741ST BOMB SQ. HISTORY

VOL II

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#23 LT. VICTOR McWILLIAMS' EXPERIENCE

a. Vic Remembers
b. Roster of "Association of Former Prisoners of War in Romania"
c. October 1988 newsletter of the Association of Former POWs in Romania
d. Diagram of a POW room in Bucharest
e. June 1990 newsletter of Former POWs in Romania detailing 3 days of bombing by GAF, 23-26 August, 1944.

#24 Lt. Julio Locatelli has provided some additional information for us:

a. Copy of orders transferring Lt. Hudson, Lt. Locatelli, Lt. Slater and crews from Davis-Monthan Field in Tucson, Arizona, to the 455th BG and 741 Sqdn.

b. Copy of orders from Morrison Field, West Palm Beach, Florida, directing five (5) 741 crews to depart the U.S. for overseas. The crews were Lts. Nanc.roni, Wurtz, Hudson, Walter, and Locatelli.

#25 The detail of the planning for the Steyr mission of 2 April 1944.

#26 Two Aircraft Collide
Twenty Crew Members
MIA
Over Porto San Stefano
Italy

#27 741 Squadron History as it will appear in the 455 Group History

#28 Obituary of Bob Cahill and tribute by his son, Douglas Rezin Cahill.

#29 Captain Lawrence Liberty's Contribution to GCA Approaches.

#30 Liberty Remembers ...

#31 Jim Smith reports the "African Saga" or the "Stay At Chateaudun Au Rumel."

#32 Bill Crim records his experience in Yugoslavia, July 21-24, 1944.

ATTACHMENT #1

Roster of 741st Personnel from Alamogordo to Salt Lake City

OFFICERS

1-	CAPT HORACE W. LANFORD JR	0401185	AC	5-	CAPT HAROLD F. SCHUKNECT	0421440	MC
1-	CAPT RUSSELL J. WELSH	0401275	AC		1ST LT JAMES CLAYPOOLE	0415231	AC
4-	1ST LT JOHN F. DAVIS	0447674	AC		1ST LT CHARLES H. MARTIN	0443805	AC
	1ST LT JOHN VANLENT	0906977	AC		2ND LT NATHAN (NMI) BAILEN	0688296	AC
	2ND LT SAM (NMI) BARANAUSKAS	0688655	AC	1-	2ND LT WINFIELD S. POWERS JR	0749499	AC
1-	2ND LT WARREN D. BLACK	0740732	AC	1-	2ND LT ROBERT T. CAHILL	0673770	AC
1-	2ND LT HARRY W. GLAZE JR	0748001	AC		2ND LT RICHARD E. HART	0749618	AC
1-	2ND LT HUMPHREY G. HOSMER	0690427	AC	1-	2ND LT EUGENE L. HUDSON	0745098	AC
1-	2ND LT WILLIAM H. JOHNSON	0689575	AC		2ND LT EDWARD C. JONES	01555226	AC
1-	2ND LT LAWRENCE F. LIBERTY	0672367	AC	1-	2ND LT JULIO C. LOCATELLI	0748200	AC
2-	2ND LT EARL R. MASSEY	0678540	AC	1-	2ND LT ROBERT C. MCWILLIAMS	0736880	AC
	2ND LT JAMES D. MEHEGAN	0862556	AC	1-	2ND LT JACK D. MONTGOMERY	0691149	AC
	2ND LT DOUGLAS S. REZIN	0690988	AC		2ND LT JAMES C. ROSS	0862097	AC
3-	2ND LT VINCENT E. SHANKS	0863608	AC	1-	2ND LT JEROME E. SLATER JR	0685266	AC
1-	2ND LT WALTER L. SLOCUM	0690495	AC	1-	2ND LT JAMES H. SMITH	0689338	AC
1-	2ND LT CLARIS W. STROMAN	0690502	AC	1-	2ND LT ALLEN E. SUTERA	0691311	AC
	2ND LT ALBERT P. TULLI	0688766	AC	1-	2ND LT MYLES L. WALTER	0691526	AC
1-	2ND LT ELMER E. WATTERS	0873014	AC	1-	2ND LT NELSON A. WURTZ	0682937	AC

ENLISTED MEN

1-	M/SGT (752) ALBERT H. HAGEMANN	37038979		1-	T/SGT (901) CHARLES H. ROY	17044174	
1-	S/SGT (757) PAUL L. BAKER	16127662		1-	S/SGT (542) SAM P. BURFORD	37084944	
1-	S/SGT (747) CARMEL (NMI) CASCIO	16995762		1-	S/SGT (513) KAY C. COLEMAN	18101789	
1-	S/SGT (747) LUTHER E. DAY	18039619		1-	S/SGT (748) FRANK L. FOX	36319005	
	S/SGT (754) FLOYD B. FRYE	15016822			S/SGT (757) RONALD A. GAMBLE	36338119	
	S/SGT (611) RASCOE S. GRISHAM	34231561			S/SGT (678) JOSEPH L. JONES	15056761	
1-	S/SGT (748) ANGUS L. LEWIS	38093094			S/SGT (612) CLARENCE A. MOSER	17088330	
1-	S/SGT (275) WILLIE L. CHARPEE	18009574		1-	S/SGT (748) MICHAIL (NMI) SKRATSKY	15084621	

SERGEANTS

	(748) JAMES Q. ANDERSON	14040326			(748) FRANK A. ASHLEY	35369411	
1-	(757) WILLIAM R. BEARD	19144218			(751) RAOUL F. BEDARD	16023421	
1-	(748) FRANCIS E. BEELER	38244858			(748) EUGENE C. BENNETT	13120823	
	(612) JOHN F. BOASI	12156445			(501) JOHN L. BOYLE	20123098	
	(501) NICHOLAS D. C RIELLO	32346230			(612) ROBERT G. CARSON	20640225	
1-	(826) JOSEPH J. CICHON	31063844			(911) MELVIN S. COHEN	35320675	
	(911) STANLEY M. CORNELIUSON	36409077			(748) RICHARD A. DAKIN	16031447	
	(612) HARRY E. DAVIS	33555572		1-	(911) ARTHUR A. DODD	17024333	
1-	(748) WILLIAM E. DRAPER JR	34404385			(748) WAYNE V. ELLIOTT	37228523	
1-	(585) MARTIN D. FRIEDLAND	6704300		1-	(932) DENVER D. FULLBRIGHT	18085335	
	(911) CHARLES GOLDBERG	12085161		1-	(757) HUGO R. GROSS	32669776	
	(748) HAROLD L. HAMILTON	17160890			(612) WARRED G. HEER	33414341	
1-	(751) RAYMOND E. HEWIT JR	15101956		1-	(748) IRLEN D. HUDSON	35410864	
1-	(501) GLENN C. IMBER	7025319			(612) BERNARD W. KAMPA	37461572	
1-	(748) CHARLES R. KARNEY	33236617			(748) ROBERT H. KENNINGTON	19174917	
	(612) WALDON R. FINNICK	35579927			(748) DONALD E. LIBBY	31146418	
1-	(747) GEORGE C. MCCAIN	18034285		1-	(750) LORENZA D. MCCOY JR	14097611	
	(501) CHARLES A. MCDANIEL	19074640			(612) THOMAS D. MORAN	35696151	
1-	(757) KARL J. MUSE	11117744			(678) JOHN J. MUSTOVICH	16126861	
1-	(611) WILLIAM J. NEWMAN	12158921			(678) HARVEY B. PAQUETTE	36349625	
	(612) RICHARD V. PENDLETON	32265492		1-	(747) MICHAEL (NMI) POLKABLA	33077166	
	(901) JOHN L. PRINE JR	34612052		1-	(757) BENJAMIN L. RICHMAN	35438705	
1-	(751) JOHN D. RIFFE JR	35433308		1-	(757) FREDERICK J. SCHULTZ	12208989	
	(747) RHODIE R. SCOTT	39542378			(747) JULIUS B. SIDAK	6565769	
	(824) GEORGE (NMI) SIMON	32218888			(944) SAMUEL (NMI) SPEAKMAN	12132221	
1-	(747) EDWARD (NMI) STERN	32328567			(911) MICHAEL J. SYLVANOVICH	13026022	
1-	(748) HUBERT L. TOWNSEND	16151594			(888) FRANK B. WILLIAMS	35592092	
	(612) MARVIN I. WOLFE	37493529			(612) MELVIN (NMI) WOLFE	37493523	

CORPORALS

1-	(747) FRANCIS (NMI) BEESON	18191124		1-	(747) WALTER J. BOYCE	32658071	
	(932) Peter (NMI) BOZZA	32327772		1-	(747) JOHN O. BURNETT	19099995	
1-	(747) ELMER W. BUSH	39406850			(678) JAMES J. CLAYTON	32750977	
1-	(747) MORRIS J. CONAWAY	38134480			(747) WALDEMAR F. DAHLQUIST	39276309	

CORPORALS (Continued)

	(678) JOHN E. DEISCH	15333325	(685)	KAZMER E. DOLATOWSKI	12200409
	(683) STANLEY (NMI) DOMITZ	35054056	(901)	RALPH (NMI) DUNCAN	36612639
	(747) WILLIAM (NMI) DUNCAN JR	35647354	(060)	BARTLETT J. DYSON	37554919
	(678) WILEY F. EARNHARDT	34602196	(747)	CHARLES B. FORD	33365973
	(902) ROBERT E. FRANKENFIELD	32603985	(747)	REX C. FRITTS	18200119
	(928) ARCHIE R. GAGNE	16101200	(911)	KENNETH C. GARFISS	34118931
	(686) CHARLES A. GOOD	33238020	(813)	LAGONDA D. GUY	39533073
1-	(750) WILLIAM C. HANSON	39541608	1- (501)	JOSEPH (NMI) HARRIS	35764209
	(754) JOHN L. HECKMAN	32746789	(747)	DONALD R. HELBERG	18202569
	(747) LEON D. HORN	16149821	(685)	ELMO J. HUBBARD	20833545
	(747) JOHN J. JEVESCK JR	15074992	(750)	CARL E. JONES	18077007
	(747) CARL M. KLEIN	13125768	(747)	JOSEPH G. KLIMT	16134202
	(685) TERRY W. LEEMAN	18187395	(888)	JOHN (NMI) KOSCO	33018969
1-	(747) RENO P. LEININGER	17110049	(754)	CRAFORD W. LINDSEY	31310778
	(941) JOSEPH P. LOPACKI	32582843	1- (747)	CARL O. LUNDQUIST	19112679
	(747) JOHN G. LUTZ	12158853	(886)	RICHARD J. LYNCH	31180357
	(747) JOHN D. MAGUIRE	12032742	(683)	JOHN W. MARISCHING	17071209
	(929) JOHN (NMI) MCCULLOUGH	39021363	1- (501)	HENRY J. MCGRATH	14085620
	(747) MARTIN G. MCMURRAY	37104853	(747)	FRED F. MOLLENHOUR	17060818
	(747) DONALD L. MOREY	17070400	(747)	DAVID A. MORTON	34439376
1-	(747) MANUEL J. NUNES	39039704	1- (687)	PIERRE F. PEDERSON	31204711
	(747) NICHOLAS V. PEZZA	32466446	1- (747)	JOSEPH O. PLAISANCE JR	18150531
	(747) JOHN L. SCHULTZ	11090762	(747)	ROBERT P. SCHULTZ	12209496
1-	(685) WILLIAM B. SEABORNE	31171862	(747)	CLEMENT K. SHAFFER	17159778
	(501) BUSTER L. SIMMONS	36395180	(685)	LEO G. SMITH	39091764
	(747) JOHN D. STARRETT JR	16147302	(809)	RUPERT (NMI) STEVENS	32608721
	(686) J. D. STEWART	18183056	(747)	RICHARD G. STOFFEL	12214287
	(756) ERNEST P. SWALES	33255650	(747)	WILLIAM T. SWEENEY	35632669
	(945) JOHN (NMI) TASSOS	12165000	(747)	JOHN J. TEODORCZYK	12149001
	(686) ANTHONY J. TOMASHUNAS	31082707	(901)	ROBERT N. TROTTER	33737523
	(747) JOHN (NMI) TYSON	36178989	(687)	GEORGE D. TURNER	16031539
1-	(747) RUSSELL F. VAN HORN	15340761	(901)	HARRY J. WARR	36577766
	(685) IRVING A. WEISBERG	13124683	1- (687)	CHARLES G. WILKEN	12139270
	(747) ADOLPH A. ZAHRA	11104589	(888)	RAYMOND G. ZECK	36361642
T/Sth	(673) JESSE (NMI) BENNETT	13079032			

PRIVATES FIRST CLASS

(911)	EDWARD A. ADAMSON	32750956	(256)	JAMES F. ALLEN	35845426
(754)	CARMINE D. ANEMONE	32418017	(747)	LESTER A. BAILEY	36522296
(911)	JOSEPH A. BELANGER	11098693	(901)	ALEXANDRO P. BERTOLINI	32790767
(901)	CARL J. BLATTEL	37505697	(911)	CHARLIE R. BOLT	33347965
(911)	JOSEPH G. BOWEN	32562025	(755)	RAYMOND E. BREAULT	31148989
(901)	ANTON (NMI) BRNETICH	36451047	(807)	HAYDEN (NMI) CARRUTH	12091944
(932)	WILLIAM T. CARTER	35606146	(501)	MICHAEL A. CASSESE	31159148
(901)	JOHN M. CASTILLO	38415021	(807)	RODNEY M. CHADWICK	32856659
(901)	ANDREW J. CHINCHILLA	33437537	1- (821)	WILLIAM B. CURLEY JR	15078206
(932)	FREDDIE G. CYRUS	35217594	(050)	ROBERT A. DEAN	18177734
(754)	JOHN A. DEIBLER	35042707	(901)	FRED A. DEMAIO	32792197
(060)	GERARD T. DENOMME	31344334	(932)	JAMES E. DITTMAR	32845679
(754)	WILLIAM H. DOTTER	13068645	(901)	MICHAEL (NMI) DUTKOFSKI	35533074
(755)	WILLIAM W. DWYER	34376664	(501)	GORDON C. COMBE	11031029
(911)	JAMES W. EDWARDS	17121248	(555)	LEONARD R. ELSE	16131967
(239)	CHARLES T. ESPOSITO	32696915	(747)	IRA F. FARMER	34801811
(501)	EDWARD G. FEDORSHAK	33602176	(060)	LUNNIE H. FREE	34802085
(911)	FELIX D. GARCIA	39277133	(747)	ALVIN H. GARTENMAN	35479248
(813)	ANGELO J. GENTILE	12165653	1- (750)	JULIUS W. GILONE	32633860
(932)	ADAM (NMI) GLUCHOSKI	32916656	(747)	JAMES L. GREEN JR	35656788
(911)	LOUIS H. GRIFFIN	39856043	(747)	HENRY J. GROEN	35558834
(932)	ROLAND J. HANDERHAN	32910960	(901)	LEONARD C. HAUSE	33491321
(747)	JOHN E. HAUSER	34598528	(501)	WOODY P. HEINSOHN	18031364
(932)	VIRGIL M. HEINTZELMAN	35552761	(754)	DAVID (NMI) HOFFNUNG	32695045
(901)	JOHN F. HORWATH	31341571	(901)	RUSSELL C. HUGHES	33411441
(807)	ROLAND T. HULL	39569901	(901)	GLEN H. HURST	32725814
(911)	HERBERT K. ISENBERG	37549177	(060)	JOHN W. JEFFREY	39413409
(901)	ALLEN A. JERNIGAN	34704831	(754)	KENNETH R. JOHNSON	19192956
(945)	STEVEN J. KADLEC	36650826	(861)	HERMAN L. KENNEDY	38371527
(807)	WILLIAM B. KOEHLER JR	33600001	(861)	JOHN D. KRIPPLEBAUER	33489255
(747)	ANTHONY M. KUSICK	16142741	(911)	RAY S. LANSBERY	33420021
(911)	EDWARD C. LEFERING	36455286	(929)	DUANE E. LEGGETT	39617142
(756)	ARMIN J. LEHNHARD	33394566	1- (750)	AMERICO F. LIBERATORE	12206333
(911)	FREDERICK (NMI) LOWENGUTH	32591114	(929)	WILLIAM [illegible] LUSK	39293889

