up to Staff Sergeant, Major WAGGONER was sent to the Officer Candidates School at Fort Benning, Georgia, in June 1942. Commissioned a Second Lieutenant of Infantry in September 1942, Major WAGGONER remained at the Infantry School at Fort Benning for several months in the capacity of Commanding Officer of a Machine Gun Training Company. Transferred to the Chemical Warfare School at Aberdeen, Maryland, Major WAGGONER remained at that assignment until February 1943, when he was accepted for flight training by the Army Air Forces. Taking primary training at Americus, Georgia, basic training at Macon, Georgia, and Blytheville, Arkansas for advanced training, Major WAGGONER received his pilots wings in September 1943. He immediately reported to Smyrna, Tennessee for B-24 transition training, completing the course in December 1943. After five (5) months of RTU phase training at Casper, Wyoming and Pueblo, Colorado, Major WAGGONER came overseas as a 1st Lt. in May 1944. Assigned to the 776th Bombardment Squadron (H) in June 1944, Major WAGGONER was appointed Assistant Squadron Operations Officer in

July and Squadron Operations Officer in September, 1944. Major WAGGONER received his Captaincy in September 1944 and his Majority in February 1945.

Major WAGGONER, only twenty three (23) years of age, is married and a native of Pomona, California. After attending Pomona Junior College for two (2) years, Major WAGGONER transferred to the University of Nebraska in September 1939, where he majored in a pre-medical course for two years. Post-war aspirations of the Major are completing his education and pursuing a medical career.

2. Captain CHARLES H. FOOTE, O-672588, Operations Officer of the 779th Bombardment Squadron (H). Captain FOOTE entered the Army as a Flying Cadet in February 1942. Completing his primary training at Vernon, Texas, Captain FOOTE was transferred to Randolph Field, Texas for basic training. From there he was sent to Moore Field at Mission, Texas for advanced training, graduating in February 1943 as 2nd Lt, Air Corps Reserve. From Moore Field Captain FOOTE was sent to Laredo Army Air Field Gunnery School where he remained until April 1944 flying tow-target and gunnery missions for embryonic AAF gunners. During this tour of duty, Captain FOOTE logged many hours in the AT-6, AT-11, and AT-18. From Laredo Captain FOOTE heeded the call for "Lib" pilots and went to Maxwell Field, Alabama for B-24 transition training.

Completing this training, Captain FOOTE was sent to Biggs Field, Texas for phase training, thence coming overseas in August, 1944. On 1 November 1944, Captain Foote was appointed to his present capacity of Squadron Operations Officer.

Captain FOOTE, small, dark, single and twenty four, is a native of El Paso, Texas where he attended grammar and high schools. After graduating from high school in 1938, Captain FOOTE worked for three (3) years with the Texas and New Orleans Railroad. In September 1941 Captain FOOTE matriculated at Texas School of Mines, but his collegiate career was interrupted by an Aviation Cadet Recruiting Poster after one semester of study. Post-war aspirations of Captain FOOTE lean toward Air Corps, Regular Army.

3. Major ROBERT J. LOUGHERY, O-433090, Assistant Group Operations Officer, Major LOUGHERY entered the Army as a Flying Cadet in May 1941 at Fort Hayes, Ohio. Completing his primary training at Parks Air College, East St. Louis, Illinois, Major LOUGHERY transferred to Georgia Aero-Tech, a civilian contract school at Augusta, Georgia for basic training. Completing his advanced training at Barksdale Field, Louisiana, Major LOUGHERY was commissioned a second lieutenant, Air Corps Reserve on 2 January 1942. Reporting on his first assignment to Turner Field, Georgia Major LOUGHERY remained there until September 1942 flying student navigators about the countryside. In September 1942, the

navigation school transferred in entirety to Selman Field, Louisiana where Major LOUGHRY remained until August 1943. At this time Major LOUGHRY went on detached service to Smyrna, Tennessee for B-24 transition training. In September, 1943 he returned to Selman Field where he assumed the duties of Group Operations Officer and Acting Squadron Commanding Officer. In August 1944, Major LOUGHRY transferred to Liberal, Kansas for phase training, leaving for overseas duty in February 1945. Reporting to the 464th Bombardment Group (H) in March, Major LOUGHRY was assigned as Assistant Group Operations Officer vice Major HARRY S. WILSON who was missing in action. Major LOUGHRY received his Captaincy in September 1943 and his present rank on 28 August 1944.

Major LOUGHRY is a native of Cleveland, Ohio. He prepped at Western Reserve Academy, Hudson, Ohio and matriculated at Dartmouth College in September 1935. While at Dartmouth, Major LOUGHRY played varsity basketball and was a member of Zeta Psi fraternity. Graduating from Dartmouth, class of 1939, Major LOUGHRY received his B.A. in Business Administration. In the two years interim between college and khakis, Major LOUGHRY worked as an accountant with the Cleveland CPA firm of Moyses and Burgess. Aged 28, Major LOUGHRY is married and the father of a little girl two (2) years old. The Major looks forward to a post-war career in military aviation.

4. CAPTAIN WALTER (NMI) STEVES, O-373041, Operations Officer of the 778th Bombardment Squadron (H). Captain Steves was commissioned a Second Lieutenant, Infantry Reserve in December 1938 at San Antonio, Texas. Called to active duty on 1 August 1940 at Fort Sam Houston, Texas, Captain Steve remained there as a company officer of K Company, 23rd Infantry Regiment for thirteen months. In October 1941 Captain Steves reported to Brooks Field, Texas for observer training. Winning his wings as an aerial observer in December 1941, Captain Steves was assigned to the 30th Observation Squadron, Atlanta, Georgia. While there he acted in the capacity of Squadron Intelligence Officer and Aerial Observer. Captain Steves was sent to the Air Intelligence School at Harrisburg, Pennsylvania in August 1942, completing the course in September of that year. After serving with the 30th Observation Squadron on the Louisiana maneuvers of 1942, Captain Steves was assigned to the Command and General Staff School, completing the course in February 1943. Immediately thereafter he reported to Maxwell Field for preflight training, later taking primary at Ocala, Florida, and basic at Gunter Field, Alabama. Completing advanced training at Blytheville, Arkansas, Captain Steves won his pilot's wings on 30 August 1943. Reporting to Smyrna, Tennessee for B-24 transition training, he completed the course in November 1943. From that time until July 1944, Captain Steves took OTU and RTU phase training at Gowen Field, Idaho and Wendover Field, Utah. Coming overseas in August 1944, Captain Steves reported to the Group on 30 August 1944. In September 1944, Captain Steves was appointed Assistant Operations

Officer of the 778th Bombardment Squadron (H) and on 19 December 1944 was appointed Squadron Operations Officer.

Calling San Antonio, Texas his home, Captain Steves attended Texas Military Institute from 1930 to 1935. Entering Washington and Lee University in September 1935, Captain Steves majored in Business Administration and Economics. Leaving the University in the Spring of 1938, Captain Steves travelled extensively about Europe until October 1938. Aged 27, Captain Steves is married and the father of a two year old son, Walter Edward. At present, his family resides in Panama City, Florida.

5. CAPTAIN KEITH MERRILL COOKE, O-675479, Operations Officer of the 777th Bombardment Squadron (H). Enlisting in the Army as an Aviation Cadet on 19 April 1942 at Wheeling, West Virginia, Captain Cooke took primary training at Parks Air College, East St Louis, Illinois, and basic training at Enid, Oklahoma. Captain Cooke completed his advanced training at Pampe, Texas, where he was commissioned on 20 March 1943. Sent to Central Instructor's School at Randolph Field, Texas for one month, Captain Cooke successfully completed the course of instruction, reporting thereafter to George Field, Illinois as an advanced twin-engine instructor. After one year's tour of duty at George Field instructing on AT-9's and AT-10's, Captain Cooke was transferred to Smyrna, Tennessee for B-24 transition training in May 1944. In June 1944 Captain Cooke was sent to Westover Field, Massachusetts for nine

weeks RTU phase training. Leaving for overseas in August 1944, Captain Cooke joined the Group on 1 September 1944. On 1 March 1945, Captain Cooke was appointed to his present assignment as Operations Officer of the 777th Bomb Squadron. Captain Cooke received his First Lieutenancy in February 1944 and his Captaincy on 31 December 1944.

A native of West Virginia, Captain Cooke is married and the father of a fifteen month old son, Kenneth. For the present, Captain Cooke's family is residing in Wellsberg, West Virginia. The Captain, aged 24, was a florist in civilian life. Post-war plans are indefinite for the time being.

PHOTOGRAPHS



COLONEL BIRD and COLONEL ZOLLER

(R to L)

March 45



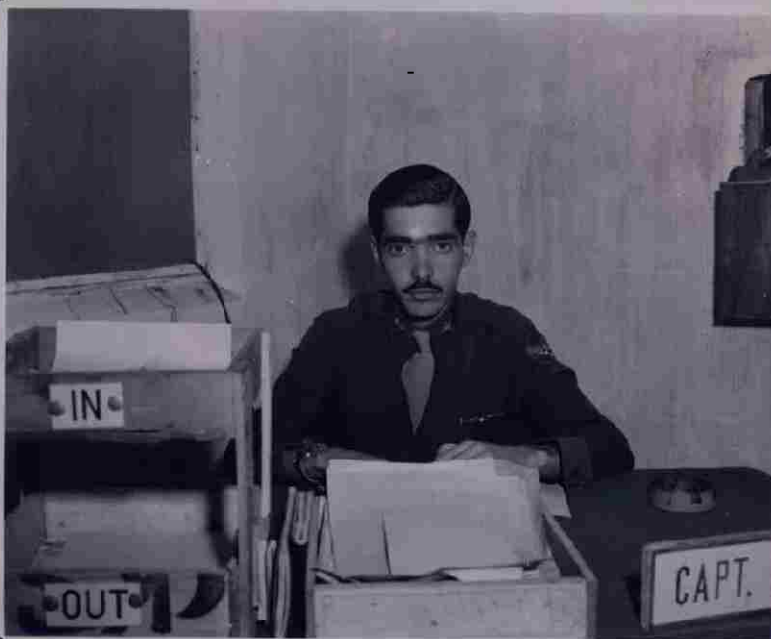
COLONEL A. J. BIRD, Jr.
Group Commanding Officer



COLONEL VIRGIL A.
ZOLLER
Deputy Group Commanding
Officer



MAJOR ROBERT J. LOUGHREY
Assistant Group Operations Officer



CAPTAIN CHARLES H. FOOTE

Operations Officer of
779th Bomb Sq (H)



CAPTAIN KEITH M. COOKE

Operations Officer of
777th Bomb Sq (H)



CAPTAIN WALTER STEVES

Operations Officer of
778th Bomb Sq (H)



MAJOR SHARON E. WAGGONER

Operations Officer of the
776th Bomb Sq (H)

COLONEL BIRD AND COLONEL ZOLLER

COLONEL BIRD and COLONEL ZOLLER

1. Colonel A. J. BIRD JR., O-22463, Commanding Officer of the 464th Bombardment Group (H). Colonel BIRD has been affiliated with Army aviation since 1931, when he entered the Air Corps as a Flying Cadet at Brooks Field, Texas. Commissioned a Second Lieutenant, Air Corps Reserve, Colonel BIRD went on active duty with assignments at Kelly and Randolph Fields, Texas; France Field, Panama; Lake Field, Hawaii; and Langley Field, Virginia. From 1935 to 1937 Colonel BIRD went on inactive status, one year of which was spent with the C.C.C. Reentering the Air Corps in 1937, Colonel BIRD was assigned to Barksdale Field, Louisiana where he was commissioned a Second Lieutenant, Regular Army in 1939. Transferred to the Army Air Base at Savannah, Georgia, he served as a squadron engineering officer. During Colonel BIRD's tour of duty at Savannah, the nucleus of the Eighth Strategic Air Force was being formed for future operations against Germany. Transferring to Columbia, South Carolina as a squadron C.O., Colonel BIRD commanded one of the first B-25 Mitchell Squadrons to be activated. At his next station, Greenville Army Air Base, South Carolina, Colonel BIRD assumed the duties of Commanding Officer of a B-25 Group. Remaining at Greenville until November, 1944, Colonel BIRD came overseas and was assigned to the 49th Bombardment Wing (H) as Wing A-3. In March 1945, Colonel BIRD joined this

Group, assuming command on 13 March, 1945. Colonel BIRD rose in rank from First Lieutenant to full Colonel in the short interim between April 1942 and August 1943.

Colonel BIRD, a native of Metter, Georgia, attended the University of Georgia for four (4) years prior to entering the Air Corps. Married, Colonel BIRD's wife and two (2) children, Barbara and Richard, reside at Greenville, South Carolina.

2. Colonel VIRGIL L. ZOLLER, O-21205, Deputy Commanding Officer of the 464th Bombardment Group (H). Colonel ZOLLER enlisted in the Army in 1932, winning an appointment to West Point and entering the Academy as a Plebe in the summer of 1934. Colonel ZOLLER participated in football, basketball, and lacrosse while at the Military Academy. Graduating from West Point in 1938, Colonel ZOLLER was commissioned a Second Lieutenant, Regular Army. Choosing the Air Corps as his arm of service, Colonel ZOLLER took his flight training at Kelly and Randolph Fields, Texas. After serving with various training commands, Colonel ZOLLER came overseas in March 1944, being assigned to Major General Twining's 15th Air Force staff as Assistant A-3, serving in that capacity for one (1) year. Transferring to the 464th Bombardment Group (H), Colonel ZOLLER assumed the duties of Deputy Group Commanding Officer on 17 March 1945. Colonel ZOLLER received his full Colonelcy in September 1944.

Colonel ZOLLER, aged 30, is married and the father of three (3) children, Michael, Virgil Jr., and John. He resides in Harlingen, Texas.



HISTORY OF THE 645TH MILITARY POLICE COMPANY (AVN)

S E C R E T

HISTORY OF THE 645TH MILITARY POLICE COMPANY (AVN)

The 645th Military Police Company (Aviation) was activated 10 January 1945 at Solenzara, Corsica under T/O and E 19-217, dated 1 May 1942; WD letter AG 322(20 November 1944) OB-I-SMOU-M and GO #3,

T/O STRENGTH

4 Officers
97 Enlisted Men

Captain EDWARD C. STEWART, 01287610 (Commanding Officer)
1st Lieutenant WILLIAM D. CAMERON, 01296994 (Executive Officer)
1st Lieutenant WINSTON D. ANDERSON, 01304655 (Supply Officer)
1st Sergeant JAMES W. LAWTON, 34025482 (1st Sergeant)

On the evening of 18 February 1945 (at 1830 hours) movement orders were received from the Movements Control Office, Headquarters AFOD #10, Borgo, Corsica. At 0600 hours 20 February 1945, the Company departed Solenzara, Corsica (by truck) for Borgo Airfield, Borgo, Corsica for duty in Italy. Departed Borgo Airfield, Borgo, Corsica at 1500 hours 20 February 1945 by Air Transport and arrived at San Giovanni Airfield, San Giovanni, Italy at 1730 hours 20 February 1945. (Distance traveled by air; approximately 500 miles).

Assigned to the XVth Air Force, per competent authority, and was further assigned to the 55th Bombardment Wing (H) as Air Base Security, per Special Orders Number 51, Headquarters XVth Air Force, dated 20 February 1945. (Effective 25 February 1945). Further assigned to 464th Bombardment Group (H) per paragraph 2, Special Orders Number 57, Headquarters 55th Bombardment Wing (H) dated 26 February 1945.

GROUP HISTORY IN RHYME

GROUP HISTORY IN RHYME, Part No 8, AUGUST 1944

595 sorties
on twenty one missions
1371 tons
bring on the statisticians.

Enemy airdromes
and oil installations
brought from Wing and Air Force
some very nice congratulations.

Gun emplacements
on the coast of France
We hit old man Hitler
in the seat of the pants.

Gave air support
to our troops that landed
on the coast of France
resistance disbanded.

On "D" Day we flew
hit the Donzere bridge
That offered new problems
for Hitler's "Radio Midge".

Our gunners again
made a good score
The Jerry pilots
dislike us more and more.

Nineteen destroyed
and probables five
two were damaged
lucky to be alive.

On the ground we hit em
while they were trying to park
Destroyed seven-damaged five
it was quite a lark.

Our losses were high
as our targets were tough
The flak and the fighters
were definitely rough.

Nine men gave their lives
in this all out fight
Eighteen were wounded
for a cause that is right.

109 combat crew members
are missing in action
forty seven came back
that's some satisfaction.

Roumania surrendered
and that was just great
Including Ploesti
a target we hate.

Major Blehm
a squadron CO
along with other men
that we all know.

Got out of prison
where they were held by Jerry
They left for the States
in a hell of a hurry.

164 Air Medals
45 Purple Hearts
339 Clusters
to our young upstarts.

79 DFC's
14 Silver Stars
One Bronze Star Medal
to go with their bars.

We had six accidents
and two men were killed
Including an explosion
from our beds we were spilled.

A plane caught fire
it went up with a bang
the bombs all exploded
and the whole hill rang.

By valiant work
by the ground crew
no one was injured
when this ship blew.

Venereal disease reached
a new all time low
only four new cases
we would have you know.

203 men
finished their mission
Back to the States
for some real good fishin.

Thirty four new crews
came into the group
the Group Ground School
gave them the poop.

Morale was excellent
it says here
The clubs had started
to serve wine and beer.

The new Group Chapel's
progress was steady
It wont be long
until it is ready.

Thirty movies were shown
there's a new dark room club
Athletic competition was hot
Hq team flubbed their dub.

Joe Louis was here
four issues of "Bomb Blast"
All the Clubs were opened
houses were going up fast.

Colonel A. L. Schroeder
The Group CO
Invited us in
so we would know

What a nice house
he had built on the crest
and of course he thought
his house was the best.

The briefing room
is coming along slow
we hope it gets done
before the first snow.

All in all, August
was a record breaker
we've showed the Hun
that we can take 'er.

We'll pile it on
and hit him hard
and carry our bombs
to his own back yard.

SEPTEMBER 1944

Thirteen missions
September 44
Ten were cancelled
or we'd of had more.

Yugo Hungary
Italy and Greece
Austria Germany Poland
That's quite a piece.

Hungary got hit
on six different times
In support of the Russians
and besides it rhymes.

Four M/Y's
and two oil installations
Two war materiel plants
were given bad sensation.

Four RR Bridges
We knocked all to hell
Sunk a submarine
That sure was swell.

373 sorties
dropped 841 tons
of high powered bombs
on Hitler's sons.

Two deaths in the Group
Nine wounded by flak
Four of frostbite
We'll pay Hitler's crowd back.

Four crews down
and missing in action
Twelve men were returned
that's some satisfaction

Our medal department
worked with vim and vigor
The medals awarded
came to quite a figure.

413 Air Medals
and Clusters
Purple Hearts 65
to our brave cloud busters.

We can't forget
the boys on the ground

162 Good Conducts
were passed around.

We had 200
Distinguished Flying Crosses
10 Silver Stars
were pinned on by the bosses.

We mustn't forget
20 Silver Stars
you don't get that kind
at Club House bars.

Three a/c accidents
with 3 injured minor
we will try our best
to make a record that's finer.

Two a/c major damage
one a complete wreck
Much better the plane
than some poor GI's neck.

The girls got busy
in all the towns
and gave out VD
when the men made the rounds.

24 new cases
we had in the group
Poor Major (Doc) Moon
was knocked for a loop.

On the other side
of the ledger it states
we gave 289 units
of blood to our mates.

Seventy eight men
finished their flying
And soon in the states
steaks and milk they'll be buying.

Fourteen new crews
arrived at our base
We shuffled our tents
and made them a place.

Morale was good
Tufa houses went up
Our many dogs here
proceeded to pups.

Our chaplain Eastwood
worked hard on the devil
He had his best month
and that's on the level.

His attendance at Church
showed a big increase
His letters of sympathy
showed a good decrease.

He baptised two men
and buried two others
It's a heartbreaking job
to write to their mothers.

Work on the Chapel
went along fine
A new bell in the belfry
won a very good sign.

The Church is about ready
it won't be long now
We can go in and worship
and our heads we will bow.

In remembrance and reverence
to those brave men of ours
who lost their lives
against the Axis powers.

Special Services
had a good month we know
30 movies were shown
plus a USO show.

Took in 1700 dollars
for AAF Aid Society
for those in our Air Force
it will help mightily.

Three issues of the
Weekly Bomb Blast
The available copies
went out very fast.

At last - long last
Hq building was done
we all moved in
on a dead run.

Several changes occurred
among the brass

Appointments were made
and made damn fast.

The Deputy CO
went home to the States
For Lt Col Charles F. McKenna
a good rest awaist

Lt Col Elvin E Goodyear
Took over his place
He's from Oregon State
with a nice smile on his face.

Major Jas H. Gilson
named 779th CO
Quiet and efficient
he makes things go.

100 missions are nearly
in sight
Old Jerry knows
we're still inthe fight.

OPERATIONS

NARRATIVE MISSION REPORTS
BOMB STRIKE PHOTOGRAPHS
TRACK CHARTS

S.G.:SM234:3VI)(3:1:1406 (IR:20700) (→275°) AMSTETTEN MIY (779:941



BLUE FORCE

AMSTETTEN MIY

1 MARCH

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

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

HRS/FFL/hob

319.1

1 March 1945

SUBJECT: Narrative Mission Report

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

1. On 1 March 1945, forty two (42) B-24 type a/c took off to bomb targets as designated in Operations Order No 104, Headquarters 55th Bombardment Wing (H), 28 February 1945.

a. Eighteen (18) plus three (3) spare a/c, scheduled for RED FORCE, took off beginning at 0945A hours.

b. Eighteen (18) plus three (3) spare a/c, scheduled for BLUE FORCE, took off, beginning at 1005A hours.

2. The form-up for RED FORCE was excellent. Course was laid from Andria at prescribed altitude, at two (2) minutes after designated time. Radio contact was established with the preceding Group over the Yugoslav coast, where it was found that this Group was twelve (12) minutes ahead of schedule, with the 464th Bombardment Group (H) two (2) minutes behind schedule. Visual contact was established later, enroute.

3. Briefed form-up was accomplished by BLUE FORCE, with departure on course made one (1) minute ahead of schedule.

4. One (1) a/c of RED FORCE (No 44-49048) returned early, due to the loss of all oil from No 2 engine, necessitating that it be feathered. This a/c turned back at 1237A hours at (4530N-1640E).

5. The course was not flown as briefed, and partially differed for each force.

a. Two (2) track charts are inclosed. Each chart is annotated with times and geographical coordinates for each force, showing both briefed and actual routes flown.

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

Ltr Narr Miss Rpt, cont'd

6. Decision to bomb alternate targets was made by the leader of each force because of weather conditions encountered.

a. RED FORCE leader, Lt. Colonel William G. Moore, Commanding Officer, 777th Bombardment Squadron (H), received a radio message from the Wing Leader, stating that target weather was 8/10ths to 10/10ths cirrus from 20,000/25,000 feet, with broken cirrus and vapor trails from 25,000/27,000 feet. Lt. Colonel Moore then radioed the Wing Leader, requesting his plans. Reply was received to stay under the cirrus layer, and that further contact would be effected. Shortly thereafter, the wing Leader advised that he intended to attack AF No. 4 as specified in Operations Order No. 104, Headquarters, 55th Bombardment Wing (H) 28 February 1945. Three (3) minutes prior to the IP for this alternate target, the Wing Leader was again heard over the radio when he called escort fighters and stated he was going to circle, try for altitude, and attempt to bomb the primary target. The 464th Bombardment Group Leader, however, decided to continue on and attack the planned alternate target, then close by.

b. BLUE FORCE leader, Lt. Colonel James H. Gilson, Commanding Officer of the 779th Bombardment Squadron (H), encountered 10/10 cirrus at 20,000 feet. Hearing radio reports that the cirrus deck extended high, and other Groups stating that they intended to bomb the first alternate target, he decided because of his location, to bomb the second alternate target.

7. Bombing was effected as follows:

a. Twenty (20) a/c of RED FORCE released forty (40) tons of 500 pound RDX bombs, fused .1 nose and mixed .01 and .025 tail, at 1432A hours, from 19,800 feet, on an attack axis of 172°T, upon the first alternate target of the St. Polten M/Y.

b. Twenty one (21) a/c of BLUE FORCE released forty two (42) tons of 500 pound RDX bombs at 1407A hours, from 20,000 feet altitude, on an attack axis of 276°T, upon the second alternate target of the Amstetten M/Y.

c. The one (1) early return a/c of RED FORCE, jettisoned two (2) tons of bombs at 1338A hours at (42°35'N-16°20'E) to

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

Ltr Narr Miss Rpt, cont'd

Lighten its load and to reduce the power required from its three (3) operational engines.

d. Bombing recapitulation is:

RED FORCE

20 a/c dropped on St. Polten	40 tons
1 ER a/c jettisoned	2 tons
Total	42 tons

BLUE FORCE

21 a/c dropped on Amstetten	42 tons
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8. Bombing by both forces was accomplished by PFF.

a. The lead a/c of RED FORCE reports that excellent reception was achieved enroute. Target pick up was made fifty (50) miles away. Two (2) course corrections were given, the last of 2° left. Five (5) sighting angles were supplied, from 70° through 40°.

b. The lead a/c of BLUE FORCE reports that for approximately one and one half (1½) hours during the early portion of the flight, set reception difficulties were encountered, of intermittent fading. The target was picked up twenty five (25) miles away. A clear scope return was secured to the target, with six (6) sighting angles from 70° through 53°, and two (2) course corrections, the last of 2° left, being supplied.

9. Bomb results, as shown by photographs, are:

a. RED FORCE photos show only sixteen (16) impacts, and those are in a forest located six and three quarters (6 ¾) miles northwest of St. Polten marshalling yard. Other photos taken by RED FORCE show bombs away at a point one and one half (1½) miles northwest of the yard. The marshalling yard and the town of St. Polten are completely cloud covered, thus obscuring the remainder of the impacts.

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

Ltr Narr Miss Rpt, cont'd

b. BLUE FORCE photos show a ten-tenths (10/10) cloud cover at Amstetten marshalling yard. Neither impacts nor terrain is visible on these photos.

10. Heavy flak was observed by both forces at 1308A hours at Cakovec ($46^{\circ}24'N-16^{\circ}26'E$). Intensity was scant to moderate, with the flak observed ahead, at altitude, but successfully evaded.

11. Air crews of BLUE FORCE report sighting eight (8) to ten (10) unidentified a/c at approximately 1307A hours, in the vicinity of Urbanovec ($46^{\circ}16'N-16^{\circ}31'E$). These a/c, believed SEF at about 10,000 Feet altitude, were sighted proceeding on a course similar to the bomber formation, which was then at 16,000 feet.

12. A. RED FORCE first observed fighter escort, consisting of twenty (20) P-51s, at 1150A hours at ($43^{\circ}24'N-16^{\circ}52'E$). These a/c were identified as of the 332nd Fighter Group, and were last seen at 1604A hours at ($43^{\circ}26'N-16^{\circ}44'E$).

b. BLUE FORCE observed, on just momentary contact, three (3) P-51s at 1304A hours at ($46^{\circ}10'N-16^{\circ}30'E$).

13. Weather was reported as follows:

Base at take off, 3-4/10ths cirrus at 22/24,000 feet.
Visibility, 15/20 miles.

Route out, 4-5/10ths cirrus at 22/24,000 feet, over the Adriatic and Yugoslavia. Visibility, 20 miles, or better. At the Yugoslav, Austrian border, low stratocumulus with tops at 12/14,000 feet appeared from the northwest. Near the primary target, 10/10ths stratocumulus, tops to 12,000 feet, with visibility 20 miles. Cirrus was present in patches from 19/22,000 feet, with another layer at 22,000 feet.

Target, 10/10ths stratocumulus, tops to 12,000 feet, and 5-7/10ths cirrus from 20,000 to 24,000 feet. This layer was thin, with another layer above at 27,000 feet. Visibility, 15 miles in haze.

Return, same as route out, with cirrus increased to 5-6/10ths.

Base on return, 4-5/10ths cirrus at 22,000 to 24,000 feet.
Visibility 15 miles.

- 4 -

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

Ltr Narr Miss Rpt, cont'd

14. Observations were reported as follows:

a. Cakovec M/Y - estimated six hundred (600) units, at 1310A hours, from 20,000 feet.

b. Szombathely M/Y - completely full, and estimated at 1,000 units at 1328A hours.

c. Wiener Neustadt M/Y's - both full at 1348A hours from 20,000 feet.

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

a. One (1) early return a/c of RED FORCE at 1425A hours.

b. Twenty (20) a/c of RED FORCE from 1703A hours to 1715A hours.

c. Twenty one (21) a/c of BLUE FORCE from 1634A hours to 1649A hours.

16. Bomb strike photographs were attempted by:

a. Six (6) a/c of RED FORCE. A selected print is enclosed.

b. Seven (7) a/c fo BLUE FORCE. A selected print is enclosed.

For the Commanding Officer:

FRANCIS F. ELDER
Major, Air Corps
Intelligence 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





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

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

HH/PFE/hob

310.1

2 March 1945.

SUBJECT: Narrative Mission Report

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

1. On 2 March 1945, twenty eight (28) scheduled B-24 type a/c, including four (4) spares, took off at 0905A hours to bomb the Linz North Main M/Y, the primary target designated in Operations Order No. 106, 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 First Lieutenant Robert E. Elliott, Flight Leader of the 776th Bombardment Squadron (H).

2. Form up and assembly was made as prescribed without incident. Upon making wing rendezvous, the lead Group was about six (6) minutes ahead of schedule. On nearing the target area, the slow speed of the Wing lead created the hazard of collision courses, resulting in the reversal of the prescribed order of flight.

3. There was one (1) early return. A/C No 42-78433 turned back at (48°25'N-12°35'E) at 1315A hours after losing No. 3 engine, and jettisoned its entire bomb load of two (2) tons at (48°00'N-13°20'E) at 1320A hours in order to lighten load. Return landing of this a/c was made at 1605A hours.

4. There were two (2) prior returns (effective sorties) made by the following aircraft which attacked targets of opportunity..

a. A/C No 44-49363 turned back at (47°27'N-13°31'E) at 1240A hours after losing No. 4 engine, and dropped two (2) tons of bombs on Villach M/Y at 1307A hours from 21,000 feet on an axis of 131°. Visual observation of results indicates that bombs fell slightly short of target. SAH flak was encountered at Villach. Return landing was made at 1501A hours.

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

Ltr Narr Miss Rpt, cont'd

b. A/C No 42-78472 lost turbo on No. 1 engine at 1258A hours. Unable to remain with formation, two (2) tons of bombs were dropped on Ried M/Y at 1343A hours from an altitude of 20,500 feet on an axis of 240° , with unobserved results. Return landing was made at 1616A hours.

5. Twenty five (25) a/c dropped fifty (50) tons of bombs (8x500# RDX, .1 nose and .01 tail) on the primary target from 24,500 feet at 1345A hours on an axis of 159° .

6. Recapitulation of bomb disposition:

25 a/c dropped on primary target	50 tons
1 a/c (Early Return) jettisoned	2 "
2 a/c dropped on targets of opportunity	4 "
Total	<u>56 tons</u>

7. Bombing was by PFF. The first attack unit leader used C-1 automatic pilot, and the second attack unit toggled on the former.

Bomb strike photos show a heavy concentration of hits in open country approximately four and one half ($4\frac{1}{2}$) miles east of Linz Main Marshalling Yard. These strikes are located one and one half ($1\frac{1}{2}$) miles east of the town of Steyregg in a partially forested area. No photos show Linz North Main M/Y.

8. Flak encountered at the target was IAH, exposure lasting from six (6) to seven (7) minutes, both tracking and barrage.

9. Two (2) ME 109's reported observed in target area at 1345A hours.

Eight (8) U/I SEF were observed attacking lone B-24 at ($47^{\circ}35'N-12^{\circ}20'E$) at 1235A hours from line astern at 16,000 feet.

10. Rendezvous was made with 30 P-38's and 6 P-51's at 1132A hours at ($44^{\circ}40'N-13^{\circ}30'E$). Escort last observed at 1545A hours near Italian coast.

11. The weather at take off was clear from base to coast, visibility 20 miles. 8/10 to 10 10 stratus, top 8,000 feet over Adriatic.

- 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, cont'd

Generally clear south of Aops and only 1/10 altocumulus over Alps. North of mountains a 10/10 layer of altocumulus broke to 3/10 to 5/10. After about 20 miles overcast tops of clouds were at 14,000-15,000 feet.

At target, 8/10 altocumulus, tops 16-17,000 feet. Visibility was 20 miles.

On return, the route was generally 8/10-10/10 altocumulus, top 16-17,000 feet in northern part and over Dinarics, lowering to 6/10-8/10 stratus over Adriatic, top 8,000 feet.

8/10 stratocumulus over Spur but clear south and over base on return, visibility 10 miles in haze.

12. One (1) a/c suffered major flak damage and ten (10) minor damage.

13. Observations:

a. Two (2) B-24's in midair collision at 1250A hours at (47°40'N-12°20'E) and spun down.

b. Large number of SEF on A/D at (48°16'N-12°28'E) at 1307A hours, observed from 22,700 feet.

c. Five hundred (500) units in Muhldorf M/Y observed at 1309A hours from 24,000 feet.

14. Twenty five (25) a/c made return landings, commencing at 1606A hours.

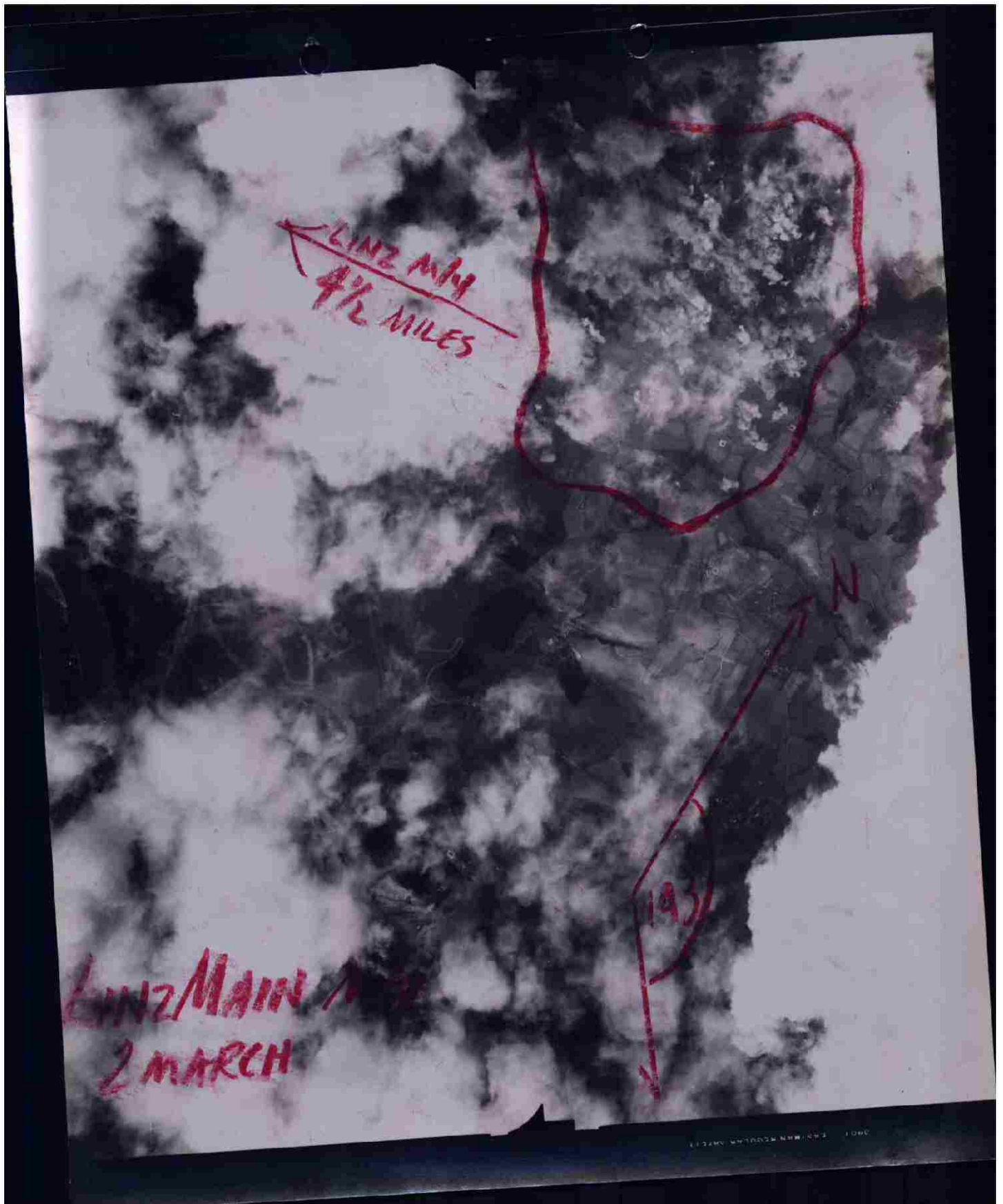
15. Route was flown as briefed, except for course between Prien and target with departure from prescribed axis of attack. Track chart enclosed.

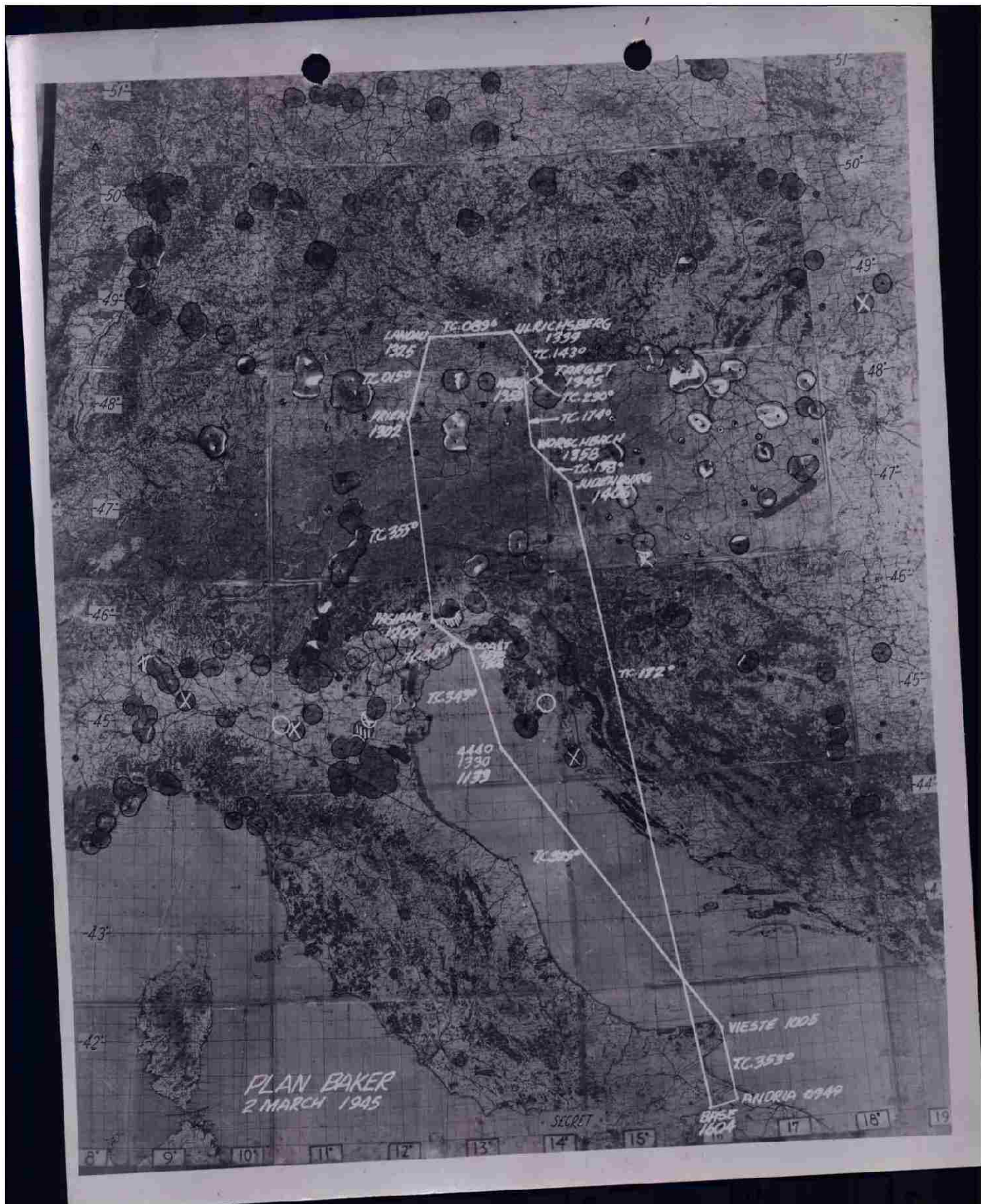
16. Seven (7) a/c attempted photos. Selected print attached.

For the Commanding Officer:

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

FRANCIS F. ELDER
Major, AC
Intelligence Officer





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

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

BVB/FFE/hob

319.1

4 March 1944

SUBJECT: Narrative Mission Report

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

1. On 4 March 1945, thirty six (36) scheduled B-24 a/c, plus six (6) designated spare a/c, took off at 0810A hours to bomb the Szombathely South M/Y. The a/c formed three (3) attack units. The first attack unit was led by Major Harry S. Wilson, Assistant Group Operations Officer of the 464th Bombardment Group (H). The second by 1st Lieutenant George S. Quay II, Box Leader of the 777th Bombardment Squadron (H). The third, by Captain Kenneth (NMI) Machado, Flight Leader of the 777th Bombardment Squadron (H).

2. B-24 a/c No 44-49415 returned early from the local area due to the loss of No. 2 engine which was feathered when the RPM and oil pressure dropped.

3. The Group form-up was accomplished southeast of Spinazzola and above the clouds at 14,000 feet. Due to the fact that the Departure time was delayed because of the weather encountered on form-up, this Group flew directly over Spinazzola and on to Lake Lesina leaving the latter point at 1000A hours.

4. Thirty nine (39) a/c were over the target and dropped seventy four and three quarter (74 3/4) tons of MXX bombs (.1 nose and .01 tail fusing) from 23,500 feet.

Three (3) of the a/c over the target, due to the following reasons were unable to release entire bomb load with the formation:

B-24 a/c No 44-49194: Slight creep in left bomb bay door prevented the release of four (4) bombs from the left racks. This

- 1 -

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

Ltr Narr Miss Rpt, cont'd

a/c jettisoned one (1) ton of bombs one and one half (1½) minutes after bombs-away time.

B-24 a/c No 44-49401: An undetermined malfunction. Seven (7) bombs hung up and this a/c jettisoned one and three quarter (1 3/4) tons at 1435A hours at (43°00'N-15°11'E).

B-24 a/c No 44-48880: Racks froze up. This a/c jettisoned to two (2) bombs that hung up immediately after bombs away.

B-24 a/c No 44-49146, after a late take-off was unable to locate the formation and bombed the Graz East M/Y at 1259A hours from 22,000 feet with a/c of the 49th Wing.

B-24 a/c No 44-49415, the Early return, brought back to base two (2) tons of bombs.

B-24 a/c No 44-49363 failed to make the Group form-up and crashed in the area of Spinazzola. The disposition of the bomb load of this a/c is not known.

Recapitulation of Bomb Wonnage

Thirty nine (39) effective sorties dropped on Target	74.75 tons
One (1) effective sortie dropped on Graz East M/Y	2.00 "
Three (3) a/c (of those over the Primary Target) jettisoned	3.25 "
One (1) Early Return brought back to base	2.00 "
One (1) a/c crashed	2.00 "
Total	84.00 "

Bomb strike photos show very numerous hits in the city of Szombathely west of the marshalling yard. One bomb fell in the center of the South M/Y, with damage to two (2) columns of freight cars. The bomb pattern started approximately 3,000 feet west of the yard and continued southeast to the railroad junction. Other scattered hits fell in the fields east and south of the yard.

5. The first Attack Unit Leader used the C-1 Automatic Pilot on the bomb run, as did the leader of the Third Attack Unit. The second Attack Unit Leader made the run manually as too many corrections were necessary and the pilot did not have the opportunity to set up the C-1 automatic pilot

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

Ltr Narr Miss Rpt, cont'd

6. Flak at the target of two (2) minutes duration was described as S-MIH, with the exception of crews of Able and Baker Boxes who report SAH.

7. Escort of thirty (30) to forty (40) P-51 a/c were first observed at 1000A hours at (41°53'N-15°20'E). Fifteen (15) to twenty (20) P-38 a/c were observed in the target area. The escort was last sighted at 1430A hours at (44°00'N-15°30'E).

