

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

16 July 1944

SUBJECT: Historical Records

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

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

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

b. Changes in Organization.

1. No change
2. None
3. Commanding Officer

(a) Colonel Arnold L. Schroeder, 0-16848, A.C. assumed command of this group on 30 June 1944 pursuant to S.O. No 75 Par. No 1, Hq. 55th Bombardment Wing (H), dated 28 June 1944.

(1) Vice Colonel Marshall Bonner, 0-18967, missing in action.

(b) Captain William G. Moore, 0-418054, appointed Commanding Officer, 777th Bombardment Squadron (H), pursuant to S.O. No 117, Par. No 2, Hq. 464th Bombardment Group (H), dated 27 June 1944.

(1) Vice Major Thomas J. Carter, 0-398603, missing in action.

4. No change

(c) Strength, commissioned and enlisted.

Month of June 1944	Officers	E.M.
As of 31 May 1944	345	1571
Net Increase	25	70
As of 30 June 1944	370	1641

(d) Stations

No change

(e) Movements

Air echelon and associated ground personnel move from advanced base at Gioia, Italy to permanent base at Pantanella, Italy. Movement started on 31 May 1944 by motor truck and a/c. Movement completed on 1 June 1944 and a combat mission flown by the Group on 2 June 1944.

(f) Campaigns

Italian campaign from 30 April 1944 to present time.

(g) Operations

During this period 1 June 1944 to 30 June 1944 this group flew 13 combat missions with a total of 420 sorties, and a total of 729.23 tons of 500 lb., and 250 lb., and 100 lb. G.P. bombs dropped on enemy objectives.

Attacks by this Group were made on various types of targets: four (4) on Marshalling Yards, eight (8) on oil installations, and one (1) on harbor installations. A total of 8 missions were cancelled.

The more important missions were as follows:

Cluj M/Y
Turin Central M/Y
Ferrara M/Y
Bologna M/Y
Dacia Romano Oil Refinery at Ploesti
Balaruc Oil Refinery
Florisdorf Oil Refinery
Prahova Oil Refinery

The destruction of marshalling yards in northern Italy and the Balkans would interrupt enemy lines of supply, destroy both supplies and irreplaceable rolling stock and be of direct aid to our own ground forces as well as the ground forces of our Russian allies. Due to the critical shortage of petroleum products, the destruction of oil refineries and storage in France, Austria, and the Balkans would be a serious blow to the German war machine, the effects of which would be apparent and telling within a period of three (3) months. Due to recent attacks by the 8th Air Force in Germany and the 15th Air Force in the Ploesti and it is estimated that Germany's oil production and reserves have been reduced by at least 50%. This will aid greatly in hastening the ultimate defeat of the enemy and the saving of many thousand American and Allied lives.

The Cluj M/Y mission was flown on 2 June 1944 with good results. 65 tons of bombs were dropped on the target, 21.8% within 1000' and 54.6% within 2000', one a/c B-24 - No 41-29361 - is missing, dropping from formation at (43°45'N - 20°49'E), believed to have ditched in Adriatic.

Turin Central M/Y mission was flown on 4 June 1944. 63.5 tons of 500 lb. G.P. bombs were dropped with poor results due to cloud cover. Flak encountered was from SIH to MAH. No casualties or losses to a/c.

Ferrara M/Y mission was flown on 5 June 1944. 63.8 tons of 100 lb. G.P. bombs were dropped on the target with good results. Flak at target was MAH. Twenty-two (22) encounters with e/a consisting of twenty (20) ME-109s and two (2) FW-190s. Our gunners claim four (4) ME-109s destroyed, two FW-190s probably destroyed and one (1) ME-109 damaged. One of our B-24 a/c was lost to e/a, No. 42-78133 at 1540B hours at (44°37'N - 12°09'E) with 4/7 chutes seen to open (see Par 1 for crew roster). Four a/c were damaged, one of which was inoperative for 24 hours. Two (2) crew members suffered minor flak wounds and one (1) crew member sustained a minor wound from e/a.

Bologna M/Y mission was flown on 22 June 1944. 69 7/8 tons of 250 lb clustered G.P. bombs were dropped on the target with good results,

28.8% within 1000' and 71.2 within 2000'. Flak at the target was MAH to IAH. Flak was encountered at Urbino, Forli, Faenza, Pradoro, Kasaso, and Vergato, SIH, MAH flak was encountered at Colbardoro. 16/18 e/a were observed, consisting of 8/10 FW-190s and 6 ME-109s. There were no encounters. Eight (8) of our a/c were damaged by flak, one (1) of which was inoperative for more than 24 hours. There were no casualties or losses to a/c.

Dacia Romano Oil Refinery (Ploesti) mission was flown on 6 June 1944. Fifty-two (52) tons of 500 lb. G.P. bombs were dropped on the target with undetermined results due to a very effective smoke screen, but are not believed to be good. Flak encountered at I.P. (MAH)) through and over target (IAH). Forty eight (48) e/a were observed and encountered consisting of forty (40) ME-109s and 8/10 FW-190s. Encounters took place from before the I.P. to (44°45'N - 25°05'E). Tactics were line abreast pressing to 75 yards from 12 o'clock diving under first attack unit, coming up and through second attack unit. The following a/c failed to return:

No 41-29410 crashed at (45°20'N - 25°23'E) six (6) chutes seen to open.

No 42-50411 attacked at I.P. no chutes seen to open

No-41-29379 attacked at I.P. six (6) chutes seen to open

No 41-28755 crashed at (44°43'N - 25°45'E) six (6) chutes seen to open

No 42-78223 blew up in mid air at (44°40'N - 26°00'E) four (4) chutes seen to open.

No 42-50405 attacked at (44°45'N - 24°15'E) four (4) chutes seen to open.

No 42-78088 reported to have crashed in friendly territory with crew reported safe.

One (1) crew member, S/Sgt. Claude Orrell, 14140422, nose gunner was killed by bullets from e/a. Our gunners claim eight (8) ME-109s and two FW-190s destroyed, one (1) ME-109 probably destroyed and five (5) ME-109s damaged.

Balaruc Oil Refinery (France) mission was flown on 25 June 1944. 68 tons of 500 lb. G.P. bombs were dropped on the target, with good results, even though our pattern was slightly to the left of the briefed aiming point. Due to the smoke it was impossible to accurately plot the entire number of bobs dropped. Flak at the target and at Agde and Bouzigues was SIH. No e/a observed or encountered, no a/c damaged, and no personnel or a/c losses.

Florisdorf Oil Refinery and M/Y Oil Sidings at Vienna mission flown on 26 June 1944. This proved to be a very expensive mission for this group, both Colonel Marshall Bonner, Group Commanding Officer and Major Thomas J. Carter, Commanding Officer, 777th Bombardment Squadron (H) going down over the target area. 72 tons of 250 lb. clustered G.P. bombs were dropped on the target. Considerable damage was caused by our bombs, even though the percentage (.099% within 1000 feet and 36.8% within 2000 feet) does not indicate a too successful mission. Target was covered by smoke from previous bombings. Flak was SAH at the I.P. and IAH at the target, including aimed and barrage type of fire, with many bursts eighteen (18) or more feet in diameter. B-24 a/c No 42-50401 pilot Colonel Marshall Bonner received a direct flak hit in the nose section, a/c going down in flames with 1/2 chutes seen to open over the target. A/C went into a spin and was seen to crash. B-24 a/c No 42-95451, piloted by Major Thomas J. Carter, received a direct flak hit #2 engine over the target immediately after bombs away. A/C veered off and started down under control and appeared to be flying by automatic pilot. Six (6) chutes were seen to open then two (2). A/C was not seen to crash. Nine (9) to eleven (11) e/a were observed consisting of five (5) to six (6) ME-210s, two (2) FW-190s, one (1) ME-109, and one (1) JU-88. One encounter with the JU-88 resulting in our gunners destroying this e/a. Twenty-three (23) a/c were damaged by flak. Seven (7) of which were inoperative for more

than 24 hours. Six (6) crew members received flak wounds, four (4) necessitated hospitalization.

