

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

1 OCTOBER 1944

GROUP HISTORY 1 SEPTEMBER 1944 TO 30 SEPTEMBER 1944

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

1 OCTOBER 1944

During the past month our tonnage of bombs dropped and number of missions flown have been low, due to circumstances beyond our control.

On the other hand, there is a really bright side to our operations during the month of September: our losses were very low and a fairly heavy amount of damage was inflicted on each mission.

With increasing bad weather, more and more emphasis will be placed on all training-ground and air.

With fewer missions flown, due to bad weather, more time will be available to all personnel for other purposes. In order that this time will not weigh collectively or individually, it is hoped that we will be able to provide additional athletic and recreational facilities—at our own expense if necessary.

AL SCHROEDER
A.L. SCHROEDER
Colonel, Air Corps
Commanding

HEADQUARTERS
464th BOMBARDMENT GROUP (H) A
PO 520 U S ARMY

1 OCTOBER 1944

NARRATIVE HISTORY FOR THE MONTH OF SEPTEMBER 1944

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

2. Lt. Col. ELVIN E. GOODYEAR, 0-401217 appointed Acting Deputy Group Commander, Vice Lt. Colonel CHARLES F. MCKENNA III ON D/S to the United States.

MAJOR JAMES H. GILSON, 0-412958 appointed Commanding Officer of the 779TH Bombardment Squadron (H), Vice Lt. Colonel ELVIN E. GOODYEAR, appointed Deputy Group Commander.

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

	<u>Officers</u>	<u>Enlisted Men</u>
As of 31 August 1944	415	1679
Net decrease(Officers) increase (EM)	11	50
As of 30 September 1944	404	1729

4. Attacking many objectives in Greece, Yugoslavia, Italy, Hungary, Austria, Germany and Poland, this Group flew a total of thirteen (13) missions. Hungary received the brunt of our attacks with six (6) attacks on marshalling yards, bridges and oil refineries. During the course of the month four (4) marshalling yards, four (4) bridges, two (2) oil refineries and two (2) war materials factories and one (1) harbor installation was bombed.

A total of 373 sorties were flown and 840.75 tons of bombs dropped on enemy objectives.

Due to adverse weather conditions a total of ten (10) missions were cancelled.

Since this group became operational 30 April 1944 it has flown a total of 83 combat missions, with 2526 sorties and has dropped 5264 tons of bombs on enemy targets.

5. No encounters with enemy aircraft were experienced during this period. Two (2) additional claims for enemy aircraft previously destroyed were allowed. This Group continues to lead the Wing in destruction of enemy aircraft. Totals to date for this Group are as follows:

	<u>Air</u>	<u>Ground</u>
Destroyed	76	20
Probably destroyed	40	
Damaged	20	12

6. There were two (2) deaths in the Group during this period, one (1) officer killed in action and one (1) officer dying of Malaria. There were six (6) minor wounds, three (3) moderately serious wounds and four (4) cases of frost bites during this period resulting from combat missions.

Twenty (20) Combat Crew Members were listed as Missing in Action, with twelve (12) Crew Members being returned to duty who were previously listed as Missing in Action.

7. Awards made during this period were as follows:

Good Conduct Medal	162
Purple Heart Medal	65
Air Medal	150
1st Cluster to Air Medal	88
2nd Cluster to Air Medal	83
3rd Cluster to Air Medal	88
4th Cluster to Air Medal	4
Distinguished Flying Cross	198
First Oak Leaf Cluster to D.F.C	2

Eight (8) Distinguished Flying Cross awards were made to Combat Crew Members who were listed as Missing in Action and one (1) Posthumously.

The Silver Star was awarded to the following flying personnel:

General Order No 3052, Hq. 15th Air Force 2 September 1944

T/Sgt	James H Elder	70022777	777th	Squadron
S/Sgt	Sylvester A Faugman	38109865	777th	Squadron
S/Sgt	George R Masterson	36379395	777th	Squadron
S/Sgt	Robert L McMillan (K.I.A.)	14154813	777th	Squadron
S/Sgt	James J Petrone (M.I.A)	31325304	777th	Squadron
1st Lt	John L Tudbury Jr.	0-795861	777th	Squadron
T/Sgt	Ernest N Monthey	17127572	777th	Squadron
S/Sgt	Robert V King	36380226	777th	Squadron
S/Sgt	Wilbur A Tri	37168950	777th	Squadron

General Order No 33, Hq. 15th Air Force 16 September 1944

Capt.	William T. Eaves	0-66256	777th	Squadron
1st Lt	Joyce W Lewis	0-749273	779th	Squadron
1st Lt	Morgan D Vaughan	0-668842	779th	Squadron
2nd Lt	Bartholomew D Barry Jr.	0-718954	779th	Squadron
2nd Lt	James T Creekmore	0-555969	779th	Squadron
T/Sgt	Richard L Dupre (Posthumous)	17070726	779th	Squadron
T/Sgt	William F Wrinn (M.I.A,)	32393005	779th	Squadron
S/Sgt	Robert J Fischer	35461534	779th	Squadron
S/Sgt	Walter H Stutts	6871543	779th	Squadron
Sgt	Frank B Danserseau	14128287	779th	Squadron

Sgt Joseph B Palmiero 32944905 779th Squadron

The Solders Medal was awarded to the following ground personnel:

General Order No 3433, Hq. 15 th Air Force. 16 September 1944

Cpl James W Arinstrong 35549194. 779th Squadron

General Order No 3653, Hq. 15th Air Force 26 September 1944

2nd Lt	Leroy B Marsh Jr	0-867005	779th Squadron
T/Sgt	Dale S Caldwell	39836565	779th Squadron
M/Sgt	William L Spivey	18005538	779th Squadron
M/Sgt	Clarence V Avenius	14052135	779th Squadron
M/Sgt	Theodore G Moldenhauer	18001470	779th Squadron
M/Sgt	Herman T Moldenhauer	18001481	779th Squadron
S/Sgt	Lester G Hacker	35091299	779th Squadron
Sgt	Wayne G Marinou	37472933	779th Squadron
T/Sgt	Harry A Bruneau	12033129	779th Squadron

8. There were three (3) aircraft accidents during this period, resulting in three (3) minor injuries to crew members and two (2) aircraft with major damage and one (1) aircraft completely wrecked.

	<u>Date</u>	<u>A/C #</u>	<u>Details of Accident</u>
A.	8 September 1944	41-28701	Left landing gear gave way while a/c was being taxied. No injuries. Major damage to a/c.
B.	28 September 1944	41-29417	Left landing gear gave way on landing, letting left wing and No 1 prop dig into runway. Three (3) minor injuries A/C completely wrecked.
C.	29 September 1944	42-50963	Right wing stalled out just above the runway during a simulated two engine landing dragging the right wing tip and vertical stabilizer on the runway. No. injuries. Major damage to the a/c.

9. There were twenty-four (24) new cases of venereal diseases reported in the Group during the five (5) week period beginning 26 September 1944, for a rate of 115.99 per 1,000 men per annum. This is compared to four (4) new cases for a rate of 25.81 for the previous reporting period in August 1944. Based on Case Contact Histories in the Group Surgeon's file this increase appears to be the result of increased activities of prostitutes in Rome, Bari, Naples and smaller surrounding towns. The Medical Section is making a determined effort by lectures and motion pictures to bring this situation back under control. Patrols are being made in the surrounding towns to decrease the number of possible contacts with

prostitutes. There has been a reduced number of passes issued to enlisted personnel in view of the existing conditions.

Members of this Group donated 289 units of blood during this period.

10. A total of seventy-eight (78) Combat Crew Members finished their fifty (50) combat missions and are awaiting orders sending them back to the United States.

11. Fourteen (14) replacement Combat Crews were assigned to this Group, and were given the regular three (3) day ground training and indoctrination program.

12. Morale for the Group continued at a high level. Low combat losses, crews finishing their tour of duty, plus the interest being shown in preparing living quarters for winter have had a good effect on morale. Construction of better quarters has been keeping personnel busy, and busy men are usually contented men. More emphasis has been placed on physical training, resulting in more athletic competition and body building sports.

13. A copy of Medical History of the Group from 1 September 1943 to 30 June 1944 is inclosed.

14. From the Chaplains view point, the month of September 1944 has been the best in the history of the Group. Chapel attendance has increased, letters of sympathy for men lost has decreased and baptismal services exceeded burial services.

During this period attendance at Church Services was 2127. Letters of sympathy were written for only one crew.

Work continues on the Chapel at a satisfactory pace. A bronze church bell has been installed, stained glass windows put in and a dedication plaque of marble has been placed above the church entrance. Since this plaque has been installed many of us have paused and humbly read the inscription "DEDICATED TO THE GLORY OF GOD, IN LOVING MEMORY OF THOSE MEN IN THE 464TH BOMBARDMENT GROUP WHO GAVE THEIR LIVES FOR PEACE AND RIGHTEOUSNESS".

A large reading and lounging room is being constructed as a wing to the Chapel, including a fireplace and comfortable furniture for benefit of those who wish to spend a quiet evening of reading or study.

15. Special Services showed fifteen (15) different films together with G.I. movies and training films during this period. Cold and rainy weather failed to discourage the movie fans of the Group. One (1) U.S.O. show played at this base featuring Al Robinson, which was by far the best U.S.O. production to show at this base up to the present time.

Four hundred men attended showing of "The Barretts of Wimpole Street" at Bari and Foggia. Ten (10) men signed up for courses in the Armed Forces Institute, and weekly discussion groups were organized in the 778th and 777th Squadrons.

The personnel of this Group contributed \$1700 in memberships in Army Air Forces Air Society during this period.

A compulsory program of physical training was instituted and well received by personnel of the Group. Three (3) hours of physical training a week is required by all personnel.

Three (3) issues of the "464th Bomb Blast" the camp newspaper were distributed.

16. At last, after months of operating in makeshift tents, the new Headquarters Building is occupied. The building houses S-1, S-2, S-3, and office of the Commanding Officer, as well as a briefing room. It is a distinct relief to be inside out of the wind, dust and rain and should lead to greater efficiency in all sections.

17. The big question is nearly every one's mind at the present time is "How are we going to keep warm this winter?"

BIOGRAPHIES

1. Captain VERL FIELDING, 0-649927, Group Statistical Control Officer was inducted into the Army on 5 November 1941 at Camp Blanding, Florida. Assigned to the 9th Troop Carrier Squadron, of the 63rd Troop Carrier Group. Captain Fielding served in the same Squadron in personnel work at Brookley Field, Florida, Camp Williams, Wisconsin, Selfridge Field, Michigan, Pope Field, North Carolina, Dodd Field, San Antonio, Texas, Stugartt A.A.B., Arkansas, until 12 December 1942, reaching the grade of Sergeant. Appointed to O.C.S., Miami Beach, Captain Fielding finished the course at A.A. F. Statistical School at Harvard University and was commissioned 2nd Lt. A,C, on 1 March 1943.

Following assignment at Fort George Wright, Spokane, Washington, Salina Kansas and Topeka, Kansas, Captain Fielding was assigned to the 464th Bombardment Group (H) on 20 August 1943 Orlando, Florida, where selected personnel were receiving special training at A.A.F. S.A.T. Captain Fielding has served with this Group since that time as Group Statistical Control Officer and Assistant Group Adjutant.

Captain Fielding is 24 years of age, married, with a son age one month which he has never seen and claims Plant City, Florida as his home town. Captain Fielding intends to finish college at the University of Florida, having one year to go to obtain his degree.

2. CAPTAIN ALLEN S. ORTON, 0-861841, Group Weather Officer entered the Army at Albany, New York, on 19 July 1942 as an Aviation Cadet in Meteorology. Graduating from A.A.F.T.C. New York University on 11 May 1943 he was commissioned a 2nd Lt A.C. Captain Orton served as weather officer and ground school instructor at Stewart Field, West Point until 5 August 1943 when he was sent to A.A.F.S.A.T., Orlando Florida for a course as Staff Weather Officer. Upon completion of this course was assigned to the 464th Bombardment Group (H) as Weather Officer on 2 September 1943.

Captain Orton is 24 years of age, single and claims Salem, New York as his home town. A graduate of Union College Schenectady, New York, Captain Orton intends to go to a graduate school of Economics after he is discharged from the Army.

3. 1st Lt. RICHARD E. STRINGFIELD. 0-857791, Group Photo Interpreter, joined the Army as an enlisted man on 14 January 1942 in New York City. Assigned to Ordnance Lt. Stringfield served at Camp Upton, New York, Morrison Field, Florida and Aberdeen Proving Ground, Maryland until October 1942 when he was appointed an Aviation Cadet for training at the Cadet Photo School at Lowry Field, Colorado. At time of appointment as Aviation Cadet, Lt Stringfield was Technician 5th Grade

Completing the course of instruction on 1 January 1943, Lt Stringfield received his commission as 2nd Lt A.C. Serving as photo supply officer at Air Service Command, Patterson Field, Ohio, until March 1943. Lt Stringfield attended A.A.F.A.I.S., Harrisburg. Then followed service at Patterson Field, McClellan Field, Sacramento, A.A.B. Santa Maria, and the 382nd Bombardment Group(H) at Pocatello Idaho. Lt Stringfield joined the 464th on 21 October 1943 at Pocatello A.A.B. and has been with the Group since that time. Lt Stringfield is 26 years of

age, single, and claims Somerville N.J. as his home town. A graduate of Rutgers University, Lt. Stringfield intends to take a post graduate course in advertising at Northwestern University after the war.

4 1st Lt LANSON H. CRASFORD. 0-582691, entered the Army as Enlisted Man in the Air Corps on 20 February 1942 at Hammer Field, Fresno, California. Serving in the photo laboratory as a photo technician and section, Lt Crawford rose to the rank of Staff Sergeant. Appointed to O.C.S. Miami Beach, Florida on 20 June 1943. Assignments followed to the 382nd Bombardment Group at A.A.B., Pocatello, Idaho, as Group Photo Officer, where he served until joining the 464th Group as Group Photo Officer on 11 November 1943.

Lt Crawford is 38 years of age, single and claims Wellsville, Ohio, and Fresno, California as his home towns. Lt Crawford intends to continue his career in commercial art and commercial color photography which he gave up when he entered the Army.

HEADQUARTERS
55TH BOMBARDMENT WING
APO 520 US ARMY

10 September 1944

SUBJECT: Commendation.

TO : Commanding Officer, 464th Bombardment Group, APO 520, U.S. Army.

1. It is my desire to highly commend the officers and enlisted men of your Group and Squadron Engineering sections for the excellent maintenance record maintained since arriving in this theatre of operations.

2. The quality of maintenance and appearance of the Engineering areas have been superior. This condition reflects the zealous effort and persistent application to duty performed by all concerned.

3. Request the contents of this letter be brought to the attention of all personnel concerned.

/a/ George R. Acheson
/t/ GEORGE R. ACHESON
Colonel, Air Corps
Commanding.

LXCN LENR V LDZ NR5 NK5 NH5

OP/OP CONF

T LXQN
LEJN
LENR

FROM 55TH BOMB WING CITE NO FFW ABLE 85 HH0160 101726B
TO CO 460TH BOMB GROUP
CO 464TH BOMB GROOUP
CO 485TH BOMB GROOUP

GR-----BT

CONFIDENTIAL I DESIRE TO COMMEND THE COMBAT CREWS PARTICIPATING IN
TODAY MISSION X THE GROUP FORMATIONS AS A WHOLE WERE EXCELLENT UP TO
AND INCLUDING WITHDRAWAL FROM TARGET AND RALLY X THE INDIVIDUALS
GROUPS WERE. MMM SCATTERED SOMEWHAT BELOW BALATON WHICH SHOULD BE
IN THE FUTURE BUT GENERALLY FORMATIONS WERE CONSIDERED EXCELLENT
X END ACHESON

BT 101726B

SENT AT LDZV//LDZC AT 101731B BG AR

LEJN R NR5 AT 101731B JJK AR K

CERTIFIED AND TRUE COPY Maurice C Kieling

MAURICE C. KIELING, Capt, AC

LXQN LEJN LEX0 LENR V LDZC NRS 3/3/3/3
FROM CG 55TH BOMB WING FFW ABLE 99 HH0436
TO CO 460TH BOMB GROUP
CO 464TH BOMB GROUP
CO 465TH BOMB GROUP
CO 485TH BOMB GROUP

RR/ RESTRICTED
241402A

GR-----BT

THE FOLLOWING TWX RECEIVED FROM COMMANDING GENERAL FIFTEENTH AIR FORCE
IS QUOTED FOR YOUR INFORMATION QUOTE IT IS WITH GREAT SATISFACTION THAT
I COMMEND YOUR WING FOR ITS PART IN THE SUPERB BOMBING ACCOMPLISHED
BY THE 15TH AF ON 20 SEPTEMBER PD THIS OPERATION IS EVIDENCE OF A STEADY
COMMA FORWARD PROGRESS AND ACREDIT TO EVERY OFFICER AND ENLISTED MAN IN
YOUR ORGANIZATIONPD UNQUOTE ACHESON
BT 241402A

SENT AT 24/1406A AB K AR
LXQN RECD NR 3 AT 24/1407A RC K AR
LEJN R NR2 AT 24/1407B FSG K
LEXO R NR3 AT 241406A CH AR
LENR R R NH 3 AT 241406 JW K

CERTIFIED AND TRUE COPY MAURICE C. KIELING
MAURICE C. KIELING, Capt, AC

CONFIDENTIAL

LEJN. LEKG. V LDZC. NR9-8. PP

FROM THE 55TH BOMB WING CITE FFW. ABLR 103 251525A
TO CO 464TH BOMB GROUP
CO 465TH BOMB GROUP
GR-----BT

CONFIDENTIAL X THE FOLLOWING MESSAGE RECEIVED FROM THE COMMANDER GENERAL
TO THE FIFTEENTH AIR FORCE IS QUOTED FOR YOUR INFORMATION X QUOTE POST
RAID RECONNAISSANCE SHOWS EXTENSIVE DAMAGE AT SCARC/// SCARAMANGA RESULTING
FROM THE EXCELLENT BOMBING X MY HIGHEST COMMENDATIONS TO ALL PERSONNEL
PARTICIPATING IN THESE ATTACKS X UNQUOTE. I DESIRE TO ADD MY COMMENDATION AND
CONRATULATIONS ALTHOUGH AN EXCELLENT JOB WAS MARRED BY THE IN ACCURATE BOMB-
ING OF ONE BOX X END
ACHESON

BT 251525A
SENT AT 2515525A DE K
LEJN R NR9 AT 251545A JWA
LRKO R NRS 251545A JM K

CERTIFIED AND TRUE COPY MAURICE C. KIELING
MAURICE C. KIELING, Capt. AC

PROMOTIONS

Major CLARENCE G. POFF, 0-416342 to Lt. Colonel
SO 248 Par 7 Hq 15th Air Force 4 September 1944
Commanding Officer 778th Bombardment Squadron (H)

Captain GEORGE V. CARNEY JR, 0-662743 to Major
SO 249 Par 15 Hq 15 Air Force 5 September 1944
Operations Officer 778th Bombardment Squadron (H)

Captain WILLIAM G. SHOEMAKER, 0-789213 to Major
SO 251 Par 25 Hq 15 Air Force 13 September 1944
Operations Officer 779th Bombardment Squadron (H)

Captain CLYDE CRABTREE, 0-914836 to Major
SO 271 Par 4 Hq 15 Air Force 27 September 1944
Executive Officer 777th Bombardment Squadron (H)



First Replacement Combat Crew to finish 50 combat missions being decorated by Colonel A.L. Schroeder Group Commander.

