

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

20 June 1944

SUBJECT: Historical Records

TO: Commanding General, Fifteenth Air Force,  
Attention: Historian  
(through channels)

1. Unit history of the 464th Bombardment Group (H) for the period 1 February 1944 to 30 April 1944.

a. Facts relating to the origin of the unit

(1) The 464th Bombardment Group (H), consisting of the 776th, 777th, 778th and 779th Bombardment Squadrons (H) was activated at Wendover Field, Utah on 1 Aug 1943. Activation was by authority of the G.O No. 78, Par. 1, Section 1, Hq. Second Air Force, dated 29 May 1943, which quoted WD letter AG 322 (18-5-43) 0B -1- A.F.R.P.G.M., 19 May 1943, Subject: "Constitution and Activation of Certain Army Air Forces Units" as its authority.

(2) The 464th Bombardment Group (H) was assigned to the Second Air Force. Key personnel was obtained by transfer from other units and organizations, namely- 18th Replacement Wing, Salt Lake City, Utah, 29th Bombardment Group, Gowen Field, Boise, Idaho and other units within the Second Air Force.

(3) First Change of Station was made on 22 August 1943 without personnel or equipment, to AAB, Gowen Field, Boise, Idaho, in compliance with Letter File 370-5G, Subject: "Movement of Unit: 464th Bomb Gp (H), Hq, 2nd Air Force", dated 22 August 1943.

(4) A cadre of 33 Officers and 67 enlisted men departed on DS to A.A.F.S.A.T. on 28 August 1943 (Authority Par. 3 and 14, S.O. No. 239, Hq, Gowen Field, Boise, Idaho).

(5) Lt. Colonel Marshall (NMI) Bonner, 0-18967, AC, joined the Group at Orlando Florida on 2 September 1943 pursuant to authority contained in Par. 17, G.O. No. 244, Hq, AAB, Biggs Field, Texas (Auth: TWX 2 AF-A-1548-4 Colorado Springs, Colorado) and assumed Command per G.O. No. 1, Hq, 464th Bombardment Group (H), AAF, Orlando, Florida, on 2 September 1943.

(6) Lt. Colonel Sylvan D. Hand, 0-22807, AC, reported for duty as Deputy Group Commander at Gowen Field, Boise, Idaho on 19 September 1943, pursuant to authority contained in Par. 9, S.O. No. 260, Hq, B.T.C. #5, AAF, Western Training Command, Kearns, Utah, 17 September 1943 (Authority: Telegram 15 B W S555C, CO, 15th Bomb Wing, AAB, Gowen Field, Boise, Idaho).

(7) In addition to the Group Commander, Lt. Colonel Marshall (NMI) Bonner, and the Deputy Group Commander, Lt. Colonel Sylvan D. Hand, the following Key personnel were assigned to the Group:

Group Headquarters Detachment

Lt. Colonel-(2120)	Seal, Henry K.	0-102396-Executive Officer
1st Lt. - (2161)	Burton, Weldon K.	0-1699310-Operations Officer
1st Lt. - (2161)	Nance, John W.	0-790704-Asst. Opns. Officer
1st Lt. - (0200)	Beasley, Floyd (NMI)	0-436616-Commun. Officer
1st Lt. - (2110)	Belew, John F.	0-567258-Adjutant
Capt. - (1035)	Cato, Royal F.	0-402902-Bombardier
1st Lt. - (1034)	Spiller Jr. Kyle (NMI)	0-430026-Navigator
Capt. - (9301)	Elder, Francia F.	0-904914-Intell. Officer
776th Squadron		
Capt. - (1011)	Blehm, Harold E.	0-399650-Comdg. Officer
777th Squadron		
Capt. - (1011)	Carter, Thomas J.	0-398603-Comdg. Officer
778th Squadron		
Capt. - (1011)	Poff, Clarence G.	0-416342-Comdg. Officer
779th Squadron		
Capt. - (1011)	Hampson, Artur (NMI)	0-426387-Comdg. Officer

(8) Pasr. 38,39 and 40, S.O. No. 267 Hq, A.A.F.S.A.T., Orlando, Florida transferred the Cadre to AAB, Pocatello, Idaho where it arrived on 30 September 1943.

(9) Par. 1, S.O. No. 274 Hq. Gowen Field, Boise, to AAB, Pocatello, Idaho where it arrived on 2 October 1943.

(10) Training of the entire group continued through October, November, and December 1943, and January 1944. This consisted of Second and third phase training as prescribed by Hq. 2nd Air Force, Colorado Springs, Colorado.