8. Weather at take off was 8/10 stratocumulus and cumulus with tops up to 12,000 feet. Scattered snow showers in area.

8/10 to 10/10 cumulus over Adriatic, top 14,000 feet breaking along Dalmatian Coast to 3/10 to 4/10.

8/10 to 10/10 cumulus over Dinaric Alps and in Drava River area 10/10 altocumulus, top 18,000 feet. Both layers broke in vicinity of the IP to scattered.

At target, 3/10 altocumulus tops 18,000 feet, visibility unlimited

On return, low cover averaging 8/10, tops 12-14,000 feet.

8/10 stratocumulus and cumulus at base on return, at 3,000 feet. Visibility 20 miles.

9. Forty (40) a/c landed at this base between 1458A hours and 1600A hours.

10. Due to the fact that the form-up was late, the route flown was from Spinazzola to Lake Lesina, to (43°13'N-14°50'E), to (44°03'N-15°07'E) and then as briefed. Track chart of route as flown attached.

11. Observations:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1135A	(46°03'N-14°32'E)	18,000	Two (2) M/Y's-each containing at least 200 units.
1329A	(47°17'N-16°38'E)	21,000	A/D with 20-30 SEF.

12. Four (4) a/c received flak damage. Three (3) a/c received minor flak damage, and one (1) a/c received major flak damage and

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

Ltr Narr Miss Rpt, cont'd

this a/c will be inoperational for a period of one hundred (100) man hours.

13. Twelve (12) a/c attempted photographs. Selected print attached.

For the Commanding Officer:

FRANCIS F. ELDER
Major, Air Corps
Intelligence Officer

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





~~CONFIDENTIAL~~

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

LSD/PFE/jmm

319.1

8 March 1945

SUBJECT: Narrative Mission Report

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

1. On 8 March 1945, eighteen (18) scheduled B-24 a/c plus three (3) spare a/c, comprising Red Force, took off commencing at 1050A hours to bomb the Verona M/Ys, Italy. The twenty one (21) a/c were led by Lt Col James H. Gilson, Commanding Officer of the 779th Bombardment Squadron (H).

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

3. Twenty one (21) a/c were over Verona M/Y at 1444A hours, and nineteen (19) a/c dropped thirty seven and one half (37.5) tons of 500 lb RDX bombs (.1 nose and .01 tail fusing) from 23,500 feet.

B-24 a/c No 42-78472 returned one half (1/2) ton as two bombs hung up in the racks over the target because of a bomb-shackle malfunction.

B-24 a/c No 44-49797 returned two (2) tons as flak damage incurred over the IP made it impossible for the bomb bay doors to be opened during the bombing run.

B-24 a/c No 42-95355 accidentally released two (2) tons three minutes before the target at 1440A hours due to an electrical malfunction.

Recapitulation of Bomb Tonnage - Red Force

Nineteen (19) effective sorties dropped on target	37.5 tons
One (1) non-effective sortie (accidental release)	2.0 tons
One (1) non-effective sortie returned	2.0 tons
One (1) effective sortie returned	.5 tons
Total	<u>42.0 tons</u>

4. Bomb strike photos show three distinct concentrations of bomb hits on Porto Nuovo Marshalling Yard. Approximately three dozen strikes were on the east and southeast ends of the

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

Ltr Narr Miss Rpt, 464th Bomb Gp (H), 8 Mar 45, cont'd

ward, with the area immediately south of the goods station receiving most of the damage. The next group of strikes was on the shops area in the western part of the yard, where at least one direct hit was scored on the northwest corner of the locomotive depot. The third concentration fell in the heart of the marshalling yard between the railroad station and the car shop.

5. Leader of Red Force used the C-1 Automatic Pilot on the bomb run which worked satisfactorily.

6. Red Force encountered MAH flak of two (2) minutes duration at Verona. Flak was also encountered at the following locations along the route:

Trento (4605N-1107E)	MAH
Rovigo (4505N-1147E)	SAH
Copparo (4455N-1150E)	SAH

7. Six (6) a/c attempted photographs. Selected print attached

8. Commencing at 1110A hours, eighteen (18) B-24 a/c plus three (3) spare a/c, comprising Blue Force, took off to bomb the Verona M/Ys, Italy. Blue force was led by Lt Col William G. Moore, Commanding Officer of the 777th Bombardment Squadron (H).

9. The Group form-up assembly, and rendezvous were accomplished exactly as briefed.

10. Twenty one (21) a/c were over Verona M/Y at 1506A hours, and twenty one (21) a/c dropped forty one (41) tons of 500 lb RDX bombs (.1 nose and .01 tail fusing) from 23,500 feet.

B-24 a/c No 44-49032 jettisoned one quarter (1/4) tons of bombs at 1508A hours at (4513N-1115E) as one bomb hung up over the target due to a bomb rack malfunction.

B-24 a/c No 44-49401 jettisoned three quarters (3/4) tons at (4300N-1430E) at 1600A hours as three bombs hung up over the target.

Recapitulation of Bomb Tonnage - Blue Force

Twenty one (21) effective sorties dropped on target	41.00 tons
One (1) effective sortie jettisoned	.25 tons
One (1) effective sortie jettisoned	.75 tons
Total	<u>42.00 tons</u>

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

Ltr Narr Miss Rpt, 464th Bomb Gp (H), 8 Mar 45, cont'd

11. Bomb strike photos show two groups of impacts covering the east end and central portions of the yard. A very heavy concentration was on the railroad overpass at the northeast corner of the yard, with additional hits on an adjacent factory, flour mill, and paper mill. The other group of bomb strikes was in the heart of the yard between the railroad station and the car shop.

12. Leader of Blue Force did not use the C-1 Automatic Pilot on the bombing run because of a malfunction.

13. Blue Force encountered MIH flak of three minutes duration at Verona. No flak was encountered along the route to and from the target.

14. Six (6) a/c of Blue Force attempted photographs. Selected print attached.

15. Route was flown substantially as briefed by both RMB and Blue Forces. Track chart showing route flown attached.

16. Weather at take-off was 4/10 to 6/10 stratocumulus with bases at 4,000 feet and tops at 8,000 feet. Visibility was fifteen (15) miles.

On the route out, the Adriatic was clear as far north as Zara. Over northern Adriatic 10/10 stratocumulus with tops at 8,000 feet was encountered.

Over the target weather was 3/10 stratocumulus with bases at 3,500 feet and tops to 8,000 feet. Visibility was fifteen (15) miles and the target was not snow-covered.

On the route back, 3/10 stratocumulus at 8,000 feet continued from the target to the Adriatic where the weather cleared completely. From the Spur back to base weather was 3/10 to 5/10 cumulus with bases at 4,000 feet and tops at 8,000 feet. Visibility on return was fifteen (15) to twenty (20) miles.

17. Observations

Time Altitude Location Observation

1458A	22,500	4548N-1115E	Long string of at least 60 tank cars in M/Y.
1353A	24,000	4509N-1335E	20 to 30 small ships seen in harbor.

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

Ltr Narr Miss Rpt, 464th Bomb Gp (H), 8 Mar 45 cont'd

18. Fighter escort was provided on penetration, target and withdrawal by thirty (30) P-38 a/c which were first observed at (4538N-1306E) at 1406A hours and were last sighted at (4536N-1327E) at 1525A hours.

19. Eight (8) a/c received minor flak damage and one (1) a/c received major flak damage.

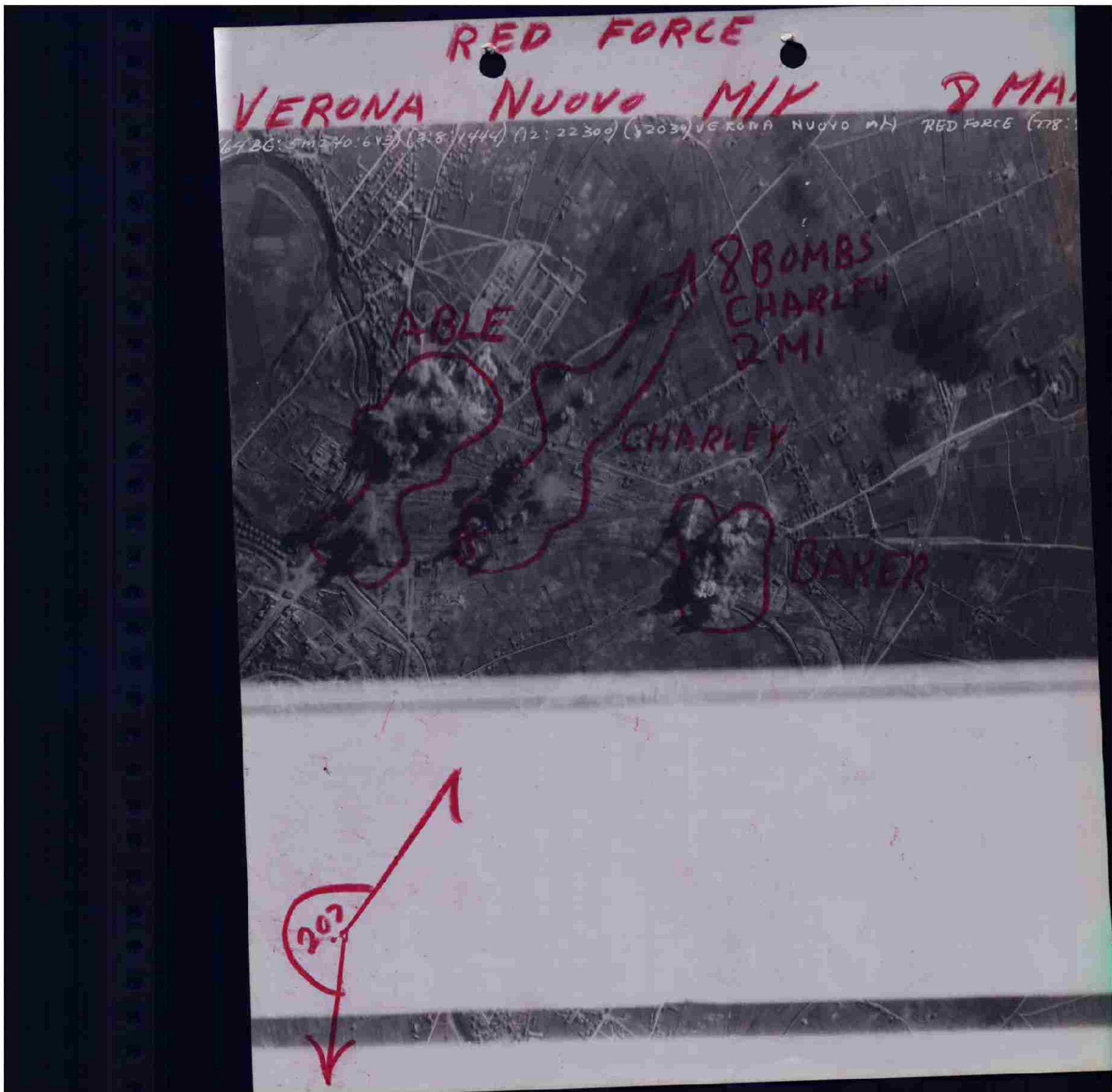
20. Twenty one (21) a/c of Red Force landed at this base between 1638A hours and 1646A hours.

21. Twenty one (21) a/c of Blue Force landed at this base between 1652A hours and 1707A hours.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

2 Incls
Incl 1 - Selected Print
Incl 2 Track Chart





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

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

AJL/FFE/jmm

9 March 1945

319.1

SUBJECT: Narrative Mission Report

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

1. On 9 March 1945, twenty one (21) of twenty one (21) scheduled B-24 a/c comprising the Red Force took off starting at 0900A hours to bomb the target named in Operations Order No 118 dated 8 March 1945.

Red Force of twenty one (21) B-24 a/c was led by Major Harry S. Wilson, Assistant Group Operations Officer of the 464th Bombardment Group (H).

2. Group form-up was effected as planned and was on course over Vieste at 1047A at 4,200 feet.

3. Twenty one (21) a/c flew the route as briefed to 4557N-1543E where they were instructed by the Wing Leader to bomb Air Force Alternate No 4.

4. Twenty one (21) a/c made two (2) unsuccessful runs on Air Force Alternate No 4, but as the PFF Operator was unable to identify the target, the decision was made not to release bombs.

Three (3) a/c jettisoned six (6) tons:

A/C No 44-49409 jettisoned two (2) tons at 4642N-1600E at 1335A hours due to the loss of all oil in No 3 engine and the prop running away.

A/C No 42-51563 jettisoned two (2) tons at 4245N-1615E at 1502A hours as the pilot did not want to land with a full bomb load.

A/C No 42-78472 jettisoned two (2) tons at 4640N-1600E at 1352A hours as No 2 prop was running away.

Eighteen (18) a/c returned thirty six (36) tons of bombs to base as this force did not bomb.

- 1 -

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

Ltr Narr Miss Rpt, 464 Bomb Gp (H), 9 Mar 45, contd

Recapitulation of Bombs

Returned to Base	36 tons
Jettisoned	<u>6 tons</u>
Total	42 tons

5. Rendezvous was made with thirty (30) P-38 a/c at 1224A hours at 4520N-1510E and were last observed at 1420A hours at 4400N-1600E.

6. Weather was as follows:

6/10 to 9/10 stratocumulus and stratus at take-off in two layers, base 7,500 feet; tops 10,000 feet. 3/10 cirrostratus at 25,000 feet. Scattered altostratus at 12-14,000 feet.

Over Adriatic, similar conditions with cirrostratus lowering to east.

Over Yugo Coast and Dinarics 8/10 altostratus, base 16,000 feet, tops 22,000 feet. 8/10 to 10/10 stratocumulus below, tops 10,000 feet.

North of Dinarics, 4/10 to 8/10 stratocumulus, tops 8-10,000 feet.

At target, 7/10 to 8/10 total coverage of altostratus and stratocumulus, tops 16,000 feet. Visibility was unlimited.

On return, conditions had improved over the Dinarics and the Yugo Coast but had gotten worse over the Adriatic with two layers of clouds.

6/10 stratocumulus, base 4,000 feet and 3/10 cirrostratus at base on return.

Visibility was generally unlimited.

7. The following message was heard over the VHF radio set: An a/c (designation 939X) crash landed at 4600N-2100E with all crew members safe. Time: 1100A hours.

8. Twenty one (21) a/c landed at this base between 1532A and 1600A hours.

9. Route was flown with many changes of course, and to

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

Ltr Narr Miss Rpt, 464 Bomb Gp (H), 9 Mar 45, contd

the left at all times. After passing one (1) mile left of Vieste at 1047A hours at 4,200 feet, the formation flew to one (1) mile left of Zirje Isle, 1142A hours, 15,000 feet; then to four (4) miles left of Vrgada, 1148A hours, 15,500 feet; to 4557N-1452E at 1243A hours (where the Red Force received orders to bomb Air Force Alternate No 4); to three (3) miles north of Grades (4658N-1426E), which was used as an IP; after making a 360° turn over the target to Celje, 1348A hours, 23,400 feet; to Yugo Coast, 1434A hours, 21,000 feet; to Vis where the formation circled to let down to an altitude of 4,000 feet was reached, and then to base. Track chart showing route flown is inclosed.

10. The Blue Force comprising twenty one (21) B-24 a/c took off starting at 0920A hours to bomb the same primary target as was assigned to Red Force.

The Blue Force of twenty one (21) B-24 a/c was led by Captain William T. Black, Flight Leader of the 776th Bombardment Squadron (H).

11. Group form-up was as planned. Assembly was poor due to multi-layered clouds. Rendezvous was made on time, but due to clouds, it was left of course ten (10) miles.

12. Twenty one (21) a/c flew the route as briefed to 4640N-1432E at 1256A hours when they were instructed by the Wing Leader to bomb Graz Station and Freight Yard.

13. Twenty one (21) a/c were over Graz at 1328A hours and twenty one (21) a/c dropped forty two (42) tons of 500 lb GP bombs (.1 nose and .01 tail fusing) from 23,500 feet on a heading of 70°.

The target at the time of bombing was 7/10 to 8/10 cloud covered necessitating the bomb run being made by both PFF and Visual methods.

The Mickey set was operating satisfactorily and one (1) slight course correction of two (2) to three (3) degrees was given just before bombs away. Course was well killed.

Observations of the target area after bombs away indicated a compact pattern on the south choke point of the M/Ys and the building area adjoining.

Photos taken by the Blue Force show a heavy concentration of hits on at least seven (7) large buildings of the railroad car works. Another group of bomb strikes was on the warehouses

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

Ltr Narr Miss Rpt, 464 Bomb Gp (H), 9 Mar 45, contd

and on the south choke point of the marshalling yard. Additional hits were among several columns of freight cars parked on the forwarding and reception sidings located south of the goods depot. Southeast of the marshalling yard, several hits fell on buildings of a motorcycle factory.

14. The Group Leader used the C-1 Automatic Pilot which operated well.

15. Flak at the target was M-IAH which was of the tracking type, consisting of black bursts and high white bursts above the formation and lasted from three (3) to four (4) minutes.

16. Rendezvous was made with forty (40) P-38 a/c at 1210A hours at 4447N-1555E and were last observed at 1430A hours at 4345N-1555E.

17. Weather for Blue Force was as follows:

Base: 6/10 to 9/10 stratocumulus, two layers, base 7,500 feet, tops 10,000 feet. 3/10 to 5/10 altostratus at 12-14,000 feet. 3/10 cirrostratus at 25,000 feet. Visibility unlimited.

Route out: Base conditions held over local area and most of Adriatic with slightly higher tops on stratocumulus over Adriatic.

Over Yugo Coast and Dinarics 8/10 altostratus, base 16,000 feet, tops 22,000 feet.

Beyond Alps, 6/10 to 8/10 stratocumulus, top 10,000 feet. Vapor trails 22,000 feet.

Target: 7/10 altostratus and stratocumulus, top of altostratus 16,000 feet. Visibility unrestricted.

Return route: Altostratus had moved to south over Dinarics. Two layers of thick clouds over Adriatic - stratocumulus, top 12-14,000 feet and altostratus 14-16,000 feet, base, both 6/10 to 8/10. Rain storm north of Spur.

Base: 6/10 stratocumulus, base 4,000 feet. 3/10 cirrostratus at 20,000 or above. Visibility unlimited.

18. Five (5) a/c received minor flak damage. One a/c, No

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

Ltr Narr Miss Rpt, 464 Bomb Gp (H), 9 Mar 45, contd

44-49736, suffered severe damage after landing. A flak burst in the accumulators caused the hydraulic pressure to go out, and in turning at the hardstand it ran off onto rough ground causing the gear to collapse and damaging the wings.

19. Twenty one (21) a/c landed at this base between 1520A and 1600A hours.

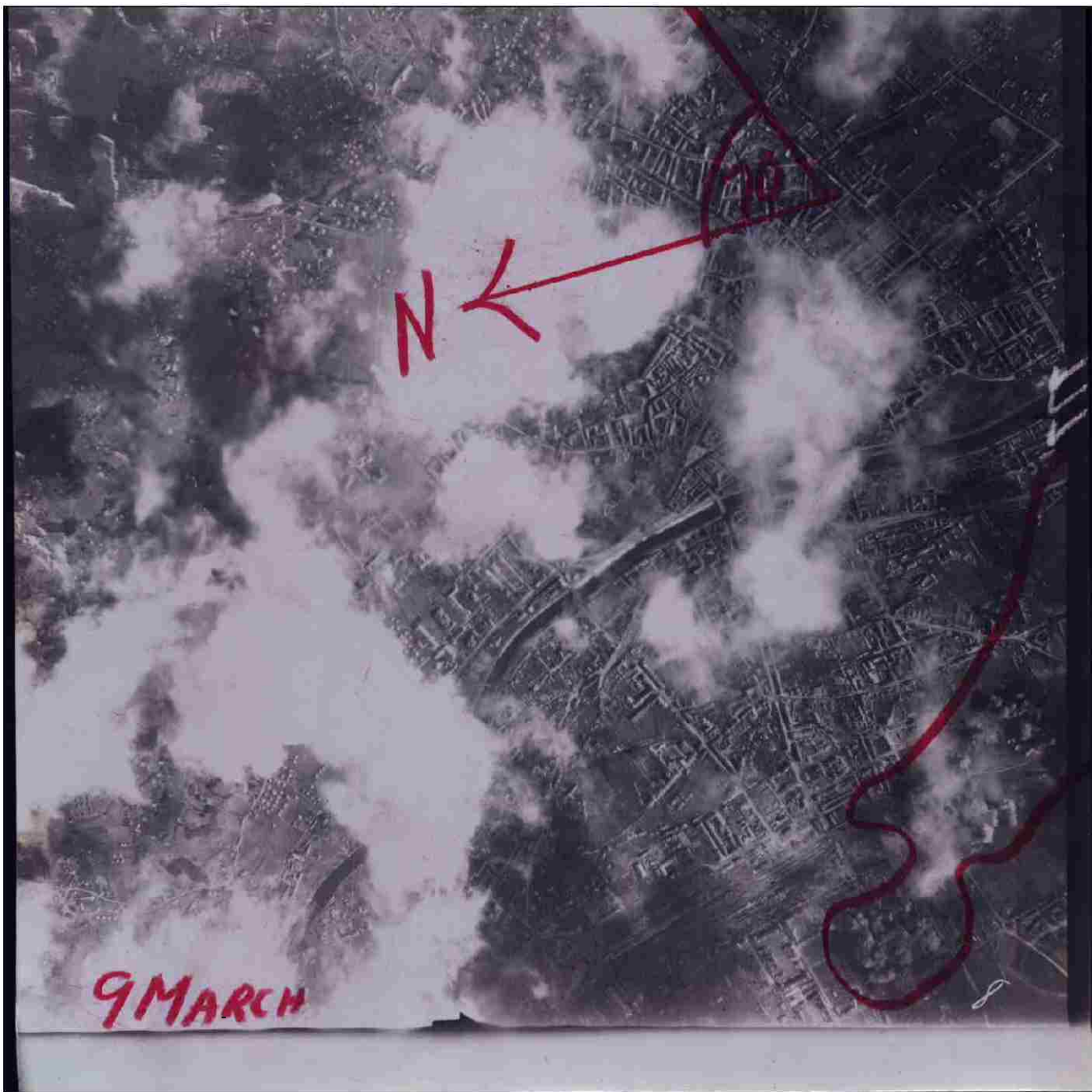
20. Route was flown as briefed to 4640N-1432E at 1256A hours; then to 4706N-1448E (this point used asIP to Graz); from Graz, SE to 4609N-1612E; then as briefed to base. Track chart showing route flown is inclosed.

21. There were six (6) a/c attempting photos. Selected strike photo is inclosed.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

3 Incls
Incl 1 - Track chart (Red Force)
Incl 2 - " " (Blue Force)
Incl 3 - Selected strike photo





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

12 March 1945

319.1

SUBJECT: Narrative Mission Report

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

1. On 12 March 1945, forty two (42) B-24 type a/c took off to bomb the Florisdorf O/R, Vienna, Austria.

a. Eighteen (18) a/c plus three spare a/c scheduled for RED FORCE, took off beginning at 0932A hours.

b. Eighteen (18) plus three (3) spare a/c scheduled for BLUE FORCE, took off beginning at 0942A hours.

c. Two (2) a/c were late take-offs.

(1) A/C No 42-78692, of BLUE FORCE, took off at 0957A hours.

(2) A/C No 44-41337, of RED FORCE, took off at 1025A hours.

2. The form-up for RED FORCE, under the leadership of Colonel A J BIRD, Jr, Commanding Officer, was excellent. Difficulty was encountered at Wing line rendezvous, due to both forces of the 460th Bombardment Group (H), being late. This necessitated 464th Group Leader making two (2) dog legs to the right, to allow the late Group to come up and enter into proper position. By the time the Yugoslavian Coast had been reached, an excellent Wing formation had been achieved, which was then retained throughout the flight.

3. An excellent form-up was accomplished by BLUE FORCE, under the leadership of Lt Col JAMES H GILSON, Commanding Officer of the 779th Bombardment Squadron (H).

4. A total of four (4) a/c were early returns.

a. A/C No 44-50471, of BLUE FORCE, turned back at 4206N - 1620E, due to a gasoline leak in the bomb bay and its

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

Ltr Narr Miss Rpt, 464 Bomb Gp, 12 Mar 45, contd

fuel transfer system being inoperative, landing at 1115A hours. This a/c returned its entire bomb load of two (2) tons to base.

b. A/C No 44-49394, of RED FORCE, turned back at (4511N - 1530E) due to its fuel transfer pumps not operating, landing at 1331A hours.

c. A/C No 42-78492, of BLUE FORCE, turned back at 4620N - 1447E) due to drop of manifold pressure on No 1 engine to twenty (20) inches, followed by serious vibration and loss of altitude when its propeller ran away, following an attempt to feather, landing at 1435A hours. This a/c jettisoned its entire bomb load of two (2) tons at (4500N - 1555E) at 1255A hours. This action, plus jettisoning of all ammunition, was necessitated by the extremely rapid loss of altitude suffered when engine trouble was encountered.

d. A/C No 44-49415, of RED FORCE, turned back at (4745N - 1435E), due to two (2) turbo superchargers oscillating, making it impossible to keep up with the formation. This a/c landed at 1520A hours. To lighten its load, all bombs, comprising two (2) tons, were jettisoned at (4745N - 1435E) at 1307A hours.

5. Two (2) a/c were prior returns.

a. A/C No 44-41337, a late take-off, attempted to catch the formation by all possible means. At the key point (4407N - 1515E), a Group was seen ahead, climbing, at an estimated distance of fifty (50) miles. Realizing that it was impossible to catch up, decision was made to bomb Celje. Upon this target, from 20,000 feet, from an attack axis of 160° T, at 1308A hours. This a/c released two (2) tons of bombs, returning to base at 1510A hours.

b. A/C No 44-48880, following engine trouble necessitating feathering No 2 propeller, turned back at 1311A hours at (4836N - 1510E). Enroute, a bridge target of opportunity was bombed at (4709N - 1426E) at 1328A hours from 19,000 feet, upon an attack axis of 180° T. Two (2) tons of bombs were released, and return to base made at 1545A hours.

6. The route was flown as briefed, with but minor variations. BLUE FORCE followed RED FORCE's lead enroute. A graphic track chart, annotated with geographical coordinates and times of deviations, is inclosed.

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

Ltr Narr Miss Rpt, 464 Bomb Gp, 12 Mar 45, contd

7. Both Forces bombed the designated primary target.

a. Eighteen (18) a/c of RED FORCE released thirty six (36) tons of 500 pound RDX bombs, fused .1 nose and mixed .01 and .025 tail, at 1348A hours, from 23,500 feet, on an attack axis of 202° T.

b. Eighteen (18) a/c of BLUE FORCE released thirty six (36) tons of 500 pound RDX bombs at 1350A hours, from 23,200 feet, on an attack axis of 212° T.

c. Bombing recapitulation is:

EARLY RETURN A/C		
2 returned to base		4 tons
2 jettisoned		4 "
PRIOR RETURN A/C		
1 released at (4407N - 1515E)		2 "
1 " " (4836N - 1510E)		2 "
RED FORCE A/C		
18 released on primary		36 "
BLUE FORCE A/C		
18 released on primary		<u>36</u> "
Total		84 tons

8. Bombing by both forces was accomplished by PFF.

a. The lead a/c of RED FORCE reports that PFF set operation was satisfactory, though a bad inverter caused somewhat weak reception. Target pick-up was achieved forty (40) miles away. Though dim, the MPI was clearly distinguished at the IP. Three (3) course corrections were given, the last of 2° L. Seven (7) sighting angles were supplied, from 70° through 60°. In the opinion of the lead PFF navigator, an excellent bombing run and release were secured.

b. The lead a/c of BLUE FORCE reports excellent operation of PFF equipment enroute. The target was picked up, fifty miles away, and a clear scope image retained to bombs away. Three (3) sighting angles, from 70° through 60°, and one (1) course correction of 4° left, were given.

9. C-1 automatic pilot equipment was used by RED FORCE leader, while due to erratic operation, the bombing run was flown manually by BLUE FORCE leader.

10. Bombing results are:

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

Ltr Narr Miss Rpt, 464 Bomb Gp, 12 Mar 45, contd

a. Mission photographs show a solid cover at Vienna. Bombs away photos only were obtained at the Primary Target.

b. One a/c bombed Celje M/Y but had no camera to record results. Another a/c bombed a bridge near St Lorenzen, Austria. Photos show several hits in the river approximately 3,000 feet from the bridge and a possible hit in the railroad track one mile from the town.

11. M/III flak was reported by both forces at Vienna, Austria. The concentrations, described as barrage type, were mainly in the clear space between the two (2) forces. Other, smaller concentrations were observed to the right and to the left of course, generally at altitude. Time in range is reported as from four (4) to five (5) minutes.

12. One (1) unidentified a/c was observed at (4700N - 1640E) at 1240A hours at 5,000 feet. This a/c was proceeding in the opposite direction from the formation, which was then at 23,000 feet. It was described as a single engine airplane, of brown color.

13. Fifteen (15) to twenty (20) P-51 escort fighters were first observed at 1229A hours at (4550N - 1500E), by both forces. These a/c were identified as of the 325th Fighter Group, and were last seen at 1516A hours at (4330N - 1603E).

14. Weather was reported as follows:

At the base on take-off there was few stratocumulus and cumulus at 4,000 feet with tops to 6,500 feet. There were no high or middle clouds. Visibility was 15 miles at take-off. Surface wind was west 6 mph.

Base on return there was 1/10 cumulus with bases at 4,000 and tops at 5,500. There was 2/10 cirrus at 26,000. Visibility was 20 miles. Surface wind was northeast 4 mph.

Route out at the spur, there was a rapid increase of cloudiness. North of the spur there was 6/10 stratocumulus with bases at 4,000 and tops to 8,000. This layer continued northward to a point near Fiume where it broke sharply to 2/10 and then to clear. It was clear over the mountains. Visibility was greater than 20 miles. At a point 100 miles southwest of the target area, there was a line of clouds under the flight level that lay along a north west-south west line. This was 10/10 stratocumulus with tops to 15,000 feet. There was 2/10 cirrus at 26,000 feet. Visibility was 20 miles. Snow cover north of the mountains.

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

Ltr Narr Miss Rpt, 464 Bomb Gp, 12 Mar 45, contd

At the target there was 10/10 stratocumulus with tops to 15,000 feet. Visibility air to air was 20 miles. There was 2/10 cirrus at 26,000 feet.

Route back, there was 10/10 stratocumulus with tops to 15,000 feet. This undercast started to break up about 100 miles south of the target, and gradually became clear over the Yugoslav mountains. Over the Adriatic there was 1-3/10 small cumulus with bases at 4,000 feet and tops to 5,500 feet. Visibility was 20 miles.

15. Observations were reported as follows:

a. Varazdin M/Y, (4619N - 1621E) - 500 units - 1428A hours from 21,000 feet.

b. M/Y, (4736N - 1430E) - 200 to 300 units - 1332A hours from 19,000 feet.

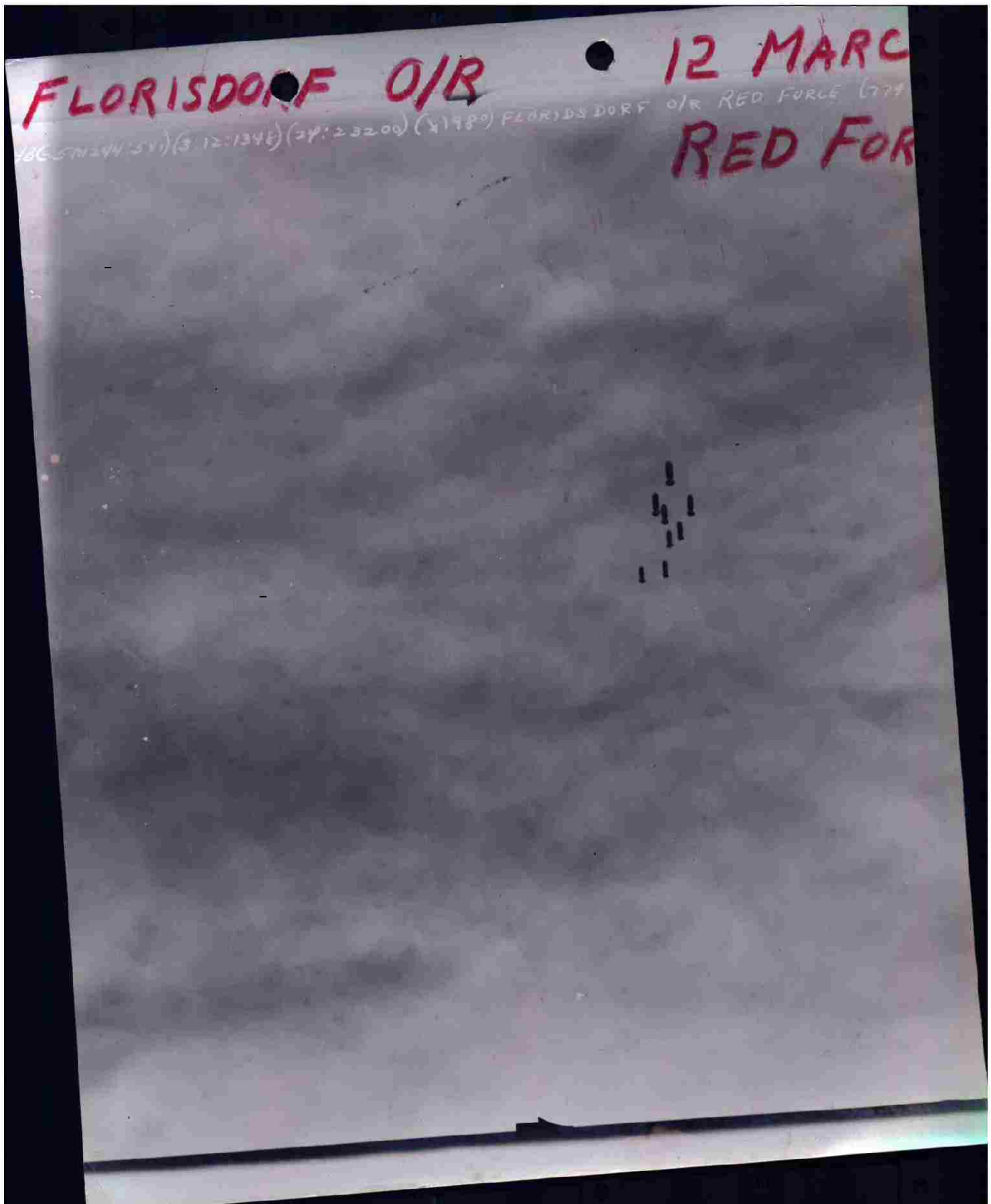
16. Thirty six (36) a/c of RED and BLUE FORCES returning from the primary target, landed at this base from 1559A to 1630A hours.

17. A total of nine (9) a/c attempted bomb strike photographs. A selected print, each from RED FORCE, BLUE FORCE, and the a/c attacking a target of opportunity at St Lorenzen, are inclosed.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

4 Incls
Incl 1 - Track chart
Incl 2 - Selected print (RED FORCE)
Incl 3 - Selected print (BLUE FORCE)
Incl 4 - Selected print T/O



FLORISDORF O/R

12 MARC

486571244 (5/1) (3:12:1348) (24:23200) (X1980) FLORISDORF O/R RED FURLE 6774

RED FOR

FLORISDORF OIR **12 MARC**

(1244:571) (3:12:1345) (24:23200) (198*) FLORISDORF OIR RED FORCE (777:973)

RED FORCE





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

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

PFE/HH/jd

319.1

13 March 1945

SUBJECT: Narrative Mission Report

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

1. On 13 March 1945, thirty two (32) scheduled B-24 type a/c, including four (4) spares, took off at 0845A hours to bomb Regensburg SE M/Y, the primary target designated in Operations Order No. 126, forming into two attack units. The first attack unit was led by Lt. Colonel William G. Moore, Commanding Officer 777th Bombardment Squadron (H), and the second by First Lieutenant Arnold E. Klimpel, Flight Leader, 778th Bombardment Squadron (H).

2. Form up, assembly, and rendezvous were made as prescribed without incident. A slow lead resulted in occasional congestion of the W ing formation along the route to the target.

3. There was one early return. A/C No. 42-51856 turned back and jettisoned its bombs at (48°20'N-12°15'W), at 1255A hours after losing No. 1 engine. Return landing was made at 1535A hours.

4. Thirty one (31) a/c were over the primary target and dropped sixty two (62) tons of bombs (8x500 GP .1 nose and .01 tail) from 25,000 feet at 1309A hours on an axis of 359°.

5. Recapitulation of bomb disposition:

31 a/c dropped on primary	62 Tons
1 a/c (early return) jettisoned	2 "
Total	<u>64 Tons</u>

6. Bombing was by PFE, each attack unit using the C-1 automatic pilot. Pathfinder operators report that target was picked up in scope fifty (50) miles away. Two course corrections were made on run and four sighting angles given. Photos show more than a nine-tenths overcast obscures the target area. A small patch of ground approximately 1,800 feet east of the center of the southeast M/Y is visible on several photos. Heavy black smoke can be seen rising through the clouds 8,000 feet northwest of this point. Indications are that a heavy concentration of

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

Ltr Narr Miss Rpt, 464th Bomb Gp. 13 March 45, cont'd

bombs fell in the close vicinity of the Winter Harbor and the triangular railroad junction -- although no terrain is visible in that area.

7. Rendezvous was made with forty (40) P-38s at 1209A hours at (44°27'N-13°29'E). Escort last observed at 1440A hours at (44°27'N-15°38'E).

8. Weather at base 2/10 dissipating altocumulus at 9,000 feet at take off, visibility 20 miles.

Enroute, generally clear to few scattered over Adriatic, north Yugoslavia and Alps. Overcast low clouds north of Alps.

At target, 9/10-10/10 stratocumulus top 22,000 feet, visibility 20 miles.

On return, little change and clear at base, visibility 15 miles in haze.

9. Observations reported:

<u>Observation</u>	<u>Time</u>	<u>Place</u>	<u>Altitude</u>
Full M/Y	1155A	Ljubljana	21,000
Full M/Y	1259A	Landshut	24,000
Full M/Y	1400A	Klagenfurt	20,000
B-24 on ground	1122A	(44°27'N-15°05'E)	17,000

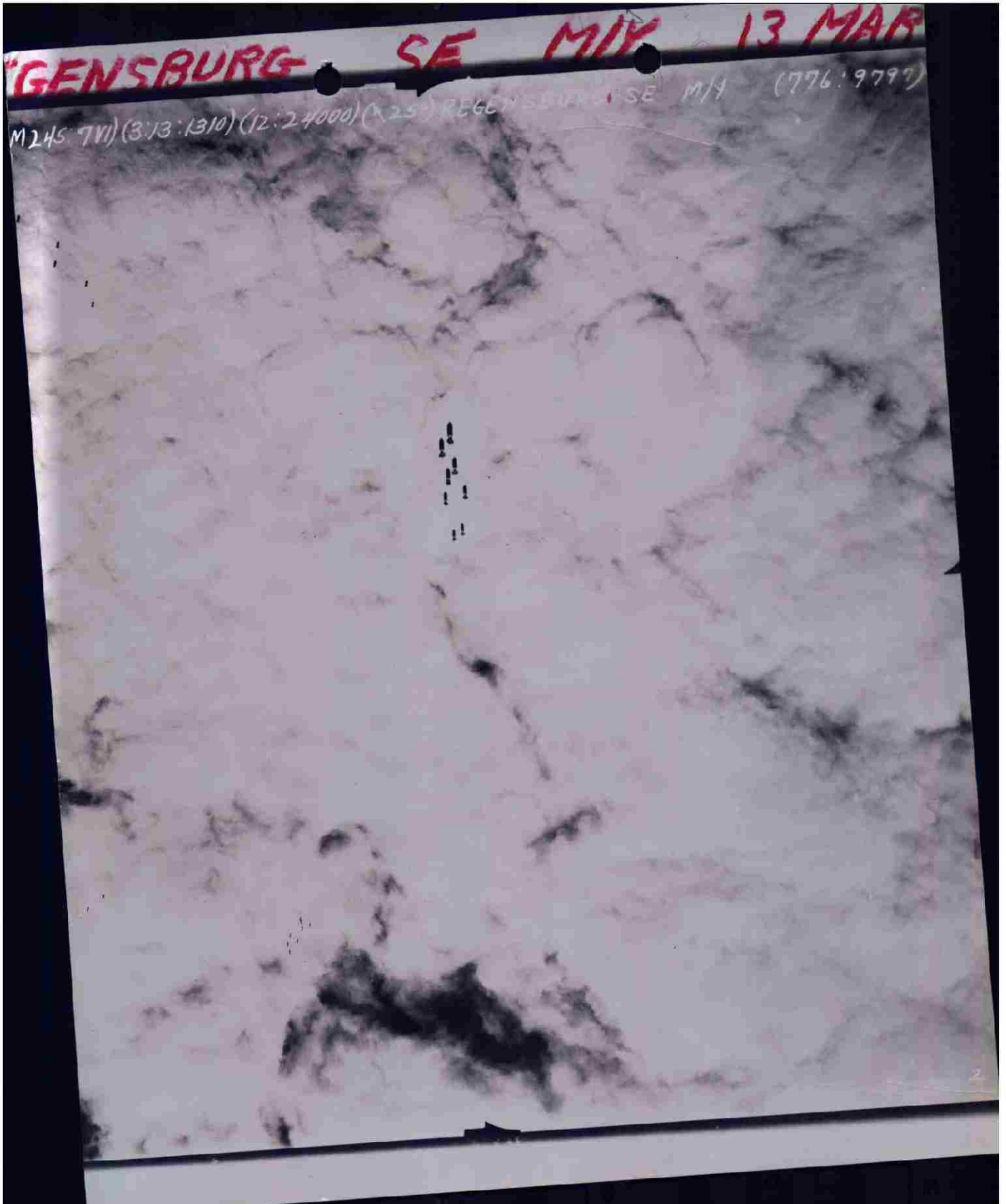
10. Route was flown as briefed. Track chart enclosed.

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

For the Commanding Officer:

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

FRANCIS F. ELDER
Major, AC
Intelligence Officer



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

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

FFE/jmm

319.1

14 March 1945

SUBJECT: Narrative Mission Report

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

1. On 14 March 1945, forty two (42) scheduled B-24 a/c took off commencing at 0820A hours, to bomb the M/Y at Nove Zamky, Hungary. The forty two (42) a/c formed two forces. Red Force consisting of twenty one (21) a/c was led by Captain Gerald W. Black, Flight Leader, 776th Bombardment Squadron (H), and twenty one (21) a/c comprising Blue Force were led by Lt Col James H. Gilson, Commanding Officer, 779th Bombardment Squadron (H).

2. Form-up was completed in excellent fashion, and the Group was on course over Andria at the prescribed time and altitude.

3. One (1) a/c No 42-94878 returning early from (4645N - 1443E) after developing engine trouble landed at Prkos Field, Zara, Yugoslavia. The a/c remains at that field but the crew has been returned to this base.

4. Nineteen (19) a/c of Red Force were over the target at 1308A hours and sixteen (16) a/c dropped thirty nine and three quarters (39.75) tons of 500 pound RDX bombs (.1 nose - .01 tail fusing) ffrom 21,500 feet.

Twenty one (21) a/c of Blue Force were over the target at 1311A hours and twenty (20) a/c dropped forty nine and one quarter (49.25) tons of bombs (type and fusing same as Red Force) from 21,000 feet.

Five (5) a/c of Red Force disposed of their bomb load as follows:

(a) A/C No 42-95613 flying in C-11 position was unable to pick up the target and returned two and one half tons to base.

(b) A/C No 44-50471 flying in C-13 position could not open the bomb bay doors and returned two and one half tons to base.

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

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

(c) A/C No 44-49409 flying in C-21 position did not drop because C-11 and C-13 did not and returned two and one half tons to base.

(d) A/C No 44-49731 reported by radio that it was over the field at Pecs, Hungary and preparing to land. Disposition of the bomb load of two and one half tons is not known.

(e) A/C No 42-94878 jettisoned two and one half tons of bombs at 1145A hours at (4645N - 1443E) because of engine trouble.

One (1) a/c of Blue Force No 42-52437 landed at Prkos Field, Zara, Yugoslavia on return from the target and disposition of the bomb load is not known.