PRIVATES FIRST CLASS (continued)

(747)	JOHN F. MALONE	11084032	(501)	EDWIN (NMI) MANNING	32889509
(911)	ALVIN R. MARTIN	39282497	(902)	HOWARD L. MATHEWS	36295743
(901)	THOMAS L. MCDONOUGH	31303568	(932)	GEORGE C. MCGUINNESS	32916523
(911)	WILLIAM K. MEARIG	33507422	(755)	EDWIN T. MERCER	32570273
(754)	MAYNARD A. MEREDITH	39250710	(501)	MILTON F. MILLER	39400989
(911)	JAMES C. MITCHUM	34385247	(911)	EDWARD (NMI) NESTLER	36480896
(060)	MELVIN E. NECOMB	6560507	(911)	ALLEN V. NORDSTROM	17063246
(555)	MORRIS (NMI) PABORSKY	32876173	(911)	JOSEPH (NMI) PEKAR	6889396
(902)	HENRY S. PIWOWAR	36580031	(807)	GEORGE O. PORTER	36591637
(060)	MORRIS (NMI) POSNER	32789651	(060)	ROGER W. POWELL	6876511
(932)	ROBERT C. PRUNTY JR	37668125	(928)	JOHN F. RHOADS	36613188
(683)	LELAND H. RIDDLE	34605345	(747)	LESTER V. ROBERTS	39325108
(901)	RICHARD G. ROBINSON	33540156	(911)	ANDREW (NMI) ROBLE	13011294
(501)	JOHN B. ROCHOW	16110306	7- (747)	THOMAS M. ROSE	37372009
(902)	GERALD (NMI) SANSONESE	32672780	(060)	HARRY A. SCHEINA	36481266
(501)	DAVE (NMI) SEGAL JR	16170553	(901)	JAMES H. SCOTT	39910540
(901)	GLEN W. SESSIONS	39557641	1- (750)	LESTER S. SHIELDS	39240108
(911)	HERBERT T. SHOCKEY	17069840	(747)	JAMES W. SMITHWICK	34664479
(901)	MARVIN E. STADLER	36581136	(256)	WILLIAM A. STEINER	12187673
(747)	JAMES A. STUTZ	16125227	(501)	LOREN A. SULLIVAN	32855782
(555)	WILLIAM V. SULLIVAN	14170018	(902)	FRANK (NMI) SWOBODA	38361980
(932)	STEPHEN J. TAKACS	31332263	(911)	HOWARD (NMI) TICE	35358028
(620)	EDWARD G. UTLEY	33757986	(237)	JOSEPH A. VERDONE	13115463
(678)	ALLAN (NMI) WEITZENHOFFER	32826639	(501)	FRED E. WELCH	38269702
(673)	WALTER J. WIKTOR	32673369	(932)	LEO J. WISE	35216591
(409)	HARRY J. ZAMPOGNA	33299607	1- (620)	JOHN P. WOLLE JR	36297535
(911)	DWAIN M. ZODROW	37559460	1- (686)	LLOYD A. THORNTON	37418222

PRIVATES

(929)	ROBERT C. ANDRUS	36816547	(521)	GLEESON H. BOYLE	38456484
(747)	JOHE E. BRIDGEHOUSE	32075306	(521)	ALBERTO D. CASTRO	39694284
(501)	HOWARD C. CHEEK	39409128	(521)	STEVEN F. DAROWSKI	32919540
(929)	STUART H. DEAL	33279279	(521)	TRUMAN W. EADES	38538909
(929)	DANIEL (NMI) ELFMAN	33341446	(501)	FRED L. FALLS	34707830
(060)	GEORGE E. FEICHTER	19203445	(521)	CHARLIE V. FREBERT	38458602
(501)	WILLIAM M. FREEMAN	32775834	(237)	CLIFFORD I. GISH JR	37505118
(748)	LEON V. HAMBY	35478355	(501)	WILLIAM M. HISE	37525514
(809)	ROLAND V. HOWLETT	36744696	(555)	GERBERT (NMI) KAHN	12159354
(521)	JESSE W. KEARNS	35867000	(060)	JOSEPH (NMI) KMETT JR	35313712
(060)	WALTER P. KOWALCZYK	32776043	(501)	JOSEPH S. LA ROUX	32741126
(501)	CLAUDE R. LEBEL	36459300	(060)	MAX V. MARTINEZ	39567779
(521)	NUNZIO MARAIA	32616599	(501)	THOMAS (NMI) MCALOOSE	33486161
(929)	MARDIE L. MCGATH	37417460	(521)	DANTE P. MILITE	35058670
(555)	EDWARD M. MURPHY	32888048	(929)	ROBERT E. O'MARA	37459954
(501)	PETER C. PEDALINO	32764723	(521)	LEONARD C. PELHAM	6914654
(501)	DEMPSEY D. PETERS	35656284	(060)	MERLE D. PETSCHE	39022761
(521)	MOY Q. POY	36739954	(929)	CARLO RIZZOTTO	38538859
(237)	DOMINIC (NMI) ROMERO	38420656	(237)	ANTHONY S. RUFFO	32935487
(521)	ROBERT A. RUIZ	39540971	(060)	JACK F. SCHAEFFER	35636037
(929)	ROBERT (NMI) SHAW	35695169	(929)	CLIFFORD D. SMITH	15354349
(521)	CHESTER J. SOCHA	36821961	(755)	ANGELO P. SYNODIS	12180213
(929)	SLEMP C. WHITE	33047947	(911)	JAMES R. WILLIS	33215164
(070)	JOHN W. JOHNSON	39559541	(521)	CLAUD L. HARRISON	38470831
(521)	FRANK C. KENNEY	38341361	(521)	WILLIAM C. PATZER	17165594

Legend:

1-Traveling by mil ap
2-On Detached Service
3-On furlough or leave
4-Train Commander
5-Train Surgeon
6-Sk in hosp
7-AWOL

Note: The proclivity of the 741st squadron for number one ranking begins to show here. The close observer will see that the only man AWOL in the 455th Group was a member of our squadron. Whatever

ATTACHMENT #2

Roster of 455th B.G. Personnel at Langley Field, Virginia
10/17/43

[illegible]
465th Bombardment Group (H)
[illegible], Virginia

17 October 1943

ROSTER OF OFFICERS

		LT. COL					
	M	Cool, Kenneth A.	0254001	38	MC	4-10-43 AUS AC	CO 465 Gp
		MAJORS					
	M	Crowell, Philip F.	0305280	32	[illegible]	3-1-42 AUS AC	Gp S-4
	M	Fogarty, Charles J.	0261079	43	ORC	5-31-43 AUS	Gp Flt Surg
	M	Hanford, George O.	0382[illegible]	41	MC	2-9-43 AUS	Sqdn Ex O
	S	Horton, Robert L.	0[illegible]124	29	ORC	8-11-43 AUS AC	Sqdn Ex O
	M	John, Philip J.	0295075	33	ORC	3-1-43 AUS	Gp Ex O
	M	Piper, Clayton L.	0903043	41	AUS	7-12-43 AUS	Sq Ex O
		CAPTAINS					
	S	Ambrosen, Edwin C.	0421569	29	ORC	11-7-42 AUS AC	Sqdn CO
	M	Burch, James C.	0334536	37	ORC	9-10-42 AUS	Sqdn S-2
	S	Coons, Alvin E.	0295044	35	ORC	1-5-43 AUS AC	Gp S-2
	M	Gorman, James H.	0369076	28	ORC	8-14-42 AUS	Sqdn Flt Surg
	M	Gruff, Hugh R.	0406138	35	ORC	7-2-42 AUS AC	Gp Oper O
	M	Harp, David W. Jr.	0399608	24	ORC	2-13-43 AUS	Deputy Gp CO
	M	Kistler, William H.	0435794	24	ORC	12-11-42 AUS AC	Sqdn CO
	S	Lanford, Horace W. Jr.	0401185	24	ORC	12-19-42 AUS	Sqdn CO
	M	Lockwood, Alden G.	0550221	27	AUS	7-14-43 AUS	Sqdn Ex O
	M	Olson, Carroll A.	0404960	39	AUS	1-19-43 AUS	Gp Adj
	M	Rinehart, Frank T.	0432128	23	ORC	5-9-43 AUS AC	Asst Gp Oper
	M	Schuknecht, Harold P.	0421440	26	ORC	10-3-42 AUS	Sqdn Flt Surg
	S	Thayer, David S.	0437636	25	ORC	5-6-43 AUS AC	Sqdn CO
	S	Welsh, Russell J.	0401275	25	ORC	7-2-42 AUS	Sq Oper O
		FIRST LTS					
	M	Asch, Alfred (None)	0724368	23	AUS	12-8-42 AUS AC	Sq Oper O
	M	Bechtold, Wilber C. Jr.	0402345	24	ORC	2-1-42 AUS	Pilot
	M	Bellerose, David G.	0724879	24	ORC	1-29-43 AUS	Sqdn Oper O
	M	Birckman, Robert L.	0477685	35	AUS	6-16-42 AUS	Sqdn Flt Surg
	M	Bradley, Francis T.	0425752	29	ORC	6-1-42 AUS	Gp Comm O
	S	Buckley, John N.	0782000	26	ORC	4-15-43 AUS	Pilot
	S	Brookshire, Beverly M.	0443647	26	ORC	11-11-42 AUS	Sq Navigator
	M	Claypoole, James (None)	0415231	24	ORC	6-24-42 AUS	Sqdn S-2
	S	Cook, Robert L.	423414	24	ORC	6-2-42 AUS	Pilot
	M	Cordero, Robert P.	0567744	29	AUS	8-9-43 AUS	Sq S-2
	M	Davis, John F.	0447674	25	ORC	12-19-42 AUS	Sqdn Adj
	S	Frankel, Walter P.	01690595	27	AUS	9-14-42 AUS	Dental O
	S	Goodrich, Joe B.	0561114	27	AUS	1-29-43 AUS	Sqdn Adj
	M	Horner, Jack (None)	0726277	27	ORC	1-27-43 AUS	Gp Bombing O
	M	Kollar, Charles S.	0408071	29	AUS	6-9-41 AUS	Sqdn Flt Surg
	M	Livingston, Paul E.	0561026	30	AUS	3-15-43 AUS	Gp PX O
	M	Martin, Charles H.	0440805	24	ORC	3-29-43 AUS	Sqdn Supply O
	S	Meadows, George D.	0267688	40	AUS	9-7-43 AUS	Sqdn S-2 O
	S	Moeller, James P.	0436259	24	ORC	11-7-42 AUS	Gp Navigator
	S	Mangeroni, Louis L.	0659393	25	AUS	1-16-43 AUS	Pilot
	S	Starkman, Philip F.	0477102	34	AUS	6-15-42 AUS	Sqdn Eng O
	M	Taylor, Billie W.	0716212	35	AUS	9-3-42 AUS	Gp Eng O
	M	Timbrook, Morris L.	0502072	31	AUS	11-26-42 AUS	Gp Chaplain
	S	Tyrkila, John I.	[illegible]39530	25	ORC	11-9-42 AUS	Sq Navigator
	S	VanLent, John J.	0906977	33	AUS	12-22-42 AUS	Sq S-2
	M	Keogh, Bernard M.	0660650	22	ORC	7-7-43 AUS	Sq Oper O
		SECOND LTS					
	M	Ackerman, Ernest R.	0755182	24	ORC	1-2-43 AUS	Bombardier
	S	Adair, Arje P.	0679297	25	AUS	6-30-43 AUS	Pilot
	S	Adams, Paul S.	0751790	24	AUS	7-31-43 AUS	Bombardier
	S	Anderson, Ingvar E.	0752973	23	AUS	8-21-43 AUS	Navigator
	S	Anderson, Laurens (None)	0445410	23	AUS	6-8-43 AUS	Pilot
	M	Archibald, Samuel A.	0749161	26	AUS	6-22-43 AUS	Pilot
	S	Ariff, Aaron (None)	0690614	21	AUS	8-26-43 AUS	Navigator
	S	Arnold, William A.	0681293	23	AUS	5-24-43 AUS	Pilot
	S	Asip, Joseph S.	0747965	25	AUS	6-19-43 AUS	Bombardier

Roster of Officers, 465th Bomb Gp (H), AAF dated 12 October 1943. (Contd)

	M	Abair, Donald L.	0[illegible]	22	AUS	8-5-43	AUS	Bombardier
	S	Abernathy, Charles M	0[illegible]	21	AUS	8-30-43	AUS	Pilot
•	S	Abramowitz, Murray (None)	0[illegible]	22	AUS	9-4-43	AUS	Navigator
•	S	Adkisson, William R. Jr.	0[illegible]	23	AUS	8-30-43	AUS	Pilot
	M	Allen, Ralph G Jr.	0[illegible]	21	AUS	8-30-43	AUS	Pilot
•	S	Austin, James P.	0[illegible]	25	AUS	8-5-43	AUS	Bombardier
•	S	Bailon, Nathan (None)	0687236	20	AUS	8-5-43	AUS	Bombardier
	S	Bakanauskas, Sam (None)	0[illegible]	24	AUS	8-5-43	AUS	Bombardier
	S	Banks, Gordon M.	0747617	21	ORC	6-19-43	AUS	Bombardier
—	M	Barbour, David A.	0670122	28	AUS	4-22-43	AUS	Pilot
•	S	Barnard, William O.	0744173	23	AUS	5-8-43	AUS	Bombardier
•	S	Bastow, Robert F.	0691215	25	AUS	8-30-43	AUS	Co-Pilot
•	S	Beck, William A. Jr.	0745160	25	AUS	5-20-43	AUS	Pilot
•	S	Beckner, Robert L.	0691059	23	AUS	5-27-43	AUS	Pilot
•	S	Bell, Thomas, A.	0698164	19	AUS	8-5-43	AUS	Bombardier
•	S	Berdik, George E.	0744174	26	AUS	5-8-43	AUS	Bombardier
	S	Berg, William W.	0[illegible]3186	25	AUS	6-30-43	AUS	Sq Adj
•	M	Bethune, John L. Jr.	0795345	22	ORC	1-14-43	AUS	Pilot
	M	Bigelow, Robert E.	0811520	23	AUS	9-4-43	AUS	Navigator
	S	Black, Warren D.	0740732	28	ORC	3-10-43	AUS	Pilot
•	S	Blacker, Murray (None)	0811518	28	AUS	9-4-43	AUS	Navigator
	S	Blum, Jack F.	0686446	21	AUS	8-26-43	AUS	Bombardier
	M	Bock, Philip (None)	0686300	22	AUS	8-5-43	AUS	Bombardier
	S	Bodwell, Richard K.Jr.	0[illegible]26	21	AUS	9-4-43	AUS	Navigator
	S	Boffa, Victor M.	0[illegible]03	19	AUS	8-5-43	AUS	Bombardier
•	S	Boldt, Robert G.	0307280	23	AUS	7-28-43	AUS	Pilot
	M	Boulware, George B.	0688904	22	AUS	8-5-43	AUS	Bombardier
—	S	Bowers, Winfield S. Jr.	0745459	22	AUS	6-22-43	AUS	Co-Pilot
—	M	Brashear, John R.	0745100	25	AUS	5-20-43	AUS	Pilot
•	S	Brooks, Harold C.	0808944	23	AUS	7-28-43	AUS	Pilot
•	S	Brothers, David C.	0689910	20	AUS	8-5-43	AUS	Bombardier
	S	Brown, Clyde W.	0749610	20	AUS	6-19-43	AUS	Bombardier
•	S	Brown, James D.	0531316	23	AUS	8-13-43	AUS	Pilot
	M	Brown, Leroy V.	0733523	23	AUS	11-21-42	AUS	Bombardier
	S	Brown, Walter E. III	0[illegible]303	25	AUS	8-5-43	AUS	Bombardier
	M	Bryan, Carl B.	0688804	24	AUS	8-5-43	AUS	Bombardier
•	S	Brunson, Clyde P.	0684263	25	AUS	6-26-43	AUS	Pilot
	S	Brydson, William H.	0864286	24	AUS	7-26-43	AUS	Sq Eng O
	S	Bunata, Joseph M.	0748554	28	AUS	6-22-43	AUS	Pilot
•	S	Burke, Edmund M.	0687288	24	AUS	7-29-43	AUS	Pilot
•	S	Butler, Paul W.	0688913	20	AUS	8-5-43	AUS	Bombardier
	S	Cahill, Robert T.	0673770	25	ORC	3-11-43	AUS	Navigator
•	S	Calabretta, Louis (None)	0681029	24	AUS	5-24-43	AUS	Pilot
•	S	Callan, Michael C.	0688171	24	AUS	8-5-43	AUS	Bombardier
—	S	Callan, Richard A.	0672325	22	ORC	2-16-43	AUS	Pilot
•	S	Campbell, Jack K.	0688914	25	AUS	8-5-43	AUS	Bombardier
	S	Campbell, James A.	0861041	22	AUS	4-29-43	AUS	Sq Comm O
	S	Carnahan, Joseph A.	0864473	26	AUS	8-2-43	AUS	Sq Eng O
	M	Carlisle, George R.	0862781	23	AUS	6-10-43	AUS	Sq Comm O
	S	Cayea, John E.	0687741	22	AUS	7-29-43	AUS	Pilot
	S	Celovsky, Andrew F.	0688863	27	AUS	8-5-43	AUS	Bombardier
	S	Clarke, Richard H. Jr.	0751807	22	AUS	7-31-43	AUS	Bombardier
•	S	Cleland, James R.	0747214	20	AUS	5-20-43	AUS	Pilot
•	S	Clifford, Amos W.	0746252	26	ORC	5-20-43	AUS	Pilot
•	S	Clowery, James F.	0686409	22	AUS	7-15-43	AUS	Bombardier
	S	Cocanower, Robert D.	0862545	23	AUS	6-3-43	AUS	Sq Armm O
	M	Colman, Orrin C.	0691039	22	AUS	8-30-43	AUS	Co-Pilot
•	S	Comm, William B.	0735860	24	ORC	1-2-43	AUS	Bombardier
•	S	Compton, Jack A.	0691133	26	AUS	8-30-43	AUS	Navigator
—	M	Condra, Paul T.	0745625	25	AUS	5-20-43	AUS	Pilot
•	M	Costantino, Michael S.	0690628	24	AUS	8-26-43	AUS	Navigator
•	S	Costello, William V Jr.	0810632	22	AUS	8-30-43	AUS	Pilot
	M	Cotter, John G.	0686411	25	AUS	7-15-43	AUS	Bombardier
•	S	Cowlan, James A.	0808950	21	AUS	7-28-43	AUS	Pilot
	S	Cretzer, Harry L Jr.	0754932	25	AUS	8-21-43	AUS	Navigator
•	M	Crum, Leroy A.	0557801	28	AUS	12-9-42	AUS	Sq Intell O
—	M	Curtis, John F.	0806969	28	AUS	6-30-43	AUS	Pilot
•	M	Daeshner, George G.	0750777	23	AUS	7-28-43	AUS	Pilot
	M	Davis, Clarence R.	0688985	22	AUS	8-5-43	AUS	Bombardier
	S	Davis, Ralph J.	0688317	27	AUS	8-5-43	AUS	Bombardier
—	S	Deeble, Richard J.	0744690	20	AUS	5-20-43	AUS	Pilot
•	M	Dehn, Kenneth J.	0636413	21	AUS	7-15-43	AUS	Bombardier
	S	Demas, William (None)	0688933	20	AUS	8-5-43	AUS	Bombardier
	S	Denton, Charles A.	0751691	25	AUS	7-28-43	AUS	Pilot
	S	Deppisch, Richard G.	0742984	21	AUS	8-21-43	AUS	Navigator
	S	Dearill, Charles F.	0[illegible]307	21	AUS	8-30-43	AUS	Pilot
	S	Dowling, Matthew J.	0[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