Prahova Oil Refinery (Bucharest) mission was flown on 28 June 1944. 59 tons of 100 lb. G.P. bombs were dropped on the target with good results even though target was smoke covered from previous bombings. Flak at target was ITH. Eight (8) e/a were observed, consisting of four (4) FW-190s and four (4) ME-109s. There were no encounters. Two (2) e/a, believed to be FW-190s, were seen going down in flames over the target, either from encounters with other bombers or fighter escort. One a/c was damaged by flak and was inoperative for more than twenty-four (24) hours. There were casualties or loss of a/c. Considerable difficulty was experienced due to improper release of bombs from racks. The intervalometer setting of 25 feet did not allow the bombs in the lower station to clear before the bombs in the upper stations were released, causing bombs to "pile up". Many bombs had to be thrown out by hand, entailing extreme danger to crew members working in open bomb bays. A total of 115 bombs had to be jettisoned or thrown out due to this condition. This caused five (5) aircraft to lose bomb bay doors.

4. On all combat missions flown during this period, enemy opposition by flak was encountered in varying degrees of intensity and accuracy from SIH to IAH. Actual encounters with e/a were experienced on the following missions:

5 June 1944	Ferrara M/Y
6 June 1944	Dacia Romano Oil Refinery (Ploesti)
16 June 1944	Lobau Oil Blending Plant
26 June 1944	Florisdorf Oil Refinery Vienna
30 June 1944	Blechhammer Synthetic Oil Refinery

Our gunners gave a good account of themselves in their encounters with e/a, with a total of 11 ME-109s, 3 FW-190s and 1 JU-88 destroyed. Four (4) ME-109s probably destroyed and six (6) ME-109s and one (1) JU-88 damaged.

5 June 1944 Ferrara M/Y Destroyed

Type	Claimant	Sqdn.	Pos.	Alt.	Place
ME-109	Sgt. Andrew E Parker	778	Ball	17000	44°30'N-12°16'E
ME-109	Sgt. Robert F Blacek	776	L.W.	19000	Lake Comacchio
ME-109	Sgt. William A. Danaher	776	Tail	17500	Between Lake Comacchio and coast
ME-109	S/Sgt Stanley E Lapinski	778	L.W.	17000	44°32'N-12°10'E

5 June 1944 Ferrara M/Y Probably Destroyed

ME-109	Sgt John J Ritter	777	Tail	16000	Over Lake Comacchio
ME-109	T/Sgt Alvin E Peterson	776	T.T.	19000	44°35'N-12°10'E

5 June 1944 Ferrara M/Y Damaged

ME-109	S/Sgt Hershel A Bramel	779	Tail	17000	44°35'N-12°15'E
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6 June 1944 Dacia Romano Oil Refinery Destroyed

ME-109	Sgt. Martin H Neuhaus	776	Tail	24500	44°00'N-25°10'E
ME-109	Sgt Richard F Wolfe	776	B.T.	24500	44°00'N-25°10'E
ME-109	S/Sgt James A Brown	776	R.W.	24500	44°00'N-25°10'E
ME-109	Sgt Frederick L. Lanson	777	Tail	24500	44°32'N-25°50'E

FW-190	S/Sgt Wm R. Hutchinson	778	Tail	19400	45°00'N-25°20'E
ME-109	Sgt Lewis R Hendrick	778	Tail	19700	44°45'N-25°05'E
ME-109	S/Sgt Andrew C Gac	777	L.W.	20000	44°40'N-25°45'E
ME-109	Claude D Orrell	778	Nose	24400	At I.P.
ME-109	T/Sgt Marshall F Farrell	779	T.T.	24000	Target
FW-190	T/Sgt Marshall F Farrell	779	T.T.	24000	Target
FW-190	Sgt Robert N Marcum	778	Nose	21000	Target
ME-109	S/Sgt Clen F Fry	778	L.W.	19500	45°00'N-25°10'E

6 June 1944 Dacia Romano Oil Refinery Probably Destroyed

ME-109	S/Sgt Edgar P O'Brien	778	Tail	22000	7 min. after target
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6 June 1944 Dacia Romano Oil Refinery Damaged

ME-109	T/Sgt Ruben E Corbett	778	R.W.	23000	44°40'N-26°10'E
ME-109	S/Sgt Michael J Detore	778	Ball	19500	45°00'N-25°10'E
ME-109	S/Sgt Charles O Brice	778	Tail	23000	44°40'N-26°10'E
ME-109	T/Sgt W. F. Wriar	779	R.O.	24500	Target
ME-109	Sgt Walter R Stutts	779	Nose	24500	I.P.

16 June 1944 Lobau Oil Refinery Damaged

JU-88	Sgt Roy B Francis	778	Ball	20000	47°45'N-16°38'E
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26 June 1944 Florisdorf Oil Refinery Destroyed

JU-88	Sgt Francis R Holley	778	Ball	23000	48°18'N-16°30'E
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30 June 1944 Blechhammer Oil Refinery Probably Destroyed

ME-109	S/Sgt Beauford C Johnson	779	T.T.	14000	47°50'N-17°55'E
ME-109	Sgt Leigh C Freeman	779	Nose	14000	47°50'N-17°55'E

5. Training - During stand down days from 8th through 13th June, practice bombing missions were flown daily to improve the bombing technique of the Group. Classes were conducted for crew members in Target Study, Navigation, and formation flying.

6. Supply and Equipment - There were no unusual problems. To encounter during this period.

7. Maintenance - Presented no unusual problems. Ground crew personnel continuing to do an excellent job.

8. Morale of the group during this period improved over the previous month, as the group again was all together. Several Enlisted Men's and Officer's Clubs were started to provide some recreational facilities for the personnel.

9. Accidents - There were three (3) accidents in the group during this period.

1. A/C No. 42-52462 on 21 June 1944. This a/c crashed on take off due to blow out of left tire. No injuries to crew.

2. A/C No. 42-78317 on 14 June 1944. This a/c crashed on landing with nose wheel retracted. No crew injuries.

3. A/C No. 42-52194 on 9 June 1944. This a/c crashed on landing due to faulty landing by the pilot. There were no crew injuries beyond minor bruises.

h. Commanding Officers on important operations. For full information refer to paragraph g subparagraph b.

i. Losses in action, Officers and Enlisted Men. Losses in personnel for this period are listed below:

2 June 1944 Cluj mission

2nd Lt.	Hogan, William V. Jr.	1024	0-751552	779	KIA
2nd Lt.	Luckenback, William H. Jr.	1034	0-698308	779	KIA
S/Sgt.	East, Wayne F.	748	18119287	779	KIA
S/Sgt.	Randolph, Richard H.	748	14064057	779	KIA

5 June 1944 Ferrara mission

2nd Lt.	Leonard, Paul T.	1024	0-814501	776	MIA
F/O	Rowlett, Jesse L.	1024	T-122216	776	MIA
2nd Lt.	Ely, George (NMI) Jr.	1034	0-708624	776	MIA
2nd Lt.	Dressel, Wilbur S.	1035	0-698874	776	MIA
Sgt.	Block, James H.	748	37507575	776	MIA
Sgt.	Harding, Robert W.	748	37552237	776	MIA
Sgt.	Culkin, Albert G.	748	32771227	776	MIA
S/Sgt.	Bardell, Albert D.	611	14160932	776	MIA
Sgt.	O'Neill, Francis E.	612	6148889	776	MIA