(11) Copy of 464th Bombardment Group (H) history from date of activation through January 1944 is inclosed for full information concerning this unit

b. Change in organization

(1) And (2) The 464th Bombardment Group (H) was transferred from the 15th Bomb Training Wing, Gowen Field, Boise, Idaho and the 2nd Air Force, Colorado Springs, Colorado, to the 55th Bombardment Wing (H), 15th Air Force, (No orders available)

(3) No change in Commanding Officers.

(4) Major Daryl D. Johns 0-903049, became Group Adjutant vice 1st Lt. John F. Belew (Par. 3 S.O. No. 30 Hq. 464 Bomb Gp., AAB, Pocatello, Idaho. Major Elvin E. Goodyear 0-401217 assumed Command of the 779th Bombardment Squadron (H) on 21 December 1943 vice Captain Arthur (NMI) Hampson (Par. 4/5 21 December 1943)

c. Strength, commissioned and enlisted

(1) During the period of 1 February 1944 to 30 April 1944 there were no unusual personnel problems to be solved. The only problem was keeping track of the Group, scattered as it was into Ground and Air Echelons and the various routes and destinations travelled by each.

(2) The strength of the Group as of 26 January 1944 was 391 officers and 1680 enlisted men. There was a decrease of 15 officers and 55 enlisted men during the month of February. The total strength on 29 February 1944 was 376 officers and 1625 enlisted men. During March 1944 there was a decrease of 6 officers and 5 enlisted men. Total strength on 31 March 1944 was 370 officers and 1620 enlisted men. There was no increase or decrease during the month of April 1944. The strength of the Group on 30 April 1944 was 370 officers and 1620 enlisted men.

d. Stations

(1) Headquarters Detachment together with the Ground Echelon of the 778th Squadron arrived at the Pantanella AAB on 20 March 1944. The 777th Squadron arrived on 30 March 1944, the 776th Squadron on 10 April 1944 and the 779th Squadron on 13 April 1944, all having departed from AAB Pocatello, Idaho on 9 February 1944.

(2) The Air Echelon arrived at Oudna Air Base, Tunisia on 9 March 1944, and departed for Army Air Base at Gioia, Italy on 20 April 1944 arriving there the same day, having departed from AAB Pocatello, Idaho on 21 February 1944.

e. Movement of Ground Echelon

(1) From 1 February 1944 until 9 February 1944 the Group was busy getting ready to start their overseas movement. Clothing was checked and issued, supplies and records were crated and the entire Ground Echelon was alerted for movement.

(2) Special Orders No. 36-Hq. Pocatello, AAB, dated 5 February 1944 were issued ordering the movement of the Ground Echelon from Pocatello, AAB to the Hampton Roads Port of Embarkation, Camp Patrick Henry, Virginia, to arrive there during the daylight hours of 13 February 1944 for assignment to shipment 0622 - F.G.H.J.&K.

(3) Movement was made by troop trains, one for each squadron. Group Headquarters personnel accompanying the 777<sup>th</sup> Bombardment Squadron (H).

(4) On 9 February 1944 the four squadrons and Headquarters Detachment left Pocatello AAB in a driving snow storm in four separate troop trains, over four separate routes.

(5) The troop trains were in charge of the Squadron Executive Officers, Major John W Morris of the 776th Squadron, Captain Clyde Crabtree of the 777th Squadron, Captain Richard F Brewer of the 778th Squadron and Captain Arthur E Chambers of the 779th Squadron.

(6) Lt. Col. Henry K. Seal, Group Executive Officer was in command of the entire Ground Echelon, and the Group Adjutant, Major Daryl B. Johns, accompanied the Headquarters Detachment.

(7) The trip across the United States was uneventful. Snow and below zero weather was encountered, which resulted in frozen pipes, broken couplings and shortage of water. Regular exercise

periods were taken at every opportunity to keep the men in good physical condition. The morale and conduct of the men was extremely good, and many hours were devoted to writing letters, playing cards and sleeping.

(8) The four squadron troop trains arrived at Camp Patrick Henry on Sunday afternoon 13 February 1944.

(9) Troops were quartered in barracks in Area #3 and Headquarters was immediately set up for operations during the stay at Camp Patrick Henry. After completing the staging process and being checked for clothing and supplies, passes were issued to enable the personnel to visit nearby cities.