From Left to Right:

T/Sgt	John J Ritter
T/Sgt	Edward J Masar
T/Sgt	William M Robb
T/Sgt	Robert W Loichinger
T/Sgt	Alex Michele
1st Lt	Albert E Hudeck
1st Lt	Harry W Glaze Jr
1st Lt	Ralph T MacClemmy

1st Lt William Campbell Pilot and S/Sgt Marvin W Mates remaining crew members were absent when this picture was taken.



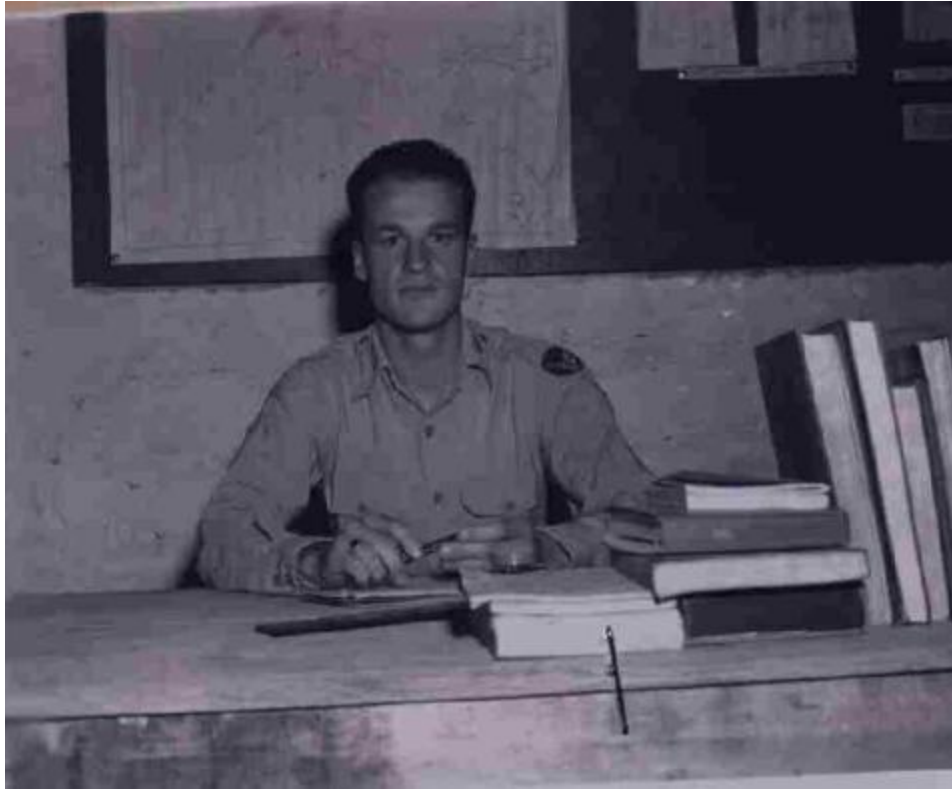
S-1 SECTION

Front Row: (Left to Right)

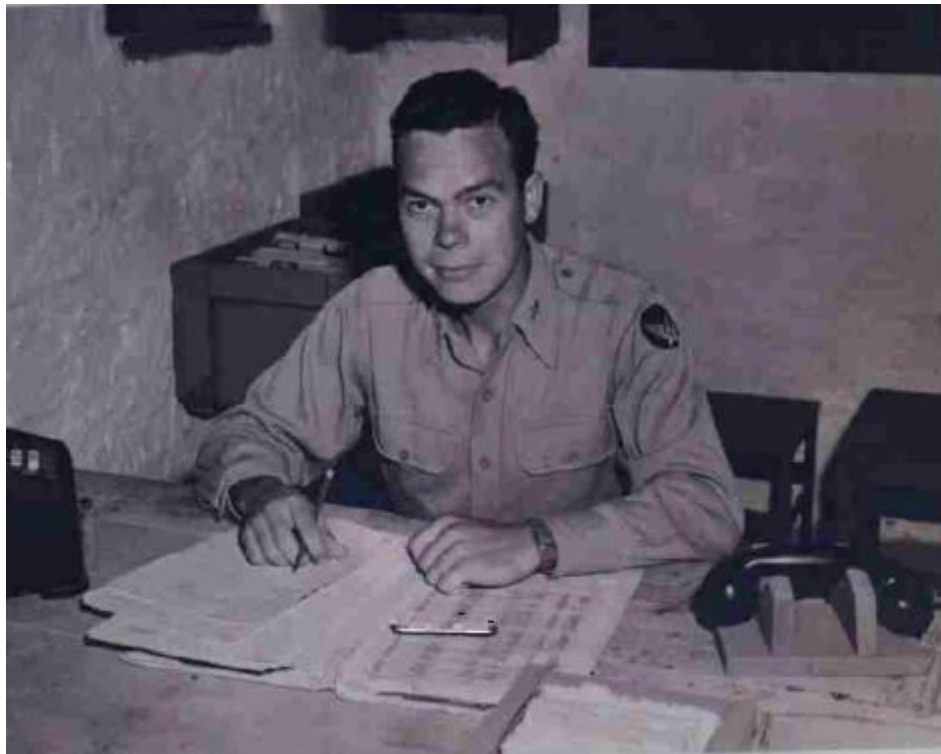
Pvt	Henry W Fischer
Sgt	Rufus P Helms
S/Sgt	Eugene L Majeski
M/Sgt	Harold F Cross
Major	Daryl D Johns
S/Sgt	George W Watson
Sgt	Harry C Rumpf
Cpl	Bernard A Lyons

Back Row: (Left to Right)

Sgt	Thomas S Huntley
Cpl	Roy M Hermes
S/Sgt	Arthur E. Moseley
T/Sgt	Edwin A Enerson
M/Sgt	Henry O Peterson
Sgt	Ralph L Conaway
Pfc	Sidney R Beever
T/Sgt	Frank C Witmer
Pvt	James E Dadisman



Capt. Allen S Orton
Group Weather Officer



Capt. Verl Fielding
Group Statistical Control Officer



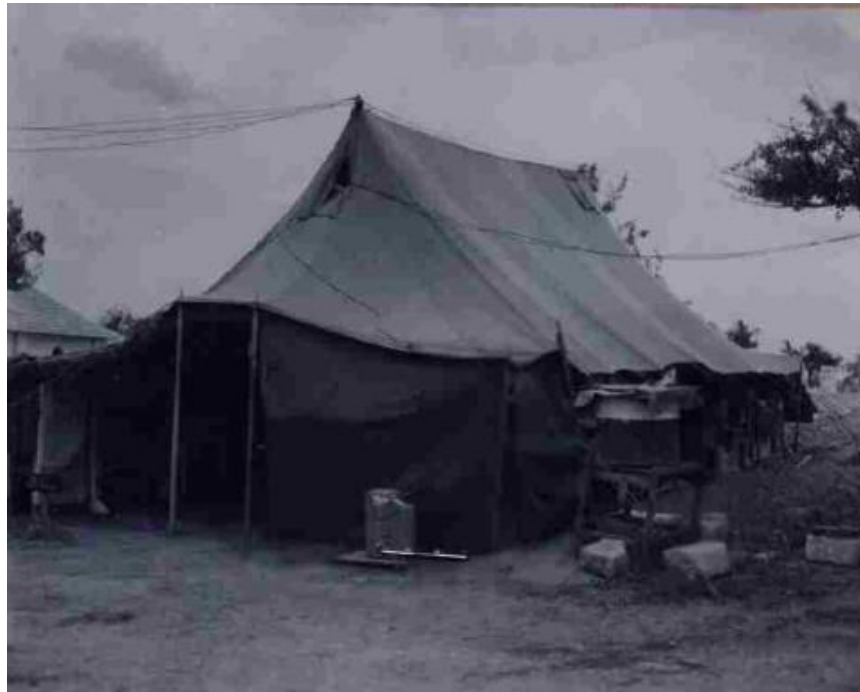
1st Lt Lanson H. Crawford
Group Photo Officer



1st Lt Richard E. Stringfield
Group Photo Interpreter



Group Dental Clinic



Group Dispensary



Interrogation
New Briefing Room



Interrogation
Time - Place - Altitude



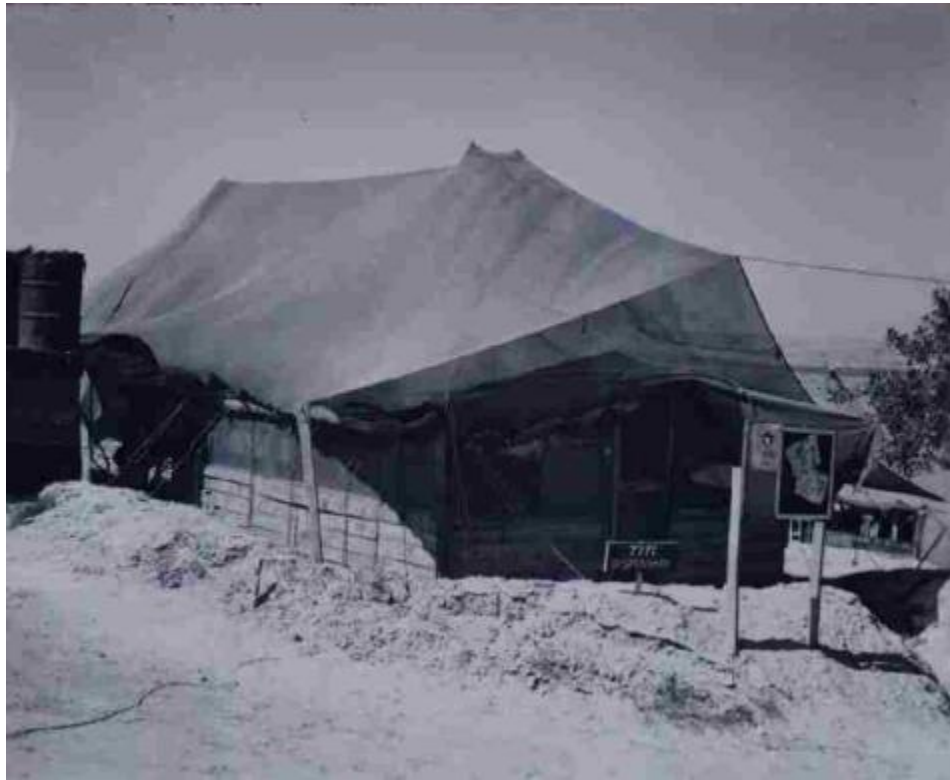
778th Squadron Dispensary



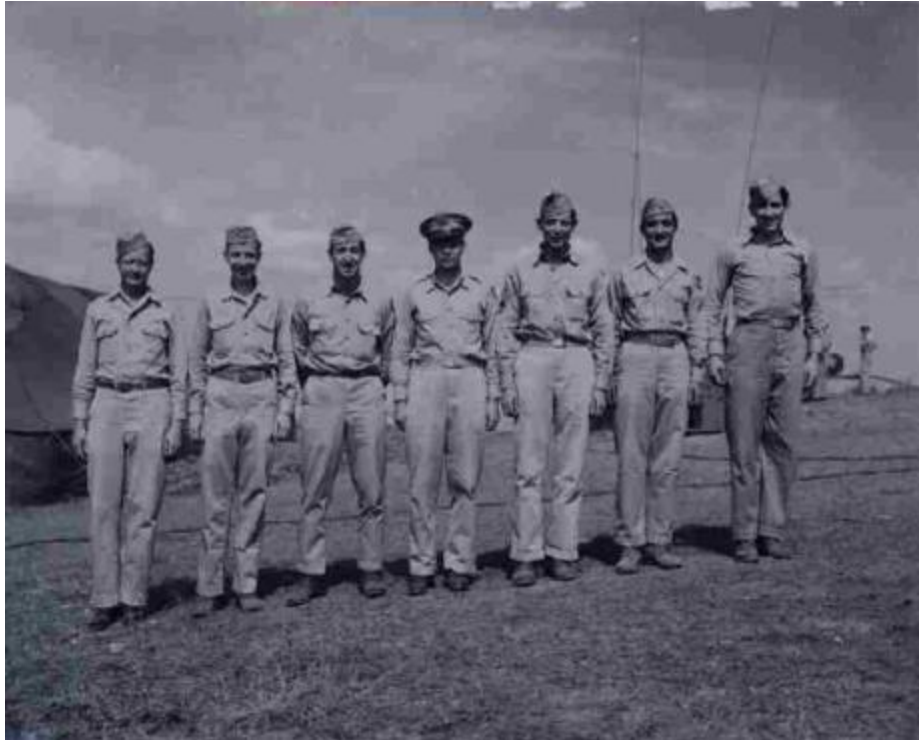
779th Squadron Dispensary



776th Squadron Dispensary

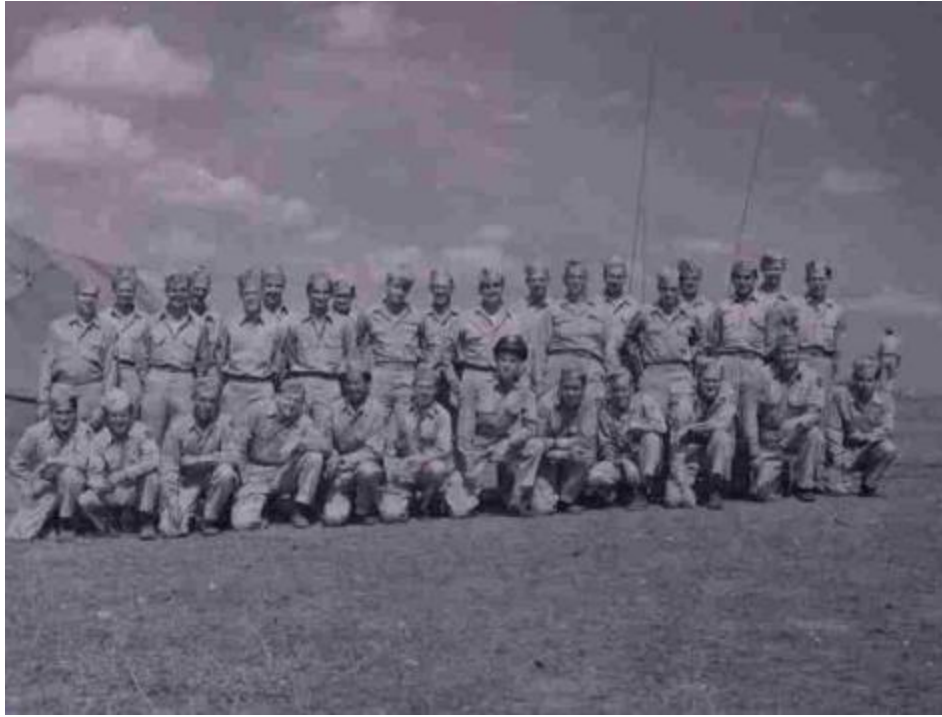


777th Squadron Dispensary



Group Communications Section
Left to Right -

Cpl	Clifford A Natwick
Cpl	Richard A Connerty
S/Sgt	Norton Hirsch
Capt.	Foyl Beasley
Cpl	Joseph E Cozenso
Pvt	John J Curran



776th Bomb Sq Communications Section

Front Row - left to right

Cpl Peter B Gerace
 Sgt Theodore J Stoyska
 Sgt Russell C Reddix
 Cpl Willard W Wall
 Pfc Orlando S Carby
 1st Lt Daniel E Colvin
 2nd Lt Peter J Fay
 Pfc Michael A O'Toole
 Cpl Ralph F Meeks
 Sgt Robert C Gaylord
 Pfc William E Miller
 Cpl Francis J Waltz Jr.

Second Row - left to right

T/Sgt Lester E Read
 Cpl Chris E Smith
 S/Sgt Harry G Harris
 Cpl Edgar H Fox Jr
 Cpl Gustave (NMI) Ruble
 Cpl Edward Sheu
 Pvt William Fuerat
 Sgt Thomas E Reagan
 Sgt Roy (NMI) Kelwood
 Cpl Jerome (NMI) Cohen

Back Row - left to right

M/Sgt Wayne (NMI) Can Wienen
 Cpl Edward J Burger
 Pfc Fred S Aarts
 Cpl Worthington E Nyhart

Pfc James D Sowell
 Cpl Robert Loveless
 S/Sgt Michael (NMI) Dmytrus
 Cpl Bernard O Stackler
 Cpl Paul A Sabel



777th Bomb Sq Communications Section

Front Row: (Left to Right)

Pvt John J Smith
 Sgt Eugene Urciuoli
 Sgt Nathaniel H White
 Capt Charles R Weathersbee
 Pvt Harris Nelson
 Pvt Charles Zeitter
 S/Sgt Charles J McCormick
 Sgt Myrl R Heckert

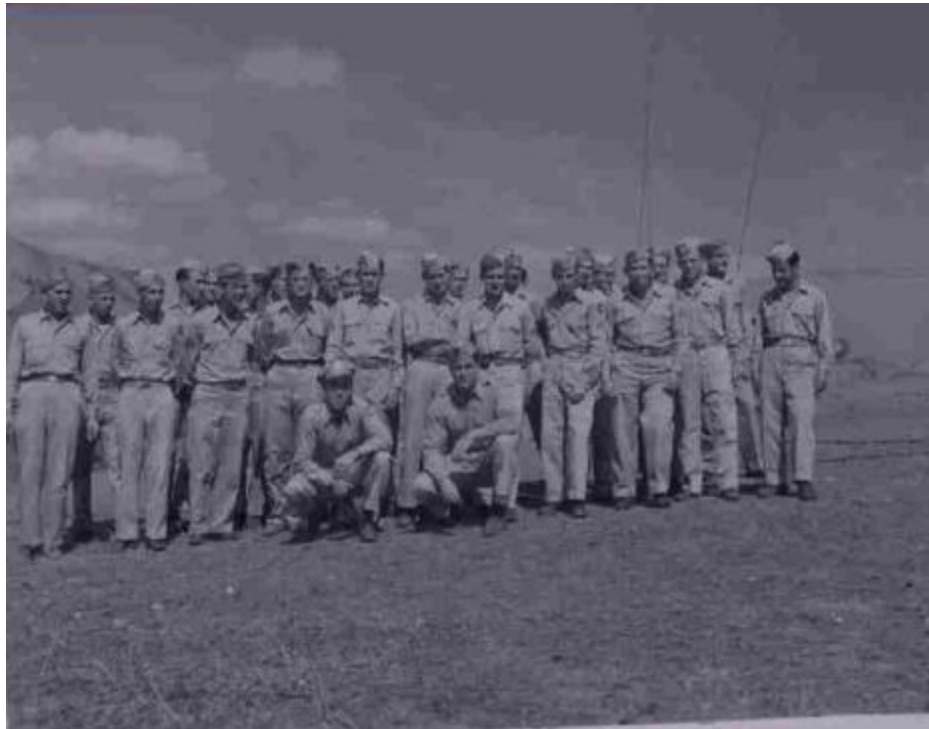
Second Row: (Left to Right)

Sgt Gene S Bakke
 Pvt John Krebs
 M/Sgt Augusto Barra
 Pvt Eugene J Smith
 Cpl Norman McDermott
 T/Sgt Camilius G Schlechter
 Sgt Guy Lindsey

Back Row: (Left to Right)