6 June 1944 Ploesti mission

2nd Lt.	Staut, Eugene N.	1024	0-813972	776	MIA
2nd Lt.	Brenstein, Harvey W.	1024	0-802986	776	MIA
2nd Lt.	Mc Cabe, William F.	1035	0-699523	776	MIA
2nd Lt.	Sobieres, Edward M.	1034	0-706913	776	MIA
S/Sgt.	Ballard, Eugene H.	748	39904078	776	MIA
S/Sgt.	Richardson, Stanley W.	757	39125962	776	MIA
Sgt.	Hall, Ronald R.	612	39858914	776	MIA
Sgt.	Clement, Warren G.	611	69455689	776	MIA
Sgt.	Thurman, Robert M.	611	14136617	776	MIA
Sgt.	Allinder, James H.	748	38467062	776	MIA

2nd Lt.	Stace, Grady T.	1024	0-686506	777	MIA
2nd Lt.	Donen, James C.	1024	0-818643	777	MIA
2nd Lt.	Dennis, Richard M.	1024	0-818121	777	MIA
2nd Lt.	Lyga, Michall (NMI)	1034	0-695678	777	MIA
2nd Lt.	Anderson, Patrick J.	1035	0-691858	777	MIA
T/Sgt.	Mc Mahon, Raymond H.	748	17097902	777	MIA
S/Sgt.	Valey, Robert A.	757	35596792	777	MIA
S/Sgt.	Wilten, Arthur M.	612	19024664	777	MIA
Sgt.	Carpentier, Anthony P.	611	33415636	777	MIA
Sgt.	Byer, Robert P.	611	35609844	777	MIA
Sgt.	Simmons, Allen F.	612	12144984	777	MIA

2nd Lt.	Hays, Bert R. Jr.	1024	0-809439	779	MIA
2nd Lt.	Heinecki, GerhardA.	1024	0-699415	779	MIA
2nd Lt.	Broadhead, Gordon J.	1035	0-685621	779	MIA
2nd Lt.	Thies, Robert J.	1034	0-698489	779	MIA

S/Sgt.	Barnett, Monroe R. Jr.	748	34613426	779	MIA
S/Sgt.	Dixon, Thomas R.	748	35683308	779	MIA
T/Sgt.	Casaity, Robert (NMI)	757	15068667	779	MIA
S/Sgt.	Bryen, Gerald L.	612	39695047	779	MIA
S/Sgt.	Edmundson, Dell J.	612	35095969	779	MIA
Sgt.	Bly, William R.	612	39284119	779	MIA

1st Lt.	Ware, John F.	1024	0-789221	778	MIA
1st Lt.	Smith, Gordon B. Jr.	1035	0-744342	778	MIA
Sgt.	Tucek, Charles J. Jr.	612	18178771	778	MIA
S/Sgt.	Orrell, Claude D.	612	14140422	778	MIA
2nd Lt.	Mills, Thomas A.	1024	0-752069	778	MIA
2nd Lt.	Whitesides, Charles T.	1024	0-700586	778	MIA
F/O	Minanian, Mike T.	1034	T-124862	778	MIA
2nd Lt.	Filkorn, Harry (NMI)	1035	0-699030	778	MIA
S/Sgt.	Henderson, Ray G.	748	15332029	778	MIA
Sgt.	Haskins, Fred A.	748	37506265	778	MIA
S/Sgt.	Austin, Ralph W. Jr.	757	31218942	778	MIA
Sgt.	Williams, John H.	612	37344497	778	MIA
Sgt.	Gilbreath, Earl O.	612	39567960	778	MIA
Sgt.	Culp, Melmeth (NMI)	612	34624841	778	MIA

16 June 1944 Lobau Oil Plant, Austria

2nd Lt.	Leet, Edmund (NMI) Jr.	1024	0-686912	777	MIA
2nd Lt.	Vaughan, Leonard A.	1024	0-699636	777	MIA
2nd Lt.	Hollmann, William H.	1034	0-697863	777	MIA
2nd Lt.	Rickenback, Franklin (NMI)	1035	0-691910	777	MIA
S/Sgt.	Rickson, Robert E.	757	32910340	777	MIA
S/Sgt.	Madisan, Robert P.	748	38323365	777	MIA
T/Sgt.	Reimer, Russell R.	757	16050336	777	MIA
S/Sgt.	Deck, Laurence H.	612	17099376	777	MIA
S/Sgt.	Stai, Perry G.	612	37551680	777	MIA
S/Sgt.	Waldron, James D.	612	34721751	777	MIA

26 June 1944 Florisdorf Vienna mission

Col.	Bonner, Marshall (NMI)	1024	0-18967		MIA
1st Lt.	Dunn, Lamar J.	1024	0-366754	777	MIA
2nd Lt.	Vane, Clarence R.	1034	0-698799	777	MIA
2nd Lt.	Wright, Oliver M.	1035	0-739234	777	MIA
T/Sgt.	Mc Gowan, Daryl P.	748	17069106	777	MIA
S/Sgt.	Lister, William W.	757	37494475	777	MIA
S/Sgt.	Pyrus, Herman E.	748	13129409	777	MIA
S/Sgt.	Claeys, Donald F.	612	36130486	777	MIA
S/Sgt.	Trout, Thornton D. Jr.	612	13047714	777	MIA
Sgt.	Akers, Oscar (NMI)	612	35269674	777	MIA
2nd Lt.	Dangler, Henry A.	1024	0-727184	777	MIA
Maj.	Carter, Thomas J.	1024	0-398603	777	MIA
Capt.	Locke, Thomas W.	1024	0-437235	777	MIA
1st Lt.	Ladig, Robert R.	1034	0-732919	777	MIA
1st Lt.	Berselli, Bruce (NMI)	1035	0-728252	777	MIA
2nd Lt.	Becker, William E.	1034	0-734998	777	MIA
S/Sgt.	Lavin, Arthur K.	748	31230651	777	MIA
S/Sgt.	Laramie, Ralph S.	757	11040023	777	MIA
Sgt.	Tsaunis, George (NMI)	612	32887142	777	MIA

Sgt.	Leane, Victor I.	757	35787911	777	MIA
Sgt.	Wright, Adolphus R. Jr.	611	37536845	777	MIA
Sgt.	Fiske, Anthony R.	611	12080385	777	MIA

1. The following officers and enlisted men previously reported as missing in action were returned to this Group during this period.

Mission #23 - Cluj M/Y 779th			Key - LIA - Lightly injured in action			
			LWA - Lightly wounded in action			
2nd Lt.	Latham, Ernie D.	2 Jun 44	RTD	7 Jun 44	1024	0-687485
F/O	Kornich, Harold (NMI)	2 Jun 44	LIA	7 Jun 44	1035	T-122859
S/Sgt.	Sullivan, Thomas P.	2 Jun 44	RTD	7 Jun 44	612	32720262
S/Sgt.	Kyrmas, Angelo (NMI)	2 Jun 44	LIA	7 Jun 44	748	13031254
T/Sgt.	Ficklin, Ruby O.	2 Jun 44	LIA	7 Jun 44	757	18151973
S/Sgt.	Owens, Freeman W.	2 Jun 44	LIA	7 Jun 44	612	35095755

Mission #21 - Atzgeradorf 777th

2nd Lt.	Lambert, Lawrence J.J.	29 May 44	LIA	13 Jun 44	1035	0-744383
S/Sgt.	Fangman, Sylvester A.	29 May 44	LWA	13 Jun 44	748	38109865

Mission #21 - Atzgeradorf 776th

2nd Lt.	Girardeau, William M. Jr.	29 May 44	RTD	15 Jun 44	1034	0-757426
S/Sgt.	Aukney, Elton W.	29 May 44	RTD	15 Jun 44	748	39461148
Sgt.	Monscelli, Thoma R.	29 May 44	RTD	15 Jun 44	748	19193382
Sgt.	Atkinson, Bernard W.	29 May 44	RTD	15 Jun 44	612	18139063