(10) On 22 February 1944 the first of the Group embarked for foreign service. The 778th Squadron along with Headquarters Detachment boarded the "Francis Amasa Walker", a Liberty Ship of 7500 tons. This group had an uneventful crossing of the Atlantic, having extremely good weather for most of the voyage. Many of the officers and men acquiring a good suntan. On the 17th day the convoy passed the Rock of Gibraltar and passed into the Mediterranean and proceeded to Augusta, Sicily where the convoy spent one day. On 19 March 1944 the Francis Amasa Walker pulled into Brindisi, Italy and the unit disembarked. From Brindisi by Army trucks the unit arrived at Gioia, Italy that same night and spent a very cold and uncomfortable night on the damp cement floor of a former Italian and German barracks. Early on the morning of 20 March 1944 the truck convoy got under way and arrived at the Pantanella Air Base at 1600 hours. The camp site was on a high hill with not a tent or building in sight. Tents were hurriedly pitched, and the first unit of the Group rolled up its sleeves and started to work to prepare the camp for the units to follow.

(11) On 3 March 1944 the 776th Squadron embarked on the "Henry W Longfellow" a Liberty Ship. Due to engine trouble this ship returned to Camp Patrick Henry on 5 March 1944. On 12 March the 776th Squadron again embarked on the "Henry W Longfellow" and joined the waiting convoy. On 31 March 1944 the convoy was threatened by a submarine attack, but the naval escort succeeded in driving the submarines off. At dawn of 1 April 1944 just after passing through the Straits of Gibraltar, the convoy was attacked by German aircraft. While some ships in the convoy suffered damage the "Henry W Longfellow" came through unscathed. The anchor was dropped at Augusta, Sicily on 5 April 1944. The unit arrived in the harbor of Naples on 8 April 1944. After spending the night at the University of Naples, the unit was loaded on small Italian freight cars for the overland trip to Bari, Italy, arriving on 10 April 1944. From Bari by motor truck the unit was transported to the Pantanella Air Base arriving the same day.

(12) The 777th Squadron embarked from Camp Patrick Henry on 3 March 1944 on the Liberty Ship "Walter Reed". The voyage was uneventful, and this unit disembarked at Bari. To Pantanella Air Base the unit was taken by truck convoy arriving at 0200 on the morning of 30 March 1944. Where tents had been pitched by the 778th Squadron and Headquarters Det. The first units to arrive.

(13) The 779th Squadron embarked on the Liberty Ship "Jonathan Grout" on 1 March 1944 and set sail on 2 March 1944 joining

a waiting convoy off the Virginia coast. Rough weather was encountered for nearly the entire crossing of the Atlantic.

(14) The convoy passed through the Straits of Gibraltar on 20 March 1944 and the unit disembarked on 21 March 1944 at Oran Africa. The unit was taken by truck 18 miles to staging area No. 2 on the outskirts of Fleures and housed in tents. On 5 April 1944 the unit boarded the Naval ship U.S.S. Lyons and set course for Naples, Italy arriving at that port on 10 April 1944. The unit disembarked and marched to the railroad station and boarded a train to the University of Naples where they were quartered. On 11 April 1944 this unit proceeded by freight train to Canosa, Italy arriving there on 13 April 1944 after a wet and cold journey across Italy. From Canosa the unit was moved by truck to the Pantanella Air Base on 13 April 1944, where their area had been prepared for them by the preceding squadrons.

(15) The entire personnel of the Group feels that the U S Navy did a splendid job of escorting the convoys across the Atlantic and our Allies in the British Navy, for getting the Group safely across the Mediterranean.

(16) The camp site of the Group was situated on a high hill overlooking a beautiful valley below where the airfield was under construction.

(17) Squadron areas were assigned, Headquarters was set up and the entire Group began the job by making the camp livable. Tents were properly arranged, latrines and soakage pits were dug, kitchen tents set up and all sanitary measures were taken.

(18) Part of the Ground Echelon were sent to Gioia, Italy the last few days of April to meet the Air Echelon who were transferred from Africa and who were to operate at Gioia Air Base until the airfield at Pantanella was completed.

f. Movement of Air Echelon

(1) The movement of the Air Echelon from AAB Pocatello, Idaho to overseas destination took place on 21 February 1944. Forty eight (48) aircraft took off singly and climbed through a solid overcast and set course for AAB Lincoln, Nebraska.

(2) Ten (10) aircraft had departed ten (10) days earlier for the purpose of furnishing aircraft to ten (10) crews that had previously departed from Pocatello by train, as it was necessary for those ten (10) crews to finish their "Must requirements" before being allowed to go overseas.