Bomb strike photos show the majority of bombs from Red Force falling short of the Marshalling Yard and among the buildings bordering the north central edge of the yard. At least seven hits fell among rolling stock in the central portion of the railroad yard. Probable additional hits in the vicinity of the locomotive depot are obscured by low clouds. Blue Force bombs fell in two concentrations on the city of Nove Zamky. The first of these was in the center of the city -- one mile south-southeast of the center of the yard. The second, and smaller concentration, fell approximately three quarters of a mile west of the Marshalling Yard -- at the northern city limits.

5. C-1 Automatic Pilot was used by both Red and Blue Force leaders on the bomb run.

6. Flak at the target was described as SIH, being for the most part well below the formation and only a few bursts reaching their altitude and these were to the rear and to left.

7. Twenty five (25) to thirty (30) P-51 a/c were first observed by the formation at 1130A hours, at (4602N - 1444E) and last observed at 1430A hours at (4602N - 1444E).

8. Five (5) ME 109 a/c were reported at 1329A hours (4703N-1848E) at an approximate altitude of 10,000 feet. The enemy a/c were attacking what appeared to be a formation of eighteen A-20s flying in a formation of six elements of three (3) a/c. Escorting P-51 a/c dropped belly gas tanks and attacked the enemy a/c.

- 2 -

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

Ltr Narr Miss Rpt, 464th Bomb Gp. 14 March 45, cont'd

9. **Weather;**

Clear at take off and generally clear over the Adriatic except for stratus in vicinity of the Spur.

Over Yugoslav coast and continuing to IP. 8/10 to 10/10 thin altostratus, top 18,000 feet over Dinaric Alps, 15,000 feet over the plains. Variable amounts of low cloud below, 4/10 to 7/10.

At target, 4/10-10,000, visibility 5 to 10 miles in haze and smoke.

Similar conditions on return with visibility reduced to 10 miles in base area.

10. Two of our aircraft landed at Prkos Field, Zara, Yugoslavia, (See Par. 3 and par. 4) and one a/c is reported as preparing to land at Pecs, Hungary.

11. Thirty nine (39) a/c returned to this base between 1532A and 1624A hours.

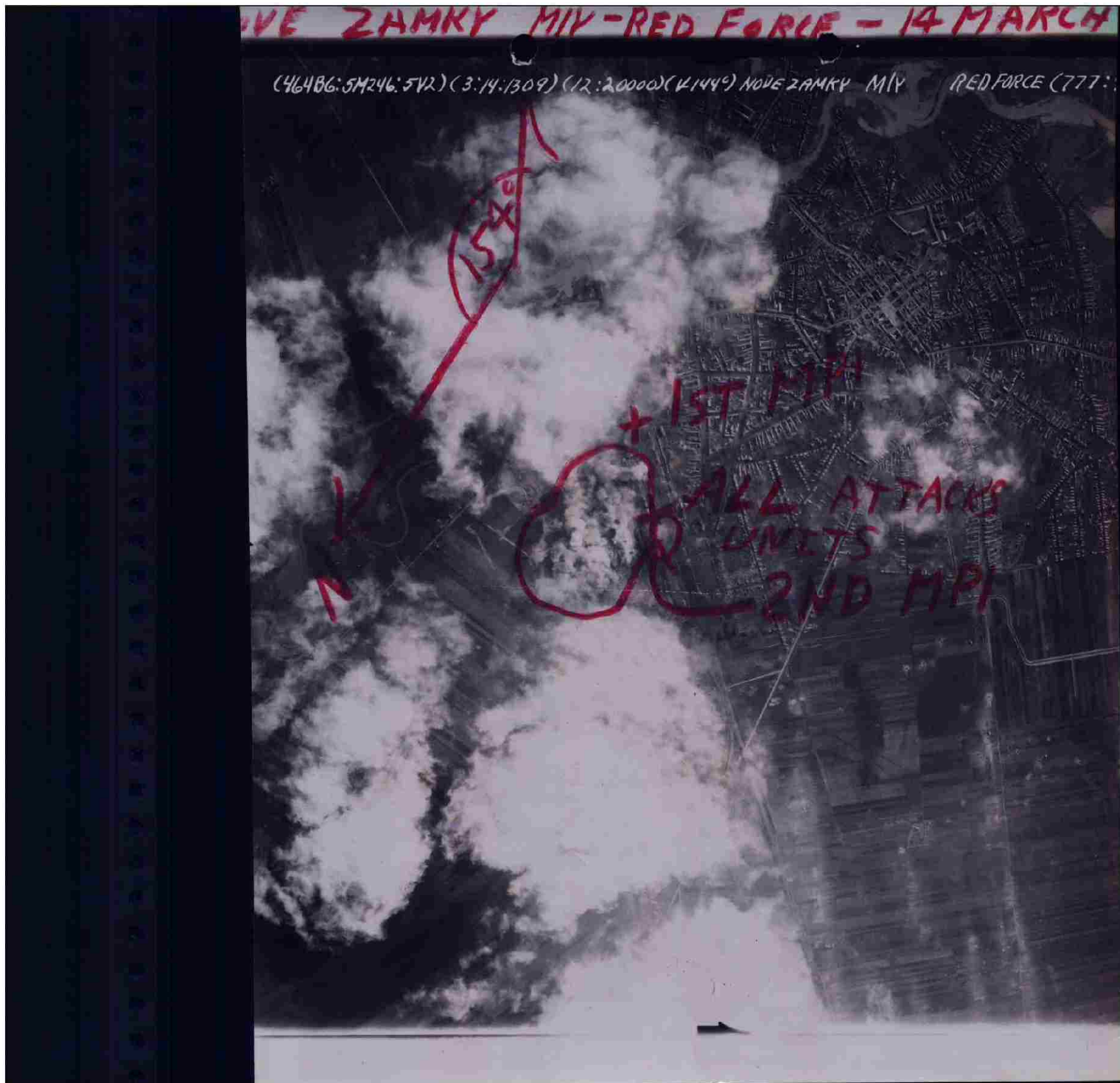
12. The route was flown as briefed, track chart enclosed.

13. Nine (9) a/c attempted photographs. Selected strike photographs enclosed.

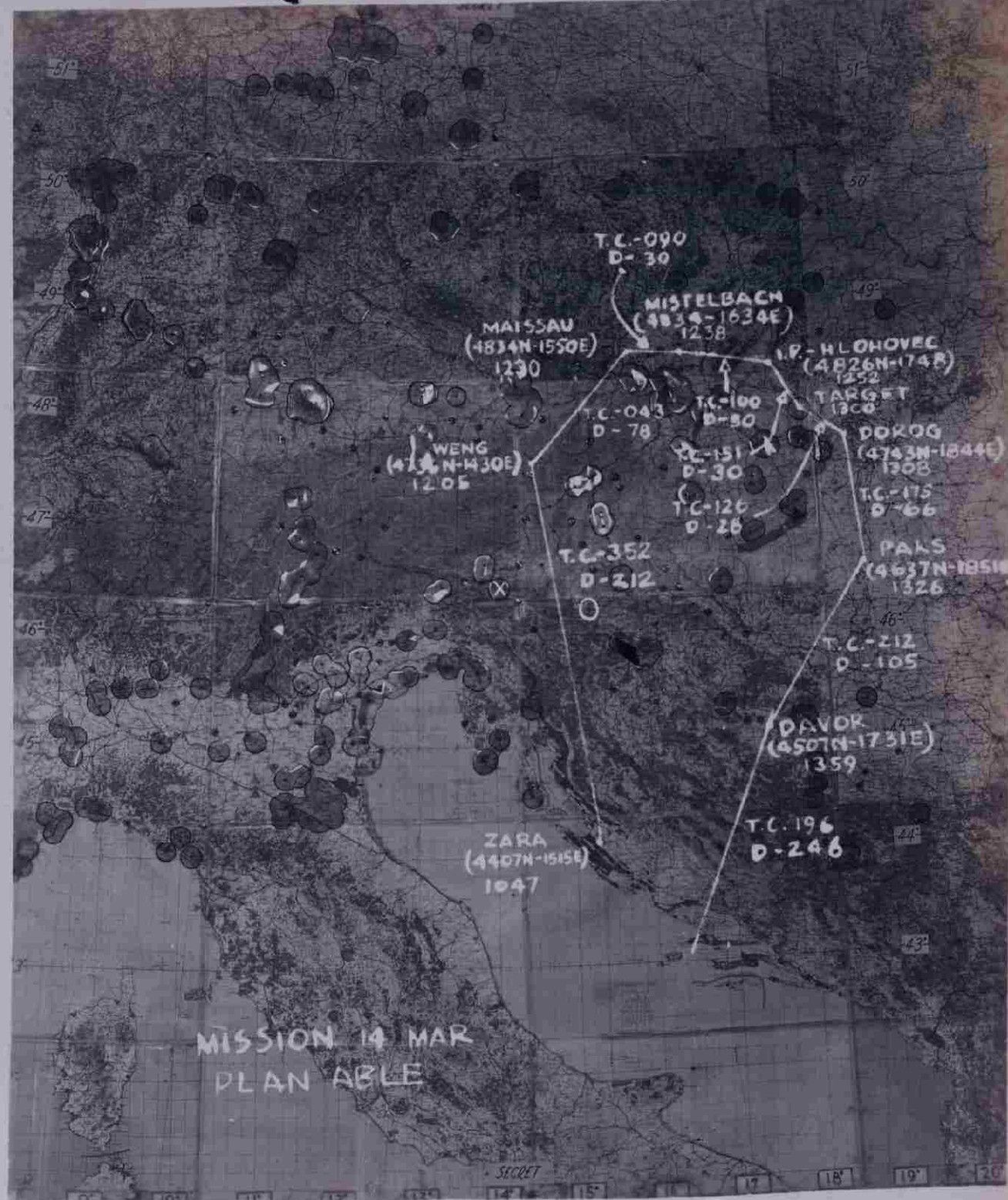
For the Commanding Officer:

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

FRANCIS F. ELDER
Major, AC
Intelligence Officer







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

FFE/LSD/ja

319.1

15 March 1945

SUBJECT: Narrative Mission Report

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

1. On 15 March 1945, forty two (42) scheduled B-24 a/c took off commencing at 0805A hours to bomb the primary target designated in Operations Order No. 130. The forty two (42) a/c formed into two forces of twenty one (21) a/c each, Red Force being led by Colonel A. J. Bird Jr., Commanding Officer, 464th Bombardment Group (H) and Blue Force by Captain Walter Steves, Operations Officer, 778th Bombardment Squadron (H).

2. Form-up assembly, and rendezvous were accomplished in excellent fashion by both forces.

3. Sixteen (16) a/c of Red Force were over Graz M/Y's Austria at 1328A hours, and fourteen a/c dropped thirty three and one quarter (33.25) tons of 500 pound RDX bombs (.1 nose - /.01 tail fusing) from 25,000 feet.

Twenty (20) a/c of Blue Force were over Graz M/Y's, Austria at 1329A hours and dropped forty nine and three quarters (49.75) tons of bombs (type and fusing same as Red Force) from 23,500 feet.

4. Five (5) a/c of Red Force disposed of their bomb load as follows:

(a) A/C No. 42-51563 jettisoned two and one half tons at (47°30'N-16°40'E) at 1310A hours in order to maintain formation after number three engine lost oil pressure.

(b) A/C No. 44-49146 jettisoned two and one half tons at (47°30'N-16°40'E) at 1310A hours because of number two supercharger trouble and excessive fuel consumption.

(c) A/C No. 42-78433, an early return, jettisoned two and one half tons at (47°49'N-14°55'E) at 1215A hours because of number two engine trouble.

(d) A/C No. 44-40928 jettisoned one half tons at (47°28'N-14°44'E) at 1145A hours because of supercharger trouble.

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

Ltr Narr Miss Rpt, 464th Bomb Gp. 15 March 45, cont'd

(e). A/C No. 44-50471 returned one and one quarter tons to base due to malfunctioning bomb bay doors over the target.

Four (4) a/c of Red Force were prior returns, having lost the group formation and joined the 460th Bombardment Group (H), dropping ten (10) tons on Moosbierbaum O/R, Austria at 1231A hours from 24,500 feet.

5. Two (2) a/c of Blue Force disposed of their bomb load as follows:

(a). A/C No. 44-41337 jettisoned one quarter tons at (43°10'N-15°50'E) at 1440A hours as one bomb could not be released over the target because of flak damage to the bomb release handle.

(b). A/C No. 44-49415, an early return, jettisoned two and one half tons at (47°15'N-15°30'E) at 1318A hours because of number three engine trouble.

6. Recapitulation of bomb tonnage:

(a). 14 a/c of Red Force dropped on Graz	33.25 Tons
4 a/c of Red Force jettisoned	8.00 "
1 a/c of Red Force returned	1.25 "
4 a/c of Red Force (prior returns) dropped on Moosbierbaum O/R	10.00 "
Total	52.50 Tons
(b). 20 a/c of Blue Force dropped on Graz	49.75 Tons
2 a/c of Blue Force jettisoned	2.75 "
Total	52.50 Tons

7. Bombing was performed visually by both Red and Blue Forces. The C-1 Automatic Pilot was used successfully on the bombing run by the leader of Red Force. However, the C-1 used by the leader of Blue Force tumbled partially on the bombing run one minute before bombs away, requiring manual operation for the balance of the run.

8. Red Force photos show at least twelve hits among rolling stock in the freight yard which lies north of Graz main station. Several hits were in the warehouse area. Three hits were on the choke point adjacent to the south end of the railroad station. A heavy concentration fell among buildings adjacent to the east edge of the freight yard. Blue Force photos show more than ten hits on trackage at the choke point which separates the north and south marshalling yards. Several additional hits were on the shoe factory and on the bridge construction works. A majority of the bombs of Blue Force are obscured by smoke which

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

Ltr Narr Miss Rpt, contd

covers the southern half of the north marshalling yard. Some of the impacts are visible in the marshalling yard and adjacent to the engineering works.

9. Fighter escort was provided by sixteen (16) P-38 a/c which made rendezvous with the formation at 1057A hours at (4512N - 1453E) and were last observed at 1430A hours at (43 55N - 1533E).

10. Weather at base consisted of 4/10 altocumulus, tops at 17,000 feet, bases at 15,000 feet, and visibility of fifteen (15) miles.

Over the Spur, conditions consisted of 3/10 stratocumulus with tops at 8,000 feet, bases at 6,000 feet and 5/10 altocumulus with tops at 17,000 feet, bases at 15,000 feet, visibility twenty (20) miles. Over the Adriatic, altocumulus increased to 7/10-10/10 with bases at 14,000 feet and tops at 17,000 feet.

From primary target to Graz, 10/10 altocumulus at 10,000 feet were encountered. Over Graz, 4/10 altocumulus with tops at 18,000 feet, 2/10 cirrus at 20,000 feet and visibility of twenty (20) miles.

On the route back, 8/10 altocumulus at 17,000 feet along most of the route. Patches of 2/10 cirrus at 20,000 feet over the Yugo coast, visibility twenty (20) miles.

11. Two (2) a/c returned early as follows:

(a). A/C No 42-78433 of Red Force turned back at 1205A hours at (4820N - 1448E) because of excessive cylinder temperature in number two engine, landing at 1441A hours.

(b). A/C No 44-49415 of Blue Force turned back at 1158A hours at (4725N - 1445E) because of low oil pressure and a runaway supercharger in number three engine, landing at 1413A hours.

12. Route was flown as briefed to Roseldorf (4839N - 1455E), IP for the Primary Target. At this point it was decided to bomb an alternate target because of adverse weather conditions at the primary target, consisting of almost a solid undercast of stratocumulus clouds. The group then proceeded to Val Levary (4830N - 1700E) to Nagy Magyar (4808N - 1725E) to (4727N - 1709E) to (4727N - 1523E) to the selected target, Graz, then rallied right to Wolfsberg (4650N - 1450E) to (4357N - 1524E) and from there proceeded to base. Track chart of route flown enclosed.

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

Ltr Narr Miss Rpt, contd

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

14. Flak at Graz was M to IAH and was encountered for three minutes. Crew members report that this flak was of the tracking type. S to MAH flak of minimum duration was also encountered in the Bruck - Leoben area, the group just touching the outer perimeter of this area's flak defenses.

15. No enemy aircraft were either observed or encountered.

16. Observations reported:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1208A	Gr Pertholtz (4838N-1450E)	25,000	M/Y full - at least 500 units
1218A	Gmund (4846N-1459E)	24,000	500 units in M/Y

Crew members reported effective smoke screens at Moosbierbaum and Vienna.

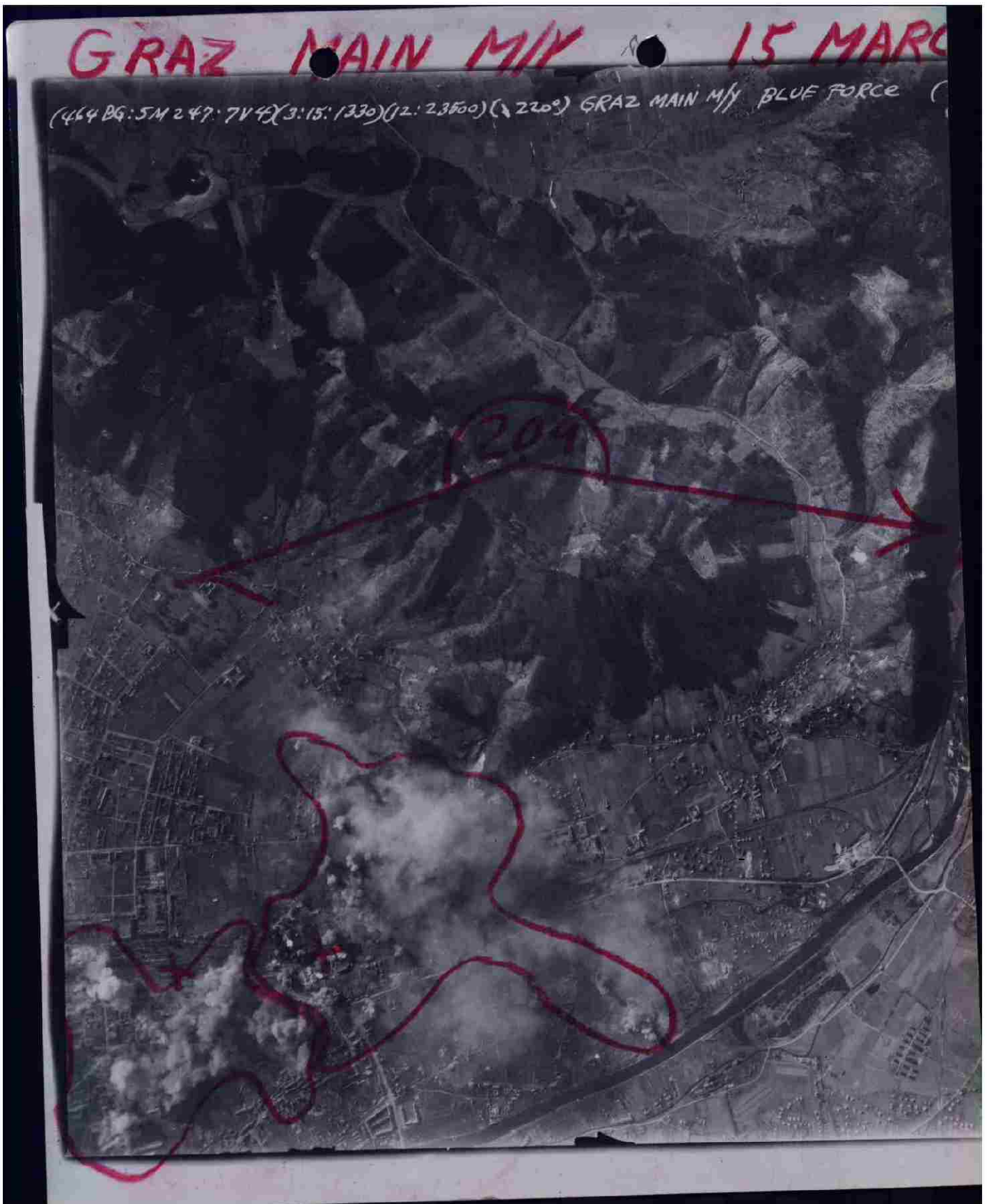
17. Nine (9) a/c suffered minor flak damage.

18. Six (6) a/c landed at friendly fields, two of which have already returned to base.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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





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

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

FFE/ATA/jd

319.1

16 March 1945

SUBJECT: Narrative Mission Report

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

1. On 16 March 1945, twenty (20) of twenty one (21) scheduled B-24 a/c, comprising the Red Force, took off beginning at 0745A hours to bomb Korneuburg O/R, Vienna, Austria.

(a). One a/c No 42-51856 had a defective magneto which was not repaired in time to permit the a/c to take off.

(b). Red Force was led by Lt. Colonel James H. Gilson, Commanding Officer of the 779th Bombardment Squadron (H).

2. Form-up and assembly were accomplished without incident. However, due to adverse weather conditions, much difficulty was encountered in effecting the Wing line rendezvous. Over Andria 464th Bombardment Group (H) was in its proper position behind the 460th Bombardment Group (H) and the 485th Bombardment Group (H). However, as the Spur was reached overcast conditions were encountered through which the 464th Group Leader climbed on course. Having climbed above the overcast the 464th Group Leader found himself leading the Wing formation a position which was maintained to the target and return.

3. One (1) a/c returned early:

A/C No 42-51653 turned back at (4130N - 1630E) when its No 1 magneto went out and No 1 prop governor began throwing oil. A/C landed at 1002A hours. This a/c returned its entire bomb load of two (2) tons to this base.

4. Nineteen (19) a/c were over Korneuburg O/R, Vienna, Austria at 1144A hours and dropped thirty eight (38) tons of 500 pound RDX bombs (.1 nose and mixed .01 and .025 tail fusing) from 23,500 feet on 169° heading.

Recapitulation of Bomb Tonnage:

Nineteen (19) effective sorties dropped on target	38 tons
One (1) early return brought back to base	2 "
Total	<u>40 "</u>

- 1 -

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

Ltr Narr Miss Rpt, contd

5. Bombing was done by offset method due to extremely hazy conditions at the target. Group leader used C-1 automatic pilot on the bomb run.

6. Red Force photos show numerous hits in the area inside the railroad fork, 1,000 feet west of Korneuburg refinery. There were direct hits on tracks of each fork. A fairly large explosion occurred---probably among rolling stock---on the tracks 1,200 feet west of the center of the refinery. A majority of the impacts are obscured under the clouds which border the west end southwest edges of the refinery.

7. Flak at the target was M to IAH and of the tracking type. Formation was in flak for a period of two (2) to three (3) minutes. SH flak was observed at (4628N - 1640E) at 1242A hours.

8. Rendezvous was made with twenty (20) or thirty (30) P-38 a/c at 1049A hours at (4642N - 1445E); escort was last seen at 1300A hours at (4530N - 1622E).

9. Due to adverse weather conditions deviations to right of course were made over Adriatic until Zara was reached. From Zara to the target and return the course was flown as briefed. Track chart showing route flown is attached.

10. Seventeen (17) a/c landed at this base between 1450A hours and 1605A hours.

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

A/C No. 44-49409 was last observed at (4604N - 1630E) at 1253A hours dropping behind formation with No 4 engine feathered. Pilot called over the radio that he was going to Zara.

A/C No. 42-78613 was last seen at (4626N - 1643E) at 1243A hours with No. 2 engine feathered. Pilot called over the radio that he was going to Zara.

12. Five (5) a/c suffered minor flak damage.

13. The Blue Force, consisting of twenty one (21) scheduled a/c took off beginning at 0805A hours to bomb the same Primary Target as assigned to Red Force. The Blue Force was led by Lt Colonel William G. Moore, Commanding Officer of the 777th Bombardment Squadron (H).

14. The Group form-up and assembly were made without

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Ltr Narr Miss Rpt, contd

incident. However, the Wing line rendezvous was hampered by adverse weather which was encountered south of the Spur. As the Group leader climbed through the overcast conditions over the Adriatic he became separated from the other groups of the Wing, and found it necessary to circle about in the vicinity of (4300N - 1630E) before proper Wing position could be assumed.

15. Two a/c were early returns.

A/C No. 42-51736 turned back at (4403N - 1512E) at 1042A hours due to an oxygen leak at the No. seven (7) stations. A/C landed at this base at 1215A hours returning all two (2) tons of its bombs.

A/C No. 42-95355 turned back at 1108A hours at (4530N - 1513E) due to the loss of its No. three (3) engine. A/C jettisoned its bombs at (4320N - 1530E) at 1145A hours to lighten its load. A/C landed this base at 1310A hours.

16. Nineteen (19) a/c were over Amstetten M/Y, Austria, at 1229A hours and dropped thirty eight (38) tons of 500 pound RDX bombs (.1 nose and mixed .01 and .025 tail fusing) from 22,700 feet on a heading of 193°.

Recapitulation of Bomb Tonnage

Nineteen (19) effective sorties dropped on target	38 tons
One (1) early return brought back to base	2 "
One (1) early return jettisoned	2 "
Total	<u>42 "</u>

17. Blue Force photos show a heavy concentration of hits on the east choke point of the east marshalling yard at Amstetten. These strikes are visible between two sections of trackage bombed by earlier groups.

18. Rendezvous was made with twenty (20) to thirty (30) P-38 type a/c at 1136A hours at (4710N - 1440E). Escort was last seen at 1230A hours at Amstetten, (4807N - 1453E).

19. Weather at base 6/10-8/10 altocumulus, base 11,000 at take-off continuing to coast and over Adriatic, with tops 13,000. Cloud deck broke over Dalmatian coast to clear. Visibility was 15 miles.

Clear over Dinarics except for east slopes where there was 3/10 to 4/10 thin altostratus, top 16,000 feet.

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

Ltr Narr Miss Rpt, contd

Clear from Dinarics to target (Vienna) except for occasional small patches of low and middle clouds.

At target (Vienna) 2/10 to 3/10 stratus, top 8,000 ft. Visibility 15 miles. Cirrus to north at 25,000 feet.

On return, similar conditions except there was an 8/10 - 10/10 altocumulus deck over the Dinarics top 14,000 feet. Large patches of stratus over the Adriatic, top 7,000 feet. Visibility 10 miles.

At base 6/10 to 8/10 cumulus and stratocumulus, base 4,000 feet. Visibility 10/12 miles.

At target, Amstetten, clear; visibility 20 miles.

20. Bombing was done by visual method; Group leader used C-1 automatic pilot on the bomb run.

21. Route as flown was to right of briefed course enroute over the Adriatic due to adverse weather conditions, on course as briefed from Zara to (4800N - 1510E).

At (4800N - 1510E) formation left the prescribed route and flew to (4815N - 1500E) to (4815N - 1450E) then to IP, (4835N - 1458E), and thence back on a reciprocal course. Track chart of route as flown is attached.

22. Nineteen (19) a/c landed at this base between 1507A hours and 1615A hours.

23. Six (6) a/c attempted photos. Selected prints are attached.

24. Observations -

Time	Place	Alt.	Observation
1151	(4825N - 1657E)	23,000	25 SEF parked near fighter strip
1225	(4715N - 1709E)	19,000	300-400 cars in M/Y.
1145	(4712N - 1455E)	22,000	300-400 cars in M/Y.

Smoke pots observed in operation at Linz and Moosbierbaum.

For the Commanding Officer:

4 INCLS;
Incl 1, 2, Track charts
Incl 3, 4 Selected photos

FRANCIS F. ELDER
Major, AC
Intelligence Officer







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

HH/FFE/hob

319.1

19 March 1945

SUBJECT: Narrative Mission Report

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

1. On 19 March 1945, forty-two (42) scheduled B-24 type aircraft, including spares, took off to bomb the Muhlderf M/Y, the primary target designated by Operations Order No. 140, forming into two forces of twenty-one (21) aircraft each. Red Force, led by Captain William T. Black, Jr., Flight Leader 776th Bombardment Squadron (H), took off at 0840A hours, and Blue Force, led by Captain Howard D. Brown, Flight Leader 778th Bombardment Squadron (H), took off at 0857A hours.

2. Form up, assembly, and rendezvous were made as prescribed without incident.

3. There was one prior return made after an effective sortie by A/C No. 44-50479 of Red Force. This a/c made a second take off at 1000A hours after a return landing at 0930A hours because of an oil overflow. Unable to overtake the Group formation, Klagenfurt M/Y was attacked visually as a target of opportunity. Two and one half (2.5) tons of bombs (5 x 1,000 # GP, .1 and .01) were dropped on this target of opportunity at 1227A hours from 18,000 feet on an axis of 227°. Crew reported visual observations of hits in east end of M/Y. This a/c made return landing at 1425A hours.

4. (A) Twenty (20) a/c of Red Force were over the primary target and dropped fifty (50) tons of bombs (5 x 1,000 # GP, .1 nose and .01 tail) from 18,000 feet at 1254A hours on an axis of 349°.

(B) Twenty-one (21) a/c of Blue Force were over the primary target and dropped fifty-two and one-half (52.5) tons of bombs (5 x 1,000 # GP .1 nose and .01 tail) from 16,500 feet at 1255A hours on an axis of 350°.

- 1 -

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

Ltr Narr Miss Rpt, contd

(c) Bombing was visual, each Force Leader using C-1 automatic pilot.

5. Recapitulation of bomb disposition:

20 a/c of RED FORCE dropped on P/T	50 tons
1 a/c of RED FORCE dropped on T/O	2.5 tons
21 a/c of BLUE FORCE dropped on P/T	<u>52.5</u> tons
Total	105.0 tons

6. Bomb strike photos from both forces show the entire east half of the marshalling yard obscured by smoke from earlier bombing. A heavy concentration of hits fell on the freight sidings and on the tracks northwest of the railroad station.

7. Rendezvous was made with 15/20 P-38's and 15/20 P-51's at 1213A hours at (4657N - 1353E). Escort was last observed at 1336A hours at (4700N - 1415E). P-38 cover was limited to the target area.

8. The weather at take-off was 2/10 Sc with bases at 3500 ft. and tops to 4500, 2/10 AC with bases at 8000 and tops to 9,000 ft. Visibility was 10 miles. Surface wind west 8 miles per hour.

On return there was 4/10 Cu with bases at 4,000 and tops to 8,000 feet. Visibility over 25 miles. Surface wind NNW 9 mph.

Base conditions continued to the Adriatic coast where it became clear, and remained clear to the Yugo Coast. At the Yugo coast there was Sc and St, 4/10, with tops to 9,000 feet. This continued over the mountains. Variable to 6/10 in some places. At Zell Am Zee there was a patch of 2/10 Cs with base at 23,000 ft. Visibility over the route out was 15 miles reduced by light haze.

Target - there was 4/10 Sc with tops to 8,000 feet. Visibility was 20 miles.

Route back - There was an increase of Sc being generally 6/10 with tops to 9,000 feet. This continued to the Sava River where it started to decrease and continued to gradually decreased to the Yugo coast, where it became clear. At (4806N - 1353E) there was a patch of 10/10 Cs at 18,800 feet. It was clear over the Adriatic. At the Italian coast there was about 6/10 Cu Sc with bases at 4,000 feet. This gradually decreased towards the base. Visibility over the return route was generally 20 miles.

9. Forty (40) a/c made return landings, commencing at 1535A hours.

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

Ltr Narr Miss Rpt, contd

10. Observations reported:

Observation	Place	Time	Altitude	
Full M/Y	St Vert	4647N-1421E	1204A	16,000
M/Y 500-600 units		4811N-1402E	1318A	15,000
Same		4647N-1421E	1202A	17,000
Same		Wels East M/Y	1316A	16,000
B-17 on ground Island		4418N-1503E	1122A	15,000
Smoke generators in operation		4810N-1242E	1250A	16,000

11. The new Zara range frequency of 445 kc was satisfactorily picked up at 4620N-1450E.

12. Though course was flown under visual conditions within range of the following flak positions previously reported by air crews, no fire was encountered or observed:

Trieben	4729N-1429E
Wolfsberg	4650N-1450E
Radece	4604N-1510E
Altenmarkt	4800N-1232E

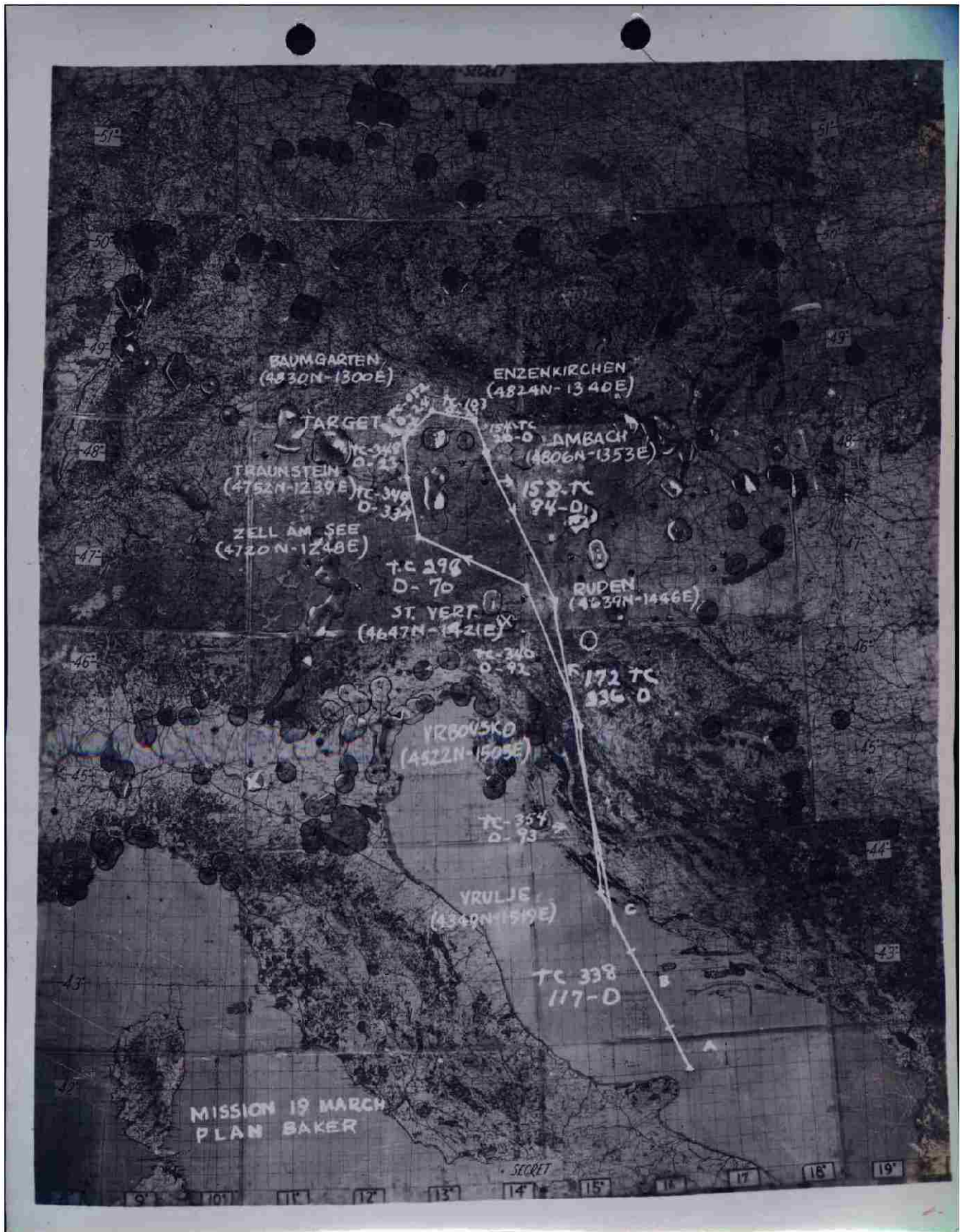
13. Route was flown as briefed. Track chart inclosed.

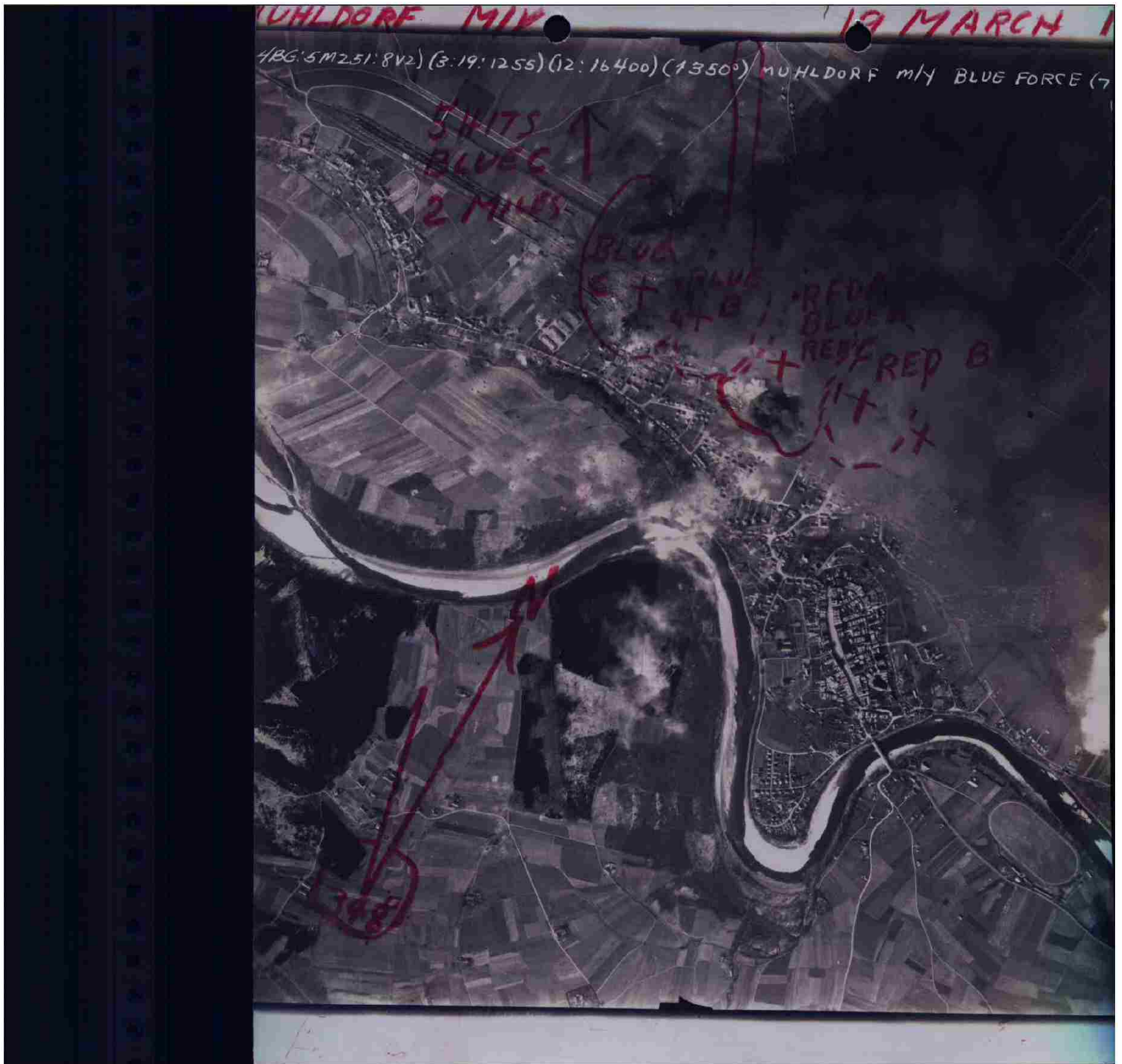
14. Eight (8) a/c attempted photos. Selected print attached.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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





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

FFE/hob

319.1

20 March 1945

SUBJECT: Narrative Mission Report

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

1. On 20 March 1945, forty two (42) B-24 a/c took off, starting at 0920A hours, to bomb the primary target specified in Operations Order No. 142, 19 March 1945. The forty two (42) a/c formed two (2) forces of twenty one (21) a/c each. Red Force Leader was Colonel A. J. BIRD, JR., Commanding Officer with Lt. Col. JAMES H. GILSON, Commanding Officer, 779th Bombardment Squadron (H) as first pilot. Blue Force Leader was Captain ROBERT W. WOOD, Assistant Operations Officer, 779th Bombardment Squadron (H). Amstetten M/Y, Austria was attacked.

2. Group form-up for both forces was as proscribed and Red Force was on course over Andria at 1010A hours, Blue Force at 1020A hours.

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

(a) A/C No 44-40928 (Red Force) a late take off due to mechanical difficulties with first a/c assigned, turned back at 1208A hours (44°40'N-15°30'E) after failing to overtake the formation. Bomb load of two and one-half (2½) tons was returned to base.

(b) A/C No 44-49389 (Blue Force) turned back at (43°58'N-15°34'E) after blowing cylinder head on number three (3) engine. Bomb load of two and one-half (2½) tons was jettisoned at 1140A hours (43°30'N-15°40'E) in the Adriatic.

4. Three (3) a/c over the target with the formation failed to release as follows.

(a) A/C No. 44-49857 (Red Force) returned two and one-half (2½) tons to base as the bombardier failed to identify the target.

(b) A/C No. 42-51178 (Blue Force) jettisoned two and one-

- 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

half (2½) tons at 1500A hours in the Adriatic southwest of Vis. Flak damage incurred over primary target prevented opening bomb bay doors in time to release on target.

(c) A/C No 42-78692 (Blue Force) jettisoned one (1) ton at 1500A hours (42°55'N-15°40'E) in the Adriatic. Rack malfunction prevented release on target.

5. Nineteen (19) a/c of Red Force dropt forty seven and one half (47.5) tons of one thousand (1,000) pound G.P. bombs (.1 nose - .01 tail fusing at 1259A hours from 18,200 Feet. Axis of attack 61°.

Nineteen (19) a/c of Blue Force dropt forty six and one half (46.5) tons of bombs (type and fusing same as Red Force) at 1321A hours from 19,200 feet. Axis of attack 191°.

Bombing was by attack units, using visual methods and both force leaders used the C-1 automatic pilot on the bomb run.

Red Force bombs were all short of the east yard. Pattern started one (1) mile south, at the river, and continued northeast through open country towards the east choke point.

Blue Force had a heavy concentration on the east end of Amstetten east marshalling yard. Several additional hits on the yard extend toward the center. Other hits scattered south of the yard.

Recapitulation of Bomb Tonnage

Dropt on target	94 tons
Jettisoned	6 "
Returned to base	5 "
Total	105 tons

6. Red Force encountered no flak defenses. Blue Force approaching the primary target entered the defense area before it became apparent they would be unable to continue to the target, IAH flak was encountered for approximately three (3) minutes.

Additional flak was observed by the lead a/c of Blue Force and plotted at (46°26'N-16°43'E) by the navigator, this is the location of a crew report on sectional maps. The flak was described as being three (3) rounds of seven bursts each.

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

Ltr Narr Miss Rpt, contd

7. Five (5) ME 109 a/c were observed by one crew of Red Force at 1417A hours (44°10'N-15°30'E), e/c altitude 1,000 feet, our altitude 11,000 feet. E/A passed under the formation on a heading of approximately 333°. A/C black with white crosses on wing tips.

8. Weather was clear at take off and generally clear over route to Dinarics, visibility 20 miles.

Over Dinarics 5/10 altostratus, top 15,000 feet. Further north at (46°46'N-) patchy cirrus at 22,000 feet which increased and lowered steadily to the north.

Over NE Alps, 6/10-7/10 cirrus, base 17-18,000 feet.

At target (Amstetten) 8/10 cirrus based at 19-20,000 feet. Visibility 15 miles in haze. Multilayer cirrus to north and east, top 28,000 feet.

Little change on return; clear at base, visibility 15 miles.

9. Forty (40) a/c returned to this base between 1525A and 1555A hours.

10. Red Force flew the course as briefed to the IP. Almost immediately after starting on the bomb run it became apparent the primary target could not be reached and a right turn was made and direct heading for Amstetten taken up. Rally off the target was to the right and a course set to intersect the route out at (46°58'N-15°03'E), this point being reached a reciprocal of the route out was flown to T.P. Zirje, then direct to base.

Blue Force flew as briefed until the primary target was practically reached before making a right turn. There was not sufficient time for a satisfactory bomb run and as the target was open a 270° turn was executed to the left and the target attacked on axis of 191°. Rally was to the left and briefed course again taken up at Murrzschlag and flown to base. Track charts showing routes as briefed and flown enclosed.