Mission #21 - Atzgeradorf 777th

2nd Lt.	Baker, John C.	29 May 44	RTD	16 Jun 44	1034	0-695851
2nd Lt.	Valente, Louis V.	29 May 44	RTD	16 Jun 44	1035	0-755133
S/Sgt.	Styer, Martin R. Jr.	29 May 44	RTD	16 Jun 44	612	33377182

Mission #21 - Atzgeradorf 776th

F/O	Moore, Paul S.	29 May 44	LIA	16 Jun 44	1035	T-123054
Sgt.	Moore, Kenneth G.	29 May 44	LIA	16 Jun 44	611	17074077

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1. During this period a total of 37 purple Hearts and 409 Air Medals were awarded to personnel of this Group. The Distinguished Flying Cross was awarded to the following named personnel for extraordinary achievement in aerial flight:

Lt. Colonel Charles F. McKenna III - Deputy Group Commander - 0-369281
 Captain Robert W. Hornbaker - 778th Bombardment Squadron - 0-662788
 1st Lieutenant Robert (NMI) Todd - Navigator - 776th Bombardment Squadron - 0-801194

Captain John W. Nance - Asst. Group Operations Officer - 0-790704
 Major Clarence G. Poff, Commanding Officer of the 778th Bombardment Squadron (H), ASN 0-416342, was awarded the Silver Star for gallantry in action. Copies of General Orders are included.

2. In addition to personnel receiving awards there were several instances of unusual accomplishments in making repairs in flight which are worthy of mention. Narrative are inclosed.

1. Biographies

1. Colonel Arnold L. Schroeder, are thirty-five (35), Commanding Officer entered West Point Military on 2 June 1928 and graduated on 10 June 1932. Commissioned a 2nd Lt. in the Infantry he was immediately transferred to the Air Corps. Flying training was taken at Randolph and Kelly Fields, Texas, and Colonel Schoeder received his wings in February 1934. The next several years were spent at Wheeler Field, Hawaii, Bolling Field, Washington, D.D., Barksdale Field, Louisiana, as well as a short tour of duty in England as a Special Observer. Colonel Schroeder left the States on 22 February 1944 for overseas duty as Executive Officer of the 55th Bombardment Wing (H) where he served until 30 June 1944 when he assumed command of this Group. Colonel Schroeders rise in the Army has been steady and consistent being promoted to 1st Lt. in August 1935, to Captain in September 1940, to Major in July 1941, to Lt. Colonel in January 1042 and to Colonel in July 1943. The quiet, thorough and efficient manner in which Colonel Schroeder has taken over, plus his ability to "Mix" with his men, has already won the admiration and respect of the Group.

2. Major William J. Moore Jr., age twenty-four (24), began his Army career as a flying cadet on 10 October 1940. He was commissioned a 2nd Lt. in the Air Corps on 29 May 1941. Major Moore served as a basic instructor at Moffett Field, California until 25 May 1943. After attending Bomb Pilot Approach School, at Albuquerque, New Mexico, and Bombardiers School at Dening, New Mexico, Major Moore went to B-17 transition at Hobbs Army Air Field, New Mexico. Then assigned to A.A.B., Rapid City as an instructor in please training in an R.T.U. Group. Major Moore joined the 464th Bombardment Group at Pocatello, Idaho, on 19 November 1943, and was appointed Operations Officer of the 779th Bombardment Squadron (H). Major Moore had never flown B-24 aircraft until he arrived in Pocatello. Due to his ability and training Major Moore was appointed Commanding Officer of the 777th Bombardment Squadron (H), on 27 June 1944.

m. Promotions of Key Personnel

1. Captain William G. Moore Jr., 0-418054, was promoted to Major on 27 June 1944. S.O. 176 Par. 15, Hq., North African Theater of Operations.

2. Captain Weldon K. Burton, 0-1699310, was promoted to Major 27 June 1944. S.O. 176 Par. 15, Hq., North African Theater of Operations.

For the Commanding Officer

MAURICE C. KIELING,
Capt. Air Corps,
Asst. Group S-2 Officer.

14 Incls: See attached sheet.



COLONEL HAROLD L. SCHROEDER
Group Commander



MAJOR WILLIAM G. MOORE JR.
Commanding Officer, 777th Bombardment Squadron (H)

Ltr Historical Records Incls contd

- Incl 1 - S.O. 75 Par 1 Hq 55th Bomb Wing (H) dated 28 Jun 44
- Incl 2 - S.O. 117 Par 2 Hq 464th Bomb Group (H) dated 7 Jun 44
- Incl 3 - G.O. No. 1406 Hq 15 A F dated 28 Jun 44
- Incl 4 - G.O. No. 1120 Hq 15 A F dated 18 Jun 44
- Incl 5 - G/O/ No. 1492 Hq 15 A F dated 2 Jul 44
- Incl 6 - G.O. No. 1217 Hq 15 A F dated 21 Jun 44
- Incl 7 - G.O. No. 1232 Hq 15 A F dated 21 Jun 44
- Incl 8 - G.O. No. 1152 Hq 15 A F dated 19 Jun 44
- Incl 9 - Narrative of Outstanding Deeds of 22 Jun 44
- Incl 10 - Narrative of Outstanding Deeds of 26 Jun 44
- Incl 11 - Narrative of Outstanding Deeds of 28 Jun 44
- Incl 12 - Picture of Colonel Arnold L. Schroeder
- Incl 13 - Picture of Major William G. Moore Jr.
- Incl 14 - War Diary

WAR DIARY

1 June 1944 to 30 June 1944

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

1 June 1944

1. Movement from Gioia Air Base to Pantanella Air Base completed by truck and a/c. Group extremely busy with housing and messing problems and getting ready to fly the first combat mission from this base.

2. S-2 briefing building was not completed so two (2) tents were pitched in a wheat field near the line in a mad scramble to be ready for the next combat mission expected to be flown on 2 June 1944. A large circus tent was set up as a briefing room and a map was hastily constructed and set up by the 387th Service Squadron. This was a dusty, windy dirty location with transportation a major problem. One jeep to transport 28 men back and forth to mess and quarters.

3. Group photo laboratory was set up in a civilian dwelling at the east end of the runway. By fast work on the part of Lt. Crawford and Lt. Stringfield and their enlisted personnel the photo section was ready to operate immediately.

2 June 1944

1. Combat mission flown to Cluj M/Y. 68 tons of bombs were dropped. Good results. One a/c missing No. 41-29361 dropped from formation at (43°45'N-20°49'E). Believe to have ditched in the Adriatic. Mission led by Capt. William G Moore, Operations Officer of the 779th Bombardment Squadron (H). Bombing results were 21.8% within 1,000 feet and 54.6% within 2,000 feet. No e/a were observed or encountered. No flak encountered enroute or over the target.

3 June 1944

1. Combat mission scheduled to bomb Craiova M/Y was cancelled.

4 June 1944

1. Combat mission flown to Turin Central M/Y and Repair Warehouse. Led by Major Elvin E. Goodyear, Commanding Officer of the 779th Bombardment Squadron (H). Flak over target was SIH to MAH. No e/a were observed or encountered. 32 a/c dropped 63.5 tons of 500 lb. GP bombs. Bombing results were poor due to cloud coverage and due to fact that lead ship did not drop bombs. Four a/c were damaged by flak and one (1) a/c landed at a friendly field.

2. Enlisted men's Service Club of the 776th Bombardment Squadron (H) opened. Facilities include bar, barbershop, reading room, mail room and tailer shop.

5 June 1944

1. Combat mission flown to Ferrara M/Y. Led by Colonel Marshall Bonner, Group Commander. Flak at target was MAH. Twenty two (22) encounters of e/a. 20 ME-109s and two (2) FW-190s. One B-24 a/c No. 42-78133 was lost to e/a at 1540B hours at 44°37'N-12°09'E, with 4/7 chutes seen to open. A/C was seen to explode

in midair. Four (4) a/c were damaged by flak, one (1) of which will be inoperative for twenty four (24) hours or longer. Two (2) crew members suffered minor flak wounds and one (1) crew member suffered minor wounds from e/a. Thirty two (32) a/c dropped 63.8 tons of 100 lb GP bombs on target with good results. Our gunners claim four (4) ME-109s destroyed, two (2) ME-109s probably destroyed and one (1) ME-109 damaged.