(3) From AAB Lincoln, Nebraska planes took off singly for the long flight to the overseas destination. The route flown was to Morrison Field, Florida, to Borinquen, Puerto Rico, to Atkinson, British Guiana, to Belem Brazil, to Natal Brazil, to Dakar Africa, to Marrakech Africa, to Oudna Africa. The first aircraft landed at Oudna on 9 March 1944.

(4) Two crashes marred an otherwise successful flight by the Group. Major Elvin E Goodyear, C.O. of the 779th Bombardment Squadron (H) made a successful belly landing 30 miles SW of Belem Brazil after bailing out all the crew except the co-pilot. Crash due to exhaustion of gasoline supply. There were no injuries or fatalities. Aircraft piloted by 2nd Lt. Joseph T. Cummings, crash

landed 22 miles SE of Georgetown British Guiana due to exhaustion of gasoline supply, resulting in five (5) fatalities, three (3) major and two (2) minor injuries. (Refer to Par. G-6 for full details of A/C and crew)

(5) On 11 February 1944, 134 combat crew members who had left Pocatello Army Air Base on 26 January 1944 for processing by the 21st Bombardment Operational Training Wing, left Topeka Army Air Base for the Port of Embarkation, Camp Patrick Henry, Virginia to join the Ground Echelon for movement overseas by troop transport. They arrived at Camp Patrick Henry on 13 February 1944.

g. Campaigns

(1) Italian Campaign from 30 April 1944. First combat mission flown on 30 April 1944.

h. Operations

(1) Training: Training at AAB Pocatello, Idaho the first two weeks of February 1944, consisted of completing the "Must" requirements. Formation flying, bombing and air to air gunnery all over 20,000 feet altitude, plus qualification of fifty percent (50%) of flying personnel in small arms. After the "Must" requirements were completed, the Group flew almost exclusively large formation flights. After arriving in Africa, from 15 March 1944 to 21 April 1944, while based at Oudna the combat crews practiced large formation flights, and Group formation as currently flown by the Fifteenth Air Force. This training included Group navigation and Bombing flights. From 21 April 1944 to 29 April 1944 the aircraft were stripped and made ready for combat. One Group formation flight was made before the first combat mission was flown.

(2) Reclassification: Reclassifications were held to a minimum due to anticipation of the movement overseas and this had been well covered during the preceding sixty days.

(3) Supply and equipment: Due to movement overseas, and with new aircraft, the supply and equipment problem was simplified until after arrival in Italy. As was to be expected, certain items such as tires and plexiglass were more difficult to obtain. Some delay was experienced on other items. All in all the Group has been well taken care of in this respect.

(4) Maintenance: Maintenance did not present any unusual problems dur chiefly to the willingness and ability of ground crews.

(5) Morale: Morale in the Group was at a high level both with combat crews and ground personnel. After many long hard months of training, active participation in the war effort was being a welcome change.

(6) Accidents: A total of four (4) aircraft accidents occurred during the period of 1 February 1944 and 30 April 1944:

29 February 1944 - A/C No. 42-78126, 22 miles east south east of Georgetown, British Guiana. The pilot made crash landing when gasoline supply was exhausted.

Roster of Crew

2nd Lt.	Cummings, Joseph T.	0-808386	Fatal
2nd Lt.	Dallmeyer, William F.	0-750954	Fatal
2nd Lt.	Davidson, Lynn F.	0-698421	Fatal
2nd Lt.	Krug, Kenneth E.	0-864199	Fatal
Sgt.	Fiekens, Leroy W.	39304637	Fatal
S/Sgt.	Brader, Joseph H.	33101843	Major
Sgt.	Jaeger, Ellsworth L.	36809584	Major
Sgt.	Shaid, Irving (NMI)	12218340	Major
Sgt.	Ivers, Wayne F.	38061523	Minor
M/Sgt.	Pierce, Roderick B.	19049144	Minor

4 March - A/C No. 42-78130, 30 miles south west of Belem, Brazil. Pilot made belly landing after bailing out all crew members except the co-pilot, dur to exhaustion of gasoline supply. All crew members landed safely. There were no injuries.

Roster of Crew

Major	Goodyear, Elvin E.	0-401217	No casualties
Capt.	Chesser, Robert L.	0-789135	No casualties
Capt.	French, Walter E.	0-171296	No casualties
1st Lt.	Nau, John E.	0-678748	No casualties
T/Sgt.	Fayle, William R.	18009866	No casualties
S/Sgt.	Knowles, Gordon W.	39104716	No casualties
S/Sgt.	Knowlton, Harry L.	11023549	No casualties
S/Sgt.	Linneman, Raymond P.	36475462	No casualties
S/Sgt.	Nethercott, Robert D.	37503287	No casualties

27 March 1944 - A/C No. 42-52492 Oudna Air Base, Tunis, Tunisia. A/C crashed on takeoff - cause undetermined. Probable cause, failure or malfunction of some part of elevator control system.