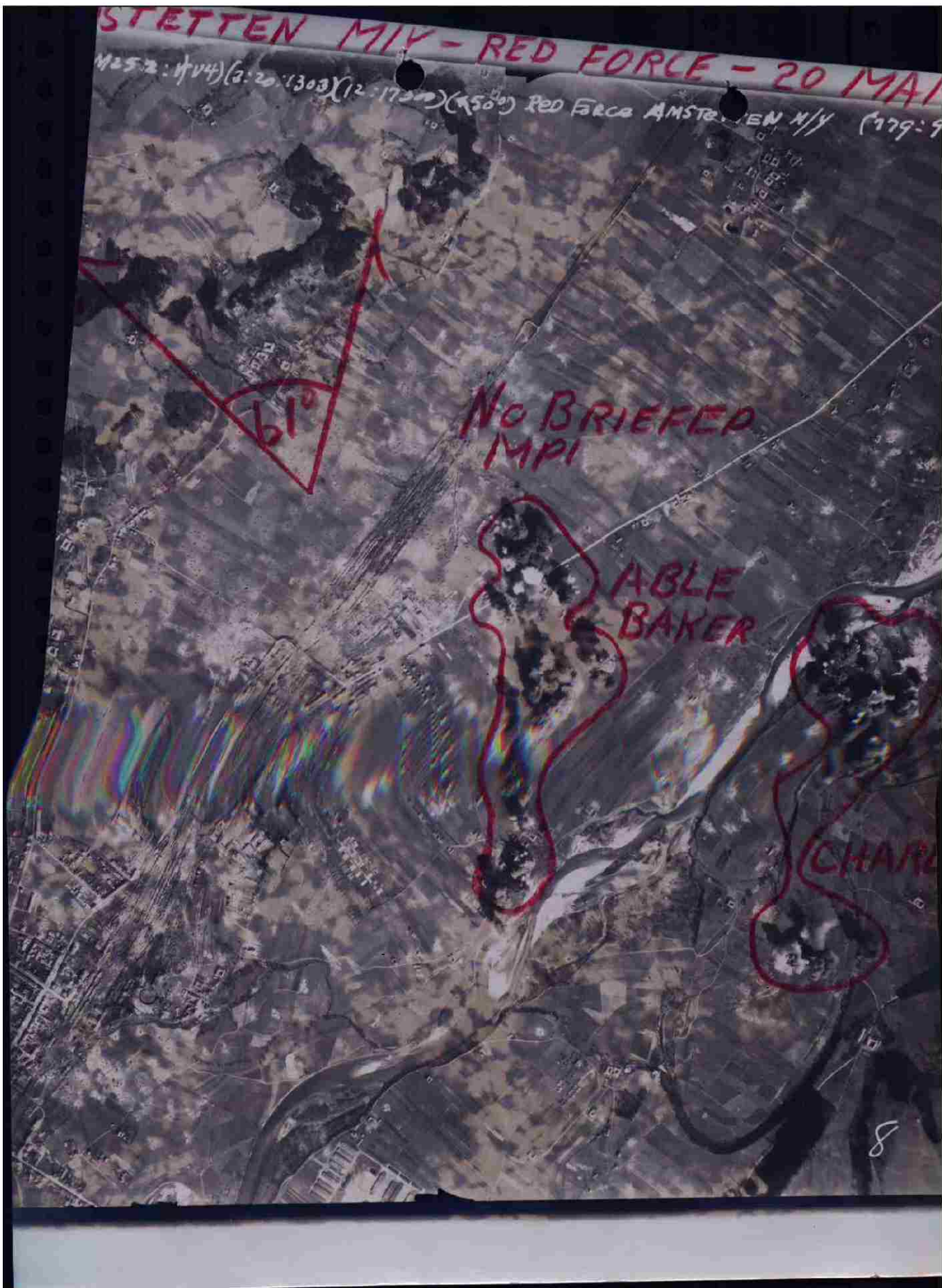
11. Eleven (11) a/c attempted photographs. Selected strike photographs attached.

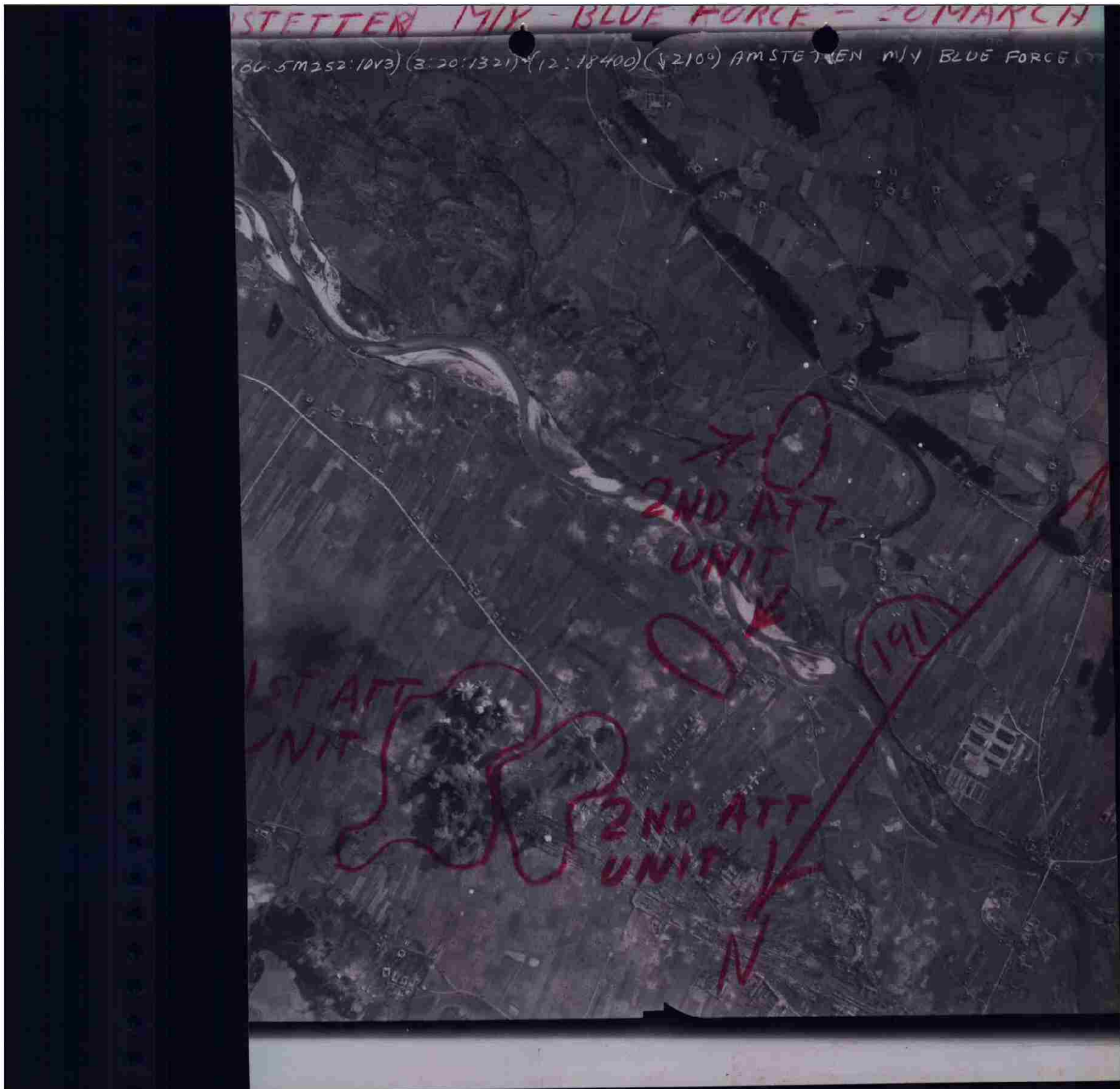
For the Commanding Officer:

3 Incls:

- Incl 1 - Track Chart (Red Force)
- Incl 2 - Track Chart (Blue Force)
- Incl 3 - Selected prints

FRANCIS F. ELDER
Major, AC
Intelligence Officer





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

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

LSD/FFE/hob

319.1

21 March 1945

SUBJECT: Narrative Mission Report

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

1. On 21 March 1945, thirty two (32) B-24 a/c took off, starting at 0705A hours, to bomb the Neuberg A/D, Germany. The thirty two (32) a/c formed into one attack unit led by Captain Charles H. Foote, Operations Officer, 779th Bombardment Squadron (H).

2. Group form-up assembly, and rendezvous were accomplished in an excellent manner.

3. One a/c (1) returned early.

A/C No 44-41337 turned back at 1113A hours at (47°40'N-12°22'E) after number one (1) engine lost oil pressure and had to be feathered.

4. Twenty nine (29) a/c dropped 62.28 tons of one hundred (100) pound fragmentation bombs on the Neuberg A/D at 1147A hours from 21,000 feet on an axis of attack of 288° employing visual means.

The largest concentration of bomb strikes start at the east end of the east-west runway and runs parallel to the runway as far as 4,000 feet past the west end. Approximately one half of the runway is covered with bomb strikes. A smaller concentration starts at south east end of the largest lake and runs in a straight line approximately 8,000 feet in a westerly direction. Of approximately forty (40) a/c present five (5) a/c were damaged and five (5) a/c were destroyed.

A/C No 44-41337, early return, jettisoned 2.16 tons at 1113A hours at (47°40'N-12°22'E) after losing number one (1) engine.

A/C No 44-48768 jettisoned 2.16 tons at 1329A hours at (45°05'N-14°50'E) due to a toggle switch malfunction which prevented the release of the bombs over the target.

- 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

A/C No 42-78692, missing a/c, was seen to jettison 2.16 tons at 1118A hours at (47°50'N-12°22'E) after number one (1) and number two (2) engines became inoperative.

A/C No 44-49394 jettisoned .36 tons at 1205A hours at (49°50'N-11°45'E) due to a rack malfunction over the target.

Recapitulation of Bomb Tonnage

Twenty nine (29) a/c dropped on target	62.28 tons
Four (4) a/c jettisoned	6.84 "
Total	69.12 tons

5. No flak was encountered by the formation either over the target or enroute to and from the target.

6. No enemy a/c were encountered, but one black ME109 was observed at 1208A hours at (48°43'N-11°48'E) flying on a course below and reciprocal to the formation at an altitude of 18,000 feet.

7. Course was flown substantially as briefed. Track chart inclosed.

8. Seven (7) a/c attempted photographs. Selected strike photographs attached.

9. Weather was clear at take off and continued to the Central Adriatic. Visibility was fifteen (15) miles.

From the Ancona region northward, 8/10 to 10/10 stratocumulus, tops at 8,000 feet, continuing to the coast of northern Italy. 4/10 altostratus, with bases at 15,000 feet, tops at 16,000 feet was also encountered north of Ancona.

2/10 patchy low clouds were encountered over northern Italy and the Alps. North of the Alps, 8/10 to 10/10 stratocumulus with tops at 10,000 feet. At the IP the layer broke to 3/10 to 5/10.

Over the target, 5/10 to 6/10 stratocumulus with tops at 10,000 feet and 6/10 cirrus at 25,000 feet, visibility 15 miles.

On return, similiar weather conditions were encountered with 10/10 stratocumulus and cumulus over the Dinarics, tops at 13,000 feet and clear over the southern Adriatic and the base. Visibility lowered to ten (10) miles on return.

10. Observations

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1300A	Ljubljana (46°03'N-14°30'E)	16,500	M/Y full of rolling stock

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

Ltr Narr Miss Rpt, contd

1025A	Aviana A/D (46°02'N-12°36'E)	19,200	5 SEF and 8 TE a/c seen on tarmac
1155A	Gersensfeld A/D (48°43'N-11°30'E)	20,000	20 to 25 a/c seen on tarmac
1135A	Erding A/D (48°19'N-11°56'E)	20,800	25 SEF seen on tarmac

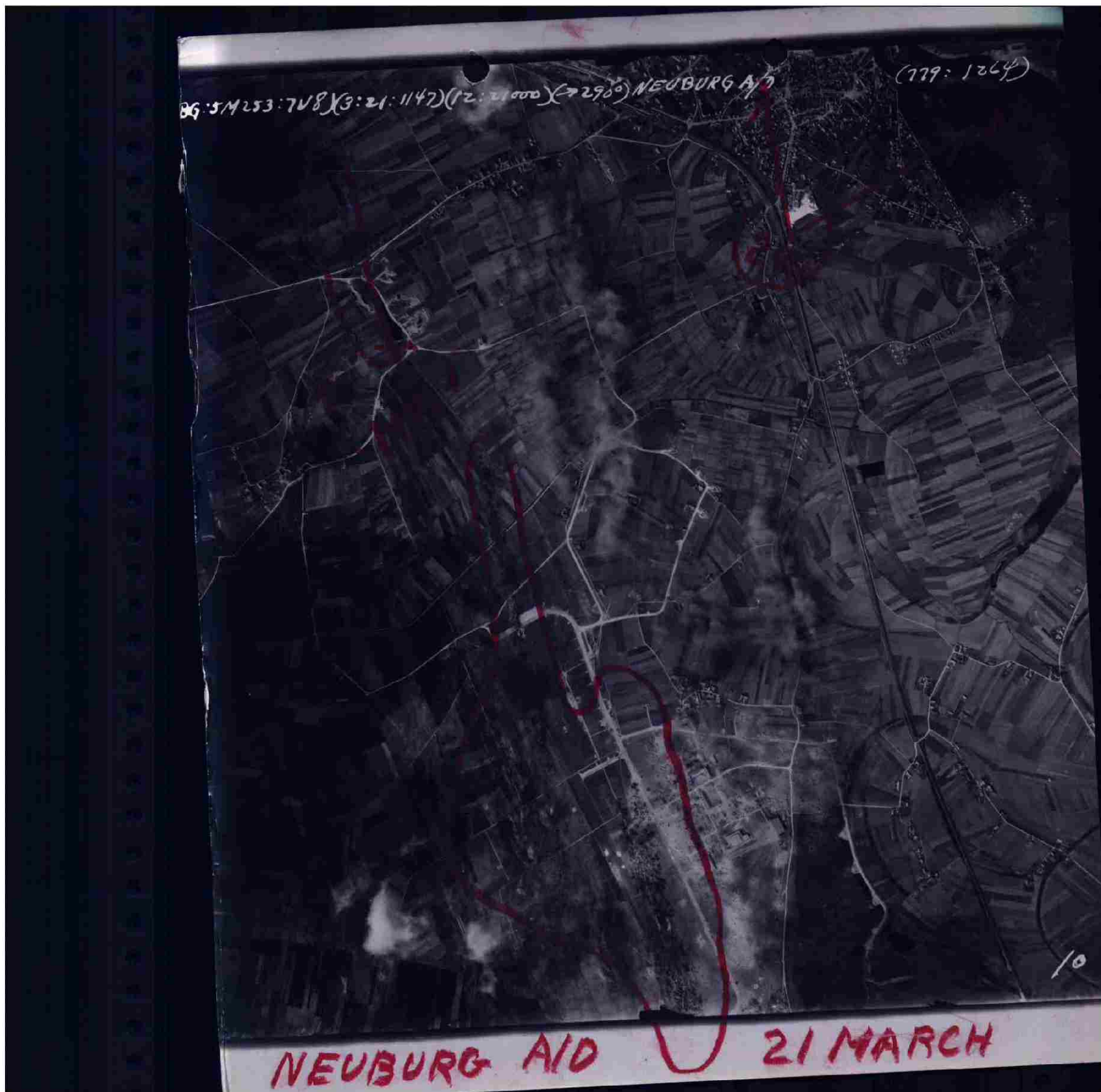
11. A/C No 42-78692 is missing, being seen last at 1231A hours at (46°50'N-12°50'E) below and to the right of the formation, with number one (1) and two (2) engines feathered. A/C was losing altitude slowly, flying on a heading of 170°.

12. Thirty (30) a/c returned to base, landing between 1451A and 1514A hours.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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





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

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

AJL/FFE/hob

319,1

22 March 1945

SUBJECT: Narrative Mission Report

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

1. On 22 March 1945, forty-two (42) scheduled B-24 a/c took off, between 0828A hours and 0847A hours to bomb the primary target, Heiligensthd M/Y, at Vienna.

The forty two (42) a/c formed into two (2) attack units, the first being led by Major John H. McNeely, Assistant Operations Officer of the 464th Bombardment Group (H), and the second by Captain Keith M. Cooke, Operations Officer of the 777th Bombardment Squadron (H).

2. Group form up and bomber rendezvous was made as planned without incident.

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

(a) A/C No 42-50500 turned back at (41°37'N-14°44'E) as the oil pressure was lost in No. 1 engine.

(b) A/C No 42-95355 turned back at (45°22'N-15°13'E) because of a runaway prop on No. 3 engine which had to be feathered.

(c) A/C No 44-49419 turned back at (42°15'N-16°25'E) as all turbos went out.

4. Thirty eight (38) a/c were over the primary target at 1249A hours and thirty six (36) a/c dropped 69.95 tons of 100 pound GP bombs (.1 nose and .025 tail fuses) from 21,500 feet, nine (9) minutes later than the briefed bombs away time.

Ten (10) a/c jettisoned 2.05 tons of bombs - partial loads each and one (1) other a/c jettisoned the full bomb load of two (2) tons:

(a) A/C No 44-49857 jettisoned three (3) bombs at (44°22'N-14°28'E) as the bombs would not release.

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

Ltr Narr Miss Rpt, contd

(b) A/C No 44-50350 jettisoned four (4) bombs at (44°03'N-15°23'E) which had hung up due to bomb shackle malfunction.

(c) A/C No 44-49394 jettisoned two (2) bombs at (43°40'N-15°10'E) which had hung up over target.

(d) A/C No 44-49409 jettisoned two (2) bombs at (43°15'N-15°20'E) over the Adriatic - shackle malfunction.

(e) A/C No 42-51856 jettisoned two (2) bombs at (44°10'N-15°00'E) - bombs were frozen to the shackles.

(f) A/C No 44-50842 jettisoned ten (10) bombs at (42°30'N-16°10'E) - bomb shackle malfunction.

(g) A/C No 41-48880 jettisoned four (4) bombs at (48°11'N-16°08'E) - bomb shackles frozen.

(h) A/C No 44-49347 jettisoned two (2) bombs at (43°50'N-15°10'E) - hung up in bomb racks.

(i) A/C No 44-48768 jettisoned four (4) bombs at (42°35'N-15°50'E) - hung up in bomb racks.

(j) A/C No 42-95364 jettisoned eight (8) bombs at (42°20'N-16°00'E) - rack malfunction over target.

(k) A/C No 44-49194 jettisoned forty (40) bombs at (48°04'N-15°17'E). This was the 1st Unit Leader whose plane lost No. 2 engine between the IP and the target and who was unable to hold altitude with one engine out.

(l) A/C No 42-50500 an early return jettisoned forty (40) bombs at (41°37'N-14°44'E) at 1216A hours as he lost No.1 engine and was unable to hold altitude.

(m) A/C No 42-95355 an early return jettisoned forty (40) bombs at (43°30'N-15°00'E) - lost No. 3 engine and was unable to hold altitude.

A/C No. 44-49797 returned two (2) tons of bombs to base as the lead ship did not drop.

A/C No. 44-49653 returned two (2) tons of bombs to base because of a P.D.I. malfunction.

Recapitulation of Bomb Tonnage Disposition

36 a/c of 38 a/c over target dropped	69.95 tons
10 a/c jettisoned partial loads	2.05 "
1 a/c jettisoned	2.00 "
3 a/c jettisoned (early returns)	6.00 "
2 a/c over target returned to base	4.00 "
Total	<u>84.00 tons</u>

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

Ltr Narr Miss Rpt, contd

Crews reported white smoke pots around the outer sections of the city of Vienna, but none in the target area which was in the clear.

All bomb hits are in small suburban areas. The largest concentration of bomb strikes are five (5) miles due west of the Nordbahn RR bridge. A smaller concentration of strikes are two and one half (2½) miles west of same bridge. A third pattern bombs are four and three quarters (4 ¾) miles due west of the northern end of the north station goods depot.

5. On the bomb run, between the IP and the target the First Attack Unit Leader lost an engine and left the formation. The lead was taken over by the Deputy Lead, Lt. Laser of the 778th Bombardment Squadron (H) three (3) minutes before the target. Due to the C-1 and P.D.I. not working properly, the Deputy Lead did not drop on the target. (Bombardier put in left corrections and P.D.I. indicated right)

The second Attack Unit Leader reported that the C-1 was working very well on the bomb run.

6. Intense, accurate, and heavy flak was encountered over the primary target for an average time of 5-6 minutes. It was tracking and black in color.

7. Rendezvous was made with twenty five to thirty (25-30) P-38 a/c at 1129A hours at (45°50'N-14°56'E) and were last observed at 1407A hours at (44°20'N-14°40'E). This escort was over the target area with the bombers.

8. The weather at take off was a few altocumulus at 10,000 feet, visibility 10 miles in haze. On return a few cumulus in area. Visibility 10 miles.

Enroute: Clear but hazy to Yugoslav Coast. From (44°00'N- to 46°00'N) there was a band of 7 to 8 tenths strato-cumulus, tops 8 to 10,000 feet. In the valley south of Klagenfurt there was no clouds. At (47°00'N) and to the north over the Alps there was 4 to 5 tenths altocumulus, tops 10,000 feet. Over the lowlands of the Danube Valley altocumulus broke to 3 tenths cumulus, tops 10,000 feet. Visibility out was 10 miles to Yugoslav coast and from there northward 15 miles in haze. Snow cover only over higher mountains.

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

Ltr Narr Miss Rpt, contd

Target; 2 to 3 tenths low cumulus, tops 1,000 feet. Visibility 15 miles. No snow cover. Surface winds SE 8 to 10 mph estimated. Cloud cover seemed to be same all around target.

Route on return; In the plains of Hungary and Yugoslavia there was 3 to 4 tenths cumulus to 8 or 10,000 feet. Over the Dinaric Alps 3 tenths altocumulus, tops 10,000 feet. The Adriatic was clear. Visibility on return 15 miles north of Yugoslav coast. 10 miles over Adriatic and Italy in haze. No high clouds were observed on the entire route.

9. Our losses were two (2) a/c destroyed by flak:

(a) A/C No 44-50332 (B-I) - place (43°20'N-16°20'E). Just before bombs away, B-I fell out of formation, rolled over on its back and went into a spin. A few thousand feet below the formation the a/c leveled off for a short distance, and then spun in again. When last seen the a/c was aflame from the wing roots to the tail assembly. A/C apparently suffered flak hits in the bomb-bay. Four (4) chutes were seen to open.

(b) A/C No 44-49146 (W-F) - place (48°10'N-16°17'E). W-F suffered a direct flak hit under No. 3 engine. On rally off target, the plane went into a tight spin with No. 3 engine on fire. Part of the planes wing was seen to come off while in the spin. Eight (8) chutes were seen to open. The plane was last seen as it hit the ground.

The Group also suffered 13 minor flak damaged ships.

10. Observations reported by returning crew members:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1201A	(47°13'N-14°50'E)	21,200	Knittelfeld M/Y seen to be about half full - approximately 500-600 units.
1200A	(47°12'N-14°45'E)	21,000	250/300 units seen in Zeltwig M/Y
1150	Eberndorf M/Y (46°35'N-14°40'E)	21,000	150 cars seen in M/Y M/Y between Klagenfurt and Maribor full of units.

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

Ltr Narr Miss Rpt, contd

11. Thirty-seven (37) a/c landed at this base between 1508A and 1543A hours.

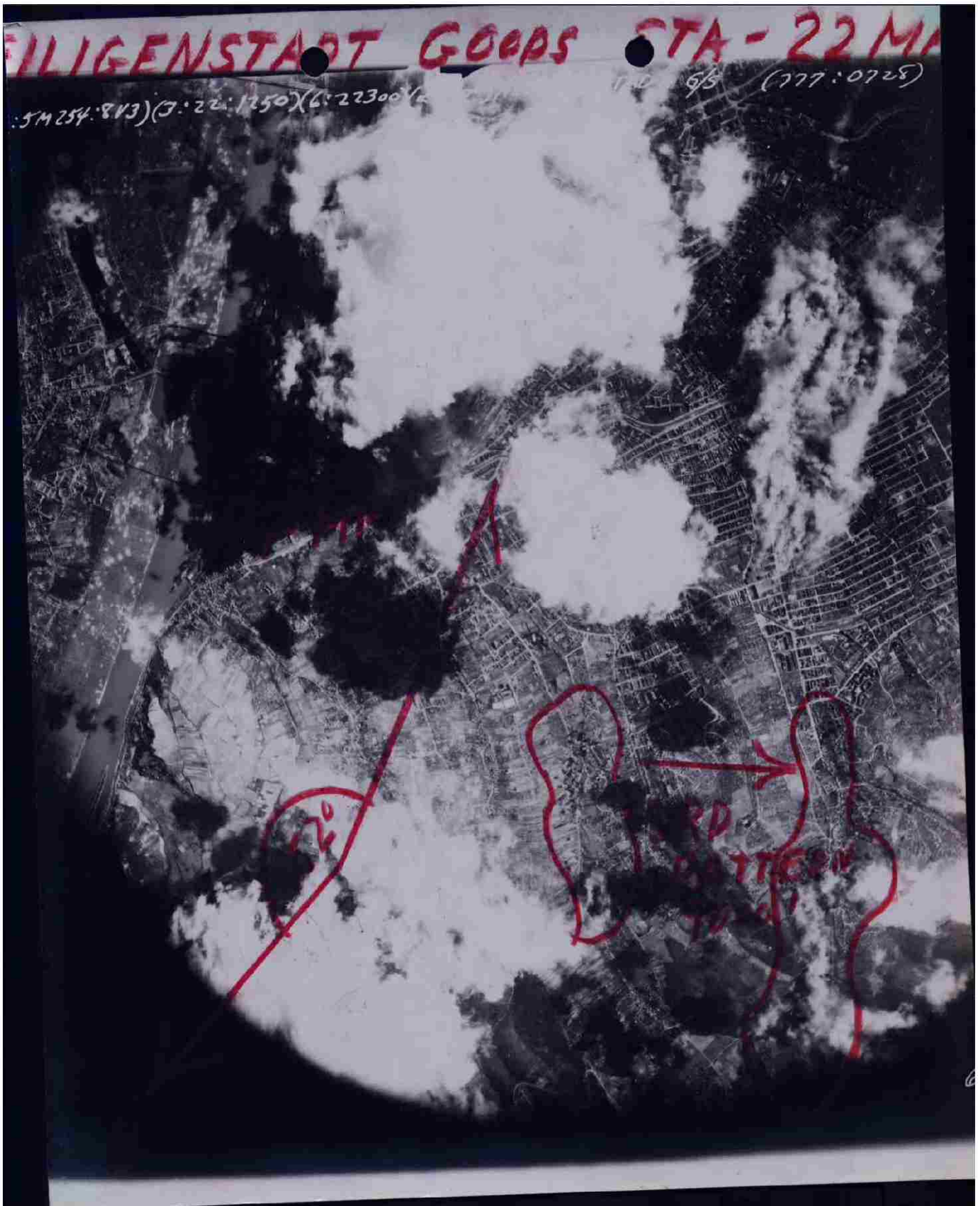
12. Route was flown as briefed to the target. After the rally the formation flew due south to a point between Graz and Maribor; then on a heading of 260° to ($46^{\circ}30'N-14^{\circ}30'E$) where a south heading was flown to ($44^{\circ}00'N-15^{\circ}00'E$), over the Adriatic; from there to ($42^{\circ}00'N-16^{\circ}20'E$); then to base.

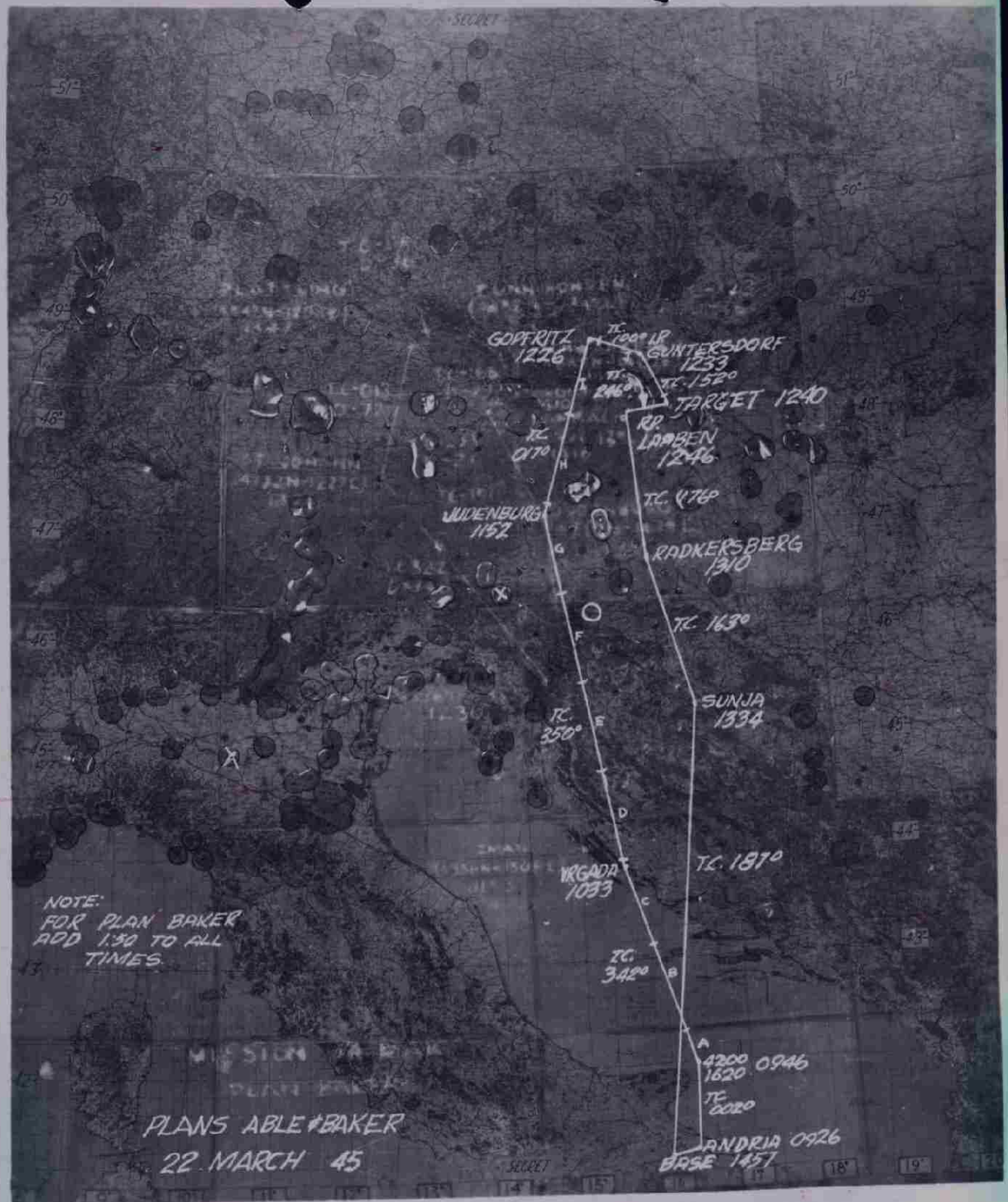
Track chart showing route flown is inclosed.

13. Nine (9) a/c attempted photos and selected strike photos are attached.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer





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

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

LSD/FFE/hob

319.1

23 March 1945

SUEJECT: Narrative Mission Report.

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

1. On 23 March 1945, forty two (42) B-24 a/c took off, starting at 0745A hours, to bomb the Gmund M/y, Austria. The forty two (42) aircraft formed into two attack units of twenty one (21) aircraft each, the first attack unit being led by Captain Charles H. Foote, Operations Officer, 779th Bombardment Squadron (H), and the second attack unit by Captain Bedford D. May, Flight Leader, 776th Bombardment Squadron (H).

2. Group formation and assembly were accomplished in the normal area as prescribed. However, Wing rendezvous was not accomplished until 1005A hours at (43°51'N-15°30'E) at 11,000 feet.

3. One (1) a/c returned early.

A/C No 42-51563 turned back at 0930A hours at (42°10'N-16°00'E) after number one (1) engine vibrated excessively and had to be feathered.

4. Forty one (41) a/c dropped 79.2 tons of one hundred (100) pound GP bombs (.1 nose and .025 tail fusing) on the Gmund M/Y at 1156½A hours from 22,000 feet on an axis of attack of 304° employing visual means.

The largest concentration of the first attack units bombs start at the south east choke point and continue up the marshalling yard as far as the locomotive depot. Strikes can be seen in the complete south central portion of the yard. The northern quarter of the yard is obscured by smoke from previous bombing. Scattered strikes are along the railroad tracks leading away from the south east choke point as far as 2,000 feet.

- 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

The largest concentration of the second attack units bomb fell in the housing area 200 feet north of the east choke point. These strikes continue south into the south east choke point. Additional strikes extend up the north edge of the M/Y. Other strikes possibly in smoke from first attack unit.

A/C No 42-51563, early return, returned 2.0 tons to base after number one (1) engine failed.

A/C No 42-50728 returned .2 tons to base after four (4) bombs failed to release over the target due to a bomb rack malfunction.

A/C No 42-50500 returned .4 tons to base after eight (8) bombs failed to release over the target due to bomb rack malfunction.

A/C No 44-49696 jettisoned .2 tons at 1342A hours at (43°30'N-15°40'E) due to a frozen bomb shackle which prevented the release of four (4) bombs over the target.

A/C No 42-78433 jettisoned 1.8 tons at 1159A hours at (48°45'N-14°50'E) after thirty six (36) bombs failed to release over the target due to an intervalometer malfunction.

A/C No 44-49797 jettisoned .1 tons at 1243A hours at (43°20'N-15°20'E) after two (2) bombs failed to release over the target due to a bomb rack malfunction.

A/C No 44-49710 jettisoned 1 tons at 1159A hours at (49°00'N-14°18'E) after two (2) bombs did not release over the target because of an A-2 release malfunction.

Recapitulation of Bomb Tonnage

Forty one (41) a/c dropped on target	79.2 tons
Three (3) a/c returned to base	2.6 "
Four (4) a/c jettisoned	2.2 "
Total	<u>84.0 tons</u>

5. No flak was encountered by the formation either over the target or enroute to and from the target.

6. No enemy a/c were either observed or encountered.

7. Fighter cover was excellent on penetration, target,

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

Ltr Narr Miss Rpt, contd

and withdrawal. It was provided by fifteen (15) P-38 a/c which met the formation at 1107A hours at (46°38'N-14°46'E) and were last observed at 1400A hours at (42°40'N-15°20'E).

8. Course was flown substantially as briefed. Track chart inclosed.

9. Eight (8) a/c attempted photographs. Selected strike photographs attached.

10. Weather was generally clear over the entire route and at the target, visibility twenty (20) miles or better.

At base on return, 2/10 to 3/10 cumulus with tops at 4,500 feet.

11. Observations.

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1300A	Vrbojsko (45°23'N-15°05'E)	16,000	200 cars in M/Y
1211A	Amstettin (48°07'N-14°53'E)	21,900	300 cars in M/Y. No signs of repairs being made
1140A	St. Polten (48°13'N-15°38'E)	22,000	South M/Y full of rolling stock
1142A	(48°13'N-14°52'E)	20,000	40 large barges anchored on river
1115A	Zeltweg (47°10'N-14°45'E)	22,000	6 SEF dispersed in revetment on A/D. M/Y full of wagons.

Crew members reported a very effective smoke screen over the Linz and Vienna areas.

12. Forty one (41) a/c returned to base, landing between 1440A and 1516A hours.

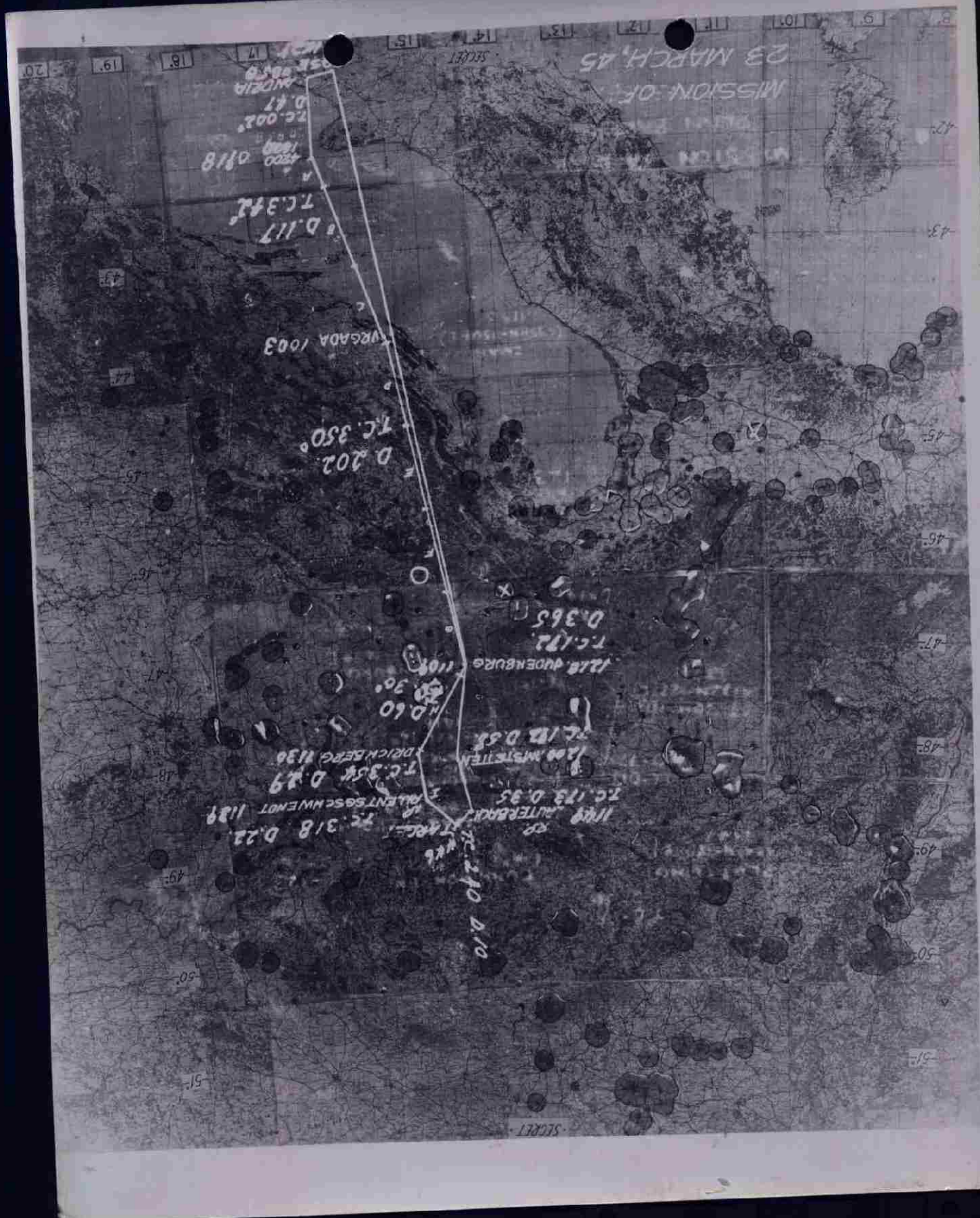
13. Two a/c suffered minor damages when one or several bombs released over the target exploded prematurely several hundred feet below the formation.

For the Commanding Officer:

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

FRANCIS F. ELDER
Major, AC
Intelligence Officer





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

AJL/PFE/fh

319.1

24 March 1945

SUBJECT: Narrative Mission Report

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

1. On 24 March 1945, forty two (42) of forty two (42) scheduled B-24 a/c took off between 0823A hours and 0842A hours to bomb the Neuberg A/D, Germany.

The first attack unit was led by Colonel A. J. Bird, Jr., Commanding Officer of the 464th Bombardment Group (H).

The second attack unit was led by 1st Lt. Philip J. Savage, Flight Leader of the 777th Bombardment Squadron (H).

2. Group form up and assembly was as planned and without incident.

3. There were three (3) early returns:

a. A/C No. 44-49837 turned back at (43°49'N-15°19'E) at 1013A as interval trouble caused the loss of No. 4 engine and making it necessary to feather the prop.

b. A/C No. 42-78431 turned back at (42°25'N-16°08'E) at 0955A because of a gasoline leak in the bomb bay.

c. A/C No. 44-51264 turned back at (46°31'N-14°21'E) at 1115A because of a cylinder in No. 1 engine blew out and the prop had to be feathered. The plane landed at Zara Air Strip.

4. Thirty nine (39) a/c were over the target at 1222A hours (briefed target time 1210A hours) and thirty nine (39) a/c dropped 83.16 tons of fragmentation bombs from 19,000 feet on a heading of 294°.

One (1) a/c had part of its bomb load hang up over the primary target and dropped these (1.08) tons on the 1st Alternate target, Erding A.D, at 1240A hours, from an altitude of 19,200 feet. Bombs were believed to have hit among parked a/c on the air field.

A/C No. 44-51264 jettisoned 2.16 tons at (45°35'N-14°30'E) at 1135A hours. This plane tried to bomb Ljubljana but the four (4) bomb racks hung up and bombs had to be jettisoned.

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

Ltr Narr Miss Rpt contd

A/C No. 44-49837 an early return mentioned in paragraph No. 3 (a), jettisoned 2.16 tons at 1045A at (43°10'N-15°40'E) in order to maintain altitude.

A/C No. 42-78431 an early return mentioned in paragraph No. 3 (b), jettisoned 2.16 tons at 0955A at (42°25'N-16°08'E) to avoid added hazard upon landing.

Recapitulation Of Bombs:

39 a/c dropped on primary target	83.16 tons
1 a/c dropped on 1st alternate	1.08 "
1 a/c (landed at Zara) jettisoned	2.16 "
2 a/c (early returns) jettisoned	4.32 "
Total	<u>90.72 Tons</u>

Bombing was visual with the target being clearly observed. Visual observations of the target area after bombs away were to the effect that the main concentration fell between the building area on the north side of the A/D and the runway. Several oil fires and explosions were noted.

The bomb strike assesment report is as follows. The largest concentration of strikes start approximately 900 feet south of the east edge of the runway, and continue in a westerly direction past the south side of the largest lake. Strikes on a possible gasoline tank caused a huge fire midway in the dispersal area. Smaller fires can be seen which are mostly caused from drums of inflamable materials. A second concentration of strikes are on the workshop and hangar area. A third pattern runs parallel with the railroad tracks 800 feet north of the runway. This concentration starts at the northwestern end of the workshops and hangar area and runs as far west as the outer limits of the town of Neuberg. Of twenty six (26) a/c visible, nine (9) a/c were destroyed and five (5) a/c were damaged.

5. The C-1 Auto-pilot was used by both the 1st and 2nd Attack Unit leaders which operated very well.

6. Rendezvous was made with twenty (20) to thirty (30) P-38s at 1130A hours at (46°57'N-13°50'E). These provided escort on penetration, at the target, and on withdrawal and were last seen at 1420A hours at (44°07'N-15°13'E).

7. Weather was CAVU entire route with visibility lowering to 15 miles in haze over Adriatic on return. Scattered low clouds over the mountains.

Clear, visibility unlimited at the target

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

Ltr Narr Miss Rpt contd

8. One (1) a/c No. 44-51264 from this Group is at the landing strip at Zara for engine repairs caused by a blown cylinder head. The crew of this plane has been returned to this base.

9. Observations reported by returning crew members:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1121A	(46°38'N-14°20'E)	16,000	12 SEF a/c seen on A/D.
1106A	(46°04'N-14°30'E)	16,000	Ljubljana M/Y-200 to 300 units of rolling stock in yard.
1239A	(48°19'N-11°57'E)	19,300	Erding A/D-22 SEF, 2-4 engine a/c, 1 twin engine a/c.
1134A	Klagenfurt (46°38'N-14°18'E)	17,000	Large black column of oil smoke rising to 4,000 ft. Also M/Y $\frac{1}{2}$ full-150/200 wagons.
1158A	Salzburg	18,000	5-10 U/I a/c on A/D. Smoke screen around city very effective.
1121A	St. Vert	17,000	M/Y containing approximately 200 cars.
1242A	(48°12'N-12°24'E)	19,000	A rail road track leading to a hidden factory in woods. 100 cars observed.
1148A	(47°25'N-12°50'E)	18,000	Saalfeldon M/Y. 100 units seen in yard.
1217A	Landshut	19,000	M/Y full of cars.
1016A	(43°44'N-15°28'E)	11,300	2 Cargo ships observed on heading of 330°.
1220A	(48°45'N-11°30'E)	19,000	7 Planes resembling B-17s at Manching A/D.
1235A	Munich	17,500	High column of black smoke at Feldkirchen A/D.
1030A	Vis (44°18'N-15°05'E)		B-24 on ground.