6 June 1944

1. Combat mission as flown to bomb the Dacin Romano Oil Refinery at Ploesti. Let by Lt. Colonel Charles F. McKenna III. Flak was MAH and IAH. Fifteen (15) to twenty (20) encounters with e/a. Forty eight (48) e/a were seen. Forty (40) ME-109s and eight (8) to ten (10) FW-190s from (45°20'N-25°50'E) to (44°45'N-25°05'E). Tactics line abreast pressing to 75 yards from 12 o'clock, diving under first attack unit and coming up through second attack unit. Following a/c failed to return:

No. 41-29410 - crashed at 45°20'N-25°23'E. Six (6) chutes seen to open.
No. 42-50411 - attack at IP. No chutes seen to open.
No. 41-29379 - attack at IP. 6 chutes seen to open.
No. 41-28755 - crashed at 44°43'N-25°45'E. 6 chutes seen to open.
No. 42-78223 - Blew up at 44°40'N-26°00'E. Four (4) chutes seen to open.
No. 42050405 - attacked at 44°45'N-24°15'E. Four (4) chutes seen to open.
No. 42-78088 - reported to have crashed in friendly territory with crew reported safe.

One crew member was killed by bullets from e/a: S/Sgt Claude Orrell, ASN 14140422, nose gunner. Three crew members were wounded: 2nd Lt. Robert E. Hughes, 0-687326 - pilot was hit by e/a bullet on right side of neck and right arm. 2nd Lt. Albert E. Jones, 0-693520, was hit by e/a bullet in right leg. T/Sgt. Joseph W. Suehs, ASN 33553850, was hit by shrapnel from 20mm shell. Lt. Hughes was hit before target but continued to fly his a/c until out of the target area. Twenty six (26) a/c dropped 52 tons of 500 lb GP bombs. Bombing results could not be determined due to a very effective smoke screen, but are not believed to be good. Our gunners claim eight (8) ME-109s and two (2) FW-190s destroyed, one (1) ME-109 probably destroyed and five (5) ME-109s damaged.

7 June 1944

1. Combat mission flown to La Spezia Harbor, primary target, but due to 10/10 cloud coverage the first alternate target, Leghorn Port Installations were bombed. This was a composite Group of twenty one (21) a/c led by Major Thomas J. Carter, Commanding Officer of the 777th Bombardment Squadron (H). Flak at the target was SIH. No e/a were observed or encountered. No crew injuries or losses. One a/c landed at Corsica. Seven (7) a/c damaged by flak, none of which will be inoperative for twenty four (24) hours. Bombing results were very good. 43.4% within 1,000 feet and 72.9% within 2,000 feet. Direct hits were made in two (2) ships in harbor. Congratulations were received from Colonel George R. Acheson, Commanding Officer, Headquarters, 55th Bombardment Wing (H). There were no losses to either personnel or a/c.

8 June 1944 to 13 June 1944

1. Stand down. Practice bombing mission flown. Classes conducted for combat crews.

14 June 1944

1. Combat mission flown to Petfurdo Oil Plant (Hungary). Group led by Major Clarence G. Poff, Commanding Officer of the 778th Bombardment Squadron (H). Second attack unit led by Colonel Marshall Bonner, Group Commanding Officer. Flak at the target was SIH. Six (6) e/a believed to be ME-109s were observed a considerable distance away. There were no encounters. A/C No. 42-78317 crashed on landing due to nose wheel staying retracted. Two (2) crew members: T/Sgt. John W. Collier, ASN 19083881 and S/Sgt Albert A. Warren, ASN 39280168, were injured. Seven (7) a/c were slightly damaged by flak, none of which will be inoperative for twenty four (24) hours. Thirty six (36) a/c dropped 69 3/8 tons of 250 lb GO bombs. Bombing results were believed good, bombs dropping into smoke obscured area. Smoke from target observed up to 12,000 to 15,000 feet.

15 June 1944

1. Mission scheduled to bomb Timisoare M/Y cancelled.

16 June 1944

1. Combat mission flown to Lobau Oil Blending Plant (Austria). Led by Colonel George R. Acheson, Commanding Officer, 55th Bombardment Wing (H). Flak at the target was IAH. Forty nine (49) e/a were observed, consisting of eighteen (18) JU-88s, sixteen (16) ME-410s, five (5) FW-190s, ten (10) ME-110s. There were two (2) encounters. One (1) Ju-88 claimed as damaged. A/C No. 42-95382 damaged by flak and crew bailed out at 43°20'N-16°52'E, ten chutes seen to open. One a/c No. 41-29417 landed at Bari, a/c No. 42-78091, landed at Vis, crew returned to base with no injuries. Seven (7) a/c were damaged by flak, one of which will be inoperative for more than 24 hours. Thirty two (32) a/c dropped 62.5 tons of 500 lb GP bombs. Bombing results by this Group were excellent, 41% of the bombs falling within 1,000 feet, and 73.8% within 2,000 feet.

17 June 1944

1. Combat mission scheduled for Subotica M/Y was cancelled.

2. Major General James E. Fechet, head of Awards and Decorations Board and head of Promotions Board of Washington, D.C. visited Colonel Marshall Bonner, Group Commanding Officer. General Fechet is on a tour of the battlefronts. General Fechet is the father-in-law of Colonel Bonner.

18 June 1944

1. Combat mission scheduled for Giurgiu Oil Installation was cancelled.

19 June 1944

1. Combat mission scheduled for Sete Oil Storage and Refineries (France) was cancelled.

20 June 1944

1. Combat mission scheduled for Balaruc Oil Refinery (France) was cancelled.

21 June 1944

1. Combat mission scheduled for Center of City of Breslau (Germany), was cancelled.

22 June 1944

1. Combat mission flown to Bologna Main M/Y (Italy). Group led by Colonel Marshall Bonner, Group Commanding Officer, with Lt. Colonel John T. Tomhave of the 55th Bombardment Wing (H) as observer. Flak was encountered at the target and was from MAH to IAH. SIH flak was encountered at Urbino, Forli, Taenza, Pradoro, Essaso and Vewrgato. MAH was encountered at Colbardoro. Sixteen (16) to eighteen e/a were observed, consisting of 8/10 FW-190s and 6 ME-109s. These e/a were attacking the 465th Group. This Group had no encounters. Eight (8) a/c were damaged by flak, one (1) of which will be inoperative for more than 24 hours. Thirty five (35) a/c dropped 69 7/8 tons of 250 lb clustered GO bombs. Bombing results were good. 28.8% within 1,000 feet and 71.2% within 2,000 feet.

23 June 1944

1. Combat mission flown to Giurgiu Oil Installations and Storage. The Group was led by Major Thomas J. Carter, Commanding Officer of the 777th Bombardment Squadron (H). S to MIH flak was encountered at the target. On return IAL flak was encountered at Visocka Rzana (43°09'N-22°49'E). Seven (7) e/a were observed, one (1) FW-190, one (1) ME-109 and five (5) unidentified. There were no encounters. Three (3) a/c were damaged by flak, none of which will be inoperative for more than 24 hours. Twenty four (24) a/c dropped 45.15 tons of 100 lb clustered incendiary bombs on the target. Bombing results of the first attack unit were good. The second attach unit became separated from the first attack unit after flying through an overcast on the Yugoslav coast, joined the 465th Group and dropped its bombs on the old oil loading quay. There were no losses to either personnel or a/c.