S	Donley, Valden H.	0690389	23	AUS	8-26-43	AUS	Navigator
S	Draghi, Alexander A.	-752993	24	AUS	8-21-43	AUS	Navigator
S	Drasso, Stephen A.	0731477	22	ORC	10-1-42	AUS	Bombardier
M	Dunscomb, Richard E.	0687471	25	AUS	7-29-43	AUS	Pilot
S	Dworman, Archie (None)	0690383	25	AUS	8-26-43	AUS	Navigator
S	Eckhoff, Albert E.	0750357	20	AUS	7-28-43	AUS	Pilot
S	Efurd, James T.	0685399	23	AUS	7-15-43	AUS	Bombardier
M	Eis, Frederick G.	0753105	26	AUS	8-21-43	AUS	Navigator
M	Elfenbein, Martin (None)	01896102	27	AUS	6-30-43	AUS	Sq Supply O
S	Elkerton, George F.	0688691	20	AUS	8-5-43	AUS	Bombardier
M	Ellerbrook, Leroy W.	0666640	24	ORC	11-5-42	AUS	Bombardier
S	Emmons, Alexander S.	0686234	27	AUS	7-29-43	AUS	Pilot
S	Ennis, Richard J.	0691249	22	AUS	8-30-43	AUS	Co-Pilot
M	Ensminger, Ezra (None)	0686235	26	AUS	7-29-43	AUS	Pilot
S	Erickson, Leif E.	0811596	27	AUS	9-4-43	AUS	Navigator
S	Evans, Earl E.	0699963	22	AUS	8-30-43	AUS	Pilot
S	Evenson, Melvin (None)	0755176		AUS		AUS	Navigator
S	Ezell, Elben B.	0690391	28	AUS	8-26-43	AUS	Navigator
S	Fabian, John S.	0687016	26	AUS	7-29-43	AUS	Pilot
S	Falkingham, Donald H.	0808975	25	AUS	7-28-43	AUS	Pilot
S	Farrier, James W.	0649925	27	AUS	3-1-43	AUS	Asst Stat O.
S	Fetty, Kenneth D.	0808526	23	AUS	7-28-43	AUS	Pilot
S	Fisher, Alvin I.	0739759	23	ORC	3-10-43	AUS	Pilot
S	Fogel, Anthony (None)	0686688	23	AUS	7-15-43	AUS	Bombardier
S	Ford, Sherman W.	0688953	22	AUS	8-5-43	AUS	Bombardier
S	Frantz, Francis J. Jr.	0690400	22	AUS	8-26-43	AUS	Navigator
M	French, Bob E.	0681374	26	AUS	5-24-43	AUS	Pilot
S	Gaenzle, Jay S.	0752989	21	AUS	8-21-43	AUS	Pilot
S	Gall, James W.	0748065	22	AUS	6-19-43	AUS	Bombardier
M	Gendron, Harold E.	0690699	23	AUS	8-26-43	AUS	Navigator
M	Geraty, Donald F.	0690404	26	AUS	8-26-43	AUS	Navigator
S	Gidden, Word L.	0668927	22	ORC	12-17-42	AUS	Bombardier
S	Ginsburg, Seymour (None)	0753107	19	AUS	8-21-43	AUS	Navigator
S	Giovanitti, Lon (None)	0811621	23	AUS	9-4-43	AUS	Navigator
S	Glaze, Harry W. Jr.	0748001	21	AUS	6-19-43	AUS	Bombardier
S	Gordon, James B.	01552289	23	AUS	12-23-42	AUS	Sq Ord O
M	Gorecki, Harold S.	0795306	25	ORC	1-14-43	AUS	Pilot
S	Gorski, Harold (None)	0752404	22	AUS	7-28-43	AUS	Pilot
S	Gosline, Richard A.	0742078	21	ORC	4-12-43	AUS	Pilot
M	Gottlieb, Leonard M.	0808326	26	ORC	9-4-43	AUS	Navigator
S	Grandfield, John T.	0728995	22	ORC	8-27-43	AUS	Pilot
S	Greco, John (None)	0743687	23	ORC	4-17-43	AUS	Navigator
M	Griffin, Arthur L.	0750788	24	AUS	7-28-43	AUS	Pilot
S	Griffith, Dean O.	0862151	22	AUS	5-24-43	AUS	Sq Eng O
M	Gross, Fred A. Jr.	0690412	20	AUS	8-26-43	AUS	Navigator
S	Gross, Joseph (None)	0811631	26	AUS	9-4-43	AUS	Navigator
S	Gross, William J.	0753108	21	AUS	8-21-43	AUS	Navigator
M	Grossman, Bernard M.	0811632	23	AUS	9-4-43	AUS	Navigator
S	Gudmundson, Roy E.	0688750	21	AUS	8-5-43	AUS	Bombardier
M	Guerrero, Pedro E.	0860653	26	AUS	4-15-43	AUS	Gp Photo O
S	Guido, George J.	0688968	19	AUS	8-5-43	AUS	Bombardier
M	Guild, Paul B.	0668936	27	ORC	12-17-43	AUS	Bombardier
S	Gustafson, William O.	0752992	19	AUS	8-21-43	AUS	Navigator
S	Guyant, Frederick M.	0689311	25	AUS	8-31-43	AUS	Pilot
M	Haass, Joseph L.	0682112	23	AUS	6-3-43	AUS	Bombardier
M	Hager, Jack L.	0685118	25	AUS	7-15-43	AUS	Bombardier
S	Haggerty, James J.	0752993	23	AUS	8-21-43	AUS	Navigator
S	Hamilton, Robert M.	0682115	21	AUS	6-3-43	AUS	Bombardier
S	Hammond, Charles E.	0751316	25	AUS	7-28-43	AUS	Pilot
S	Hardman, Thomas H.	0671353	25	AUS	1-28-43	AUS	Bombardier
M	Harrington, Fuller A.	0734340	28	ORC	12-12-42	AUS	Sq S-2
M	Hart, Richard E.	0749618	23	AUS	6-19-43	AUS	Bombardier
S	Hatch, Willard T.	0649645	25	AUS	12-5-42	AUS	Gp Stat O
M	Hawley, David R.	0689961	25	AUS	8-30-43	AUS	Co-Pilot
S	Haywood, Renord F.	0690417	27	AUS	8-26-43	AUS	Navigator
S	Heathcote, Thomas J.	0751321	23	AUS	7-28-43	AUS	Pilot
S	Helfer, Howard J.	0691502	22	AUS	8-30-43	AUS	Pilot
M	Herman, Paul (None)	0690653	22	AUS	8-26-43	AUS	Navigator
S	Hospeler, Robert S.	0681090	24	AUS	5-24-43	AUS	Pilot
M	Higgins, Richard J.	0688353	24	AUS	8-5-43	AUS	Bombardier

	S	Horstman, Edward L.	0691928	23	AUS	8-26-43	AUS	Navigator
	S	Hosmer, Humphrey B.	0690427	27	AUS	8-26-43	AUS	Navigator
	S	Houser, Henry F.	0661471	20	AUS	5-24-43	AUS	Pilot
	M	Houston, Earl R.	0745093	23	AUS	5-20-43	AUS	Pilot
	S	Hudson, Eugene L.	0745098	22	AUS	5-20-43	AUS	Pilot
	S	Hynson, Philip E.	0663153	23	ORC	8-5-42	AUS	Pilot
	M	Jackson, Thornton H.	0690437	28	AUS	8-26-43	AUS	Navigator
	M	Jackson, William G.	0750307	23	AUS	7-28-43	AUS	Pilot
	M	Johnson, Edward H.	0661777	25	AUS	6-3-43	AUS	Bombardier
	S	Johnson, William H.	0689575	21	ORC	8-26-43	AUS	Navigator
	S	Jones, Crandall D.	0662161	23	AUS	5-24-43	AUS	Sq Eng O
	M	Jones, Edward C.	01555226	29	AUS	4-17-43	AUS	Sq Ord O
	S	Jones, Meriwether (None)	0448999	23	ORC	5-14-42	AUS	Pilot
	M	Jones, Roy M.	0753002	21	AUS	8-21-43	AUS	Navigator
	S	Jordan, Leon D.	0795763	25	ORC	1-14-43	AUS	Pilot
	M	Kaminsky, John (None)	0691395	28	AUS	8-30-43	AUS	Co-Pilot
	M	Keahey, George O.	0742727	28	AUS	4-12-43	AUS	Pilot
	M	Kelly, Henry C.	0634873	26	AUS	6-26-43	AUS	Co-Pilot
	M	King, William K.	0745695	24	AUS	5-20-43	AUS	Pilot
	M	Kline, George L.	0690663	22	AUS	8-26-43	AUS	Navigator
	M	Knight, James W.	0745699	27	AUS	5-20-43	AUS	Pilot
	S	Knox, Robert K.	0688365	22	AUS	8-5-43	AUS	Bombardier
	S	Kratz, Robert F.	0661638	24	ORC	7-2-43	AUS	Bombardier
	M	Krentzman, Louis N.	0808562	22	AUS	7-28-43	AUS	Pilot
	S	Kuntz, Guy T. Jr.	0753008	22	AUS	8-21-43	AUS	Navigator
	S	Lafley, Owen S.	0749724	27	AUS	6-19-43	AUS	Bombardier
	M	Learned, Gordon W.	C155295		AUS	1-16-43	AUS	Sq Ord O
	S	Lee, Orville I.	0745707	23	AUS	5-20-43	AUS	Pilot
	S	Levin, Marshall L.	0688369	19	AUS	8-5-43	AUS	Bombardier
	M	Liberty, Lawrence F.	0672367	26	AUS	2-16-43	AUS	Pilot
	S	Locatell, Julio C.	0748200	26	AUS	6-22-43	AUS	Pilot
	M	Loercher, Charles H.	0747597	23	AUS	6-19-43	AUS	Bombardier
	M	Lundwall, Albert A.	0671445	28	AUS	5-24-43	AUS	Pilot
	S	McGrane, Bernard F. Fr.	0686199	22	AUS	7-15-43	AUS	Bombardier
	S	McGuire, Howard W.	0753012	22	AUS	8-21-43	AUS	Navigator
	S	McInturff, Ben B.	0689317	19	AUS	8-30-43	AUS	Co-Pilot
	M	McNamara, Bernard J.	0808569	27	AUS	7-28-43	AUS	Pilot
	M	McWilliams, Robert C. Jr.	0736880	27	ORC	1-23-43	AUS	Navigator
	M	McWilliams, Victor (None)	0743465	25	AUS	4-12-43	AUS	Pilot
	S	Macedo, Adelino L.	0753014	23	AUS	8-21-43	AUS	Navigator
	S	Manning, Henry L.	0688379	23	AUS	8-5-43	AUS	Bombardier
	S	Markham, William F.	0689077	22	AUS	8-30-43	AUS	Co-Pilot
	M	Massey, Karl R.	0678540	23	AUS	4-22-43	AUS	Bombardier
	M	Mathe, Lewis L.	0811698	28	AUS	9-4-43	AUS	Navigator
	S	Mehogan, James D.	0862556	23	AUS	6-3-43	AUS	Sq Arm O
	S	Mensinger, Glenn E.	0687489	25	AUS	7-29-43	AUS	Pilot
	S	Midland, Einar E.	0800999	32	AUS	7-24-43	AUS	Sq Arm O
	S	Miller Howard I.	0799049	25	ORC	3-25-43	AUS	Pilot
	M	Mitchell, Tom L.	0575646	30	AUS	3-3-43	AUS	Sq Intell O
	M	Molnar, Atlas H.	0795425	22	ORC	1-14-43	AUS	Pilot
	S	Montgomery, Jack D.	0691149	25	AUS	8-30-43	AUS	Co-Pilot
	S	Montgomery, Robert A.	0745142	21	AUS	5-20-43	AUS	Pilot
	S	Moore, George W. Jr.	0809684	23	AUS	8-14-43	AUS	Navigator
	M	Moore, Willie W.	0680679	25	AUS	5-24-43	AUS	Pilot
	M	Morrison, E. B. (IO)	0578667	36	AUS	4-16-43	AUS	Gp Asst S-2
	S	Muller, Otto (None)	0738005	26	AUS	2-6-43	AUS	Pilot
	S	Nash, John W.	0677851	22	AUS	4-22-43	AUS	Pilot
	M	Neff, Paul W.	0572791	32	AUS	1-20-43	AUS	Sq Adj
	M	Neil, Warren (None)	0690965	26	AUS	8-30-43	AUS	Co-Pilot
	M	Nelson, Herbert O.	0747672	28	AUS	6-22-43	AUS	Pilot
	S	Neuman, Daniel J.	0745153	22	AUS	5-20-43	AUS	Pilot
	S	Ohlmeyer, Harold Z.	0667339	24	ORC	12-17-42	AUS	Bombardier
	S	Pardoe, Willis J.	0801636	22	ORC	4-29-43	AUS	Pilot
	S	Parker, William C. Jr.	0752355	27	AUS	7-31-43	AUS	Bombardier
	S	Patterson, Thomas R.	0747671	23	AUS	6-19-43	AUS	Bombardier
	M	Pfeil, Orel J.	01995667	37	AUS	6-30-43	AUS	Sq Supply O
	S	Picken, Donald J.	0753023	26	AUS	8-21-43	AUS	Navigator
	S	Pidcock, James F.	0748236	24	AUS	6-22-43	AUS	Pilot