10. Forty one (41) a/c landed at this base between 1539A and 1609A hours.

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

12. Nine (9) a/c attempted photos. Selected strike photos are attached.

For the Commanding Officer:

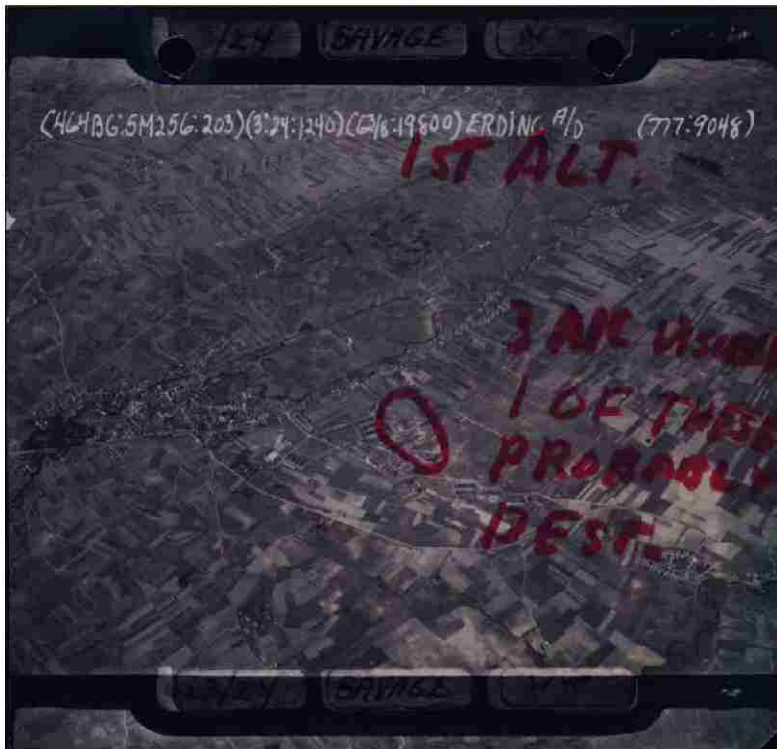
2 Inclosures:

Incl 1 - Track Chart
Incl 2 - Selected Photos

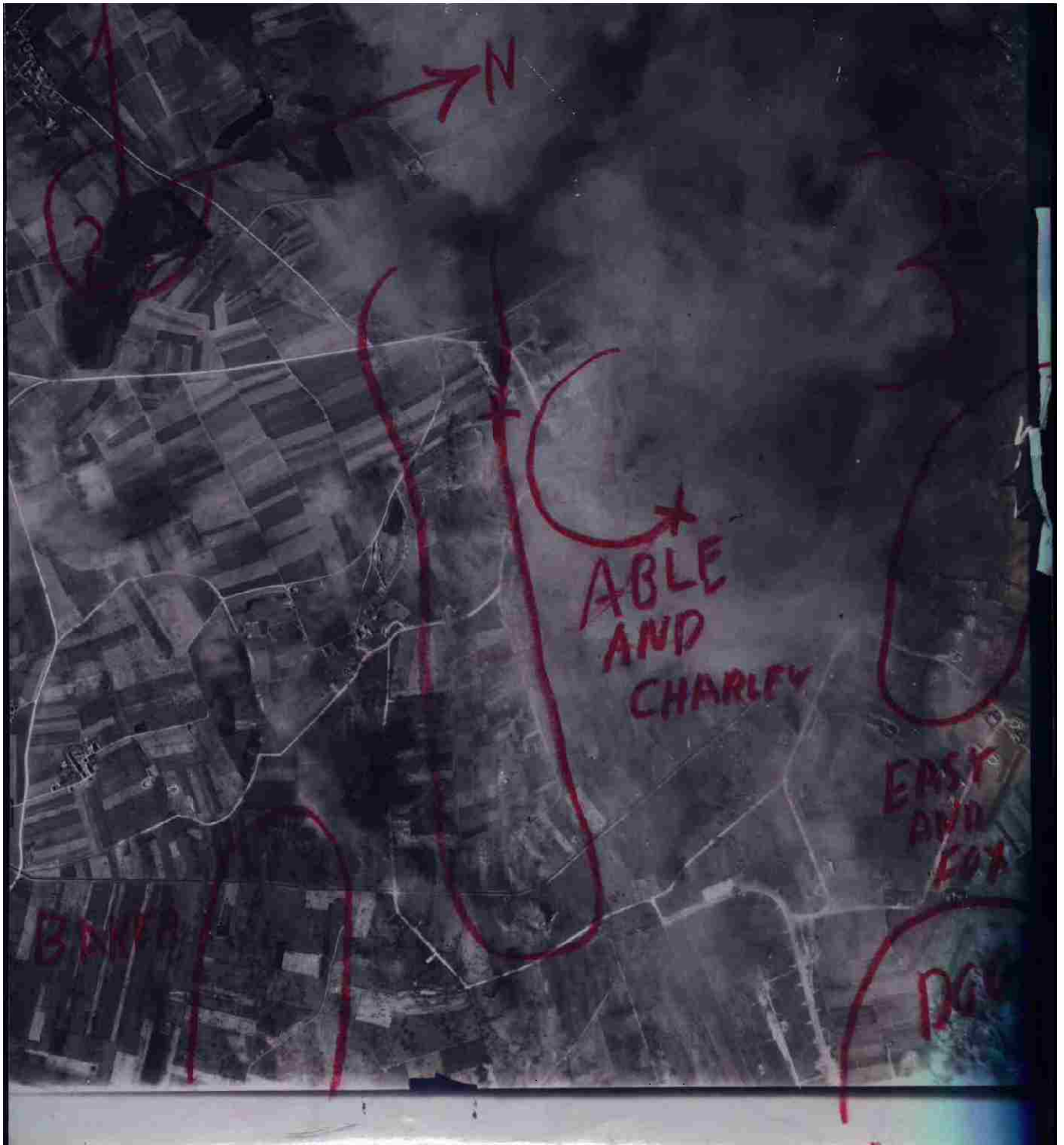
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FRANCIS F. ELDER
Major, AC
Intelligence Officer

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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

AFA/FFE/hob

319.1

25 March 1945

SUBJECT: Narrative Mission Report

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

1. On 25 March 1945 forty (40) of forty one scheduled B-24 a/c took off beginning at 0755A hours to bomb the Prague Letnany A/D, Czechoslovakia. The forty (40) a/c formed into two (2) attack units of twenty (20) a/c each. The first attack unit was led by Captain William T. Black, Jr., Flight Leader, 776th Bombardment Squadron (H). The second attack unit was led by Captain Howard D. Brown, Flight Leader, 778th Bombardment Squadron (H).

(a) One (1) a/c failed to take off:

A/C No 44-49401 had a defective No. 4 turbo which was not repaired in time to permit the a/c to take off.

2. Group form-up, assembly and line rendezvous were effected as prescribed and without incident.

3. One a/c was an early return.

A/C No 44-41337 turned back at (45°25'N-15°22'E) at 1045A hours due to a leak in the nose and flight deck oxygen system. This a/c returned its entire bomb load of 2.16 tons to this base. A/C landed at this base at 1240A hours.

4. One (1) a/c was a prior return.

A/C No 42-78472 turned back at (47°02'N-14°50'E) at 1112A hours due to an oil leak in No. 3 engine and a drop of oil pressure in the Nos. 3 and 4 engines. This a/c dropped 2.16 tons of fragmentation bombs on Klagenfurt A/D (46°39'N-14°15'E) at 1125A hours from 18,000 feet on a heading of 197°. A/C landed at this base at 1355A hours.

- 1 -



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

Ltr Narr Miss Rpt, contd

A/C No 42-78433 had one fragmentation bomb hang up over the primary target and jettisoned this (.06 tons) at (50°08'N-14°30'E) at 1219A hours.

5. Thirty-eight (38) a/c were over the primary target at 1218A hours (briefed target time 1202A hours) and dropped 82.02 tons of fragmentation bombs from 23,870 feet on a heading of 285°.

Recapitulation of Bomb Tonnage

Thirty-eight (38) a/c dropped on target	82.02 tons
One (1) early return brought back to base	2.16 "
One (1) prior return dropped on Klagenfurt A/D	2.16 "
One (1) a/c jettisoned	.06 "
Total	<u>86.40 tons</u>

6. Bombing was done visually; both first and second attack unit leaders used C-1 automatic pilot on the bomb-run.

7. Bomb strike photos show thirty-two (32) a/c destroyed and ten (1) others damaged on Letnany and Kbely A/D's. The location of these aircraft is as follows: Eighteen (18) destroyed in a small area immediately north of the workshops and assembly shops on Letnany A/D. Six (6) others were destroyed and three (3) damaged at the north end of this landing ground. One (1) aircraft was destroyed in front of the hangars at the west end of Kbely A/D. Seven (7) additional a/c were destroyed and seven damaged off the east end of this A/D. Heavy smoke obscures probable damage to additional a/c at the south central edge of Letnany A/D. An excellent frag pattern was scored throughout the landing area of Letnany A/D, with other smaller patterns to the east. Several strings of bombs fell on Kbely A/D.

8. S-MIH flak was encountered at the primary target for a period of two (2) to three (3) minutes. Flak was of the tracking type.

9. Four (4) FW 190's were observed at (48°00'N-14°50'E) at 1145A hours. The enemy a/c displayed no aggressiveness, and remained beyond range of formation at all times. The FW 190's approached formation from above and to the rear, and passed beneath the formation on a heading of about 17°.

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

Ltr Narr Miss Rpt contd

10. Rendezvous was made with thirty (30) to thirty-five (35) P-51's at 1118A hours at (47°10'N-14°14'E). Escort was last seen at (44°30'N-15°40'E) at 1445A hours. Excellent penetration, target, and withdrawal cover was thus provided.

11. Weather was generally clear at base at take-off, enroute to the target and at target, visibility 20 miles or better.

On return, 3/10 to 5/10 cirrus mostly to west of course, increasing to 7/10-8/10 over Adriatic, based at 25,000 feet.

7/10 cirrus at base on return above 20,000 feet, visibility 25 miles.

12. Route was flown generally as briefed. Track chart of route as flown is attached.

13. Thirty-eight (38) a/c landed at this base between 1600A hours and 1717A hours. The latter a/c having landed first at Zara, Yugoslavia to gas up.

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

15. Observations:

<u>Time</u>	<u>Place</u>	<u>Alt</u>	<u>Observation</u>
1314A	(48°11'N-14°02'E)	27,000	Approximately 500 wagons in main M/Y.
1249A	(49°19'N-13°59'E)	21,500	300 cars in M/Y
1312A	(48°15'N-14°12'E)	22,000	10 SEF observed on A/D - much activity in hangar area
1219A	(50°07'N-14°33'E)	22,000	75 SEF observed on A/D
1118A	(47°12'N-14°48'E)	18,000	400 cars in M/Y

FOR THE COMMANDING OFFICER:

2 Incls
1. Track chart
2. Selected Print

FRANCIS F. ELDER
Major, AC
Intelligence Officer





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

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

FFE/hob

319.1

26 March 1945

SUBJECT: Narrative Mission Report

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

1. On 26 March 1945, thirty two (32) B-24 a/c took off beginning at 0955A hours, to bomb the Bratislava Rangier M/Y, Austria. The thirty two (32) a/c formed two (2) attack units. The leader of the first attack unit was Captain Walter Steves, Operations Officer, 778th Bombardment Squadron (H), and of the second attack unit, Colonel Virgil L. Zoller, Deputy Group Commander.

2. Form-up was accomplished as prescribed and the Group was on course over Andria at 5,000 feet, 1041.5A hours.

3. One (1) a/c returned early.

a. A/C No 44-49837 returned from the Spur. Low oil pressure in No 2 engine necessitated feathering.

4. The lead a/c experienced C-1 trouble on approach to the target and relinquished the lead to the Deputy Group Leader, Captain Keith M. Carter, Operations Officer, 777th Bombardment Squadron (H). The attack on the target took place at 1155A hours, 1155-1707E. Radio contact at that time indicated that C-1 was erratic when turning. No further radio contact was made.

5. Thirty one (31) a/c were over the target at 1402.5A hours (briefed target time 1340A hours) and dropt 69.63 tons of 250 lb GP bombs (.1 nose and .025 tail fusing) from 21,300 feet.

A/C No 44-49409 jettisoned one (1) bomb, .12 ton, at 1654A hours (1530E-1620E). Bomb failed to release over target due to rack malfunction.

A/C No 44-49837, early return, brought back two and one quarter ton (2.25 tons).

Bomb strike photos show several dozen hits on the M/Y in the close vicinity of the repair sheds and another concentration of more than three dozen hits on the yard at a point 2,000 feet east of the repair sheds. Approximately half of the bombs

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

Ltr Narr Miss Rpt, contd

dropped struck in open country one mile north of the yard, in the area between Ratzersdorf station and the airdrome.

Recapitulation of Bomb Tonnage

Dropt on target	69.63 tons
Jettisoned	.12 "
Returned to base	2.25 "
Total	<u>72.00 tons</u>

6. C-1 Automatic Pilot was used by leaders of both attack units.

7. Flak at the target was reported by Able and Charlie boxes as IAH and by Baker and Dog boxes as M-IIH. Tracking variety indicated.

8. One (1) SEF was reported by one crew as observed at 1345A hours (4840N-1820E). E/A remained out of range at two o'clock and at same altitude as formation. Crew suspected the e/a was giving firing data to flak defenses.

9. No escort was observed.

10. Weather was as follows:

Base: At take off there was 8/10 cirrostratus with bases at 25,000 feet; no clouds below. Visibility was 15 miles. Surface wind was SE 13 mph.

Route out: Over the Adriatic there was 9/10 cirrostratus at 25,000 feet. Visibility was 15 miles with light haze. In patches there was 1/10 altostratus at 14,000 feet with tops to 15,000 feet. This condition continued to the target area.

Target: 10/10 cirrostratus with bases at 23,000 feet, in some patches bases at 21,000 feet. Visibility 10 miles in the haze, immediately under the cloud layer the visibility was less than 2 miles.

Route back: There was 10/10 cirrostratus at 21,000 feet which gradually lowered toward the base. South of Vienna there was 5/10 altocumulus with tops to 15,000 feet. Visibility was 10 miles over the return route. Over the Adriatic there was 10/10 altostratus at 15,000 feet on return.

Base: On return there was 10/10 altostratus at 10,000

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

Ltr Narr Miss Rpt, contd

feet. There was 3/10 stratocumulus, at 5,000 feet. Visibility 10 miles with dust. Surface wind 20 mph.

11. A/C No 44-49194 crashed at 1422A hours (4835N-1600E). No information obtained as to exact nature of trouble but it is believed a/c suffered flak damage at the target. When last seen a/c appeared unsteady on controls and then went into a steep glide, leveled off momentarily and then went into a dive, hitting the ground and exploding. Eleven (11) chutes were observed.

12. Battle damage consisted of minor damage to two (2) a/c, and major damage to three (3).

13. Observations:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1337A	4843N-1815E	?	M/T convoy 6/7 miles long. Moving east.
1436A	4815N-1520E	16,000	Concentration of barges at dock, 50/100.

14. Thirty one (31) a/c returned to base between 1735A and 1810A hours.

15. Route was flown as briefed. Time and altitude varied slightly due to weather. Track chart inclosed.

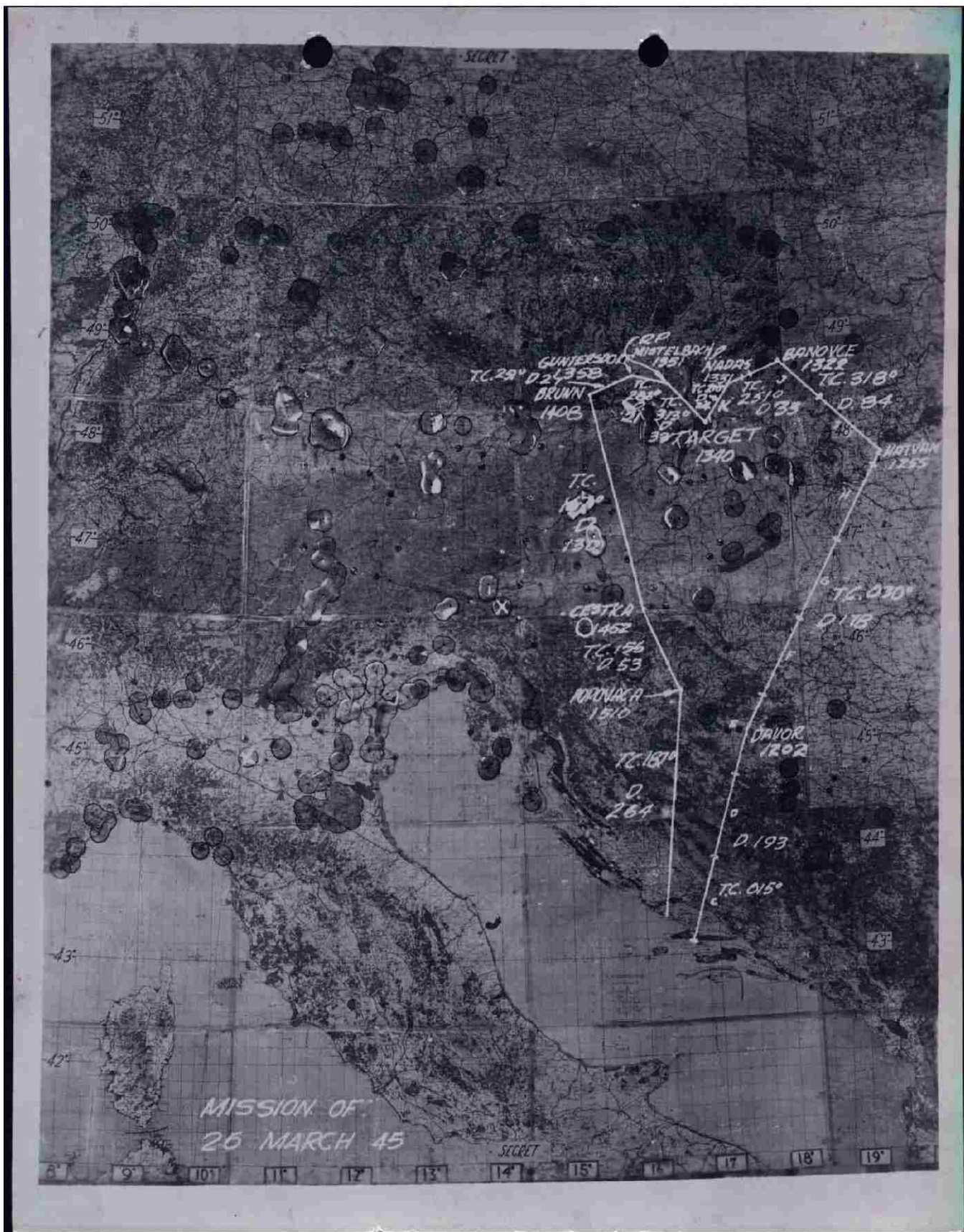
16. Seven (7) a/c attempted photographs. Selected strike photograph inclosed.

For the Commanding Officer:

2 Incls

1. Track Chart
2. Selected strike photographs

FRANCIS F. ELDER
Major, AC
Intelligence Officer





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

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

LSD/BVB/hob

319.1

30 March 1945

SUBJECT: Narrative Mission Report

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

1. On 30 March 1945, four (4) scheduled B-24 a/c took off to bomb the primary target specified in Operations Order No. 157, 29 March 1945.

Assembly and form-up were accomplished as prescribed, the four a/c arriving over Andria on time at 0833A hours, and departing thereafter at thirty (30) second intervals.

2. The lead a/c, B-24 No. 44-49048, flew the course substantially as briefed until the initial point, Malacky (48°26'N-17°01'E) was reached at 1119A hours. As the weather over the primary target was clear, the decision was made to bomb the second alternate target, the Kapfenberg Tank Works. Using Kaibing (47°12'N-15°50'E) as an initial point, the target was bombed after which a rally right was executed to (47°37'N-15°15'E), and thence to (47°40'N-15°35'E), to (46°09'N-16°21'E) and from there to base.

3. A/C No 44-49653 flew the course substantially as briefed until (47°50'N-17°46'E) was reached, at which point it was decided to attack Kapfenberg Tank Works. Using as an initial point (47°20'N-16°14'E), the target was attacked after which a sharp rally right was executed to (47°17'N-15°58'E) and thence back to base.

4. A/C No 44-49688 flew the course as briefed to (47°02'N-17°57'E), at which point the decision was made to bomb the first alternate target, Graz, due to visual conditions over the primary target. Turning to (47°08'N-17°40'E), a/c continued to (46°52'N-16°20'E), thence turning north to (47°14'N-15°57'E), and from there scope, located a mountain peak, mistaken by the PF operator for Graz on the scope, located seven miles north of the target. Because of scattered weather conditions over Graz, it was decided not to make a second bombing run, and the a/c returned to base.

5. A/C No 44-49589 flew the course as briefed to (47°03'N-18°01'E) at which point it was decided to bomb the first alternate target, Graz. Proceeding to the selected initial point at Birkfeld (47°21'N-15°41'E), the target was bombed after which a rally right to (47°07'N-14°59'E), was executed. From that point back to

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

Ltr Narr Miss Rpt, contd

base the route was as briefed.

6. A/C No 44-49048 was over the Kapfenberg Tank Works at 1232A hours, dropping two (2) tons of 500 lb RDX bombs (4 fused .1 nose and .01 tail, 4 fused long delay) from 25,500 feet on an axis of attack of 238°.

A/C No 44-49653 was over the Kapfenberg Tank Works at 1135A hours, dropping two (2) tons of 500 lb RDX bombs (similar fusing as above) from 24,000 feet on an axis of attack of 278°.

A/C No 44-49589 was over Graz M/Y at 1224A hours, dropping two (2) tons of 500 lb RDX bombs (similar fusing as above) from 25,000 feet on an axis of attack of 208°.

7. Photos were returned from two (2) a/c, showing bombs away and no impacts. Bombs away photos from a/c No 44-49653 (W:Z) show the point of bomb release to be over an unidentifiable section of terrain. Neither the impacts nor the tank works are visible on these photos. Bombs away photos from a/c No 44-49589 (R:A) show the point of bomb release to be approximately 9,000 feet due east of the north choke point of Graz North M/Y. No impacts are visible. The estimated area of impact is in the city between Koflacher Freight Yard and the Mur River.

8. A/C No 44-49688 made an abortive attempt to bomb Graz M/Y, as the PFF operator failed to identify the target correctly. One ton of 500 lb RDX bombs (long delay fusing) was jettisoned at (43°30'N-15°20'E) at 1225A hours. One ton of 500 lb RDX (.1 nose and .01 tail) was returned to base, including one propaganda bomb.

9. Bombing Recapitulation is as follows:

2 A/C dropped on Kapfenberg	4 Tons
1 A/C dropped on Graz	2 "
1 A/C jettisoned	1 "
1 A/C returned	1 "
TOTAL	<u>8 Tons</u>

10. Two (2) a/c attempted photographs. Selected prints attached.

11. At Kapfenberg, S to MAH flak of minimum duration was encountered. No flak was encountered at Graz, but MIH flak was observed.

12. Four (4) unidentified TEF's were observed at (46°10'N-15°16'E) at 1240A hours, ten thousand feet below the sighting a/c and heading north.

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

Ltr Narr Miss Rpt, contd

One (1) enemy SEF was observed at (45°07'N-17°31'E) at 1006A hours at an altitude of 18,000 feet and was reported by crew members to attack a B-24 a/c. Both a/c disappeared into the clouds but the B-24 reappeared sans the bandit.

Six (6) unidentified SEF were observed over Győr at 1100A hours at 26,500 feet, one thousand feet above and four (4) miles abeam of the sighting a/c.

Three (3) SEF were observed over Graz at 1217A hours at 26,500 feet, one thousand feet above and three (3) miles abeam of the formation.

Despite all these sightings, no E/A were encountered.

13. A/C No 44-49048 used PFF for navigation and bombing. PFF equipment was in excellent working order, except for the Fluxgate Compass which became defective shortly before return to base. The target was picked up on the scope thirty miles away. Five sighting angles were given, from 65° through 46°. C-1 was used on the Bombing run, and worked satisfactorily.

A/C No 44-49653 used PFF for both navigation and bombing. All PFF equipment worked satisfactorily. C-1 was used on the bombing run.

A/C No 44-49688 used PFF for navigation and for the attempted bombing run. The target was picked up forty (40) miles away. A mountain was mistaken on the scope for Graz, hence causing the abortive bombing run. All PFF equipment functioned satisfactorily. C-1 Automatic Pilot was employed on the bombing run.

A/C No 44-49589 employed PFF for both navigation and bombing. The target was picked up on the scope twelve (12) miles from the target but was very hazy and indefinite. Two sighting angles (68° and 65°) and one course correction (10°) were given. PFF equipment was in fair condition, being limited in range and target definition. C-1 Automatic Pilot was used on the bombing run.

13. Weather conditions reported enroute are as follows:

Base at take off, 7/10-8/10 stratus at 3,000 feet with 7/10 altostratus at 9,000 feet, visibility 15 miles.

Over Adriatic, 4/10-6/10 stratocumulus, tops at 7,000 feet.

Over Adriatic, 4/10, 1/10-2/10 stratocumulus over the Dalmation coast with 2/10 over the Dinarics, tops at 10,000 feet.

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

Ltr Narr Miss Rpt, contd

From Dinarics to target area, 6/10 stratocumulus with large patches of middle and high clouds, tops at 16,000 feet and 27,000 feet respectively.

At Grez, 6/10 stratocumulus, tops at 10,000 feet with 4/10 cirrus at 22,000 feet, visibility unlimited.

At Kapfenberg, 8/10 stratocumulus, tops at 10,000 feet with 4/10 multilayer, tops at 28,000 feet, base unknown, Visibility unlimited.

Similar conditions on return, with 2-10 - 3-10 stratocumulus, base at 3,000 feet tops at 5,000 feet, at base on return.

15. No observations were reported by returning crew members.

16. The four (4) a/c landed at this base as follows:

- a. A/C No 44-49688 at 1330A hours
- b. A/C No 44-49653 at 1340A hours
- c. A/C No 44-49589 at 1421A hours
- d. A/C No 44-49048 at 1453A hours

17. Track chart of routes flown enclosed.

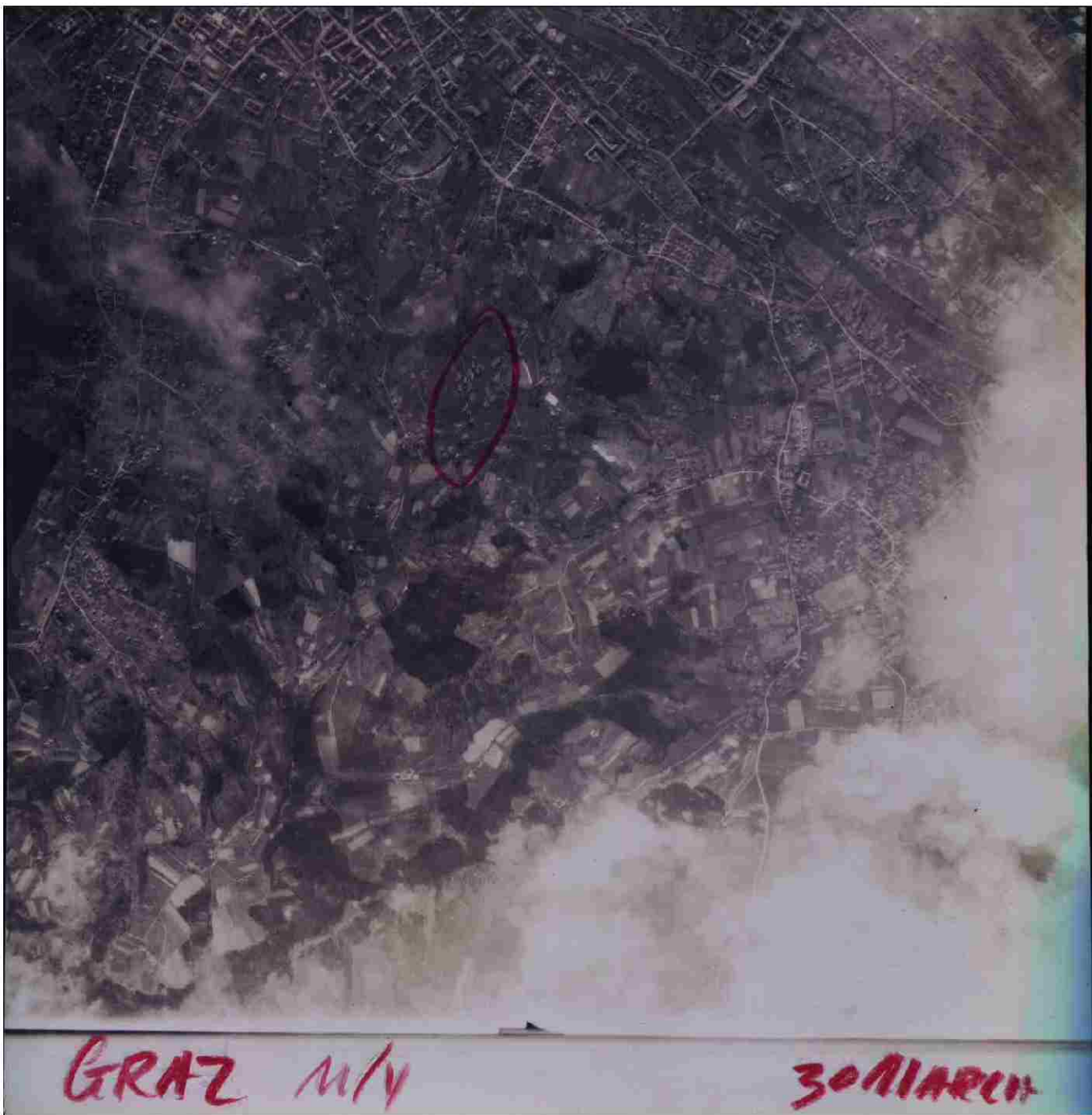
FOR THE COMMANDING OFFICER:

BYRON V. BRADFORD
 Captain, Air Corps
 Actg Intelligence Officer

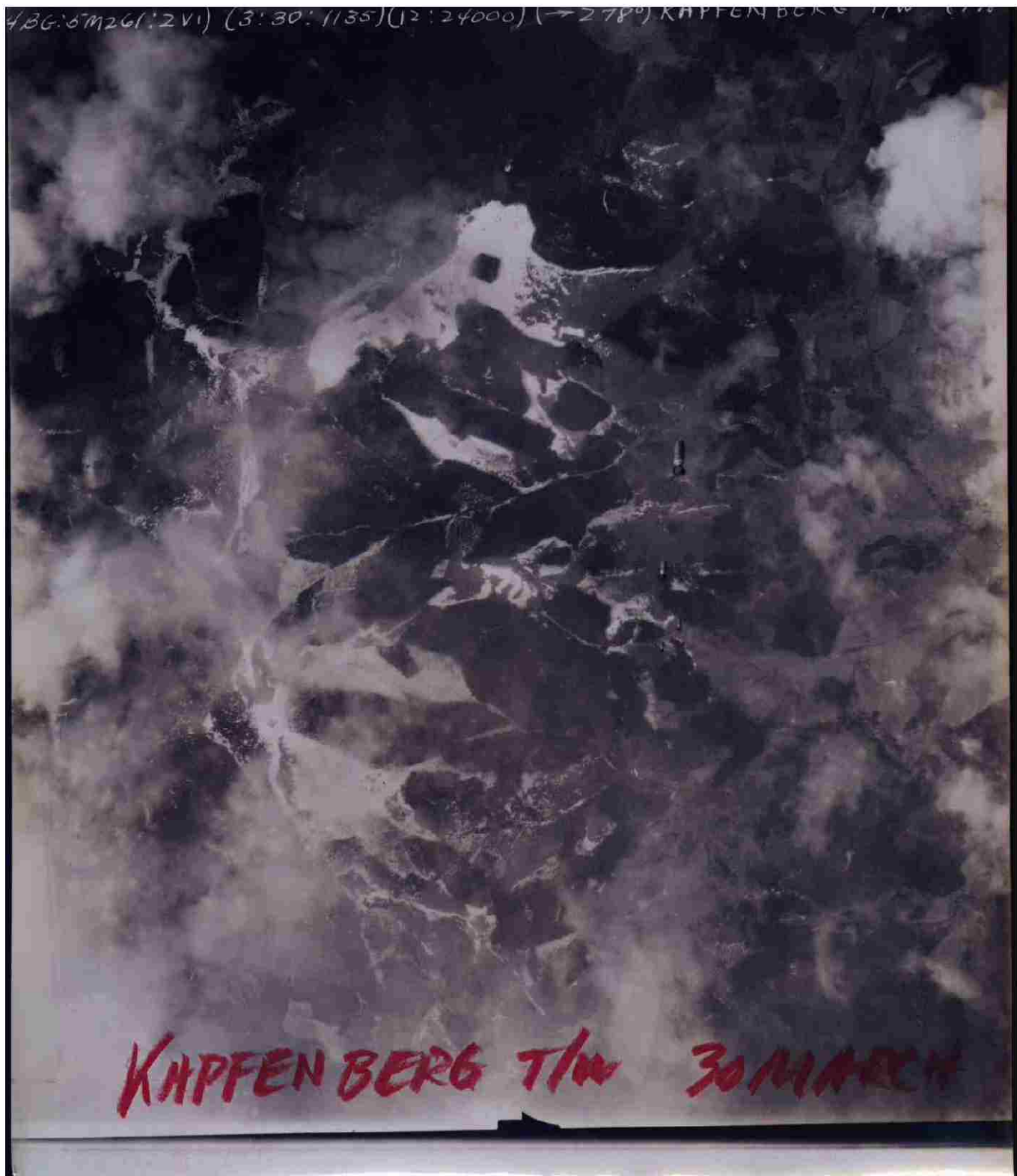
2 Incls

1. Track Chart
2. Selected Prints

~~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

AJL/EVB/hob

319.1

31 March 1945

SUBJECT: Narrative Mission Report

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

1. On 31 March 1945, thirty two (32) of thirty two (32) scheduled B-24 a/c took off from this base starting at 0745A hours to bomb the primary target listed in Operations Order No 159, dated 30 March 1945.

The 1st attack unit was led by Major John H. McNeely, Group Training Officer of the 464th Bomb Gp (H).

The 2nd attack unit was led by 1st Lt Matthew T. Arlington, Flight Leader of the 776th Bomb Sq (H).

2. Group form-up was as planned and without incident. The formation was on course and abeam of Andria at 0906A hours at 10,000 feet. On the route out over the Adriatic, Baker Box consisting of eight (8) a/c lost the Group formation in weather and flew with the 485th Bomb Gp (H) which bombed the same target, Villach M/Y.

3. Twenty three (23) a/c were over the Alternate Air Force target, Villach, M/Y, at 1258A hours and twenty three (23) a/c dropped 51.375 tons of 250 lb GP bombs (.1 nose and .025 tail fuses) from 25,000 feet on a heading of 140°.

One (1) a/c, No 44-50920, jettisoned a full bomb load, 2.25 tons, over the Adriatic (4340N-1510E), 1300A hours, as they had to feather No 2 prop due to loss of oil pressure and had a run-away prop on No 4 engine.

One (1) a/c, No 42-78472, jettisoned .375 tons at (4320N-1440E), at 1355A hours due to a rack malfunction which prevented the bombs being dropped on the target.

The eight (8) a/c forming Baker Box which bombed with the 485th Bombardment Group (H) dropped eighteen (18) tons on the same target at 1250A hours from 22,500 feet.

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

Ltr Narr Miss Rpt, contd

Recapitulation of Bomb Tonnage

Dropt on target	(23 a/c)	51.375 tons
" " "	(Baker Box) (8 a/c)	18.000 "
Jettisoned		2.625 "
	Total	<u>72.000 tons</u>

Bombing was by PFF and visual methods combined as the lead crews reported 7/10-9/10 cloud cover on the bomb run. Just before the target, however, the target was clear and the bombardier had several minutes to synchronize on it.

Bomb strike photos show approximately seven (7) hits on the eastern half of Villach North M/Y. These hits are in the vicinity of the railroad over pass. Heavy concentrations of strikes fell both north and south of the yard, in built up areas.

4. C-1 Automatic Pilot was used by both attack unit leaders; the Group Leader reporting that operation of his auto pilot was satisfactory, but the C-1 in the 2nd attack leader's plane, a/c No 44-49589, worked erratically (operations and corrections set in were rough and the plane would not hold a heading well).

5. Flak at the target was reported by a few crews as S-MIH for a period not exceeding two (2) minutes.

6. Two (2) unidentified jet a/c were seen at 1230A hours at (4600N-1503E) and five (5) ME 109's were seen in the target area ten (10) minutes before and after target. Both of these reports were unconfirmed by other crews. These a/c did not attack any planes in the formation.

7. Ten (10) to fifteen (15) P-51's were picked up at 1220A hours at (4640N-1228E). They were in the target area and were last observed at 1337A hours at the Yugo coast on the return route.

8. Weather for the mission was as follows:

Clear at take-off and to the Adriatic coast. Large patches of stratocumulus clouds, tops 8,000 feet off the Spur with clouds increasing rapidly northward.

At (4320N-) the formation encountered a cold front with 9/10 multilayer clouds, from 13,000 feet to 24,000 feet, associated above were scattered layer to 30,000 feet. Farther north at (4430N-) the cloudiness decreased to 10/10 altocumulus, top 18,000 feet.

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

Ltr Narr Miss Rpt, contd

In North Yugoslavia and South Austria, 5/10-6/10 cirrus at 25,000 feet and 4/10-6/10 altocumulus, top 13-14,000 feet.

At target, 3/10 to 4/10 cirrus at 25,000 feet, 8/10 altocumulus below, top 15,000 feet. Visibility 20 miles.

On return, frontal clouds had moved 50 miles to the southeast.

6/10 cirrus and 3/10 to 4/10 cumulus over South Italy and base on return. Visibility was 20 miles or more for base and route.

9. A/C No 44-49415 landed at Lesina fighter strip, (4153N-1521E) at 1430A hours as it was low on gas and three (3) booster pumps were inoperative. This plane was gassed up and returned to this base the same afternoon.

A/C No 44-50920 landed at Zara. The oil pressure in No 2 engine was lost necessitating feathering of the prop. There was also a runaway prop on No 4 engine. This crew left their a/c at Zara and returned to this base in another plane.

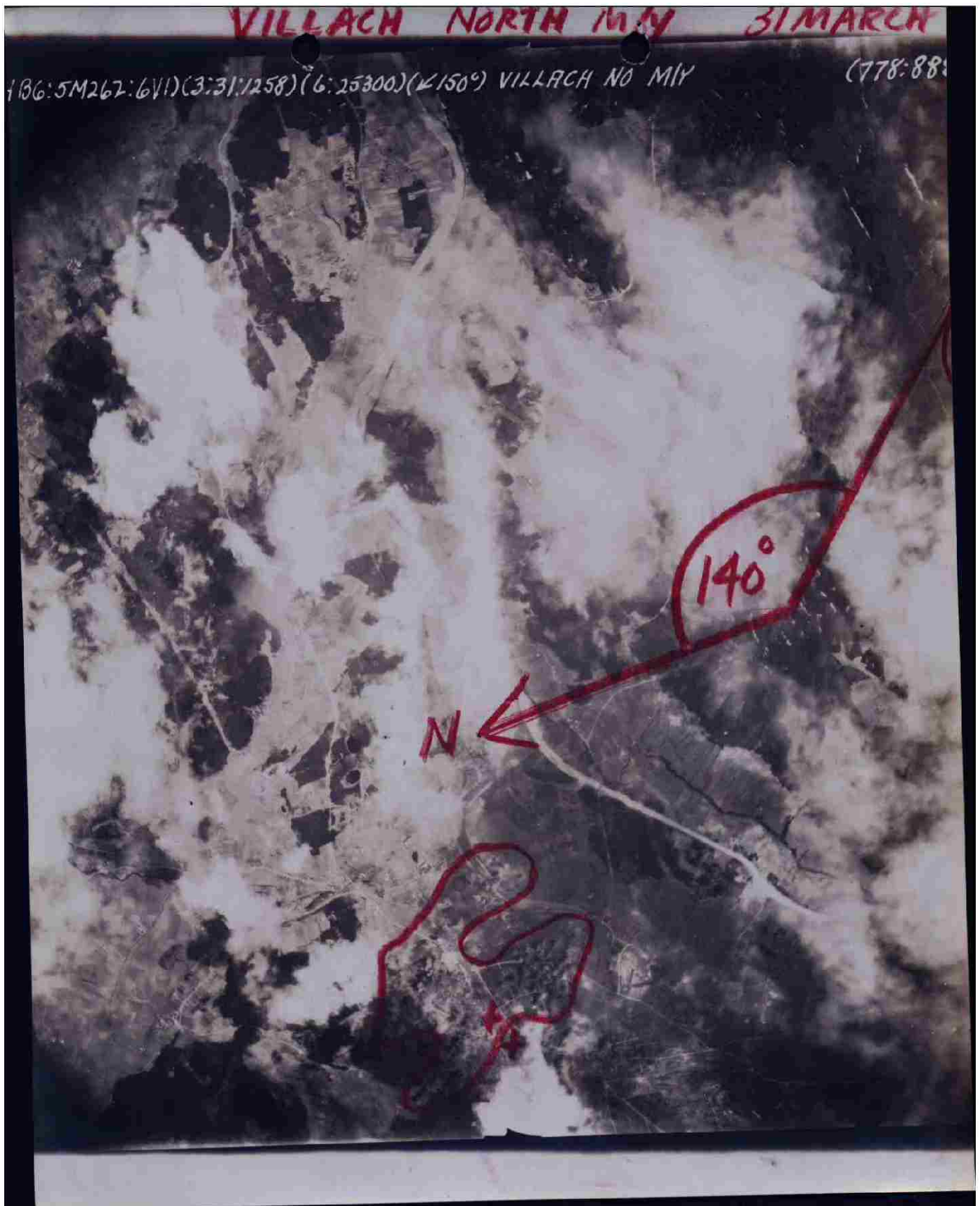
10. Thirty (30) a/c landed at this base between 1445A and 1501A hours. The remaining two (2) a/c landed at this field before 1800A hours.

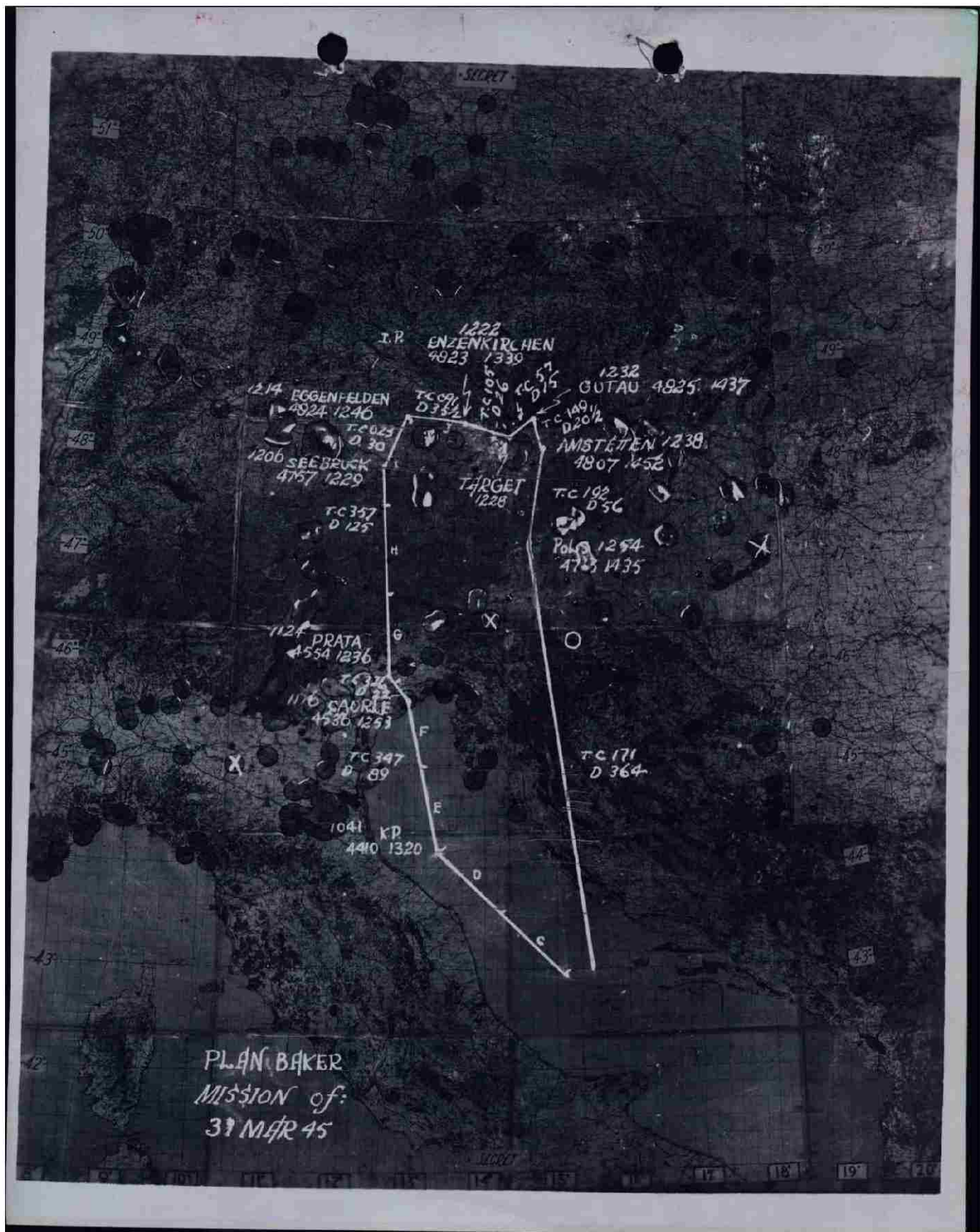
11. Route was flown with many deviations due to weather. It was as briefed to (4338N-1559E) at 1112A hours, then to (4407N-1615E) at 1140A hours; to (4645N-1502E) at 1232A hours; to (4652N-1333E) at 1250A hours (used as IP); after target a slight left rally was made and a course flown which intercepted the briefed return route to base. The Group Leader decided to bomb Villach as the formation was unable to penetrate the bad weather enroute to the primary target. Track chart showing route flown is inclosed.

