

Auth: CG, 464th Bomb Grp

Initials: *FFB*

Date: 18 FEB 45

CG-464-H (Bomb)
13a-75



DECLASSIFIED
DOD DIR 5200.9

P.R.C.

HISTORY I

00003977

464TH BOMBARDMENT GROUP (H)
Comprising
776TH 777TH 778TH 779TH
BOMBARDMENT SQUADRONS (H)

SCANNED BY ACD
211155

55TH BOMBARDMENT WING (H)

15TH AIR FORCE

JANUARY

1945



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THE COMMANDING OFFICER COMMENTS

HEADQUARTERS
464TH BOMBARDMENT GROUP (H)
APO 5230 US Army

1 February 1945

THE COMMANDING OFFICER COMMENTS

1. While the month of January 1945 was a disappointing one from the standpoint of bombing activity, this Group did not sit idly by and waste its time.

2. A comprehensive ground and air training program was carried out for the benefit of combat crews, which certainly should result in increased efficiency and better bombing results in future operations.

A total of 25,085 man hours training was given to ground training and 11,840 man hours to serial training during this period.

The Bomb Training Building which accommodates two (2) bomb trainers and two (2) link trainers was put into operation during this period.

3. A concentrated program of one full week was given to all Group personnel on prevention of venereal disease.

4. The building and winterization program continued to make progress in spite of snow, rain, wind and mud.

5. Casualties were low, with more men being returned to duty from MIA status than were reported MIA.

6. Venereal disease rate sharply decreased over the previous period, with the general health of the Group continuing to be satisfactory.

7. It is hoped that operating conditions during February will permit this Group to add its efforts to the increasing tempo of the men in Europe and to add our weight to the final knockout blow to be given to the enemy.

A. L. SCHROEDER
Colonel, AC
Commanding

NARRATIVE HISTORY

HEADQUARTERS
464TH BOMBARDMENT GROUP (H)
APO 520 US ARMY

1 February 1945

NARRATIVE HISTORY - 1 JANUARY 1945 TO 1 FEBRUARY 1945

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

2. Colonel John B. Cornett 0-20446, appointed Deputy Group Commander, vice Lt. Colonel Elvin E. Goodyear, appointed Group Operations Officer.

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

	<u>Officers</u>	<u>Enlisted Men</u>
As of 31 December 1944	521	1995
Net Increase	11	28
As of 31 January 1945	532	2023

4. January 1945 turned out to be the most disappointing month since this group started combat operations. Due to adverse weather, which included rain, snow and impossible cloud conditions, this Group flew a total of only five (5) missions, one of which was non effective due to inability to reach the assigned target area.

One hundred fifty four (154) sorties were flown, of which eighty six (86) were effective and sixty eight (68) were non effective. A total of 164.95 tons of bombs were dropped on enemy targets.

Austria received the most attacks with two (2) marshalling yards and one (1) oil refinery being bombed, and Bolzano marshalling yard in Italy being attacked.

Two (2) of the four effective missions were ny PFF and two (2) were bombed visually.

The past month was not only disappointing from a standpoint of missions, but was a nightmare to both combat crews and briefing officers. Nearly every day from one (1) to three (3) plans were prepared and briefed, only to be stood down at the last minute. If all the flak routes prepared by S-2 were laid end to end they would encircle the globe. Crews were dizzy, trying to remember the five (5) to seven (7) targets covered at nearly every briefing.

It is hoped that February will treat us better, so that we may add our bit to the all-out attack on the Hun and get the war over with before summer, so that we can then give our entire time and attention to the liquidation of the Japs.

5. Five (5) men paid the supreme sacrifice, being killed when bailing out of their a/c when the controls froze after a combat mission to Linz, Austria.

Nine (9) men suffered major, and seventeen (17) minor wounds, with three (3) cases of frostbite reported during this period.

Thirty one (31) crew members were listed as missing in action, with thirty three (33) men returned to duty who had previously been listed as missing in action.

6. This period again was free from attacks by enemy fighters, with only a very few e/a being observed.

7. One (1) a/c accident occurred during this period. A/C No 41-29458 - "Shoo - Shoo Baby", one of the original a/c of the Group which had been retired from combat flying crashed a short distance from this field on the night of 1 January 1945. Returning from Naples with passengers, a severe snow storm was encountered at the base, and the pilot was unable to locate the field. After climbing to 17,000 feet and obtaining a fix from Big Fence, the pilot again tried to locate the field. At 5,000 feet this a/c began to stall and lost altitude rapidly, and when the a/c reached 3,000 feet the crew and passengers bailed out. The a/c was completely destroyed and there were four (4) minor injuries.

The cause was determined to be due to severe icing conditions.

8. Awards made during this period were as follows:

Silver Star	2
Distinguished Flying Cross	6
Air Medals	132
1st cluster to Air Medal	106
2nd cluster to Air Medal	42
3rd cluster to Air Medal	9
Bronze Star Medal	3
`Good Conduct Medal	165

9. Due to the greatly decreased bombing activity, only six (6) combat crew members finished their thirty five (35) combat sorties. Many men are nearing the end of their tour of duty and a few missions will put them in the select circle.

10. Six (6) replacement combat crews were received during this period, who were given the regular indoctrination and ground training program to better fit them for combat operations.

11. Venereal disease took a healthy drop during this period, with ten (10) new cases for a rate of 51.77, as against eighteen (18) new cases in December for a rate of 76.07.

12. The Group Dental Surgeon, who has been neglected in the past by the historian had a busy month. Following is a list of the work performed:

Fillings	177
Extractions	36
Gum treatments	40
Bridge repairs	8
Crown repairs	2
New dentures	6
Cleaning	31
Post operative treatments	97
Dental identification	76

13. The Chaplain and his helpers continued to keep busy. Writing fifty five (55) letters of sympathy, the smallest number in many months.

The attendance at worship services was 4746. Four (4) musical concerts were held in the Chapel in conjunction with the Red Cross and Special Services.

Eight (8) men were given Protestant baptism, the largest in any month so far.

All briefings were attended by either the Protestant or Catholic Chaplain.

The Chaplain was a very busy man during the week of V.D. Control - talking to two different groups of personnel each evening. Four issues of "The Tower" were published.

14. The Christmas For Kids Committee made a final accounting and disbanded. The money left over amounting to \$73.53. Copy of minutes of final committee meeting inclosed.

15. An excellent turkey dinner was served to all personnel of the Group on New Years Day.

16. The Group Bomb Trainer and Link Trainer building is now completed and in full operation, with two (2) bomb trainers and two (2) link trainers.

17. The Group Theatre and Gymnasium has been held up some by bad weather and lack of rooking materials but everyone has high hopes of early completion (see picture in photo section).

18. The Group Gunnery School had its usual busy month with its many and varied activities.

Eighty four (84) men attended the armorer gunners school and are now in the process of being reclassified.

980 gunners were given one (1) hour instruction on turret manipulation on the six (6) turret mockups.

Twelve (12) replacement crews were given the regular indoctrination gunnery course.

Gunners on forty eight (48) crews were given one (1) hour training on the Jaam Handy.

The skeet range operated on twenty two (22) days during the month of January 1945 with ninety (90) crews firing 19,000 rounds of skeet ammunition.

Sixteen (16) gunnery sorties were flown with 20,800 rounds of 50 cal ammunition being fired.

19. The Group Training Section took full advantage of the many stand downs during the month to run up an impressive record for ground and air training. (see special story section #6)

20. Special Service showed fifteen (15) different films, of two (2) showings each during the month to capacity houses. An improvement which everyone appreciates, is the elimination of waiting between reels by the installation of another projector.

One (1) USO show presented two (2) performances to approximately 900 members of the Group.

The Group Basketball team finished in second place. Due to bad weather there was very little attempt to continue further athletic activities.

Twelve (12) Group study classes were started with the probability of more classes starting in the near future. An average of twenty five (25) men attended each class.

21. The Medical History of the Group was submitted for the period of 1 October to 31 December 1944. (see inclosures and supporting documents)

22. The Group lost the services of Mr. Curtis Lamb, American Red Cross Field Director. Mr. Lamb was sent back to the States due to a severe eye condition. Mr. Lamb joined the Group in Pocatello, and has been with the Group since that time.

Mr. Claude Pennington has been appointed Red Cross Director to succeed Mr. Lamb.

23. The Group was inspected by the Air Inspector of the 15th Air Force during this period, results of the inspection will not be known until the next period.

24. Old Man Weather really had a month of headaches for everyone during January. Three (3) snow storms, hail, rain and wind added up to a surprising total of multi inches of mud. There were many debates on the base as to which was the least desirable, cold and mud, or hot and dust.

25. Out prayer for February:

Oh, Lord, give us strength to continue to prepare and brief three plans each night. May we be able to remember them clearly and not get mixed up on axis and rally. May we do our best to keep our many miles of flak routes from running into each other - Give us control of our inner selves so as to act in a manner of a officer and a gentleman when all three plans are stood down when the weatherman gets through briefing. Give us Oh Lord, more escape and food kits, so that when maximum efforts, and normal efforts and three ship element missions are set up at the same time that we will have enough to go around. Please, Oh Lord, desist from adding Dog and Easy plans in place of Able and Baker after they have been prepared.

Most especially Lord, give us some good bombing weather, with one plan, let it remain for one month so that we may do our job and get this over with.

Amen.

BIOGRAPHIES

BIOGRAPHIES

1. Captain Lacey P. Morton, 0-410212, Group Navigator was called to active duty from the Infantry Reserve on 1 July 1941, reporting to camp Robinson as 2nd Lt, Infantry.

From this time until 10 June 1943, Captain Lacey P. Morton served with the 2nd Infantry Division at Fort Sam Houston, Corps Instructor at Camp Bowie, and with the G-3 Section of the 8th Army Corps at Brownwood, Texas. Captain Morton also took ski troop training at Camp McCoy, Wisconsin, and was with the Airborne Infantry at Shaw Field, South Carolina.

Reporting to the Air Corps on 10 June 1943, Captain Morton attended Navigation School at Selman Field, Monroe, Louisiana and Gunnery School at Fort Myers, Florida and took phase training at Briggs Field, El Paso, Texas.

Captain Morton flew to England arriving on 29 July 1944, and flew to Italy where he joined the 464th Group on 28 August 1944, being assigned as a crew navigator with the 776th Squadron.

Captain Morton was appointed Squadron Navigator on 30 October 1944 and Group Navigator on 20 December 1944.

In addition to his regular duties as Group Navigator, Captain Morton spends a great deal of time on the training program for replacement combat crews.

As of 31 January 1945, Captain Morton had flown eighteen combat sorties, leading the Group thirteen (13) times, the Wing nine (9) times, and the Air Force twice. Awards consist of the Purple Heart, Air Medal and one (1) cluster.

Captain Morton is twenty five (25) years of age, married, and claims Little Rock, Arkansas as his home town. A graduate of the University of Arkansas where he majored in Finance, Captain Morton intends to enter the music business in the event he does not continue his career in the Army.

2. 1st Lt Bernard J. Chubet, 0-703018, Group PFF Navigator, entered the Army as an enlisted man in the Infantry on 27 February 1941 at Camp Edwards, Massachusetts.

Serving with Infantry Intelligence, Lt. Chubet participated in the Carolina maneuvers in 1941 and was a S/Sgt when he was transferred to the Air Corps.

Graduating from Navigation School at Ellington Field, Texas and Gunnery School at Harlingen, Texas, Lt. Chubet went to Advanced Navigation School at Hondo, Texas where he was commissioned 2nd Lt, AC on 3 December 1943.

Phase training took place at Westover Field, Massachusetts, Langley Field, Virginia, and Chatham Field, Georgia. Then followed a short tour of duty at Batista Field, Havana, Cuba.

Lt. Chubet was assigned for PFF training to Langley Field, Virginia, where he graduated on 10 June 1944 and left immediately for overseas duty.

Following a short tour of duty with the 465th Bomb Group and the 5th Bombardment Wing (H), Lt. Chubet reported to the 464th Group on 18 July 1944, being assigned to the 779th Squadron until 29 October 1944 when he was appointed Group PFF Navigator.

At the end of January 1945 Lt Chubet had flown twenty one (21) combat sorties and holds the Air Medal and one (1) cluster,

Age twenty five (25), single, and claiming Norwood, Mass, as his home town, Lt Chubet attended Princeton University for two and one half (2½) years before entering the Army.

Lt Chubet plans to join his father in the rug and carpet business in New York when he is discharged from the Army, concentrating on sales.

3. Captain Crockett C. Fox Jr, 0-752486, Group Personnel Equipment Officer enlisted in the Army on 21 June 1942 as a flying cadet, but was not called to active duty until 8 December 1942.

After classification, Captain Fox entered Navigation School at Mather Field, Sacramento, California, graduation and receiving his commission as 2nd Lt, AC on 31 July 1943.

Following first phase training at Clovis, New Mexico, and second and third phase at Briggs Field, El Paso, Texas, Captain Fox joined the 465th Bomb Group at AAB, McCook, Nebraska, as Personal Equipment Officer, having been grounded on 15 November 1943 as a result of an a/c accident resulting in physical disqualification for flying.

Captain Fox came overseas with the 465th Bomb Group as served with them until 19 August 1944 when he joined the 464th Group.

Age twenty nine (29), married, and claiming Crowell, Texas as his home town, Captain Fox was territory salesman for the Wasson Oil and

Snow Drift Sales Company, handling the South Texas territory at the time of his enlistment in the Army.

Captain Fox intends to enter the food brokerage business in Houston, Texas when he is discharged from the Army.

Captain Fox spent three (3) years studying for the ministry at McMurry College at Abilene, Texas.

4. Captain Henry G. Whaley, 0-292181, Group Ordnance Officer was called to active duty from the Infantry Reserve on 28 March 1942, reporting to Morris Field, Charlotte, North Carolina as 2nd Lt, Infantry, for duty with the Ordnance.

On 28 June 1942, Captain Whaley was assigned to the Panama Canal Department, and served with the Sixty Air Force at Albrook Field, Panama until 22 February 1943 when he was assigned to the 29th Bomb Group at Gowen Field, Boise, Idaho.

Captain Whaley joined the 464th Group on 6 November 1943 at Pocatello AAB, Idaho and came overseas with the Group.

A member of the 118th Infantry, South Carolina National Guard from 1921 until 1925, and in the Infantry Reserves from 1932, Captain Whaley is forty (40) years of age, married, and lives at Charleston, South Carolina.

Before reporting for active duty, Captain Whaley was engaged in the bakery business. Provided conditions are favorable, Captain Whaley intends to open a tourist camp when he returns to civilian life.

5. Captain Joseph C. Stephens, 0-859893, Group Electronics (Radar) Officer entered the Army as a Aviation Cadet, nonflying, on 25 October 1942 at Scott Field, Illinois.

After spending two (2) months at Scott Field, taking radio training, the school was moved to Yale University, where Captain Stephens graduated and received his commission as 2nd Lt, AC on 4 March 1943.

Assigned to Radar School at Boca Raton Field, Florida, Captain Stephens studied radar until 31 July 1943 when he was placed on TD with Air Service Command at Patterson Field, Dayton, Ohio for experimental work in radar supply, returning to Boca Raton Field on 15 December 1943.

Joining the 464th Group at Pocatello, Idaho on 16 January 1944, Captain Stephens came overseas with the Group and has remained with the Group since that time.

Captain Stephens is twenty seven (27) years of age, married with a son two (2) years old and a daughter nine (9) months old whom he has never seen.

A graduate of Harvard College and the Harvard Law School, Captain Stephens was engaged in the practice of law in his home town of Dallas, Texas, where he intends to return to law practice when he has finished his job in the Army.

6. 1st Lt Walter J. Chicallo, O-864185, Group Armorer Officer, entered the Army on 12 January 1942 at Harrisburg, Pennsylvania as an enlisted man and was assigned to the Air Corps.

After taking basic training at Dale Mabry Field, Tallahassee, Florida, Lt. Chicallo was assigned to Headquarters Detachment, 41st Service Group handling heavy vehicle transportation at AAB, Wilmington, North Carolina and Tallahassee, Florida.