Pvt Nicholas C Avgerenor
 Pfc Thomas E Abele
 Pfc Jesse D Dotson

Sgt Ernest B Flew
 S/Sgt Stanley F Szerlong
 Cpl Henry Halbrooks
 Pvt Opal Jones



778th Bomb Sq Communications Section

Front Row - left to right

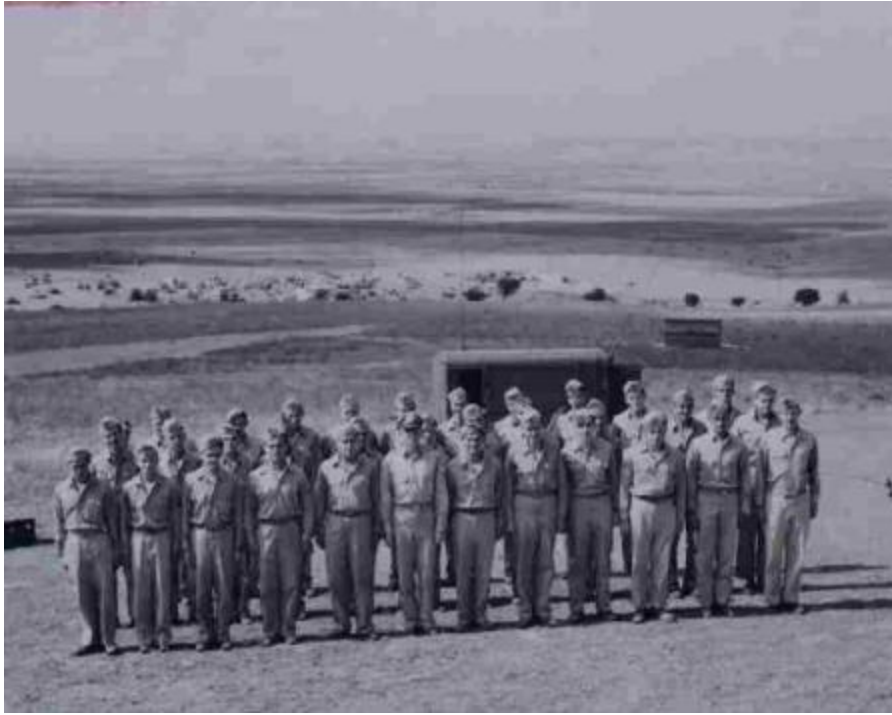
Pvt P.T. Skalicky
 Cpl C.C. Cole
 Sgt E.A. Gerken
 Pfc K.F. Sipp
 Cpl C.O. Pearson
 Pvt S.I. Harwood
 Cpl C.M. Jones
 Cpl G.W. Lee
 Cpl N. Sperling
 Cpl E.N. Windle
 Pvt P. Angelli

Second Row - left to right

M/Sgt R.B. Ward
 Sgt R. Richardson
 Sgt J.F. Holder
 Cpl F.J. Delathauwer
 S/Sgt J.N. Henry
 S/Sgt W.C. Graham

Back Row - left to right

Pvt F. Braunschweig
 Cpl J.W. Armstrong
 Sgt G.H. Merriam
 Cpl R.T. Hallock
 Pvt S. Ashekian
 Pvt P.D. Turner
 Cpl E.S. Kennedy
 Sgt R.D. Olson



779th Bomb Sq Communications Section

Front Row - left to right

Pfc Higinio H Romero
 S/Sgt Peter D Ravanis
 Pvt James J Gilmore
 Sgt Sylvester J Romeo
 Cpl Byron Groves
 1st Lt Louis R Douglas
 Pfc Albert M Minson
 Sgt Anthony Saleavouris
 Pfc John J Kusmanick
 Cpl Philip Singer
 M/Sgt Wallace A Skrove
 Pvt Robert L Rigney

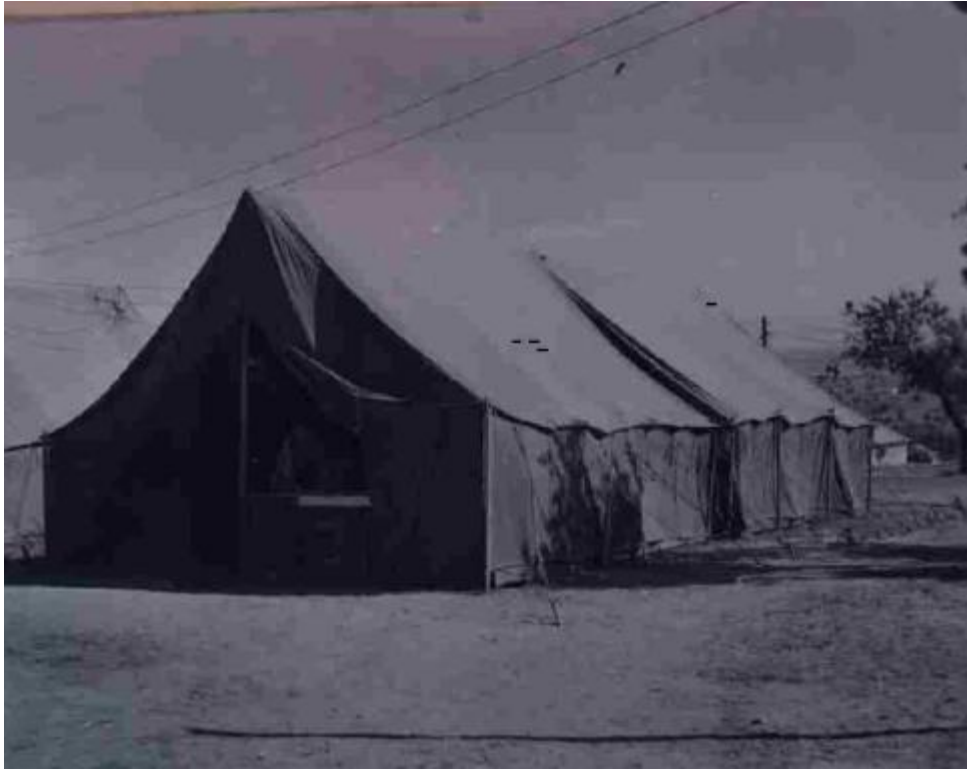
Second Row - left to right

Cpl Frederick G Weir
 Cpl William Grandquist
 Cpl Richard L Welty
 Pfc Clarence J Pillasch
 T/Sgt Thomas E Gebadlo
 Cpl Charles L Kelly
 Pvt Frank A Schmidt
 Cpl Joseph N Richards
 S/Sgt Warren H Stallings
 Pfc Joe J Monsor
 Sgt Lynn M Miller

Front Row - left to right

S/Sgt John H Witmeyer
 Sgt William C Puhr
 Cpl Troy V Thomason
 Pvt Eugene C Alber
 Cpl Lewis C Haynes

Pfc Carl W Springer
 Sgt Herman C Makey
 Sgt Andrew M English
 T/Sgt Mason J Fowles
 Cpl Wilbur F McDaniel



S-2 Quarters
Dust, sweat and tears



PRO Capt. Camerer gets some hot news at Interrogation.

HEADQUARTERS
464TH BOMBARDMENT GROUP (H)
APO US ARMY

1 September 1944

SUBJECT: Narrative Mission Report

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

1. On 1 September 1944, twenty eight (28) scheduled B-24 a/c and three (3) spare B-24 a/c took off at 0715B hours to bomb the rolling stock in the Szajol M/Y at Szajol, Hungary.

The thirty one (31) a/c formed in two (2) attack units, the first being led by Clarence G. Poff, Squadron Commander of the 778th Bombardment Squadron. (H), and the second by Captain Robert L. Wingfield, Flight Leader of the 779th Bombardment Squadron (H).

2. The form-up was made as planned, however, the line rendezvous was not as prescribed. The 464th Bombardment Group entered the assembly area and executed a 300° turn, at which time the four (4) boxes of the 465th Bombardment Group (H) were not in a group formation but were flying in individual boxes. For this reason the Group leader of the 464th Bombardment Group (H) set course for and was over Spinazzola at 0821B hours in the Wing lead position. This lead was kept until the first TP was reached at which time the 465th Bombardment Group took over and continued to lead to the target.

3. Two (2) scheduled a/c returned early. B-24 a/c No. 42-78340, because of a gas leak in the Tokio tank, turned from 42°08'N-17°06'E and landed at 0924B hours. B-24 a/c No. 42-95355 due to loss of oil pressure necessitating the feathering of No. 1 engine, and because No. 3 and NO. 4 engines were running rough and losing oil, returned from 44°18'N-19°46'E and landed at 1155B hours. Two (2) spares returned as ordered from 42°35'N-17°35'E. landing at 1036B hours.

4. Twenty seven (27) a/c were over the target at 1103B hours (briefed target time was 1100B hours) and twenty six (26) a/c dropped sixty five (65) tons of 500 pound GP bombs (.1 nose and .025 tail fusing) from 20,000 feet/ One (1) a/c over the target with the formation did not release because the bomb release handle would not go into select or into salvo position. This a/c returned two and one half (2½) tons of bombs to base. One (1) early return and the two (2) spares returned seven and one half (7½) tons of bombs to the base. One (1) early return in order to lighten the load after the loss of No. 1 engine, jettisoned two and a half (2½) tons of bombs at 43°08'N-18°20'E.

Recapitulation of Bomb Tonnage Disposition

Dropped on target	65.0 tons
Returned to base	10. tons
Jettisoned	<u>2.50 tons</u>

Total 77.5 tons

Bomb strike photos show a heavy concentration of bombs in the Szajol M/Y. Numerous direct hits were made among approximately 400 cars in the yard. An explosion occurred in the midst of several columns of cars near the west end of the M/Y. There were probable direct hits and near misses on the railroad station and adjoining buildings. The largest concentration of hits covered 2500 feet of trackage in the center of the yard. Additional hits extended 2,000 ft north of the yard, and a small concentration is on the river bank 3500 ft north of the MPI. Approximately 30 strikes were one mile short of the target, in the open area between the two sets of tracks.

5. The C-1 Automatic Pilot was used by the leader in each attack unit. Bombing was visual.

6. Flak at the target was SIH commenced one (1) minute after bombs-away, lasting about one (1) minute. Thirty (30) to thirty five (35) bursts were counted, mostly to the left of the formation and believed to be from guns defending Szolnok.

7. There were no encounters. One (1) JU 88 was observed at 1200B hours at 45°21'N-20°29'E flying at 18,000 ft, 2,000 ft below the formation, and at right angles to the course of the formation. One (1) FW 190 was observed at 1100B hours in target area. This e/a came in high from 7 o'clock and closed to within 700 yards of the formation, breaking away without attacking. Four (4) unidentified a/c were observed at 1135B hours at 46°06'N-19°40' E. When first seen, the a/c were to the rear of the formation and high, but were engaged by the escort and dispersed.

8. Rendezvous with fighter escort consisting of ten (10) P-51 a/c of the 52nd and 32nd Fighter Groups was effected at 1015B hours. The escort provided target cover and withdrawal to 43°07'N-18°07'E being last observed at 1234B hours.

9. The weather was generally clear. From the Dinaric Alps to the target cirrus was encountered with a few alto stratus patches. The target was clear with frontal clouds to the northwest of the target. Visibility was restricted to 15 miles in haze. On return the weather was clear, except for scattered cumulus over the Dinaric Alps, with visibility 15 to 20 miles over the entire route.

10. The following observations were reported:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1008B	44°55'N-20°15'E	18.000	Six (6) oil storage tanks.
1008B	44°48'N-20°23'E	18,000	Five (5) SEF on A/F.
1018B	45°23'N-20°24' E Petrovgrad	17,000	Nine (9) SEF on A/D.
1113B	46°55'N-19°43'E	18,500	A/D with twelve (12) 4 engine

			A/C dispersed in parking area.
1134B	46°06'N-19°40'E Subotica	14,500	Factory with three (3) smoking stacks.
1134B	46°06'N-19°40'E Subotica	14,500	M/Y containing 400 to 500 wagons.
1200B	44°47'N-19°20'E	14,000	Twelve (12) seaplanes with silver wing tips, one with twin fuselage, in the Driva River.

11. No a/c in this Group received flak damage.
12. Twenty seven (2) a/c landed at this base from 1322B hours to 1400B hours.
13. The route was flown as briefed. Track chart showing route flown is inclosed.
14. Seven (7) a/c attempted photographs. Selected print inclosed.

For 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 US ARMY

2 September 1944

SUBJECT: Narrative Mission Report

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

1. On 2 September 1944, twenty eight (28) scheduled B24 a/c and three (3) spare B-24 a/c took off at 0710B hours to bomb Supovac RR Bridge, Yugoslavia.

The thirty one (31) a/c formed into two (2) attack units, the first being led by Lt Col Elvin E. Goodyear, Squadron Commander of the 779th Bombardment Squadron (H), and the second by Captain Robert H. Fowler, Asst Operations Officer of the 778th Bombardment Squadron (H).

The three (3) spare a/c flew entire mission.

2. Form-up was executed without incident. In effecting the line rendezvous with 465th Group, the 465th Group at 0813B hours was heading south from Andria to Corato. A right run was made instead of a left to effect the rendezvous. The 460th Group did not pass over Spinazzola on course at the prescribed time due to being late for rendezvous. The 465th and 464th Groups passed over Spinazzola at 0826B hours and joined the 460th ten (10) miles east of Spinazzola.

3. The thirty one (31) a/c bombed the target by boxes in column. (Briefed target time 10115B hours) Target times of the four (4) boxes were as follows: A-1019B hours, B-1020 hours, C-1020B hours, D-1020B hours. Twenty nine (29) of the thirty one (31) a/c over the target dropped seventy two (72) tons of 1000 pound RDX bombs fused .1 nose and non-delay tail, from the following altitudes: A-18,500, B-19,100, C- 18,000, D-19,180.

Two (2) of the thirty one (31) a/c over the target returned three (3) tons of bombs to base; one (1) a/c returned two and one half (2½) tons of bombs because of rack malfunction, the other a/c returned one half (½) ton of bombs because of rack malfunction.

One (1) of the thirty one (31) a/c over the target accidentally released two and one half (2½) tons of bombs at 43°28'N-21°37'E.

Recapitulation of Bombs:

29 a/c Dropped on Target	72.00 tons
2 a/c Returned to base	3.00 tons
1 a/c Jettisoned	<u>2.50 tons</u>

Total tonnage of 31 a/c 77.50 tons

Bomb strike photos show a direct hit on the railroad tracks at the eastern end of Suprovac railroad bridge and numerous additional hits extending 2600 feet along the eastern approach to the bridge. Several near misses were scored at both the north and south edges of the bridge, and smoke from these obscures possible direct hits. The railroad line was also hit at a point 3,000 feet northwest of the bridge. A few bombs fell in the populated area 4,000 feet southeast of the target.

4. The leader of Able Box used C-1 Automatic Pilot on bomb run; the leader of Baker Box made a PDI run because C-1 was inoperative due to faulty tubes; the leader of Dog Box used C-1 Automatic Pilot on bomb run.

5. Scant heavy flak of undetermined accuracy was observed on the rally at Nis. Ten (10) to twelve (12) bursts were reported.

6. Rendezvous with fighter escort consisting of thirty (30) P-51 a/c identified as 325th and 52nd Fighter Groups was effected at 0923B hours at 42°50'N-18°03'E. These a/c covered the formation at the target and were last seen at 1120B hours at 41°48'N-19°08'E.

7. Weather at the base was clear, visibility 10/15 miles. Generally clear to Deligrad except for patches of altostratus and stratocumulus over the Dinaric Alps.

At Deligrad pronounced vapor trails were noted at 19000 feet and 6/10 altostratus, base 18,500 feet was encountered.

At target, 3/10 to 4/10 altostratus at 18,500 feet compelled formation to drop down from briefed altitude. Visibility at target was 8/10 miles in heavy haze.

On return, conditions were similar except for a few scattered cumulus over the Dinaric Alps and 2/10 stratocumulus over the Adriatic.

Visibility for entire route was 10/15 miles in haze.

8. The following observations were reported by returning crew members:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1003B	43°44'N-20°40'E	18,700 ft	Two (2) unidentified e/a on A/D.
1004B	43°44'N-20°43'E	19,600 ft	A/D unoccupied.

9. Thirty one (31) a/c landed at this base from 1215B hours to 1235B hours.

10. Route was flown as briefed. Track chart showing route flown Is Inclosed

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

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

2. Inclosures:

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

(464E:4M92:7VZ)(9:2:1021)(12:19000)(V1510) SUPOVAČ RR BRID



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

4 September 1944

SUBJECT: Narrative Mission Report

T0: Commanding Officer, 55th Bombardment Wing (H)
APO. 520, U S Army

1. On 4 September 1944, twenty eight (28) scheduled B-24 a/c and three (3) spare B-24 a/c took off at 0946B hours to bomb Bronzolo South M/Y, Italy.

The thirty one (31) a/c formed into two attack units, the first attack unit being led by Major William H. Reddell, Commanding Officer of the 776th Bombardment Squadron (H), and the second by 1st Lt. Charles F. Fowler, Flight Leader of the 778th Bombardment Squadron (H).

The three (3) a/c returned as follows:

(a). A/C No. 42-78340 landed at the 460th Group at 1435B hours due to cross wind at this base, at 1627B hours. Turned back at Barletta. Jettisoned bombs at (41°35'N-16°20'E).

(b) A/C No 42-78521 landed at this base at 1520B hours, turning back at (42°45'N-15°20'E). Jettisoned bombs at (41°33'N-16°16'E).

(c) A/C No 42-78514 landed at this base at 1515B hours, turning back at (42°54'N-15°20'E). Jettisoned bombs at (41°40'N-16°20'E).

Due to cross winds these three (3) a/c were instructed to jettison their bombs in the Adriatic and fly until gas load had been substantially reduced as a safety precaution.

2. Group form and line rendezvous was made as planned. On the Wing rendezvous this Group was two (2) minutes late due to a low overcast and being two thousand (2,000) feet higher than briefed altitude.

3. One (1) a/c returned early. A/C No 42-52514 turned *****

5. The Group Leader used the C-1 automatic pilot. The leader of the second attack unit did not use the C-1 automatic pilot as it was inoperative due to Vertical Gyro tremble. Used P.D.I.

6. There was no flak at the target. Flak was observed at Feltre (46°01N-11°55'E) as S H , and as Trento I H. The accuracy could not be determined due to distance.

7. Rendezvous was made with fighter escort at 1130B hours at (44°30'N-13°30'E) when 35/40 P-51 a/c of the 325th Fighter Group were observed. Excellent

cover was given on penetration, target and withdrawal, escort being last seen at 1530B hours at the Italian Coast.

8. There were 6/10 and 8/10 strato-cumulus at take-off, tops 7,500 feet. Same cloud coverage over land to Adriatic and for about 2/3 of the Adriatic Route where coverage decreased to a few scattered, then clear.

Scattered cumulus over land to target becoming 4/10 - 5/10 in the highest mountains east of the target.

Clear over target, visibility unlimited. In the area of the target was 4/10 alto-cumulus, tops 15,000 feet. To the west over the Alps were very heavy cumulus clouds.

Returning conditions were similar over entire route.

9. The following observations were made by returning crew members:

Time	Place	Altitude	Observation
1305B	(45°39'N-12°36'E)	21000	Truck convoy of forty (40) trucks.
1329B	(46°22'N-11°18'E)	22600	Six (6) anti aircraft guns
1402B	(45°40'N-12°15'E)	20500	M/Y with a few wagons-however- on single track north from M/Y for ten (10) miles was solid with wagons
1409B	(45°39'N-12°53'E)		Transport in canal locks
1301B	(45°30'N-12°50'E)	23000	Fourteen (14) barges along coast moving north
1237B	(44°25'N-12°12'E)	20000	Extensive smoke screen at Ravenna
1405B	(45°40'N-12°50'E)	17500	Smoke screen
1407B	(45°36' N-12°53'E)	17000	Ten (10) small boats anchored
1310B	(46°03'N-12°37'E)		A/D with two (2) T/E a/c
1359B	(45°52'N-11°57'E)	18500	Twelve (12) different sized buildings with odd shaped roofs. Two (2) large piles of equipment looked like ammunition along side of the railroad yard.

Airdromes and landing grounds with no a/c visible were observed at the following locations:

(46°05'N-13°00'E)	(46°10'N-12°53'E)	
(45°45'N-12°15'E)	(45°40'N-12°15'E)	(Treviso) also 4 landing strips on other side of city.