Roster of Crew

1st Lt.	Dampsey, Edward (NMI)	0-799349	Fatal
2nd Lt.	Williams, Victor E.	0-686528	Minor
2nd Lt.	Bokoff, Phillip Y.	0-685430	Fatal
2nd Lt.	McMunigle, Francis H.	0-811705	Minor
T/Sgt.	Newman, Welcome M.	38232051	Minor
S/Sgt.	Ferrars, Nicholes J.	13109482	Minor
Sgt.	Setliff, William C.	33210914	Fatal
Pvt.	Dalton, Albert J.	35367796	Minor
Sgt.	Semple, Raymond D.	11110854	Minor

12 April 1944 - A/C No. 42-78094 over Mediterranean off Oudna Air Base, Tunis, Tunisia. Aircraft went into a spin from 20,000 feet and never recovered, crashed into the sea.

Cause unknown - probable cause, momentary loss of control by pilot and being overcome by prop wash.

#### Roster of Crew

2nd Lt.	White, Robert C.	0-686617	Missing
2nd Lt.	Nelson, Gordon I.	0-749274	Missing
2nd Lt.	Polli, Philip (NMI)	0-698767	Missing
S/Sgt.	Minerick, George M.	37547052	Missing
Sgt.	Schondel, Raymond L.	15374451	Missing
Sgt.	Waldman, Robert S.	32767052	Missing
Sgt.	Walacavage, William J.	33617278	Missing

(7) Missions: The first mission was flown by this Group 30 April 1944 with the target Castel Maggiore M/Y.

i. Commanding Officers in important operations

(1) Colonel Marshall Bonner was Commanding Officer in all training operations and led the first mission flown by the Group on 30 April 1944.

j. Losses in action

(1) None.

k. Members who have distinguished themselves

(1) 1st Lt. Peter (NMI) Ceccato, 0-534769 on 6 April 1944, near Pantanella Air Base went to the scene of a crash of a B-24 a/c. Lt. Ceccato made his way through flames and exploding ammunition and imminent danger of explosion and assisted in removing the bodies of the living and the dead from the burning wreckage and pulled aside sections of wreckage extricating crew members who were pinned underneath and carrying them to safety. For this act of heroism Lt. Ceccato has been awarded the Soldiers Medal.

l. Biographies

(1) Major Daryl D. Johns, 0-903049, Group Adjutant, served as enlisted man in World War #1, was commissioned on 4 May 1942 from civilian life. Served as Pilot school at Santa Anna, California. Attended Command and Staff School, Leavenworth, Kansas. Joined the 464th Bombardment Group as Group Adjutant on 4 February 1944.

(2) Major Dabney Von K. Moon, 0-422667, Group Surgeon, member of O.R.C., called to active service on 4 September 1941. Joined 464th Bomb Gp. As Group Surgeon on 1 September 1943.

(3) Captain Carl F. Russell, 0-504580, Group Dental Officer, was commissioned on 12 December 1942. Attended O.T.S., Miami Beach, Florida. Joined the 464th Bombardment Group 7 October 1943.

m. Promotions

(1) The following key personnel were promoted during this period:



Francis F. Elder, 0-904914, Group Intelligence Officer, from Captain to Major, auth: Par 15, S.O. No. 33 WD- 8 February 1944.

Royal F. Cato, 0-402902, Group Bombardier, from Captain to Major, auth: Par 17, S.O. No. 37 WD- 12 February 1944.

Dabney Von K. Moon, 0-422667, Group Surgeon from Captain to Major, auth: Par 16, S.O. No. 36 WD- 11 February 1944.

Richard F. Brewer Jr., 0-908449, Executive Officer, 778th Bombardment Squadron, from Captain to Major, auth: Par 15, S.O. No. 61 - WD- 11 March 1944.

2. Enclosed is the war diary of this unit for the period 9 February 1944 to 30 April 1944, and supporting documents to this history.