Placed on DS with the 17th Bomb Group with a refueling unit, Lt. Chicallo served at Key West and Miami on anti-submarine patrol work.

Reporting back to his original organization, and after seeing service at AAB, Waycross, Georgia and Fort Dix, New Jersey, Lt Chicallo was sent to Armament School at Lowery Field, Denver, Colorado in April 1943.

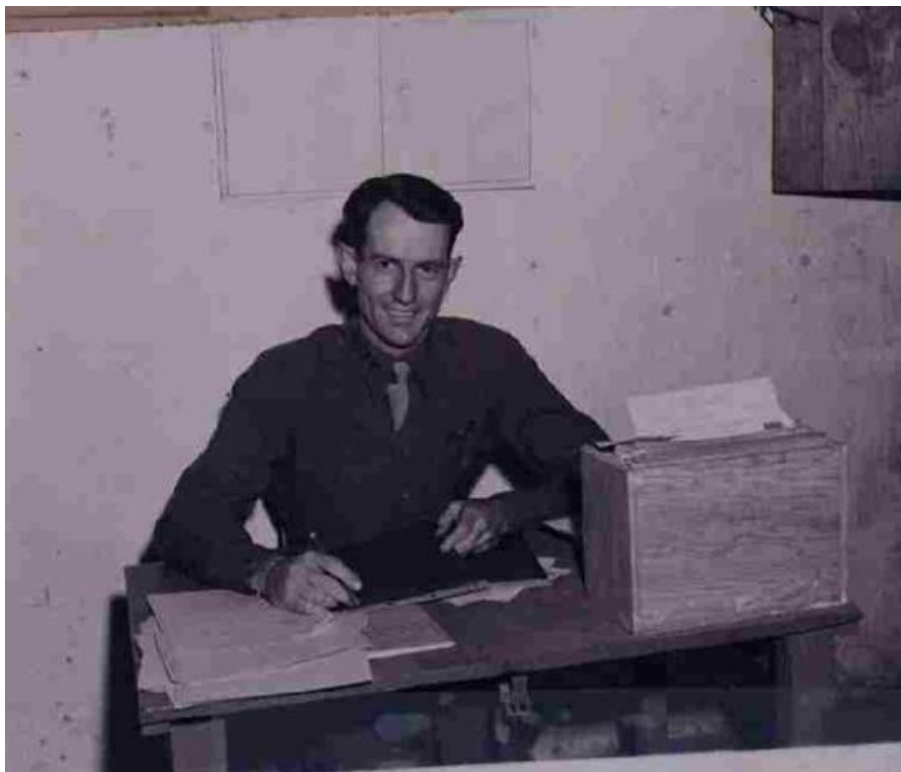
After graduating he reported to Cadet BTC No 1 at Boca Raton, Florida and was sent to Yale University to complete his training, graduating and being commissioned 2nd Lt, AC on 22 July 1943.

After reporting to Gowan Field, Boise, Idaho, Lt Chicallo was assigned to the 464th Group on 26 August 1943, where he has served as Group Armament Officer.

Thirty (30) years of age, Married just before leaving for overseas, Lt Chicallo was in the garage business in Larksville, Pennsylvania, his home town.

Lt Chicallo intends to enter the wholesale tire business when his job in the Army has been completed.

PHOTOGRAPHS



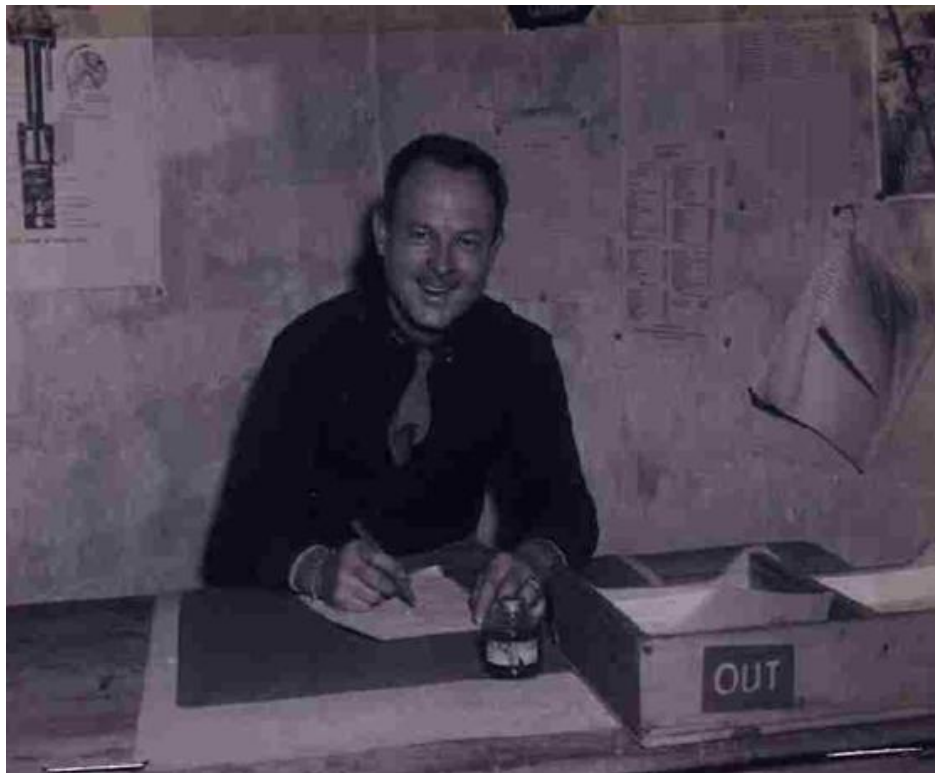
Captain Lacey P. Morton, Group Navigator



1st Lt Bernard J. Chubet, Group PFF Navigator



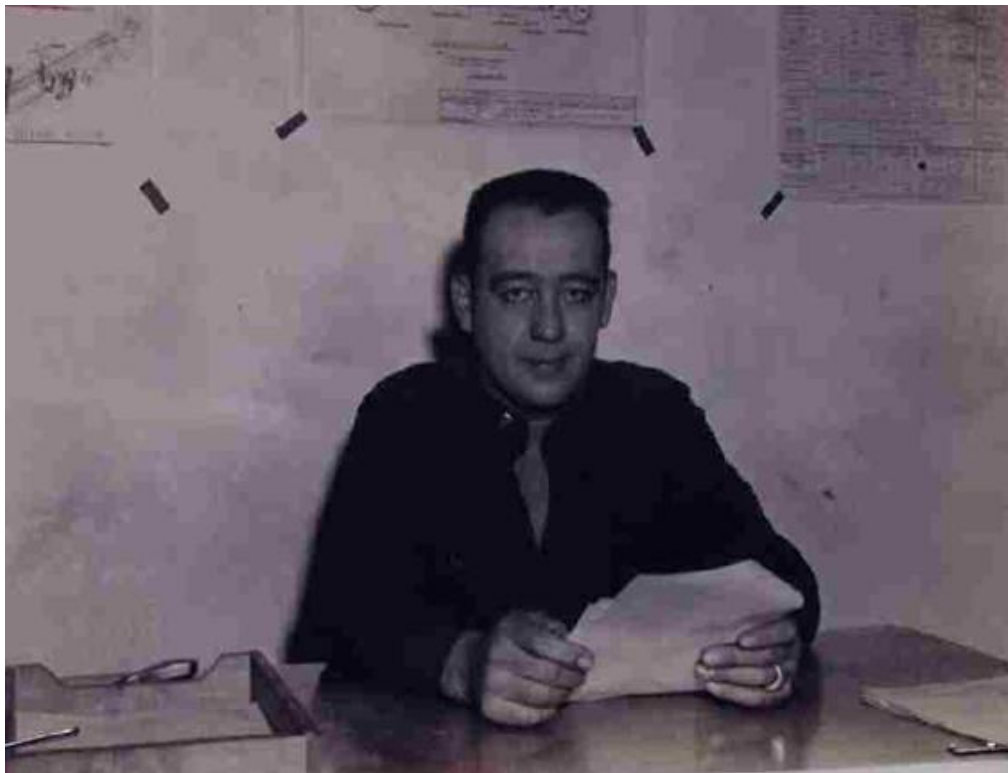
Captain Crockett C. Fox Jr, Group Personal Equipment Officer.



Captain Henry G. Whaley, Group Ordnance Officer



Captain Joseph C. Stephens, Group Radar Officer



1st Lt Walter J. Chicallo, Group Armament Officer



"Group Theatre and Gymnasium"
Operations are proceeding according to plan.

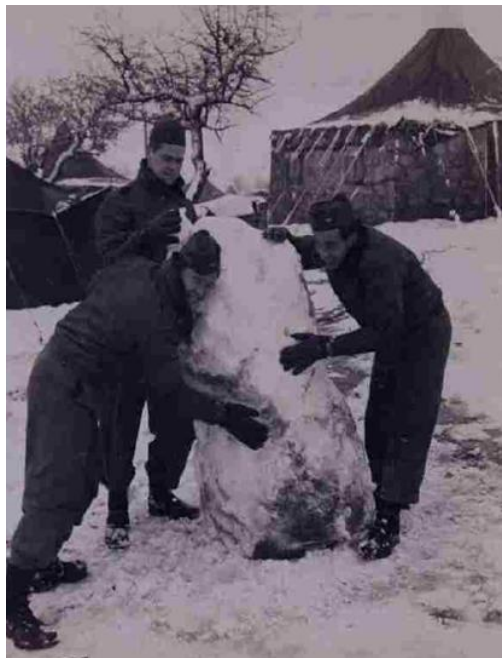


"Bad Weather Hampered Operations on the Bomber Front"
Captain Vernon - Group Bombardier trying to decide if he should go to
the line or hit the sack.



"Group Public Relations Staff"

Kneeling L-R: S/Sgt John F. Kennedy; S/Sgt Joseph E. Stewart
Standing L-R: S/Sgt John P. Wilson; Capt David M. Camerer; Cpl Albert
C. Salmon



"Snow Man"

Made by

S/Sgt Theodore J. Hemelt - Gunner; S/Sgt Emmett L. Dunaway - Gunner;
S/Sgt Alfred J. Flanagan - Gunner



"Wash Day"

Sgt William Ensminger and M/Sgt Glenn W. Carson, ground crew members of the 777th Squadron give their dog Pete a bath



New skeet range now in operation



"My turn next"
Skeet Range

GROUP HISTORY IN RHYME

History Of The Group In Rhyme

Part No 4

Movement of Air Echelon
21 February to 30 April 1944

After the ground crew
left Pocatello Idaho
It continued cold
with plenty of snow.

On 21st of February
the planes took to air
To Lincoln Army Air Base
leaving Pocatello so fair.

After staging inspection
and getting new clothes
Their stay in the States
drew to a close.

Vy single crews
they left one by one
For Morrison Field Florida
the land of the sun.

To Puerto Rico
and Natal, Brazil
Stopped at British New Guinea
their gas tanks to fill.

In the Brazilian jungles
two ships were lost
Five men were killed
twas a disheartening loss.

One pilot bailed the crew
and not withstanding
The hazards of a crash
made a good belly landing.

They ran out of gas
the weather was bad.
To lose these good men
was indeed very sad.

Navigator's started sweating
as they approached Natal
For the South Atlantic
was no Erie canal.

They were on the ball
all during this flight
They all hit Africa
that very same night.

Everyone made it
on this long hop
They were tired but happy
when they rolled to a stop.

Then on to Oudna
army Air Base
There were greetings and shouts
it had been a close race.

Soon boots blossomed out
on the feet of the crews
The Arabs and merchants
soon got the good news.

The 464th
had finally arrived
Their business picked up
and really thrived.

The first plane landed
on the 9th of March
Training started all over
and it was harsh.

Large formations
and over the sea
High altitude bombing
it was not pink tea.

One crew was lost
on a training flight
They went into a spin
twas not a nice sight.

On April the 20th
they headed to sea
For the Army Air Base
at Gioia Italy

Planes were stripped down
and guns over hauled
The Germans didn't realize they
were soon to be mauled.

On 30th of April
nineteen forty four
Our planes took off
with a mighty roar.

To bomb the enemy
at Castel Maggoire
That he started the war
the Hun would be sorry.

This first mission of ours
wasn't so hot
But by God! We've started
and that means a lot.

We had lots to learn
as we soon found
But we will do better
in the second round.

Part No 5

May 1944

Eighteen missions
in May forty four
For a green new Group
who could ask more?

We dropped 1016 tons
of T. N. T.
That's a lot of bombs
believe you me.

Oil refineries
supply and troop concentrations
A/C factories and M/Y
of the Axis Nations.

The Luftwaffe stuck out
its hairy chin
Our gunners let go
and knocked it back in.

Thirteen destroyed
and probables ten
Five more damaged
by our good men.

On our second mission
we lost our Deputy C.O.
In a air collision
with the enemy below.

Lt. Colonel
Sylvan D. Hand
Is a prisoner of war
in enemy land.

Two aircraft accidents
cost us ships and men
Two aircraft were lost
men killed totaled ten.

115 men missing
on combat crews
For a brand new Group
that was very bad news.

Lt. Colonel McKenna
new Deputy C.O.
Was a darn good flyer
and nice to know.

•

TRAINING

TRAINING

The Group training section under the able direction of Major John H. McNeely, and Captain Lacey P. Morton is constantly improving the training program and is taking full advantage of the many stand down days to keep both new and old crews thoroughly up to date.

Replacement crews at the present time have an eight (8) day school schedule before flying their first combat mission. This program is being extended to nine (9) days which will include medical training and air crew discipline (Copy of present eight (8) day schedule inclosed).

A comprehensive program of training is being accomplished for the crews who have been in combat for some time. Thirty six (36) crews of ten (10) men each are in constant training seven (7) days a week for eight (8) hour per day. This program places special emphasis on present combat conditions. For example training at the present time is being given to Navigators and Pilots on bad weather navigation and flying and special classes on weather. Gunners are being given special instruction for defense against jet propelled aircraft.

All instructors used by the training section are well qualified and have primary duties in addition to their instructor duties.

During the month of January, 1945 combat crew members, due to the many stand down days received a total of 25,085 man hours training on the ground and 11,840 man hours training in the air. The results of such training connect help but reflect in future operations.

This comprehensive training program will enable this Group to do a better and more thorough job of bombing which will help to hasten the day of complete victory over the enemy.