10. Twenty seven (27) a/c landed at this base between 1550B hours and 1616B hours.

11. The route was flown as briefed. Track chart showing route flown inclosed.

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

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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



K. D. ... SOUTH M/K

4.93.403) (9.4.1329) (22200) (-2170) BRUNZ SO (M/K 7720962)

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4 SEPT

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

319.1
1944

5 September

Subject: Narrative Mission Report

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

1. On 5 September 1944, thirty one (31) scheduled B-24 a/c took off at 0700 B hours to bomb the Szob, Hungary RR Bridge (primary target). The thirty One (31) a/c formed two attack units. The first attack unit was led by Colonel A.L. Schroeder, Group Commanding Officer and the second attack unit by James H. Gilson, Assistant Group Operations Officer.

2. Group assembly and Wing rendezvous were executed as planned and without incident.

3. Thirty one (31) a/c were over the target at 1050½B hours and twenty five (25) a/c dropped sixty two and one half (62½) tons of 1,000 pound RDX bombs (.1 nose and non delay tail fusing) from 15,500 feet. Six (6) a/c failed to drop on target for the following reasons:

A/C No 42-78431 jettisoned two and one half (2½) tons because of accidental release between IP and target. Bomb release handle slid past safety stud and into salvo position instead of release.

A/C No 44-41053 jettisoned two and one half (2½) tons at (42°30'N-17°35'E). Could not release on target, bomb bay doors crept.

A/C No 42-50963 jettisoned two and one half (2½) tons at (47°10'N-19°38'E). Unable to release at target due to bomb bay door malfunction and had to jettison on return route to maintain formation position.

A/C No 42-78472 jettisoned one half (½) ton at (42°05'N-17°04'E) two (2) tons were returned to the base. Unable to drop on target because bomb bay door would not open. Could jettison only one (1) bomb without injury to bomb bay doors.

A/C No 42-51856 returned two and one half (2½) tons to the base. Could not release due to broken rack linkage.

A/C No. 44-10573 returned two and one half (2½) tons to base. A-2 release froze at altitude.

Recapitulation of bombs

Dropped on target	62.50	tons
Jettisoned	8.00	tons
Returned to base	<u>7.00</u>	<u>tons</u>

Total 77.50 tons

Target visibility was excellent and bombing was visual. The first attack unit bombed on PDI as the automatic pilot would not bank and was inoperative. The second attack unit used automatic pilot.

Bomb strike photos show several near misses along both edges of the Szob railroad bridge. No direct hits were seen before the bridge became obscured by smoke from hits close by. Several strikes were among approximately 50 railroad cars 1,000 feet east of the bridge. The main concentration of bombs extends from the bridge to the junction of the two rivers, 1,000 feet to the south. One 100 foot long barge was sunk and another probably damaged by near misses. Nineteen (19) undamaged railway hospital cars were standing on a side track one half (½) mile east of the bridge.

4. No flak defense was encountered at the target but S to MIH was encountered between the IP and the target being variously reported at the following positions. Tardos (47°0'N-18°27'E) and Tokod (47°43'N-18°27'E). No e/a were observed.

5. Fighter escort was described as excellent with the 325th Fighter Group predominate. Aircraft from the 52nd and 332nd Fighter Groups were also observed. Escort was first observed at 0925B hours (44°11'N-16°56'E) and withdrawal was t 1240B hours (42°41'N-17°45'E). 20/50 fighters being in the vicinity of this group at all times.

6. The weather was generally clear on route out with a few stratocumulus over Adriatic and a few patches of cirrus and alto stratus over Alps and Hungarian plains. Clear at target, visibility 25 miles. On return. 8/10 to 10/10 stratocumulus over Dinaric Alps, tops 10-12,000 feet. 1/10 small cumulus at base on return. Visibility generally unrestricted.

7. Two (2) a/c were damaged by flak but neither will be inoperational for twenty four (24) hours.

8. The following observations were made:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observations</u>
0907B	Split Harbor	12,500	Transport and two (2) small vessels
1010B	(46°17'N-17°18'E)	15,000	M/T convoy-two miles long
1023B	(46°52'N-17°24'E)	15,000	A/D twenty two (22) silver TE a/c transport type.
1025B	(46°58'-17°32'E)	15,000	A/D nine SEF Previously reported and a/c positions unchanged. Possibly dummies.
1100B	Hatcan		
	(47°46'N-19°40'E)	15,000	M/Y 500 wagons.
1116B	(46°55'N-19°40'E)	14,500	A/D twenty (20) a/c.

All crews reported heavy barge traffic in Danube river in vicinity of Budapest.

9. Thirty one (31) a/c returned to this base landing between 1328B and 1342B hours.
10. Route was flown as briefed. Track chart showing route as flown inclosed.
11. Four (4) a/c attempted photographs. Selected strike photo included.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

2 Incls:

- Incl 1 - Track Chart
- Incl 2 - Selected photo

520B RR BRIDGE 5

(464.136' HM 94.4V12) (9:5:1051) (12:14900) (R66) 520B RR BRIDGE

0576 EASTMAN REGULAR SAFETY

0075 EASTMAN REGULAR SAFETY

SAFETY



+MPI

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

319.1

6 September 1944

SUBJECT: Narrative Mission Report

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

1. On 6 September 1944, twenty eight (28) scheduled B-24 a/c, together with two (2) spares, took off at 0655B hours to bomb the Rolling Stock in Nyiregyhaza, Hungary M/Y. The thirty (30) a/c formed in two attacks units, the first of which was led by Major Weldon K. Burton, Operations Officer of the 464th Bombardment Group (H). The second attack unit was led by Captain Robert H. Fowler, Operations Officer of the 779th Bombardment Squadron (H).
2. The group assembly, line rendezvous and wing rendezvous were executed without incident.
3. One (1) spare returned from (42°45'N-16°30'E) landing at the base at 0943B hours.
4. Twenty nine (29) a/c were over the target at 1112B hours (briefed target time was 1100B hours) and twenty eight (28) a/c dropped sixty eight (68) tons of 500 pound RDX bombs (.1 nose and .025 tail fusing). From 16,200 feet.

B-24 a/c No 44-41053 was unable to release on target for the reason that the bomb bay doors would not fully open. This a/c jettisoned one half (½) ton of bombs in checking the racks at 1340B hours at (42°52'N-16°35'E), and returned to this base two (2) tons of bombs.

B-24 a/c No 42-52526 unable to release the bombs from the right rack due to the failure of the right door to completely open over the target, jettisoned one half (½) ton of bombs at (42°15'N-16°30'E) because a/c was out of trim. This a/c returned three fourths (¾) of a ton of bombs to this base.

B-24 No 50962, due to a rack malfunction released only seven (7) bombs on target and returned three fourths (¾) of a ton of bombs to this base.

The one (1) returning spare brought back two and one half (2½) tons of bombs.

Recapitulation of Bomb Disposition

Dropped on target	68 tons
Jettisoned	1 tons
Returned to base by a/c over the target	3.50 tons
Returned to base by one (1) spare	<u>2.50 tons</u>

75.00 tons

Bombing was visual. The first attack unit leader used the C-1 automatic pilot. The second attack unit leader used P D I as the C-1 automatic pilot was erratic.

Ltr Narr Miss Rpt cont'd

Bomb strike photos show numerous hits from this and from the preceding group concentrated in the center of the Nyiregyhaza Marshalling Yard. The area of heaviest concentration lay between the south end of the warehouses and a point 2000 feet further south in the yard. The complete bomb pattern was approximately 2500 feet in diameter. A large majority of this group's bomb strikes were obscured by the smoke from earlier bombing.

5. There was no flak encountered at the target; however SIH flak was encountered at the IP. (48°02'N-21°22'E) which was generally below the formation.

Ten (10) FW-190 a/c were observed at 1136B hours at (47°05'N-21°20'E) low at 1500 feet and about ten (10) miles from the formation in the 4 o'clock position. One (1) ME-109 a/c was reported observed at 1134B hours at 16,600 feet where the formation was at 16,200 feet. This a/c, described as having camouflaged markings on the fuselage and tail assembly, was chased off by escort.

6. Fighter escort consisting of fighters of the 52nd, 325th and 332nd Fighter Groups furnished very close cover to and from the target. The rendezvous with the fighters was earlier than planned taking place at 0940B hours at (44°46'N-18°00'E) when sixteen (16) P-51 a/c of the 52nd fighter group were first sighted. The escort was last observed at 1400B hours over the Adriatic at (42°50'N-16°32'E).

7. At the base at take off there were 3/10 altostratus at 12000 feet increasing to 7/10 over the Spur with bases at 14000 feet. The cloud cover continued over the Adriatic and Dinaric Alps with bases lifting to 16000 feet to 18000 feet. Over the Hungarian Plains the cloud coverage decreased to 2/10 to 3/10. At the target there was 1/10 cirrus and clear otherwise with visibility 20-25 miles. On the return there was 5/10 cirrostratus and 2/10 altostratus over Hungary, and over the Dinaric Alps 9/10 cirrostratus with bases at 18,000 feet which lowered to 16,000 feet over the Adriatic and to 12,000 feet over the base with 8/10 coverage. Visibility was 20 to 25 miles over the entire route.

8. No a/c of this group were damaged by flak.

9. The following observations were reported:

TIME	PLACE	ALT	OBSERVATON
1000B	(45°20'N-19°00'E)	15000	Thirty (30) barges in the Danube. All crews report much river traffic.
1006B	(45°46'N-19°02'E)	15200	A/D runway being extended.
1034B	(46°55'N-19°42'E)	15500	A/D with eleven (11) silver SEF and one (1) dark SEF well dispensed
1039B	(47°11'N-19°49'E)	16000	M/Y containing about 500 wagons

1130B	(47°15'N-21°45'E)	16000	Extensive smoke screen covering an area of eight (8) square miles. Dark yellow smoke.
1139B	(46°58'N-21°05'E)	16000	One (1) of the P-51 a/c of the escort dropped several white flares. This a/c continued along with other a/c of the escort.

Several crews report activity on a small scale in M/Y along the route, however there are many reports of trains of cars stopped along rail lines outside of M/Y areas as though an attempt was being made to avoid concentrations of rolling stock.

10. Twenty nine (29) a/c landed at this base between 1423B hours and 1445B hours without incident.

11. The route was flown as briefed. Track chart showing route as flown inclosed.

12. Eight (8) a/c attempted photographs. Selected strike photograph inclosed.

For Commanding Officer:

FRANCIS F. ELDER,
Major, Air Corps,
Intelligence Officer.

2. Incl. -
Incl 1 - Track Chart
Incl 2 - Selected Strike Photograph

5:8V3)(9:6:1113)(12:16200)(4:02) NYIREGYHAZA MIY

(777:0530)

API

46 TH AND
47 TH BOMBS

6 SEPT

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

319.1

10 September 1944

SUBJECT: Narrative Mission Report

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

1. On 10 September 1944, twenty eight (28) B-24 a/c and four (4) spare B-24 a/c took off at 0652B hours to bomb Osterreichische Saurerwerke, Austria.

The thirty two (32) a/c formed into two (2) attack units, the first being led by Major William H. Reddell, Commanding Officer of the 776th Bombardment Squadron (H) and the second by Captain Robert L. Wingfield, Flight Leader of the 779th Bombardment Squadron (H).

One spare (1) a/c made a normal return leaving the formation at (43°08'N 15°37'E) and landed at this base 0945B hours, returning two and one half (2½) tons of bombs to base.

Four (4) of the original twenty eight (28) a/c scheduled to fly this mission returned before reaching the target as follows:

(a) A/C No 42-95332 left the formation at 45°15'N-14°-58'E at 0938B hours and returned to base and landed at 1115B hours because of the loss of oil pressure in #1 engine, requiring the feathering of this engine. This a/c returned two and one half (2½) tons of bombs to base.

(b) A/C No 42-51856 left the formation in the assembly area and landed at this base at 0900B hours because of the following difficulties, voltage regulator cut, oxygen leaks, left landing gear when retracted would not remain locked. This a/c returned two and one half (2½) tons of bombs to base.

(c) A/C No 41-29441 left the formation at 42°43'N-15°49'E and returned to base and landed at 0930B hours because of the loss of #3 engine. This a/c jettisoned two and one half (2½) tons of bombs at 42°34'N-16°02'E because of the loss of engine #3 with full gas load.

(d) A/C No 42-95603 left the formation at 41° 42' N - 16° 12' E and returned to this base and landed at 0828B hours because of the loss of #3 engine. This a/c jettisoned two and one half (2 ½) tons of bombs at 41° 42'N - 16° 12'E because of the loss of #3 engine with full gas load.

2. Group form up, line and wing rendezvous was executed as planned.

3. Twenty seven (27) a/c were over the target at 1043B hours (briefed target time 1040B hours) and dropped sixty seven and one half (67½) tons of 500 lb RDX, fused .1 nose and .01 tail from 22,,000 feet.

Two (2) a/c returned five (5) tons of bombs to base turning back at the locations and for the reasons stated in paragraph 1 (a), (b).
Ltr Narr Miss Rpt cont'd

Two (2) a/c jettisoned five (5) tons of bombs at the locations and for reasons stated in paragraph 1 (c), (d).

One (1) spare a/c returned two and one half (2½) tons of bombs to base.

Recapitulation of Bombs

	# a/c	tons
Dropped on Target	27	67½
Jettisoned	2	5
Returned to Base	<u>3</u>	<u>7½</u>
Total	32	80

4. Bomb strike photo show numerous hits of this group in a wooded area midway between the Donau Canal and the Danube River. This area is approximately 7000 feet due north of the primary target. Bombs away photos from both attack units would indicate that the main point of impact for this group was in the above described area. There were no hits either on or in the immediate vicinity of the primary target.

5. The Group Leader used the C-1 automatic pilot on the bomb run, in conjunction with PFF. The leader of the second attack unit did not use the automatic pilot because they were to toggle on A box which was using PFF.

6. IAH flak lasting for 10-12 minutes was encountered at the target. Black, red and white bursts were observed. The red and white bursts were reported to be above the formation. Some of the white bursts were exceptionally large bursts.

7. Rendezvous was made with fighter escorts at 43°37'N-15°37'E when twenty five (25) P-38 a/c of the 14th fighter group were observed. At 43°40'N-15°15'E ten to fifteen (10/15) P-51 a/c of the 325th fighter group were also observed.

Good fighter cover was given on penetration, over target and withdrawal, escort of P-38 a/c were last observed at 1238B hours at the Yugoslavian Coast, and the P-51 a/c were last observed at 44°00'N-16°48'E at 1215B hours.

8. Clear at take-off and generally clear over the Adriatic. Few strato cumulus over Dinaric Alps which merged into a 10/10 altocumulus layer, tops 14,000 feet on the far side of mountains.

Near Graz, 6/10 to 8/10 cirro stratus appeared and continued to near target. Base of these clouds was about 20,000 feet.

At target, alto cumulus layer broke to 5/10 coverage. Visibility was 25 miles.

On return, alto cumulus layer had broken up somewhat, becoming 4/10 to 6/10 all the way to Dinarics and few scattered over Dinarics.

Clear over Adriatic and at base return. Visibility 20/25 miles or better entire route.

9. One (1) of our a/c received a direct hit by flak in bomb bay. A/C took fire and exploded. Two (2) chutes seen to open. This incident occurred at 48°10'N-16°30'E.

Fourteen (14) a/c were damaged by flak, two (2) of which will be non operational for more than twenty four (24) hours.

Ltr Narr Miss Rpt cont'd

1st Lt Thomas F. McGovern, Bombardier was killed by flak over the target, when he suffered a hit in the head after removing his flak suit, apparently thinking the formation was clear of flak.

Four men were wounded as a result of flak, two (2) of which were given emergency treatment and returned to duty. Two of which were hospitalized.

10. Twenty six (26) a/c landed at this base between 1325B hours and 1410B hours.

11. The route was flown as briefed to Hieflak to 48°14'N-15°58'E then over target on 122°. Axis of attack then as briefed back to 44°25'N-16°40'E to 44°20'N-16°20'E to 44°00'N-16°08'E to 43°40'N-16°40'E to 43°25'N-16°34'E to base.

Track chart showing route as briefed and as flown inclosed.

12. Four a/c attempted photographs. Selected print attached.

For Commanding Officer:

FANCIS F. ELDER
Major, AC
Intelligence Officer

2 Incls:

Incl 1 - Track Chart

Incl 2 - Selected Photograph

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

319.1

13 September 1944

SUBJECT: Narrative Mission Report

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

1. On 13 September at 0620B hours, twenty eight (28) scheduled B-24 type a/c and three (3) spare B-24 type a/c took off to bomb the Oswiecim Synthetic Oil and Rubber Plant, (primary target) Oswiecim, Poland. The thirty one (31) a/c formed two (2) attack units, the first unit being led by Colonel Clarence G. Poff, Commanding Officer, 778th Bombardment Squadron (H), and the second unit by 1st Lieutenant Charles F. Fowler, Flight Leader 778th Bombardment Squadron (H).

2. Group assembly, rendezvous with 465th Bombardment Group and Wing rendezvous were as planned and without incident. The 460th Bombardment Group (H) was reported as using a portion of the area assigned to this group for assembly but no interference with either groups resulted.

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

(a) A/C No. 42-52522 returned from the assembly area after three (3) generators became inoperative.

(b) A/C No. 41-29458 returned from (42°45'N-16°50'E) because gas leak in selector panel of transfer system made it impossible to transfer fuel.

(c) A/C No. 42-59340 returned from (45°26'N-17°11'E) after loss of oil pressure compelled feathering of No. 1 engine.

(d) A/C No.-51856 returned from (43°09'N-16°48'E) after collector ring on No. 3 engine blew out causing induction system to burn out, resulting loss of power preventing climb to altitude.

4. Twenty seven (27) a/c were over the target at 1120B hours (briefed target time 1101B hours) and twenty four (24) a/c dropped 58.75 tons of 500 pound RDX bombs (.01 nose - .025 tail fusing) from 23,200 feet. Five (5) a/c jettisoned 10.25 tons of bombs.

(a). A/C No. 42-95340 returning early jettisoned 2.50 tons at (43°14'N-16°50'E as a/c was losing altitude and it was necessary to reduce weight.

(b). A/C No. 42-78431 jettisoned 2.50 tons at 1140B hours at (48°50'N-19°21'E). Bomb bay door malfunction prevented release on target and it was necessary to keep formation position.

(c) A/C No. 42-78415 jettisoned 2.50 tons at 1121B hours at (40°03'N-19°10'E). Bomb bay door malfunction prevented release on target and it was necessary to keep formation position.
Ltr Narr Miss Rpt, cont'd

(d) A/C No.42-52563 jettisoned 2.50 tons at 1135B hours at (49°38'N-19°26'E). Rack malfunction prevented release on target and loss of power in one engine and oil leak in another made it necessary to jettison to conserve gasoline.

(e) A/C No. 44-41043 jettisoned .25 tons at 11311B hours at (49°38'N-19°30'E). Rack malfunction prevented release on target.

(f) Five (5) a/c returned 8.50 tons of bombs to base. Three (3) a/c returning early returned 7.50 tons. A/C No. 42-95364 returned .25 tons and a/c No. 42-52526 returned .75 tons both due to rack malfunctions preventing release.

Recapitulation of Bomb Tonnage

Dropped on target	58.75
Jettisoned	10.25
Returned to base	<u>8.50</u>
Total tonnage	77.50

Target visibility was only fair due to cloud coverage, haze and a partially effective smoke screen. Bomb strike photographs indicate largest concentration of bomb strikes are in the center of the refinery area. Direct hit causing explosion on possible Styrene Plant. Direct hit on western side of gas storage tank north of Reactor House. Several strikes on unidentified buildings west of transformer station. Twelve (12) strikes on probable Contractors Offices. Numerous strikes two hundred (200) feet west of Butylene Glycol Compressor House and Butylene Glycol Stalls. Several strikes on Distillation Units. Five strikes on long rectangular buildings east of Distillation Units. Five strikes adjacent to Gas Plant. Fifty three (53) strikes eight thousand (8000) feet west of Labour Camp.