24 June 1944

1. Stand Down.

25 June 1944

1. Combat mission flown to Balaruc (France) Oil Refinery. The Group was led by Major Clarence G. Poff, Commanding Officer of the 778th Bombardment Squadron (H). Flak at the target was SIH. Flak at Agde and Bounigues was SIH on return. Two (2) unidentified e/a were observed but there were no encounters. There was no damage to a/c and no personnel losses. Thirty four (34) a/c dropped 68 tons of 500 lb GP bombs. Bombing results were good even though this Group's bombs were to the left of the briefed aiming point. Due to smoke obscured area it was impossible to accurately plot the entire number of bombs dropped.

2. USO show presented to the 464th and 465th Groups.

26 June 1944

1. Colonel Marshall Bonner, Group Commanding Officer, and Major Thomas J. Carter, Commanding Officer of the 777th Bombardment Squadron (H) were lost due to direct flak hits on mission over Vienna, Austria.

2. Combat mission flown to Florisdorf Oil Refinery and M/Y Oil Sidings at Vienna, Austria. The Group was led by Major Harold E. Klehm, Commanding Officer of the 776th Bombardment Squadron (H). Colonel Marshall Bonner, Group Commanding Officer, led the second attack unit, and Major Clarence J. Carter, Commanding Officer of the 777th Bombardment Squadron (H) was first Deputy Group Leader. Flak at the IP was SAH, and at the target was IAH, including aimed and barrage fire, many flak bursts being unusually large, estimated up to eighteen (18) feet in

diameter. From 9/11 e/a were observed consisting of 5/6 ME-210s, two (2) FW-190s, one (1) ME-109 and one (1) JU-88. One encounter with one (1) JU-88 claimed as destroyed. Twenty three (23) a/c were damaged by flak, seven (7) of which will be inoperative for more than 24 hours. Six (6) crew members received flak wounds, of which four (4) were hospitalized. Two a/c and crews were lost on this mission: a/c No. 42-50401 with Colonel Marshall Bonner, Group Commanding Officer, as pilot received a direct hit by flak in the nose section. A/C went down in flames with ½ chutes seen to open. A/C went into a spin and was seen to crash. The second a/c lost was No. 42-95451, piloted by Major Thomas C. Carter, Commanding Officer of the 777th Bombardment Squadron (H). This a/c was hit by flak immediately after bombs away, a direct hit on No. 2 engine. This a/c veered off and started down under control and it appeared to be flying by automatic pilot. Six (6) chutes were seen to open, then two (2). The target was obscured by smoke, both from smoke pots and previous bombings by other groups. While the percentage of bombs dropped within 1,000 feet of the briefed aiming point (09.9%) and 36.8% in target area. Considerable damage was caused to the surrounding area.

27 June 1944

1. Combat mission scheduled for Blechhammer South Synthetic Oil Plant (Germany) was cancelled.

28 June 1944

1. Combat mission flown to Prahove Oil Refinery, Bucharest, Roumania. Group was led by Captain William G. Moore Jr., Commanding Officer of the 777th Bombardment Squadron (H). Flak at the target was IIH. No flak encountered elsewhere. Eight e/a were observed, consisting of four (4) FW-190s and four (4) ME-109s. There were no encounters, e/a being content to stay out of range and do acrobatics. Two (2) e/a, believed to be FW-190s were seen going down in flames over the target either from encounters with other bomber groups or fighter escort. One (1) a/c was damaged and will be inoperational for more than 24 hours. There were no crew injuries or a/c lost. Thirty three (33) a/c dropped 59 tons of 100 lb GP bombs. Bombing results were good even though target was obscured by smoke from earlier bombings. Difficulty was experienced due to improper release of bombs from racks. The intervalometer setting of 25 feet did not allow the bombs from the bottom stations ample time to clear the racks before the bombs from the stations above were released, causing the bombs to "pile up" in the bomb bay, resulting in poor trajectories, and damage to the a/c, (five a/c lost both bay doors). Many bombs had to be thrown out by hand, entailing extreme danger to crew members working in open bomb bays. A total of 115 bombs had to be jettisoned or thrown out due to this condition.

29 June 1944

1. Stand down.

30 June 1944

1. Colonel Arnold L. Schroeder, 0-18848, AC, assumed Command of this Group (S.O. No. 75 Par No. 1 Hq 55th Bombardment Wing (H) dated 28 June 1944. Vice Colonel Marshall Bonner missing in action.

2. Combat mission flown to Blechhammer North Synthetic Oil Refinery (Germany). Group was led by Lt. Colonel Charles F. McKenna III, Deputy Group Commander. Due to adverse weather the Group turned at 47°10'N-17°40'E and returned to base. One a/c dropped 2 ½ tons of 500 lb GP bombs on target or opportunity, Pauspornadaso,

(46°13'N-18°28'E) from 11,000 feet at 1018B hours with unknown results as no strikes were visible on photographs. Four (4) e/a ME-109s were observed. One encounter took place, resulting in four (4) crew members receiving wounds and a claim of one (1) ME-109 probably destroyed.

MAURICE C. SIELING
Capt, AC
Acting Gp Int O

Narrative of Outstanding Deeds

1. On a bombing mission on 22 June 1944 to Bologna M/Y, Italy, after destroying their objective, B-24 a/c No. 42-9537 was hit by flak in an intense flak area about 12 miles south of Fano, Italy. One flak burst cut the metal gas tubes to the sight gauges causing excessive gas loss. Lts. Stoll and Havaschieni went to the bomb bay to repair the damage, opening the bomb bay doors to allow the leaking gas to escape. There they were joined by two other crew members, T/Sgt. Sterling C. Parker and William H. Chucts. All four members worked under the most perilous and adverse conditions without parachutes, oxygen masks, or heavy flying clothes, on a slippery catwalk caused by leaking gas in an open bomb bay, with intense flak bursting all around. Each of the four crew members passed out from the lack of oxygen. Lt. Stoll suffered two frost bitten fingers and a slight flak wound in the head. T/Sgt. Parker was ill from the effect of gasoline fumes. All, however, continued their work at every possible opportunity, succeeding in repairing the severed gasoline lines and were responsible for the safe return of their a/c to base.

Narrative of Outstanding Deeds

1. Participating in a flight to bomb the Florisdorf M/Y, Vienna, Austria on 26 June 1944, B-24 a/c No. 42-95355, piloted by Major Harold E. Blehm, Commanding Officer of the 778th Bomb Squadron (H) and Deputy Leader of the leading 464th Bomb Group (H) of the leading wing of the Fifteenth Air Force, encountered IAH flak over the target area.

2. One (1) particularly close hit on the bomb run severed the left aileron cable. For the remainder of the bomb run, Maj. Blehm, with consummate skill, continued to fly his extremely tight formation so that his bombs could do maximum damage to the highly strategic target.

3. For more than thirty (30) minutes after bombs away, Maj. Blehm, with exceptional skill, continued to fly close formation despite great damage to his a/c. In addition to his left aileron cable being shot away, his #1 engine had been hit, and oil was being lost throughout the entire return route. Immediately after rallying from the target, #2 engine supercharger went out giving less than 50% power. Both inverters were shot out causing the loss of all the engine instruments.

4. During the entire route back to base, Maj. Blehm was forced to fly without the use of oil pressure, fuel pressure or manifold pressure instruments and some of his radio equipment was inoperative.

5. Just before landing, Maj. Blehm's #1 engine lost almost the last of its remaining oil, its prop governor ran out and the prop ran away. It was impossible to feather the engine due to lack of oil pressure and it was impossible at any time to tell the degree of oil pressure as the instrument was inoperative. Maj. Blehm nevertheless continued to make approach, and made an excellent landing, and it was found that one (1) pint of oil remained in #1 engine.