NEW CREW INDOCTRINATION SCHEDULE
CORRECTED COPY DESTROY ALL OTHERS

8 JANUARY 45

1st Day				
TIME	PERSONNEL	SUBJECT	INSTRUCTOR	PLACE
1500-1510	All Officers & EM	Invocation	Chaplain Eastwood	Briefing Room
1510-1520	" " "	Introduction	S-3 Officer	" "
1520-1530	" " "	Security	MAJ. Elder	" "
1530-1600	" " "	Indoctrination	Capt. Lorton	" "
2nd Day (1)				
Briefing Time	" " "	Briefing	Normal Staff	" "
Take off Time	" " "	Take off	Appendix #1	" "
E T R	" " "	Landing	" "	" "
E T R Plus 30 min	" " "	Interrogation	" "	Briefing Room
3rd Day				
0830-0920	" " "	Escape	Lt. Anderson	Briefing Room
0930-1020	" " "	Oxygen	Capt. Fox	" "
1030-1100	" " "	Carpet	Capt. Stevens	" "
1100-1130	" " "	Weather	Capt. Orton	" "
1400-1500	Pilots & Co-Pilots	Indoctrination #1	S-3	" "
1400-1500	Navigators	Navigation	Capt. Norton	" "
1315-1630	Radio Operators	Procedure	Capt. Colvin	Comm. Bldg.
1315-1630	Engineers	Engineering Check	Sqdn. Engr. Off.	Sqdn. Eng. Bldg.
1315-1630	Gunners	Gunnery	Capt. McWhirter	Gunnery Bldg.
1315-1630	Bombardiers			
4th Day				
0900-1200	All Officers & EM	Ditching, P/E Check	Sqdn. P/E Officer	Sqdn. P/E Bldg.
1330-1700	" " "	(2) Photos & Combat Cameras	Capt. Crawford	Photo Building

5th Day				
TIME	PERSONNEL	SUBJECT	INSTRUCTOR	PLACE
0830-1100	Pilots & Co-Pilots	Code Check	Capt. Colvin	Comm. Bldg.
0830-1115	Bombardiers, Nav. & EM	Gunnery	Capt. McWhirter	Gunnery Bldg.
1315-1415	Pilots & Co-Pilots	Indoctrination #2	S-3	Briefing Room
1315-1500	Navigators	Radar	Lt. Chubert	" "
1500-1600	Bombardiers	Navigation	Capt. Vernon	" "
1315-1700	EM	" "	Capt. Norton	" "
1315-1700	Radio Operators	Gunnery Communications	Capt. McWhirter	Gunnery Bldg.
			Capt. Colvin	Comm. Bldg.
6th Day				
0800-1000	Pilots & Co-Pilots	Absolute Altimeter	Capt. Stevens	Radar Bldg.
0800-1000	Navigators	Gee School	Capt. Stevens	" "
0800-1000	Bombardiers	Armament	Lt. Chicello	Armament
0800-1130	EM	Gunnery	Capt. McWhirter	Gunnery Bldg.
0800-1130	Radio Operators	Communications	Capt. Colvin	Comm. Bldg.
1300-1700	All Officers & EM	Security & Com. Ship	S-2	Briefing Room
7th Day				
0800-1200	Pilot, Co-Pilot, Engr., R.O., Arm.	Standardization Flight	Standard Board	Line
1400-1700	All Officers & EM	" "	Standard Board	Line
			(Less Radio Operator & Armorer)	
8th Day (3)				
0900-1200	All Officers & EM	Examination	To Be Announced	Briefing Room

- (1) If second day is stand down, crews will report to 3rd day training, and continue schedule in rotation until a mission is flown.
- (2) Pictures will be taken of crew. Uniform should be chosen by crew.
- (3) All men bring writing board.

PAPPY CHOATE

PAPPY CHOATE

T/Sgt Vecil E. Choate, age thirty four (34), Engineer Gunner of the 779th Squadron has had an interesting career in the Army and has covered a lot of miles since starting to fly for Uncle Sam.

Sgt Choate entered the Army on 16 December 1941 in the Air Corps and after completing his training headed for the Southwest Pacific in August 1942.

After spending three (3) weeks in Hawaii, Sgt. Choate was sent to Australia, spending eleven (11) months during which time he flew fifteen (15) sorties, against the Japs over such targets as Kendari, Rabaul, Amboine and Kypang.

Returning to the States Sgt Choate attended gunner school and entered his second tour of foreign duty, coming to Italy in July 1944 where he joined the 464th Group.

Sgt Choate completed his thirty five (35) sorties on 20 January on a tough mission over Linz, Austria.

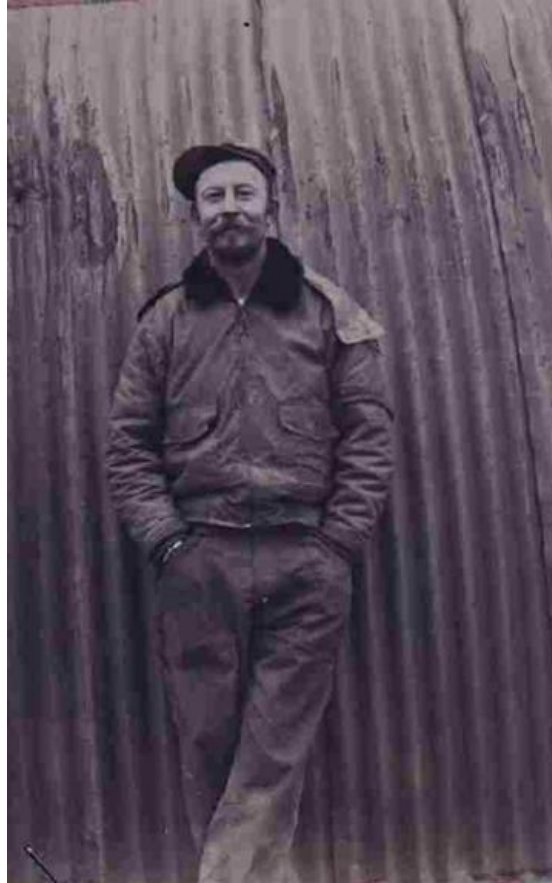
During his stay in Australia, Sgt Choate met the "light of his life" and is sweating out an application for direct transfer to the land down under so that he can marry the girl - "Pappy" doesn't even want to return vis the States.

In order (we suppose) to keep the Italian maidens away, Sgt Choate grew a very impressive mustache and set of chin whiskers to hide his handsome face.

Pappy's tent mates finally decided to correct the situation. Shortly thereafter a strange new face was seen in the area - no one recognizing the handsome chap without his whiskers.

Sgt Choate intends to bring his bride to his home town of Jones, Oklahoma when hostilities cease.

(Pictorial record of Pappy inclosed)



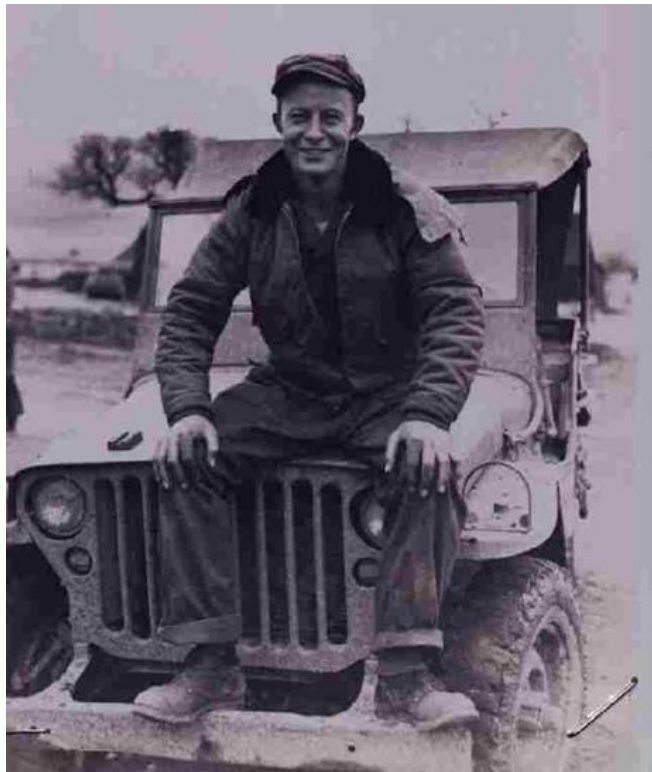
"Before" "Pappy" Choate and whiskers



"During" First the scissors



"During" Then the razor



"After" "Pappy" Choate minus his whiskers.
No wonder the Australian gals fell for him.

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PROMOTIONS

PROMOTIONS

Mahor John W. Nance, 0-790704 - to Lt. Colonel
SO 26 Par. 15 - Hq. 15th Air Force - 26 January 1945
Commanding Officer, 776th Bombardment Squadron (H)

Captain Edward M. O'Reilly, 0-572881 - to Major
SO 27 Par. 10 - Hq. 15th Air Force - 27 January 1945
Executive Officer, 777th Bombardment Squadron (H)

OPERATIONS

NARRATIVE MISSION REPORTS

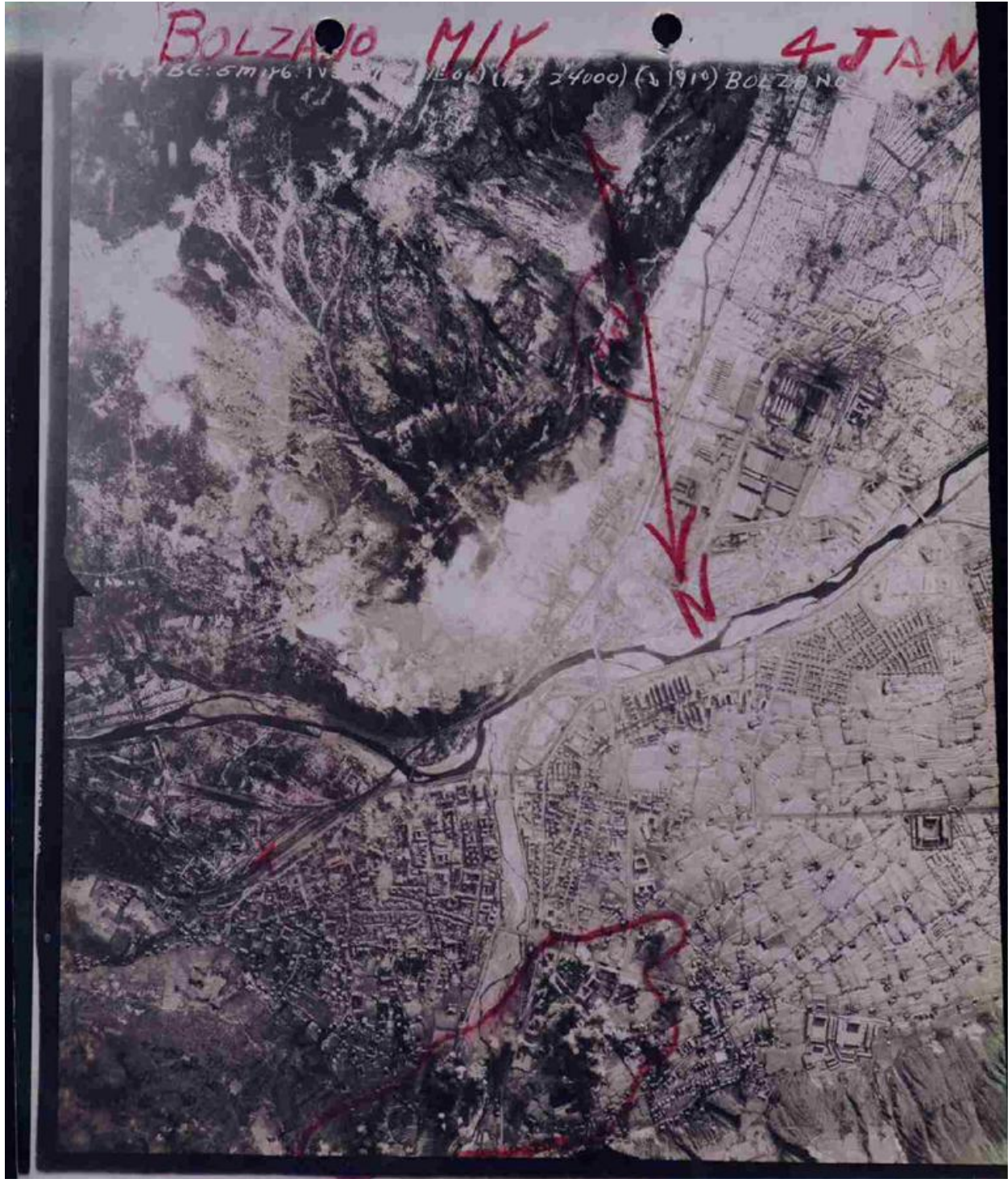
BOMB STRIKE PHOTOGRAPHS

TRACK CHARTS

BOLZANO MIY

4 JAN

BC: 5m 16. IV (1900) (12) 24000 (2) 1910 BOLZANO



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

4 January 1945

Subject: Narrative Mission Report

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

1. On 4 January 1945, twenty eight (28) scheduled B-24 a/c took off at 0829A hours to bomb the rolling stock in the Bolzano M/Y. Twenty (20) a/c formed one (1) attack unit which was led by Colonel A. L. Schroeder, Commanding Officer of the 464th Bombardment Group (H).

2. Eight (8) a/c returned early.

B-24 a/c No 42-78613 returned from the area of the Spur at 1038A hours after losing No 1 engine. This a/c jettisoned eight (8) bombs.

Seven (7) a/c of Charlie Box unable to locate the formation turned at 45°30'N-14°25'E at 1219A hours and landed between 1354A hours and 1400A hours. The seven (7) a/c brought back all except one (1) bomb which was accidentally released.

3. The Group form-up was not successfully executed due to weather conditions which made it necessary to change form-up plans. The Group Leader was informed by Wing to form up in Area No 4. Subsequently, the leader was told to form up in the normal area and above the overcast, and was later instructed to form up in Area No 4 above the overcast. Form-up was accomplished south of the Spur as was rendezvous with the 465th Bombardment Group (H). Charlie Box failed to locate the formation after joining up in area No 4 according to radio instructions. This box left Lagosta and Sansego at which time Charlie Box Leader was informed that the formation would be five (5) minutes late at Sansego. Charlie Box executed two (2) 360° turns at Sansego, and being unable to locate the main formation left the area on course at 1155A hours. Still unable to locate the formation, the Leader of Charlie Box made the decision to return to base at 1219A hours from 45°30'N-14°25'E.

4. Twenty (20) a/c were over the target at 1305A hours, and eighteen (18) a/c dropped thirty six (36) tons of 500 lb GP bombs (.1 nose and mixed .01 and .025 tail fusing) from 23,500 feet.

B-24 a/c No 44-49363 jettisoned two (2) tons of bombs at 1300A hours at 46°40'N-11°15'E because of inability to maintain formation position and altitude after loss of No 2 engine.

B-24 a/c No 42-51563 due to flak damage to the bomb racks was unable to release on the target and jettisoned two tons of bombs at 46°25'N-12°40'E

One (1) early return jettisoned bombs at 41°30'N-16°30'E at 1105A hours after losing No 1 engine.

One (1) early return accidentally released bombs at 45°30'N-14°20'E, one quarter ton ($\frac{1}{4}$).

Recapitulation of Bomb Tonnage Disposition:

18 a/c of 20 a/c over target dropped	36.00 tons
2 a/c over target jettisoned	4.00 tons
7 a/c (early returns) brought back	13.75 tons
1 a/c (of the 7 early returns) accidental release	.25 tons
1 a/c (early return) jettisoned	2.00 tons
Total	56.00 tons

5. Bombing was visual. The Group Leader used the C-1 Automatic Pilot on the bomb run.

Bomb strike photos show none of this Group's hits on the marshalling yard. The bomb pattern developed one mile northwest of the yard, at the northern edge of the city of Bolzano. There, approximately twenty five (25) hits were in open areas on the east bank of the Talvera River and more than twice as many additional strikes were among buildings in the residential area on the west bank of the river.

6. Flak at the target of from three (3) to four (4) minutes duration was described as IAH. Crews report that the flak was very accurate, many of the a/c received flak damage.

Scant heavy flak as observed at 45°56'N-13°38'E.

Crews report that no flak was encountered or observed at Albona (45°05'N-14°07'E), the formation passing over this point at 1140A hours at 18,000 feet.

7. Escort consisting of from twenty (20) to twenty five (25) P-51 a/c made rendezvous with the formation at 1138A hours at Sansego and

provided cover on penetration, at the target and on withdrawal to Sansego at 1430A hours.

8. Weather was as follows: 9/10ths to 10/10ths stratocumulus, base 5,000 ft, tops 6,500 ft at take-off which covered local area but clear over Spur.

Route out, 3/10ths to 5/10ths scattered, tops 7,000 ft over Adriatic with 8/10ths to 10/10ths coverage along Italian coast and 3/10ths to 6/10ths along Yugoslavian coast. 1/10th to 3/10th coverage in North Adriatic. Over Alps, 4/10ths to 7/10ths cirrostratus, base 24,000 ft and clear below except for valley stratus.

At target, 6/10ths to 7/10ths cirrostratus, base 25,000 ft. Visibility was 10 miles in haze.

On return, cloud cover had decreased over Adriatic except for Spur and Gulf north of Spur where there was 8/10ths to 10/10ths stratocumulus, base 3,000 ft, tops 7,000 ft. Generally clear to scattered south of San Severo and clear at base on return.