12. Seven (7) a/c attempted photographs. Selected strike photos are attached.

FOR THE COMMANDING OFFICER:

<p>2 Incls 1. Track chart 2. Bomb strike photos</p>	<p>BYRON V. BRADFORD Captain, AC Intelligence Officer</p>
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PROMOTIONS

PROMOTIONS

Captain JOHN F. BARRETT, O-394964 - To Major
SO 66, Per. 15 Hq. 15th Air Force - 7 March 1945
Group Air Inspector, 464th Bombardment Group (H)

MISSING CREW REPORTS

CONFIDENTIAL

MISSING AIR CREW REPORT

1. ORGANIZATION: Location Pantanello AB, Italy Command or Air Force 15th AF
 Group 464th Bombardment Gp (H) Squadron 779th Bomb Sq (H)
2. SPECIFY: Place of departure Pantanello AB, Italy Course Nove Zamky, Hungary
 Target Nove Zamky, Hungary Type of mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: 4/10 at 10,000. Visibility 5 to 10 miles through haze of smoke.
4. GIVE: [a] Date 14 Mar 45 Time 1355 Last known position Pecs, 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 Lack of fuel.
6. AIRCRAFT: Type, model & series B-24 L AAF Serial Number 44-49713
7. NICKNAME OF AIRCRAFT "Hoosier Pete". Call name Black Zebra.
8. ENGINES: Type, model & series R-1830-43 AAF Serial Number [a] 44-49713
 [b] CP-319482 [c] CP-319720 [d] BP-454808
9. INSTALLED WFAPONS: [Make, type and serial number] Browning 50 cal M2
 [a] 1719787 [e] 1766720 [i] 983498
 [b] 1719762 [f] 1719695 [j] 980294
 [c] 1719706 [g] 1720060 [k] _____
 [d] 1719752 [h] 1720109 [l] _____
10. PERSONNEL LISTED BELOW REPORTED AS: Battle Casualty, Non Battle Casualty.
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 11 ; Passengers 0 ; Total 11
 [If more than 12 persons aboard aircraft, use separate sheet]

CREW POSITION	FULL NAME [Last, first, initial] RANK, SERIAL NUMBER	CURRENT NEXT OF KIN, RELATIONSHIP STATUS AND ADDRESS
1] Pilot	<u>Bahsen, Donald L.</u> 1st Lt 0822343	MIA Mother Mrs Louise T. Bahnsen, Hanley Rd, LeMoynce, Ohio.
2] CoP	<u>Schiffel, Frank (NMI)</u> 2nd Lt 0687707	MIA Father Mr. John Schiffel, 1109 N. 11th St, E St Louis, Ill.
3] Bomb	<u>Sherard, Donald N.</u> F/O T-129829	MIA Father Mr. Nelson H. Sherard, Box 121, LaGrange, Wyoming.
4] Nav	<u>Kephart, Robert L.</u> F/O T-129829	MIA Mother Mrs. Edith C. Kephart, 218 Magnolia Ave, Modesto, Calif.
5] Eng Gun	<u>Rice, Robert L.</u> S/Sgt 35731523	MIA Mother Mrs. Anna S. Rice, Route 1, W. Terre Haute, Indiana
6] RO Gun	<u>Trabucco, John S.</u> S/Sgt 13107514	MIA Mother Mrs. Elizabeth Trabucco, Box 145, Export, Penna.
7] AG	<u>Jeffrey, Daniel M.</u> Sgt 38487617	MIA Father Mr. Robert W. Jeffrey, Jeanette, La. Box 72.
8] AG	<u>Staniszewski, Chester P.</u> Sgt 12098921	MIA Father Mr. Battie Staniszewski, 23 Weiss St, Buffalo, New York.
9] AG	<u>Henry, Carl K.</u> Sgt 36777968	MIA Mother Mrs. Etta C. Henry, Morrison, Tenn.
10] RO Gun	<u>Nastase, Samuel A.</u> Cpl 33253584	MIA Brother Mr. Pete J. Nastase, 1106 Philadelphia St, Indiana, Pa.
11] Arm Gun	<u>Kausmeyer, Edward E.</u> S/Sgt 32916857	MIA Mother Mrs. Anna Kausmeyer, 115 Vaughn St, Olyphant, Pa.
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>Daniel S. Pickrell Jr</u> | <u>2nd Lt</u> | <u>0831268</u> | <u>X</u> | | |
| 2] | | | | | |
| 3] | | | | | |
13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used. Persons were seen walking away from the scene of the crash.
 Other reasons [specify] Parachutes were not used.
14. ATTACH PHOTOGRAPH, MAP OR SKETCH SHOWING LAST KNOWN LOCATION OF AIRCRAFT.
15. ATTACH EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES.
16. ATTACH A DESCRIPTION OF EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH HERE. No search made.

Incllosures.

Date 29 March 1945

CONFIDENTIAL

Signature of preparing officer
ALDERSON TIMMONS
 Capt, AG
 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 BOMB SQ (H)
2. SPECIFY: Place of departure PANTANELLA AAB, ITALY Course 170°
 Target NEUBERG A/D, GERMANY Type of mission BOMBING
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Strato Cumulus, tops 10,000'; 6/10 cirrus, 25,000', visibility 15 miles
4. GIVE: [a] Date 21 Mar 45 Time 1231 Last known position (46°50'N-12°50'E) 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 No. 1 and 2 Engines feathered
6. AIRCRAFT: Type, model & series B-24 J AAF Serial Number 42-78692
7. NICKNAME OF AIRCRAFT NONE
8. ENGINES: Type, model & series R 1830-65 AAF Serial Number [a] BP-447038
 [b] BP-446957 [c] BP-447017 [d] CP-330268
9. INSTALLED WEAPONS: [Make, type and serial number] All Browning .50 Cal Machine Guns
 [a] Left Nose 1272163 [c] Left Waist 1272261 [i] Left Tail 1272165
 [b] Right Nose 1272171 [j] Right Waist 1272552 [j] Right Tail 1272642
 [c] Left Upper 1272665 [g] Left Ball 978520 [k] _____
 [d] Right Upper 1272684 [h] Right Ball 1272317 [l] _____
10. PERSONNEL LISTED BELOW REPORTED AS: [] Battle Casualty, [] Non Battle Casualty.
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 11; Passengers _____; Total 11
 [If more than 12 persons aboard aircraft, use separate sheet]

CREW POSITION	FULL NAME [Last, first, initial]	RANK, SERIAL NUMBER	CURRENT NEXT OF KIN, RELATIONSHIP STATUS AND ADDRESS
1) Pilot	MC GOWAN WILLIAM J JR	1st Lt 0-825215	MIA William J. McGowan Sr Father Versailler, New York
2) CP	BISHOP EDESEL E	2nd Lt 0-826859	MIA Ruth F. Bishop Wife 135 N. 9th St, Indiana, Penn
3) N	THOMPSON EDWARD C	1st Lt 0-2058583	MIA Ida Mae Thompson Mother 831 Bigelow St, Peoria, Ill
4) B	ROSSINI DARIO D	2nd Lt 0-782963	MIA Nicolina Rossini Mother 121 Eastman St, Plymouth, Wis
5) AO	CUREY LOYAL B	1st Lt 0-562806	MIA Jean S. Curry Wife 210 E. Avondale Rd, Greensboro NC
6) EG	CAMPEN WALTER J	T/Sgt 36429571	MIA Grace Campen Mother 402 Monson St, E. Peoria Ill.
7) ROG	BECKER KARL A	T/Sgt 32192201	MIA Ernst P. Becker Father 73 Charles St, Albany, N.Y.
8) AG	RAWLINGS ARTHUR L JR	S/Sgt 34738633	MIA Sophie S. Rawlings Mother General Delivery, Joelton, Tenn
9) G	BJELLAND DALE A.	S/Sgt 16009474	MIA Albert Bjelland Father Hixton, Wis
10) G	GOODSELL HAROLD E	S/Sgt 39576138	MIA Ethyl Mae Goodsell Mother 162 E. Claremont St, Pasadena, Cal
11) G	VALLEJO JOSEPH	Cpl 33329585	MIA Sara L. Vallejo Wife 1642 Point Breeze Ave, Phila, Penn
12)			

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE [one only] COLUMN TO INDICATE BASIS FOR SAME:
- | NAME IN FULL | RANK | SERIAL No. | CONTACTED LAST | | |
|------------------------|-------|------------|----------------|-----|--------|
| | | | BY RADIO | SAW | FORCED |
| [1] ELLERTSON, EMBY | S/Sgt | 39129607 | | X | |
| [2] BAYLSON, ROBERT M. | S/Sgt | 13154118 | | 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] 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 23 Mar 45 SHERMAN F. MARTIN, Maj, AC,
 Incl 2&3-Statements _____

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MISSING AIR CREW REPORT

1. ORGANIZATION: Location PANTANELLA AAB, ITALY Command or Air Force 15th AF
 Group 64TH BOMBARDMENT GROUP (H) Squadron 778TH BOMBARDMENT SQ (H)
 2. SPECIFY: Place of departure PANTANELLA AAB, ITALY Course 246°
 Target HEILIGENSTADT M/Y, VIENNA Type of mission BOMBING
 3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: _____
2/10 to 3/10 Low Cumulus, tops 1000', visibility 15 miles.
 4. GIVE: (a) Date 22 Mar 45 Time 1250 Last known position 48°10'N-16°17'E, Austria
 (b) Specify whether: [] Last sighted, [] Forced down, [x] Seen to crash,
 [] Last contacted by radio, [] No information.
 5. AIRCRAFT [LOST] [BELIEVED LOST] AS A RESULT OF: [Check one only]
 [] Enemy aircraft, [x] Enemy anti-aircraft, [] Other _____
 6. AIRCRAFT: Type, model & series B-24L AAF Serial Number 44-49146
 7. NICKNAME OF AIRCRAFT None
 8. ENGINES: Type, model & series R 1830-65 AAF Serial Number (a) BP-425910
 (b) BP-453377 (c) BP-447540 (d) BP-453338
 9. INSTALLED WEAPONS: [Make, type and serial number] All Browning .50 Cal Machine Guns
 (a) Left Nose 1062873 (e) Left Waist 1765439 (i) Left Tail 1180756
 (b) Right Nose 1063606 (f) Right Waist 1763045 (j) Right Tail 1192415
 (c) Left Upper 1080578 (g) Left Ball 1081035 (k) _____
 (d) Right Upper 1080511 (h) Right Ball 1063212 (l) _____
 10. PERSONNEL LISTED BELOW REPORTED AS: [x] Battle Casualty, [] Non Battle Casualty.
 11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 9; Passengers _____; Total 9
 [If more than 12 persons aboard aircraft, use separate sheet]

CREW POSITION	FULL NAME [Last, first, initial]	RANK, SERIAL NUMBER	CURRENT STATUS	NEXT OF KIN AND ADDRESS
1] Pilot	WILSON LYLE J	2d Lt 0-677178	MIA	Sara Wilson Mother Macon, Mississippi
2] CP	WEHMAN ROY C	2d Lt 0-834073	MIA	Roy C. Wehman Father 315 So. Fifth St, Union City, Tenn
3] B	FIGGINS JAMES	PJR 2d Lt 0-2070259	MIA	James P. Figgins, Sr. Father 7327 Walnut St, Kansas City, Mo.
4] EG	WOJCIK STANLEY A	Sgt 12062268	MIA	Marie L. Wojcik Wife 570 W. 189 St, New York, NY
5] ROG	PARENT MAURICE C	Sgt 31322209	MIA	Joseph Parent Father 320 Pine St, Lewiston, Maine
6] AG	HORVATH JOSEPH J	Cpl 11138333	MIA	Joseph Horvath Father 23 Cranston St, Fairfield, Conn
7] AG	PETTIT RICHARD F	Cpl 38627381	MIA	Carena Pettit Mother Pattonville, Texas
8] AG	SCOPE LESLIE JR.	Cpl 38349533	MIA	Leslie Scoope Father 120 Tenaja, Raton, N.M.
9] AG	AULD JAMES A	Cpl 17066021	MIA	Winnie M. Auld Wife 700 Des Moines Bldg, Des Moines, Iowa
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] CRUDO, JOSEPH J. | Sgt | 32719637 | | X | |
| 2] BARILLA, DOMINICK S. | Cpl | 15073700 | | | X |
| 3] _____ | | | | | |
13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 [8] Parachutes were used. [] Persons were seen walking away from the scene of the crash.
 [] Other reasons [specify] _____
 14. ATTACH PHOTOGRAPH, MAP OR SKETCH SHOWING LAST KNOWN LOCATION OF AIRCRAFT.
 15. ATTACH EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES.
 16. ATTACH A DESCRIPTION OF EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH HERE No search

3 Inclosures. Incl 1-Sketch Date 24 Mar 45 RICHARD F. BREWER, JR Maj, AC
 Incl 2&3-Statements Signature of preparing officer Ex 0

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MISSING AIR CREW REPORT

1. ORGANIZATION: Location PANTANELLA AAB, ITALY Command or Air Force 15th AF
 Group 664TH BOMBARDMENT GROUP (H) Squadron 778TH BOMBARDMENT SQ. (H)
2. SPECIFY: Place of departure PANTANELLA AAB, ITALY Course 300°
 Target BRATISLAVA RANGIER M/Y, CZECH Type of mission BOMBING
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
10/10 Cirrus Stratus, basis 23000'; Visibility 10 miles
4. GIVE: [a] Date 26 Mar 45 Time 1422 Last known position (48°35'N-16°00'E) Austria
 [b] Specify whether: Last sighted, Forced down, Seen to crash,
 Last contacted by radio, No information.
5. AIRCRAFT [LOST] [BELIEVED LOST] AS A RESULT OF: [Check one only]
 Enemy aircraft, Enemy anti-aircraft, Other Unknown
6. AIRCRAFT: Type, model & series B24 L AAF Serial Number 44-49194
7. NICKNAME OF AIRCRAFT None
8. ENGINES: Type, model & series R 1830-65 AAF Serial Number [a] BP-453454
 [b] BP-453441 [c] 42-90928 [d] BP-454504
9. INSTALLED WEAPONS: [Make, type and serial number] All Browning .50 Cal Machine Guns
 [a] Left Nose 1763069 [c] Left Waist 1296488 [i]
 [b] Right Nose 1716190 [j] Right Waist 1766461 [j]
 [c] Left Upper 1762603 [g] Left Tail 1765405 [k]
 [d] Right Upper 1081793 [h] Right Tail 1766192 [l]
10. PERSONNEL LISTED BELOW REPORTED AS: Battle Casualty, Non Battle Casualty.
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 11; Passengers _____; Total 11
 [If more than 12 persons aboard aircraft, use separate sheet]

CREW POSITION	FULL NAME [Last, first, initial] RANK, SERIAL NUMBER	CURRENT NEXT OF KIN, RELATIONSHIP STATUS AND ADDRESS
1] Pilot	STEVES WALTER Capt 0-373041	MIA Annie L. Steves Wife 528 Jenks Ave, Panama City Fla.
2] CP	WILSON HARRY S Maj 0-432783	MIA Rosslyn B. Wilson c/o Braden Wife Rt #3, Knoxville, Tenn.
3] N	JOHNSTON ROBERT H 1st Lt, 0-2060997	MIA Elizabeth Johnston Mother Swing Hall, Oxford, Ohio
4] N	BLACK GERALD W 1st Lt, 0-2056529	MIA Paul S. Black Father 121 N. Court St. Luray, Virginia
5] B	BROWN THOMAS F JR 1st Lt, 0-776478	MIA Helen I. Brown Wife 1150 So. Harvey Ave, Oak Park Ill
6] B	WILSON PETER K 1st Lt, 0-722907	MIA Isabel Wilson Mother Church Lane, Middle Island, N.Y.
7] EG	LAWSON GEORGE P T/Sgt 36594297	MIA Marion E. Lawson Wife 1573 Buena Vista, Detroit, Mich.
8] ROG	CALLISON TALMADGE P T/Sgt 34652433	MIA Mary S. Callison Mother Rt #3, Greenwood S.C.
9] AG	SKINNER WILLIAM W S/Sgt 18163597	MIA Percy B. Skinner Father 1604 So. Victor, Tulsa, Oklahoma
10] AG	BURFO ELMER A S/Sgt 33420193	MIA Inez G. Burfo Wife 1009 Epiphany St, Pittsburgh, Pa.
11] AG	HIATT ROLAND H S/Sgt 15133747	MIA Clarence R. Hiatt Father 4498 S. Hills Dr, Cleveland Ohio
12]		

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE [one only] COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL No.	CONTACTED BY RADIO	LAST SAUGHT	FORCED CRASH	SAW LANDING
[1] DONER, FRANK B.	T/Sgt	12087194				X
[2] BARGER, L. E.	S/Sgt	34730880				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] _____

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 28 March 1945
 Incl 2&3 Statements

Signature of preparing officer
CARL V. HARDY
 Capt, Air Corps
 Adjutant

CONFIDENTIAL

MISSING AIR CREW REPORT

1. ORGANIZATION: Location Pantanelle, Italy Command or Air Force 15th Air Force
 Group 464th Bomb Group (H) Squadron 777th Bomb Sq (H)
 2. SPECIFY: Place of departure Pantanelle AB, Italy Course NNE
 Target Augsburg M/Y, Germany Type of mission Bombing
 3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: 5/10 to 6/10 stratus, tops 12,000 ft, visibility approximately 15 miles in haze.
 4. GIVE: [a] Date 27 Feb 45 Time 1425 Last known position Fuszen, 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 _____
 6. AIRCRAFT: Type, model & series B-24 J AAF Serial Number 42-51903

7. NICKNAME OF AIRCRAFT None
 8. ENGINES: Type, model & series R-1830-65 AAF Serial Number [a] BP-428038
 [b] R1830-65ABP454918 [c] R1830-65BP454722 [d] R 1830-65, 42-39632

9. INSTALLED WEAPONS: [Make, type and serial number]
 [a] NTL 1034571 [c] BTL 1034132 [i] WL 1757589
 [b] NTR 1548076 [f] BTR 1037879 [j] WR 1757457
 [c] UTL 1014036 [g] TTL 2395796 [k] _____
 [d] UTR 1034131 [h] TTR 1037978 [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	LAMBERT, DOUGLAS W. 1st Lt 0-823501	MIA Virginia C. Lambert (Wife), 20 Auburn St, Opelike, Alabama.
2] CP	DAVES, BOB D. 1st Lt 0-831678	MIA Elizabeth B. Daves (Wife), 336 Marion St, Rock Hill, S. C.
3] NAV	ROPER, WILLIAM T. 2nd Lt 0-2063478	MIA George H. Roper (Father), 107 Ury St, Union City, Tenn.
4] BOMB	PEARCE, CLARENCE E. 2nd Lt 0-765837	MIA Madeline P. Pearce (Wife), 10 W. Washington St, Chambersburg, Pa.
5] EG	RICKENBAKER, HENRY H. T/Sgt 34651223	MIA Mannie W. Rickenbaker (Father), Gen. Del, Summerton, S. C.
6] AG	QUINN, LOUIS F. S/Sgt 11138094	MIA John F. Quinn (Father), 596 Rubber Ave., Naugatuck, Conn.
7] AG	LEJEUNE, ALEXANDER J. JR S/Sgt 11104541	MIA Alexander J. Lejeune Sr, (Father) RFD#1, Torrington, Conn.
8] AG	HATTAWAY, ROBERT S. S/Sgt 38203433	MIA Pearl S. Hattaway (Mother), 109 N. 16th St, Ft Smith, Arkansas
9] AG	EMERSON, BILLY S/Sgt 18027905	MIA Mary Jane Emerson (Mother), 102 Archer St, Dallas, Texas
10] ROMG	CYR, ALBERT L. T/Sgt 31223049	MIA Melina Cyr, (Mother), 324 Main St, Acushnet, Mass.
[11]		
[12]		

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE [one only] COLUMN TO INDICATE BASIS FOR SAME:
 CONTACTED LAST BY RADIO SAW SAW FORCED
 SIGHTED CRASH LANDING

NAME IN FULL	RANK	SERIAL No.	BY RADIO	SIGHTED	CRASH	LANDING
[1] CLARENCE H. STRITTMATTER	CPL	38531467		X		
[2] BOYD E. BURANEK	CPL	36676108		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 seen.
 14. ATTACH PHOTOGRAPH, MAP OR SKETCH SHOWING LAST KNOWN LOCATION OF AIRCRAFT.
 15. ATTACH EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES.
 16. ATTACH A DESCRIPTION OF EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH HERE. No search, last seen over enemy territory.

Inlosures. _____
 Date 1 March 1945 Signature of preparing officer _____
 K. F. BOWEN, Capt, AC
 Adjutant

RETURNED TO DUTY REPORTS

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BATTLE CASUALTY REPORT

~~779th Bombardment~~ SQUADRON, ~~464th Bombardment~~ GROUP ~~2 March 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)
Bishop, Ralph T.	Cpl	15133926	RTD	1 Mar 45	I	AC	612	to RTD 1 Mar 45 Hungary - From MIA 19 Feb
'778 Pearce, Clarence E.	2ndLt	0-765837	RTD	27 Mar 45	O	AC	1035	Switzerland - From INT 27 Feb 45 to RTD 27 Mar 45
Dyer, John W.	Sgt	36194424	RTD	22 Mar 45	I	AC	612	Hungary - From MIA 2 Dec 44, to RTD 22 Mar 45

Make no entries in this space

* See Reverse

Page _____ of _____ pages (for Sqn or Gp)

BGR Control No. _____

This report consists of _____ pages

Page No. _____

To be entered in _____ Air Force

[Signature]

[Title & Branch]

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THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

CASUALTY CODE:

- KIA - Killed in Action
- DOW - Died of Wounds received in Action
- DOI - Died of injuries received in Action
- SWA - Seriously Wounded in Action
- SIA - Seriously Injured in Action
- LWA - Lightly Wounded in Action (Hosp)
- LIA - Lightly Injured in Action (Hosp)
- MIA - Missing in Action
- SIG - Seriously Gassed (Hosp)
- CAP - Captured by the Enemy
- INT - Interned as result of enemy Action
- RTD - Returned to Duty from any previously reported casualty status

FLYING AND JUMP STATUS CODE

- A - Pilot, Co-Pilot, Command Pilot
- B - Navigator
- C - Bombardier
- D - Observer
- E - Flight Surgeon
- F - Photographer
- G - Paratrooper
- H - Helicopter Pilot
- I - Helicopter Crew
- J - Helicopter Crew
- K - Helicopter Crew
- L - All others on Flying Status
- Z - Not on Flying or Jump Status

COMMENDATIONS

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

EM/gww

201.22

2 March 1945

SUBJECT: Commendation

TO : Commanding Officer, 776th Bomb Squadron (H), APO 520, US Army
Commanding Officer, 777th Bomb Squadron (H), APO 520, US Army
Commanding Officer, 778th Bomb Squadron (H), APO 520, US Army
Commanding Officer, 779th Bomb Squadron (H), APO, 520, US Army

TWX FFW ABLE 20 is reproduced below for your information:

"THE BOMB PATTERNS MADE BY YOUR GROUP ON TWO EIGHT FEBRUARY INDICATE EXCELLENT AIR DISCIPLINE AND FORMATION FLYING PD THE INITIATIVE DISPLAYED IN THE SELECTION OF YOUR ALTERNATE TARGET UNDER THE CIRCUMSTANCES AND THE RESULTS ATTAINED ARE COMMENDABLE PD EXTEND MY CONGRATULATIONS TO ALL CONCERNED PD END ACHESON"

By order of Colonel SCHROEDER:

/s/ Harry Martin
/t/ HARRY MARTIN
Captain, AC
Asst Adjutant

Info cy: Gp S-3

A TRUE COPY


LEONARD S. DWOR, 1st Lt, AC

R E S T R I C T E DHEADQUARTERS 55TH BOMBARDMENT WING (H) D-DWR-1
APO 520, US Army

201.22

3 March 1945

SUBJECT: Commendation.

TO : Commanding Officer, 464th Bomb Group, APO 520, US Army.

1. This headquarters has noted the excellence of the Narrative Mission Reports submitted by your headquarters. These reports have contained the information required by directives, and, further, have presented this information in detail and with clarity. They exhibit the result of painstaking care in the assembly of data, evaluation of data, and attention to form in presentation. The industry and the ability of the personnel who currently prepare these documents have been of great assistance to this headquarters and these persons merit commendation.

2. This commendation will be referred to all personnel who currently prepare Narrative Mission Reports. A copy of this letter will be placed in the 201 file of each person concerned, and this commendation will be included in their efficiency reports.

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

A TRUE COPY



LEONARD S. DWOR, 1st Lt, AC

R E S T R I C T E D

U.S.O. CAMP SHOWS # 390
"The Novilaires"

5 March 1945

SUBJECT: Commendation.

TO : Commanding General, 55th Bombardment Wing, APO 520, US Army
Commanding Officer, 460th Bombardment Group, APO 520, US Army
Commanding Officer, 464th Bombardment Group, APO 520, US Army
Commanding Officer, 465th Bombardment Group, APO 520, US Army
Commanding Officer, 485th Bombardment Group, APO 520, US Army
Commanding Officer, 518th Air Service Group, APO 520, US Army
Colonel David, S.S.S. Comzone, A.F.H.C. MTOUSA, APO 512,
US Army.
Don Byones, U.S.O. Camp Shows, Field Rep., APO 512, US Army

The U.S.O. Camp Show Unit 390 (The Novilaires) have been shown every consideration and cooperation in carrying on their camp shows. Our efficiency is much greater in our work when given such splendid aid. Please accept our appreciation for your efforts.

Sincerely:

JOHNNY GILL,
Mgr., USO Camp Shows #390
"The Novilaires."

A TRUE COPY



LEONARD S. DWOR, 1st Lt, AC

R E S T R I C T E D

HEADQUARTERS
 UNITED STATES STRATEGIC AIR FORCES IN EUROPE
 Office of the Commanding General
 APO 633

201.22

5 March 1945

SUBJECT: Letter of Commendation

TO : Commanding General, Fifteenth Air Force, APO 520, US Army
 Thru: Commanding General, Mediterranean Allied Force,
 APO 650, U. S. Army

1. The month of February has witnessed the immense might of American air power striking some of the greatest aerial blows of the war, forcing Germany closer to the brink of ultimate defeat. However, the merit of the month's operations and the staggering tonnage of bombs lies in the destructiveness of this might and the efficiency with which it has been employed against the enemy's economic and military resources.

2. The outstanding characteristic of the month's operations was the fervor and spirit with which the Fifteenth Air Force on the battle of oil, relentlessly pounding the Achilles' heel of Germany. Flying in the face of adverse weather conditions, the Fifteenth Air Force has permitted the enemy no rest and has seized every opportunity to destroy the vital roots of the enemy's power. The continued employment of this immense aerial might against the foundations of German military power will guarantee a more speedy victory.

3. The commanders, flight crews, and ground force personnel of the Fifteenth Air Force are to be commended for their magnificent achievement. They can be sure that their Air Force is playing a major role in the destruction of the German war machine.

/s/ Carl Spaatz
 CARL SPAATZ
 Lt General, USA
 Commanding

330-13 1st Ind 15 March 1945.
 HEADQUARTERS, MAAF, APO 650, U. S. Army.
 TO: Commanding General, Fifteenth Air Force, APO 520, U. S. Army

It gives me the greatest pleasure to forward to you the above commendation from General Spaatz because I know how well deserved it is. My own official commendation to your Headquarters' Staff and operating units was previously forwarded. However, I desire to add my own full appreciation of the comments made by General Spaatz in the above letter.

R E S T R I C T E D

/s/ Ira C. Eaker
 IRA C. EAKER
 Lt Gen, USA, Commanding

R E S T R I C T E D

201.22 2nd Ind A-NFT-sh
HEADQUARTERS, FIFTEENTH AIR FORCE, APO 520, U.S. Army, 20 March 1945

TO: See Distribution

1. It is a source of deep satisfaction to me to pass this well earned tribute to all units of the Air Force. Outstanding team-work on the part of all commanders, flight crews, and by all staff and service personnel has made it possible for us to deliver these sustained and effective blows to the enemy.

2. It is desired that his communication be posted upon all bulletin boards for a period of one week subsequent to its receipt.

DISTRIBUTION
"H"

/s/ N. F. Twining
N. F. TWINING
Major General, USA
Commanding

A TRUE COPY

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

²
R E S T R I C T E D

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

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

AJB/gww

201.22

21 March 1945

SUBJECT: Commendation

TO : Commanding Officer, 776th Bomb Squadron (H), APO 520, US Army
Commanding Officer, 777th Bomb Squadron (H), APO 520, US Army
Commanding Officer, 778th Bomb Squadron (H), APO 520, US Army
Commanding Officer, 779th Bomb Squadron (H), APO 520, US Army

1. TWX FFW ABLE 26, 55th Bomb Wing (H), is quoted below for your information:

"THE BOMBING OF MUHLDOFF WAS A FINE PIECE OF WORK PD PARTICULARLY NOTABLE WAS THE FACT THAT WE HAD NO EARLY RETURNS PD CONGRATULATIONS AND KEEP UP THE GOOD WORK PD END ACHERSON"

2. I desire to add my congratulations to you and your Squadron as well for the part your Squadron contributed to the success of the subject mission.

/s/ A. J. Bird Jr.
A. J. BIRD, JR.
Colonel, Air Corps
Commanding

A TRUE COPY



LEONARD S. DWOR, 1st Lt, AC

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

FROM 55TH BOMB WING CITE FFW ABLE 25 181630A
TO CO'S 460, 464, 465, AND 485TH BOMB GROUPS
GR----BT

RESTRICTED THE FOLLOWING MESSAGE FROM THE COMMANDING GENERAL
FIFTEENTH AIR FORCE IS QUOTED FOR YOUR INFORMATION COLON QUOTE AIR
VICE MARSHALL SLESSOR CMA FORMER DEPUTY COMMANDER IN CHIEF MAAF CMA
VICE MARSHALL SLESSOR CMA FORMER DEPUTY COMMANDER IN CHIEF MAAT CMA
AFTER HIS DEPARTURE ON SIXTEEN MARCH SENT FOLLOWING MESSAGE WHICH
GENERAL BAKER HAS ASKED ME TO REPEAT TO ALL COMMANDS COLON SUBQUOTE
GOODBYE AND GOOD LUCK TO YOU AND ALL THE SPLENDID AMERICAN SQUADRONS
UNDER YOUR COMMAND PD IT WAS///HAS BEEN AN EDUCATION AS WELL AS A
REAT PLEASURE TO BE ASSOCIATED WITH THE UNITED STATES ARMY AIR FORCES
PD I KNOW THE BEST I CAN WISE YOU IS THAT YOU WILL ALL SOON BE BACK
HOME AFTER A GRAND JOB WELL AND TRULY FINISHED PD PARA DEEPLY
APPRECIATE HONOUR YOU DID ME IN PROVIDING ME WITH AMERICAN FIGHTER
ESCORT PD WOULD YOU CONVEY MY THANKS TO SQUADRON COMMANDERS CONCERNED
PD END SUBQUOTE AND QUOTE ACHESON.

BT 181630A

SENT AT LDZC AT 181715A DB KKK

A TRUE COPY

Leonard S. Dwor

LEONARD S. DWOR, 1st Lt, AC

FROM CG 55TH BOMB WING CITE NO FFW ABLE 28 241445A
TO CO: 460TH BOMB GROUP
464TH BOMB GROUP
465TH BOMB GROUP
485TH BOMB GROUP

GR--- BT

RESTRICTED THE FOLLOWING MESSAGE RECEIVED FROM THE COMMANDING
GENERAL OF THE FIFTEENTH AIR FORCE IS QUOTED FOR YOUR INFORMATION
PD QUOTE IT IS WITH PRIDE AND SATISFACTION THAT I FORWARD THE
FOLLOWING MESSAGE RECEIVED FROM THE FLAG OFFICER AT TARANTO CLN SUBQUOTE
SHOULD LIKE TO EXPRESS MY APPRECIATION OF THE OUTSTANDING SUCCESS
OF YOUR RECENT ATTACKS ON NORTHERN ADRIATIC PORTS PD THE VERY HEAVY
LOSSES YOU HAVE INFLICTED ON PORT INSTALLATIONS AND SHIPPING AND
PARTICULARLY THE SINKING OF THE PIGAFETTA ARE SEVERE KNOCKOUT BLOWS
TO THE ENEMY'S SEA SUPPLY ORGANIZATION AND TO WHAT IS LEFT OF HIS
OFFENSIVE PUNCH PD I HOPE THAT BEFORE LONG WE SHALL HAVE COMPELLED
HIM TO ABANDON THE SEA ALTOGETHER PD END OF QUOTE AND SUBQUOTE
ACHESON

BT 241445A
SENT AT LDZC AT 24/1458A GJS AR K
LXQN R NR 5 T AT 241458 A JFL AR K
LEJN R NR4 AT 241458A HN KK
LEKO R NR4 AT 241458A ND K
LENR R NR4 AT 241458A EH K

A TRUE COPY

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

FROM ACHESON ON FFW ABLE 29

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

GR/ BT

CONFIDENTIAL IT IS WITH PRIDE THAT I PASS ON TO YOU THE FOLLOWING MESSAGE RECEIVED FROM THE COMMANDING GENERAL FIFTEENTH AIR FORCE COLON QUOTE I WISH TO COMMEND ALL PERSONNEL ON THE EXCELLENT ATTACKS AGAINST NEUBURG AIRDROME ON TWO FOUR MARCH PD PHOTO INTERPRETATION SHOWS A TOTAL OF TWO TWO JET FIGHTER AIRCRAFT DESTROYED AND THREE PROBABLY DAMAGED PD THESE ATTACKS DEPRIVED THE ENEMY OF TWO ZERO PERCENT OF ITS CURRENT OPERATIONAL JET FIGHTER AIRCRAFT PD UNQUOTE ACHESON

BT 251808A

CS -AR K K

A TRUE COPY


LEONARD S. DWOR, 1st Lt, AC

FROM CG, 55TH BOMB WING CITE NO. FFW ABLE 30 2610414
TO CO, 460TH BOMB GROUP
CO, 464TH BOMB GROUP
CO, 465TH BOMB GROUP
CO, 485TH BOMB GROUP
GR--BT

CONFIDENTIAL THE FOLLOWING MESSAGE RECEIVED FROM THE COMMANDING
GENERAL FIFTEENTH AIR FORCE PD QUOTE I WISH TO COMMEND ALL MEMBERS
OF THE 55TH WING ON THE RECENT INCREASE IN BOMBING ACCURACY SHOWN
IN THEIR ATTACKS ON ENEMY TARGETS PD IT IS APPRECIATED THAT HIS
IMPROVEMENT IS THE RESULT OF CONSTANT AND TIRELESS EFFORT ON THE
PART OF ALL CONCERNED PD UNQUOTE PARA I DESIRE TO ADD MY CONGRATULATION
AND COMMENDATION PD OUR BOMBARDIER TRAINING MUST CONTINUE IN ORDER
THAT WE WILL STILL HIT OUR TARGETS IF WE CAN SEE THEM PD END ACHESON

BT 261041A

MD AR K

LXQN R NR 1 261050A S A AR KK

LEJN R NR 1 261050A FK AR

LEKO R NR 1 261050 WW K

LENR R NR 1 261050A SD AR

A TRUE COPY

Leonard S. Dwor

LEONARD S. DWOR, 1st Lt, AC

R E S T R I C T E D

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

AJB/egg

201.22

31 March 1945

SUBJECT: Commendation

TO : All Concerned

1. It is with pride that I quote the following message received from the Commanding General, Fifteenth Air Force and the Commanding General, 55th Bombardment Wing (H):

"FROM ACHESON FFW ABLE 33
TO CO, 464TH BOMB GP
RESTRICTED IT IS WITH PLEASURE THAT I PASS ON TO YOU THE FOLLOWING COMMENDATION OF THE COMMANDING GENERAL, FIFTEENTH AIR FORCE PD QUOTE I TAKE GREAT PLEASURE IN COMMENDING THE FOUR SIXTY FOURTH BOMB GROUP OF THE FIFTY FIFTH WING AND THE FIVE SEVENTEEN AIR SERVICE GROUP FOR HAVING ALL OF THE COMBAT TYPE AIRCRAFT ASSIGNED TO THE TACTICAL GROUP AVAILABLE FOR OPERATIONS ON THE NINETEENTH AND THIRTIETH OF MARCH PD THIS SPLENDID SHOWING INDICATES NOT ONLY SUPERIOR PERSEVERANCE AND SKILL ON THE PART OF THE PERSONNEL CONCERNED, BUT ALSO AN EXTREMELY PRAISEWORTHY DEGREE OF COOPERATION BETWEEN TACTICAL AND SERVICE UNITS PD END QUOTE ACHESON"

2. I desire to especially extend my thanks and express my appreciation to the Commanding Officer and all personnel of the 517th Service Group who contributed so much and willingly to make this record possible.

3. It was also noted in the Fifteenth Air Force statistical summary for February that this Group had the highest percentage of combat aircraft operational of all the Groups in this Air Force. I desire to congratulate and commend all personnel concerned and express the wish that our untiring efforts be continued so that we may contribute greatly to the early and successful conclusion of the war effort.

/s/ A. J. Bird Jr.
A. J. BIRD JR.
Colonel, AC
Commanding

A TRUE COPY

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

R E S T R I C T E D

FROM CG 55TH BOMB WING CITE NO FFW ABLE 32 301702A
TO CO: 460TH BOMB GROUP
464TH BOMB GROUP
465TH BOMB GROUP
485TH BOMB GROUP

GR---BT

THE FOLLOWING MESSAGE RECEIVED FROM THE COMMANDING GENERAL CMA FIFTEENTH AIR FORCE IS QUOTED FOR YOUR INFORMATION CLN QUOTE THE COMMANDING GENERAL IS GRATIFIED TO BE ABLE TO PASS THE FOLLOWING MESSAGE FROM GENERAL ARNOLD TO GENERAL SPAATZ RELAYED THROUGH GENERAL CANNON SUBQUOTE NOTED IS YOUR MESSAGE DATED TWENTY FOUR MARCH OUTLINING RESULTS ACHIEVED DURING PERIOD SIXTEEN TO TWENTY SECOND MARCH PD RESULTS ARE SOURCE OF GREAT SATISFACTION TO ALL PD SUCH SMASHING AERIAL ATTACKS COORDINATED WITH RELENTLESS GROUND PRESSURE CAN ONLY RESULT IN COMPLETE VICTORY PD PLEASE PASS FOR ME TO ALL ECHELONS OF FIFTEENTH AIR FORCE MY PERSONAL COMMENDATION END QUOTE AND SUBQUOTE ACHESON.

BT 301702A GJS AR K
LXON RECD NR5 AT 30 1703A 1830A RCK
LEJN R NR 5 AT 301830A HN AR KK
LEKO R NR 5 301830A WJC AR K
LENR R NR5 AT 301830A CN KK

A TRUE COPY

Leonard S. Dwor

LEONARD S. DWOR, 1st Lt, AC

INCLOSURES AND SUPPORTING DOCUMENTS

R E S T R I C T E D

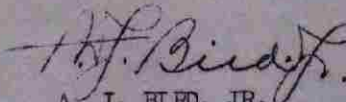
HEADQUARTERS
464TH BOMBARDMENT GROUP (H)
APO 520 U.S. Army

13 March 1945

GENERAL ORDERS)
 :
NUMBER 6)

ASSUMPTION OF COMMAND

Under the provisions of paragraph 4, AR 600-20, as amended, the undersigned hereby assumes command of the 464th Bombardment Group (H), effective this date.


A. J. BIRD, JR.
Colonel, Air Corps
Commanding

DISTRIBUTION: "A"

-1-

R E S T R I C T E D

R E S T R I C T E D

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

19 March 1945

SPECIAL ORDERS)
:
NUMBER.....68)

1. CAPT JERRY J MATELAN, 0578535 AC (0200), 778th Bomb Sq (H), is hereby aptd Investigating O in the case of Pfc William L Lewis, 6976726 AC (611), 778th Bomb Sq (H). Report of Investigation together with all exhibits thereto will be submitted to this headquarters in quadruplicate by 21 Mar 45. (Auth: AW 70 and par 35a MCM 1928)

2. COL VIRGIL L ZOLLER, 021205 AC (2162) having been asgd this orgn per par 4 SO 76 Hq 55th Bomb Wg (H) dtd 17 Mar 45 is further asgd to Hq Det for dy as Dep Gp Comdr. (DOR 17 Sep 44 Comp RA)

3. Under the prov of par 6c AR 615-5 dtd 30 Jun 43 and upon recommendation of the orgn comdr the fol named EM, AC, 778th Bomb Sq (H) are hereby promoted to grade as indicated below eff this date. Copy of SO will serve in lieu of Warrant:

TO BE STAFF SERGEANT (TEMP)

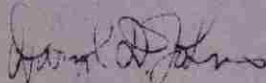
Sgt Fred W Givens	33127704 (911)	Sgt Joseph T Burton	39025885 (911)
		Sgt Nathan Sperling	32979395 (502)

TO BE PRIV. FIRST CLASS (TEMP)

Pvt George Beardsley	31337932 (345)	Pvt Almer Dovere	39617556 (345)
Pvt Marvin Gunkle	39847739 (345)	Pvt Howard Herring	34646249 (345)
Pvt Edward C Fuhrmark	16141041 (747)	Pvt Reeves C McMahan	34804142 (747)

BY ORDER OF COLONEL BIRD:

OFFICIAL:



DARYL D JOHNS
Major, Air Corps
Adjutant

DARYL D JOHNS
Major, Air Corps
Adjutant

DISTRIBUTION: "B"

R E S T R I C T E D

PUBLICATIONS

THE TOWER

464th BOMB
GROUP

"OUR TASK IS TO SERVE THE WORLD,
AND NOT TO RULE IT."

WINSTON CHURCHILL



OBSERVATIONS A STATEMENT

OF INTENTIONS

During my gymnasium days, (high school-college combination, 6 years) I can well remember the incident of the College Director, who just a few weeks before, in the Republic, prohibited all his students from wearing swastikas, but when the third Reich came into power he gave a solemn declaration of having "always" been a true Nazi.

Athletics, marching, drilling, hand grenade throwing moved up in importance and became primary subjects and was enthusiastically welcomed by all of us students. "The new state needs body—strong men trusting in Nazism" was the slogan. What did the leaders care about academics as long as their followers believed in a Germany bound to rule the other nations of the world, in the Fuhrer, who could order even their death. Needless to say I goofed off those race—theory classes, from which a "good" Nazi never would have dared to stay away, often getting into trouble. To me, a peculiar regulation was the standing at attention of all of us students at the beginning of a new class period before entry of the professor. According to his age or fanaticism, he would more or less enthusiastically greet us with "Heil Hitler" (meaning something like health to Hitler), to which we would have to answer in a chorus in the same manner. This "patriotic ceremony" was repeated at the end of a class period and exercised as many as twelve times daily.