S	Levitz, Benjamin B.	0755461	29	AUS	3-20-43	AUS	Sq Ord O
S	Lewis, Don M.	0662459	22	AUS	4-29-43	AUS	Pilot
S	Logan, Mark (None)	0662279	25	AUS	7-29-43	AUS	Pilot
M	Lognier, Robert A.	0753029	26	AUS	8-21-43	AUS	Navigator
S	Lozin, Douglas S.	0690983	24	AUS	8-30-43	AUS	Co-Pilot
S	Riggs, Clarence E.	0680389	21	AUS	5-24-43	AUS	Pilot
S	Ringstad, George L. Jr.	0862696	23	AUS	6-7-43	AUS	Sq Eng O
M	Robards, Robert A.	0678326	23	AUS	4-22-43	AUS	Pilot
M	Rose, Robert C.	0691409	22	AUS	8-30-43	AUS	Pilot
M	Ross, Dean R.	0747676	27	AUS	6-19-43	AUS	Bombardier
S	Ross, James C.	0862097	24	AUS	5-20-43	AUS	Sq Comm O
M	Rother, George A.	0811751	23	AUS	9-4-43	AUS	Navigator
S	Sabo, Edward (Nome)	0750755	27	AUS	7-29-43	AUS	Pilot
S	Saino, Jack D.	0680292	24	AUS	5-24-43	AUS	Pilot
M	Sampson, Willard H.	0679124	22	AUS	4-22-43	AUS	Pilot
S	Savage, Thomas D.	0689366	22	AUS	8-30-43	AUS	Co-Pilot
S	Schoone, Horst R.	0746259	24	AUS	6-22-43	AUS	Pilot
S	Schnider, Victor J. Jr.	0753114	22	AUS	8-21-43	AUS	Navigator
M	Schott, Roy H.	0681209	25	AUS	5-24-43	AUS	Pilot
S	Seleen, Arthur E.	0800408	26	ORC	3-25-43	AUS	Pilot
M	Sensenbrenner, Ralph D.	0681278	28	AUS	5-24-43	AUS	Pilot
M	Shanks, Vincent E.	0863608	25	AUS	6-21-43	AUS	Sq Eng O
S	Shimrock, Thomas (None)	0861985	24	AUS	5-20-43	AUS	Sq Arm O
S	Skuldt, Kenneth B.	0753034	25	AUS	8-21-43	AUS	Navigator
M	Slater, Jerome E. Jr.	0685266	26	AUS	6-26-43	AUS	Pilot
M	Slocum, Walter L.	0690495	27	AUS	8-26-43	AUS	Navigator
S	Slusser, Harris W.	0753035	21	AUS	8-21-43	AUS	Navigator
S	Smith, Henry J. Jr.	0660826	27	ORC	5-20-42	AUS	Pilot
S	Smith, James H.	0689368	22	AUS	8-30-43	AUS	Co-Pilot
S	Smith, Wayne (None)	0677299	22	AUS	4-22-43	AUS	Pilot
S	Smith, Wylie A.	0752972	24	AUS	8-21-43	AUS	Navigator
S	Sobylak, Emil J.	0811779	26	AUS	9-4-43	AUS	Navigator
S	Spicer, Charles B. Jr.	0753115	21	AUS	8-21-43	AUS	Navigator
S	Stanley, James F.	0811783	24	AUS	9-4-43	AUS	Navigator
S	Stepanian, Charles (None)	0811788	25	AUS	9-4-43	AUS	Navigator
S	Sterling, Raymond N.	0687778	23	AUS	7-29-43	AUS	Pilot
M	Stiner, Theodore J.	0751770	26	AUS	7-28-43	AUS	Pilot
S	Stopa, Leo A.	0753036	20	AUS	8-21-43	AUS	Navigator
S	Strode, Ross D.	0733571	25	ORC	11-21-42	AUS	Bombardier
M	Stroman, Claris W.	0690502	23	AUS	8-26-43	AUS	Navigator
M	Sutera, Allen E.	0691311	26	AUS	8-30-43	AUS	Co-Pilot
S	Taber, Charles H.	0753037	22	AUS	8-21-43	AUS	Navigator
S	Tanner, George A.	0804423	22	AUS	5-28-43	AUS	Pilot
M	Taylor, Lamont W.	0862536	29	AUS	6-3-43	AUS	BSM O
M	Thomas, Jack H.	0802487	25	AUS	4-29-43	AUS	Pilot
M	Trbovich, George (None)	0581293	33	AUS	7-24-43	AUS	Gp Arm O
M	Troy, John R.	0576527	25	AUS	3-3-43	AUS	Sp Serv O
S	Tuck, Ralph W.	0690011	25	AUS	8-30-43	AUS	Co-Pilot
S	Tulli, Albert P.	0688766	22	AUS	8-5-43	AUS	Bombardier
S	Turner, Ernest F. Jr.	0747924	22	AUS	6-22-43	AUS	Pilot
S	Updike, Norman B.	0857523	26	AUS	12-26-42	AUS	Sq Comm O
S	Verketis, Frank S.	0752368	23	AUS	7-31-43	AUS	Bombardier
S	Wallick, Wilmer S.	0684088	24	AUS	6-26-43	AUS	Pilot
M	Walter, Myles L.	0691326	25	AUS	8-30-43	AUS	Co-Pilot
S	Ward, John T.	0689418	26	AUS	8-30-43	AUS	Co-Pilot
S	Watters, Elmer E.	0873014	24	AUS	2-4-43	AUS	Sq Eng O
M	Watson, James A.	0691016	26	AUS	8-30-43	AUS	Co-Pilot
S	Whidden, James H.	0753119	23	AUS	8-21-43	AUS	Navigator
S	Willes, Roscoe H.	0753039	25	AUS	8-21-43	AUS	Navigator
S	Wilson, Clarence F.	0573783	29	AUS	1-20-43	AUS	Gp Photo Inter
S	Wilson, Francis M.	0691336	26	AUS	8-30-43	AUS	Co-Pilot
M	Wiskirchon, Carl J.	0688620	24	AUS	8-5-43	AUS	Bombardier
S	Wolf, David W.	0861868	25	AUS	5-11-43	AUS	Gp Weather O
S	Woodlock, David J.	0690533	27	AUS	8-26-43	AUS	Navigator
S	Wurtz, Nelson A.	0682937	28	AUS	6-26-43	AUS	Pilot
S	Young, Harry J.	0753041	26	AUS	8-21-43	AUS	Navigator
S	Yttri, Vilas R.	0691076	22	AUS	8-30-43	AUS	Pilot
S	Christensen, Robert C.	0746294	24	AUS	5-20-43	AUS	Pilot

	S	Kline, Leonard, D.	0690421	22	AUS	8-29-43	AUS	Navigator
	M	Hinton, Walter R.	0660285	28	ORC	5-25-42	AUS	Pilot
	M	Hondo, Martin (None)	0686468	27	AUS	7-[illegible]-43	AUS	Bombardier
	S	Holt, Robert S.	0748060	19	AUS	6-19-43	AUS	Bombardier
	S	Horan, Bernard D.	0688354	27	AUS	8-5-43	AUS	Bombardier
	M	Horenstein, Isadore (None)	0577970	29	AUS	4-16-43	AUS	Gp S-2
	S	Horn, Harry H.	01896127	26	AUS	6-30-43	AUS	Sq Supply O
	S	Pinney, Warren, A.	0806585	23	AUS	7-28-43	AUS	Pilot
	S	Pokora, Frank J.	0753024	23	AUS	8-21-43	AUS	Navigator
	S	Popejoy, Herbert E.	0753025	27	AUS	8-21-43	AUS	Navigator
	S	Powell, Theodore E.	0753026	23	AUS	8-21-43	AUS	Navigator
	M	Prosser, Harry J.	0677564	25	AUS	4-22-43	AUS	CO-Pilot
	S	Pugliese, Carmelo S.	0688983	21	AUS	8-30-43	AUS	Pilot
	S	Randall, Frank B.	0748103	26	AUS	6-19-43	AUS	Bombardier

FLIGHT OFFICERS

	S	Aufiero, Nicholas J.	T-122419	23	AUS	8-5-43	AUS	Bombardier
	S	Bastin, John (None)	T-1429	22	AUS	6-19-43	AUS	Bombardier
	S	Brandstetter, John H.	T-1578	21	AUS	8-21-43	AUS	Navigator
	M	Haney, Richard J.	T-122547	21	AUS	8-30-43	AUS	Co-Pilot
	S	Levy, Bernard (None)	T-122596	23	AUS	8-26-43	AUS	Navigator
	S	Mills, Abram Jr.	T-122602	19	AUS	8-26-43	AUS	Navigator
	M	Muth, Gordon C.	T-122214	23	AUS	7-29-43	AUS	Pilot
	S	Ramey, Thomas A.	T-61033	20	AUS	4-29-43	AUS	Pilot
	M	Snider, Harley D.	T-122562	24	AUS	8-30-43	AUS	Pilot
	M	Swartz, Wayne E.	T-122566	24	AUS	8-30-43	AUS	Pilot
	S	Tavernit, Anthony S.	T-122636	22	AUS	8-30-43	AUS	Co-Pilot
	S	Taylor, Elmer W.	T-121608	24	AUS	4-22-43	AUS	Pilot
	S	Wittman, William Jr. (None)	T-122573	21	AUS	8-30-43	AUS	Pilot

WARRENT OFFICER

	M	Dolan, John H.	W2125687					Gp Tech Insp

ATTACHMENT #3

Roster of Enlisted Men (Air Echelon) 10/19/44
741 B.S.
Roster of Enlisted Men (Ground Echelon) 10/19/44
741 B.S.

741st Bombardment Squadron (H)
455th Bombardment Group (H)
APO 520 U. S. ARMY

19 September 1944.

SUBJECT: Roster of Enlisted Men (Air Echelon).

TECH SERGEANTS

NAME	SPEC NO.	SERIAL NUMBER
BAUER, DONALD F.	757	36;642;766
BUFFINGTON, ORMOND H.	748	34;709;709
CAVANO, DAN R.	748	35;536;866
CORNELL, HERBERT B.	757	36;122;097
FISCHER, RAYMOND W.	757	35;134;557
HEATHERLY, THOMAS J.	748	12;028;744
HUNT, MERLIN J.	757	19;093;163
LEWIS, ANGUS L.	748	38;093;094
PELL, JOHN P.	748	12;188;584
PHILLIPS, LEONARD (NMI)	757	17;113;485
PILCHER, CHARLES E.	748	14;025;140
RHEA, WILLIAM G.	748	13,073;814
ROWDEN, VERNON D.	757	38;475;286
SIEMON, VINCENT F.	757	32;517;219
TAYLOR, SAM H., JR.	748	19;175;369
TEETER, LUTHER B.	748	34,607,394

STAFF SERGEANTS

ALFORD, J. W. (IO)	748	34;623;155
BAKER, ROBERT W.	757	37;653;293
BEAUVAIS, RAYMOND R.	612	36;556;920
BRUCE, MARSHALL (NMI) JR.	748	38;513;173
BUNDY, HERMAN A.	748	17;089,234
CODY, RAYMOND D.	612	37;527;232
CONROY, THOMAS P.	611	42;021;894
CROWE, FRANCIS E.	611	35;916;803
DAVIS, ELVIN A.	612	39;303;647
DAVE, ROBERT W.	611	12;187;919
DE LOZIER, ANDY P.	748	18;163;421
DIXON, WILLIAM T.	612	38;513;900
EMMONS, HAROLD R.	611	20;761;148
FARROW, THOMAS F.	611	34;671;711
FISHER, CHARLES V.	748	6;898;358
FOLKES, ROBERT E.	748	33;535;722
GOBLE, WILLIAM J.	748	15;065;124
HAMEL, JOSEPH W.	748	11;086;919
HERENDEEN, ROBERT E.	757	17;157;157
HERMAN, LOUIS (NMI)	612	12;095;523
HUSMAN, CHARLES R.,JR.	611	35;874;830
HUYCK, EDWARD C.	611	36;870;695
JENSEN, VERNON J.	611	17;114;101
JOHNSON, ARTHUR R.	748	19;203;369
JONES, HORACE C.	611	34;824;211
KAVANAGH, FRANCIS E.	612	37;472;213

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STAFF SERGEANT (CON'T)

KLEINHAUS, JOHN F.	611	36;214;146
KUHN, MARVIN W.	757	32;730;983
LA FAZIA, RAYMOND A.	611	31;291;378
LEWIS, EARL N., JR.	757	38;420;736
MACKINTOSH, PETER M., JR.	611	14;106,996
MARKOSKI, ARTHUR G.	611	20;108;481
MC LAULIEN, CHARLES E.,JR.	757	14;054;335
OTTO, CARL W.	748	31,281,636
PASCAVAGE, STANLEY J.	940	33;482;550
RHODES, DENVER H.	757	17;072;608
RICHARDSON, ROBERT J.	748	34;624;241
RYDER, MICHAEL F.	612	31;200,942
SASSI, ROBERT W.	612	31;333,267
STRICKLAND, MITCHELL R.	611	14,094,198
STROHBUSCH, KENNETH W.	757	16,116;231
TURNER, HARRY D.	748	35;657;684
VINCENT, KENNETH J.	748	19,141;453
WALCZAK, ALEX C.	611	33;701;030
WEEKS, JAMES E.	748	34,649;948
WRIGHT, EARL T.	611	14,027,120

SERGEANTS

ADAMS, ROBERT J.	611	18;132;389
ARMSTRONG, ROBERT H.	612	39;209;707
BAIES, RICHARD J.	757	19;193;004
BISINELLA, ANGELO J.	748	36;656;856
CHAPOOTIAN, EDWARD M.	611	31,329,702
CLARK, PHILIP T.	611	31,422,304
COLE, IELAND P.	611	12;035;761
DALEY, BERNARD W.	748	12;120;815
DE SPAIN, LORRAIN (NMI)	611	37,678;162
FORGIONE, FRED H.	611	32;977;449
GAINES, HAROLD O.	611	12;122;679
HAMER, HERSCHELL H.	611	34;813;825
HEWETT, BURTON E.	612	14;136;323
HILDELFARB, DAVID (NMI)	611	39;282;824
HUTCHINGS, HENRY III (NMI)	611	15;113;936
KIERNAN, JOSEPH R.	611	33;806;571
MALAVICH, CHARLES (NMI)	612	35;417;092
MC CARTER, WILLIAM H.	611	33;392;806
MC PARTLAN, FRANCIS W.	611	11,058;114
MILLER, ARTHUR A .	611	35,052,394
MILLETT, GENE C.	611	39;195;259
NUTTER, IRA F., JR.	612	15,337,561
SCHNEIDER, CHARLES E.	612	37;525;464
SCHRAMER, EARL J.	611	36,616;714
SHAFFER, HERSHEL L.	612	39;408;447
SKARZENSKI, STANLEY (NMI)	612	33;680;557
STESLOW, MICHAEL J.	611	13;194;016
VESTAL, FRED L.	611	42,008,319

Air Echelon

CORPORAL'S

BREAULT, RAYMOND E.	940	31;148;989
CARVER, HARRY G.	611	31;439;977
COOK, WILLIAM T.	611	32;754;715
CORBO, NICHOLAS J.	748	32;856;518
CUNNINGHAM, ELLIOTT L.	612	37;556;877
DUPREE, ARNOLD D.	611	34;625;254
GAGOLA, EDWARD T.	611	32,844,180
GILL, WILLIAM L.	748	38;505;084
GROSS, WALTER H.	757	18;177;443
HELTZEN, JOHN A.	748	20;200;705
JEFFRIES, RALPH W.	611	35;701;222
JONKER, JOHN (NMI)	612	32;390;468
KRUPSKI, ARTHUR S.	611	42;021;640
MAISANO, JEROME J.	611	36,887,825
OAKES, ALFRED L.	611	33;804;606
OASE, CARL O.	757	20,652,880
WHEELER, ROBERT F.	757	19,186,701

PRIVATES

FINKS, BILLY J.	748	38;430;342
HUBER, GEORGE J.	611	35;235;941
MALLORY, CHARLES A.	757	6;975;450
MONTGOMERY, MILTON E.	611	38,626,230

741st Bombardment Squadron (H)
455th Bombardment Group (H)
APO 520 U. S. Army

19 September 1944

SUBJECT: Roster of Enlisted Men (Ground Echelon).