9. The following observations were reported:

Time	Location	Altitude	Observation
1200A	Trieste Harbor	20,000	Fifteen (15) medium cargo ships.
1335A	45°30'N-13°35'E	20,000	Four (4) large ships possibly troop ships, and seven (7) cargo ships observed in harbor at Portorose.
1355A	45°00'N-14°10'E	18,800	Large barracks and storage installation at this approximate location.
1215A	46°04'N-13V35'E	21,000	Installation - possible power plant.

10. Route flown was from base to 42°00'N-16°23'E, then to Sansego and to the target as briefed. From the IP the briefed heading was taken up and flown until just short of the bomb release line where, because of undetermined reasons, the lead a/c went into a skidding left turn which required a sharp correction to the right and a consequent heading of 220 degrees for the axis of attack. The return was generally as briefed to the Spur at which point the Group Leader left the formation to proceed to Bari.

11. Twenty (20) a/c landed at this base between 1532A hours and 1650A hours. The lead a/c landed at Bari at 1605A hours to permit removal of an injured crew member, and landed at this base at 1645A hours. The last a/c landing having difficulty in getting the landing

gear down due to flak damage. This a/c circled the field until 1650A hours.

12. Twelve (12) a/c received flak damage. One (1) of these will be inoperational for more than twenty four (24) hours.

There was one (1) minor and one (1) major crew injury, the later requiring hospitalization at Bari.

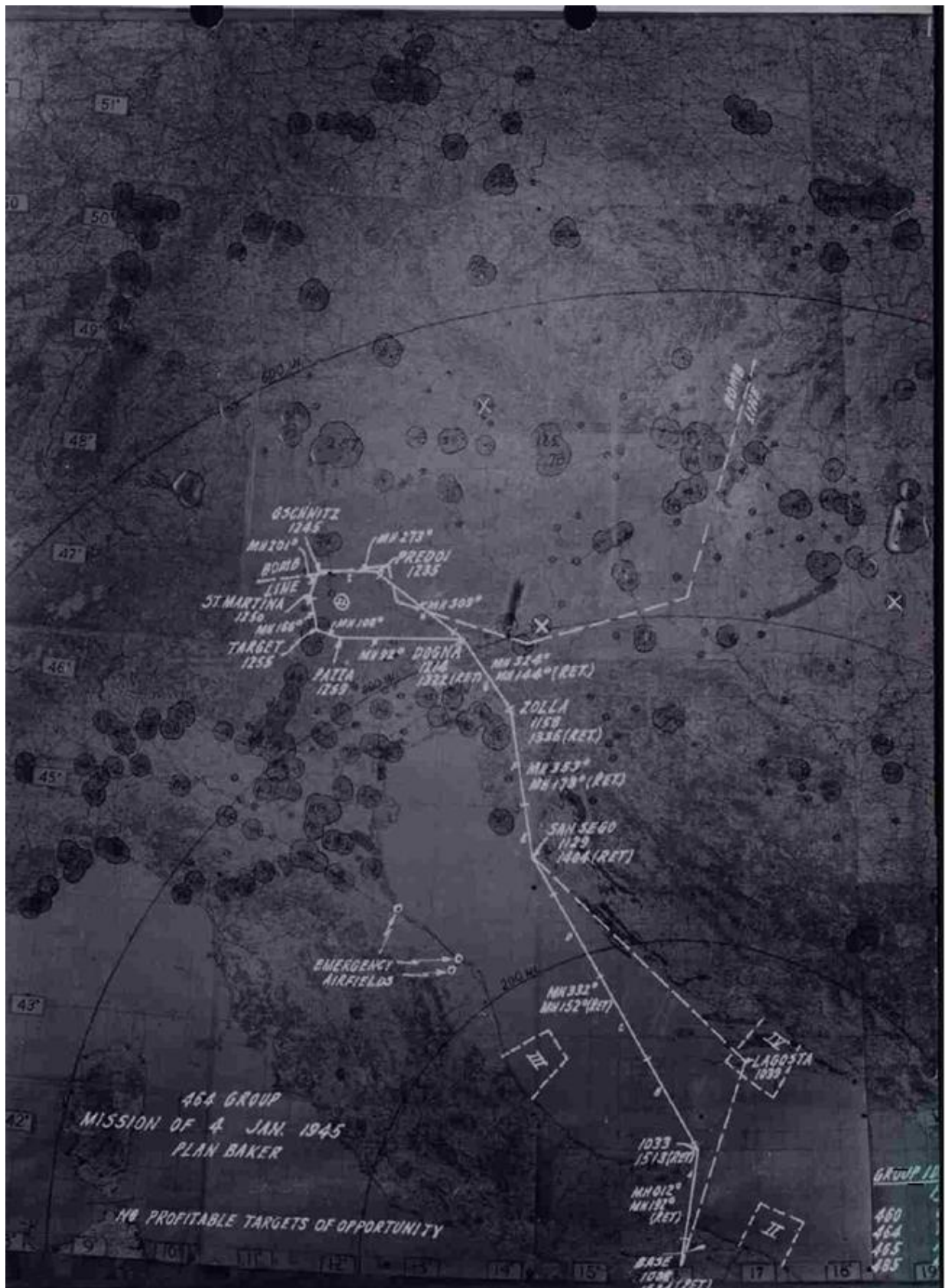
13. Five (5) a/c attempted photographs. Select print attached.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

2 Inclosures:

Incl 1 - Track Chart
Incl 2 - Selected Print



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

8 January 1945

Subject: Narrative Mission Report

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

1. On 8 January 1945, twenty eight (28) scheduled B-24 a/c took off to bomb the primary target designated in Operations Order No 6. The twenty eight (28) a/c formed in two (2) attack units, the first of which was led by Lt Colonel James H Gilson, Commanding Officer of the 779th Bombardment Squadron (H), and the second, by 1st Lt Hasrry E. Heineman, Flight Leader of the 776th Bombardment Squadron (H).

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

3. B-24 a/c No 44-49402, designated as the Deputy Lead a/c, returned early from 41°35'N-15°40'E, landing at 1015A hours. No 2 engine caught fire and was burning to such an extent, the pilot, after jettisoning bombs bailed out the crew intending to bail out also. The fire extinguisher itself and the a/c returned to base on three (3) engines, manned by the pilot alone.

4. Twenty seven (27) a/c were over Klagenfurt, a target of opportunity, at 1158A hours and fourteen (14) a/c dropped twenty eight (28) tons of 500 pound RDX bombs (.1 nose and mixed .01 and .025 tail fusing from 26,200 feet.

Thirteen (13) a/c of Charlie and Dog boxes returned twenty six (26) tons of bombs to base. These a/c did not release on the target because the second attack unit leader did not release due to the fact that the target could not be identified in the scope, and thick vapor trails obscured the bomb release of the first attack unit.

The one (1) early return jettisoned two (2) tons of bombs at approximately 41°35'N-15°40'E at 1000A hours.

Recapitulation of Bomb Tonnage Disposition

14 a/c of 27 a/c over target dropped	28 tons
13 a/c over target returned to base	26 tons
1 a/c jettisoned	2 tons

Total

56 tons

Bombing was by PFF method. The leader of the first attack unit made the bomb run using the C-1 automatic pilot, while the second attack unit leader made the run manually.

Bombs away photos show a ten-tenths overcast obscuring bomb strikes and all terrain details. It is not possible to estimate the area of impacts.

5. No flak was encountered at the target or on the route; however SH flak was observed at Pola.

6. Forty (40) to fifty (50) P-38 a/c were reported observed at 1105A hours at 44°40'N-13°10'E. Though not designated as escort the P-38 a/c furnished escort on penetration to the target and withdrawal from the target being last observed at 1225A hours at 45°16'N-14°10'E.

7. Weather was 2/20 cumulus and stratocumulus at take-off and 3/10 cirrus above 2000 feet, visibility 20 miles.

Generally clear to coast. Over south and central Adriatic 8/10 to 10/10 cumulus in eastern half and generally clear to scattered in western half.

Over southern slopes of Alps a 10/10 cumulus with tops to north to 15,000 feet.

Over south slopes of Alps a 10/10 cirrus layer was encountered, base 22,000 feet, tops 25,000 feet. A 10/10 cumulus layer was below, tops unknown. Persistent vapor trails were forming at 25,000 feet.

At target 10/10 cirrus, tops 24,000, visibility 20 miles.

Little change on return, scattered cumulus at base on landing.

8. Twenty six (26) a/c landed at this base between 1405A hours and 1430A hours without incident. One (1) a/c is down at a friendly field.

9. The route up the Adriatic was flown left of the briefed course and west of Pola. At 1130A hours the Wing leader instructed the Group leader to bomb Villach M/Y. The formation passed seven (7) miles west of Udine, then to 45°38'N-13°20'E, there on a heading of 110° into the target. Villach could not be picked up in the scope of the lead a/c; so the run was continued on the same approximate heading. Klagenfurt was identified in the scope and the decision was made to bomb Klagenfurt. On return the formation passed between Trieste and Fiume, thence straight to base.

10. The PFF set in the lead a/c worked satisfactorily, being used as a aid to navigation enroute and for the bomb run. Villach could not be identified in the scope, but Klagenfurt was picked up and identified without difficulty by its shape and its position in the valley. The navigator gave four (4) sighting angles to the bombardier and made four (4) course corrections, the last one being a 2 degree right correction.

11. One (1) crew member of those who bailed out of the Deputy Lead a/c received major injuries and was hospitalized. One (1) crew member bailing out is not accounted for.

12. Three (3) a/c attempted photos. A bombs-away photograph is attached.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

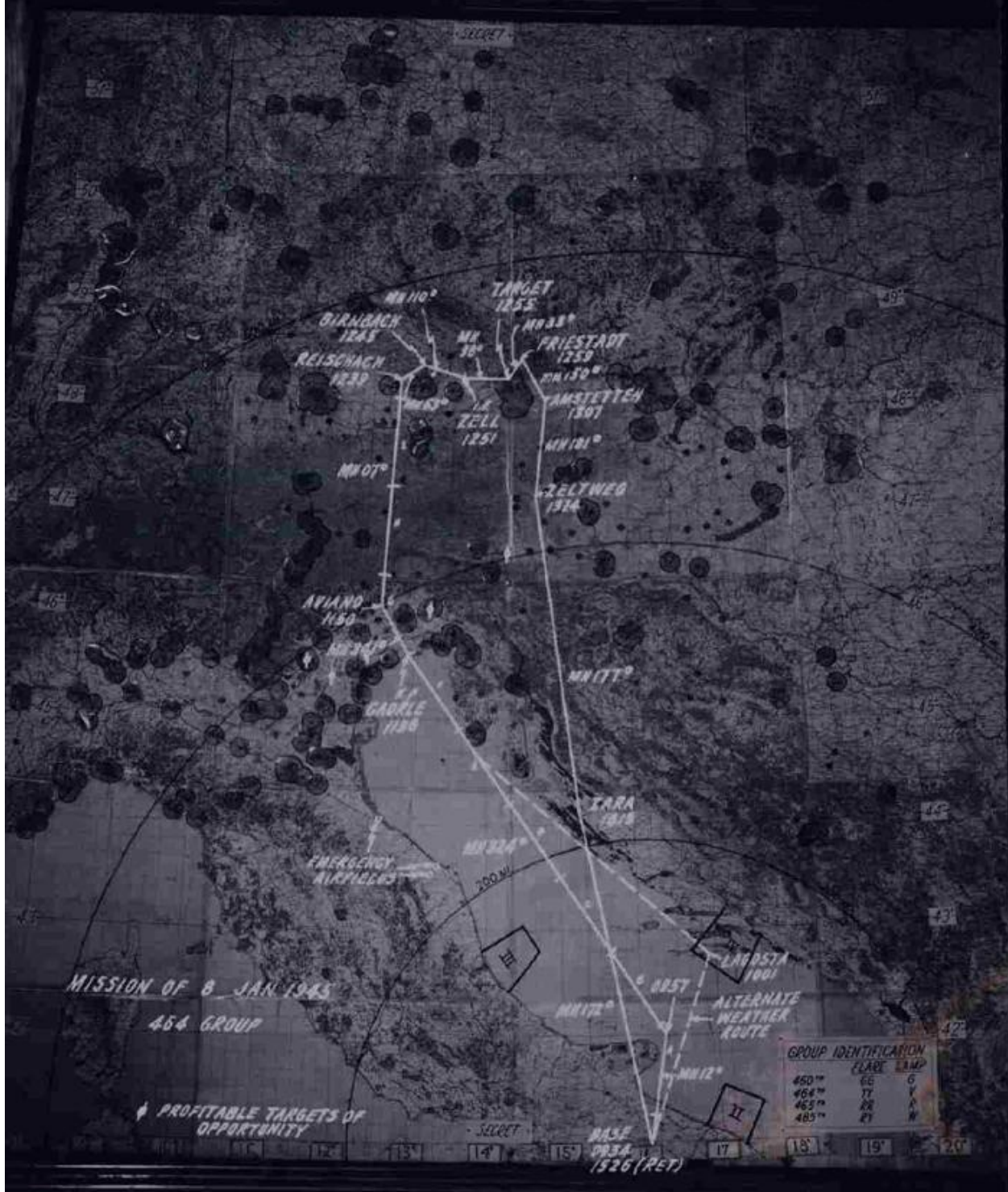
2 Inclosures:

Incl 1 - Selected photograph
Incl 2 - Track Chart



8 JAN.

SECRET



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

19 January 1945

Subject: Narrative Mission Report

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

1. On 19 January 1945, twenty four (24) scheduled B-24 a/c plus four (4) spares took off, starting at 0850A hours to bomb the primary target named in Operations Order No. 18, dated 18 January 1945.

The twenty eight (28) a/c formed into two (2) attack units, the first being led by Major John W. Nance, Commanding Officer of the 776th Bombardment Squadron (H), and the second by 1st Lt George H. Grotelueschen, Flight Leader of the 776th Bombardment Squadron (H)

2. Group form up and bomber rendezvous was made as planned without incident, being on course over Spinazzola at 1016A hours at 10,000 feet.

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

(a) A/C No 42-51563 turned back at (42°00'N-16°00'E) as left landing gear would not stay in retract position. This a/c returned two (2) bombs to base.

(b) A/C No 44-49696 turned back at (41°53'N-16°17'E) at 1035A hours due to No 4 prop feathering itself and loss of No 4 turbo. This a/c jettisoned two (2) tons of bombs at (41°53'N-16°17'E) in the Adriatic.

4. This Group turned back at 1151A hours at (45°30'N-15°10'E) after receiving orders from the Wing Air Commander of the 485th Bombardment Squadron (H, who advised that the 485th Group had been over the primary and both alternate targets and they were closed in.

5. The weather was clear except for scattered stratocumulus at take-off.

Over Adriatic increasing cumulus becoming 8/10 to 10/10 on Yugoslavia coast and continuing remainder of route. Tops were about 10,000 feet.

3/10 to 4/10 cirrus at 26,000 feet from Yugoslavia coast northward.

Weather conditions at point formation turned back were 4/10 cirrus and 10/10 stratocumulus, tops 10,000 feet. Visibility was 15 miles.

Little change on return. Scattered cumulus at base.