5. Bombing was visual and C-1 Automatic Pilot was used by 1st unit leader, second attack unit leader used PDI as C-1 was acting erratically.

6. IAH flak was encountered at the target for approximately five (5) minutes the greatest intensity being immediately after bombs away. Some bursts were exceptionally large and black, red and white bursts were observed. SAH was encountered at approximately (47° 36'N - 18° 23'E) just north of Bahida. Flak described as Scant Heavy was observed at Komaron (47°46'N-18°08'E).

7. Three (3) ME-109 a/c were observed. Onme (1) at 1023B hours (48°08'N-18°10'E) being engaged by escorting P-38 a/c and two at 1143B hours (49°37'N-19°41'E). No markings or tactic reported.

8. Thirty P-38 a/c were first observed at 0931B (45°45'N-17°20'E) and remained in the vicinity of the formation until 1304B hours (45°08'N-17°34'E) the markings reported would indicate that a/c of the 1st, 14th, and 81st Fighter Groups were observed. Twenty five to Thirty 25/30 P-51 a/c were first observed

at 0945B hours (46°20'N-17°30'E) and last observed at 1346B hours (43°09'N-16°48'E) these a/c belong to the 325th Fighter Group.

9. 3/10 stratocumulus, tops 5000 feet at base at take off decreasing to 1/10 to 2/10 over Adriatic.

Over Dinaric Alps 10/10 stratocumulus, tops 1000 feet which broke up over the plains, 7/10 in Prijedor area and 2/10 to 3/10 at Drave River.

Ltr Narr Miss Rpt cont'd

North of Drave River, 1/10 to 2/10, small cumulus which increased over Carpathians to 4/10 to 5/10.

At target, 3/10 to 4/10 small puffs of cumulus. Visibility was 20 miles.

Little change on return, except clouds had decreased in amount. 5/10 cumulus over Dinaric, tops 12,000 feet.

Clear over Adriatic and 2/10 at base on return.

Visibility entire route 15/20 miles.

10. Seven a/c received flak damage, one of which will be inoperational for

TIME		PLACE	ALT	OBSERVATIONS
1121B	Osuiecim	(50°03'N-19°13'E)	22,600	M/Y over 500 wagons
1127B	Wadowice	(49°54'N-19°30'E)	22,600	M/Y over 500 wagons
1210B		(47°46'N-18°23'E)	17,000	Two (2) factories and steel plant.
1211B	Tato	(47°40'N-18°30'E)	16,500	M/Y over 500 wagons
?	Marovska-Ostrova	(49°50'N-18°18'E)	?	Effective smoke screen
1200B		(47°40'N-18°30'E)		B-17 tried to join formation*

twenty four (24) hours.

11. The following observations were reported:

*(cont'd) **B-17 tried to join formation** acted very strangely pulled out to side and maintained altitude and speed. One gunner report 3 chutes came out of this ship but they could have been dummy men as the ship never lost altitude or speed. After this occurrence at (47°40'N-18°30'E) B-17 a/c stayed with group about one (1) hour.

12. Twenty six (26) a/c returned to this base between 1429B hours and 1458B hours. A/C No. 42-50500 landed at 1800B hours after first landing at the Isle of Vis to refuel at 1410B hours.

13. Route to target was generally as briefed. The 464th rallied left off the target and then right again and caught the 465th which did not appear to have dropped bombs or to have rallied. The Radio Operator picked up message on Liason

which he believed was from 465th which said they were proceeding to the second alternate target. The 464th was unable to contact the 465th on VHF Channel "B". The 464th attempted to follow the 465th but some difficulty was experienced due to slow airspeed and indefinite course. In the area of the IP for the second alternate the 464th took lead of the Wing and the 465th dropped behind and to the left. The 464th was now at (48°10'N-18°55'E) at 1203B 18,000 feet. The 464th continued from (48°10'N-18°55'E) to Varoslo (47°09'N-17°39'E), 1225B at 18,000 feet where they turned to the route out and continued on course to the coast 1337B, 17,500 feet. At the Yugoslav coast the Wing Formation loosened up and the Groups flew back to their bases in very loose formation.

Addendum to this report is self explanatory. Conferences of lead pilots of 464th and 465th together with their navigators produced the following information relative to the route home from the target. When Colonel Clark's ship was hit and also the deputy's, both ships started to leave the

Ltr Narr Miss Rpt cont'd

formation and Able Box, not aware of the leader's difficulties, attempted to follow them and were dispersed. Second attack leader rallied and the rest of the group to his box and took lead. Captain Shea, leading this box, while rallying his group, called 464th leader to take over lead of the wing. Due to faulty communications this was not received by 464th though several channels were attempted. When Captain Shea pulled off to let 464th take lead, 464th followed, thinking 465th was heading for their alternate target, Szob. Thus there was no wing leader until near Szob. The 464th saw 465th was not going to bomb and being in the lead at the time, kept the lead.

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

15. Location of smoke generators in target area can best be obtained from strike photographs as excellent coverage was obtained. Late starting of generators and improper winds made this screen ineffective although sufficient generators are located around target to effectively screen it under favorable conditions.

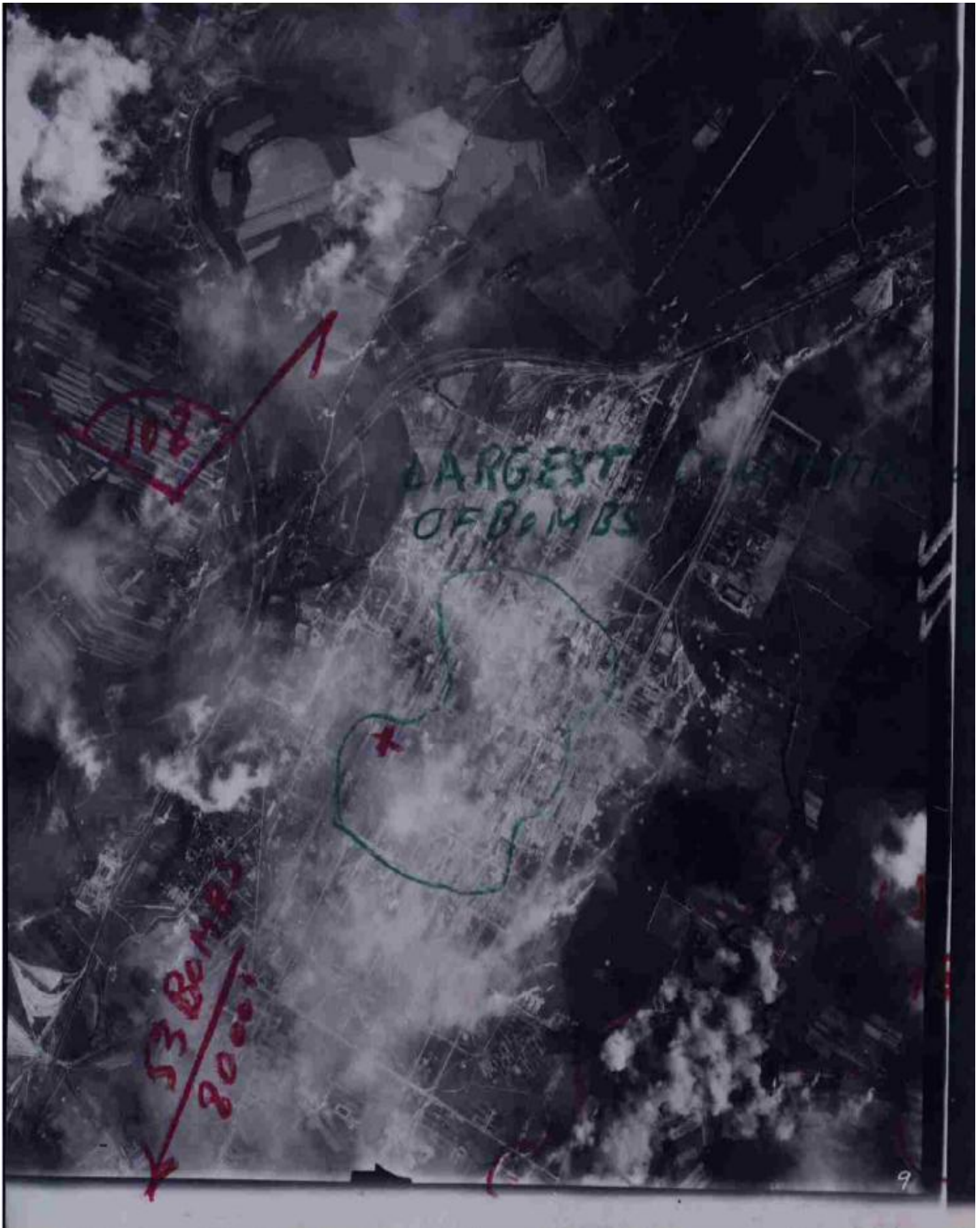
For the Commanding Officer

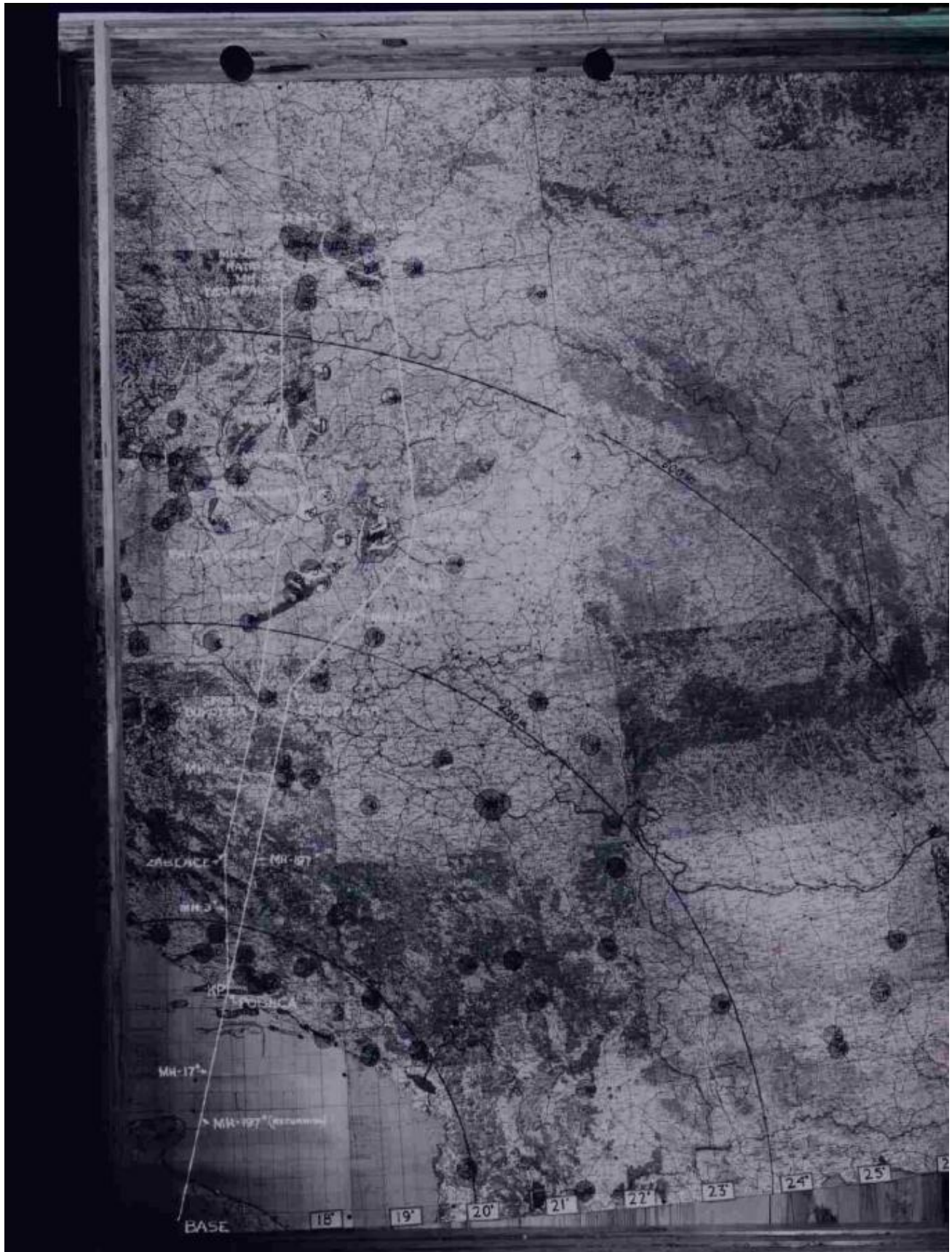
FRANCIS F. ELDER
Major, Air Corps
Intelligence Officer

2 Incl:

Incl 1 - Track Chart

Incl 2 = Selected Photograph





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

319.1

17 September 1944

Subject: Narrative. Mission Report

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

1. On 17 September 1944 at 0759A hours, twenty eight (28) scheduled B-24 type a/c and three (3) spare B-24 a/c took off to bomb the Shell Oil Refinery, Budapest, Hungary. The thirty one (31) a/c formed two (2) attack units, the first unit being led by Lieutenant Colonel Elvin E. Goodyear, Deputy Group Commander, and second unit led by 1st Lieutenant Sharon E. Waggoner, Assistant Operations Officer, 776th Bombardment Squadron (H).

2. Group assembly, Group and Wing rendezvous executed as ordered and without incident.

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

a. A/C No.42-78524.turned back at 0931A hours at (42°48' N - 16°28' E) because of oxygen leak, reduced pressure seventy five pounds in first hour without use. No. 3 engine leaking oil through prop governor and booster motor on tail turret inoperative.

b. A/C No. 42-78430 turned back at 1140A hours at (47° 10' N -19° 10' E) because No. 4 engine and No. 2 turbo governor became inoperative.

4. Twenty nine (29) a/c were over the target at 1152A hours (briefed target time was 1200A hours) and twenty eight (28) a/c dropped sixty nine and one half (69 ½) tons of five hundred (500) pound RDX bombs (.1 nose end mixed and .025 tail fusing) from 23,800 feet.

a. Three a/c jettisoned five and one half (5 ½) tons as follows:

A/C No. 78430 (early return) jettisoned to and one half (2 ½) tons at (47°10'N - 19°10' E) at 1140A hours.

A/C No. 42-95337 jettisoned two and a half (2 ½) tons at (47° 20'N - 19° 10'E) after malfunction of bomb release mechanism prevented release over target.

A/C No. 42-51625 jettisoned one half (1/2) ton at (42° 50'N - 16° 15'E), A-2 release would not operate over target.

b. A/C No. 42 78524 (early return) returned two and one half tons to base.

Recapitulation of Bomb Tonnage

Dropped on target	69.5
Jettisoned	5.5
Returned to base	<u>2.5</u>
Total	77.5

c. A variation in the axis of attack was made to avoid smoke from previous bombing. The turn into the bomb run was made short of the IP and the axis of attack was 250°. As a result of this action target visibility was excellent.

Bomb strike photographs show close and heavy concentration of bomb strikes over target area. A large explosion derived from strikes on the storage tanks for intermediate or finished products. Smoke from explosion obscures crude oil storage tanks, probable lubricating oil plant, distillation unit, boiler house, probable stabilization and purification installations, storage tanks for intermediate or finished products, and distillation unit. Three bomb strikes on dispatch building. Three strikes on storage tanks and dispatch buildings. Two strikes directly on two oil freighters. Fourteen strikes in residential area. Five strikes fell 2200 feet east of briefed aiming point, running along highway. Four strikes fell on the opposite side of the river 3500 feet west of crude oil storage tanks. Fifteen bomb strikes fell in river 2700 feet southwest of target area.

5. Automatic Pilot was used by both attack unit leaders.

6. IAH flak was encountered at the target for a period of four (4) to five (5) minutes. The greatest concentration was immediately after the bomb release line.

7. Fighter escort consisting of forty (40). P-38 a/c was first observed at 1047A hours as (45°48'N-17°30'E) and remained in the vicinity of the group until 1315A hours at the Yugoslavian coast. A total of twenty five (25) P-51 a/c were observed beginning at 1029A hours (44°58'N-16°57'E) and being observed at intervals until 1331A hours over the Adriatic.

8. Base itself clear with stratocumulus on horizon. 8/10 stratocumulus from Base to coast which became 8/10 altocumulus over Adriatic, tops 12-14,000 feet.

Over Dinarics, 6/10 stratocumulus, tops 8,000 feet. Beyond Dinarics, cloud cover broke to scattered and continued scattered to target.

Clear at target, visibility twenty (20) miles.

On return, same except 4/10 cumulus over Dinarics, tops 12,000 feet.

Clear over Adriatic except for patches of stratocumulus.

5/10 cumulus at Base on return, tops 6-8,000 feet. Visibility entire route, 15-20 miles.

9. Three (3) a/c were damaged by flak, two (2) will be inoperative for over twenty four (24) hours.

Three (3) crew members received minor flak wounds and four (4) were slightly frost bitten.

Definite instructions having been given all crew members concerning the necessity of protection against frost bite a thorough investigation was made to ascertain the reason for the cases reported today. The results of the investigation follow:

776th Bombardment Group (H)

2nd Lt Walter J. Moriarty, Bombardier. Slight frost bite of fingers of both hands. Nose wheel door was open over target and injury incurred despite gauntlet type wool gloves being worn.

Sgt William H. Folz, tail gunner. Slight frost bite, one toe. Heavy winter flying boots were worn.

778th Bombardment Squadron (H)

Cpl John J. Hoyda and Cpl Robert T. Higgins both received slight frost bite of the hands while alternating as ball turret and waist gunners after connection in ball turret for electrically heated suit has become inoperative.

10. The only observation of importance was 1320A hours, Split Harbour, 15,000 feet. Two (2) submarines and two (2) merchant vessels.