MASTER SERGEANTS

NAME	SPEC NO	SERIAL NUMBER
BEDARD, RAOUL F.	750	16;023;421
BURFORD, SAM P.	542	37;084;944
BUSH, ELMER W.	750	39;406;850
CASCIO, CARMEL (NMI)	750	6;995;762
DAY, LUTHER E.	750	18;039;619
FULLBRIGHT, DENVER D.	750	18;035;335
GILONE, JULIUS W.	750	32;633;860
HAGEMANN, ALBERT H.	750	37;038;979
HEWITT, RAYMOND E., JR.	750	15;101;956
JONES, CARL E.	750	18;077;007
LEININGER, RENO F.	750	17;110;049
LIBERATORE, AMERICO F.	750	12;208;333
MC COY, LORENZA D., JR.	750	14;097;611
PAQUETTE, HARVEY B.	678	36;349;625
PLAISANCE, JOSEPH O., JR.	750	18;150;131
POLKABLA, MICHAEL (NMI)	750	33;077;166
RIFFE, JOHN D., JR.	750	35;433;308
ROY, CHARLES H.	502	17;044;174
SHIELDS, LESTER S.	750	39,240,108

FIRST SERGEANT

FRIEDLAND, MARTIN D.	502	6,704,300

TECH SERGEANT

BOYCE, WALTER J.	750	32;658;871
CLAYTON, JAMES J.	678	32;750;977
DUNCAN, WILLIAM (NMI) JR.	750	35;647;354
FRYE, FLOYD B.	754	15;016;822
LEELIAN, TERRY A.	685	18;187;395
MARTSCHING, JOHN W.	683	17;071;209
PEDERSON, PIERRE F.	687	31;204;711
SPEAKMAN, SAMUEL (NMI)	945	12,132,221

STAFF SERGEANT

BEESON, FRANCIS (NMI)	502	18;191;124
CARRUTH, HAYDEN (NMI)	274	12;091;944
CHADWICK, RODNEY H.	805	32;856;659
CICHON, JOSEPH J.	826	31;063;844
CURLEY, WILLIAM B., JR.	821	15;078;206
DAHLQUIST, WALDEMAR F.	747	39;276;309
DOTTER, WILLIAM H.	754	13,068,645

STAFF SERGEANT (CON'T)

FEDORSHAK, EDWARD G.	405	33;602;176
GAGNE, ARCHIE R.	014	16;101;200
GOOD, CHARLES A.	686	33;238;020
HARPER, ROY L.	686	34;169;582
HAVRIS, JOSEPH (NMI)	631	35;764;209
HECKMAN, JOHN L.	754	32;746;789
KLIMT, JOSEPH G.	747	16;134;202
KOSCO, JOHN (NMI)	862	33;018;969
LOPACKI, JOSEPH F.	941	32;582;843
MC GRATH, HENRY J.	405	14;085;620
PRINE, JOHN L., JR.	505	34;612;052
ROCHOU, JOHN B.	405	16;110;306
SHARPEE, WILLIE I.	2[illegible]6	16;009;574
STERN, EDWARD (NMI)	7[illegible]7	32;328;587
STONE, EARL C.	673	37;144;869
TROTTER, ROBERT N.	505	33;037;523
WILLIAMS, FRANK B.	862	35;092;092
ZECK, RAYMOND G.	862	36,361,642

SERGEANTS

AILEN, JAMES R.	256	35;645;426
ANELIONE, CARMINE D.	754	32;418;017
BAILEY, IESTER A.	747	36;522;290
BOYLE, JOHN L.	687	29;123;098
BOZZA, PETER (NMI)	932	32;327;772
BRNETICH, ANTON (NMI)	901	36;451;047
BURNETT, JOHN C.	747	19;099;995
CAFFREY, ELTON F.	405	31;312;985
CARIELLO, NICHOLAS D.	405	32;346;230
CONAWAY, MORRIS J.	747	38;134;480
CORNELIUSON, STANLEY M.	911	36;409;077
CYRUS, FREDDIE G.	932	35;217;594
DEAN, ROBERT A.	050	18;177;734
DEISCH, JOHN E.	678	15;333;325
DOMITZ, STANLEY (NMI)	633	35;054;056
DUNCAN, RALPH (NMI)	901	36;612;639
DWYER, WILLIAM W.	756	34;376;684
DYSON, BARTLETT J.	060	37;554;919
EISE, LEONARD R.	555	16;131;967
ESPOSITO, CHARLES T.	239	32;695;915
FARMER, IRA F.	747	34;801;811
FEICHTER, GEORGE E.	060	19;203;445
FRANKENFIELD, ROBERT E.	903	32;603;985
GARRISS, KENNETH C.	911	34;118;931
GARTENMAN, ALVIN H.	747	35;479;248
GREEN, JAMES L., JR.	747	35;656;788
GUNNELL, WILLIAM W.	747	17;127;815
HANKINS, VIRGIL R.	747	16;052;298
HEINSOHN, MOODY P.	405	18;031;364
HEINTZELMAN, VIRGIL M.	932	35;052;781
HEIBERG, DONALD R.	747	18;202;569
HULL, ROLAND T.	805	39;369;901
JEFFREY, JOHN W.	060	39;413;409
JEVESOK, JOHN J., JR.	747	15,074,992

Ground Echelon

SERGEANTS (CON'T)

JOCHIM, IEROY A.	747	17;165;507
JOHNSON, KENNETH R.	754	19;192;956
KMETT, JOSEPH (NMI) JR.	060	35;313;712
MALSAN, THOMAS V.	862	32;489;782
MALONE, JOHN F.	747	11;084;032
MC CULLOUGH, JOHN (NMI)	014	39;021;363
MC DANIEL, CHARLES A.	405	19;074;640
MC MURRAY, MARTIN G.	747	37;104;853
MEARIG, WILLIAM K.	911	33;507;422
MERCER, EDWIN T.	756	32;570;273
MILLER, MILTON F.	405	37;400;989
MOREY, DONALD L.	747	17;070;400
MORGAN, JOE T.	409	38;067;286
MURPHY, EDWARD H.	747	38;388;048
NANCE, MILAN L.	697	34;577;235
NUNES, MANUEL J.	747	39;029;704
PEZZA, NICHOLAS V.	747	32;468;446
PORTER, GEORGE O.	405	36;991;637
POWELL, ROGER W.	060	6;876;511
PRUNTY, ROBERT C., JR.	747	37;668;125
RHOADS, JOHN F.	014	36;633;188
RIDDLE, IELAND H.	683	34;605;345
SCHEINA, HARRY A.	060	36;481;266
SCHROEDER, HAROLD J.	675	32;217;758
SCHULTZ, JOHN F.	747	10;090;762
SCOTT, JAMES H.	901	39;910;540
SCOTT, RHODIE R.	747	39;542;378
SIMMONS, BUSTER L.	901	38;305;380
SMITH, LEO G.	685	39;091;764
STEINER, WILLIAM A.	256	12;287;673
STEVENS, QUPERT (NMI)	909	32;608;721
STEWART, J.D. (IO)	686	18;183;056
SULLIVAN, LOREN A.	405	32;855;782
SWEENEY, WILLIAM T.	747	35;632;669
TAKACS, STEPHEN J.	932	31;332;263
TURNER, ERNEST C.	945	38;230;750
TYSON, JOHN (NMI)	747	36;178;989
UTLEY, EDWARD G.	620	33;747;986
VAN HORN, RUSSELL F.	747	15;310;761
WARR, HARRY J.	901	35;677;765
WEISBERG, IRVING W.	685	11;124;683
WEITZENHOFFER, ALLAN (NMI)	673	32;826;639
WILLIS, JAMES R.	911	38;215;064
WISE, LEO J.	932	35;216;591
WOLLE, JOHN P., JR.	620	36;297;535
ZAHARA, ADOLPH A.	747	11,105,689

CORPORAL

ANDRUS, ROBERT C.	345	36;816;547
BENNETT, JESSE (NMI)	409	13;079;032
BERTOLINI, ALEXANDRO P.	901	32;790;767
BIATTEL, CARL J.	901	37;505;697
BOLT, CHARLIE R.	911	33;347;985
BOWEN, JOSEPH G.	911	32;662;025
BRIDGEHOUSE, JOHN E.	747	32;075;306
BRILL, SEYMOUR (NMI)	754	12;129;551
CASSESE, MICHAEL A.	405	31;159;148
CARTER, WILLIAM T.	932	35;606;146
CASTRO, ALBERTO D.	060	39;694;284
CHEEK, HOWARD C.	405	39;409;128
COMEE, GORDON C.	237	11;031;029
DEAL, STUART H.	345	33;279;279
DEIBLER, JOHN A.	754	35;042;707
DE LUCIA, FELIX A.	754	32;423;992
DENOMME, GERARD T.	060	31;344;334
DITTMAR, JAMES E.	932	32;845;679
EADES, TRUMAN W.	911	38;538;909
ECKBURG, JACK C.	238	36;726;829
EDWARDS, JAMES W.	911	17;121;248
FREBERT, CHARLIE V.	345	38;458;602
FREE, LONNIE H.	060	34;802;085
FRITTS, REX C.	747	18;200;119
GARMON, DONALD C.	747	34;587;647
GLUCHOSKI, ADAM (NMI)	932	32;916;656
GRICE, REMBERT R.	747	34;272;786
GRIFFIN, LOUIS H.	911	39;856;043
GROEN, HENRY J.	747	39;558;834
HANDERHAN, ROLAND J.	932	32;916;960
HARRIS, GEORGE A., JR.	060	32;473;003
HOWLETT, ROLAND V.	809	36;744;696
HUGHES, RUSSELL G.	901	33;411;441
HURST, GLEN H.	901	34;725;814
ISENBERG, HERBERT K.	911	37;549;177
JERNIGAN, ALLEN A.	901	34;704;831
KADLEC, STEVEN J.	945	36;650;826
KAHN, HERBERT (NMI)	555	12;159;354
KOEHLER, WILLIAM B., JR.	805	33;600;001
KOWALCZYK, WALTER P.	060	32;776;043
KUSICK, ANTHONY M.	747	16;142;741
LANSBERY, RAY S.	911	33;420;921
LEBEL, CLAUDE R.	405	36;459;300
LEGGETT, DUANE E.	014	39;617;142
LEHNHARD, ARMIN J.	756	33;394;566
LUSK, WILLIAM E.	345	39;293;889
MANNING, EDWIN (NMI)	405	32;889;509
MARTIN, ALVIN R.	911	39;282;497
MATHEWS, HOWARD L.	903	36;295;743
MC GUINNESS, GEORGE C.	932	32;916;523
MICAL, ATTHEW S.	861	36;630;659
MITCHUM, JAMES C.	911	34;385;247
MORROW, DAVID A.	747	34;439;376
NESTLER, EDWARD (NMI)	911	36;480;896
NORDSTROM, ALLEN V.	911	17,063,246

Ground Echelon

CORPORAL'S(CON'T)

PABORSKY, MORRIS (NMI)	555	32;876;173
PEDALINO, PETER C.	405	32;764;723
PETERS, DEMPSEY D.	405	35;656;284
PHIPPEN, ARTHUR E.	678	39;277;441
POSNER, MORRIS (NMI)	060	32;789;651
ROBERTS, LESTER V.	747	39;325;108
ROBLE, ANDREW (NMI)	911	13;011;294
ROMERO, DOMINIC (NMI)	754	38;420;656
ROSE, THOMAS M.	747	37;372;009
RUBRITZ, EARL J.	747	32;733;377
RUFFO, ANTHONY S.	237	32;935;487
SMITHWICK, JAMES W.	747	34;664;479
SOCHA, CHESTER J.	650	36;821;961
STARRETT, JOHN D., JR.	747	16;147;302
STOFFEL, RICHARD G.	747	12;214;287
STUTZ, JAMES A.	747	16;125;227
SWOBODA, FRANK (NMI)	903	38;361;980
TEODORCZYK, JOHN J.	747	12;149;001
TICE, HOWARD (NMI)	911	35;358;028
TOMASHUNAS, ANTHONY J.	686	31;082;707
VERDONE, JOSEPH A.	237	13;115;463
WELCH, FRED E.	405	38;269,702
ZUCHOWSKI, STEPHEN C.	555	32, 457,123

PRIVATE FIRST CLASS

ADAMSON, EDWARD A.	911	32;750;956
BELANGER, JOSEPH A.	911	11;098;893
BELINSKY, BERNARD (NMI)	405	12;152;151
BELL, ROBERT E.	756	15;095;728
BOYLE, GLEESON H.	521	38;456;484
CAPUTO, VINCENT J.	345	32;830;081
CASTILLO, JOHN H.	901	38;415;021
CHINCHILLA, ANDREW J., JR.	901	33;437;537
CULLEN, JOHN H.	521	12;093;094
DAROWSKI, STEVEN F.	521	32;919;540
DELEONE, JOHN J.	060	36;649,564
DE MAIO, FRED A.	901	32;792;197
DUTKOFSKI, MICHAEL (NMI)	901	35;533;074
ELFMAN, DANIEL (NMI)	345	33;341;446
FALLS, FRED L.	405	34;707;830
FINOCHIO, JOSEPH G.	345	32,809,245
GISH, CLIFFORD I.	237	37,505,118
GOLDBERG, CHARLES (NMI)	911	12;085;161
GOMEZ, DONACIANO R.	521	38;422;894
HAMPTON, FRANK J.	911	33,120,010
HARRISON, CLAUD L.	345	38,470,831
HAUSE, LEONARD C.	901	33;491;321
HORVATH, JOHN F.	521	31;341;571
JACKSON, HANFORD J.	685	39;616;579
JENKINS, JUNIOR L.	685	34;802;521
KEARNS, JESSE W.	650	35;867;000
KEENEY, FRANK C.	345	38;341;361
LA ROUX, JOSEPH S.	405	32,741,126
LAVOIE, NORMAND P.	521	31,220,855

Ground Echelon

PRIVATE FIRST CLASS (CON'T)

LEFFRING, EDWARD C.	911	36;455;286
MARAIA, NUNZIO (NMI)	521	32;616;599
MC ALOOSE, THOMAS (NMI)	237	33,486,161
MC DONOUGH, THOMAS L.	901	31;303;568
MILITE, DANTE P.	650	35;058;670
NEWCOMB, MELVIN E.	345	6,560;507
O'MARA, ROBERT E.	345	37;459;954
PATZER, WILLIAM C.	521	17;165;594
PEKAR, JOSEPH (NMI)	911	6;889;396
PINCHAR, HENRY S.	903	36;580;081
ROBINSON, RICHARD G.	901	33;540;156
ROTH, MAC (NMI)	861	32;797;407
RUIZ, ROBERT A.	345	39;540;971
SANSONESE, GERALD (NMI)	903	32;672;780
SCHAEFFER, JACK F.	521	35;635;037
SEGAL, DAVE (NMI)	405	16;170;553
SESSIONS, GLEN W.	901	39;557;641
SHOCKEY, HERBERT T.	911	17;069;840
SNODGRASS, ANDREW H.,JR.	932	37;388;785
STADLER, MARVIN E.	901	36,581,136
SYLVANOVICH, MICHAEL J.	911	13;026;022
SYNODIS, ANGELO P.	405	12;180;213
TEXLEY, LLOYD C.	747	37;485;360
WIKTOR, WALTER J.	911	32;673;369
ZODROW, DWAIN M.	911	37,559,460

PRIVATES

CHRISTEL, LEO C., JR.	521	13;192;993
ENRIQUEZ, MANUEL S.	555	19;107;163
EPLER, WILLIAM C.	747	19;088;629
EVANGER, LLOYD O.	747	39;209;142
FERGUSON, WILLIAM A.	747	31,386,408
GENTILE, ANGELO J.	521	12;160;653
GRIFFIN, OLAND C.	911	6;922;706
GREGORY, RICHARD (NMI)	911	33;525;571
GUY, LAGONDA D.	521	39;533;073
HANDLEN, GEORGE (NMI) JR.	521	19;186,913
HANKINS, ERNEST F.	521	39;421;123
JONES, RALPH L.	521	12;171,457
KELLY, WALTER H.	678	39,122;395
METZ, WALTER S.,JR.	060	37;505;027
PELHAM, LEONARD O.	521	6;914;654
PETSCHE, MERLE D.	060	39;022;761
PHILLIPS, GEORGE W.	747	39;275;398
SMITH, ELTON L.	747	34;665;089
SULLIVAN, WILLIAM V.,JR.	555	14;170;018
TOLL, EARL O.	756	36;657;625
WILKEN, CHARLES G.	687	12,134,270

ATTACHMENT #4

Excerpts from the Diary of
S/Sgt Jack E. Abbot
741 B.S.