6. Twenty six (26) a/c landed at this base between 1340A and 1400A hours.

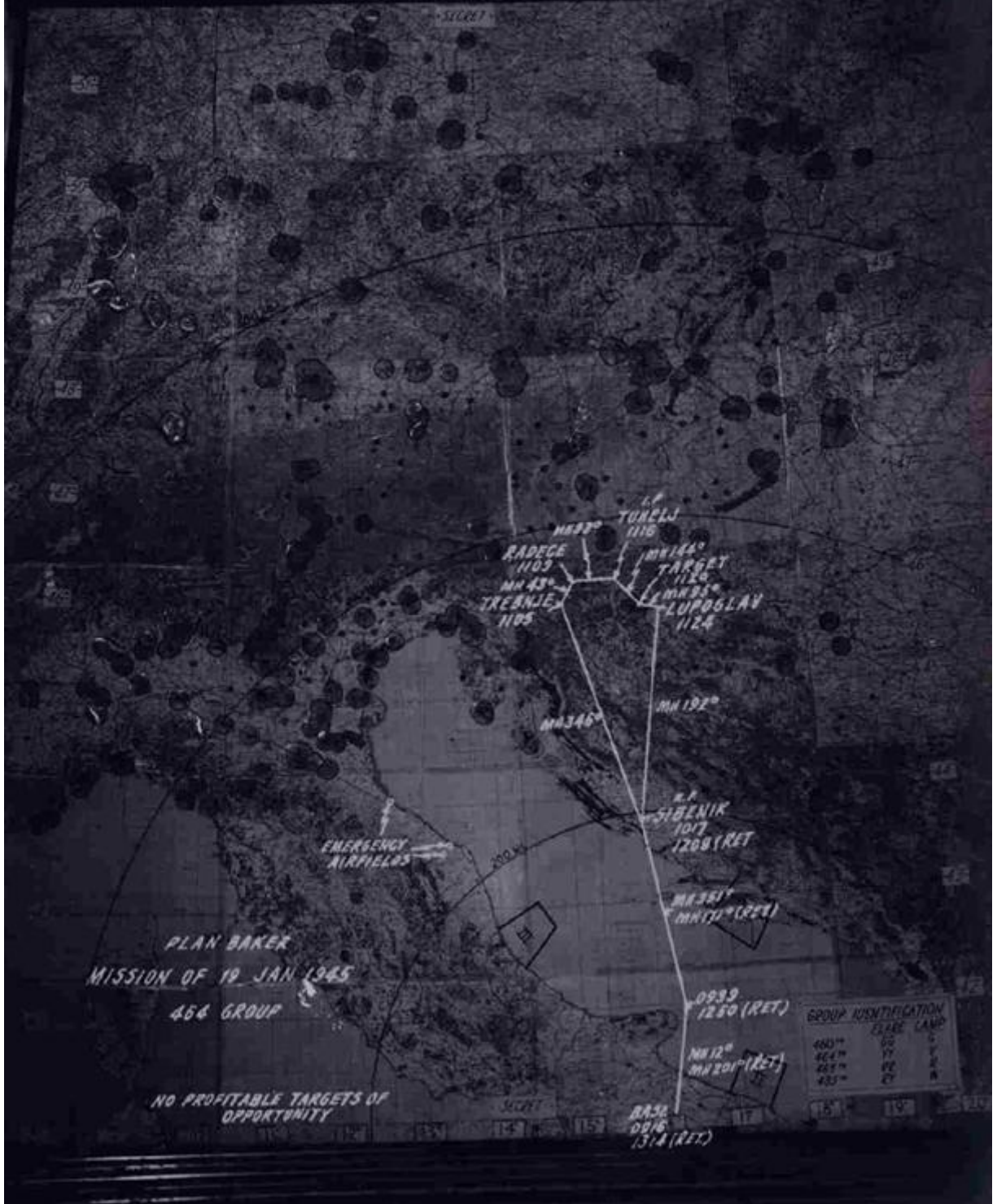
7. Route was flown as briefed with ony slight deviations to avoid weather. Track chart showing route flown inclosed.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

1 Inclosures - Track Chart

SECRET



PLAN BAKER
MISSION OF 19 JAN 1945
454 GROUP

NO PROFITABLE TARGETS OF
OPPORTUNITY

GROUP IDENTIFICATION	
CLASS	LAND
400"	CS
404"	Y
405"	PE
405"	ET

8850
0816
1314 (RET)

0939
1250 (RET)

MH 12"
MH 201" (RET)

MH 351"
MH 111" (RET)

MH 192"
1208 (RET)

MH 346"

RADECE
MH 1103
TREBNJE
MH 1105

TORČI
MH 1116

MH 1140
TARGET
MH 1126
LUPOGLAV
MH 1124

SECRET

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

21 January 1945

Subject: Narrative Mission Report

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

1. On 20 January 1945, twenty four (24) a/c plus four (4) spares, took off to bomb Communications Installations at Linz, Austria. Twenty seven (27) of these a/c took off from a late take-off at 0917A hours.

2. The twenty eight (28) a/c formed into two (2) attack units, the first being led by Lt. Col. William G. Moore, Commanding Officer of the 777th Bombardment Squadron (H), and the second by Captain Keith Cooke, Flight Leader, 777th Bombardment Squadron (H).

3. Group form-up and assembly were as prescribed with no adverse effects from local weather.

The two group rendezvous was made at 10,000 feet, rather than at 8,000 feet, in accordance with Wing instructions, due to known weather conditions ahead, and the need for rapid climb necessary to surmount cloud forms. Weather offered no difficulties to this rendezvous, which was executed as prescribed.

To further expedite his Group's climb above expected weather conditions, the 464th Bomb Gp's Leader commenced to climb immediately following the two group rendezvous. Wing rendezvous was then made as prescribed, except that the 464th Bomb Gp was at 11,500 feet, at 0936A hours (one minute late).

Starting on course toward the Key Point, climb was rapidly made to get above expected weather ahead. Due to solid built-up cumulus clouds to 24,000 feet along course over the Adriatic, the Wing formation detoured to twenty (20) miles left over the Adriatic until sufficient altitude had been obtained to get above the cloud undercast. During this portion of the flight, the Group Leader, to retain his correct bombing altitude in relation to the other groups, endeavored to remain 1,000 feet higher than the other groups of the Wing. No weather difficulties were encountered, and the somewhat scattered, the elements of the Wing formation were in sight.

Just before the Key Point, an altitude of 28,000 feet was reached, 1,500 feet above the other groups. At the Key Point, the

weather was 10/10ths clouds, tops at 25,000 feet with the temperature -51°C . At this point, the Group formation was considered fair, with no great weather difficulties as yet having been encountered.

Leveling off at 28,000 feet, flight was made on course toward the target. From the Key Point to the target, no actively adverse weather conditions were encountered. At the southern edge of the Alps, the undercast dissipated, with the remainder of the route clear. The extreme cold conditions, however, caused increasing difficulties. Pilots and co-pilots found their windshields becoming heavily frosted inside. Very heavy vapor trails were formed. Because of their greatly impaired visibility, pilots of individual a/c, found it increasingly difficult to retain their respective formation positions. Cold further complicated the flying of close formation by stiffening the controls, and in some cases, by their freezing, necessitating constant effort to break them free. On many a/c, the additional and grave difficulty of freezing oxygen equipment was encountered.

Rallying from the target, cloud undercast was again encountered on the return route, with tops from about 20,000 to 27,000 feet. These clouds, in themselves, offered no difficulties for formation flying, except in necessitating the retention of high altitude, in extreme cold, to the Yugoslavia coast. Pilots of individual a/c found their difficulties steadily increasing as more and more frost accumulated on their wind shields, further obscuring their vision.

From the Yugoslav coast to base, the briefed course could not be flown, due to solid clouds to high altitudes. Twenty (20) miles to the right of course, however, 4/10ths clouds, tops from 12,000 to 20,000 feet, were not considered detrimental to formation flying.

4. Nine (9) a/c returned early:

a. A/C No 44-41227 turned back at 1042A hours at $43^{\circ}30'N-15^{\circ}38'E$, due to severe oxygen leaks. This a/c returned one and eight-tenths (1.8) of bombs to base.

b. A/C No 44-49146 turned back at 1112A hours at $25^{\circ}06'N-14^{\circ}01'E$, due to a lost turbo on No 4 engine, and No 3 engine running away. This a/c returned one and eight-tenths (1.8) tons of bombs to base.

c. A/C No 42-51264 turned back at 1145A hours at $45^{\circ}37'N-12^{\circ}54'E$, due to engines delivering insufficient power to keep up with formation. This a/c returned one and eight-tenths (1.8) tons of bombs to base.

d. A/C No 42-78472 turned back at 1128A hours at $44^{\circ}50'N-13^{\circ}25'E$, due to the loss of all oxygen from all stations except the

right waist and ball turret. This a/c returned one and eight-tenths (1.8) tons of bombs to base.

e. A/C No 44-49837 turned back at 48°10'N-13°50'E, due to an oxygen leak. This a/c jettisoned one and eight-tenths (1.8) tons of bombs at 46°10'N-13°50'E at 1216A hours.

f. A/C No 42-50752 turned back at 1127A hours at 44°55'N-13°15'E, due to loss of power in Nos 1 and 3 engines. This a/c returned one and eight-tenths (1.8) tons of bombs to base.

g. A/C No 42-51736 turned back at 1220A hours at 44°55'N-13°15'E, due to fuel shortage and inability to keep up with formation, because of a bomb bay door stuck half open, causing drag. This a/c returned one and eight-tenths (1.8) tons of bombs to base.

h. A/C No 44-49731 turned back at 1223A hours at 47°49'N-13°50'E, due to freezing of the oxygen system. As a result of this freezing, three crew members lost consciousness and it was necessary to lose altitude immediately and quickly to revive them. Due to the bomb bay doors freezing open, causing excessive gasoline consumption, it was necessary to jettison one and eight-tenths (1.8) tons of bombs at 1229A hours at 46°30'N-14°50'E.

i. A/C No 42-78490 returning early, crashed at 47°00'N-13°50'E at approximately 1430A hours. Eight (8) of the crew members bailed out of this a/c at low altitude, with the pilot and co-pilot remaining in as it crashed. Cause of the crash is not, as yet, conclusively known, but is believed to have been loss of controls. Of the eight (8) men jumping five (5) were killed, two (2) were injured, and one (1) seriously injured. The pilot and co-pilot both received major injuries, and have been hospitalized.

5. Nineteen (19) a/c were over Linz at 1251A hours. From an attack axis of 115°, from 28,000 feet, thirty one and ninety five hundredths (31.95) tons of 100 pound clustered GP bombs, fused .1 nose and .025 tail, were dropped.

A/C No 44-49696, as a result of what was believed frozen racks, was forced to jettison eight (8) of its bombs at 48°27'N-14°15'E, or four-tenths (.4) tons. Still unable to release one (1) bomb, five one-hundredths (.05) ton was returned to base.

A/C No 44-49796, jettisoned its full bomb load of one and eight-tenths (1.8) tons at 1237A hours at 48°28'N-13°27'E. This action was necessary to retain position with the formation, as two turbo superchargers had become inoperative.

Bombing recapitulation is as follows:

Six (6) ER a/c brought back	10.80 tons
Two (2) ER a/c jettisoned	3.60 tons
One (1) ER a/c (crashed)	1.80 tons
Eighteen (18) a/c on target	31.95 tons
One (1) a/c brought back	.05 tons
Two (2) a/c jettisoned	2.20 tons
Total	50.40 tons

6. Bombing was visual, with assistance on approach to the target being rendered by PFF operators of both Group Leader and Second Attack Unit Leader. C-1 automatic pilot equipment was used during the bomb run by the Group Leader. Due to extremely erratic functioning of his C-1 equipment, the second attack unit leader used PDI for his bomb run.

7. Limited photo coverage shows a few of the first impacts in the residential area 2500 feet northwest of the railroad station. A bombs away photo from Charley Box shows the marshalling yard as yet free of impacts. From the position of the falling bombs, it is estimated that their point of impact would be several thousand feet northeast of the target and near the Danube River. On this mission, a majority of the cameras dispatched were either lost, returned early, or landed at other airfields.

8. IAH flak was encountered at Linz. Duration of time in range was expressed at 4/5 minutes. An unusually large percentage of white bursts were observed.

IAH flak was encountered by an ER a/c at Celjo (45°15N-15°05E). Off course, due to avoiding the Udine area, considerable damage occurred to this a/c at this location.

MH flak was observed at 1245A hours at Burgnausen (48°10'N-12°50'E. This flak was described as highly concentrated.

SAH flak was observed from Trieste by an ER a/c at 1216A hours. Though away from this a/c, altitude was reported as very accurate.

9. Rendezvous with thirty (30) P-38s was made at 1145A hours at 45°38N-13°00'E. Escort was last observed at 1410A hours at 45°30'N-14°45'E.

10. Weather enroute was reported as follows:

Base on take-off, 4/10 altostratus 10000'. Few patches of stratocumulus.

Heavy cumulus was encountered over Spur, base 4000' tops 15000'. Up the Adriatic heavy swelling cumulus, 10/10 coverage, tops 2000' with some cumulonimbus visible building higher. Clouds appeared heavier to east, but breaks were visible to west over Italian mainland. Undercast of swelling cumulus continued over entire Adriatic, tops lowering gradually over land in north Italy, tops 15000', and became more stratiform. Cloudiness stopped at Alps, with mts visible. North of Alps clear with 20 mile visibility.

Target, clear. Visibility 20 miles.

Route back, clear north of Alps. South of Alps, 10/10 thick stratiform deck, tops 20000', merging into cumulus over Adriatic. Over Adriatic 8/10 heavy cumulus tops to 20000' with some building to 25000'. Cumulus continued to Italian mainland, breaking west of Spur.

Base on return, 5/10 cumulus, base 3500'. Heavy cumulus swelling visible to east.

Temperatures

Italian coast (out)	13700'	-20
North Adriatic	25000'	-52
Prata	25000'	-50
Ancona	6500'	-06
Target	27500'	-53

Winds

Spur	10000'	310 deg	25K
43°40'N-14°00E	23500'	310 deg	45K
42°33'N-14°56E	15000'	310 deg	37K
43°40'N-14°00E	17500'	300 deg	37K

11. Twelve (12) a/c landed at this base from 1510A hours to 1550A hours.

A/C No 44-41339, successfully bailed out its crew close to this base at 1513A hours, because it is believed of engine failures. Of the ten (10 crew personnel, four (4) were injured, two (2) sufficiently to require hospitalization. The a/c flying on automatic pilot crashed in the Adriatic Sea.

12. Four (4) a/c landed at friendly fields. One of these a/c, No 44-49314, crash landed at the 484th Bomb Gp (H) base. This a/c, flown by Major John H. McNeely, Group Deputy Leader and Group Asst Operations Officer, after extensive mechanical difficulty to and from the target, aggregated by flak damage at the target, turned in to land at the other field, due to lack of gasoline. On the downwind leg, Nos 3 and 4 engines ran out of gasoline, with No 2 engine the only one remaining in operation. A crash, wheels up, landing was affected. The

a/c was reported damaged beyond repair, with all crew members uninjured.

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

Information concerning a/c o 42-78488, is completely lacking. Interrogation of crews has disclosed no evidence of this a/c being in difficulties, nor time nor place where last seen. An unidentified B-24 type a/c seen in a steep dive at 1315A hours, at (48°24'N-15°03'E) affords the only information received, which might be connected with this a/c.

A/C No 42-52070 was last seen when it dropped out of formation and headed for the base at (48°18'N-12°43'E). At this time all four (4) engines were operating, and no apparent trouble could be seen. During prior flight, however, this a/c had lagged behind the formation several times.

14. Route was flown as briefed except for deviations due to heavy cloud formations. These variations in route are described in paragraph 3, and are graphically shown on the inclosed track chart.

15. Fourteen (14) a/c are known to have received flak damage. Of these a/c, four (4) will be out of operation for more than seventy two (72) hours.

16. A total of six (6) injuries have been presently reported as a result of this mission. Three (3) crew members received major injuries requiring hospitalization, while three (3) others had minor wounds. These figures do not include killed and injured personnel as described in paragraph 4, and paragraph 11.

17. One crew reported no flak observed at Volkermarkt (46°39'N-14°38'E) from course above, at 24,000 feet. This has been listed as a crew report flak location.

18. One (1) a/c, returning to base, attempted bomb strike photographs, with limited coverage. A selected print is inclosed.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

2 Inclosures

Incl 1 - Track Chart

Incl 2 - Selected Print

(4643G:5M197:1VI) (1:20:1253)(12:26000) (125°) LINZ MIY

START OF
BOMB
PATTERN

99°

N

X

LINZ MIY

20 JANU



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

31 January 1945

Subject: Narrative Mission Report

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

1. On 31 January 1945, twenty (20) of twenty one (21) scheduled B-24 a/c comprising the Red Force took off starting at 0810A hours to bomb Moosbierbaum Oil Refinery.