There are cases in which an "innocent bystander" was beaten up by parading storm-troopers who jumped out of line to punish a citizen for turning his back or not holding up his arm to a Nazi flag.

Many of us belonged to the German Boy Scouts, linked up with the international Scouts with Hq. in London, a democratic organization, wearing our uniforms, camping and hiking. Soon we were declared illegal by "our government", making room for the only youth organization operating in Germany, the "Hitler Jugend" (Hitler—youth). Yet—in defiance—we kept up our activities, meeting in cellars, basements, and garages. Often we had fights, were attacked, beaten up, but—we too could fight although being in the minority.

During the Easter vacation, we held a big district camping meeting. The night Pow-wow was impressive. A moonlit night, white-shirted scouts were singing by a bright campfire. Suddenly shots fell all around us, commando voices were heard, we seemed to be surrounded, prepared for battle—waiting in nervous impatience for orders. The orders came—to carry on. Our watchful patrols engaged the

would—be attacking Hitler bands and—after short clashes—drove them away.

Others who were attacked, especially those in their homes, were not as fortunate. Stormtroopers—considered the "law"—always had the "legal rights" to invade your homes, "checking up" on their fellow citizens. Are you attending enough party meetings? Do you have any books in your library by free-thinking (anti Nazi) authors? Are you listening to foreign broadcasts? For one of those offenses, which expose you as a "bad" Nazi, you might get any punishment from a jail sentence to a lifelong concentration camp imprisonment—even the death penalty. I could notice very often 2 or 3 people walking in the streets whispering, looking around after taking a few steps, fearing to be followed. Only the proud, arrogant, goose-stepping, uniformed Nazi was safe. I could hear three different languages being spoken in Germany: 1 - Whisper. 2 - "Heil Hitler". 3 - Strong praise for Hitler and his Nazi party. Robbing of bank accounts, confiscations of properties of unfavorably considered Germans was on the Nazi program. Removal from their pulpits or attacks on priests and other ministers for letting "slip a word" were constant incidents.

Who could live in such a state? In a state in which you were unable to be your own free self, unable to express your thoughts and opinions, being told what to do and what not to do, in which all papers were completely controlled by Dr. "Lying" Goebbels?! The German people surely could! They got used to this mess. They grinned and were happy! They got their Fuhrer.

BERND SIMON

To be continued

THE BATTLE FOR HEAT

*Step by step, inch by inch, toe by toe,
Stealthily moves our hero, brave,
With thoughts of but a rosy glow,
From his master, the stove, poor wretched slave.
The time for action comes at last,
The valve turned slightly and flame applied,
The hasty retreat from a roaring blast,
And as quickly born, the flame has died.
Our co-pilot has failed again,
In the arduous task so few can do,
For the stove's conduct, he can't explain,
He's angry now, but through and through.
Once more our hero braves the flame,
With horrible glances, but no complaints,
But the stove's reaction is the same,
(The language used is not for saints)
In deep despair, in depthless gloom,
Our hero sobs in dire defeat,
For he knows tonight in our meagre room,
'Twill be a definite lack of heat.
His garments, scorched, now laid aside,
Our hero puts himself to bed,
Cursing still from shattered pride,
Dreading the frigid hours ahead.*

JKO

"We look forward to becoming civilians: making a decent living, raising a family, and living in freedom from the threat of another war. But that was what most Americans wanted from the last war. They found that military victory does not automatically bring peace, jobs, or freedom. To guarantee our interests, which are those of our country, we must work for what we want.

Therefore, we are associating ourselves with American men and women, regardless of race, creed, or color, who are serving with or have been honorably discharged from our armed forces, merchant marine, or allied forces. When we are demobilized it will be up to all of us to decide what action can best further our aims.

These will include:

Adequate financial, medical, vocational, and educational assistance for every veteran.

A job for every veteran, under a system of private enterprise in which business, labor, agriculture, and government work together to provide full employment and full production for the nation.

Thorough social and economic security: Free speech, press, worship, assembly, and ballot.

Disarmament of Germany and Japan and the elimination of the power of their militaristic classes.

Active participation of the United States in the United Nations organization to stop any threat of aggression and to promote social and economic measures which will remove the causes of war."

What you have just read is the working platform of a new organization called the American Veteran's committee. The association began two years ago by informal correspondence among a group of like-minded service men who had been students in a west coast university. They felt the genuine need for a new veteran's organization; felt that the reactionary record of the American Legion and VFW offered little hope that any of these groups of the last war would give voice to the hopes and aspirations of a new generation of America veterans. They wanted an organization which, after the war, would work for the things for which they now fight. They wanted a group whose strength would be directed toward the achievement of a "more democratic and prosperous America and a more stable world"; rather than limited to the lining of the veteran's nest with the largest possible feathers.

They formed the nucleus of the group which has since then grown to more than two thousand members. A planning Committee was chosen and a chair-

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

man appointed; dischargee Charles Guy Bolte. With headquarters at 654 Madison Avenue, New York City, Mr. Bolte publishes a bi-monthly Bulletin containing committee news, letters from members, reports on pertinent domestic and foreign developments. Service men, in joining AVC, are committed to only two propositions: The Statement of Intentions, and a free conference after demobilization when the planning committee will pass out of existence and the association will be put in the hands of all its members.

On Monday evening at seven o'clock in the chapel an informal meeting will be held for fuller explanation and discussion of the AVC and its purpose. Let me urge all of you who share any of the ideas here expressed to attend this meeting and to bring your questions.

Those of us who fight in the war cannot honestly evade our responsibility for building a world of peace.

ROBERT E. ELLIOTT

Letter to the Editor

DEAR SIR:

In last week's issue of this paper Raymond L. Parker reviewed William L. White's new book "Report on the Russians". The review was more startling than the report.

Mr. White toured Russia for five weeks, writes Parker. For five weeks he rubbed elbows with 180,000,000 people. We might reasonably assume that, in that length of time, he reached a point where he could call a few million or so by their first name—excluding, of course, the twenty millions who have died in the hands of the Nazis. Mr. W.'s detailed survey turns up some

solid facts about which we had never been informed. With "revealing frankness" says Parker, Mr. White dissipates the "color" associated with Russia. Did you think there was something colorful about the defense of Leningrad, Moscow, or Stalingrad; the liberation of all Eastern Europe; and the drive to the outskirts of Berlin? It just goes to show how gullible you are. Confidentially, implies Bill White, it's just Red propaganda; that's all.

But Mr. White covered "all phases of life" in that hectic five weeks; he didn't miss a trick. The treatment is "shocking"; living conditions are appalling. The reason for Russian victories is not their "way of life"—whatever that is, but in spite of it. Can't you see how it works? The Russian people, tortured beyond endurance, threw themselves unreasonably upon the poor inoffensive Nazi soldiers who were coming to "liberate" them from their "way of life"; and in so doing they spoiled Hitler's Holy Crusade against Bolshevism, one of history's great tragedies!!!

But we mustn't just let it go at that. We must demand more "facts". What do we know about our other Allies? Why don't White and Parker split a three-day pass and make an exhaustive survey of Great Britain and China? Then we'd get the real inside dope. Perhaps, on the basis of their findings, we could re-appraise the situation. Maybe Lord Haw Haw and Tokio Rose are right! Maybe we are on the wrong side!

Absurd, isn't it? Yet it's only the logical extension of the book's attitude. Let's analyze it. We are at war. We have Allies fighting on our side against a common enemy. Propaganda is one of the more potent weapons of war. Suppose our Group went over and dropped a load of bombs on some Russian industrial target because we don't like Russia's Socialist organization. That would be a big help wouldn't it?—to the Nazis. Then why should we blast Russia with vicious propaganda?

JOSEPH PROCIDA

Due to censorship regulations this paper may not be sent home.

THE HUMAN SOUL

The soul is the ultimate principle of our individual conscious life, the principle by which we feel, think, and will. It is a substantial principle, subsisting in itself, and thus distinct from an accident, like color. The soul is a simple substance, it is not composed of separate parts; it is also a spiritual substance for its existence is independent of matter. Its character is known by its acts.

The mind is not composed of a series of successive events or states. On the contrary it has a permanent identity, which ever remains the same during all the varying modes of consciousness. The fact of memory proves this. The soul is a simple, spiritual substance possessing an activity absolutely alien and opposed to the nature of extended and material things. We are capable of forming abstract and universal ideas such as truth, goodness, and beauty; we can perceive the rational relations between ideas, making judgments and inferences, and conducting exact processes of inductive and deductive reasoning; we are capable of self-reflection, recognizing with ease the absolute identity of ourselves thinking about something, and ourselves reflecting upon that thinking self; we are possessed of free will, capable of self-determination, and untrammelled in our pursuit of truth, justice, and righteousness. The spirituality of our thought, our volition and our self-consciousness is fundamentally opposed in kind to all the properties of things material.

The animal soul on the contrary is intrinsically and essentially dependent on matter. The animal is incapable of forming abstract ideas, and manifests no spiritual activity whatever. It possesses neither intellect nor free will. It is ruled entirely by instinct, and its activity is entirely limited to the sensible and the concrete. The animal soul or principle of life, is, therefore, incapable of life apart from the body, and perishes with it.

The human soul is directly created by God. God gives existence to the soul at the very moment when it is to be united to the body produced by generation, because it is designed by God to form with that body one human nature. The divine origin of the soul is a most fundamental doctrine, which gives the lie direct to the theory of atheistic evolution, and invests paternal authority with a religious and sacred character.

Chaplain's Flimsy

When Jesus wanted to teach a lesson about what God expects of us he told a story about a man who traveled into a far country. Before the man left home he put his goods into the hands of three servants, giving one five talents, another two, and a third one. After a long time this man returned and calling his servants to him inquired concerning his goods. Now the one that had been given five talents came with ten talents saying, "I have gained five talents more". The one that had been given two came bringing four. The master was pleased with these men and said, "You have been faithful over a few things, I will now make you rulers over many things". Then the servant who had received one talent came bringing his only talent saying, "Master I knew you were a hard man and I was afraid. I buried the talent in the ground and now here it is." The master was angry and said, "Thou slothful servant. Take the talent from him and give it unto him which has ten talents. For unto everyone that has shall be given and he shall have abundance; but from him that hath not shall be taken away even that which he hath." This may seem like a severe sentence to some and yet we all know that talents buried or unused are soon lost. This is especially true of the things of the spirit. If you are to keep your faith and grow and mature spiritually you must work at your religion. I suspect that when the master of us all calls us before Him, those who have done nothing toward cultivating the things of the spirit will be like the man who buried his talent. They will think the master is a "hard man".

Chaplain EASTWOOD

HOBNOBBING WITH HEADQUARTERS

The new house going up to replace Broseker's old one beginning to look like a honey. Should heppen to me. Heard he was in the old one when the runaway crashed in. Shouldn't heppen to a dug.

All those shining faces at the breakfast tables now that Sandy has put his foot down about late breakfasts. The only thing that keeps Connerty late now is an act of God like an earthquake or a fire. AFI group study classes were ridiculed the other day by one of our precocious adolescents. Seriously thinking of starting a class in journalism for the wit. Might help in avoiding international complications and avoid a third world war. Wonder if we could open the baseball season with a game with the Hq Officers. The last time we beat them they blamed it on poor (F) fielding. Lt Jaton, Capt Both's partner, has convinced the latter not to write that book on bridge. Seems he was going to write it and belittle the value of the finesse. Seemed kind of crest-fallen when he found out how wrong he was.

M. FARMER

778TH SPOTLIGHT

Here we go again, making with a new batch of idle you know what — First the "line" wants to welcome back that gallant Georgia gentleman, Br'er Bostiek. Things are lookin' up. We're also glad to announce the return of a great man, "lifebuoy waxed" moustache and all.

Whether it's the spring days we've recently enjoyed or the "infantry" physical we don't know, but the pot and pan cudgellers were recently seen doing close order drill to the Caisson song. And Sylvester has new shoes!

Barton Wing's favorite tune these days is "There's a Long, Long Trail A Winding." There doesn't seem to be any end to that trail, does there Wing?

Has anyone discovered the result of the recent marriage held between the cats belonging to M/Sgts Courtwright and Ward? T/Sgt Black claims they were the most irritable twosome ever he saw. What's the matter, couldn't you sleep, Whip?

We saw Chellis the other day doing a paint job for the Red Cross. Questioned, the "handsomest" man in Armament explained, "I'm just an artist at heart"!

Now we come to the Question of the Week - What did M/Sgt Schwennaker mean by his performance on a recent "wet" night? When last seen on that evening he was shouting "I'm hooter'n a blind owl, I'm hooter'n a blind owl."

CREWS IN THE BLUE

Despite the fact that there were only twenty-eight days in the month of February, it will be remembered as a month of brilliant achievements. During the latter part of the month, commanders from Gen. Arnold on down, heaped praise upon the 15th A. F. for its consecutive string of operational days. Too bad we missed one day to break our record at thirteen, but the stretch surpassed all records produced since Sept. 6th which ended a seventeen day period of operations. A total of 13,780 tons (Stars and Stripes quote) was dropped by the Air Force during the recent period. No doubt we made quite a "hit" with the Reich!

The campaign against oil installations was a complete success and now with communications taking a terrific battering the Reich is tottering, drawing its last breaths.

It's a record to be proud of fellas, one which historians will write about, one that could not have been written into the books without the excellent display of cooperation by the greatest "All-American Team" — The ground personnel throwing the touchdown passes that were carried into pay dirt by the combat crews. Let's keep on piling up the score!

Already gloves and balls, horseshoes and USO shows in the valley, have offered signs of a premature spring season — but don't neglect your fuel supply just yet! This brings to mind the dangers of a faulty and leaky fuel line. Lt. Ryder and his men, of the 77th, suffered the unfortunate loss of their casa tent top. "A word to the wise" —

Sgt Henry Hammer of the 79th who recently racked up his 35th decided to take a look at "how the other half lives". On his way to Rome he took a looksee at the 5th Army battle front. Thinking of putting your name on that list in the orderly room ole' chum?

To the pilot in the 78th, whom it may concern — you can *not* crank up the landing gear on a B-two dozen!!

S/Sgt Henry Cox of the 78th really knows the people! Among the better known celebrities are some of Hollywo-

od's glamour girls. If you don't believe it, stop around and he'll show you his collection of "with Love", autographed photos! After gazing at two gaping holes in the waist after a recent mission, Lt. Aday of the 79th thanked his lucky stars for faulty Nazi ammo. The shell had passed through without exploding! Returning from a recent mission, Lt. Kilfoyle of the 78th claimed that "Hans and Fritz" (We used to run a beer joint in Munchen) "will probably get looped tonight". Seems they had quite a day at the expense of Kilfoyle's sweating brow!

Oh yes, I've been asked to announce that Sgt. Jim E. (I usta' be a jerk) Becker, of the 79th recently completed his third sortie. He's partial to the C. B. I. theatre! After all, he's only been here 6 months. Looks as though the boys are really anxious to get back home in time for the opening day at the ole' swimming hole and to have a grandstand seat when the "Great White Father" tosses out the first horsehide. The 76th takes the lead this week with an even dozen entries into the select "35" circle headed by Lt. Col. Nance and followed by:

Maj. Waggoner, T/Sgts Woods, Crispino, Eudaily, and S/Sgts Faniro, Dempsey, Lester, Facciola, Neikamp, Johnston, and Chambers. From the 77th we have:

Maj. Robertson, Capt. Baker, Capt. Shearer, Capt. Mitz, Lt. Dewitt, T/Sgt Bunker, S/Sgts. Prado and Margeson. The 78th is still suffering from the loss of T/Sgt "Stand-down" Baird who completed his sorties a couple of weeks ago!

The 79th has a special celebrant in Lt. Col. Goodyear, their old C. O. who has recently been attached to Group. The remaining long list includes these lucky lads: 1st Lts. Kelly, Rogers, and Steckmyer, T/Sgts. Conradi, Rose, and Oliver, S/Sgts Hall, Cook, Boehm, Hook, Keeling, and Istone. Congratulations and happy landings on home soil men — save me a paste-board for the *World Series!*

S/Sgt "Howie" Farling 78th

HEART THROBS

DEAR DR. HECKLE AND MR. JIVE,

I am in great trouble. The girl I was dating at the POE has moved to my home town. It is a very little place, and I am sure that she will meet the "gal back home". What should I do?

JBH

Your problem is very simple. Write the girl back home, and tell her that you dated the POE girl to improve your technique to make the girl back home love you more...

DEAR HECKLE AND JIVE,

All of my friends are returning home from various theatres for furloughs. My wife can

not understand why I am still over here. What can I tell her to convince her that I must stay?

DICK

Send your wife a picture of the flak at Vienna, and she will see why you can't find it in your heart to tear yourself away.

DEAR DR. HECKLE AND MR. JIVE,

I have met a girl I like very much in Canosa. Do you think she would like the life we lead back in the States?

J'O'M

She will probably like the life, but the fresh air would kill her.

Synchronizing on the 77th

When the "orgie" they had at the 77th officers' club was over last week—Cpl. Rizzo and Harisen decided to start wearing flak helmets while tending the bar—Those lemons bouncing off their "noggin's" didn't feel too good.

After much arguing and controversy it was finally decided why that rectangular ditch was dug in front of the 77th officers' wash-room. It was at first thought to be a trap to catch unwary personnel straying in the vicinity—After it was covered over and a fence put around it, some thought it might be a boxing ring—The barbed wire would be a natural to keep men off the ropes when boxing. You've guessed it men, it's a water drain for the shower.

Talking about barbed wire fences—The way they have been throwing them up around here you are going to need a seeing eye dog and radar to get safely back to your tent at night.

Pop to, men! — we have two new captains in the 77th—congratulations to Capts Machado and Shearer. Nearby towns have reported a drastic up swing on the sale of captain's bars—Let's not try to corner the market on them, Capt. Machado.

It looks as though S/Sgt. Quinn is a real Casanova. While at Capri last week multi wacs were observed hanging on his arm—to make matters worse (as far as other fellows there were concerned) he escorted two or three at a time. Hoarding in any form will be dealt with.

Stand by for action! The 77th officers' club is going to have a Barber Shop all their own just as soon as that new addition being built to the officers' club is finished—When asked what they thought about the new Barber Shop the following men replied.

Lt. Orin Lloyd — "It's a nice thing to have around. My hair has been in my soup long enough".

Lt. "Doc" Savage—"It doesn't mean a thing in the world to me".

Well that's finito until next week rolls around.

SPIRIT OF '76

For the benefit of the new men in the squadron, we wish to inform you that the character you see walking around the enlisted mens' area in blue fatigue uniform is not a POW but really Stan Huff of the orderly room.

Question of the week: Do these clear nights with a full moon make you romantic and make you long to be with the "one and only"?

Walking through the area recently we noticed a pair of bright red socks hanging out to dry. Wonder who the owner could be?

The recent warm spell has brought out an epidemic of Spring fever noticeable throughout the area. Most of the new casas are getting their finishing touches while some of the older ones are getting complete overhauls. Fresh paint and landscaping is SOP through that part of the area adjoining the club known as "Gold Rush Junction" — Incidentally, if you're not too familiar with that area better get a guide to take you through after dark — a new casa may have gone up since lunch time.

Lt. Tracey still seems to think he's doomed to a multi long stay over 'yar — all those of different opinions will find him eager to back his theory with something more tangible than a statement of charges.

We haven't seen the inside of Stenevik's tent yet but judging from the size of that stove pipe sticking out the top of his tent, the rumor that he's running a blast furnace may be true.

Overheard at the club. "Army life sure is funny. Where else could you live like a monk, go no place, see nothing, work like a slave, be on duty 24 hours a day, be asked if you've bathed lately, and no matter what your job or how little you've done still be a hero to the folks back home?"

Now that the PRO picture of the men from Greater New York has been taken, Rades is sweating out the one for Greater Brooklyn. Maybe he'll pin it to that one tree they grew there and then wrote a book about. What's this we hear about "Long String" Anderson going to fly tail turret from the waist? He could do it, he could do it!

Glad to see the new showers nearing completion. One good shower should do more towards maintaining the health of the men than any personal Insp. yet devised — It's also a pretty good morale booster, if that means anything anymore.

Onions to J. Redmond for his midnight rendition of "Coney Island Baby". A timely tip to "Lucky" Brooks, the cow pasture third baseman who kept two native sheep-herders in stitches a couple of afternoons this week. Lucky did his best to teach the art of covering the hot corner to the sheepmen but we have it on good authority that they were really two Vassar talent scouts in disguise. Looks like you made the team, you lucky boy.

Who's the Hollywood character with the paratrooper boots seen around lately? Rumor has it they were awarded to him for four jumps off a saw-horse. Now how about a combat crew baseball team to twist the ears off the line men? Anyone interested contact tent 44. While we're on the subject why can't we get a diamond leveled off and graded, etc., as has been done by the 77th? There are plenty of good potential spots at the foot of the hill.

CON MOLTO ESPRESSIONE

During the lull in the concerts, music on the field hasn't been inactive. Some of you may have read the notices posted recently inviting harmony groups to compete in a "Barber Shop Quartet" contest. Well, our own 464th entered such a foursome and it is doing well.

These four lads, originally the chapel quartet, put out pretty good stuff. The first hurdle in the race, the group competition, was taken too easily as the other potentials dropped out. A couple of weeks ago they sang an arrangement — an incomplete one at that — of "Put on Your Old Grey Bonnet" in the briefing room, the other quartets having withdrawn that evening. That of course was no accomplishment. But on Saturday our boys beat the rest of the wing which also contributed two withdrawals and now await the Air Force contest in Bari.

Those boys have sung in the chapel quite often, so are known to many. Richard Welty, tower operator, is the first tenor; his face is familiar to those who see him lead the congregational vocals. Howard Walker, whose job keeps him in and around the chapel anyway since he's chaplain's assistant, sings a good second tenor. He's an organist to boot. Both basses are combat men of the 77th. Lt. John Tarbill, 1st base and soloist as well, navigates on his crew and has recently become squadron navigator. S/Sgt. John Burkhardt is one of the best basses I've ever heard and is an integral part of the outfit.

However there is more to it. Arrangements must be written and they are fortunate enough to have Lt. Geissinger on their side. His work on "Old Mill Stream" is superior. "Gus" accompanies and directs as well as arranges. Yours truly contributed some of the arrangements, but it is not believed to be critical material.

So with talent and ability such as it is, we honestly believe that the "Three Men and a Bar" will make it rough for the other wings at the Bari Semi-finals. Let's wish them the best of luck. em

KRIEGSGEFANGENE

2nd Lt Robert M Stevens
2nd Lt William A Pace
Cpl Walter T Kubik
2nd Lt James R Davis
2nd Lt Judson M Willis Jr.
2nd Lt Charles L Houlihan
T/Sgt Charles A Rogers
Cpl Wm. A Williams
Cpl Harold W Roney
Cpl Charles B Coogler
Cpl William E Groover
Sgt Guy R Martin
S/Sgt Richard B Aylesworth
2nd Lt Luke McLaurine
T/Sgt Ralph Robertson
S/Sgt Robert D Bruno
All of Lt Rounton's crew
Sgt Arthur P Mills
T/Sgt William J Vaght
2nd Lt Richard L. Wellbrock.

STAB. TIP. GIUSEPPE PANSINI & FIGLI
Corso Vittorio Emanuele 102 — BARI

VOL. I

MARCH 11, 1945

NUMBER 17

THE TOWER

464th BOMB
GROUP

"THE ETERNAL GOD IS THY REFUGE,
AND UNDERNEATH ARE THE EVERLASTING ARMS."

Deut 33:27



HITLER SHOULD NOT DIE

Nearly every one of Uncle Sam's nephews has at one time or another wanted to hang Hitler from a sour apple tree, and burn Doc Goebbels in his own propaganda. A week ago Saturday we had a discussion meeting in our section, using for the topic "What shall we do with Germany after the war?". There were lots of ideas brought up, and many of them were very sound. Not all or even a majority of these suggestions were original, the importance of them lies in the fact that they show your average G. I. to be thinking very seriously of the world future. He wants to see a time when his children won't have to go through another war. He wants the German threat, and any other threat to world peace, permanently squashed.

In our discussion the other morning we started off with the idea of bringing all war criminals to justice. No matter if they attempted to seek refuge in Holland, as the Kaiser did in the last war, or slipped off to Argentina, as many of them no doubt plan to do, they are to be searched down and punished. Someone asked about Hitler, the symbol of Nazism. A strange point was brought up, and agreed upon by the largest part of the men. We should not execute Hitler. To do so would give only the immediate satisfaction of killing him, and would do the lasting harm of making him a martyr to the Germans. Life imprisonment at hard labor would be much better, and more effective. One man put it well when he said: "We must lower Hitler in the German's estimation".

Next we discussed reeducation, both of the Nazi nation's youth, and of other adults. For the last thirteen years every stream of German education has been poisoned by the constant flow of the "superman" ideal. The average youngster was, and is even today, taught that the purest blood, the best brains, the finest engineers all are Germans or of German descent. The "Aryan" myth has been drilled into them till they look upon all non-Nordics as "inferior" races. It will take a long time to counteract this vicious pseudo-science. In our discussion we agreed that one of the best ways to reach the new generation of Teutons was by using the "good" Germans as teachers, under strict allied supervision.

Supervision, not only of schools, but of all forms of life, will be necessary. There will have to be a highly trained efficient policing force composed of allied troops for years to come. A certain percentage of these troops will have to

be Americans. My personal suggestion on this is that there be a nine months tour of German duty for each of the new recruits coming into the army under the proposed national service act. They could take their basic training in Germany, and do their time there, as well as have a chance to see Europe. It would solve the occupation army problem, and, provided a backlog of experienced officers and men were kept, would make semi permanent occupation a relatively easy thing.

All that we discussed thus far may be very good, but it adds up to very little if we do nothing about Germany's economic system. One of the boys favored a complete stripping of Germany, reducing it to buying entirely from outside sources. But the general trend of opinion seemed to be that closely supervised consumer industries should be allowed to operate, as well as a minimum heavy industry. This last should be only enough to permit replacement of trucks and railway equipment, so carefully inspected and checked that it could never again grow to armament production. The German mechanical and electrical genius should be allowed scope to express itself, and be channeled into peaceful lines. Limited aircraft production might be allowed for commercial use only.

Lastly, and most important of all, the subject of the Prussian Military caste was broached. Here we had almost unanimous agreement that this should be broken up in any and every way. Mention was made of the known fact that the German army is now planning the next war, and is trying to save all of the officer class it can for this. Several suggestions were made to combat this group of fanatical Junkers, among them the idea of careful inspections of teachers to find camouflaged officers. But the best and most sensible of all is to break up the great landed estates in East Prussia, and Pomerania, a task our Russian allies are taking care of at the present moment!

To me, the whole discussion was a very healthy sign. It showed several important things. First, the average G. I. is as well if not better informed than his civilian contemporary. Secondly, through this army life he has learned to use the facts he knows in direct and forceful argument. He is and has come of age. When he returns home this ability to stand up in an open forum and express his ideas will stand him in good stead. In the rapid pace of the post war world nothing will be more valuable to the one time soldier than his ability to talk, and act, and think straight.

G. H. MERRIAM

WHAT'LL IT BE LIKE

Most GIs wonder what it will be like when we get home. I have just had a preview. By courtesy of the Theater Commander I was given a furlough to revisit my family in England for the first time in six years. It was a great thrill — and also a great eye-opener.

No one else in the Group, let us hope at least, will have to wait six years before seeing his home again. But few probably will be away for less than three. So many will face something of the same situation at the end of the war as I did last month.

The most obvious thing, after the joy of the first greetings, is the sense of being strangers. You are not the same nor are they. You have to get to know each other all over again.

I have a mother and step-father, two younger brothers and an older step-brother and step-sister. We were always a pretty happy family and have kept in fairly close touch by letter. Though I knew that many things were different I still pictured the family much as I had left them. I was in for a big surprise. My kid brother was thirteen when I last saw him, a pleasant school-kid, with a good deal of respect for his elder brother. He did pretty much what I told him. Now he was bigger than I and in uniform. In a few months, if I meet him again, I will probably be saluting him. The other brother, from a quiet, bookish High School Junior had become a mature agricultural expert with an important war job. The basis for our old relationship was gone and we had to develop something new.

Older people, of course, do not change as much, though they too develop new interests and new friends on account of the war. But in any case you have changed and that makes all the difference.

In many ways it is a great opportunity. We have to build our family life afresh, but we start with a clean slate. In the thrill of being together again many old mistakes are forgotten.

But don't let the emotions of the first meeting and the returning hero stuff, or the comfort of home and the old familiar routines of civilian life fool you. You have to build a family together—and it is not easy.

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

It takes just as much thought and hard work to win the confidence and friendship of a brother you haven't seen for many years as it does to win the confidence of the man you hope will be your best customer or the girl you hope to marry. And it is just as important. If you are married it means a second honeymoon, learning again to live together, courting the girl all over again. The way you volunteer to help with the dishes will mean a lot to mother too.

But probably the most important factor in the new relationship is being honest--about your feelings, your plans, and your failings. It is easy to put on a false front, but you can't build a united family out of a bunch of false fronts. Nothing divides two people like unshared secrets. Nothing is so baffling as living with a person and never

knowing what they are thinking. But when things are brought out in the open there is a chance to get a common mind.

Letters can also do much to bring a common mind. I have often felt that I cannot say what is on my mind in a letter because it will be censored. That is a mistake. Intimate letters in which the writer really gives himself can do more than anything else to keep a family united though scattered. They provide a basis for knowing each other when they get together. And if they are good enough they may even help the censor with his own affairs! I am perhaps most grateful for my furlough because it has given a glimpse of the problems and opportunities of family reunion and shown me how to prepare for them through letters.

The magazines are full of articles about what it will be like when we get home. They put it in terms of gadgets and new inventions. But the thing that really counts is what our own life will be like and that of our family. And that will be what we make it.

J T BLAIR

Due to censorship regulations this
paper may not be sent home.

Chaplain's Flimsy

"Chaplain, let me tell you why I don't go to chapel. Back in civilian life I knew an old man who never missed church on Sunday, but during the rest of the week he was a devil. If that's what the church does for men, I want nothing to do with it." After listening to such talk from many sources, I have decided to write an answer.

First of all, let me admit that the church does fail with some men. Even Christ had one of his closest associates betray him. There are men who join the church and attend it, who never really receive what it has to offer. But this does not cause me to lose my faith, nor encourage me to give up my practice of worship.

Many men have attempted marriage and failed. Some have tried several times and failed as often. But this does not cause me to lose my faith in marriage, and certainly not in my own marriage. Not all the persuasion in the world; nor a million stories of unfaithfulness and broken homes, could convince me that I should lose faith in my own wife and disregard the covenant between us. I know that my home is dear to me and the failures of other men do not detract in the least from it.

I hope you are not a confirmed old bachelor simply because the failures of other men have convinced you that marriage has nothing to offer you. If you are, my advice is that you study men's successes rather than their failures; that you acquaint yourself with happily married people and enter their homes upon occasion. Also, if you have concentrated on the failures of the church until you are convinced that it has nothing to offer you, I suggest that you consider its successes for a time. Become acquainted with the people for whom it has done most. Dare to let Christ have his way in your own life. Not until you have taken the marriage vows and kept them can you know the blessings of married life. Not until you have entered into a covenant with Christ and accepted his way can you know the joys of Christian faith. You must cease to be the spectator and become a man of action if you are to know this joy.

Chaplain EASTWOOD

IN MEMORIAM

It all happened so suddenly, you come back
And they just aren't there, the men you've
known,
And buddied with, perhaps quarreled with.
They're gone
Never to come trudging up the hill again,
banging their
Messkits, shouting back and forth, asking
what's new.
You'll never hear them again, as they
come slamming through
The door at four thirty in the morning.
You'll never see them again, horsing
around the area.
No, you'll never talk Chicago politics,
nor kid the "Californian".
Men cursed that night, who felt near tears
while others
Silent sat, too full of thoughts to speak
For all knew one or two, and most knew
all of them.
Cut off in the midst of a conversation,
half a sentence done,
Blasted to eternity.
It's war, so they tell us, and so we know.
It's war, and men are dying everywhere.
We honor them, who for their homes and
families
Who for their country, for their love of
freedom
Long hours worked, with constant menace
ever near.
This is for them, a wish, a hope, a prayer,
That we may worthy be to carry on,
A prayer that we may work, and fight,
and live
In such a way that they, all those
unnumbered men
Who give their lives in this our cause,
may sleep.

G. H. MERRIAM

A TOAST AND A CURSE

A toast to the heart of a fighting man,
Who risks his life each day,
To safely preserve our Maker's plan,
In the undesirable way,

Of shooting, knifing, bombing, burning,
A path of blood and gore,
But forever praying and ever yearning,
That the horrors soon be o'er.

Then to return to his native land,
To start life o'er again,
In a happy world to understand
His toll was not in vain.

But cursed be he who fights the fight,
Of a pian, unjust and old,
In whose blinded sight, might seems right,
And blood of less value than gold.

Who lifts his hand and takes his gun,
And kills for power and lust,
Leaving the dead to rot in the sun,
Thinking his cause is just,

But who in turn will eternally lie,
In an unmarked, common grave,
Who'd rape and kill, then likewise die,
Some insane ruler's slave.

For when from the shepherd, a flock will turn
To a sheep to lead the sheep,
The flames of Hell more fiercely burn,
And God can only weep.

J.K.G.

Synchronizing on the 77th

No sooner was the last edition of the Tower out than repercussions were heard from two individuals mentioned in my last column. It seems that these two individuals were called Cpls. These two men hereafter will be referred to as Pfc's — I hope that satisfies you — Pfc Rizzo and Hanson. And I also hope the lemons aren't whizzing by too fast.

M/Sgt Mabry of 77th operations has really gone "chart happy" — Everytime anyone is scheduled for anything Sgt Mabry has to consult at least 10 different charts and graphs — By the time this war is over he should be thoroughly checked out as a Bookkeeper deluxe.

Anyone who was unfortunate enough to see that picture "Seventh Victim" shares my deepest sympathy — It can easily be said that it was the saddest picture ever filmed. By the time the last reel was being shown half of the briefing room was empty — The entire film was on only two reels — Aside from the fact that the latter part of the picture seemed to be filmed in the dark, the ending left you hanging in mid-air — I give it a double Z rating.

George Setser has now had a special box built for him in the mail room — The way he has been receiving mail he is going to need a private secretary also. — He averages at least 10 letters a day — which is multi mail compared to my 2 letters a week.

There's no doubt that the 77th will win the bond drive in this group but we still have to keep punching, men, so let's get in there and win by a really big margin.

HOBNOBBING WITH HEADQUARTERS

Weaver promised us a poem in time to make the deadline, but to date no poem. The road to ruin is paved with good inventions. Speaking of poetry — you should have heard big "Hank" Zablocki wax poetic the other day in the presence of Margo, the Red Cross impressarietta. Potent influence, this Margo? Warren must be simply crazy about doughnuts, the way he tags her. Were talking about the difficulties we will encounter when we get back. Consensus of opinion was that the most difficult part will be to keep our language within the limits of conventions. Tried talking as though we were back and couldn't last 2 1/2 minutes without a slip. The strain was terrific!

WATCH THIS
SPACE
FOR FURTHER
DEVELOPMENTS

CREWS IN THE BLUE

Cairo is quite the place! At least that's the impression I got from one of the lucky "cogs" who made the trip recently, with a few of the "wheels." The boys took in the sights of Cairo and its vicinity, Jerusalem, Bethlehem, Nazareth, Galilee, and other spots of interest — not to mention multi good food and real beds with sheets! Hm-m-, who d'ya have to know?

Here's the latest from officers' row in the 76th: Lt. J. Weinum finished up his 35th one day last week but never realized his joy until 3 AM the following morning when he woke up his tent wife Lt Wood — "Woodie, I don't have to get up anymore — I'm finished!!!" Wonder what "Woodie" said?!!

Ping pong is still a major sport around the 78th officers' club. Running true to expected form Lt McMillan and Lincoln reached the tournament finals. Lincoln displayed too much class for "Mac" and captured the championship in four fast, but hard, games.

With Lts Cook and Trott at Rome, and O'Malley in Cairo the recently renewed feud of the 76th suffered a temporary halt. No doubt the "rest" (?) will have enlightened the boys with some new, fiendish ideas.

Heard after a recent mission, in the 78th mess hall: — "Maurice fired 200 rounds and only got two 51's!"

What a sad surprise this was! The E.M. of Lt Tuomney's crew returned from a three day pass to view the charred remains of their home. Oh! for the arrival of the days of stoveless tents!

T/Sgt "Rube Goldberg" MacDonough of the 78th, from the midst of his household gadgets says "After the war I wanna build an air port". Wait'll he gets his other 27 sorties in!!

1st Lt "Jungle Jim" Leavy manages to keep the 78th officers' club in good shape with cute signs such as this: — "Please keep your feet (with shoes attached!) off these walls!"

Goin' Home: —

The number off lucky lads who are headed for steaks, malteds, et al, at you know where, still continues to stay way up there. Here they are, the completions of late: In the 76th — 1st Lt Heino A. Forstrom
1st Lt Joseph Weinum Jr.

From the 77th — Capt Stinson, T/Sgt Moxley, S/Sgt Moore, T/Sgt Pencak, T/Sgt Kirkpatrick, T/Sgt Levenberger, S/Sgt O'Gara, T/Sgt Benson, 1st Lt Dyste, S/Sgt Edmonds.

The 78th has no contribution and from the 79th —

1st Lt Paul J. Kaspar
S/Sgt W. P. Boydston
T/Sgt Ed J. Daly
T/Sgt Charles A. Huber
T/Sgt Richard G. Mechelke
Capt Joseph A. Chymanski
1st Lt Clarence Christensen Jr.
1st Lt Harold A. Levesay
1st Lt Russell W. Van Rooy
S/Sgt James Dowell
S/Sgt Eldred Taylor
S/Sgt Bernard Lazzari
S/Sgt Robert C. Huey

MOVIE SCHEDULE

Nothing but Trouble - Laurel & Hardy
13th & 14th
GI Shorts - 15th & 16th
Winged Victory - 17th & 18th
Keys to the Kingdom -
Sir Cedrick Hardwick 19th & 20th
Gregory Peck
Roddy MacDowell

Chow Line Chatter

by A Seventy-Niner

Cigars ought to be circulating pretty thickly just now, though up to now we haven't seen many around. Two new Captains and seven new First Lieutenants is quite a batch for just two days. Congratulations to all of them. We hear Capt Douglas is taking up braiding parachute shrouds as a hobby. And the Gunners and Engineers Union is thinking about picketing Capt "Hot Harry" Heineman. They consider his "blacklist" unfair to Organized Combat Crews.

The man of the week is Jimmy Lynch, new President and spark-plug of the Service Club. Coming, like all good things, from California, he knows what a club should look like. The new paint job is out of this world. The place is cozy and cheery and we are to see that the suggestion made in this column some time ago of keeping the lounge lizards and the bar beetles in separate compartments is being carried out. There is to be pleasant furniture, writing paper and books. It is even rumored there will be coffee and sandwiches. Now don't you want to be a thirty-year man?

The bylaws reflect much credit on the Board of Governors. If they are carried out to the letter and the men of the Squadron give whole-hearted cooperation, we should have a fine club. But one man cannot do it alone. It is everybody's job to back him up.

A problem for the Squadron sleuths—was it arson or spontaneous combustion? And how much manual labor will Fargotstein need to get himself a new home? Of course when people come back from Russia you never can tell, they may have got red hot on the way.

Oh, and have you got your dog-tags? Some people's faces are getting quite familiar in the Orderly Room these days. It's amazing what a lot of trouble the absence of a couple of little bits of metal can cause.

FOUND

Cigarette Lighter - Owner see Corporal W. G. Gibson at the TJA Tent (located next to Public Relations) or Tent C-3, 778th Squadron.

SPIRIT OF '76

How many States are represented in our Unit? There seems to be quite a sizeable delegation from Ohio, Texas, California and so forth. Perhaps the Service Club might inaugurate a set of State Books, especially with all the new men in the combat crews, to help everyone get better acquainted.

When Gerald Cooley got himself smeared with Olive Drab paint the other day, was he trying to get a camouflage job or was there another reason?

There have been many and varied suggestions recently as to how to cope with certain individuals who imbibe of the stronger spirits and then wander through the area during the late hours shouting louder than any basic drill instructor ever could. Let's give a break to the fellows who must arise at three or four o'clock for briefing and those who have just finished preparing the ships for another day, what do you say?

With the New Red Cross Club nearing completion, the thought of transportation to it arises. This is particularly a problem for the men who live on the line from both Groups. How about it, Miss Derick?

If a tent had the kind of a door a guy with a shiner bumps into, then maybe that's what could have happened to Joe Graffis.

Seen at recent movie — Corny Faniro looking like he just stepped out of "Terry and the Pirates". OH! That "HOT ROCK" Hat!!

That nervous young man you see wearing a path to Operations these days is Benny Bruch, sweating out number thirty-five!!

Service Club patrons enjoyed the spectacle of, we won't say who, about to rattle some "Bones" (and we don't mean dice) one night recently.

Why didn't the Mess Hall Big Wigs take into consideration the "Prevailing Westerly" when they built the new wash rack? Those who stand and wait are getting a nice lungfull of smoke before entering said mess hall lately. Hey, maybe that's what gives the place that musty odor!!

What made Bob Anderson replace those be-yoo-tee-full pin-ups with stuff like shot guns, dogs, fish, etc. Whatsa matter, Robert? Couldn't you stand the strain?

Dispite the jeers of his casa-mates, Lt. Gaudette did at last secure a letter plus two pictures of Barbara Hale. We hope his efforts to do likewise with the "Voice" meet with success.

Have you read Bob Skinner's new book, "How to Rest Your Eyes"...?

What was DeWalk doing running around the area one raw day last week with an extra pair of trousers? And what was Dale Smith doing in his "Skiwies" at the same time?

If you don't believe some guys are wheels, just ask them! No Names!!

New uniforms will be issued to the following crews Jackson, R. Graham J. T. Graham, and Huson consisting of starched white jackets, white trousers and white garrison caps because the O. D. uniforms don't go well with their recent Milk Runs. Their favorite tune at the present is "Milkman, Keep Those Bottles Quiet"...

See you again next week fellows, and, — well, that's up to you!

PETE BASSETT, JIM DOHERTY,
JOE HOWARD and MILTON MONY

MY PRAYER

Lord, may your light thru me so shine
That others victory may find.
May what I do and things I say
Lead someone else along the way
And may I speak just at the time
To show Your blessed love divine.

Lord, direct my daily work
And never let me try to shirk
The opportunities so grand
That you have given every man,
But keep me in thy spirit, Lord,
And I shall always teach your word.

When my life on earth shall end
May others say, "He was a friend
Who always strove each day as though
'Twould be his last and he would go
To reap eternal joy and peace
In heaven where 'twill never cease".
Sgt. CARL E. STURGEON

WAR BOND DRIVE

The 15th Air Force is conducting a special "Easter War Bond Drive" with a goal set at 1,000,000 dollars. The goal set for the 464th is 27,000 dollars. As of 28 February, we have sold over half our quota of bonds.

All Squadron War Bond Officers will readily help you in obtaining your bond which, incidentally, is sent directly to your home in the States.

Should you be "short" of cash, pledge yourself to buy a bond. These pledges are redeemable on pay day.

Much as you'd like to, you will not be buying an Easter suit this year — the next best thing is to buy a bond, something with which to buy a 25% better suit at some future date.

See your War Bond Officer NOW to do one of two things:

- (1) Buy a cash Bond!
- (2) Pledge yourself to purchase a Bond!

The drive ends 31 March — ACT NOW!
BUY BONDS!

THE TOWER

464th BOMB
GROUP

"THE WORLD HAS BECOME A NEIGHBORHOOD.
WE HAD BETTER LEARN TO BE NEIGHBORS."

HAVE YOU PREPARED FOR THE FUTURE?

Buying War Bonds is an excellent form of preparation for the post-war world. But what about yourself? Did you get an education? How far did you go? Will you benefit by what you learned?

Many young fellows say: "I don't need a diploma. I'll be using my hands. I don't need to train my mind." In saying this they forget that any job calls for a combination of hand and mind.

During these years of turmoil there are plenty of so-called war jobs. Unskilled men get high wages. There are few trained minds around, for most of the work is mechanical and can be done by unskilled hands.