For the Commanding Officer:

FRANCIS F. ELDER  
Major, AC  
Gp Int O

8 Inclosures

Incl 1 - History 1 Jul 43 to 31 Jan 44

Incl 2 - Extract Par 3, SO 30, Hq AAB, Pocatello, Idaho,  
Dtd 5 Feb 44

Incl 3 - Par 2 SO 36, Hq AAB, Pocatello, Idaho, dtd 5 Feb 44

Incl 4 Extract, sect X GO 539, Hq 15th AF, dtd 19 May 44

Incl 5 - War Diary

Incl 6 - Picture, Major Debney Von K Moon

Incl 7 - Picture, Major Daryl D Johns

Incl 8 - Picture, Capt Carl F Russell

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

20 June 1944

WAR DIARY

1. 9 February 1944 - Ground echelon departed from AAB, Pocatello, Idaho, by troop train for POE, Camp Patrick Henry, Virginia.
2. 13 February 1944 - Ground echelon arrived at Camp Patrick Henry, Virginia for processing for overseas movement.
3. 21 February 1944 - Air echelon departed from AAB, Pocatello, Idaho, for AAB, Lincoln, Nebraska for processing and overseas movement.
4. 22 February 1944 - Ground echelon of Headquarters Detachment and 778th Squadron embarked on S S Francis Amasa Walker at Hampton Roads, Virginia, for movement overseas.
5. 29 February 1944 - Our A/C No 42-78126 crashed 22 miles east southeast of Georgetown, British Guiana with five (5) fatalities, three (3) major injuries and two (2) minor injuries - crash caused by exhaustion of gasoline supply.
6. 1 March 1944 - The 779th Squadron embarked at Hampton Roads, Virginia on the S S Jonathan Walker for overseas movement.
7. 3 March 1944 - The 776th Squadron embarked at Hampton Roads, Virginia on the S S Henry W Longfellow for overseas movement. The 777th Squadron embarked at Hampton Roads, Virginia on the S S Walter Reed for overseas movement.
8. 4 March 1944 - Our A/C No 42-78130 made a crash landing 30 miles southwest of Belem, Brazil with no crew injuries - crash due to exhaustion of gasoline supply.
9. 5 March 1944 - The 776th Squadron disembarked at Hampton Roads, Virginia, due to engine trouble on the SS Henry W Longfellow.
10. 9 March 1944 - The first aircraft of air echelon landed at Oudna Air Base, Tunis, Tunisia.
11. 12 March 1944 - The 776th Squadron again embarked on the S S Henry W Longfellow after the engine had been repaired.
12. 19 March 1944 - Headquarters Detachment and ground echelon of the 778th Squadron disembarked at Brindisi, Italy

13. 20 March 1944 - Headquarters Detachment and ground echelon of the 778th Squadron arrive at Pantanella Air Base.
14. 21 March 1944 - The 779th Squadron arrived and disembarked at Oran, Africa.
15. 27 March 1944 - Our A/C No 42-52492 crashed on takeoff at Oudna Air Base with three (3) fatalities and six (6) minor injuries.
16. 29 March 1944 - The 777th Squadron arrived and disembarked at Bari, Italy.
17. 30 March 1944 - The 777th Squadron arrived at Pantanella Air Base.
18. 1 April 1944 - The convoy of which the 776th Squadron was a part experienced an enemy air attack at dawn after passing through the Straits of Gibraltar. There was no damage done to the S S Henry W Longfellow, which was carrying this squadron.
19. 5 April 1944 - The 779th Squadron embarked at Oran, Africa on the USS Lyons for Italy. The 776th Squadron arrived and dropped anchor at Augusta Sicily.
20. 6 April 1944 - 1st Lt Peter (NMO) Ceccato, 0-534769, performed an act of heroism in rescue of crew members from crashed B-24 aircraft.
21. 8 April 1944 - The 776th Squadron arrived and disembarked at Naples, Italy.
22. 10 April 1944 - The 776th Squadron arrived at Pantanella Air Base. The 779th Squadron arrived and disembarked at Naples, Italy.
23. 12 April 1944 - Our A/C No 42-78094 crashed in the Mediterranean, all crew members are missing.
24. 13 April 1944 - The 779th Squadron arrived at Pantanella Air Base.
25. 20 April 1944 - Air echelon departed from Oudna Air Base, Tunis, Tunisia and arrived the same day at Gioia Air Base, Italy.
26. 30 April 1944 - The first combat mission was flown by this Group, the target being the Castel Meggiore M/Y, Italy.