A/C No 42-52537, W/K, failed to take off because two (2) turrets were inoperative and the crew took off in a/c No 42-94878, B/W, but was too late to join the formation. This a/c joined the Blue Force.

Red Force of twenty (2) B-24 a/c was led by Lt Colonel Elvin E Goodyear, Group Operations Officer.

2. Group form up was as planned. Rendezvous with 465th was made five (5) miles short of Andria and turned for Spinazzola. Arrived at Spinazzola at 0922A hours and this Group made an S turn and came back over Spinazzola on course at 0926A hours.

3. Nineteen (19) a/c were over the target at 1317A hours (briefed target time 1309A hours) and sixteen (16) a/c dropped thirty and one half (30½) tons of 500 lb GP bombs (.1 nose and .01 and .025 mixed tail fuse) from 24,500 feet on a heading of 238°.

One (1) a/c dropped two (2) tons on target of opportunity due to bomb doors not opening over primary target. Railroad round house at Nagykaniza (46°27'N-16°59'E) was bombed. Crew reports six (6) hits on the single track railroad and two (2) hits near the round house or turntable.

Four (4) a/c jettisoned five and one half (5 ½) tons:

A/C No 44-40928 jettisoned one and one half tons (1½) at 47°30N-17°50'E at 1233A hours due to trouble with #3 and #4 turbos, jettisoned to lighten load.

A/C No 44-49514 jettisoned two (2) tons at 1320A hours three (3) minutes after target - due to the fact that salvo lever would not function. Pilot used his salvo lever to jettison.

A/C No 44-48880 jettisoned two (2) tons at 1352A hours at 46°07'N-17°13'E due to bomb bay doors not opening over the target.

A/C No 44-49796 jettisoned one half (½) ton at 1340A hours at 47°15'N-15°50'E. These two bombs hung up due to rack malfunction.

The disposition of the bomb load of one (1) a/c missing is unknown.

Recapitulation of bombs

Dropped on target	30½ tons
Jettisoned	5½ tons
Dropped on target of opportunity	2 tons
Missing a/c	2 tons
Total	40 tons

Bombing was by PFF. The mickey operator in the lead a/c reported interference due to a faulty inverter. Target was picked up thirty five (35) miles away and the target was identified on the bomb run.

Five (5) sighting angles and two (2) course corrections were made. The last course correction was 2° to the right twelve (12) miles from the target.

The cooperation between the bombardier and the Mickey operator was very good on the bomb run.

On return the inverter blew out and the Mickey operator had to change inverters, in the meantime the DR navigator took over on DR until repairs were made.

Bombs away photos from Red Force show a ten-tenths overcast with neither target nor adjacent terrain detail visible. It is not possible to estimate the area of bomb impacts.

4. All three (3) box leaders used C-1 automatic pilot on the bomb run.

5. Flak at the target was reported to be S to MIH. Flak was on both sides behind the formation. Flak was encountered at the following locations:

Nagykaniza	(46°27'N-16°59'E)	SAH
	(46°05'N-16°05'E)	SAH
	(46°34'N-16°17'E)	IIH
	(46°25'N-16°45'E)	IIH
Varazodin		MAH

6. Rendezvous was made with twenty five (25) P-51 a/c at 0950A hours at 45°37'N-17°18'E and were last observed at 1400A hours at 42°30'N-16°50'E.

7. One (1) a/c is at a friendly field. A/C No 44-49653 landed at Vis; information being received by telephone from Wing Ap3.

One (1) a/c is missing. A/C No 42-5423 was last observed at 1255A hours at 48°19'N-17°30'E where it turned back with #2 engine feathered. A/C radioed that it was heading back to the base. When last observed a/c seemed to be under control.

One a/c suffered minor flak damage.

8. Due to overcast conditions no military observations were reported.

9. Eighteen (18) a/c landed at this base between 1515A and 1536A hours.

10. Route was not flown as briefed. The course was approximately twenty (20) miles to the right of the Key Point to the turn point at Cifer. After leaving the target the PFF equipment in the lead a/c went out and the route was approximately 2 to 3 miles to the left of course to Nagykaniza 46°27'N-16°59'E where the route was flown as briefed to the base. Track chart showing route flown inclosed.

11. Three (3) a/c attempted photographs. Selected print showing bombs away picture with 10/10 cloud coverage inclosed.

12. The Blue Force, comprising twenty one (21) B-24 a/c plus one (1) a/c of the Red Force took off starting at 0910A hours to bomb Moosbierbaum Oil Refinery.

The Blue Force of twenty two (22) B-24 a/c was led by Lt Colonel William G. Moore Jr, Commanding Officer of the 777th Bombardment Squadron (H).

13. Group form up was as planned. Rendezvous was made over Andria with the 465th, they being above the overcast and the 464th below the overcast. Wing rendezvous was made in a satisfactory manner, being on course over Spinazzola at 1026A hours.

At 1320A hours the range unit in the PFF set went out and the Group Leader surrendered the lead to a/c No 42-95613 Baker Box leader 1st Lt Arnold E. Klimpel Deputy Flight Leader of the 778th Bombardment Squadron (H) who led the Group over the target. After the target the Group Leader took the lead again on the return to the base.

14. One (1) a/c was an early return and one (1) a/c was a prior return.

(a) A/C No 42-94878 turned back at 1230A hours at (45°29'N-17°04'E) as #3 supercharger ran away and #4 prop governor was fluctuating excessively. This a/c returned two (2) tons of bombs to base.

(b) A/C No 42-50728 turned back at 1238A hours at (46°29'N-16°35'E) due to loss of #1 engine. This a/c dropped two (2) tons of bombs on a target of opportunity at 1243A hours at (46°05'N-16°39'E) Carevdar from 19,500 feet on a heading of 180°. Due to not having a bomb sight the target was missed.

15. Twenty (20) a/c were over the target at 1429A hours (briefed target time 1409A hours) and nineteen (19) a/c dropped thirty six and one half (36½) tons of 500 pound GP bombs (.1 and .01 and .025 mixed tail fuse) from 24,500 feet on a heading of 237°.

One (1) a/c No 42-50728 dropped two (2) tons on target of opportunity (see paragraph #14(b) above).

Two (2) a/c jettisoned three and one half (3½) tons:

A/C No 42-51644 jettisoned two (2) tons at 1424A hours at (48°22'N-17°18'E) due to accidental release before target when intervalometer dropped bombs without release switch being tripped.

A/C No 44-49837 jettisoned one and one half (1½) tons at 1425A hours at (48°30'N-16°13'E) due to intervalometer malfunction.

One (1) a/c No 42-94878 returned two (2) tons of bombs to base (see paragraph #14(a)).

Recapitulation of bombs

Dropped on target	36.5 tons
Target of opportunity	2 tons
Jettisoned	3.5 tons
Returned to base	2 tons
Total	44 tons

Bombing was by PFF method. The lead PFF a/c picked up the target forty (40) miles away and the target was properly identified on the bomb run.

Four (4) sighting angles were given and two (2) course corrections were made, the last being 2° to the right at eight (8) miles from the target

The cooperation between the bombardier and Mickey operator was good. On the rally the oscillator went out and the original Group Leader took over the lead back to the base.

Photos taken by Blue Force show bombs away only. All target and terrain detail is obscured by clouds. It is impossible to estimate the bomb impact area.

16. The Group Leader used the C-1 automatic pilot. The leader of Baker Box dropped on Charlie 11 due to PFF being out. The leader of Charlie Box dropped on Able Box on order of the Group Leader.

17. Flak at the target was reported as SIH, with several a/c reporting no flak. On the approach to the target there were many flak bursts in the sky but the flak appeared to almost disappear at the time this Group went over the target.

Flak was encountered at the following locations:

45°18'N-17°05'E	(R.R. to Zagreb)	SAH	3 to 5 bursts
45°21'N-16°59'E	(Novska)	SAH	
45°16'N-16°54'E	(Jasenovae)	SAH	30 bursts
45°56'N-17°14'E		SAH	Believed by flak

18. Rendezvous was made with twenty five (25) P-51 a/c at 1215A hours at (45°10'N-16°50'E) and were last observed at 1542A hours at Split. Fighters were from the 332nd Fighter Group.

19. One (1) a/c suffered minor flak damage.

20. Observations reported by returning crew members:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1237A	45°20'N-17°00'E	20,000	M/Y with approximately 500 units.

21. Twenty-two(22) a/c landed at this base between 1630 and 1700A hours.

22. Route was flown as briefed - Track chart showing route flown inclosed.

23. Weather for Red and Blue forces at take off was as follows:

About 5/10 high stratocumulus at take off, base 8,000 feet.

Over Adriatic, 8/10 to 10/10 stratocumulus, top 10,000 to 12,000 feet which continued to target. Varying amounts of cirrus were encountered near Lake Balaton at 19,000 feet. Vapor trails also were noted in this area.

At target, 10/10 stratocumulus, top 12,000 feet. Visibility was 20 miles.

On return, low layer had broken to 3/10 to 7/10, visibility was low over southern Italy 10 to 12 miles in moderate haze.

Clear at base on return, visibility 15 miles.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

3 Incls:

Incl 1 and 2 - Track Charts

(Red and Blue forces)

Incl 3 - Selected photograph for Red force



MISSING CREW REPORTS

~~CONFIDENTIAL~~

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

1. ORGANIZATION: Location APO 520, U S Army Command or AF 15th AF
Group 464th Bombardment Group Squadron 776th Bomb Sq (H)
2. SPECIFY: Point of Departure Pantanello, Italy Course Northeast
Target Moosbier Type of Mission Bombing
baum, Austria
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
10/10 stratocumulus, tops 12,000 ft, visibility 20 miles.
4. GIVE: (a) Date 31 Jan 45 Time 1255 Location L819N-1730E
of last known whereabouts of missing aircraft.
(b) Specify whether: () Last Sighted () Last Contacted by Radio
() Forced Down () Seen to Crash; or
() Information not available.
5. AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF. ()
only one)
() Enemy Aircraft () Enemy Anti-Aircraft () Other circumstances as
follows: Unknown.
6. AIRCRAFT: Type, Model & Series B-24J AAF Serial NO 42-51423
7. ENGINES: Type, Model & Series P-1830-43 AAF Serial NO (a) CP-315569
(b) CP-315473 (c) CP-315656 (d) CP-315602
8. DISTRIBUTED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) MG M2 1261640 (b) MG M2 1261844
(c) MG M2 1261568 (d) MG M2 1262059
(e) MG M2 1261908 (f) MG M2 1276300
(g) MG M2 1262033 (h) MG M2 1276388
9. PERSONNEL LISTED BELOW REPORTED AS: () Battle Casualty () Non-Battle Cas.
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12
persons were aboard list similar particulars on separate sheet and attach to
this form)

CREW POSITION	NAME IN FULL		RANK	SERIAL NO	NEXT OF KIN, RELATION SHIP, AND ADDRESS
	(Last)	(First)			
1. Pilot	Arlington	Mathew T.	MIA		Dorothy P. Arlington (wife) 9 Scott St, San Francisco, Calif.
2. Co-pil	Schneider	Anthony C.	MIA		Rose Schneider (mother) 520 S. Duke St, York, Penna.
3. Nav	Dambrowski	Joseph	MIA		Jolie Dambrowski (mother) 29 Sullivan St, Springfield, Mass.
4. Bar	Wolsted	Gerald E.	MIA		William A. Wolsted (father) North Evans, New York.
5. Eng	Gross	Robert C.	MIA		Mary G. Gross (mother) 210 Maple Ave, Altoona, Penna.
6. ROC	Erickson	Edgar A.	MIA		Edward Erickson (father) Alvarado, Minn.
7. ARM G	Newton	James P.	MIA		Eather M. Newton (wife) 311 W 5th St, Dover, Ohio
8. ARM G	Ray	Mansell L.	MIA		Nora V. Ray (mother) 1312 N. Nebraska, Oklahoma City, Okl

CONFIDENTIAL

Mamaux, Harry O., Jr. MIA Harry O. Mamaux (father)
Sgt, 33080080 ARM G 2537 Penn Ave, Pittsburgh, Penna.
Peterson, Mack C. MIA Edith M. Peterson (mother)
Cpl, 39918464 ARM G RFD #1, Milton, Morgan, Utah.

11.

12.

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL RANK SERIAL NO contacted last saw
by radio sighted crash forced landing

1. Elliott, Robert E. 1st Lt. 9-770902 X
2. _____
3. _____
4. _____
5. _____
6. _____

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
() Parachutes were used () Persons seen walking away from scene of crash
(X) Any other reason (specify) Unknown

13. ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.

14. ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

15. ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (if no search, so state giving reason) None

date of this report: 1 Feb 45

signature of officer
HARRY E. COOKE
1st Lt, Ord
Adjutant

- 2 Incls:
Incl 1 - Sketch of app position
Incl 2 - Statement of Lt Elliott

MISSING AIR CREW REPORT

1. ORGANIZATION, Location Pantanello Air Base Italy Command or Air Force 15 th AF
 Group 454th Bomb GP (H) Squadron 779th Bomb Sq (H)

2. SPECIFY: Place of departure Pantanello Air Base Italy Course Linz, Austria.
 Target Linz, Austria Type of mission Bombing

3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED
Clear. Visibility 20 miles.

4. GIVE: (a) Date 20 Jan 45. Time 0750 Last known position Italy
 (b) Specify whether: Last sighted, Forced down, Seen to crash,
 Last contacted by radio, No information.

5. AIRCRAFT (LOST) (BELIEVED LOST) AS A RESULT OF: [Check one only]
 Enemy aircraft, Enemy anti-aircraft, Other Aircraft was not seen to be in trouble at

6. AIRCRAFT: Type, model & series B-24 J. AAF Serial Number 42-78488 any time.

7. NICKNAME OF AIRCRAFT "Red Panny". Call name "Red Charley".

8. ENGINES: Type, model & series R 1830-65 AAF Serial Number (a) BP-431911
 (b) BP-431779 (c) BP-447423 (d) BP-439076

9. INSTALLED WFAPONS: [Make, type and serial number] Browning 50 Cal M2
 (a) 977894 (c) 1272335 (i) 977979
 (b) 977905 (d) 1272259 (j) 978293
 (e) 1272004 (k) 1280906 (l) _____
 (f) 1272064 (m) 1280908 (n) _____

10. PERSONNEL LISTED BELOW REPORTED AS: Battle Casualty, Non Battle Casualty.

11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10; Passengers 0; Total 10
 (If more than 12 persons aboard aircraft, use separate sheet)

CREW POSITION	FULL NAME (Last, first, initial) RANK, SERIAL NUMBER	CURRENT NEXT OF KIN, RELATIONSHIP STATUS AND ADDRESS
1) Pilot	<u>Morrison, Clayton P. Jr.</u> <u>Mrs. Margaret F. Morrison,</u>	<u>2 nd Lt 0825233 MIA Mother</u> <u>1508 Marie St, Wilkensburg, Pa.</u>
2) Co-Pilot	<u>Rose, Robert W.</u> <u>Mrs. Lois M. Rose, 459 Honsterry St., Philadelphia, Pa.</u>	<u>2 nd Lt 0829560 MIA Mother</u>
3) Bombardier	<u>Espanshade, Milton I. Jr.</u> <u>Constantine N. Espanshade, 5024 8th Ave, Sacramento, Calif.</u>	<u>2 nd Lt 0926606 MIA Wife</u>
4) Navigator	<u>Baldwin, Walter L.</u> <u>Mrs. Lola A. Baldwin, 1108 West Ave, Austin, Texas.</u>	<u>2 nd Lt 02001488 MIA Mother</u>
5) Eng Gnr	<u>Zefferano, Paul J.</u> <u>Mr. Salvatore Zefferano, 1455-68th St, Brooklyn, N. Y.</u>	<u>S/Sgt 32793462 MIA Father</u>
6) PO Gnr	<u>Bastarache, Joseph N.</u> <u>Anna Bastarache, St. Johns Baptista Boudrouche, New Brunswick</u>	<u>S/Sgt 11131031 MIA Mother</u>
7) Arm Gnr	<u>Hayes, Albert C.</u> <u>Father, Edmund Hayes, 20 Plainfield St, Hartford, Conn.</u>	<u>Sgt 11103955 MIA Can.</u>
8) Arm Gnr	<u>Reinhardt, John L.</u> <u>Mrs. Florence L. Reinhardt, 1745 Jackson Ave, Memphis, Tenn.</u>	<u>Sgt 14167047 MIA Mother</u>
9) Arm Gnr	<u>Fegley, Leonard J.</u> <u>Mrs. Catherine Fegley, PO Box 24, Quakake, Pa.</u>	<u>Sgt 33482752 MIA Mother</u>
10) Aerial Gnr	<u>Abramowicz, Stanislaw (NMT)</u> <u>Mrs. Josephine Abramowicz, 46 Richmond Ave, New Britain, Conn</u>	<u>S/Sgt 11041260 MIA Mother</u>
11)		
12)		

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE [one only] COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL No.	CONTACTED BY RADIO	LAST SIGHTED	SAW CRASH LANDING
(1) <u>James H. Gilson</u>	<u>Lt. Col.</u>	<u>0412958</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] No parachutes were used as aircraft presumably had no

14. ATTACH PHOTOGRAPH, MAP OR SKETCH SHOWING LAST KNOWN LOCATION OF AIRCRAFT trouble.

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 was made.