6. T/Sgt Alvin E. Peterson, 1st engineer, again distinguished himself through effecting repairs to his damaged a/c. One the proceeding day, on a mission to bomb Blechhammer Synthetic Oil Refinery, Germany, he had repaired severed cables without tools, material or repair facilities. Because of previous experience, Sgt. Peterson had some baling wire into the plane wit him. With this baling wire, displaying great ingenuity and initiative, T/Sgt. Peterson and S/Sgt. Kynoch, assistant engineer, effected repairs to the severed aileron cable. Both men performed this work in the bomb bay at 21,000 feet where no oxygen could be obtained for them. After working for about a half an hour they succeeded in slicing the cable and both returned to the flight deck white, pale and weak from lack of oxygen.

7. The efforts of Sgts Peterson and Kynoch materially contributed to the safe return of their a/c to its base. Their efforts are considered by their crew commander, Capt. Bruce C. Cator, to be above and beyond the call of duty, to have evidence outstanding initiative and ingenuity and to efforts performed at great personal risk, requiring the greatest determination.

HEADQUARTERS
FIFTEENTH AIR FORCE
APO 520

18 June 1944

GENERAL ORDERS)
:
NUMBER 1120)

SECTION II - AWARDS OF THE DISTINGUISHED FLYING CROSS

E X T R A C T

* * * * *

Under the provisions of AR 600-45, as amended, and pursuant to authority contained in Circular No. 26, Headquarters NATOUSA, 6 March 1944, the Distinguished Flying Cross is awarded the following named personnel, residence and citation as indicated:

ROBERT W. HORNBAKER, 0-662788, Captain, Air Corps, 778th Bombardment Squadron, 464th Bombardment Group, United States Army. For extraordinary achievement in aerial flight as pilot of a B-24 type aircraft on 10 May 1944. Captain Hornbaker, as Deputy Leader of a group flew through extremely hazardous weather to bomb enemy installations in Austria. During the bombing run the formation was subjected to ceaseless pounding from intense and accurate anti-aircraft fire. Shortly before bomb release time, his ship was hit. Two (2) engines were damaged, one (1) being rendered inoperative and other losing a supercharger. Numerous instruments and control cables were shot away. Captain Hornbaker's left waist gunner was killed and his co-pilot seriously wounded, necessitating his removal from the co-pilot's seat. Despite these handicaps he held his ship in formation until bombs were released, leaving the formation at that point. Successfully countering attacks from six (6) enemy fighters, he maneuvered under the protection of the main formation twenty (20) minutes later. By his gallantry, outstanding leadership and professional skill, Captain Hornbaker has reflected great credit upon himself and the Armed Forces of the united States of America. Residence at appointment: Stafford, Kansas.

* * * * *

By command of Major General TWINING:

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

OFFICIAL:

J. M. Ivins
J. M. IVINS
Lieutenant Colonel, AGD
Adjutant General.

A TRUE COPY:

DARYL D. JOHNS
Major, AC,
Adjutant

HEADQUARTERS
FIFTEENTH AIR FORCE
APO 520

19 June 1944

GENERAL ORDERS)
:
NUMBER 1152)

E X T R A C T

Awards of the Silver Star.....Section I

Members of 778th Bombardment Squadron, 464th Bombardment Group

Section I - AWARDS OF THE SILVER STAR

Under the provisions of AR 600-45 as amended, and pursuant to authority contained in circular No. 26, Headquarters NATOUSA, 6 March 1944, the Silver Star is awarded the following named officer, residence and citation as indicated:

CLARENCE G. POFF, 0-416342, Major, Air Corps, 778th Bombardment Squadron, 464th Bombardment Group, United States Army. For gallantry in action as pilot of a B-24 type aircraft. On 10 May 1944, Major Poff led his group on a bombing mission against a vitally important enemy aircraft factory in Austria. Despite severe and adverse weather conditions encountered enroute, together with intense and accurate anti-aircraft fire in the target which seriously damaged his aircraft, destroying the hydraulic system, damaging numerous instruments and rendering one (1) engine inoperative, Major Poff skillfully kept his formation together, bringing them through for a highly successful bombing run. Turning from the target, he quickly assembled his group, and again brought them through the adverse weather, until he was forced to drop from the formation due to the crippled condition of his aircraft. Displaying outstanding professional skill, he successfully brought his aircraft through enemy territory alone, for a safe landing at base without further damage. By his outstanding gallantry, leadership and devotion to duty at time of great danger, as evidenced throughout his combat career, Major Poff has reflected great credit upon himself and the Armed Forces of the United States of America. Residence at appointment: Roanoke, Virginia.

By command of Major General TWINING:

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

OFFICIAL:

J. M. Ivins
J. M. IVINS
Lt Col, AGD
Adjutant General.

A TRUE COPY:

MAURICE C. RIELING,
Capt. Air Corps,
Asst. S-2 Officer.

HEADQUARTERS
FIFTEENTH AIR FORCE
APO 520

21 June 1944

GENERAL ORDERS)
:
NUMBER 1232)

E X T R A C T

Awards of the Distinguished Flying Cross.....Section I

Members of 778th Bombardment Squadron, 464th Bombardment Group

Section I - AWARDS OF THE DISTINGUISHED FLYING CROSS

Under the provisions of AR 600-45, as amended, and pursuant to authority contained in Circular No. 26, Headquarters NATOUSA, 6 March 1944, the Distinguished Flying Cross is awarded the following named personnel, residence and citation as indicated:

JOHN B. FERNSLER, 0-387338, Captain, Air Corps, United States Army. For outstanding achievement in aerial flight as pilot of a heavy bombardment aircraft. Enroute to bomb highly strategic enemy installations in Austria on 10 May 1944, determined enemy resistance was encountered near this target area. Displaying superior leadership and courage, Captain FERNSLER, although his plane was severely damaged, continued through to the objective and aided in the ultimate destruction of the assigned target. After leaving the immediate area, despite additional enemy attack, he made possible the safe return of his damaged aircraft without further injury to the crew, thereby completing a difficult and hazardous assignment with a high degree of success. By his professional skill and devotion to duty, Captain FERNSLER has upheld the highest tradition of the Military Service, thereby reflecting great credit upon himself and the Armed Forces of the United States of America. Residence at appointment: Collingswood, New Jersey.

* * * * *

By command of Major General TWINING:

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

OFFICIAL:

J. M. IVINS
LtCol, AGD
Adjutant General.

A TRUE COPY:

MAURICE C. RIELING,
Capt. Air Corps,
Asst. S-2 Officer.

HEADQUARTERS
FIFTEENTH AIR FORCE
APO 520

21 June 1944

GENERAL ORDERS)
:
NUMBER 1217)

Section II - AWARDS OF THE DISTINGUISHED FLYING CROSS

E X T R A C T

Under the provisions of AR 600-45, as amended, and pursuant to authority contained in Circular No. 26, Headquarters NATOUSA, 6 March 1944, the Distinguished Flying Cross is awarded the following named personnel, residence and citation as indicated:

JOHN W. NANCE, 0-7910704, Captain, Air Corps, Headquarters, 464th Bombardment Group, United States Army. For extraordinary achievement in aerial flight as pilot of a B-24 type aircraft. On 29 May 1944, Captain Nance led his formation on a bombing mission against vital enemy installations in Austria. Despite intense and accurate enemy anti-aircraft fire over the target which severely damaged his aircraft rendering one (1) engine inoperative, Captain Nance courageously brought his entire formation through for a highly successful bombing run. Turning from the target he was forced to drop from the comparative safety of the formation and was immediately attacked by approximately seven (7) enemy fighters. With the fighters pressing their attacks against his crippled ship, Captain Nance dove his plane to within forty (40) feet of the ground, and, in the ensuing engagement lasting over forty-five (45) minutes his gunners accounted for three (3) enemy aircraft destroyed, one (1) probably destroyed and the remainder driven off. Continuing at an extremely low altitude, he brought his aircraft safely back to base without further damage. By his outstanding courage, leadership, and devotion to duty, as evidenced throughout his combat career, Captain Nance has reflected great credit upon himself and the Armed Forces of the United States of America. Residence at appointment: Graham, North Carolina.