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From the diary of
S/SGT JACK E ABBOTT
741st Sq.
455th Bomb Group
15th A.A.F.

Buddies & friends lost on missions.



Buddies & Friends lost on missions

Rockstad - T/Sgt 743

Jack Donlin - S/Sgt 743

Pow Clinton D Bantz - T/Sgt "Banny" 741

Pow Albert E Cratch - S/Sgt "Snatch" 741

Pow Jenkins S/Sgt 741

Pow Myrick S/Sgt 741

Pow Bereman S/Sgt 741

Pow Hartman T/Sgt 741

Snuffy VanAchen S/Sgt 741

MacHeer S/Sgt "Mac" 741

Grover C Barron S/Sgt 741

Brad Todd S/Sgt 741

~~Carlson~~ Chrisom T/Sgt "Chris" 741

~~Foster~~ ~~Sgt.~~

Slocum Lt. 741

Kel Laws Lt. "F.O." 741

Massey Lt. 741 (Over)



MISSIONS WE FLEW == "OLE SOLDIER" + CREW



II = INDICATES CREDIT FOR 2 MISSIONS DUE TO TIME + DISTANCE

Missions

No.	Date	takeoff	land	Size + Number of Bombs dropped	Flak	Fighters	target	Alt.	weather
1	2/13/44	2:02 pm.	5:40	None	None	None	Italy B.H. Ammo. Dump	20,000	overcast
2	3/3/44	8:55 A.M.	1:55 P.M.	10 – 500 lb. Demo.	very light	None	Fighter Base Italy	29,000	patchy
3	3/7/44	8:50 A.M.	2:25 P.M.	10 – 500 lb. Demo.	light	None 2	Holy Fabrica Da Italy	21,500	patchy
4	3/15/44	8:30 A.M.	11:15 AM	6 – 1000 General Explosive	very light	1	Casino Italy	15,500	clear
II 5	3/17/44	9:00 A.M.	3:40 PM	40 – 100 lb Incend.	Accu Heavy	None	Vienna Austria	21,500	overcast
6	3/18/44	8:35 AM	2:00 PM	120 – 20 lb. Frag	Heavy	2	Nth. Italy Base Fighter	23,000	Hazy
7	3/19/44	10:20 A.M.	3:55 PM	40 – 100 lb. Incend.	Accu Heavy	40 to 60	Graz Austria	21,000	clear
8	3/23/44	12:00	6:00 PM	10 – 500 lb. Demo.	Heavy	2	Bologna Italy	20,000	scattered
9	3/24/44	8:40 AM	1:00 PM	10 – 500 lb. Demo.	very light	None	Rimini Italy	17,800	Scattered
10	3/28/44	9:15 AM	2:40 PM	10 – 500 lb Demo.	Heavy	2	Verona Italy	20,000	Scattered
11	3/29/44	8:45 AM.	3:00 PM	10 – 500 lb. Demo.	None	None	Milan Italy	22,000	clear.
II 12	4/3/44	7:50 AM	2:05 PM	10 – 500 lb. Demo.	Accu Very Heavy	1	Budapest Hungary	29,000	clear
13	4/7/44	10:35 AM	3:35 PM	40 – 100 lb Demo.	very light	None	Bologna Italy	21,500	Clear
# 14	4/15/44	8:40 AM	3:40 PM	10 – 500 lb Demo.	light	15 to 25	Bucharest Rumania	22,500	overcast
15	4/16/44	8:00 AM	1:30 PM	10 – 500 lb Demo.	None	None	Turnu Severin Rumania	18,000	Clear
16	4/17/44	9:30 AM	2:45 PM	40 – 100 lb. Demo.	Accu Heavy	4	Sofia Bulgaria	20,500	clear
17	4/20/44	10:15 AM	2:45 PM	10 – 500 lb. Demo.	None	30 to 40	Monfalcone Italy	19,500	overcast
II 18	4/21/44	8:50 AM	4:10 PM	10 – 500 lb. Demo.	very very Accu Heavy	30 to 40	Bucharest Rumania	22,000	overcast



MISSIONS WE FLEW — "OLE SOLDIER" AND CREW —



No.	Date	Takeoff	land	Size & Number of Bombs dropped	Missions Flak	Our Losses	Fighters	target	altitude	weather
19	4/25/44	7:50 AM	4:30pm	10-500 lb. Demo	Heavy Accu	None	1	Turin Italy	19,000	clear
20	4/28/44	12:15 PM	5:55pm	10-500 lb Demo	Moderate	2 Ships	None	Port, Stefano Italy	21,800	clear
21	4/29/44	8:30 AM	3:45 PM	6-1000 Gen. purpose Explo.	Intense Heavy Accu	None	10	Toulon France	22,800	clear
II 22	5/6/44	8:00 AM	2:50 P.M	10-500 lb. Demo	Heavy Accu	None	20 to 30	Campina Rumania	21,800	clear
23	5/2/44	5:45 AM	12:15 PM	10-500 lb. Demo	very light	None	None	La Spezia Italy	20,000	clear
24	5/3/44	10:50 AM	4:30pm	8-1000 Gen. purpose Expl.	very light	None	None	Bologna Italy	21,500	clear
25	5/14/44	9:40 AM	3:35 PM	240-20 lb. Frag	None	None	None	Piacenza Italy	20,500	clear
II 26	5/18/44	7:40 AM	3:15 PM	10-500 lb. Demo.	Intense Heavy Accu.	None	10	Ploesti Rumania	20,000	undercast
27	5/19/44	6:10 AM	12:55 PM	10-500 lb Demo	Moderate	None	None	Genoa Italy	21,000	Patchy
II 28	5/24/44	6:30 AM	1:00 PM	240-20 lb. Frag.	Heavy Accu.	2 Ships	Munchendorf None Austria	→ Vienna	21,500	patchy
29	5/25/44	10:20 AM	3:40 PM	240-20 lb frag	None	None	3	Pia Cenza Italy	24,000	clear
30	5/26/44	6:30 AM	2:10 PM	10-500 lb. Demo	None Accu.	None	None	Grenoble Southern France	21,000	clear
31	5/27/44	6:15 AM	2:50 P.M	40-100 lb Demo	Moderate	None	None	Montpellier southern France	21,000	clear
32	5/29/44	6:55 AM	11:25 AM	40-100 lb Demo.	None Accu.	None	None	Bos Krupa Yugoslavia	16,000	clear
33	5/29/44	2:00 P.M.	5:40 PM	40-100 lb. Demo	Moderate	None	None	Banjaluka Yugoslavia	19,500	clear
II 34	5/31/44	6:20 AM	1:30 PM	10-500 lb Demo	Heavy Accu	None	15 to 20	Ploesti Rumania	21,001	clear
35	6/4/44	7:05 AM	1:20 PM	10-500 lb. Demo.	Accu. Moderate	None	None	Genoa Italy	19,500	Patchy
36	6/7/44	9:00 AM	1:00 pm	6-1000 lb. Demo	Inaccu. Moderate	None	None	Genoa Italy	20,000	Undercast



MISSIONS WE FLEW — "OLE SOLDIER" AND CREW —



No.	Date	T.O.	Land	Size & No. of Bombs Dr	Flak	Air Losses	Fighters	Target	A/C	Weather
#37	6/9/44	6:05 A.M.	12:35 pm	6-1000 lb. Demo	Heavy accurate	None	3	Munich Germany	22,000	Undercast.
38	6/10/44	6:30 AM	12:Stpm	#20-20 lb. Frags	Moderate inaccurate	None	None	Ferrera Northern Italy	19,500	clear
#39	6/13/44	Unkn	Unkn.	6-1000 lb. Demo	Intense Accurate	None	30 to 40	Munich Germany	21,000	Clear



CASUALTIES / DAMAGE — OUR CREW & THE "OLE SOLDIER"

Casulties

No.
1. No damage to plane noone injured
2. " " " " " " "
3. " " " " " " "
4. " " " " " " "
5. " " " " " " "
6. " " " " " " "
7. " " " " " " "
8. " " " " " " "
9. " " " " " " "
10 " " " " " " "
11 " " " " " " "
12. 1 Flak Hole Near left waist window. Noinjury
13. No damage to plane No one injured
14. " " " " " " "
15. " " " " " " "
16. 2 Flak Holes. One in top of Right stabilizer One in top turret near struts Head (Close)
17. No Damage to Plane Noone injured
18. 4 small flak Holes, No one injured

ENEMY OPPOSITION AND LOSSES TO 741ST SQUADRON



opposition & losses ect.

No flak No fighters
None
None
None
None
None — Me 109 Fw 190 Me 110 Ju 88 78 To 190
454 Group lost 8 planes by fighters — Area working over
" " lost 2 planes on landing
" " 2 planes by collision in air.
36 fighters shot down.
None
None
None
No losses — Condra's crew shot to Hell by flak 1 Ackerman Killed Maxson & Sendra injured
" None
15 to 25 planes attacked Group, Escort kept them off. 2 shot down by escort out of gas. In Engines 3+4. Chris landed between Runways with planes landing on both sides of us.

Attacked by 30 to 40 Me109 Fw190's lost 1 plane lost 1 plane on landing & 1 on takeoff.
lost 4 planes. 1 by fighters. 1 by flak 1 on landing 1 on takeoff.



CASUALTIES + DAMAGE OUR CREW + THE "OLE SOLDIER

ENEMY OPPOSITION + LOSSES TO THIS SQ.



No.	Casualties to us.	opposition, losses, Petrolars,
19.	2 Small Flak Holes in right wing None injured	18 Fw 190 attacked first section P47's intercepted
20.	No Damage to ship. No one injured	1 ship Hit by Flak, Slid into another, Both lost
21	" " " " " "	" " " " " "
# 22.	2 Flak Holes one in stabilizer 1 in Fuselage No one injured	Attacked by 30-40 Me 109 Fw 190s over target about 100 B-17s Escort kept them off
23.	No Damage to ship No one injured	None
24	No Damage to ship No one injured	None
25.	" " " " " "	None
# 26.	No 4 engine shot out by Flak. 5 Holes in ship	Attacked by 10-15 Me 109 No losses bonded with less than 50 gals. in tank
27.	No Damage to ship No one injured	None.
# 28.	No Damage to ship No one injured.	1 ship Hit by Flak, 4 chutes seen. 1 ship Ditched, Frag exploded in bomb Bays
29.	" " " " " "	None
30	" " " " " "	None
31.	3 Flak Holes in ship 2 in wing (Sergeant Hit 1 in under waist Ditched (Not Him	None
32.	No Damage to ship No one injured	None
33.	Right Horizonal stabilizer Hit by Strap from bombs. Big Hole	None
# 34.	No Damage to ship No one injured	Attacked by 15 to 20 Me 109's Got My 1st Fighter, Confirmed. Shot 100 yds Blew Greenhouse off. Apparently Hit pilot
35	" " " " " "	None



CASUALTIES / DAMAGE — OUR CREW & THE "OLE SOLDIER"

ENEMY OPPOSITION AND LOSSES TO 741st SQUADRON



Casulties to us

#36. No Damage to ship Noone injured
37. No Damage to ship No one injured
38. " " " " " " "
#39. Attacked by 30 to 90 Me109's - shot th
Killed - Got hit in Right foot with
Full of fragments spent 12 days
landed with N.O Nosewheel went
Over on Nose - No one injured on landing
~~Damaged ship~~ Sunked ship.
" Damage"
Tail turret shot out.
Ball turret shot out.
Rudder cables shot out.
Hydralic Sytstem shot out
Electrical system shot out
Oxigen in Waist ~~nose~~ & Flight Deck out,
all radio system shot out.
Hole in right wing tank -
No. 3 ~~Engine~~ Engine shot out. No power

opposition - Losses etc.

Nine
None
Nine.
Bailout of us. Padgett & Swann
20 MM. No bones broken but foot
in 34th Field Hospital
June 13 - June 28 - 1944

Nose wheel shot out
Right Tire Flat -
Flaps & Bomb Bay doors
Jammed - Fuel transfer system out
20 MM. Hits ~~in~~ 3 in tail turret
1 in Right rudder 1 in Ball turret
1 in Right elevator 8 in fusalage.
1 in Left Hor. Sta. 1 in #3 turbo
3 in Right wing 1 in right Gear
2 in Left wing 2 in Nose wheel



ORIGINAL PLANES IN 741st SQ --- The last of these original and replacement planes were gone by the end of June 1944.



741-Sqdn.	Crew Collison	Lost over Port Sqn Stefano planes	N-Italy No chutes
~~280 "King of the pack"~~	~~Brashears Crew~~		
~~266 "Naughty Dragon"~~	~~Slater's Crew~~		
~~271 "Gremlins Grupe"~~	~~Deeble's Crew~~		
~~249 "Ford's Folly"~~	~~Gordon's Crew~~		
216	Walter's Crew		
~~260 "Knock out"~~	~~McWilliams Crew~~		
481 "Omiakinbak"	Iocetelli's Crew		
~~446 "Peelott"~~	~~Hudson's Crew~~		
~~456 "Arkansas Joe"~~	~~Gondra's Crew~~		
290	~~Gallon's Crew~~		
257 "Bestweb"	Col Cods Crew		
~~247 "Skeeter"~~	~~Barbar's Crew~~		
~~241 "Her Beast"~~ Heathcock's crew	~~Barbar's crew~~		
749 "Pindown Girl"	Bower's Crew		
~~Rep plane 835 "Ole Soldier"~~	~~Christensen's Crew~~		
~~Rep plane 804 "Captain + His Kids"~~	~~McGard's Crew~~		
~~Replace 166~~	~~Hargrove's crew~~		

- Prop exploded in bomb bays
- Lost in Adriatic Had to Ditch 10 of crew lost
- Planes shot to hell but came Back, Condra Flying
- Damaged on takeoff - Converted into Cargo ship
- 3/24/44 Lost at Steyer - 743 crew Flying ship 3/28/44 Lost in Adriatic with 10 of crew
- Lost at Vienna-Austria - By Fighters 10 chutes seen Austria 4/3/44

Made 30 missions on D.S

- Lost At Polesti. By Fighters - 1 chutes seen.

Made 50 missions Lost 1 man

- 4/3/44 Made 30 missions on D.S
- lost at Port Stefano Italy - Slaters crew flying Snuffy with them
- 4/3/44 lost at - Port Stefano Italy - with crew 1 chute

Made 50 missions

- Flying Curtis 4/9/44 Crew - lost on test hop with 10 of crew and passengers
- lost at Vienna 4/18/44 by flak by Fighters No chutes

Made 50 missions

- Lost on landing Last mission Scrapped Made 50
- 4/21/44 lost over Bucharest by fighters, believed to crash landed

Made 50 Missions

- lost over VIENNA.