Incl. 1- Statement Date 22 January 1945 of Lt. Col. Gilson (captain) Alderson Timmons,
 Incl. 2- Map of flight of aircraft (captain) Adjutant

MISSING AIR CREW REPORT

1. ORGANIZATION: Location Pantanello, Italy Command of Air Force 15th Air Force
 Group 464th Bombardment Group (H) Squadron 777th Bombardment Sq (H)

2. SPECIFY: Place of departure Pantanello Air Base, Italy Course Northeast
 Target Linz Comm. Installations, Austria Mission Bombing

3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Clear 20 miles Visibility.

4. GIVE: (a) Date 20 Jan 45 Time 1236 Last known position Reischach, 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 Mechanical Failure

6. AIRCRAFT: Type, model & series PR-24 J AAF Serial Number 42-52070

7. NICKNAME OF AIRCRAFT None

8. ENGINES: Type, model & series R-1810-65-A AAF Serial Number (a) OP-328020
 (b) C-P-327868 (c) OP-329489 (d) BP-436152

9. INSTALLED WEAPONS: (Make, type and serial number)
 (a) HN 1758774 (b) RW 1549093 (c) _____
 (d) LN 1758827 (e) LW 1549175 (f) _____
 (g) FM 1757988 (h) HT 1757750 (i) _____
 (j) LM 1758011 (k) LT 1757985 (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	LECHNER, AUGUST H. JR.	1st Lt.	0-808434	MIA FRIEDA M. LECHNER (MOTHER) RFD#2, BOX 147, BOUND BROOK, NEW JERSEY
2) OP	FRITCHETT, HARRY W. JR.	1st Lt.	0-820821	MIA DR. HARRY W. FRITCHETT (FATHER) FOREST HILLS, DANVILLE, VIRGINIA
3) NAV	COSTELLO, JAMES J.	1st Lt.	0-709297	MIA JANE E. COSTELLO (WIFE) JASPER ST. PHILADELPHIA PA.
4) BOMB	BEARMAN, JEROME I.	2nd Lt.	0-768924	MIA A.D. BEARMAN (FATHER) 327 Kenilworth, MEMPHIS TENN.
5) NAV	POHL, JOSEPH B.	2nd Lt.	0-2060578	MIA JOHN F. POHL (FATHER) 701 Horner St. Johnstown, Pa.
6) EG	O'DOHERTY, JOHN E.	T/Sgt	11018078	MIA MARY E. O'DOHERTY (MOTHER) 30 Willow St. Woburn, Mass.
7) ROG	DANLEY, CLIFFORD A.	T/Sgt	35217784	MIA MILLIE DANLEY (MOTHER) KIRBOLTON, OHIO.
8) AG	CARTER, ROBERT L.	S/Sgt	37721814	MIA JOSEPH M. CARTER (FATHER) 2310 E. 48th St. Terrace, Kansas City, Mo.
9) EG	SHELLHAMMER, FREDERICK R.	S/Sgt	33623778	MIA MARY A. SHELLHAMMER (MOTHER) 220 Railroad St. Tamaqua, Pa.
10) EG	WELLS, WILLIAM R.	S/Sgt	18093693	MIA NELLIE MAE WELLS (MOTHER) 400A East Wright St. Marshall, Texas
11) ARMC	HARGROVE, MELVIN C.	S/Sgt	20812389	MIA ELSIE HARGROVE (MOTHER) 2028 So. SCULLIN AVE. DENISON, TEXAS
12)				

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (see only) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	STORM	RANK	SERIAL No.	CONTACTED BY RADIO	LAST SAW	FORCED SIGHTED	CRASH LANDING
(a) _____		T/Sgt	16077019				x
(b) _____							
(c) _____							

13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used. Persons were seen walking away from the scene of the crash.
 Other reasons (specify) AIRCRAFT UNDER CONTROL WHEN LAST SEEN.

14. ATTACH PHOTOGRAPH, MAP OR SKETCH SHOWING LAST KNOWN LOCATION OF AIRCRAFT.

15. ATTACH EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES.

16. ATTACH A DESCRIPTION OF EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH HERE. No search, aircraft last seen over enemy territory.

2 Enclosures. sketch Date 22 January 1945. K. E. BOWEN
 Incl 1. Location 22 January 1945. K. E. BOWEN
 Incl 2. Statement Storm. CONFIDENTIAL CAPT., AIR CORPS, ADW.

BATTLE CASUALTY REPORT

777th BOMBARDMENT SQUADRON, 464th BOMBARDMENT GROUP 28 January 1945
(Number) (Bombardment - Figure) (Number) (Bombardment - Figure) (Date)

Make no entries in this space

NAME	Grade	Army Serial Number	Type Casualty	Date	Flying Status	Arm or Service	Duty Code	REMARKS (Place of Casualty)	
Stanley, Charles E.	2d Lt	0-821007	RTD	26 Jan 45	A	AC	1092	Yugoslavia	
Baker, William D.	2d Lt	0-770926	RTD	26 Jan 45	A	AC	1092	Yugoslavia	
Cone, Leo F.	2d Lt	0-2053419	RTD	26 Jan 45	B	AC	1034	Yugoslavia	
Smalley, Forrest L.	S/Sgt	15340522	RTD	26 Jan 45	H	AC	748	Yugoslavia	
Tweedale, Claude T., Jr.	S/Sgt	19141196	RTD	26 Jan 45	H	AC	748	Yugoslavia	
Honol, Peter	Sgt	33297462	RFD	26 Jan 45	K	AC	611	Yugoslavia	
Huehholz, Albert L.	S/Sgt	36509715	RFD	26 Jan 45	I	AC	612	Yugoslavia	
Kiger, Darrall G.	T/Sgt	20759460	RTD	26 Jan 45	G	AC	757	Yugoslavia	
				From MIA Yugoslavia 2 Dec 44 to RFD 26 Jan 45					
Seaver, Edward C.	2d Lt	0-776987	RTD	8 Jan 45	C	AC	1035	Yugoslavia	
Spomer, Samuel J.	Sgt	37706748	RTD	8 Jan 45	I	AC	611	Yugoslavia	
				From MIA 2 Dec 44 to RTD 8 Jan 45					
Brooks, Raymond T.	T/Sgt	15115192	RTD	1 Jan 45	G	AO	737	Switzerland	
				From INT 16 November 1944 to RTD 1 Jan 45					

* See Reverse

Page 1 of 1 pages (For Sqdn or Gp)

BCR Control No. _____
 This report consists of _____ pages
 Page No. _____

To be entered by Hq Fifteenth Air Force

(Signature)
KENNETH F. BOWEN
 Capt, AC
 Adjutant

(Title & Rank)

BATTLE CASUALTY REPORT

776th BOMBARDMENT SQUADRON, 164th BOMBARDMENT GROUP 19 January 1945
(Number) (Bombardment - Figure) (Number) (Bombardment - Figure) (Date)

Make no entries in this space

NAME	Grade	Army Serial Number	Type Casualty	Date	Flying Status	Arm or Service	Duty Code	REMARKS (Place of Casualty)
Davis, Simon I.	2d Lt	02063378	RTD	25 Jan 45	B	AC	1034	MIA 20 Dec 44 to RTD
Strong, Berward J.	T/Sgt	36469216	RTD	25 Jan 45	G	AC	757	MIA 26 Dec 44 to RTD
Morrish, Kenneth G.	S/Sgt	36122265	RTD	25 Jan 45	K	AC	611	MIA 26 Dec 44 to RTD
Reichard, Elmer M., Jr.	Sgt	34501720	RTD	25 Jan 45	K	AC	611	MIA 26 Dec 44 to RTD
Kish, Howard	1st Lt	0717073	RTD	0 Jan 45	G	AC	1035	MIA 26 Dec 44 to RTD
Prooks, Alfred A.	T/Sgt	10308517	RTD	0 Jan 45	H	AC	748	MIA 26 Dec 44 to RTD
Mamaux, Harry C., Jr.	Sgt	33900980	RTD	0 Jan 45	K	AC	611	MIA 20 Nov 44 to RTD

See Reverse

Page 1 of 1 pages (For Sqdn or Gp)

BCR Control No. _____
 This report consists of _____ pages
 Page No. _____

To be entered by Hq Fifteenth Air Force

(Signature)
 JOHN W. HANCOCK
 Major, AC
 Commanding
(Title in Block)

BATTLE CASUALTY REPORT

779th BOMBARDMENT SQUADRON, 164th BOMBARDMENT GROUP, 25 January 1945
(Number) (Number - Figure) (Number) (Number - Figure) (Date)

Make no entries in this space

NAME	Grade	Army Serial Number	Type Casualty	Date	Flying Status	Arm of Service	Duty Code	REMARKS (Place of Casualty)	
Seirer, Max L.	2d Lt	0782971	RTD*	23 Jan 45	O	AC	1035	Germany	
Letay, Melville T.	Cpl	14082843	RTD*	23 Jan 45	I	AC	612	Germany	
Hefferman, George B.	S/Set	32387963	RTD*	23 Jan 45	K	AC	611	Germany	
Dambre, Joseph P.	Set	32811938	RTD*	23 Jan 45	K	AC	611	Germany	
Fargotstein, Manuel (NMI)	Set	13156104	RTD*	23 Jan 45	I	AC	612	Germany	
				*From MIA 26 Dec 44 to RTD 23 Jan 45					
Fuller, Theodore E.	S/Set	16033085	RTD*	12 Jan 45	K	AC	612	Italy	
				*From LIA 8 Jan 45 to RTD 12 Jan 45					
Victor M. Ney	Cpl	33678474	RTD*	17 Dec 44	H	AC	748	Yugoslavia	
Wilkinson, Harvey O.	Cpl	33766435	RTD*	17 Dec 44	K	AC	611	Yugoslavia	
				*From MIA 17 Oct 44 to RTD 17 Dec 44					

* See Reverse

Page 1 of 1 pages (For Sqdn or Gp)

BCR Control No. _____
 This report consists of _____ pages
 Page No. _____

To be entered by Hq Fifteenth Air Force

ALBERTSON TILGONS
 Capt, AC
 Adjutant

(State & Branch)

RETURNED TO DUTY REPORTS

INCLOSURES AND SUPPORTING DOCUMENTS

INCLOSURES AND SUPPORTING DOCUMENTS

1. SO #16 - HQ 464 BOMB GP - 24 JANUARY 1945
2. MEDICAL HISTORY 1 OCTOBER TO 31 JANUARY 1945
3. MINUTES OF FINAL MEETING OF CHRISTMAS FOR KIDS COMMITTEE
4. FOUR (4) ISSUES OF THE TOWER

HEADQUARTERS
464TH BOMBARDMENT GROUP (H)
APO 520 US ARMY

24 January 1945

Special Orders)
:
Number . . . 16)

1. Pvt (345) James, William L. 38372853, AC, having been asgd this orgn per par 6 SO 20, Hq 55th Bomb Wg (H) dtd 20 Jan 45, is further asgd to 779th Bomb Sq (H) aff 23 Jan 45.

2. Under the prov of AAF Reg 35-51 dtd 3 Apr 44, CAPT (1092) STEVES, WALTER, 0373041, AC, 776th Bomb Sq (H), is hereby reclassified to Opns O, (2161).

3. LT COL (1092) GOODYEAR, ELVIN E, 0401217, AC, Hq Det, is hereby reld as Deputy Gp Commander.

4. LT COL (1092) GOODYEAR, ELVIN E, 0401217, AC, Hq Det, is hereby aptd Gp Operations O as primary duty.

5. LT COL (1092) GOODYEAR, ELVIN E, 0401217, AC, Hq Det, is hereby reld of add duties as President, Gp Flying Evaluation Bd and as member, Early Return Bd.

6. COL (2162) CORNETT, JOHN B, 020446, AC, Hq Det, having been asgd this orgn per par 1 SO 21, Hq 55th Bomb Wg (H) dtd 21 Jan 45, is further asgd to Hq Det for dy as Deputy Gp Commander. (DOR: 16 Aug 43; Comp: RA)

7. COL (2162) CORNETT, JOHN B, 020446, AC, Hq Det, is hereby aptd President of Group Flying Evaluation Bd as add dy.

8. CAPT (2162) CONWAY, NORMAN F, 0743761, AC, having been asgd this orgn per par 2 SO 22, Hq 55th Bomb Wg (H), dtd 22 Jan 45,, is further asgd to Hq Det. (DOR: 7 Aug 44; Comp: AUS)

By order of Colonel SCHROEDER:

DARYL D. JOHNS
Major, Air Corps
Adjutant

OFFICIAL:

HARRY MARTIN
Captain, Air Corps
Asst Adjutant

DISTRIBUTION: "B"

Medical History of the 464th Bombardment Group (H)
(Supplemental Report No. 2 for 1 October 1944-31 December 1944)

1. PREVIOUS HISTORY.

The 464th Bombardment Group (H) was activated 1 July 1943 at Wendover Field, Utah, with the original cadre proceeding to AAFSAT, Orlando, Florida on 1 September 1943. Following a training period of one (1) month the organization then moved to AAB, Pocatello, Idaho in the 2nd Air Force where training as an operational Training Unit was begun and continued until February 1944. Medical Personnel were assigned to the Group during this time from other organizations of the 2nd Air Force.

Activities of the Medical Section while in Pocatello consisted of the preparation of personnel for overseas movement, the training of Medical Department and other personnel in medical subjects, and the routine medical functions, such as care of sick and wounded, sanitation, and submission of records and reports.

Upon completion of this period of preparation the Group departed for overseas in February 1944, the ground echelon traveling by rail and water, and the flying echelon by air. On arrival in Italy in March, a camp was established at Pantanella Air Base; however since the flying field was not completed, a temporary camp was established at Gioia in April 1944, from which the first combat mission was flown on 2 May 1944. On 1 June 1944 the Group returned to Pantanella to establish its permanent camp site.

Medical Department duties were considerably modified as a result of this change to activities to a combat area, involving principally the application of field sanitation measures and the care of battle casualties and psychiatric problems of flying personnel. Standards of sanitation especially proved to be difficult in maintaining, and it was not until several months had elapsed that adequate latrine and mess installations were constructed and in spite of frequent recommendations standards maintained; this was particularly true during the stay at Gioia. In addition, malaria control measures were inadequately enforced. Fortunately no serious outbreaks of enteric disease or malaria occurred.

Due to high attrition rate in the first three (3) months of combat flying, and general poor morale among flying personnel, many psychiatric problems developed among the air crew members. A large number of these were successfully treated by psychotherapy, but a total of sixteen (16) officers and six (6) enlisted men were grounded because of anxiety neurosis. This condition improved during the latter part of the summer and the attrition rate became lower.