* * * * *

By command of Major General TWINING:

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

OFFICIAL:

J. M. Ivins
J. M. Ivins
Lieutenant Colonel, AGD
Adjutant General.

A TRUE COPY:

DARYL D. JOHNS
Major, AC,
Adjutant.

HEADQUARTERS
FIFTEENTH AIR FORCE
APO 520

28 June 1944

GENERAL ORDERS)
:
NUMBER 1406)

Section I - AWARDS OF THE DISTINGUISHED FLYING CROSS

E X T R A C T

* * * * *

Under the provisions of AR 600-45, as amended, and pursuant to authority contained in Circular No. 26, Headquarters NATOUSA, 6 March 1944, the Distinguished Flying Cross is awarded the following named personnel, residence and citation as indicated:

CHARLES F. MCKENNA, III, 0-369281, Lieutenant Colonel, Air Corps, Headquarters, 464th Bombardment Group, United States Army. For extraordinary achievement in aerial flight as pilot of a B-24 type aircraft. On 16 June 1944, Lieutenant Colonel McKenna led his group in a lead of a Wing formation on a bombing mission against vitally important enemy oil production installations in Austria. By his outstanding leadership, he led his group and the entire wing formation directly to the target, where, despite extremely heavy enemy fighter opposition and intense and accurate barrages of heavy anti-aircraft fire, he brought them through for a highly successful bombing run which caused devastating damage to this vitally important installation. Rallying from the target, by his skillful leadership and courageous flying, he so maneuvered his formation that crippled bombers were able to maintain their positions within the protective formation, thus enabling this difficult and hazardous mission to be accomplished for such an assignment. By his outstanding leadership, professional skill, and devotion to duty, as evidenced by his personal combat record of twenty-six (26) successful missions against the enemy, Lieutenant Colonel McKenna has reflected great credit upon himself and the Armed Forces of the United States of America. Residence at appointment: Pelham, New York.

* * * * *

By command of Major General TWINING:

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

OFFICIAL:

J. M. Ivins
J. M. Ivins
Lieutenant Colonel, AGD
Adjutant General.

A TRUE COPY:

DARYL D. JOHNS
Major, AC,
Adjutant

HEADQUARTERS
FIFTEENTH AIR FORCE
APO 520

2 July 1944

GENERAL ORDERS)
 :
NUMBER 1492)

Section IV - AWARDS OF THE DISTINGUISHED FLYING CROSS

Under the provisions of AR 600-45, as amended, and pursuant to authority contained in Circular No. 26, Headquarters NATOUSA, 6 March 1944, the Distinguished Flying Cross is awarded the following named personnel, residence and citation as indicated:

E X T R A C T

* * * * *

ROBERT (NMI) TODD, 0-801194, First Lieutenant, Air Corps, 776th Bombardment Squadron, 464th Bombardment Group, United States Army. For extraordinary achievement in aerial flight as navigator of a B-24 type aircraft. On 16 June 1944, Lieutenant Todd was the lead navigator of a group formation on a vitally important mission to bomb an enemy oil production installation in Austria. By outstanding professional skill, Lieutenant Todd led his formation over the prescribed route directly to the target, allowing the bombardiers to deliver a devastating blow to this vital enemy installation. The formation was harassed throughout this mission by over one-hundred (100) enemy fighters and encountered intense and accurate enemy anti-aircraft fire. Throughout the mission, by his ceaseless efforts, and his cool and courageous action under fire and intense enemy opposition Lieutenant Todd navigated the group formation in such a manner as to accomplish this important mission in a highly successful manner with a minimum of losses. By his outstanding leadership, sound judgement and devotion to duty, as evidenced throughout his combat career, Lieutenant Todd has reflected great credit upon himself and the Armed Forces of the United States of America. Residence at appointment: Livingston, New Jersey.

* * * * *

By command of Major General TWINING:

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

OFFICIAL:

J. M. Ivins
J. M. Ivins
Lieutenant Colonel, AGD
Adjutant General.

A TRUE COPY:

DARYL D. JOHNS
Major, AC,
Adjutant

HEADQUARTERS 55TH BOMBARDMENT WING (H)
APO 520 U.S. ARMY

28 June 1944

SPECIAL ORDERS)

No. 75 :
)

1. Colonel ARNOLD L. SCHROEDER, 0-18848, AC, is reld fr asgmt as Wing Executive and Wing Defense Officer, and is asgd to 464th Bomb Group (H) to assume command, effective 30 June 1944.

2. Lt Col JOHN P. TOPHAVE, 0-22036, AC, is reld fr dy as Air Inspector, Judge Advocate, and Investigating Officer and is announced as Wing Executive and Wing Defense Officer.

3. Lt Col FRANK A. ROGERS, 0-299866, AC, is reld fr dy as Asst Air Inspector and announced as Air Inspector.

4. Under the provisions of Sec V, NATOUSA, Cir No. 100, 30 May 43, Lt Col FRANK A. ROGERS, 0-299866, AC, is designated as Investigating Officer for this headquarters, to investigate and report upon all accidents and incidents referred to him for investigation, except investigations under the provisions of AW 70, and par 35a, MCM 1928.

Lt Col FRANK A. ROGERS, 0-299866, AC, is also designed as the board of one officer in any case within the provisions of AW 105, and will likewise constitute the investigating officer of the board of officers or surveying officer required by AR for the investigation of any accident involving death, personal injury, or property loss or damage, Each investigation will be conducted with complete and careful compliance with the provisions of Sec VI, NATOUSA Cir. No. 100 and Par 8, AR 25-20.

5. In compliance with Par 1.c. Ltr (conf) AG 250, Hq 15th AF, 10 Feb 44, Lt Col FRANK A. ROGERS, 0-299866, AC, in addition to his other duties is detailed as Judge Advocate, this headquarters.

By order of Colonel ACHESON:

H. W. TITTEL,
Lt Col, AC,
Adjutant

OFFICIAL:

H. W. TITTEL,
Lt Col, AC,
Adjutant

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

27 June 1944.

SPECIAL ORDERS)
:)
No.117)

1. Fol named O. orgn indicated, are hereby granted a Leave of Absence of three (3) days off o/a this date. PAC AR 605-115.

2ND LT (1024)	HOHN F. KOLLAS	0687041	776th Bomb Sq (H)
2ND LT (1024)	CHARLES L. PRESTON	0687762	776th Bomb Sq (H)
1ST LT (1034)	WALTER H. ROSE	0789511	776th Bomb Sq (H)

2. Under the provisions of AR 600-20, CAPT (2161) WILLIAM G. MOORE, 0418054, is hereby aptd Commanding Officer of the 777th Bomb Sq (H).

3. 1ST LT (1034) FRANCIS V. CARTER, 0795201, 777th Bomb Sq (H), is hereby aptd Summary Courts Officer, (AW 112, MCM 1928). He will be guided by and will perform his duties in the cases of deceased personnel or of personnel missing in action referred to him in the manner prescribed by AR 600-550.

4. SMOP 1 SO 115, Extract this Hq, cs, as reads "2ND LT CHARLES F. TARVER, 0668828, 776th Bomb Sq (H)," is amended to read "2ND LT CHARLES F. TARVER, JR., 0668828, 776th Bomb Sq (H)."

5. SMOP 1 SO 115, Extract this Hq, cs, as reads "T/Sgt Hugh C. Wintermcyer, 6999105, 776th Bomb Sq (H)," is amended to read "T/Sgt Hugh C. Wintermoyer, 66999105, 776th Bomb Sq (H)."

By order of Lieutenant Colonel MC KENNA:

DARYL D. JOHNS
Major, Air Corps,
Adjutant.

OFFICIAL:

DARYL D. JOHNS
Major, Air Corps,
Adjutant.