REPLACEMENT PLANES & CREWS — 741st SQUADRON



741 Sqdn Replacement planes & Crews

Planes	Crews.
~~855~~	~~No Crew~~
~~804~~	~~No Crew~~
~~166~~	No crew
517 "Irish Lassie"	with crew
949 "Full House"	with Crew
105 "Gremlins Gripe II"	No Crew
166 "Secret weapon"	Wurtz's crew

5/30/44
Lost at Vienna by Flak bombs 3 chutes seen
Petty's crew flying

Lost at Vienna 4/15/44 By Flak 7 chutes seen

JACK E. ABBOTT
3515 SE 28TH PL.
PORTLAND, OR. 97202 (503) 232-9169

12-14-87

ATTACHMENT #5

"Night Flight"

by

John M. Smidl
743rd B.S.

Night Flight

Higher than the eagles flight
Beneath a dome of Stellar light
Exists a state of in-between
Where space and time suspended seem
To merge and touch - Eternity.

Ahead the blackness seems to grow
White towers reach from down below
My wings are strong, my engine drones
But trepidation gnaws my bones
And festers with - Uncertainty.

Somewhere deep down the feeling grows
The origin from which it flows
Is veiled from my consciousness
My mind no longer is at rest
But grapples with - Anxiety.

Those clouds ahead that loom so black
Aren't clouds at all - It's Flak-It's Flak!
My ears are full of sounds long dead
BANDITS! BANDITS! - dead ahead!
Gone is all semblance of - Reality.

Fear - then panic grows and grows
My heart bursts, my head explodes
There is no corner in the sky
To run for cover - no place to hide
A fountain of terror consumes all - Sanity.

There's no hope now - the wings are gone
The rush of wind is death's own song
I can't die now - I'm still too young
There's much - too much - I haven't done
I'm not ready to accept - Finality.

Sweet blackness overcomes the fight
It's just a dream -- the soothing night
Is back to wipe away the tears
The nightmares of the yesteryears
My mind returns to - Serenity.

The city lights are growing brighter
The air is filled with traffic chatter
Familiar sights come closer, closer
We're home again - I call the tower
All's well - on final - Security.

It's over now - those days long gone
But youthful faces - forever young
At times appear recalling when
Men were boys and boys were men
The faces fade - Obscurity.

John M. Smidl
0-715518
743 BS
455 BG
APO 520

The stars alone record the scene
There are no graves - all's bright and clean
That battlefield has marked no past
Of death and blood and holocaust
The sky knows only - Tranquility.

ATTACHMENT #6

455 B.G. Crew Losses/MIA

through first 100 missions

8/22/44

455 BG CREW LOSSES/MIA

Mission	Date	740	741	742	743
4	2/25/44	Lt. Cleland MIA			
11	3/19/44	Lt. Lundwall KIA Lt. Pidcock KIA			
18	4/2/44	Lt. Powers MIA Lt. Cheesman MIA		Lt. Pardee MIA	Lt. Brunson MIA
19	4/3/44		Bombadier KIA		
27	4/20/44			Lt. Sampson MIA	
28	4/21/44	Lt. Wallick MIA Lt. Moore MIA	Capt.Norgard MIA	Lt. Jones MIA	
32	4/28/44		Lt. Stater MIA Lt. Callan MIA		
36	5/5/44		Lt. McWilliams MIA		
37	5/6/44			Lt. Beck MIA	
43	5/18/44				Lt. Turner MIA Lt. Markham MIA Lt. Rawls MIA
47	5/24/44	Lt. Jones MIA	Lt. Brashear MIA		
54	5/30/44		Lt. Fetty MIA		
60	6/9/44				Lt. Catlin MIA
62	6/11/44				Lt. Brawninger MIA
63	6/13/44				F/O Massey MIA
64	6/16/44		Lt. Snider MIA Lt. Wurtz MIA		
68	6/26/44	Lt. Lobsock MIA	Lt. McCarthy MIA Lt. Jordan MIA Lt. Keogh MIA	Lt.J.Montgomery MIA Lt.R.Montgomery MIA Lt. Archibald MIA Lt. Brown MIA Lt. Jackson MIA Lt. Sensenbrenner MIA	
74	7/7/44		Lt. Chadwick MIA		
78	7/15/44	Lt. Johnson MIA		Lt. Bush MIA	
82	7/21/44		Maj. Lanford MIA		
83	7/22/44	Lt. Russell MIA	Lt. Hanssard MIA		
85	7/24/44		Lt. Gates MIA	Lt. Dunekak MIA Lt. Parish MIA	Lt. Gulbranson MIA Lt. Potucek MIA

Mission	Date	740	741	742	743
88	8/3/44				Lt. Ramey MIA
96	8/17/44			Lt. Ditchett MIA Lt. Stengl MIA	
100	8/22/44	Lt. Kiernan MIA			
Losses at end of 100 missions		12	15	15	10

I'm told that no fighter opposition was encountered after the 103rd mission.

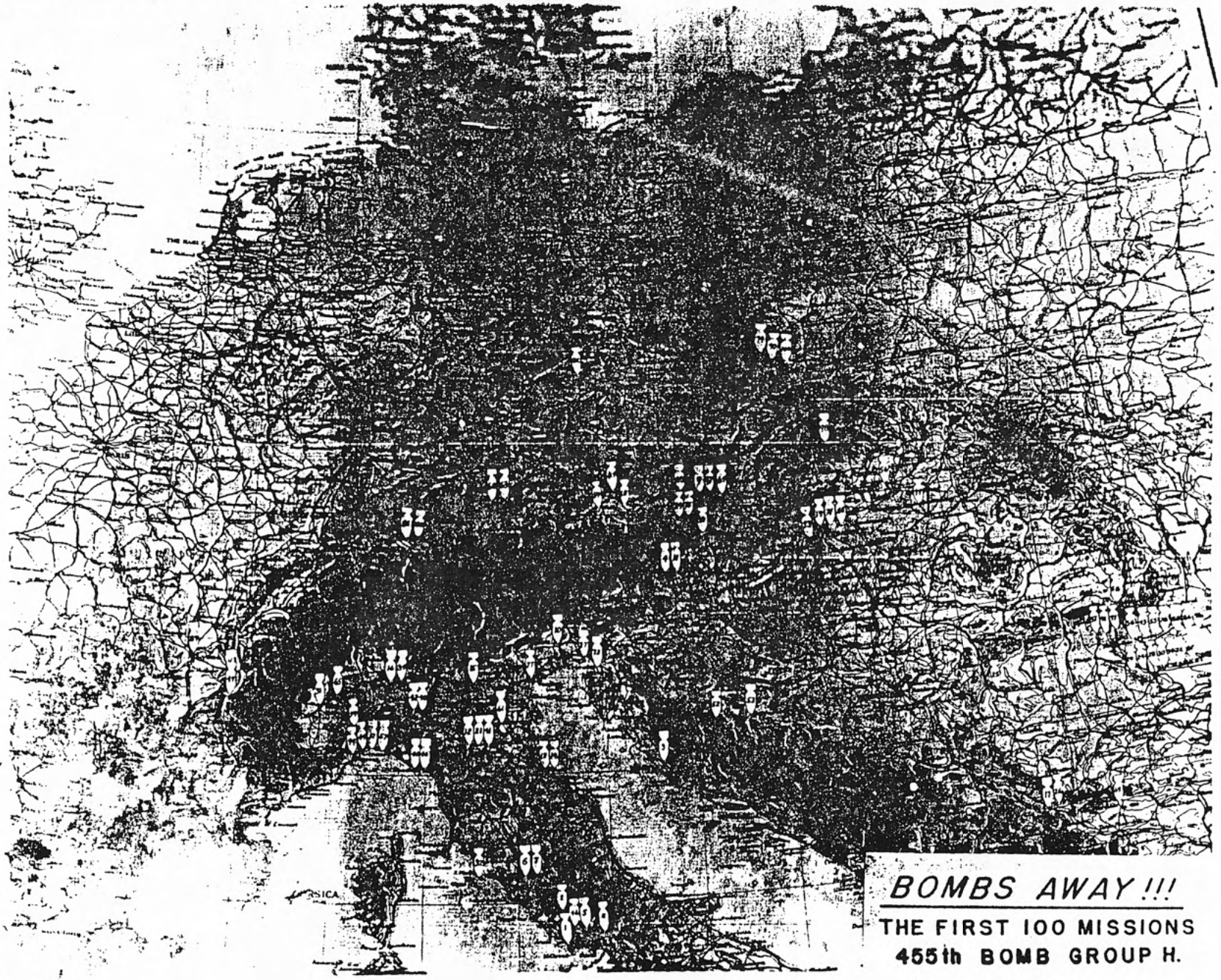
I have no record of other squadrons after the 100th mission; however, on 8/27/44, the 741st lost Lt. Zabawa and crew.

8/27/44 Lt. Zabawa MIA

ATTACHMENT #7

First 100 Missions, 455 B.G.

Provided by Maj. Gen Eugene Hudson,
USAF, Ret'd



BOMBS AWAY !!!

THE FIRST 100 MISSIONS

455th BOMB GROUP H.

MISSION NUMBER 1 — 12 February 1944.

The target was supply dumps and bivouac areas along the road between CAMPOLEONE and CECCHINA, ITALY. This area was heavily defended with anti-aircraft. Enemy fighters were in the area in unknown numbers. The bomb line was approximately 3 miles south of the town of CAPOLEONE.

At 1324 hours, 41 B-24's took off. Four A/C returned early, three due to mechanical failures and one because it lost the formation in the overcast. 35 A/C returned to home base at 1725 hours. One A/C landed at POMPEII and one at BARI. One A/C jettisoned 10 X 500 lb. G.P. bombs before landing because of difficulty with nose wheel. 380 X 500 lb. G.P. bombs were brought back to base.

No bombs were dropped as the target was completely overcast.

Two A/C, thought to be FW-190's, were seen in the distance at 1420 hours west of PONZA Island.

The aiming point for the lead ship was the R.R. junction at CAMPOLEONE. Each successive leader ½ miles north. Each leader was to sight for range and deflection, all others for range only. Intervolometer setting 390 feet. I.A.S. for bombing 160 MPH.

GROUP LEADER	Lt. Col. Kenneth A. Cool
DEPUTY GROUP LEADER	Major Hugh R. Graff
SECOND SECTION LEADER	Captain David S. Thayer
SECOND DEPUTY LEADER	Captain Jack D. Reeder
OTHER GROUPS ON MISSION ...	None
ESCORT	None
BOMBS	10-500 pound demolition Nose fusing - .1 sec. Tail fusing - .025 sec.
AMMUNITION	5200 rounds

GROUP LEADER	Lt. Col. Kenneth A. Cool
DEPUTY GROUP LEADER	Major Hugh R. Graff
SECOND SECTION LEADER	Major Edwin C. Ambrosen
SECOND DEPUTY LEADER	Lt. James W. Knight
OTHER GROUPS ON MISSION	None
ESCORT	None
BOMBS	10-500 pound demolition Nose fusing - .1 sec. Tail fusing - .025 sec.
AMMUNITION	5200 rounds
FUEL LOAD	2300 gallons

MISSION NUMBER 2 17 February 1944

The German Commander Kesselring shows every determination to exert a maximum pressure against the Allied forces south of ROME, and especially to drive the Allied forces in the beach-head into the sea. It is against this pressure that all units of the 15th Air Force will make a maximum, all out effort, given favorable weather. From dawn to dusk a maximum number of sorties in close support of our troops will be flown to the limit of our capabilities. While 5 groups of B-24's of the 47th Wing are making a concentrated attack on one of the most active and vital of German communication points, the PADOVA M/Y, a maximum B-17's and fighters of the 5th Wing are standing by to make 2 sorties each against the German forces operating against the Allied beach-head in the ROME area.

In the early evening of 15 February there was constant traffic south-east on the ROME-FROSINONE road and south in the ARCE-SORA area and on 16 February there was light scattered movement on the roads to and from the beach-head. Indications are of a very heavy enemy attack coming from northwest of beach-head.

Maximum B-24's of three groups of this Wing will attack three targets in the battle area in close support of our ground forces. All three groups will stand by for assignment of an additional mission during the day.

The target was troop concentrations near GROTTO-FERATA and FADETE. Enemy fighters were known to be in the beach-head area in unknown numbers. The bomb line was 3 miles south of NAPOLEON.

At 0915 hours 27 B-24's took off, 4 of which returned early. 22 A/C dropped on the target at 1122 hours from 20,000 feet. One A/C jettisoned bombs at sea. 21 A/C returned at 1237 hours, one A/C landing at a friendly field. No enemy aircraft or flak reported.

The majority of bombs fell in the target area. A cluster of 24 bombs fell 1½ miles NE of FRASCATI and a few scattered bombs fell just to the east of the town. One string struck 3/4 miles SW of target area, scoring one hit on a single track RR line running from FRASCATI to ROME.

MISSION NUMBER 3 22 February 1944

The most decisive air action of this War is now in progress. All Allied Air Forces will continue to operate at maximum effort until the German Air Force is driven from the sky. Only extreme weather conditions can prevent the Fifteenth Air Force from participating.

ZARA, target for this group, is an Italian held port in the Yugoslavian coast and is an important point for supply of German troops in the Balkans. Supplies come down the coast from TRIESTE and FIUME, usually in small craft and generally at night.

Partisans are reported to have ousted the Germans from OTOCAK and GRAHCANICA, and to be advancing down the DOROJ - TUZLA railroad line, wrecking it enroute.

Four (4) heavy dual-purpose batteries comprise the defenses of this area. On 17 January, B-24's encountered moderate, inaccurate, heavy flak here.

Our group will bomb the harbor and installations at ZARA, YUGOSLAVIA. The primary purpose is to divert fighters from the PO VALLEY, where they are located in force. The aiming point for the lead wave are the docks and installations on the main-land. Aiming point for the second wave are the docks and installations to the west.

At 0830 hours 39 B-24's took off, one returning early. 37 A/C bombed the target at 1147 hours from 19,500 to 21,000 feet. One A/C jettisoned its bombs at sea. No flak or enemy aircraft encountered.

Large strings of bombs fell in a southwesterly direction starting in the bay to the northwest of the city and carrying through to the port and main part of city. Many hits were made in port area and in the built-up area on the peninsula as well as in city on the mainland. Scale of photos prevents specific determination of damage.

GROUP LEADER	Lt. Col. Kenneth A. Cool
DEPUTY GROUP LEADER	Major David W. Harp, Jr.
SECOND SECTION LEADER	Captain William E. Keefer
SECOND DEPUTY LEADER	1st Lt Wayne Smith
OTHER GROUPS ON MISSION	None
ESCORT	None
BOMBS	10-500 pound G.P. bombs Nose fusing .1 sec. Tail fusing .025 sec.
AMMUNITION	5200 rounds

MISSION NUMBER 4 25 February 1944

Target for this group is the GRAZ THALERHOFF AIR-DROME. This target is the most important German Air Force fighter airdrome known in southern Austria. Recent coverage photos show from 20 to 35 S/E fighters, probably Me-109's. There are extensive hangars and installations on the airdrome suitable for assembly, and ground sources indicate that Me-109's are being assembled there. Destruction of the installations would further cripple German Air Force production as well as destroy finished aircraft.

Since the primary purpose of our effort is to provide diversion for forces attacking REGENSBURG, it is necessary that every effort be made to reach GRAZ area even if overcast. All units will adhere to routes and times to assure complete success of diversionary effort. This is a coordinated attack with the Eighth Air Force and briefed crews may expect snow enroute and at the target.

At 0842 hours, 37 B-24's took off, 3 A/C returning early. 31 A/C dropped bombs on the target at 1105 hours from 21,000 to 23,000 feet. 3 A/C jettisoned their bombs. One A/C, with engine trouble, left formation and is missing, last seen near 46° 02'N - 15° 40'E. 30 A/C returned at 1420 hours.

E/A were active before and after the bomb run. 15 to 20 fighters, including Me-109's, FW-190's, and JU-88's, in the vicinity of the target flew parallel to the formation but did not press attack. 2 FW-190's and 2 Me-110's attacked over the target, diving on the second wave of the formation from above at 10 o'clock. Moderate, inaccurate and heavy flak was reported just before the I.P.

The wooded area was well covered and hits were made on hangars to the east of the target. A large concentration of bombs fell in the SE corner of A/D, covering several buildings. A cluster of bombs were observed straddling the hangars on west side of the field.