Most of us are prepared for these, the jobs of today, but what about tomorrow? After the war there will be many men with hands skilled to the same job, but the man with both skilled hands and mind, the man with a broad education, will get the job.

The Army has ways of preparing for the future. It offers correspondence courses through the Armed Forces Institute; there are group study classes organized by Special Service; under the GI Bill of Rights the Government will pay for High School or College education for veterans after the war, or you can get technical training. After each war there has been a period of bad times. We may look forward to one after this war. It is up to each one of us to prepare for the battle ahead.

Your brain is more or less the engine of your body. Its chief fuel is education, so be sure to have a good one.

ROBERT O'NEILL

A YEAR AGO

REMEMBER?

Creeping up the Adriatic coast, hugging the shore, as the gun crews on the transports nervously watched for enemy action - That last morning at sea when we were all alone - Scuttling for Brindisi at a clattering eleven knots - The barrage balloons floating over the harbor area - How good the grass looked, and how very green - The huge tower rising at the Brindisi waterfront - The forest of masts deep against the far side of the pool - The long wait as the harbor master moved us from berth to berth - Rigid British tars standing at attention on a destroyer's foredeck as she swept by out to sea - The careful climb down a shaky gangway into a waiting barge, manned by Indian troops - Last Good-byes to the merchant and gun crews - Italy - here we are - Another long wait in trucks on Brindisi's rubble strewn streets - The long, long ride to Gioia and to the HILL - That terribly cold first night, whether you slept under the stars on Bonner Hill or on the damp, clammy floors in Gioia - The feverish activity of the following week - All beards shaved off - Tent moving, incorporated - The final realization that this was it!

A strange countryside, in which all was new, and odd - Little cone shaped houses in the orchards - Our first taste of "Chocolate, Sigaretta - Joel"

AN AIRMAN'S PRAYER

Lord, may these months that I'm
o'erseas
Be so employed that you'll be pleased.
On all my flights please Go along
That I'll be brave, that I'll be strong,
To do a greater work for you
Protect me while up in the blue.

May I not ask just for my sake
But news to others may I take
Of happiness in these each day,
Thru flak, and clouds along the way.
When engines stop and fate steps in,
Lord, bring us safely home again.

Composed by Carl E. Sturgeon while on his 18th sortie on 18th March.

Observations

Having been asked to reveal my experiences, let me now come to the climax, to the most terrible phase of my life so far.

It was the 10th of November 1938, a clear and seemingly friendly Wednesday; a day to become one of wildest Nazi fury and destruction.

My mother and myself were having lunch at our little home in Essen. Suddenly we were interrupted by the noise of breaking glass. More and more followed. In great amazement we gazed at each other; yes, there was no longer doubt in our excited minds. It was the smashing of windows, the sounds of falling wood! Could it be? What had happened? There was no war! Nervously we rushed to the rooms facing the street from which the sounds of unrest came.

There in tragic reality right before my own eyes the furniture, chopped to pieces, and all the belongings of a family I had known for years flew out their windows. That family was Jewish! Quite certainly they were anti-Nazis. What German citizen of Jewish faith, what liberal thinking and peace-loving citizen of any nation would not be hostile and resistant to a group of hysterical fanatics who were desperately trying to impose their will upon a people in order to rule them, teaching "race theories" and invading their homes? Not long was I kept in suspense as to further developments of the destructive event. Several men in heavy boots marched up to my own door. With one mighty kick they broke the lock, spilling glass all over the doorstep. I can still see them before me with hatefilled eyes. Threateningly they swung their axes over mother's and my own head yelling: "Get out, you'll find everything again—in a few minutes!" Resistance on my part would have been futile and hopeless with my 18 years against the rage and fury of several grown up and well

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

armed Stormtroopers. Having heard of previous mistreatments, beatings, and shootings of victims, we fled to the cellar till the storm had passed. It was a terrible storm, the tortuous minutes of waiting seemed to us like long hours, while the place dear to us was made a shambles. True, we found everything: the once furnished front rooms were completely emptied, the floors covered with glass, the curtains, lamps torn down, all windows broken. Yes, we found everything—on the street, a big pile of chopped up furniture, suits, dresses, bedding, silverware, chinaware, and the library. The back rooms were one big mess of rubble—no, the Barbarians didn't empty the back rooms. Why? Well, they led out to a veranda and it must have been too much work for them to throw things over the veranda fence, as there were many more homes to be "fixed up".

I walked in the streets in a daze, still wondering what had suddenly befallen the old home town, only to see several more destroyed homes and buildings of supposedly anti-Nazis. I directed my steps

downtown, towards the Synagogue; the old Temple was no more. The view to me and my friends was heartbreaking. Nazi hordes had set the torch to a house of worship, burned down overnight one of Essen's most beautiful buildings. All that was left that I could see was ruins and smoking ashes. On inquiry I was informed that "higher-ups" had ordered Synagogues, Houses of worship, destroyed all over Germany. These barbarous acts were indeed the beginning of the wiping out of all religion in Germany, putting in place of the usual religious emblems the sword and swastika; in place of our Holy Bible—Adolph Hitler's "Mein Kampf" (My battle or fight). Returning "home", I was expected—Gestapo, the grim and cold figure of Hitler's eavesdropping "Secret State Police," in civilian clothes, tore me away from mother who was dissolved in tears, left by herself, alone, unprotected in a place of rubble and ruin. Yes, fellow soldiers, that is what happened in Germany—in peacetime to German citizens!!!

The welcome signal to start mass arrests and deliveries to concentration camps of suspected anti-Nazi Germans, came when a young boy in Paris, shot a Nazi there!

The notorious concentration camp of Dachau, just north of Munich, where I was a "guest for 10 weeks, can neither be called a picnic ground nor a prison camp—it's hell!!

Due to censorship regulations this
paper may not be sent home.

Chaplain's Flimsy

As I walked upon the highest point of our hill at sunset last night I was filled with awe and wonder at the mystery and beauty of parting day. What a glorious sight it is when spring is making all things new. The odors of spring were in the air and the ground was soft and mellow beneath my feet. On the nearest hills the full bloom of the almond trees formed huge pink bouquets among the pale green of the olive groves. Smoke from a cluster of tents at the foot of the hill spiraled lazily upward. Particles of dust, that rose from vehicles that moved across the valley, picked up the light of evening and formed trailing clouds above the roads. A bomber circled and came gliding home on ridged wings, like a great bird of prey that had wheeled about the sky all day and was coming home to rest. Behind me glistened the windows of a distant village, a village of stone piled against the mountain side as if some giant of an ancient day had cast it there with a single stroke of his mighty hands. To the north the mountain range that is seldom seen stood out bold and clear, and the hills toward the setting sun which melt away into the haze of mid day could be seen in high relief as the light of evening gave them garments of softest purple. Far, far beyond the hills and past the snows of old Vulto appeared a summit round and smooth, the dome of some cathedral not made by human hands. The shadows spread across the valley and up the hills until the light was driven from the earth and concentrated in a tiny cloud that became a streak of gold. As I turned and walked back toward the chapel I met a man who said, "Good evening", in a voice that was soft and mellow. He too had seen the sunset.

Chaplain EASTWOOD

JEWISH PASSOVER

On the eve of the 28th of March the eight day Jewish festival of Passover begins. Passover commemorates the liberation of the Hebrews from Egyptian slavery. During the eight days of Passover it is strictly forbidden to eat leavened bread (CHOMETZ) and the Jews are permitted to eat unleavened bread only (MATZOH), because the Israelites had no time to wait until the dough would become leavened when they departed from Egypt and so they ate "MATZOH".

The first two nights of Passover are known as "SEDER" (ORDER) nights because the ceremonies involving the reciting of certain prayers by all present, the serving of the specially prepared Passover dishes at the festivity adorned table, and the drinking of four cups of wine at certain intervals, all take place according to a certain order (SEDER).

Notices will be posted on the squadron bulletin boards as to the time and place of the "SEDER".

Transportation will be provided.

T/Sgt Morris I. Apsel

A WARTIME BARGAIN

*"A valve, dear sergeant, if you please,
A valve to help to keep me warm."
(By this time I am on my knees,
Turning on my every charm.)
"Oh sergeant, can't you find me one?"
He shakes his head and grins in glee,
The guy is really having fun.
Glorying in my misery.
"Oh sergeant please", I s' utter and slur,
My words like honey, thick and gooey,
"Please don't persecute me sir"
I know I'm but a second looey".
(A fat cigar I now produce,
The sergeant seems to understand.
A second "stogie" jars him loose",
Ah, things are going as I planned.)
He turns his head and frowns a bit,
And eyes the cigars once again,
He concentrates and turns to spit,
Then saunters toward a nearby plane.
Breathless moments follow now,
Have I met success at last?
Then relaxed, I wipe my brow,
All my miseries have passed.*

Protestant Easter Service

Good Friday (March 25) 1900.

The sacrament of The Lord's Supper will be celebrated.

Easter (April 1) Sunrise Service at 0500.

All units on the Field will take part in the Sunrise Service. It will be held just below the 776th Officer's area.

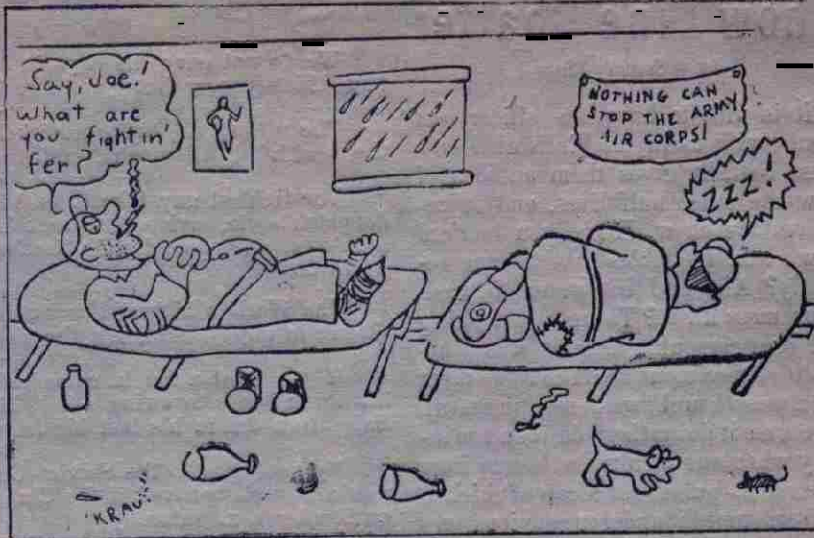
Other services on Easter Sunday will be at 1100 and 1900.

March 18, 1945

TOWER

78TH SPOTLIGHT

Most of the fellows are eager learners these days studying some sort of subject and we have been wondering what the results of this have been. We offer this story for your consideration. The subject selected by Cpls Pele and Pearson was celestial navigation. As a practical experiment they endeavored to reach the 778th Barrage Balloon Battalion in the Service Club. Was this an honest mistake or were they thirsty? Sgt Wing is about to add another little star to the four he already has. This one for an invasion of the United States. He anticipates a rough campaign! — We point to M/Sgt Cardue as the "Robert Papa" of the 78th. The Sergeant is a man of many hidden talents as evidenced by his camera activities of the last few days. — To some of the fellows it hardly seems necessary for the CQ to wake six men in one tent or house to get one of them to work on time. We know that there is a different man on the job each night and consequently cannot be expected to know the location of each man's bed. We wonder if a permanent assignment could be made for this important task. In time the man would become familiar with the sleeping quarters of all ground personnel. — The medic's touch football team has been working hard for the last two weeks and has reached a certain stage of development. They challenge all comers. The losers to pay for a ration of alfadiasol tablets for all participants. With this tempting offer they should have a full schedule. — S/Sgt Vierek seems to like it here. He finished his "35" over three weeks ago and is still eating "C" rations in our mess hall. Of course he has been with the outfit so long that he probably considers himself permanent property in the squadron. — We wonder how we could get several hundred copies of that action shot of Sgt Gene Peelle, photographed if at all possible. There have been numerous requests for this interesting piece of photography. — "Footsy" George Merriam does it again. This time he fell over a barb wire fence with a water jug in each hand. And no matter what you think he did have water in those jugs. The fence is doing nicely.

778TH WINS
TABLE TENNIS TITLE

On 9 March 1945, playoffs in tennis were conducted in the 776th Officers' Club for the group championship. Three Officers Clubs submitted singles and doubles champions, while the 776th and 777th submitted the only EM entrants.

Play among the EM was dominated by Sgt Frank De Santos of the 776th, who captured the EM Championship. S/Sgt Robert King, 777th Bomb Squadron gave De Santos a run for his title, winning the first game 21 to 8, but lost out in the next two, 21 to 13, 21 to 18.

Play among the officers saw four champs plus a few extra 776th Officers vying for honors. Lt Charlton, 776th, Lt Rosen, 777th, Lt Lincoln, 778th were key squadron men. Top honors went to Lt Wm A. Lincoln who defeated Charlton 21 to 11, 21 to 17, Lt Rosen 21 to 6, 21 to 11 and then took the officers championship by soundly trouncing Lt Eystrom, 776th 21 to 9, 21 to 11.

Lt Lincoln and T/Sgt De Santos finally met for the Group championship. Play was excellent, De Santos showing great skill and dexterity, but did not have the patience possessed by Lincoln. Final scores were all in favor of Lt Lincoln 21 to 11, 21 to 17, 21 to 12.

In the doubles, Lt Lincoln teamed with Lt McMillan of the 778th, defeated Lts Patr and Morse in the doubles for the Group Championship 21 to 8, 21 to 15.

One of the hardest fought battles of this war has been won on a hospital bed. After many weeks of suffering Willard Glover is again able to get out in the sun. We are mighty proud of you Willard.

BECOME WING CHAMPS

Further laurels were heaped upon the 464th through the laudable efforts of Lts Lincoln and McMillan in winning the Wing Table Tennis Championships.

With barely a pause for breath they swept through the tournament, leaving no doubts of their superiority over strong opposition.

In the singles, Lt Wm. A. Lincoln bested representatives of the 465th and 485th Bomb Groups and then went on to beat the 342nd Signal Co champ, losing only two of the eleven matches played.

He Teamed up with McMillan in the doubles. They had a bit of difficulty at first but in true '64th fashion, finally beat out the 485th to cop the championship.

General Acheson, Wing Commander, presented the winners with War Bonds. We might add that he was quite an excited spectator and an excellent ball retriever.

KRIEGSGEFANGENE

Lt Col William H. Rendell
Capt Walter H. Rose
1st Lt David S. Jacobs
Capt Robert H. Focht
S/Sgt James E. McCann
S/Sgt Joseph Caporali
S/Sgt Raymond D. Knopp
2nd Lt William B. Crooker Jr.
Sgt William M. McLaughlin
Pvt James H. Cage Jr.

Chow Line Chatter

by A Seventy-Niner

It is nice to have an officer eat meals with us in the Enlisted Men's mess hall. It gives them an idea of how the other half lives, and it improves the chow. Have you noticed how clean the tables have become recently? And real hot water to wash your mess kit in? Things are looking up. That camouflaged spam was a notable achievement too. For a moment we almost thought we were eating meat. Of course it did rather add insult to injury when our carrotty colleague from Operations pulled out a can of chicken and consumed it under our envious eyes just as we had finished gorging ourselves on cold chili beans and rice. And may we comment to the attention of inspecting officers the condition of the can of water in which we dip our mess kits before eating? Sometimes it resembles cold pea soup.

The Service Club is coming along fine. The committee has asked us to thank everyone for their fine cooperation. They ask that it become even finer in the little matter of leaving the magazines in the Club. Others want to read 'em too, you know.

We don't know whether it is the effect of the poster which shows the good little bunny who bought lots of bonds and after 18 years service finally made Pfc, but there has been very heavy investment in Soldiers Deposits lately. Last year we had only one investor. Now at least fifty men have caught on to the fact that it's an A-1 scheme.

Will someone please start a fund for foot-powder and a fox-hole pillow? Pappy Avenius has fallen in love with a ninety-pound pack — or is it a half-ounce gold bar?

"Infantry Joe" Monsor on the other hand got a flat turn-down. They figure his skill in getting "Numbskull" through "Nitwit", while stalling off an irate colonel at "Ninevah" who wants "Nebuchadnezzar", would be wasted in a slit trench.

Major C finally got a chance to break the bank at Monte Carlo. And Capts Marsh and Gordon are glorying in new won train-tracks. So all is happy on the hilltop heights.

Headquarters had a record attendance at the discussion group last week—24 men. The subject was the Yalta conference and the proper treatment of Germany. Starting was sticky, but when the boys got warmed up they decided that the Big Three were on the right track generally speaking, however there ought to have been a long-term policy for Germany and an opportunity for her eventually to take her place in the family of nations.

SPIRIT OF '76

We do not envy the boys in the circus tent. Collectively, the occupant have thirteen parachute jumps to their credit.

The "1,000 sheets for a nickel" shortage has caused the old adage "Sho the wealth" to be much bandied about of late.

The tightest guy I know is Arkansas Joe Hawkins. Two cans of chicke dogpatch style, arrived last week for Joe and yours truly, drooling at the mouth didn't get one piece despite the fact that I never make cracks about Arkansas up to now.

The World's biggest liar would be the guy who would ever say he so Strong in any place except the chow line or the sack.

If you want a laugh, come out some afternoon and watch Newman force his aging bones to swing a bat. That guy struck out more times last week than Babe Ruth did in his last big league stint with the Braves.

My apologies to the Service Club management for insisting that the guy would be well behaved if the Club were more nicely appointed. (Note. Check on it after next Saturday).

We have a nice Club but that "handfull" still conduct themselves as if were a barn and they were appointed to wreck it. The exhibition at the show the other night was about one degree short of disgusting. The offenders should know their identities.

Our thanks and sympathy to Gene Cibelli for making a good try at it prompt entertainment at the recent show during the delay preceding it. Babe Hope couldn't have done better with the odds against him that Gene faced.

The same goes for Bob Skinner whose efforts at the piano were admirable considering the state of the audience.

All in all, the less said about the show the better. Some things are just forgotten quickly. The men staging it did their best but were rewarded for their pains with the worst audience ever assembled. It appears that the First Sergeant's method of dealing with the men who disrupted the performance is the only one possible.

The latest addition to the skyscrapers on the line is the mansion erected by the joint efforts of Frank Smith, Johnnie Stout and John Rudy. When will the housewarming take place?

There doesn't seem to be anything which helps morale more than mail from home and that's one thing that never arrives in sufficient quantity. Let the way, who is it that is always looking for a letter from "Sweet Pea"?

Jerry Ziegler is envied by quite a number of our men. He deserves the break, tho after "sweating out" so much time overseas. More power to you Jerry, and here's hoping that thirty day furlough to God's Country will be stretched out indefinitely.

We're still waiting for some more trash barrels to be moved into the area or more consideration shown by the men for the comfort and well being of their buddies. Trash thrown out indiscriminately in the area earns us black marks on inspections and constitutes a real menace to safety.

Exempt, five times over;

A man, well into his sixties, being asked in a kidding way, how he escaped the draft, explained that his Board put him in Class 5-B reserved for those who have, listing from the top down; Baldness, Bifocals, Bridge work, Bell and Bunions.

We understand that Reilly is looking for a pair of dark glasses, and, if some one who is handy with a bottle at close quarters.

PETE BASSETT, JIM DOHERTY, JOHN SHEEHY and JOE HOWARD

HOBNOBBING WITH HEADQUARTERS

Lt. Biskup telling me the other day his mouth felt like a parade ground — "Doc" Russell had been drilling around in it all morning.... This one is told about "Doc" Moon back in civilian life. Seems a chorus girl saw him about getting vaccinated and was most concerned about the fact that it might show. So she asked him to put it in a spot where it would be indiscernible. Doc, who had seen one of her performances, suggested that she swallow the vaccine. Personally, I don't believe a word of it... Rumpf better do a little more of that roadwork. Getting to look like a good friend of mine, who, when trying to join the Navy was rejected with: "Sorry, we have all the anchors we need".... Hope Taylor comes back from Rome with a story that he's definitely convinced Italians are the greatest lovers of all time. Heard that Leonardo da Vinci spent two years on

Mona Lisa's lips. In defense of Luciano — I insist that he is not bald, he's just got a long face. Overheard one of the better clubs — "The difference between a lieutenant and a sergeant is that one wears a bar on his shoulder, the other wears a chip." Worrying about the return trip, Beev asks: "What will I do if I get seasick?" Someone answers: "Don't worry, you do it". Officer asks Eannarino: "Do you know how to make a Peach Cordial?" "Sure, give her a couple shots of vino." Cozenzo says to remind you that our ball team is in the process of being activated. Already he's tearing his hair out over lack of cooperation — what is it going to be like when he tries to collect ten men to the diamond? What shall we get a few men together and show those guys in the 78th a few of the finer points of volleyball?

M. FARMER

STAB. TIP. GIUSEPPE PANSINI & FIGLI
Gorso Vittorio Emanuele 198 - SARI

THE TOWER

464th BOMB
GROUP

*WHEN I SURVEY THE WONDROUS CROSS
ON WHICH THE PRINCE OF GLORY DIED,
MY RICHEST GAIN I COUNT BUT LOSS
AND POUR CONTEMPT ON ALL MY PRIDE.*

LOW LEVEL MAN GAINS ALTITUDE

COLONEL A. J. BIRD JR. NEW GROUP COMMANDER

This new man in the front office is just what the doctor ordered. When you first meet him, Colonel A. J. Bird Jr. impresses you as a man who knows his job, and his men. He is cordial, and his hearty clean-cut smile sets you immediately at ease. He was born in Georgia, in 1909, and spent the greater part of his youth there. His first contact with the AAF came when he joined the aviation cadet training program in 1931.

Eager to learn, and sure that there was more to an airplane than just flying, Cadet Bird put on his coveralls and set about finding the why of flying as well as the how. His experience later on as an engineering officer makes him appreciate the importance of good ground crew work.

After his graduation Lieutenant Bird followed the familiar peace time path to Panama, where he spent a short time at France Field, then to Honolulu for 1933 and the greater part of '34. Returning to the States he found the Air Corps at low ebb. The Three C's were at their height and in 1935 and '36 he served a year with the triple C's. In 1936 the yen to fly came over him and he accepted a

A V C

If you have been thinking on the problem of veterans' organizations after the war you should be interested in a group which is being formed on this field. The circle is a local chapter of the American Veterans Committee, a new veteran's organization started by and for men of this war.

The early planners of the AVC felt that military defeat of the axis would not automatically produce the brave new world; that the peace for which we fight must be planned and built, politically and economically; and that we who fight should have a voice in how that peace is made. They invited those of like mind to join with them and in two years the AVC has expanded its membership into all branches of the armed forces and among large numbers of discharges.

Here on the hill, a group of men interested in the AVC have begun to hold weekly meetings, for discussion of problems confronting the returning veteran, proposed plans of action for a veteran's group and what it should stand for, as well as general discussion on world events.

Tomorrow night, Monday, at seven o'clock in the chapel, the discussion will be devoted to a more complete explanation of the American Veterans Committee--its history, organization, leadership, aims, and platform.

Your attendance at the meeting is invited, your questions will be welcomed.

SYLVAN GROTTÉ
DALE E SMITH
JAMES R DOHERTY
ROBERT E ELLIOTT

reduction in grade to return to the Air Corps at Barksdale Field in early 1937. He stayed at Barksdale for some years, with the Third Attack Group. To move from the Reserve to the Regular Army in 1939 he took competitive examinations and accepted another reduction back to 2nd Lieutenant. He became 1st Lt. again in '42, and the promotions were very rapid from there on.

In 1933 he married, and now has two children, Barbara, aged seven, and Richard, two and a half. One of the events the Colonel most enjoys is receiving his almost daily letter from Barbara. Mrs. Bird and the children are at present living in Greenville, South Carolina.

During most of the Colonel's Air Corps time he was trained, and worked as a light and medium bombardment man. For more than two years he commanded the first B-25 RTU to be organized. Their specialty was low level flying. While he had flown thousands of hours back in the States, his first introduction to combat duty and the B-24 came in November of last year. On his arrival in Italy he was assigned to the 49th Wing Headquarters. There he served as deputy wing commander, and A-3 head.

Everyone is naturally interested in Colonel Bird's reaction to the B-24, especially due to his recent change from medium bombardment. He thinks the Baker two four is a good dependable ship, and as far as likes and dislikes go, "A pilot likes the plane in which he has done the most flying." The Colonel is a business man, and flying is his business. Like any good business

THE EARTH MOVERS

Ever since the 464th landed in Italy it has been closely associated with the 1898th Engineers. Sometimes it is the roaring of bulldozers and trucks on the field, sometimes the weaving rhythms of Negro voices at a chapel service. How come? What do they do?

The textbook says that the mission of Engineer Aviation units is "to build, maintain, and defend airfields for the Army Air Forces."

In Italy they have had little defending to do, but much other work. They have built access roads, maintained water points, constructed bridges, erected buildings in addition to their main task of laying landing strips and improving landing fields.

The 1898th originated at Eglin Field, Florida in 1943 and Lt. Col. Miller has been battalion commander since October of that year. For a while they worked around northern Florida building most of the outlying fields for the Proving Ground Command.

While the 464th combat crews were making ready for their first operational flights the 1898th was uncrating its bulldozers, graders, and power shovels on the same field and sending them out to speed the completion of the lengthened runway.

(Continued one page 3)

man, he wants to do the best job, the best way. He understands and appreciates a 35 sortie buzz, but in general feels that stunts are not good piloting. The idea is to get there, do the job properly, and return safely.

One quality that all of us will appreciate in our new CO is the fact that his door is always open, and he is readily accessible. He is the type of man who automatically commands your respect. And he has a sense of humor. In closing my interview he told me of one of his former Squadron commanders, now leading a B-25 outfit in China. The old friend wrote, "Gee I'm sorry to hear that you, an old low level man from away back, wound up as an integral part of a packing crate!"

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

EASTER PARADE

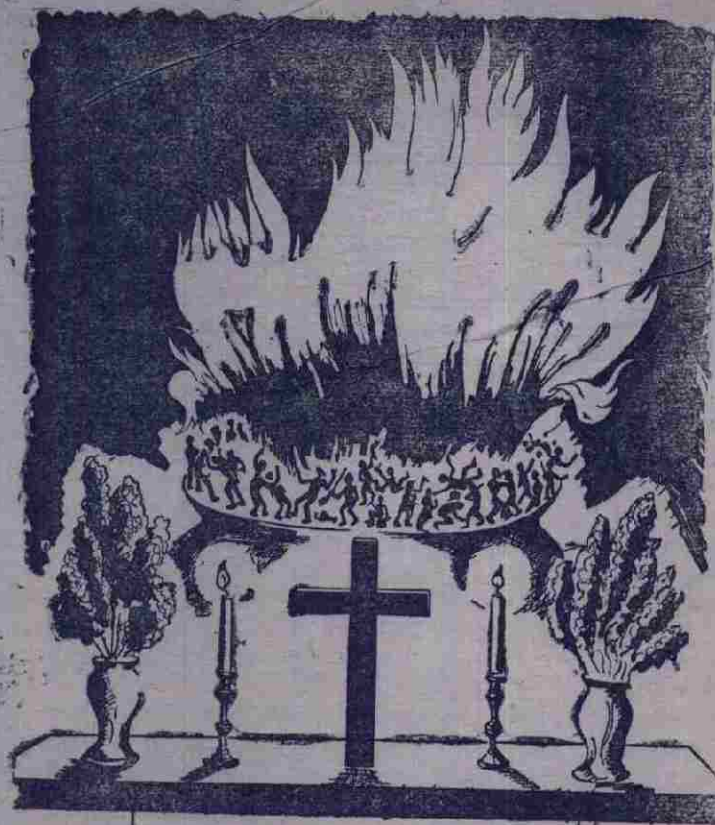
It is at this time each year that our thoughts turn to Easter, with all its old, familiar traditions and customs - Passion Week, Oratorios, Good Friday, and finally the Sunrise Service on Easter Sunday. Who among us cannot remember dyeing hard-cooked eggs every color of the spectrum, and who could have resisted the urge to "put on your Easter bonnet", appearing in public with wife or sweetheart, to see and be seen? It is a time of poignant personal memories for all and as such, a season sacred to all. The best possible way to preserve and respect these memories is to keep right on observing the season, as nearly as possible, the way we used to. And this may not be so difficult - there will be prayer services held each evening Passion Week at 1830. It is at this hour that the chapel is most beautiful, the rays of the setting sun brightening the windows as dusk deepens. On Good Friday, at the same hour, there will be a special Holy Communion Service. Then on Easter Sunday morning at 0530 there will be a special sunrise service held on the hillside between the 464th and the 465th. All four Protestant Chaplains on the field are cooperating to make this a particularly impressive service - we can observe Easter as we have been accustomed.

Cpl BILL CAVNESS

KRIEGSGEFANGENE

1st Lt. Philip L. Rudich
2nd Lt. Robert R. Nelson
2nd Lt. Virgil N. Sommers
1st Lt. Archie G. Stein
T/Sgt Richard E. Kaitis
Sgt. John Holt
S/Sgt Walter J. Lepich
S/Sgt Charles T. Hardy
S/Sgt Decoroso Portugal
S/Sgt Earl R. Williams
All the members of Lt. Price's and Lt. Strong's crews are prisoners.

Due to censorship regulations this paper may not be sent home.



ALMOND BLOSSOMS - A SEETHING CALDRON
AND A CROSS

Wm F. Whitsett - 2nd Lt.
76 - Tent 20

Chaplain's Flimsy

Long, long ago there lived a sensitive youth in an age when the wickedness of men had plunged the world into chaos and war. There was in his heart the tenderness of a lover and the imagination of a poet. His life was dominated by two great facts: his consciousness of God and his love of his people. He was to become one of the great prophets of the Old Testament. His name was Jeremiah.

As the hordes of the invader swept down upon his people to raze and kill and destroy, Jeremiah saw two visions. The Lord said unto him, "What seest thou Jeremiah?" and Jeremiah answered, "I see a seething pot". The seething pot which Jeremiah saw symbolized the day of war and destruction which was upon them. His country and those adjoining it were to become a flaming caldron, which would burn with a fury even unto whiteness and the fuel for its hungry flames would be human flesh. His people would struggle for a few brief moments on the caldron's edge then victor and vanquished alike would fall into its consuming depths.

Again the Lord spoke unto Jeremiah saying, "What seest thou?" This time Jeremiah answered, "I see the branch of an almond tree". Through the smoke and darkness of the seething caldron he now saw the bloom of the almond. In Palestine the almond tree is the first to bloom in the spring. Long before other trees have been roused from their winter sleep, the almond puts forth its fragrant flowers. To the Hebrew it was the tree of awakening. God was saying to Jeremiah, "As you have seen the awakening tree, I, your God, will be ceaselessly awake to fulfill my promise unto my people."

In his first vision Jeremiah saw the wickedness of men and in the second the love of God. The first symbolized judgment and the second mercy. Although the caldron boiled he was assured that God was in control and cared.

Many years after Jeremiah there appeared another young man in Palestine. He too was gentle and kind. He too was sensitive to the will of God and possessed an unwavering love for his fellow men. He taught and healed and befriended. His teachings were sublime and his deeds marvelous in the eyes of men. When he asked, "Whom do men say that I am?" He was told that some thought he was Jeremiah come to life again. But he was not Jeremiah; he was Jesus, the Messiah, the one of whom Jeremiah had spoken. Jesus faced the same old wicked world as Jeremiah. In spite of his beauty and goodness envious men crucified him on a cross. He rose triumphant over death and his cross became the greatest symbol of the church. The cross unites Jeremiah's two visions in one symbol. In the cross we see the wickedness of the world and God's eternal love; our own sinfulness and our Saviour.

For us, these symbols are of tremendous significance for today we are the men who contend upon the caldron's edge. On the hills around us the almond trees are blooming and Good Friday, the day we remember Christ's sacrifice, is here. May the fragrant bloom of the almond remind you that though the caldron of the nations boils, God is in control. Though the world be filled with darkness and our Lord be crucified, forget not that it is the love of God that hangs there in His Son incarnate, and that there is still an Easter morning.

Chaplain EASTWOOD

THE EARTH MOVERS

(Continued from page 1)

When this group moved to the present base, the 1898th went South to build two new runways and many hardstands for other US bomb groups besides doing some badly needed work for a British unit. A shifting of engineer units last summer brought "B" company of the 1898th back to work with the 464th and placed Battalion Hq. not far from this field.

The Battalion is organized in three "line" companies, "A", "B", "C", which do the actual field work of maintaining airfields, and a "Headquarters and Service Company" which furnished the other companies with additional heavy equipment and dump trucks, plus skilled operators and mechanics, according to needs and work priorities.

The Engineer Aviation Battalion can best be compared to a large road construction company in civilian life. The unit personnel section has every worry of a civilian front office except that of hiring and firing. It deals with pay, promotions, "free hospitalization plan", social security through payroll deductions for insurance and war bonds. S-3 has a surveying crew; can make its own maps and black and white prints; can lay out an airfield complete with hangars and camouflage as required. S-4 procures materials through army channels and supplements US sources by running tufa pits and hiring Italian labor.

On the payroll are skilled operators and maintenance mechanics for tractors, graders, power-rollers and shovels, asphalt distribution, and water purification equipment. There are of course the usual complement of cooks and clerks and general handymen who make it possible for the others to function efficiently.

In off duty hours, the men have organized their own entertainment groups. Two companies have groups which sing over the AES radio. One of them was twice flown to Rome to sing, the other has just returned from Naples. It is widely known in the 464 for its part in the "Christmas for Kids" program and its appearance on the base. The 1898th also has an undefeated basketball team.

Most aviation engineer work is just routine - and a tough grind. To get maximum use from their

PLAY BALL

With the coming of good weather and the pre-season spring we are now experiencing a wave of interest in athletics. On any level spot of ground, or something resembling level ground, one can see men throwing a ball around, kicking a football, or even see a rough and ready softball game going on.

Equipment seems about the only thing holding up the parade. Since Special Service has to sweat it out, what little equipment that is on hand can effectively be used to size up your team for the coming season.

Temporary plans show a group softball and volleyball league. A group baseball team will be organized to play against the other groups in the Wing and Airforce. For development of the above, watch our bulletin board.

Squadron Athletic Officers will organize leagues and tournaments within their own squadron to give everyone a chance to play.

Let's all get into shape and get some of the sun we have all read about in Sunny Italy.

heavy equipment and dump trucks the engineers work 18 hours a day in two shifts. Much stress is laid upon the work of truck drivers and mechanics, for commanders know that upon the skill of these men depends the life of the equipment. The bulldozer is said to be their "secret weapon" but it is the tireless work of the drivers of the "two and a halves" which moves the dirt and gravel needed for runways and hardstands.

Occasionally special jobs stand out through force of circumstances. Recently an airfield was closed for a major overhaul. Air Force operations were held up. Working to a strict time schedule, the engineers rolled back 1500 foot section of steel landing mat. They brought in gravel and tufa fill. They graded and compacted it. Then they rolled out the mat again and joined the two sections - all in three days. Though it was done in conditions of snow and mud, it was hours ahead of schedule.

The secret of airfield building is to raise the surface of the runway or hardstand as far above the water level as possible. By so doing the cone of earth which bears a plane's weight can be as deep and therefore as wide as possible. It involves drainage and building up. "Get the water off and the gravel on" is their motto and without their labors wet weather flying would be a sorry business.

HOBNOBBING WITH HEADQUARTERS

Hurrah - one year overseas - ain't we the lucky fellows - let's have a party - and promptly coals were heaped on the fire. It seems a sure sign of combat fatigue when we take to celebrating our anniversaries away from home. The Big Binge didn't include everyone though - some because they were in no condition for it due to the night before and some because a year from home wasn't a source of much joy to them. Evo succeeded in making the evening a very profitable one though doing away with fully half of the prize money in the bingo game. Sometimes it pays to have your wits about you doesn't it Evo? Cross had the most bingos it seems but they were all dry runs. For some reason he was always putting the right thing in the wrong place or something.

Amazingly enough Hermes says he was glad to get out of the hospital. Things got so rough there, according to him, that he had to stagger out of his sick bed and serve chow to patients unable to eat or he would have starved.

What form this Curran guy has. He swings a stick like the great Bambino himself. There is one minor difference - he never hits the ball, which, I understood, is the main objective. It must be admitted Enerson ranks with the best as a pitcher but it is this Hq's opinion that Ed was doing everything but swing the bat to give Curran a hit but all to no avail. No matter how fat and straight the ball came at him Curran just couldn't see it. Better start rounding the lad into shape Cozenzo. He'll never make the grade alone.

Don't hear much from the Radar men. If any of you have some dope, jot it down and hand it in before each Wednesday. Did pick up this scrap of info on them though. It seems that Charlie Bush got mixed up in the celebratin' the other night and found himself unable to hold his own amongst the one year veterans. Don't know what the score was but they tell me he got the pants licked off him.

If this column sounds a bit bitter you can blame Doc Russell for it. He's after another of my molars.

walker

A Year Ago Remember

That pile of tufa block at the foot of the hill which everyone curiously examined never dreaming of its importance - The first purple snow ever experienced - A rumbling sound in the distance which some called gun fire on the front - Pete Ceccato's bet that bombers would never fly from this field - How good Capt. Hardy's mess hall meals tasted after eating out of individual "C" ration cans - All mustaches and beards being removed - How guards halted each other as well as wild crab apple trees - One shooting up a water truck - Shaving at the well - Bargaining for straw then wondering if you had purchased more than straw - Moving your tent for the third time - chasing moles - And "butterflies" - Trying to sleep in the tent that was put up for the guards.

MOVIE SCHEDULE

Mon & Tues, March 25-26 - STAGECOACH
 Claire Trevor - John Wayne.
 Wed & Thurs, March 27-28 - IN THE MEANTIME DARLING - Frank Latimer
 - Jane Crane.
 Fri & Sat, March 29-30 - G. I. Movies.

Chow Line Chatter

by A Seventy-Niner

It seems to be a week for congratulations. So much so that we hardly know where to start. First of all everyone is glad to see two bars on Capt Wood. All agree that he has earned them. Then there are the DFCs. Capt Shymanski, Lts Woodworth, Kaspar, Van Rooy, Livesay and Christensen each won recognition for heroism and extraordinary achievement while participating in aerial flight. Special mention should be made of T Sgts O'Brien and Blackwell who saved the lives of two of their comrades when their ship's oxygen system went haywire.

Congratulations are also in order, though rather envious ones, in the case of the record size shipment back to the States that left this week. The first lot had a spot of trouble when a tire blew just as they were leaving by air for the Repple Dapple, but by now everyone should be on their way to the good old USA. We are sorry to say goodbye to them for many are parting with old friends, but we are sure they are glad to go.

Then Major Chambers had a wonderful time in France at fifty bucks a day. They wouldn't let him break the bank at Monte Carlo but they say he broke the hearts of all the Mademoiselles. He found Cannes "just like home", and is so captivated with C-47s that he would like to fly one.

Liles is having a special War Bond drive. Just watch that boy canvass a chow line. We hear that Capt Timmons is offering a bottle of whiskey to the biggest buyer... Has patriotism sunk so low...?

The week is also tinged with sorrow at the sickness of a leading member of our Squadron. At take off on the morning of the nineteenth Flakman fell tired and gently laid him down to die. The airplane doctors from the Service Squadron were called in and have hope for the patient's life, though he will probably never again dodge the flak over Vienna.

Flakman is the outstanding plane of the Group, a veteran of 74 sorties and 898 combat hours. He has come through all these forays without losing a man, and with only one crew member wounded. Yet seven Nazi fighters and nine "probables" went down before his guns. He is a tractable and well-behaved ship. One day Capt Fowler landed him successfully with a flat tire. Another time, with Lt Bahnsen at the controls, Flakman alone of all the ships in the Squadron completed a certain mission and returned unscathed.

Special credit goes to his ground crew, Hacker, Terry, and Renna. Since they received him last June 3 they have changed 9 engines. All last June and July Flakman led the Group in hours flown per month, and also in low gas consumption. It was also the first ship to have a chaff-chute, which Hacker and his boys installed themselves. For the generally outstanding record of his ship Hacker received the Bronze Star.

It was good of Flakman to lay down on the taxi strip before take off rather than while landing. A creditable end to a great combat career. We are glad to hear that he will fly again.

SPIRIT OF '76

We're all glad to see the Squadron soft ball team started. Besides furnishing a lot of fun it should provide some much needed exercise and a remedy for that ole' "Spring Fever". While we're still on the subject, why not organize department teams as well as the all inclusive team? By so doing, a greater number of men will participate and more replacements will be available for the Squadron team.

Now that Spring is here - officially, at least, why shouldn't it be possible for Group to run a truck into Bari daily? We realize our Motor Pool is hard pressed to provide essential transportation but in the last analysis, is there anything more important than morale? And, considering our isolation, and the fact that a neighboring Group does provide this service for their men, is there any good reason why our Group cannot?

We're glad to see "Slick's" house being finished. It has been a blot on the landscape too long. You'd better finish winterization now, "Slick" as there are only 234 shopping days until Christmas from this date.

Let's assume the worst and figure we are going to be here this Summer. In that case, why do we not, as a Group, go over on the Adriatic Coast in the general region of Barletta and grab ourselves one or two, or three or more villas if necessary, and establish a place where our men can spend their days off, their occasional (3) three day passes or their five day rest camp privileges. We could set up a regular mess, arrange for entertainment, etc., and, at least, provide surf bathing and a center of activities for the Group. Will some of the other Squadrons, if they find this suggestion to their liking, get behind it and see if we can't do something in a concerted and joint effort for once in our history? Let's be a Group instead of a number of loosely joined units.

Combat has varying effects on personnel but recently one of the men who fly the big ones topped all displays of emotional re-action. After carefully cleaning the remains of many a good smoke from his pipe, De Walk produced a pan of water and some soap and presently had the tent full of large sized soap bubbles. The remains of the caked tobacco in the pipe imparted gorgeous rainbow like colorings to the bubbles.

The razing of an old land mark - the ill fated shower water tower in the EM's area brought forth a new development in the form of a seepage pit. Perhaps the barrel lined opening will prove to be an efficient booby trap for some of our revelers who still insist on unnecessary noise in the wee, small hours of the morning.

Lt. Graham's crew members are eagerly awaiting the arrival of a set of pin up-girl pictures. Ten of them, no less, from a DuBois, Penna, High School. They are supposed to pick their favorite photo from the ten and carry it with them on their dangerous missions over the most important targets in Europe. Just how are they going to pick their favorite? The feelings of nine girls are bound to be hurt, in any event. The problem is rendered still more acute by the fact that some very sugary letters have been received from the contestants. Boy, am I glad I'm not on Lt. Graham's crew!

The peculiar clank of horseshoes against the pin heralds the approach of warm and balmy weather. How about Special Services holding a contest for the devotees of "Barn Yard Golf"? We have no axe to grind. This correspondent wouldn't stand a chance in any tournament because he has the only "galloping gaited" throw known to mankind and most of the time the shoes prance away as tho the horse was still attached to them.

Glad to see Bill Eckert back from the hospital after his untimely accident. No, there isn't any connection whatsoever, but, we were glad to see Bill return on the wagon. He hitch hiked back from the hospital and rode into the base on the 776 Water Wagon.

In looking over the foregoing, it could be construed to mean that our Bill was a devotee of the God Bacchus. Nothing could be further from the truth. Bill, quiet and easy going, is a universal favorite, and we all heartily welcome him back.

The First Sergeant says - bus tokens are on sale to only the new men; it will be his privilege to point out the location of the P X and the Service Club and to advise (and console) with all men sent into the Squadron. He has had a hard time in establishing a schedule on the bus line but promises that it will be leaving on the hour and half hour regularly before many days have passed.

The combat men have decided it's time to register a complaint! Some time ago the officers' EM who takes care of their water supply and makes himself generally useful received his PFC stripe. So, here and now, we pledge ourselves to champion the cause of Fred Von Throne. He has served us faithfully and well. He deserves a PFC rating, too. To the Powers that be, may we make an earnest prayer? How about it?

The EM's on Lt. Jackson's crew are in line for congrats on the completion of that all important 35th. Others are Danko, Smitheal, and Lts. O'Malley and Fredin.

The Combat Crews' soft ball team has three victories and no defeats to their credit so far. Over an assortment of line men they racked up the following scores, all in their favor; 24-4; 12-7; 17-3; Crowing, eh?

Will the bar close down when Ragsdale goes home?

To those interested in joining an up and coming veteran's organization that really stands for something, we extend an invitation to attend a meeting Monday night at 19 00 hours at the Chapel where the organization's platform will be outlined. The slogan "Join up and have your conscience clear twenty years from now".