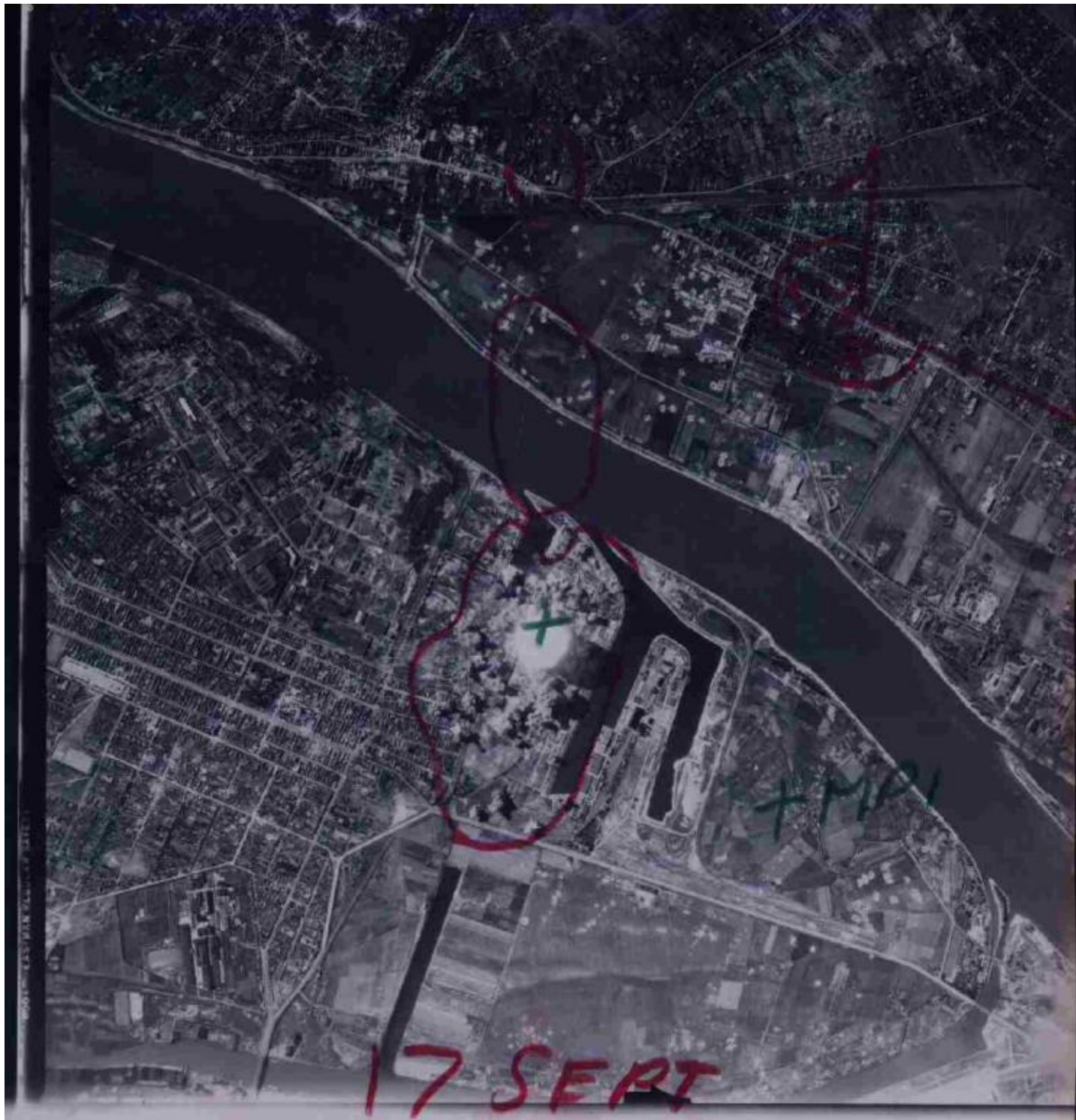
11. Thirty (30) a/c landed between 1410A hours and 1500A hours.

12. Route was flown as briefed. Track chart attached.

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

For Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer





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

319.1

18 September 1944

Subject: Narrative Mission Report

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

1. On 18 September 1944 at 0630A hours, twenty eight (28) scheduled B-24 type a/c and three (3) spare B-24 a/c took off to bomb the Szob Railroad Bridge in Hungary. The thirty one (31) a/c formed into two (2) attack units, the first unit being led by Colonel A.L. Schroeder, Group Commander, and the second unit being led by Captain Robert H. Fowler, Assistant Operations Officer of the 779th Bombardment Squadron (H).

2. The Group form up was hampered by low clouds in the form up area. The Group Leader circled the field three (3) times at 2,500 feet, then proceeded to a point three miles south of Spinazzola, then climbed to 4,000 feet between Spinazzola and a point five (5) miles southeast of Andria. A turn was executed and the Group formation crossed Spinazzola at 4,000 feet at the rendezvous time. The two (2) Group rendezvous was not accomplished as prescribed. The 464th Bombardment Group (H) assumed the Wing lead at 45°09'N-17°01'E.

3. Thirty one (31) a/c were over the target at 1116A hours (briefed target time 1055A hours) and twenty nine (29) a/c dropped sixty three (63) tons of 1000 pound bombs and 2000 pound RDX bombs. (.1 nose and non-delay tail fusing) from 18,000 feet. Of the twenty nine (29) a/c dropping on the target, sixteen (16) a/c dropped thirty seven (37) tons of 1000 pound bombs and thirteen (13) a/c dropped twenty six (26) tons of 2000 pound bombs. Three (3) of the a/c carrying 1000 pound bombs returned a part of their bomb load as follows:

- a. one (1) a/c returned one (1) ton of bombs to the base when the left front racks failed to release.
- b. One (1) a/c returned one half (½) ton of bombs to the base when the bomb failed to release. This bomb came free and fell, together with the bomb bay door on the runway as this a/c landed.
- c. One (1) a/c returned one and one half (1½) tons of bombs which failed to release because the intervalometer stuck.
- d. Two (2) a/c carrying 2000 pound bombs returned four (4) tons of bombs as follows: One a/c did not release for the reason that the select bar was not in all the way. One a/c failed to release due to a rack malfunction.

Recapitulation of Bomb Tonnage	
1000 Pound Tonnage	
Dropped on target	37 tons
Returned to Base	3
2000 Pound Bombs	
Dropped on target	26 Tons

Returned to Base
Total

$\frac{4}{70}$ Tons

Bomb strike photographs show two direct hits and several near misses on Szob Railway Bridge. The hits were on the eastern and on the western spans of the bridge. There were two hits on the tracks approaching the bridge from the west and seven hits on the tracks east of the bridge. Two other hits were on the highway 900 feet northeast of the bridge and a few strikes were among installations of the surface nine adjacent to the east end of the bridge.

4. The C-1 automatic pilot was used by the first attack unit leader. The second attack unit leader used PDI as the turn control of the C-1 automatic pilot was erratic.

5. No flak was encountered either at the target or enroute. Flak from the Budapest area was observed at a distance.

6. Fighter escort consisting of fifty (50) P-38 a/c and twenty (20) P-51 a/c was first observed at 0834A hours at (43°14'N-16°10'E) at which time the P-51 a/c passed the formation. P-38 a/c sighted at (43°24'N-16°19'E) at 0834A hours. The P-38 escort was from the 14th Fighter Group and the P-51 escort was from the 325th Fighter Group. The escort was last reported at (46°45'N-18°55'E) at 1157A hours.

7. Weather at take off, 7/10 multilayer stratus and stratocumulus clouds with tops at 9000 feet and scattered showers from base to coast. Over the Adriatic 6/10 to 8/10 stratocumulus 12,000 feet.

Over the Dinaric Alps 3/10 stratocumulus, tops 18,000 feet and generally clear from Alps to the target.

There was 1/10 to 2/10 altocumulus at the target with tops at 16,000 feet and with visibility eighteen (18) miles.

On the return similar conditions were encountered except that the clouds over the Adriatic had diminished to 3/10 to 4/10, tops at 8,000 feet; 7/10 stratocumulus and cumulus over the Spur with tops up to 6000 feet.

At the base, 3/10 to 4/10 cumulus. Visibility generally 15 to 20 miles in haze occasionally reaching 25 miles.

8. The following observations were reported:

<u>Time</u>	<u>Place</u>	<u>Alt</u>	<u>Observations</u>
0925A hours	45°19'N-16°59'E	17,000	M/Y with 400 to 500 units
1025A hours	46°55'N-19°41'E (Keeskemet)	18,000	A/D 6 to 8 a/c dispersed
1036A hours	47°47'N-19°56'E	18,000	M/Y with 500 units
1126A hours	47°40'N-19°41'E	18,000	M/Y with 400 to 500 units

9. Thirty one (31) a/c landed between 1404A hours and 1430A hours.

10. The route was not flown as briefed because of weather in local area, as described in paragraph number 2. From Spinazzola to island of Lagosta, to

Vis, to K.P., to (43°55'N-16°25'E) to (44°48'N-16°56'E) to (45°19'N-17°06'E) thence as briefed but generally about three (3) miles right of course.

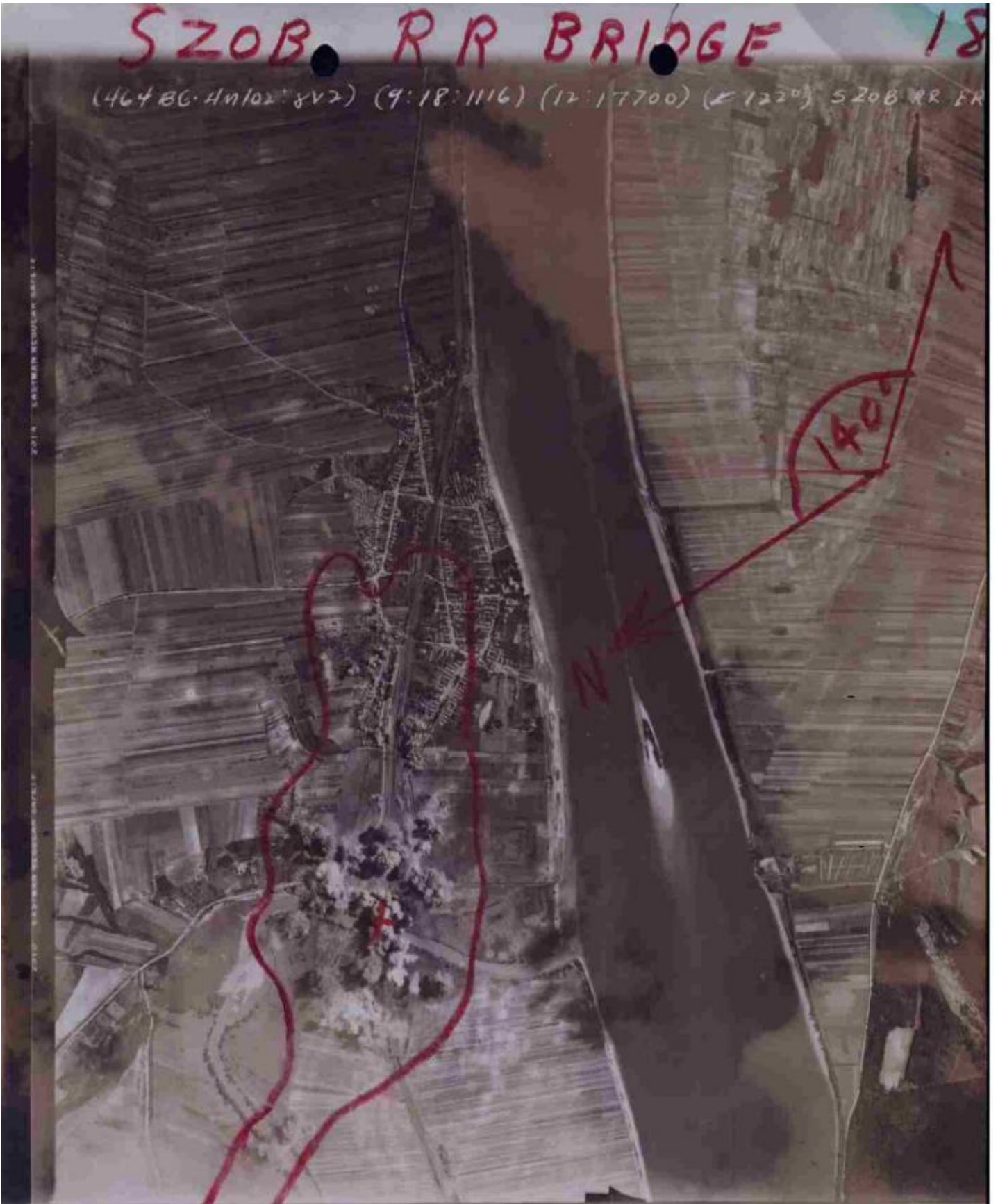
11. Eight (8) a/c attempted photographs. Selected strike photograph attached.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

SZOB. RR BRIDGE 18

(464 BC 4n102 8v2) (9:18:1116) (12:17700) (E 122°) SZOB RR BR



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

319.1

20 September 1944

Subject: Narrative. Mission Report

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

1. On 20 September 1944, at 0725A hours, twenty eight (28) scheduled B-24 a/c and three spare B-24 a/c took off to bomb the Marshalling Yard at Hatvan, Hungary (primary target). The thirty one (31) a/c formed two (2) attack units the first being led by Major William E Reddell, Squadron Commander, 776th Bombardment Squadron (H) and the second unit by Captain Albert E. Stoll Jr., Operations Officer, 777th Bombardment Squadron (H).

2. Group assembly and Wing rendezvous were accomplished as ordered without incident.

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

A/C No. 42-52537 returned from (42°25'N-18°55'E) after developing a gas leak in manifold to heater line.

A/C No. 42-52504 returned from (46°45'N-18°55'E) with an oil leak and cracked cylinder in No. 4 engine.

4. Twenty nine (29) were over the target at 1148A hours (briefed target time 1200A hours) and twenty seven (27) a/c dropped sixty six and three quarters (66.75) tons of bombs. Fifteen (15) a/c dropped thirty seven (37) tons of five hundred (500) pound RDX bombs (.1 nose .01 tail fusing) and twelve a/c dropped twenty nine and three quarters (29.75) tons of M-17 Incendiaries. Bombing was visual from 13,000 feet and target visibility was excellent.

Five a/c returned ten and one quarter (10.25) tons of M-17 incendiaries to the base. Two (2) a/c returning early returned two and one half (2.50) tons each and two (2) a/c which were over the target returned two and one half (2.50) tons due to rack malfunction preventing the Dog Box leader from dropping and leader of second element in Dog Box did not drop because the leader did not. One (1) a/c returned one quarter (.25) ton due to rack malfunction. Two (2) a/c jettisoned a total of one half (.50) ton of five hundred (500) pound RDX bombs due to rack malfunctions. One (1) bomb at (42°40'N-17°40'E) and one (1) bomb at (41°30'N-16°10'E).

Recapitulation of Bomb Tonnage

Dropped on target	(RDX)	37.00 tons
Dropped on target	(M-17)	29.75
Returned to base	(RDX)	00.00

Returned to base	(M17)	10.25
Jettisoned	(RDX)	.50
Jettisoned	(M-17)	<u>00.00</u>
Total		77.50

Bomb strike photographs show heavy concentration of incendiary bomb strikes running down the marshalling yard from the northeast choke point, in the yard 2000 feet southwest of the briefed MPI. These strikes are best shown on an oblique photo taken after the formation passed over the target. Incendiary bombs were dispersed over fifteen solid columns of freight cars in the yard. Numerous 500 pound bomb strikes were among railroad tracks in the marshalling yard located 3000 feet north of the briefed MPI.

5. C-1 Automatic Pilot was used by the leader of the first attack unit. The second attack unit leader used PDI on the bombing run as the C-1 Automatic Pilot was erratic.

6. Fighter escort was first observed at 1141A hours at (47°48'N-19°45'E) and remained in the vicinity of the formation until reaching the Yugoslavian Coast on return at 1341A hours. A few P-38 a/c were sighted first and gradually increased in numbers until a total of thirty (30) to forty (40) were in the area. Markings reported indicate a/c were from the 1st and 14th Fighter Groups. P-51 a/c totaling eight (8) were from the 52nd Fighter Group.

7. 8/10 altostratus and altocumulus at take off, base 13-14000 feet and 5/10 cirrus base 20000 feet, cloud cover continuing over route to Dinarics.

Over Dinarics 8/10 cirrostratus, base 18-20000 feet with stratus in valleys.

Generally clear from Dinarics to target.

Clear at target, visibility, 30 miles.

On return, 2/10 cumulus of Dinarics and 6/10 cirrostratus, little change over Adriatic, at base 8/10 altostratus, base 13000 feet with 3/10 to 4/10 stratocumulus at 6000 feet. Visibility 20 miles to unlimited for route.

8. The following observations of importance were reported.

TIME	PLACE	ALT.	OBSERVATIONS
1009A	Prijedor	14,600	M/Y 400/500 wagons
1056A	(46°37'N-18°52'E)	14,000	Five (5) float type planes. Description indicates FW-189 converted. Seven (7) tankers in Danube.
1110A	(46°55'N-19°10'E)	13,000	A/D runway being lengthened.
1120A	Keeskemet (47°50'N-20°25'E)	13,000	Fifty (50) barrack type buildings.
1136A	(49°42'N-20°13'E) Virpelet	13,400	M/Y 600 wagons.

Considerable traffic in Hungary on east-west railroads. No activity on north-south line. In Yugoslavia a concentration of approximately five hundred (500) wagons was reported on the tracks between Novska (45°16'N-17°00'E), Rujic. (45°18'N-17°07'E) and Okwoani (45°16'N-17°13'E). The M/Y at Novska completely filled.

9. Twenty nine (29) a/c landed at this base on return between 1439A and 1505A hours.

10. Route was flown as briefed. Track chart of route as flown attached.

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

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

2 Incls:

Incl 1 - Track Chart

Incl 2 - Selected Strike Photograph

HATVAN MIK 20 5

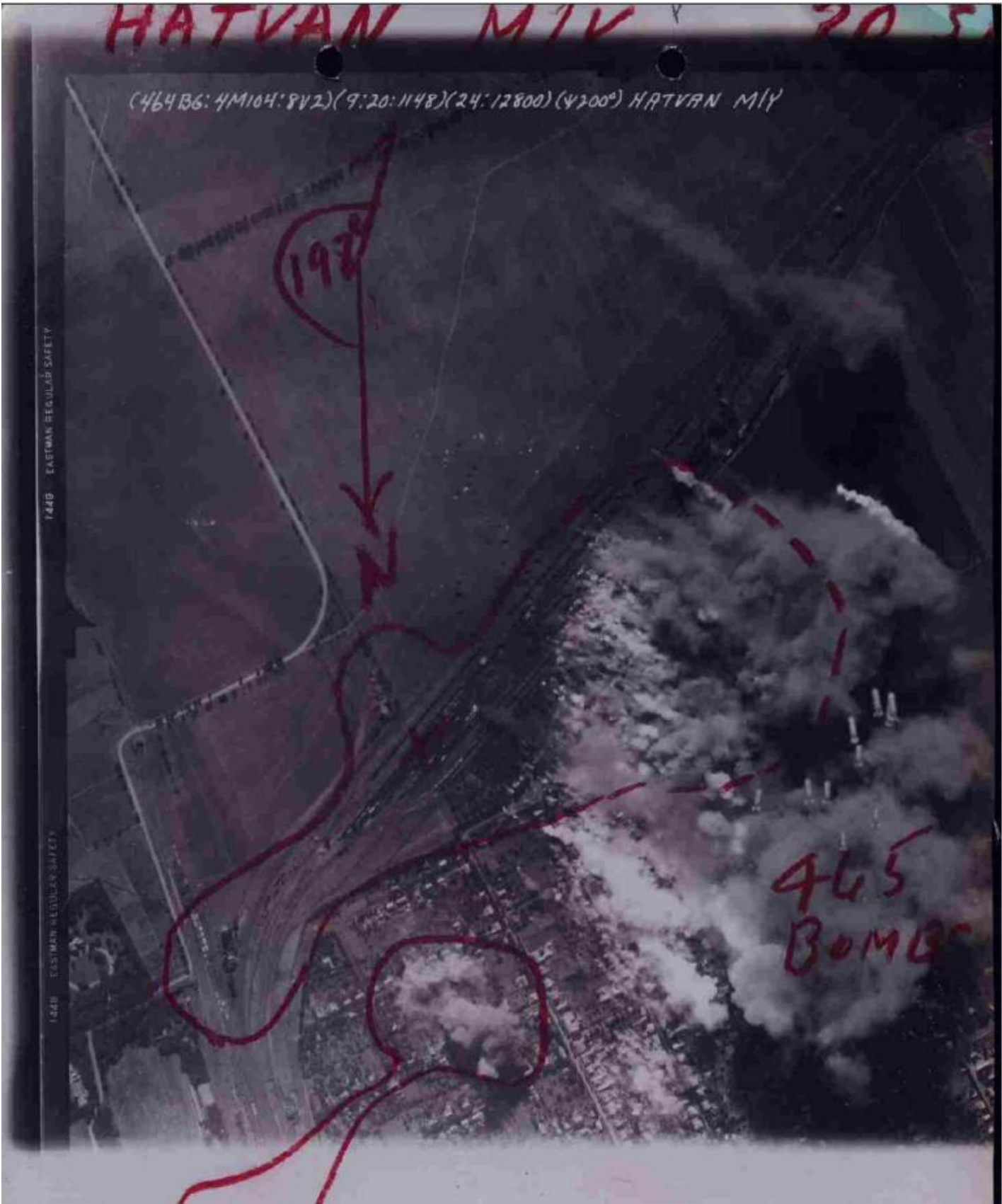
(464B6: 4M104: 8V2)(9:20:1148)(24:12800)(4200°) HATVAN MIY