HEADQUARTERS  
FIFTEENTH AIR FORCE  
APO 520

19 May 1944

GENERAL ORDERS )  
                  :  
NUMBER 539 )

E X T R A C T

\*                  \*                  \*                  \*                  \*  
SECTION X --- AWARDS OF THE SOLDIER'S MEDAL

Under the provisions of AR 500-45, as amended, and pursuant to authority contained in Circular No. 26, Headquarters NATOUSA, 6 March 1944, the Soldier's Medal is awarded the following named personnel, United States Army, residence as indicated, with the following citations:

1. For heroism at great risk of life at an Allied airfield in Italy on 6 April 1944. Observing a B-24 type aircraft crash and burn, these men immediately rushed to the scene of the accident. Heedless of the intense heat from burning fuel, exploding ammunition and the imminent danger of the explosion of the aircraft, they made their way through the flames removing the bodies of the living and dead from the burning wreckage. With complete disregard for their personal safety, they pulled aside sections of the wreckage, and succeeded in extricating crew members who were pinned beneath the debris, carrying them to safety. By their courage and heroism in risking their lives to save the lives of others, these men have upheld the highest traditions of the Military Service and reflect great credit upon themselves and the Armed Forces of the United States of America.

PETER (NMI) CECCATO, 0-534769, First Lieutenant, Air Corps, Headquarters 464th Bombardment Group. Residence at appointment: Burgettstown, Pennsylvania.

\*                  \*                  \*                  \*                  \*  
By command of Major General TWINING:

R. K. TAYLOR  
Colonel, GSC,  
Chief of Staff.

OFFICIAL:

/s/ J. M. Ivins  
/tw/ J. M. IVINS,  
Lieutenant Colonel, AGD,  
Adjutant General.

DISTRIBUTION: "D"

HEADQUARTERS  
464TH BOMBARDMENT GROOUP (H) ARMY AIR FORCES  
Office of the Group Commander

AAB,, Pocatello, Idaho  
5 February 1944

SPECIAL ORDERS )  
                  :  
No . . . . . 30 )

E X T R A C T

2. MAJOR (2110) DARYL D JOHNS, 0903049, asgd this Gp pursuant  
Par 2 SO 35 Hq 29th CCTS, Gowen Fld, Idaho, dtd 4 Feb 44 is further  
asgd to Hq Det for dy as Gp Adjutant.

By order of Colonel BONNER:

DARYL D. JOHNS,  
Major, AC,  
Adjutant

OFFICIAL:

/s/ Daryl D. Johns  
/T/ DARYL D. JOHNS,  
Major, AC  
Adjutant

A TRUE COPY

MAURICE C. KIELING  
Capt, AC

(SO 29 Hq 464 BG dtd 4 Feb 44 contained 5 Par)

HEADQUARTERS  
POCATELLO ARMY AIR BASE  
Pocatello, Idaho

5 February 1944

SPECIAL ORDERS )  
:  
No . . . . 36 )

E X T R A C T

\* \* \* \* \*

2. Under the provisions of AR 605-145, 615-200, PA CG 2AF dd 10 Oct 1943, PAC Immediate Action Ltr, Confidential, WD, file WD 370.5 (8 Jan 1944) OB-S-E-M, subject: "Movement Orders, Shipment 0622" dd 11 Jan 1944; Ltr Hq 2AF dd 13 Jan 1944, file: 370.5G, subject: Movement Orders, Ground Echelon 464th BB Gp" and Confidential Radiograms Hq 2AF C4205 and amendment C4264, dd 26 Jan 1944, the fol named O and EM and one civilian male Red Cross worker, 464th BB are reld fr asgmt and dy at this sta o/a 9 Feb 1944 and WP o/a that date to Hampton Roads POE, Camp Patrick Henry, Va., so as to arrive thereat during the daylight hours of 13 Feb 1944 for asgmt to Shipment 0622-F,G,H,J and K.

This is a permanent change of station. Movement of cited personnel of this unit will be by rail. Prov of Change 3, AR 55-120 will apply to transportation of dependents.

The expense involved under this movement order is chargeable to Allotment Serial Number 1-5000 and appropriate project and appropriation numbers published in Sec VI, Cir 129, WD, 1943. The TC will furn the nec rail T. TDN. 1-5250 P 433-02 A 0425-24.

Baggage for each officer (except general officers) will be limited to the following not to exceed 175 lbs: One bedding roll (not over 50 lbs) (a duffel bag may be taken if desired: trunk lock will not be taken), one piece of hand luggage (not over 40 lbs), and a field or musette bag.

AG 370.5 (6 Aug 1943) OB-S-AF-M, AIR-POM (Second Edition) 1 Aug 1943, is applicable with the fol-exception: First sentence of Par 38 is deleted and the fol substituted: "In addition to the distribution, copies of all specified in the WD movement directive, will be furn without delay as follows:"

Cost of T of troops and individuals, including shipment of things will be governed by the provisions of WD Cir #129, and #149, 1943.