Detail account of the medical activities and problems, rosters of personnel, and statistics have been incorporated in the previously submitted histories.

2. ADMINISTRATIVE HISTORY.

Activities of the Group, both medical and non-medical, continued in general during the last three (3) months of the year as previously. The Group remained at the Pantanella Army Air Base, with no fundamental changes in the medical department personnel occurring. The roster as of the 31 December is as follows.

HEADQUARTERS DETACHMENT

3100	Major	Dabney von K. Moon	0-422667	Gp Surgeon
3170	Captain	Carl F. Russell	0-504580	Gp Dental Surgeon
673	T/Sgt	John H. Towler	31118809	Medical NCO
657	Sgt	William F. Pendergast	16093766	Med Corpsman
657	Cpl	Otis E. Derrough	38362865	Med Corpsman
861	Sgt	Henry W. Zablocki	32644907	Surgical Tech
657	Pvt	Jesse E. Cole	34209635	Med Corpsman
405	Cpl	Howard E. Walker	36582087	Clerk

776TH BOMBARDMENT SQUADRON (H)

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

777TH BOMBARDMENT SQUADRON (H)

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

778TH BOMBARDMENT SQUADRON (H)

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

779TH BOMBARDMENT SQUADRON (H)

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

The following promotions were made during the period.

Pfc (405) Howard E. Walker, 36582087, Headquarters Detachment, promoted to Corporal 9 December 1944.

Pvt (409) Sheldon Schaumberg, 12084539, 777th Bomb Squadron, promoted to Private First Class 21 November 1944.

Pvt (409) George W. Bassett, 34799807, 777th Bomb Squadron, promoted to Private First Class 21 November 1944.

Pvt (345) Elmer T. Spence, 33553283, 778th Bomb Squadron, promoted to Private First Class 15 October 1944.

On 17 October 1944 Captain Max P. Goodfriend, 778th Bomb Squadron Surgeon was awarded the Air Medal upon completion of five (5) combat missions. On 6 November 1944 Captain Layton S. Rogers, 776th Bomb Squadron Surgeon, received the Purple Heart for flak injury to the right leg incurred on a mission over Blechhammer. Good Conduct Ribbons were awarded to the following enlisted men of the Medical Section.

Sgt	Henry W. Zablocki	Headquarters Detachment
Sgt	William F. Pendergast	Headquarters Detachment
Cpl	Otis E. Derrough	Headquarters Detachment
S/Sgt	Lloyd W. Milne	778th Bomb Squadron
Cpl	Donald L. Hedges	779th Bomb Squadron

The Southern France Campaign star for the European Theater Ribbon was awarded on 18 October 1944 by authority of Natousa Letter, File No. 200.6/040.

Medical Department functions continued as discussed in previous histories, with each Squadron Surgeon caring for his own personnel. New tables of organization and equipment 1112 and 1-117 came into effect in the Group during October 1944; however due to the lack of a central Group Aid Station building for the handling of quarters cases and the centralizing of medical activities, no change in the original management was made. On 10 November 1944 the new Group Aid Station equipment, sufficient to care for thirty-six (36) quarters cases, was received. This equipment was put into use insofar as practicable with the building space available.

Adequate housing facilities for the squadron and group dispensaries proved to be a major problem early during the period of this report, as only walled tents were in use. This was partially solved in October by the acquisition of four (4) Nissen huts from the British, which were erected and put in use by the Group Headquarters and the 776, 778 and 779 Squadron Dispensaries. The 777 Squadron Dispensary later became housed in November in a 20 x 20 foot tufa block building. These structures proved quite satisfactory from the standpoint of winterization but inadequate for the handling of a large number of quarters cases. Plans for a 20 x 90 foot Group Aid Station building to be erected by the Corps of Engineers were received in November 1944, but due to higher priority given to other buildings of the Group construction of this was not begun.

An Ambulance was turned in to Ordnance on 14 November 1944 in compliance with orders from the 55th Bomb Wing; six (6) ambulances were thereafter left for use by the Group.

Training activities during the period consisted of the continued Medical Department Enlisted Mens practical training; classes in first aid, frostbite, and aspects of altitude flying for combat crew personnel. All new combat crews were given a special course in the subjects above by their Squadron Surgeon as part of their indoctrination after assignment to the Group; in addition, frequent refresher courses were conducted with increased emphasis placed on frostbite due to the onset of cold weather.

The following special courses were attended by Medical Department personnel.

Captain Max P. Goodfriend, 778th Bomb Squadron, two weeks DS to 26th General Hospital 1 November 1944 to 14 November 1944.

Captain William A. LeMire, 779th Bomb Squadron, two weeks DS to 26th General Hospital, 15 December 1944 to 29 December 1944.

Sgt (673) Horacio A. Gould, 779th Bomb Squadron, two weeks DS to 26th General Hospital, 15 October 1944 to 29 October 1944, Laboratory Technician Training.

Sgt (673) Jesse F. Jinks, 776th Bomb Squadron, two weeks DS to 26th General Hospital, 15 October 1944 to 29 October 1944, X-ray training.

Sgt (861) Henry W. Zablocki, Headquarters Detachment, two weeks DS to 26th General Hospital, 15 October 1944 to 29 October 1944, Surgical, Technical and Asepsis Training.

Cpl (405) Raymond J. Ackerman, 778th Bomb Squadron, two weeks DS to 26th General Hospital, 3 December 1944 to 17 Decedmber 1944, Ward Care Training.

Sgt (657) William F. Pendergast, Headquarters Detachment, two weeks DS to 26th General Hospital, 3 December 1944 to 17 December 1944, Ward Care Training.

Pfc (861) James J. Massar, 776th Bomb Squadron, two weeks DS to 26th General Hospital, 3 December 1944 to 17 December 1944, xxxxcacal Training.

3. ENVIRONMENTAL HISTORY.

Environmental activities during the period of this report were concerned chiefly with the maintenance of standards of sanitation and with completion of winterization of buildings and quarters. In general sanitation was adequate except for occasional lapses which necessitated repeated recommendations for correctness. During October a new stone mess hall was completed for the 778th Bomb Squadron enlisted men, and in December a new Headquarters Detachment officers mess, which improved the messing facilities. Construction of a new 777th Bomb Squadron enlisted mens latrine was accomplished and this with repairs on other latrines improved the sanitary conditions although they remain below the ideal standards.

The greatest problem during this period was completion of the winterization program. At the start of the period approximately twenty-five percent (25%) of the command occupied suitably winterized quarters. Efforts were directed toward the flooring of all tents with stone or cement, and insofar as possible the erection of walls with tufa block or hollow tile. The difficulty of securing supplies and arranging transportation hindered this program so that winterization for all personnel was not yet completed as of 31 December 1944. An increase in strength by approximately twenty percent (20%) also increased the requirements. The following statistics show the program of winterization of living quarters.

	October	November	December
Percent without winterization	20	30	12
Percent with floors alone	50	30	28
Percent with floors and walls	30	50	60
Percent with stoves	65	85	99

Repeated recommendations were made for the completion of the above, which have as yet not been completed.

With the onset of the winter season the malaria problem and the necessity for control measures no longer existed within the Group, however, an increase in upper respiratory cases occurred due to the cold and inclement weather. Infectious hepatitis also showed a steady increase with a total of two (2) cases occurring during October, four (4) in November and Nine (9) in December.

4. OPERATIONAL HISTORY.

Medical department operational activities continued as previously discussed, as regards adaptation to the functions of a heavy bombardment group. Personnel were present at briefing, on take-off, and on return from operational missions. Routine daily medical care was provided for all personnel of the Group, with especial study and evaluation made of flying personnel. During the three (3) months period a total of forty (40) unit sorties were flown by the Group—eight (8) in October, fifteen (15) in November, and seventeen (17) in December; these included combat missions to enemy installations in northern Italy and German occupied territory in southern Europe. On these missions a total of two hundred eighty-seven (287) MIA, ninety (90) WIA and fifteen (15) KIA occurred, as outlined in the statistical table in the appendix.

Casualties were evacuated to the 4th Field Hospital, 1st Platoon, which was located at first approximately one-half ($\frac{1}{2}$) mile from the camp site, but which moved in October to a school building in Lavello, approximately ten (10) miles distant; this increased the transportation difficulties but afforded better care for patients.

Preventive medicine efforts were directed toward the control of venereal disease and decrease of non battle casualties in addition to sanitation and winterization programs. High venereal disease rates were due in large part to exposures in the nearby towns as well as in the cities of Naples and Rome; increased educational activities by lectures, posters, and "briefings" of personnel going on pass were utilized to reduce the high rates. Free prophylactic kits and the operation of prophylactic stations were additional measures. Efforts toward increased ground safety included education by posters and instruction and the eradication of hazards.

In aviation Medicine the problem of frostbite became of paramount importance with the advent of cold weather. A total of twelve (12) cases occurred during this period, none serious; these were due in part to personnel failures and in part to equipment failure. Intensive and frequently repeated classes were held for all flying personnel, emphasizing the importance and prevention of frostbite; in addition, modification of waist windows of aircraft to the closed type, and the installation of chaf dispensing chutes was accomplished in all but a few planes. To reduce the amount of exposure to windblast. Improvised face protection by use of towels or scarfs, the use of electric heated goggles, and the carrying of extra electrical equipment during flights in addition to proper use of the provided equipment were other steps taken in an effort to reduce the incidence.

The treatment of recurrent aerotitis media by the use of radon seed implantation, to shrink down lymphoid hyperplasia obstructing the eustachian tubes, was made available to personnel in October, and forty-five (45) flying personnel have been under this treatment. Although results as yet are not determined in most cases, it has proven beneficial to several of this group.

Psychiatric problems continued to be of primary importance as previously, with anxiety neurosis due to combat flying the principle cause. This caused permanent grounding of one (1) enlisted man in October, two (2) officers and two (2) enlisted men in November and three (3) enlisted men in December. One (1) enlisted man in November and four (4) in December were permanently grounded for physical reasons. Difficulty in disposing of these cases through local command channels has necessitated the appearance of all of these cases before the Medical Disposition Board of the 15th Air Force.

There were no non-operational aircraft accidents resulting in injuries to personnel occurring during the period of this report.

A tour of duty of thirty-five (35) sorties (or fifty (50) credit missions) was completed by one hundred fifty-four (154) flying personnel, eighty (80) in October, sixty-four (64) in November, and ten (10) in December, who were returned to the Zone of the Interior.

Dental activities consisted of maintenance of troops in class IV, prevention and treatment of Vincants Infection, and the completion of dental identification records on all flying personnel needing these. No maxilla-facial injuries were encountered. Work accomplished has been listed under the statistical section below.

5. STATISTICAL HISTORICAL MATERIAL.

See appendix for statistical table.

6. SPECIAL ITEMS OF HISTORICAL VALUE.

None in addition to those previously discussed.

7. SUMMATION OF MAJOR DEVELOPMENTS DURING 1944.

Upon completion of training in the Zone of Interior in February 1944, the organization proceeded overseas to become established in Italy in April and May, and to begin combat activities. This change to field and combat conditions with the attendant adaptation requirements was the outstanding feature of the year's activities. The problem of sanitation in the field—including the installation of sanitary appliances and the maintenance of adequate standards—became one of primary importance and was inadequately handled in spite of recommendations for several months. Improvement was noted in the latter months of the year.

The results of combat stress upon flying personnel was a second development of importance. Due to the high attrition rate in the early months of combat activities and inexperience in operational flying, in addition to generally poor morale among the flying personnel, a large number of psychiatric cases developed, most of these anxiety neurosis. Many of these had to be permanently removed from flying. In recent months the attrition rate has been lower, morale much improved, and

the combat experience level higher, and less psychiatric throughout the year.

Evacuation was handled without difficulty by ambulance to nearby hospitals. Supplies, except for minor items, were adequate throughout the year.

Other than venereal disease and sporadic cases of enteric disease, no problems of communicable disease were encountered during the year.

The proposed establishment of a Group Aid Station with facilities for caring for thirty-six (36) quarters cases, to be put in use upon the availability of a suitable building, was a major development during the latter months of the year. While not presently in operation this installation should prove quite valuable in the handling of minor medical and surgical conditions, the relieving of hospitals of caring for some, and the more rapid return to duty for such cases.

APPENDIX

STATISTICAL TABLE

I. Admission rate per 1000/annum

	<u>October</u>	<u>November</u>	<u>December</u>
All causes	506,54	498.40	494.91
All Diseases	365.18	364.00	380.70
Injuries	41.23	39.20	63.45
Battle Casualties	100.13	95.20	50.76
Intestinal Diseases	35.34	5.60	33.85
Venereal Diseases	52.99	55.96	76.07
Neuropsychiatric	5.89	--	--
Common Respiratory	58.90	78.40	101.52
Jaundice (hepatitis	11.78	11.20	33.84

II. Patients Treated.

	<u>October</u>	<u>November</u>	<u>December</u>
Total Number of Quarters			
Patient Days	5	8	6
Number of Out-Patients	639	548	741
Number of Out-Patient	1524	1431	1874
Treatments			
Number of 63 Examinations	5	2	21
Number of 64 Examinations	22	15	11

III. Immunizations.

	<u>October</u>	<u>November</u>	<u>December</u>
Smallpox	394	267	235
Typhoid	343	256	145
Typhus	99	463	797

IV. Number of New Venereal Disease Cases.

	<u>October</u>	<u>November</u>	<u>December</u>
Gonorrhoea	9	8	12
Syphilis	-	-	2
Chancroid	-	2	4

V. Dental Statistics

	<u>October</u>	<u>November</u>	<u>December</u>
Number of Admissions	433	343	375
Number of Sitzings	915	425	423
Number of Treatments	558	421	457
Number of Prosthetic Procedures	15	13	9

AMERICAN RED CROSS
Office of the Field Director
464th BOMB GROUP (H)
APO 520, c/o PM, N.Y.

31 January 1945

Subject: Report of the Final Meeting of the Christmas
for Kids Committee

TO: Group Commanding Officer and Committee Officers
all Squadrons

The meeting began at 1400, 24 January 1945. Those present were Lt Cook and Sgt Howard from the 776th Squadron, Cpl Caraffi from the 777th, Sgt Merriam from the 778th, and Cpl Blair from the 779th.

A final accounting of funds used for the Kids' Christmas celebration was made by the committee treasurer, Lt Cook. Contributions totaling \$866.75 were received in the following manner. \$325.00 from the Chaplain's fund, \$171.50 from the 776th Squadron, \$134.04 from the 777th, \$139.21 from the 778th, and \$97.00 from the 779th. The expenses follow below.

\$22.50	For Orchestra	
\$148.00	For Children's clothing (pajamas)	
\$600.00	For food	
<u>\$96.25</u>	Unspent balance	
\$866.75	Total	

Breakdown on food expenditures, made by Sgt Griek of the 778th.

Received from Lt Cook		<u>\$600.00</u>
Purchase of Dried Figs	640 packs @ 40¢	246.00
Walnuts	35 kilos @ 85¢	29.75
Walnuts	57 kilos @ 85¢	48.45
Oranges	223 kilos @ 25¢	55.57
Oranges	125 kilos @ 28¢	34.00
Almonds	79 kilos @ 1.30¢	<u>102.70</u>
	Total Expenditure	<u>\$526.47</u>
	Cash on Hand	73.53

The above records were discussed and approved by the committee. The one problem remaining was the disposition of the residue funds, some \$169.75. A motion was made by Sgt Howard and seconded by Cpl Caraffi to the effect that "the remaining funds in the custody of the Christmas for Kids committee be turned over to Chaplain Eastwood to be used as he sees fit, with the suggestion that a portion of them be used for the purchase of milk for children in the Canosa Children's Hospital." This motion was passed by an unanimous vote.

A motion was then made, seconded, and unanimously passed that the Christmas for Kids committee be hereby dissolved. Meeting adjourned at 1445.

A TRUE COPY:

MAURICE C. KIELING
Captain, AC