1978

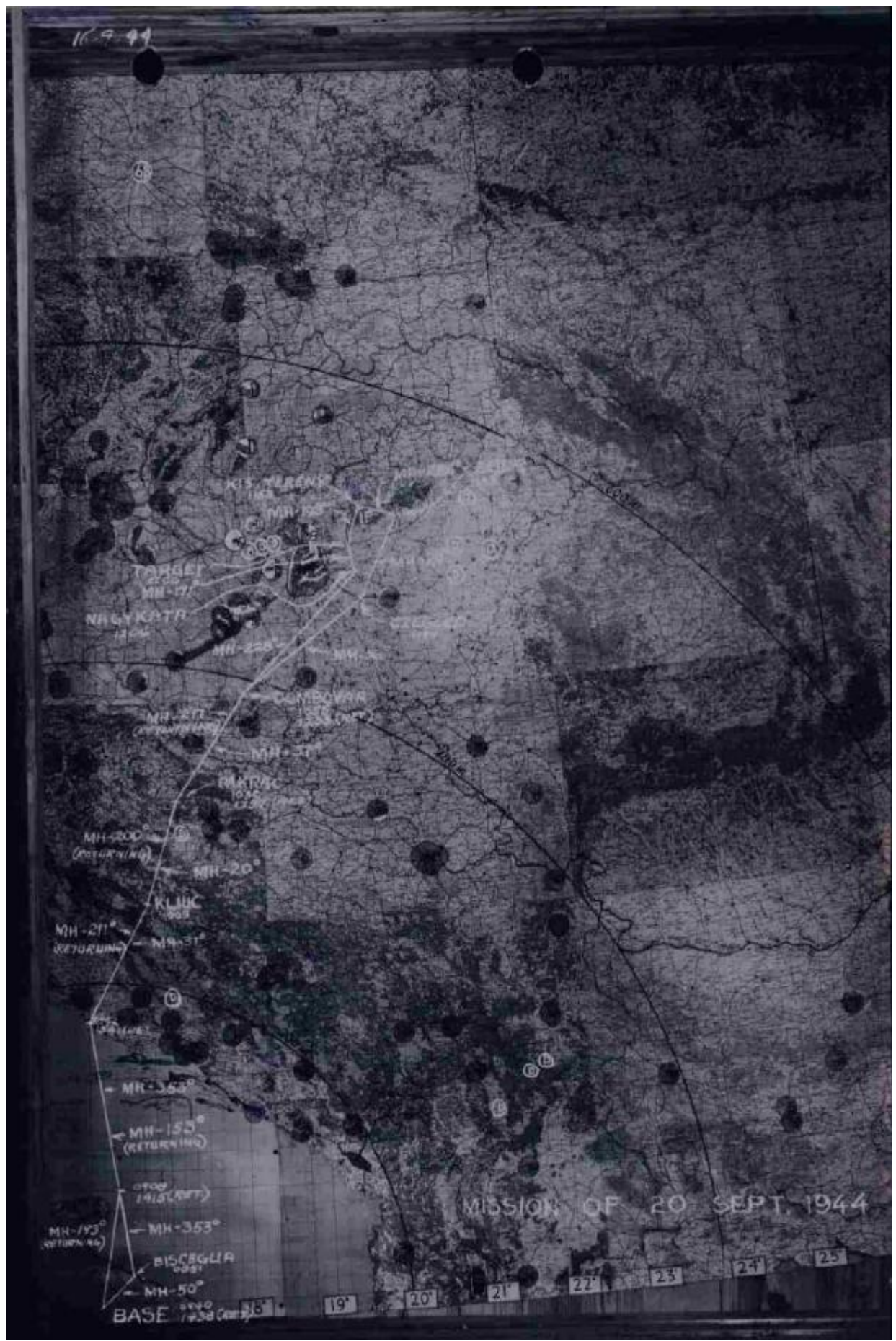
465
BOMBER

1449 EASTMAN REGULAR SAFETY

1449 EASTMAN REGULAR SAFETY



16-9-44



MUNICH/BERWIESENFELD

(12 23200) (9 23 1245)

BERWIESENFELD BM



22 SEPT

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

319.1

22 September 1944

Subject: Narrative. Mission Report

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

1. On 22 September 1944, twenty-eight (28) B-24 a/c plus three (3) spare B-24 a/c took off at 0755A hours to bomb Oberweisenfeld BMW Buildings at Munich, Germany.

The thirty-one (3) a/c formed into two (2) attack units, the first attack unit being led by Lt. Colonel Elvin E. Goodyear, Deputy Group Commander, and the second by 1st Lt. Charles F. Fowler, Flight Leader of the 778th Bombardment Squadron (H).

2. One (1) spare and three (3) other a/c returned early:

(a) A/C No. 42-50962 a spare a/c turned back at 41°30'N-16°20'E at 0942A hours due to loss of #1 engine- jettisoned bombs at 41°30'N-16°20'E.

(b) A/C No. 42-95364 turned back at 45°30'N-12°40'E at 1105A hours due to oil pressure on #4 engine dropping to thirty-five (35) pounds and prop ran up to 2700. Could not hold altitude without using excessive power. Jettisoned bombs at 1120A hours at 44°48'N-13°18'E.

(c) A/C No. 42-74618 turned back at 41°55'N-16°20'E at 0943A hours because intervalometer burned out after takeoff could not toggle or release, was told to return by Group Leader.

(d) A/C No. 42-52522 turned back at 1050A hours at 44°10'N-14°00'E due to losing #3 engine. This engine developed an oil leak and oil pressure went down seventy-five (75) pounds and was smoking heavily necessitating feathering the prop.

4. Twenty seven (27) a/c were over the target at 1245A hours (briefed target time 1222A hours) and twenty-five (25) a/c dropped sixty-two and one half (62½) tons of 500 pound RDX bombs. (.1 nose and .01 tail fusing) from 23,400 feet.

Two (2) a/c (early returns). Jettisoned five (5) tons of bombs for reasons outlined in paragraph No. 3 (a) and (b).

Four (4) a/c returned ten (10) tons of bombs to base; two (2) early returns brought back five (5) tons for reasons outlined in paragraph No. 3 (c) and (d), one (1) a/c returned two and one half (2½) tons because bomb bay doors would not open, and one (1) a/c returned two and one half (2½) tons due to intervalometer malfunction.

Recapitulation of Bombs

25 a/c	Dropped on target	62½ tons
2 a/c	jettisoned	5 tons
<u>4 a/c</u>	Returned to Base	<u>10 tons</u>
31 a/c	Accounted for	77½ tons

Ltr Narr Miss Rpt cont'd

Bombing was done by PFF due to haze, smoke screen and 8/10 cloud cover over target.

Bomb strike photos show no visible hits on the primary target, which is almost completely cloud obscured. Very numerous hits are on the Munich/Oberwiesenfeld Airdrome one half mile west of briefed MPI. A majority of the bombs dropped blanket the landing area from northeast to southwest corner. There were near misses on the hangars at the northeast, west, and southwest edges of the field. Cloud cover prevents assessment of possible additional hits on the power plant located off southwest corner of the airdrome.

5. The Group Leader used C-1 automatic pilot. The leader of the second attack unit did not use the C-1 as it was inoperative.

6. Flak at the target was reported from M to IAH. Some crews reporting M to IIH depending on their position in the formation. Black, red and white bursts were observed. Time in flak was from four (4) to five (5) minutes.

Flak was observed at the following locations

45°40'N-12°15'E	SH
Berchtesgaden	SH
	Also smoke screen
Traunstein	Sh
	Also smoke screen

(End of 22 September 1944 report)

(46486:4M107:404)(9:23:1141)(12:13500)(11900) PIAVE RR BRIDGE

CT

PIAVE PONTE DI PIAVE
R.R. BRIDGE

23 SEPT.



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

319.1

23 September 1944

Subject: Narrative. Mission Report

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

1. On 23 September 1944, twenty eight (28) scheduled and three (3) spare B-24 a/c too off, beginning at 0725A hours to bomb Pinzano South R.R. Bridge, Italy. The thirty one (31) a/c formed two (2) attack units. Leader of the first unit was Lt. Colonel Clarence G. Poff, Commanding Officer, 778th Bombardment Group (H).

2. Group form-up was accomplished in a highly satisfactory manner under adverse weather conditions, and Group and Wing rendezvous was as ordered by Operations Order No. 186, with exception that this Group was on course over Spinazzola one (1) minute late. Wing formation was described as loose but satisfactory, weather considered.

3. One early (1) return a/c No. 42-50843 turned back at 0916A hours (42°00'N-16°20'E) because carburetor trouble with number two (2) engine. All from 14,000 feet. All spare a/c continued with formation and completed mission.

4. Thirty (30) a/c were over the Primary Target at 1118A hours (lead ship time). Fourteen (14) a/c dropped a total of thirty five (35) tons of bombs at 1117A hours (mean time) from 14,000 feet. The Group Leader finding solid overcast completely obscuring the Primary Target, signaled indicating that the first Alternative target, Piava/Ponte Di Piave R.R. Bridge would be attacked and the formation set course for Secile, I.P. for alternate. Thirty (30) a/c were over the first Alternate target at 1140A hours and fifteen (15) a/c dropped thirty seven (37) tons of bombs from 14,000 feet. Axis of attack 192° (briefed axis 190°). All bombs were one thousand (1000) pound G.P. with (.1 nose and non delay tail fusing). A total of five and one half (5½) tons were returned to the base. A/C No. 42-52495 returned two and one half (2½) tons and a/c No. 42-51736 returned one half (½) ton, both due to rack malfunctions and the a/c returning early returned two and one half (2½) tons.

Recapitulation of Bomb Tonnage

Dropped on Primary Target	35.0 tons
Dropped on 1st Alt. Target	37.0 tons
Returned to base	<u>5.5 tons</u>
Total (31 a/c)	77.5 tons

Bomb strike photos show approximately 24 strikes in open country an undetermined distance from Pinzano South Railroad bridge. No photos show this primary target, due to solid overcast. At first alternate, Piave Ponte Di Piave railroad bridge, two direct hits were on the railroad bridge, and at least one on

the adjacent highway bridge. There were also several close near misses on both bridges. Other strikes were at the north and south approaches to the bridges.

5. Bombing was visual. Cloud coverage at the IP was 7-8/10ths and the target was obscured until the formation reaches Oderzo (45°47'N-12°29'E) at which time the overcast broke up sufficiently to make target visibility good. Both attack unit leaders bombed the 1st alternate target on Automatic Pilot. First Attack Unit Leader using C-1 and the Second Attack Unit Leader A-5.

6. No enemy opposition was encountered.

7. 4/10 stratus, Base 1500 feet, tops 3000 feet and 5/10 to 7/10 stratocumulus, Base 3500 feet, tops 9000 feet from Base to Coast.

3/10 to 5/10 stratocumulus, tops 10,000 feet over Adriatic. Scattered cirrostratus in North Adriatic.

Over target, 8/10 stratocumulus, tops 10,000 feet with scattered cirrostratus at 21,000 feet. Visibility was 15 miles.

On return, general decrease of all cloudiness. 3/10 cumulus from Coast to Base and clear over Base. Visibility entire route was 15-20 miles.

8. The following observations were reported:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1003A	(43°17'N-14°53'E)	12,000	Possible submarine pursuing zig zag course. General heading 360°
1107A	(45°47'N-12°36'E)	14,000	A/D SE a/c. Numerous hangars and crates.

9. Thirty (30) a/c returned to this base between 1348A hours and 1414A hours.

10. Route flown as briefed. Track chart showing route flown attached.

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

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

2 Incls:

Incl 1 - Tracking chart

Incl 2 - Selected photograph

22-1-44

50

49

48

47

46

45

44

IP
PARCEMOME
10 9 3

MH-44^o

TARGET

MH-4^o

OTHER
GROUPS

KP

IESOL
10 4 3

MH-147^o
(RETURNING)

MH-327

MISSION OF 23 SEPT. 1944

710
 MH-330^o
 MH-174^o
 (RETURNING)
 BISCEGLIE
 07-1 MH-327^o
 BASE
 088 2

6

7

8

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14

15

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

319.1

24 September 1944

Subject: Narrative. Mission Report

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

1. On 24 September 1944, twenty six (26) of twenty eight (28) scheduled B-24 a/c and three (3) spares took off at 0935A hours to bomb Submarine based in Scaramanga harbor and Scaramanga Harbor Installations in Greece. The twenty nine a/c formed in two attack units. The first attack unit was led by Colonel A. L. Schroeder, Commanding Officer of the 464th Bombardment Group (H), and the second attack unit was led by Major James H. Gilson, Commanding Officer of the 779th Bombardment Squadron (H).

Two (2) scheduled a/c failed to take off for the following reasons: B-24 a/c No 42-52537 would not pull more than 2500 RPM's and 44 inches on No 4 engine. B-24 a/c No 42-52514 had a complete electrical system failure.

2. The Group form up and line rendezvous were executed in a satisfactory manner. The 464th Bombardment Group (H) passed over Spinazzola three (3) minutes early, at 1042A hours, in order to avoid clouds.

3. B-24 a/c No 42- 78514 feathered a run away prop and being unable to keep formation returned from (39°27'N-21°02'E) landing at 1400A hours.

4. Twenty eight (28) a/c dropped fifty seven and one half (57½) tons of 500 pound RDX bombs (.1 nose and .01 tail fusing) from 23,000 feet.

Five (5) failed to release on the target. Dog Box leader had a rack malfunction and bombs would not release by sight or toggle switch. Three (3) other a/c in Dog Box did not release for the reason that the box leader did not drop. One (1) a/c did not release when the intervalometer failed to function. These five (5) a/c returned twelve and one half (12½) tons of bombs to base.

Recapitulation of Bombs

23 a/c	dropped on target	57½ tons
6 a/c	Returned to base	15 tons
2 a/c	No take off	5 tons
	Total	<u>77½ tons</u>

Bomb strike photos show direct hits on the main jetty, seaplane hangars, workshop, slipways and on the large unidentified building adjacent to the east side of the hangars. In the harbor there were probable direct hits on a 210 foot submarine adjacent to the jetty, and on three merchant vessels measuring 380, 200, and 170 feet. There were also two near misses on the derelict merchant

vessel and one near miss on a 280 feet MV. At least six additional small boats were destroyed. Two hits were in the work camp area. Numerous hits blanketed the south edges of the hangars. Several strikes covered shoreline installations as far as 600 feet on either side of the main jetty. One near miss was adjacent to the probable power house. Approximately 36 bombs fell short of the target, at distances ranging from 4000 feet to one and one quarter miles.

5. The Group Leader used C-1 automatic pilot. The second attack unit leader started on the bomb run using C-1 automatic pilot but finished on PDI because of the amount of correction necessary.

6. Flak at the target was reported SIH to MIH. At (39°38'N-20°50'E) SIH flak was observed.

7. Two (20 FW-190 A/C were observed at (38°12'N-23°30'E) AT 1300A hours flying at 9000 feet and in the opposite direction from that of the formation which was at 23,000 feet. Six (6) ME-109 a/c were observed first at (39°10'N-21°10'E) at 1400A hours flying parallel to the formation and at the formation altitude of 15,000 feet. The e/c left the formation at (39°40'N-20°02'E) at 1425A hours having made no effort to attack.

8. No friendly escort was observed.

9. There was 2/10 cirrus and 2/10 to 3/10 cumulus with tops at 8000 feet from the base to the coast.

2/10 over the Adriatic and Strait of Otranto. Over the Grecian Mountains 3/10 to 4/10 cumulus with tops at 10,000 to 12,000 feet.

1/10 cumulus in the target area with visibility unlimited.

On return, little change except increase in cumulus over Southern Italy to 5/10.

At the base on return 4/10 cumulus, bases at 3000 feet, tops 6000 feet with scattered altocumulus at 10,000 feet.

Visibility over entire route 20 to 30 miles.

10. The following observations were reported:

TIME	PLACE	ALT.	OBSERVATIONS
1255	(35°07'N-23°47'E)	22,000	Smoke screen over A/D.
1303	Scaramanga Harbor	22,400	One (1) large and six (6) to eight (8) medium and fifteen (15) small M/Vs anchored.
1306	(38°04'N-23°33'E)	22,000	Six (6) 4 engine a/c on A/D.
1333	(38°20'N-21°47'E)	16,700	Two (2) large boats on 45° heading.

11. Twenty eight (28) a/c landed at this base between 1540A hours and 1602A hours.

12. Route was flown as briefed. Track chart showing route flown enclosed.

13. Six (6) a/c attempted photographs. Selected print enclosed.

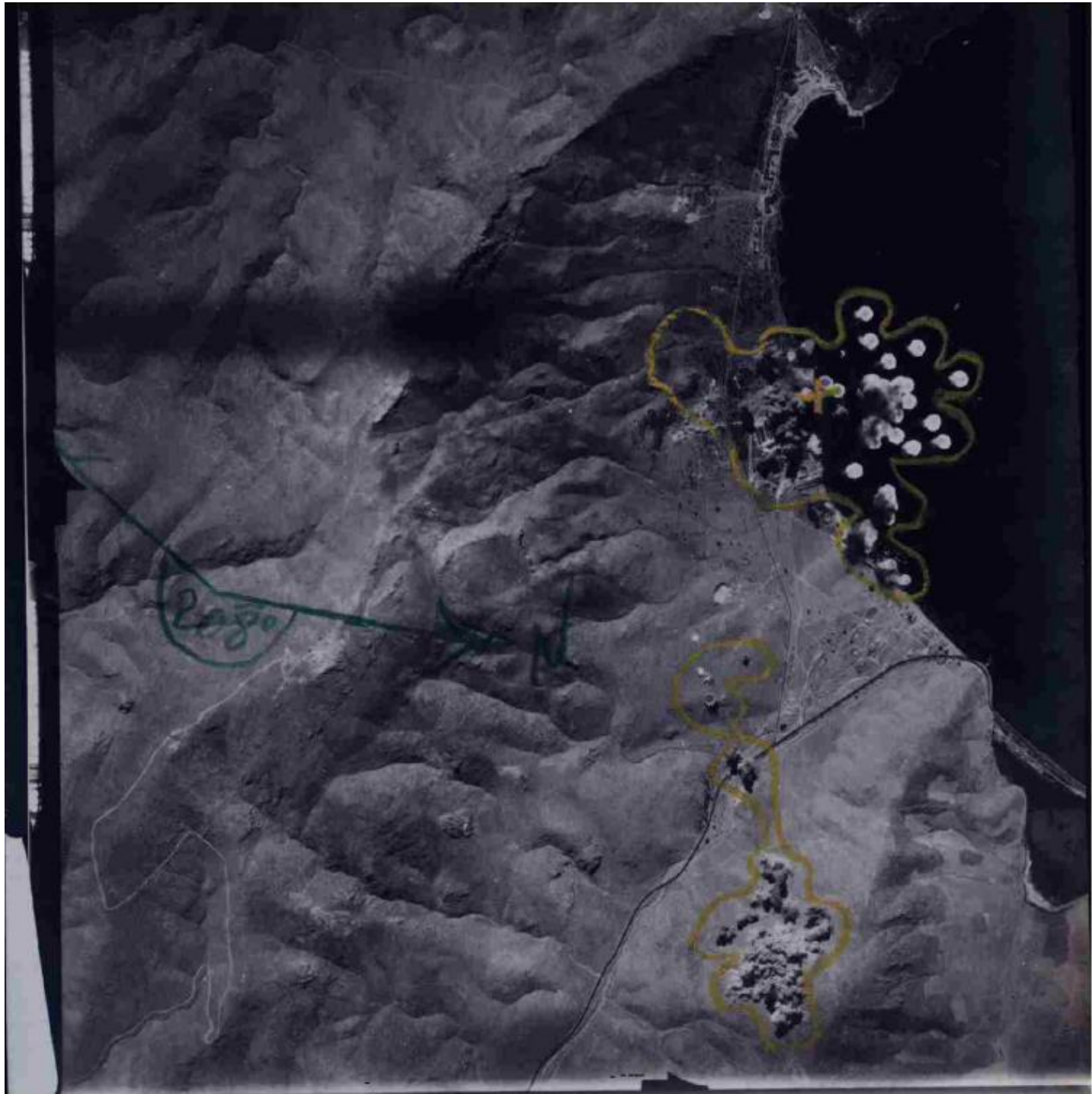
For the Commanding Officer:

FRANCIS F. ELDER
Major, Air Corps
Intelligence Officer

2 Incl:

Incl 1 - Track Chart

Incl 2 - Selected Print



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 Air Force
Group 464th Bomb Group (H) Squadron 776 Bomb Sq (H)
2. **SPECIFY:** Point of Departure Pantanello, Italy Course NE
Target MORAVSKA Type of Mission Bombing
Ostrava, Czechoslovakia
3. **WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:**
Widely scattered middle and high clouds. Visibility 20 miles.
4. **GIVE:** (a) Date 29 August 1944 Time 1230 Location 46°35'N-18°45'E
of last known whereabouts of missing aircraft.
(b) Specify whether: (X) 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.** (Check only one)
() Enemy Aircraft () Enemy Anti-Aircraft (X) Other circumstances as follows: Mechanical failure.
6. **AIRCRAFT:** Type, Model & Series B-24-G AAF Serial NO 42-78248
7. **ENGINES:** Type, Model & Series B-1830-65 AAF Serial NO (a) BP-428857
(b) BB-425574 (c) BP-428389 (d) BP-428494
8. **INSTALLED WEAPONS:** (Furnish below Make, Type, and Serial Number)
(a) Browning MG-M2 Cal .50 97776 (b) Browning MG-M2 Cal .50 97765
(c) " " " " 977919 (d) " " " " 977642
(e) " " " " 977985 (f) " " " " 978974
(g) " " " " 977945 (h) " " " " 977981
(i) " " " " 391656 (j) " " " " 977746
9. **PERSONNEL LISTED BELOW REPORTED AS:** (X) Battle Casualty () Non-Battle Cas.
10. **NUMBER OF PERSONS ABOARD AIRCRAFT:** Crew 10 Passengers 0 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 (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATION SHIP, AND ADDRESS
1. Pilot	Kollias, John F.	1st Lt	0867041	Mrs Anna Rose Kollias, (Wife) 2115 Park Ave, St Louis, Missouri.
2. CoPilot	O'Keefe, Robert G.	E/O	T-62256	Mr James J. O'Keefe, (Father) 1 Main St, North Hanover, Mass.
3. Navigator	Price, Lewis F.	1st Lt	0695448	Mrs Erma P. Price, Wife, 1903 8th St, Lubock, Texas.
4. Bombardier	Jacobson, Albert E.	1st Lt	0694775	Mrs L. Jacobson, Mother, 5918 Castor Ave, Philadelphia, Pa.
5. Eng-Gun	Ollikeinen, Toivo J.	S/Sgt	31267216	Mrs Helmi Ollikainen, (Mother) RFD#2, Milford, New Hampshire.
6. Rad-Op-G	Cook, William B.	T/Sgt	3614542	Mrs Matilda Cook, Mother, Chandlerville, Ill. -
7. Ball Gunner	Probat, Fred L.	S/Sgt	37615201	Mrs Frances E Probat, Mother, RFD#3, East Plaines, Mo.
8. Tail Gunr	Rochetta, Francis C.	S/Sgt	31118372	Mrs Margaret Lynch, Mother, RFD, Hazardville, Enfield, Conn.

9. Waist Gun-Ouellette, Dewey H. Sgt 31318365, Mr Damase Ouellette, Father, St Francis, Maine.
10. Nose Gunner-Michaud, Emile J. Sgt 3186227, Mrs Mary A Michaud, Mother, 12 Halton St, Providence R. I.

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:

contacted last saw

NAME IN FULL RANK SERIAL NO by Radio sighted crash forced landing

1. Gorder, Robert A. 1st Lt 0668441 X
2. Doverspike, George C. 2d Lt 0824610 X
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
 Any other reason (specify) _____

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) _____

date of this report: 31 August 1944

signature of officer _____

- 3 incls:
- Incl 1-Sketch of approximate position ship was last sighted. WILLIAM H. REDDELL,
Major, AC
Commanding
- Incl 2-Eye witness report of 1st Lt Gorder
- Incl 3-Eye witness report of 2nd Lt Doverspike.

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 Pantanello, AIR BASE Command or AF 15th AF
Group 307th Bombardment Group (H) Squadron 779th Bomb Sq (H)

2. SPECIFY: Point of Departure Pantanello Air Base Course Vienna, Austria
Target Vienna Type of Mission Bombing

3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Alto cumulus layer broke to 5/10 coverage. Visibility 25 miles

4. GIVE: (a) Date 10 September 44 Time 1842 Location Vienna, Austria
of last known whereabouts of missing aircraft.
(b) Specify whether: (X) 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. (Check only one)
() Enemy Aircraft (X) Enemy Anti-Aircraft () Other circumstances as follows:

6. AIRCRAFT: Type, Model & Series B-24J AAF Serial NO 44-41053

7. ENGINES: Type, Model & Series R 1830-65A AAF Serial NO (a) BF-443049
(b) BF-440269 (c) BF-440310 (d) BF-443447

8. INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) Browning 50 Cal M2 1540227 (b) 1203740 1203325
(c) 1203552 (d) 1538978 1203350
(e) 1203750 (f) 1253490
(g) 1540242 (h) 1253313

9. PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty () Non-Battle Cas.

10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 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 (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATION SHIP, AND ADDRESS
1. Pilot	<u>Overholt, Norman O.</u>	<u>2d Lt</u>	<u>0620043</u>	<u>Mother Mrs</u>
2. Co-Pilot	<u>Emma B. Johnson,</u>			<u>Fortuna, North Dakota</u>
	<u>Brown, George W.</u>	<u>2d Lt</u>	<u>0825770</u>	<u>Wife Mrs Frances C</u>
	<u>Brown, Atlanta Road, Box 114,</u>			<u>Marietta, Ga</u>
3. Bombardier	<u>Robinson, William E</u>	<u>2d Lt</u>	<u>0673901</u>	<u>Wife Mrs Pauline</u>
	<u>A. Robinson, 3205 Poppleton Ave,</u>			<u>24 Omaha, Neb</u>
4. Navigator	<u>Reasley, Gran S.</u>	<u>2D Lt</u>	<u>0723661</u>	<u>Wife Mrs Naomi</u>
	<u>5. Beasley, Box 414, Liberty, Texas.</u>			
5. Engineer	<u>Tober, Lawrence H.</u>	<u>W/Sgt</u>	<u>6913360</u>	<u>Mother Mrs</u>
	<u>Emilie Tober, 208 S. Sherman St, Bay City, Michigan</u>			
6. Engineer	<u>Godbold, Arthur E.</u>	<u>S/Sgt</u>	<u>34402717</u>	<u>Father Mr Joseph</u>
	<u>E. Godbold, 801 W. Quincy St, Lakeland, Fla</u>			
7. Engineer	<u>Ennis, Belle</u>		<u>7387</u>	<u>Mother Mrs Annie</u>
	<u>Belle Ennis, Route 42, Gray Beach, Georgia.</u>			
8. Armorer Gnr	<u>Sprague, Durant D.</u>	<u>Col</u>	<u>16031008</u>	<u>Father Mr Burlingh</u>
	<u>P. Sprague, 5203 N. Court St, Flint, Mich.</u>			

- 9. Aerial Gnr Zeman, Michael P. [redacted] 29 Wife Mrs Olga Zeman, 74 N. Main St, Little Falls, New York
- 10. Aerial Gnr Gebhardt, Frederick C. Col 32779545 Mother Mrs Rose Gebhardt, 29-F Wraylac Manor, Elizabeth, N.J.
- 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		Sighted	crash	forced landing
			by radio	last			

1. Joseph A. Shymanski	1st Lt	0737487					X
2. Angelo Kyrmias	T/Sgt	12031254					X
3. Fred Gonroff	S/Sgt	12093976					X
4. _____							
5. _____							
6. _____							

- 12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 - (X) Parachutes were used. () Persons seen walking away from scene of crash
 - () Any other reason (specify) four men were seen leaving the aircraft but only two parachutes were seen to open.
- 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) no search was made as aircraft went down over enemy territory.

date of this report: 12 September 1944

4 Incls: _____ signature of officer

Incl 1 - Statement of 1st Lt. Joseph A. Shymanski (Septup) ALBERSON TIMMONS, Capt., Air Corps, Adjutant

Incl 2 - Statement of T/Sgt Angelo Kyrmias (Septup)

Incl 3 - Statement of S/ Sgt Fred Gonroff (Septup)

Incl 4 - Map of area _____

BATTLE CASUALTY REPORT OF
 776th BOMBARDMENT SQUADRON (H)
664TH BOMBARDMENT GP (H)

* Insert code applicable
 (See reverse)

** Insert code applicable
 (See reverse)

7 Sept 1944
 (Date)

CORRECTED COPY

NAME			GRADE	ASN	*TYPE OF CAS.	DATE OF CASUALTY	*FLY- ING OR ST:T	ARM OR SERV	DUTY CODE	REMARKS (Place of casualty)
(LAST)	(FIRST)	(MIDDLE)								
KOLLIAS,	JOHN F.		1st Lt	0687041	RTD	6 Sep 44	A	AC	1092	MIA 29 Aug to RTD
O'KEEFE,	ROBERT G.		F/O	T-62256	RTD	6 Sep 44	A	AC	1092	MIA 29 Aug to RTD
PRICE,	LEWIS F.		1st Lt	0695448	RTD	6 Sep 44	A	AC	1034	MIA 29 Aug to RTD
JACOBSON,	ALBERT E.		1st Lt	0694775	RTD	6 Sep 44	C	AC	1035	MIA 29 Aug to RTD
COOK,	WILLIAM B.		T/Sgt	36445542	LIA	29 Aug 44	G	AC	757	MIA 29 Aug to LIA
OLLIKRINEN,	TOIVO J.		S/Sgt	31267216	RTD	6 Sep 44	H	AC	748	MIA 29 Aug to RTD
PIST,	FRED L.		S/Sgt	37615201	RTD	6 Sep 44	K	AC	611	MIA to LIA 29 Aug
ROCHETTE,	FRANCIS C.		S/Sgt	31118372	RTD	6 Sep 44	K	AC	611	MIA to LIA 29 Aug
MICHAUD,	EMILR J.		Sgt	31386227	RTD	6 Sep 44	K	AC	611	MIA 29 Aug to RTD

This report consists of 1 sheets

BCR Control No. _____

NATOUSA Form 6.

Page 1

WILLIAM H. REDDELL
 Major, AC
 Commanding

INCLOSURES AND SUPPORTING DOCUMENTS

1. Letter Orders, Par 2, Hq. 15th Air Force, 3 September 1944
2. S O 180, Par 5 and 6, Hq. 464th Bomb Group, 5 September 1944
3. Copy of Medical History 30 June 1944
4. 464th. Bomb Blast, issues of 2,9,16, September 1944

HEADQUARTERS FIFTEENTH AIR FORCE
APO 520 US ARMY

3 September 1944

SUBJECT: Orders.

TO : All Concerned.

1. Par 2, Ltr Orders, this Hq, G/HER/emf-4, dated 1 Sep 1944, placing LT COL CHARLES F. McKENNA, III, 0369281 AC, 464th Bomb Gp (H), on DS in the US for a period of thirty (30) days for rest and rehabilitation, is hereby revoked.

2. Pursuant to authority contained in Sec V, Paragraphs 1 and 4, WD Cir 127, dated 29 May 1943, LT COL CHARLES McKENNA, III, 0369281 AC, 464th Bomb Gp (H), is placed on DS with AAF Redistribution Sta No. 1, Atlantic City, New Jersey, for a period of thirty (30) days, WP via mil acft, govt mtr T and/or rail to 7th Repl Depot for immediate trans-shipment by first available water transportation to the US, where upon arrival he will rpt to the CO, AAF Redistribution Sta No. 1, Atlantic City, New Jersey for issuance of further orders. Upon completion of DS Off will ret via most expeditious available water transportation to perm sta, 19th Repl Bn (Sep) at DUKO. The following forms will be carried on his person: Form 77 (Officer's Pay Data Card) and Form 81 (Immunization Register). Necessary rations in kind will be furnished. Clothing and baggage to accompany Officer to the US will not exceed 100 pounds and 75 pounds returning overseas. TCNT. TDN. 91-66 P 432-02 A 0425-24.

By command of Major General TWINING:

s/ Elmore H Read, Jr.
ELMORE H READ, JR.,
1st Lt, Air Corps,
Asst Adjutant General

DISTRIBUTION:

- 1 - TAG
- 5 - CG, AAF
- 2 - CG, NATOUSA
- 5 - CO, 7th Repl Depot
- 5 - CG, AAF Redistribution Sta No. 1,
Atlantic City, New Jersey.
- 2 - CO, 464th Bomb Gp (H)
- 2 - CO, 55th Wg
- 5 - Individual concerned
- 2 - Postal O
- 1 - Air Inspector
- 1 Historian
- 5 - A-1, Combat Crew Sec
- 1 - A-1, Pers Status Sec
- 1 - A-1
- 2 - CO, 19th Repl BN (Sep) at DUKO
- 1 - 30th MRU
- 2 - 28th SCU
- 2 - File

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

5 September 1944

SPECIAL ORDERS)
 :
NUMBER . . 180)

1. EXTRACTED (Rest Camp Rome)
2. Following EM, having been asgd this comd VOCO 55th Bomb Wing (H) effective 4 August 44, are further asgd orgns indicated:

776TH BOMBARDMENT SQUADRON (H)

Cpl (521)	Charles M. Barnes	35120392	Pfc (521)	Gilbert Mishkin	36656186
Pvt (590)	Alva F. Adkins	35656303	Pvt (521)	Robert P. Skinner	19148445
Pfc (577)	Perry G. Blanchard	37264681			

777TH BOMBARDMENT SQUADRON (H)

Cpl (667)	Carlie Turner	37395834	Pfc (521)	Eldon C. Beagle	19178148
Pvt (590)	Calvin L. Bain	39693098	Pvt (521)	David L. Gold	32813835
Pvt (521)	Dayton D. Hartley	33221409	Pvt (590)	Gritt A. Taylor	1405690x
Pvt (521)	Ernest M. Saunders	39921307			

778TH BOMBARDMENT SQUADRON (H)

Cpl (345)	Truman E. Fulbright	37137699	Pvt (590)	William E. Aldrich	32867348
Pvt (590)	Harvey L. Burnhan	18190523	Pvt (050)	Edward D. Horn Jr.	33492981
Pvt (521)	Reeves C. Mc Mahan	34904142	Pvt (745)	William L. Welsh	36897906
Pvt (521)	Albert G. Salmon Jr.	12219385			

778TH BOMBARDMENT SQUADRON (H)

Cpl (458)	Warren J. Garrett	34248369	Pvt (590)	Anthony C. Bovo	32424690
Pvt (590)	Warren A. Alexander	38508721	Pvt (521)	Joseph S. Roedel	42091960
Pvt (677)	Swimmer D. Rabbit	38189015			

3. Under the prov of par 6c AR 615-5 and upon recommendation of the orgn comdr the fol EM of 776th Bomb Sq (H), are hereby promoted to grade as indicated below eff this date. Copy of SO will serve in lieu of Warrant.

TO BE TECHNICAL SERGEANT (TEMP)

S/Sgt (748)	Eugene H. Ballard	39904076	Sgt (748)	Franklin H. Snyder	32077462
S/Sgt (748)	Byron A. Lockram	39118356			

TO BE STAFF SERGEANT (TEMP)

Sgt	(748) Eugene H. Allinder	38467062	Sgt	(748) Warren G. Clement	
	6945689				
Sgt	(612) William A. Danaher	35095972	Sgt	(612) Ronald E. Hall	39858914
Sgt	(612) Dexter E. Kimzey	19079570	Sgt	(612) Paul L. Sanders	36645120
Sgt	(611) Robert H. Thurmond	14136617	Sgt	(612) John R. Ward	17063310

TO BE SERGEANT (TEMP)

Pvt (748) Ellis W. Busbee 34765813

4. Following O and EM, having been asgnd this comd VOCO 55th Bomb Wing (H), effective this date, are further asgd orgns indicated:

776th BOMBARDMENT SQUADRON. (H)

				<u>Date of Rank</u>
1st LT	(1092)	LOYD S. JACKSON	0671551	21 Sept 44
2nd LT	(1092)	PHILIP H. SPENCE	0820850	7 Jan 44
2nd LT	(1034)	HEINO A. FORSSTROM	0723340	22 Apr. 44
2nd LT	(1035)	DONALD F. BRIELMAIER	02057736	20 May 44
A/Sgt	(748)	George E. Mathe	11056954	
Sgt	(611)	Rene G. Lemay	11096454	
Cpl	(611)	Thomas M. Henson	37706566	
Cpl.	(611)	Joseph Rossi	31292386	
Cpl.	(757)	Douglas A. Wrage	37477392	
Pvt	(612)	John Jervines	11093671	

777TH BOMBARDMENT SQUADRON (H)

				<u>Date of Rank</u>
2ND LT	(1092)	CHARLES E. STANLEY	0824007	8 Feb 44
2ND LT	(1092)	ROBERT S. PLAISANCE	0709628	8 Feb 44
2ND LT	(1034)	LEO F. CONE	02058419	20
May 44				
29 Apr 44	2ND LT	(1035) EDWARD C. SEAVER	0776587	
	Cpl.	(748) Forrest L. Smalley	15340522	
	S/Sgt.	(757) Darrell G. Kiger	20759460	
	Sgt	(512) Albert R. Buccholz	36509715	
	Cpl	(748) Claude T. Tweedale Jr.	19141196	
	Pvt	(611) Peter Homol	33293462	
	Cpl.	(611) Samuel J. Spomer	37706748	

779TH BOMBARDMENT SQUADRON (H)

				<u>Date of Rank</u>
44	2ND LT	(1092) ELVER R. LEISTIKOW	0822494	8 Feb
44	2ND LT	(1092) WILLIAM W. PARKER	0712251	8 Feb
	2ND LT	(1034) MORRIS S STEINWAY	0723528	22 Apr 44
	2ND LT	(1035) JOHN B. GRAHAM	0723919	20 May44
	Cpl	(611) Frank K. Fenley		38417171
	Cpl	(757) Harold A. Johnson		37556817

Cpl	(748)	Lindley C. Pope	34776055
Cpl	(612)	Glen T. Swartz	37573818

(SO 180 Hq BG dtd 5 September 44 cont'd)

Cpl	(612)	Robert A. Williams	38530956
Pvt	(748).	Nicholas Cellamare	32974286

5. LT COL (1092) ELVIN E. GOODYEAR, 0-4012217, HQ Det, is hereby aptd Actg Deputy Group Commander.

6. Under the provisions of AR 600-20, MAJOR (1092) JAMES H. GILSON, 0-412958, is hereby aptd Commanding Officer of the 779th Bomb Sq (H).

By order of Colonel SCHROEDER:

OFFICIAL:

DARYL D. JOHNS
DARYL D. JOHNS
Major, Air Corps
Adjutant.