Govt qrs furn at this sta to any O of this movement not having dependents are hereby terminated, eff 9 Feb 1944. Adequate Govt qrs are not furn at this sta to any O of this unit having dependents.

Prior to departure fr this sta, troop train comdrs will, in accordance with WD Cir #310, 1942, as amended, prepare and submit in

advance a ration return for estimated number of field rations required for the journey, plus one (1) additional days rations to provide for any delay enroute. The base QM will comply with Par 15, AR 3C-2210.

\* \* \* \* \*

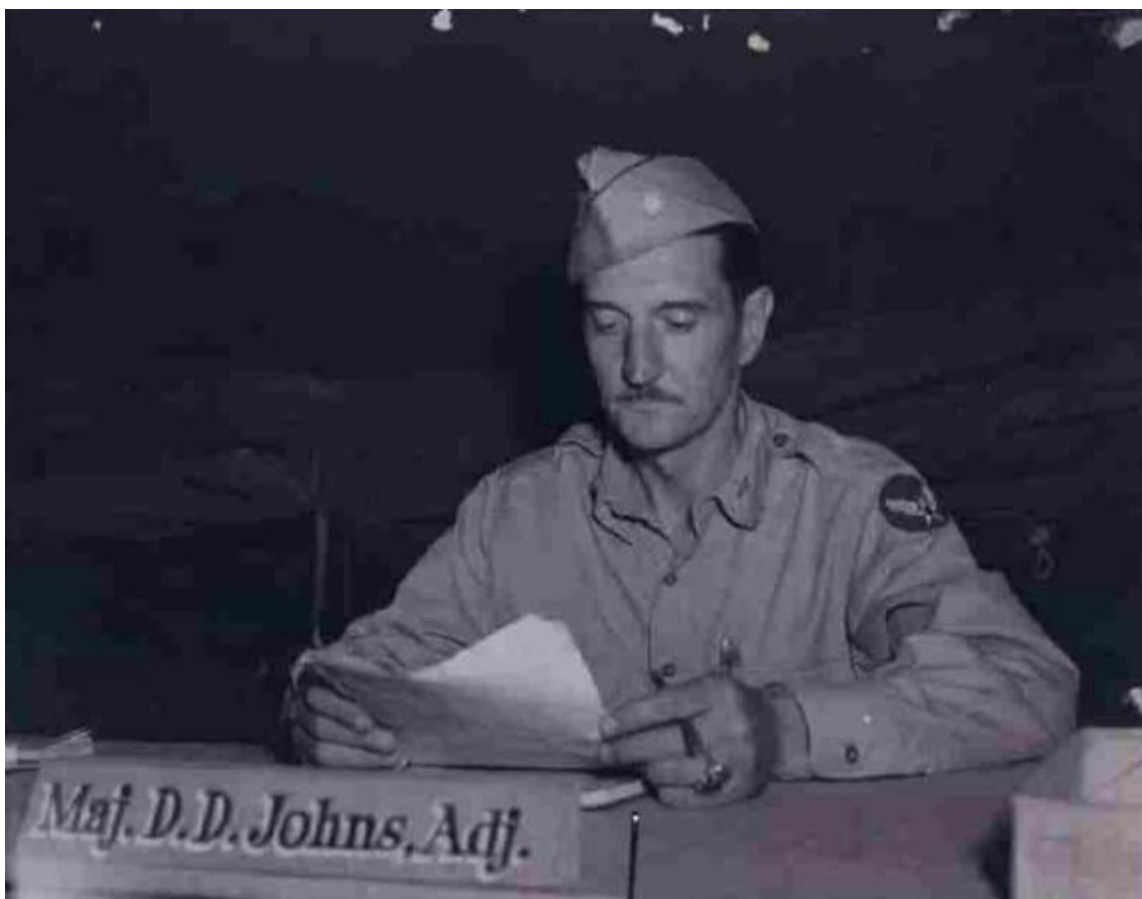
By order of Colonel BONNER:

J S BRADT  
Captain, AC,  
Adj

OFFICIAL:

/s/ Charles Goldberg  
/t/ CHARLES (NMI) GOLDBERG  
1st Lt, AC,  
Actg Adj

A TRUE COPY  
MAURICE C. KIELING  
Captain, AC



Major Daryl D. Johns  
Group Adjutant  
30 April 1944





Captain Carl F. Russell  
Group Dental Officer  
30 April 1944



Major Dabney Von K. Moon  
Group Surgeon  
30 April 1944