GROUP LEADER	Major David W. Harp, Jr.
DEPUTY GROUP LEADER	Major Horace W. Lanford, Jr.
SECOND SECTION LEADER	Major Edwin C. Ambrosen
SECOND DEPUTY LEADER	1st Lt James W. Knight
OTHER GROUPS ON MISSION ...	454th and 456th
ESCORT	None
BOMBS	10-500 pound demolition
	Nose fusing - .1 sec.
	Tail fusing - .01 sec.
AMMUNITION	5200 rounds
A/C MISSING IN ACTION	One - Lt Cleland, 740th
E/A DESTROYED IN AIR	One probable

304 BOMB WING (U.S) A-2 SECTION

ZARA YUGOSLAVIA

BOMB FALL PLOT 455 BOMB GROUP

MISSION NO. 3 FEB. 22 1944 1147 HRS.

∴ BOMB BURSTS ALT. 19,500 - 21,000 FUSING .IN. .025T

BOMBS DROPPED 362 x 500 G.P. BOMBS PLOTTED 172



MISSION NUMBER 5 — 2 March 1944

The beach-head at Anzio is being heavily attacked by the enemy and the situation is critical. Enemy aircraft number over 60 in the ROME area.

The target is the town of CISTERNA, ITALY. The aiming point is the south edge of the town

At 0835 hours, 39 B-24's took off, 6 A/C returning early. 30 A/C dropped their bombs on target at 1106 hours from 21,500 to 22,500 feet. 3 A/C jettisoned their bombs in the sea. 33 A/C returned at 1223 hours. No fighters were encountered. Flak at the target was moderate to intense and heavy.

The bombs covered the western part of the town starting southeast of the railroad station. They cover the station area and a large sector east of the road to VELLETRI well north-west of CISTERNA and extend across this road for about 1,500 feet. Small scale of photos prevent exact estimation of damage.

GROUP LEADER	Lt. Col. Kenneth A. Cool
DEPUTY GROUP LEADER	Major Hugh R. Graff
SECOND SECTION LEADER	Major David S. Thayer
SECOND DEPUTY LEADER	1st Lt Earl R. Howsam
ESCORT	P-37's and P-38's in area
OTHER GROUPS ON MISSION ...	454th, 455th, and 459th
BOMBS	20 clusters of frag bombs, instantaneous and fusing
AMMUNITION	5200 rounds

MISSION NUMBER 6 — 3 March 1944

Maximum B-24's of all Groups of the 304th Wing are bombing airdromes in Central Italy.

Our group will attack the airdrome and dispersal area of FABRICA DI ROMA, ITALY. Enemy fighters may be encountered in the ROME section.

At 0845 hours 35 B-24's took off, 5 A/C returning early. 30 A/C dropped bombs on the target at 1130 hours from 20,000 feet. No E/A were encountered and there was no flak at the target.

No aircraft were destroyed by the bombing. Approximately 8 or 10 craters were made in the landing strip but landing grounds still serviceable. One string of bombs fell across western end of landing area.

GROUP LEADER	Major Edwin C. Ambrosen
DEPUTY GROUP LEADER	1st Lt Henry C. Kelly
SECOND SECTION LEADER	Captain Alfred Asch
SECOND DEPUTY LEADER	1st Lt Alvin I. Fisher
OTHER GROUPS ON MISSION ...	454th, 456th, 459th
ESCORT	P-47's
BOMB LOAD	10-500 pound demolition
	Nose fusing .1 sec.
	Tail fusing .025 sec.
AMMUNITION	5200 rounds

MISSION NUMBER 7 — 7 March 1944

All groups of the 304th Wing will attack airdromes in Central Italy. Our group will attack the airdrome and dispersal area of FABRICA DI ROMA AIRDROME, ITALY. Enemy fighters may be encountered in ROME AND FIRENZE sections.

At 0840 hours 37 B-24's took off, one A/C returning early. Area escort provided by P-47's. 36 A/C dropped on the target at 1145 hours from 21,000 feet. No flak or enemy fighters seen at the target.

A string of approximately 20 bombs are seen bursting in a northwesterly direction starting in the center of the landing ground. Small scale photos prevent statement as to whether any aircraft were hit or damaged. 155 bombs are seen bursting on both sides of the Tiber River approximately 8 miles east of the target.

GROUP LEADER	Major David W. Thayer
DEPUTY GROUP LEADER	Major Jack D. Reeder
SECOND SECTION LEADER	Major Horace W. Lanford
SECOND DEPUTY LEADER	1st Lt Myles L. Walter
OTHER GROUPS ON MISSION	454th, 456th, 459th
ESCORT	None
BOMB LOAD	10-500 pound demolition
	Nose fusing .1 sec.
	Tail fusing .025 sec.
AMMUNITION	5200 rounds
FUEL LOAD	2300 gallons of gas

MISSION NUMBER 8 — 15 March 1944

Enemy ground forces have caused a stalemate in ground operations at CASSINO and BEACHHEAD areas. Maximum B-17's will attack "A" Section of CASSINO. Maximum B-24's of all groups of the 304th Wing will attack and destroy the "B" area of CASSINO Town. A few enemy fighters may be encountered in the target area. Ground forces will make a full tactical effort against the enemy immediately after our bombing efforts.

At 0926 hours 40 B-24's took off, none returned early. 34 A/C dropped on the target at 1055 hours from 15,000 feet. 1 A/C dropped with the 456th after joining their formation by mistake. 5 A/C bombed VALLEROTONDA Town by mistake. 40 A/C returned at 1120 hours.

44 bomb strikes were plotted in two strings, one 4,000 feet and the other 7,000 feet east of CASSINO. No damage is apparent. 14 bomb bursts are observed in unindentified open ground not in CASSINO area.

GROUP LEADER	Colonel Kenneth A. Cool
DEPUTY GROUP LEADER	Captain Alfred Asch
SECOND SECTION LEADER	Major Edwin C. Ambrosen
SECOND DEPUTY LEADER	1st Lt Bernard H. Keogh
OTHER GROUPS ON MISSION	None
ESCORT	None - P-38's top cover in target area.
BOMB LOAD	Six 1000 pound G.P. Nose fusing .1 sec. Tail fusing .025 sec.
AMMUNITION	5200 rounds
FUEL LOAD	2300 gallons of gas

MISSION NUMBER 9 — 17 March 1944

Maximum groups of B-24's of this Wing will attack and destroy the aircraft plant and parked aircraft at BAD VOSLAU AIRDROME. It is possible to kill 100 fighters on the ground at this target. Enemy fighters may be encountered over Yugoslavia.

At 0855 hours, 39 B-24's took off to bomb BAD VOSLAU, AUSTRIA, escorted by P-38's. 5 A/C returned early. 32 A/C dropped on the secondary target at VIENNA, AUSTRIA at 1304 hours from 23,000 feet. The area was completely overcast so bombing was on ETA. One A/C returned bombs and one jettisoned in the sea. 34 A/C returned at 1535 hours. No fighters were encountered. Flak was heavy, moderate and accurate over the target.

Results were unobserved due to complete overcast.

GROUP LEADER	Major Hugh R. Graff
DEPUTY GROUP LEADER	Major Jack D. Reedor
SECOND SECTION LEADER	Captain Wilbur C. Bechtold
SECOND DEPUTY LEADER	1st Lt Robert L. Cook
OTHER GROUPS ON MISSION	454th, 456th, 459th
ESCORT	P-38's in, P-47's out
BOMB LOAD	40-100 pound M-47 incendiary
AMMUNITION	5200 rounds
FUEL LOAD	2700 gallons of gas

5

MISSION NUMBER 10 — 18 March 1944

All groups of this Wing will attack the MANIAGO Airdrome, Italy. Enemy fighters may be encountered. There will be no fighter escort.

At 0810 hours, 39 B-24's took off without escort. 2 A/C returned early and 2 A/C returned prior. 35 A/C dropped frag bombs on the target at 1108 hours from 22,000 to 23,000 feet. 35 A/C returned at 1337 hours. No enemy fighters were encountered. No flak at the target.

Bomb pattern of the first section was short and to the left but extending into aiming point. Target believed well covered by remainder of Group. Hits were made on the runway and in revetment area. 5 enemy fighters were destroyed on the ground.

GROUP LEADER	Major Edwin C. Ambrosen
DEPUTY GROUP LEADER	Major Jack D. Reeder
SECOND SECTION LEADER	Major William E. Keefer
SECOND DEPUTY LEADER	1st Lt Wayne Smith
OTHER GROUPS ON MISSION	454th, 456th, 459th
ESCORT	None
BOMB LOAD	20-120 pound frags Fusing instantaneous
AMMUNITION	5200 rounds
FUEL LOAD	2300 gallons of gas
E/A DESTROYED ON GROUND	5

MISSION NUMBER 11 — 19 March 1944

Maximum available B-24's of all Groups of this Wing will attack and destroy STEYR-DAIMLER PUCH A/C Factory, at STEYR, AUSTRIA. 50 to 60 twin-engine fighters may be encountered in the area of FIUME.

At 1000 hours 40 B-24's took off to bomb STEYR-DAIMLER PUCH A/C factory but attacked the secondary target, GRAZ THALERHOF A/D, AUSTRIA because the wing formation leader turned off the primary. Escort was provided by 16 P-38's from BOS NOVI, YUGOSLAVIA, to the target area. No escort was provided on retur.. 4 A/C returned early and 36 A/C dropped their bombs at 1339 from 21,000 to 22,000 feet. The flak at the target was moderate, heavy and inaccurate. 34 A/C returned at 1545 hours. 2 A/C collided in mid-air on the return trip.

Eight Me-109's made a pass at the formation from above coming down over the lead ship of the second element in F Box. One E/A was destroyed and another probably destroyed.

Two strings of bombs were seen bursting in open fields 20 miles SSE of GRAZ THALEROF A/D. No damage resulted to the target.

GROUP LEADER	Major David W. Thayer
DEPUTY GROUP LEADER	Captain David G. Bellemere
SECOND SECTION LEADER	Major Russell J. Welsh
SECOND DEPUTY LEADER	1st Lt Julio C. Locatelli
OTHER GROUPS ON MISSION ...	454th, 455th, 459th
ESCORT	1 group P-47's and 1 group P-38's to cover withdrawal
BOMB LOAD	40-100 pound incendiaries
AMMUNITION	5200 rounds
FUEL LOAD	2300 gallons of gas
E/A CLAIMS	1 destroyed, 1 probably
E/A ENCOUNTERED	8 Me-109's
A/C MISSING	2 A/C, #296, and #497, collided on return trip.
	Lt. Lundwall, 740th
	Lt. Pidcock, 740th
	20 men killed in action


10
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13
12
BOLOGNA
ATTACKED 22 MAR NOON
MARSC DB 29 23 MAR

MISSION # 12

Not in Book!

MISSION NUMBER 13 24 March 1944

The target is the STEYR-DAIMLER PUCH A/C factory at STEYR, AUSTRIA. 50 to 60 enemy fighters may be encountered in the target area.

At 0810 hours, 35 B-24's took off to bomb the STEYR-DAIMLER PUCH A/C factory but weather forced them to turn back. 1 returned early. 32 A/C dropped on the RIMINI M/Y, ITALY at 1240 hours from 20,000 to 21,000 feet. 2 A/C jettisoned bombs at sea. 31 A/C returned at 1350 hours. Flak at the target was slight, inaccurate, and heavy. No E/A were encountered. The attack units bombed separately.

The main concentration of bursts were found in two east-west strings extending in and about 1½ miles. The first string lay across south-eastern edge of town about 3/4 quarters of a mile from the marshalling yards. The second string extends 1½ miles south of the marshalling yards.

GROUP LEADER	Major David W. Harp, Jr.
DEPUTY GROUP LEADER	Major Horace W. Lanford
SECOND SECTION LEADER	Captain Wilbur C. Bechtold
SECOND DEPUTY LEADER	1st Lt Clyde P. Brunson
OTHER GROUPS ON MISSION	454th, 456th, 459th
ESCORT	1 group P-38's in and 2 groups P-38's out
BOMB LOAD	40-100 pound incendiaries
AMMUNITION	5200 rounds
FUEL LOAD	2700 gallons of gas

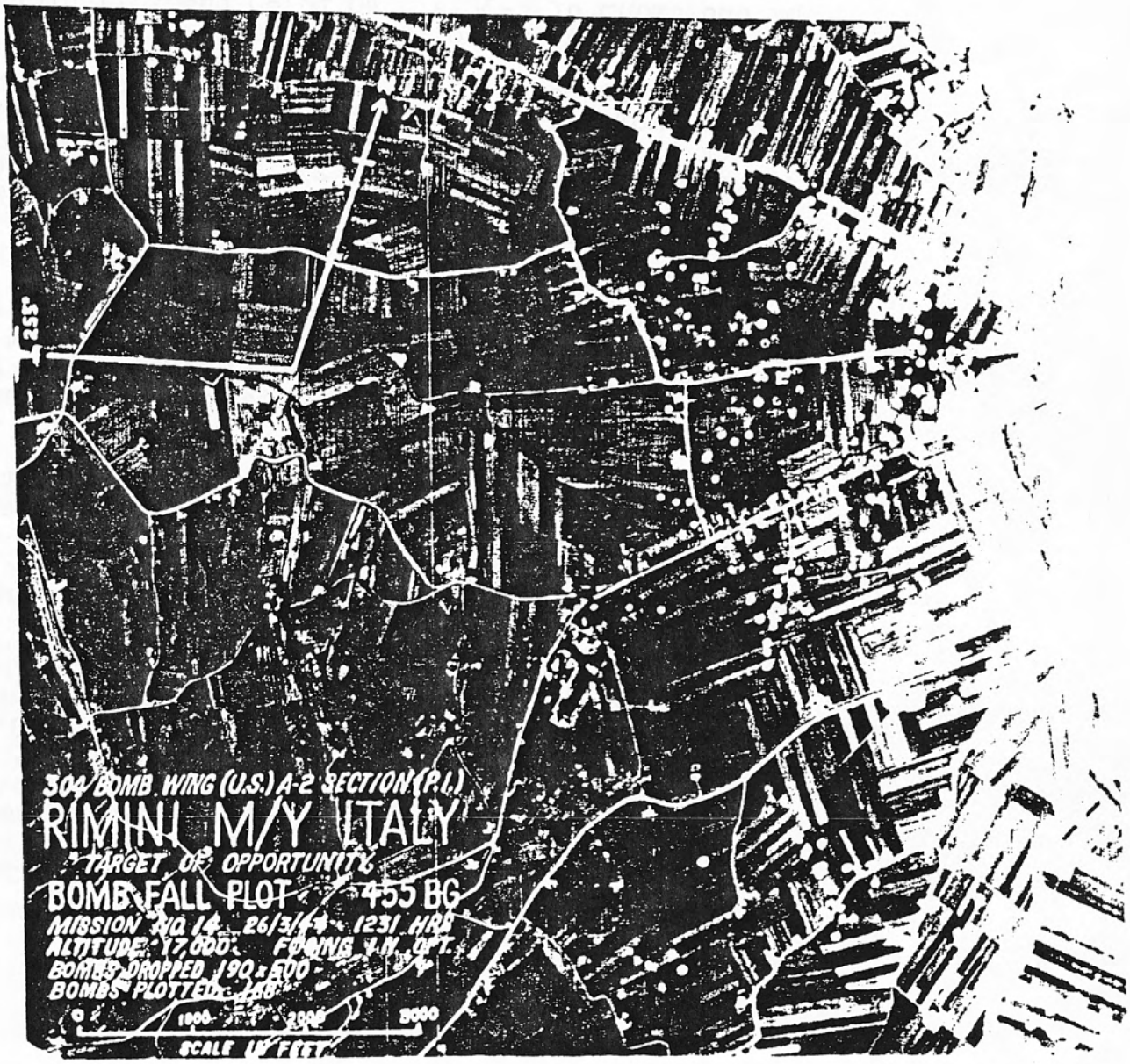
MISSION NUMBER 14 — 26 March 1944

Maximum B-24's of this wing will attack and destroy the STEYR DAIMLER PUCH AIRCRAFT Factory. 250 enemy fighters may be encountered in the target area.

At 0815 hours, 38 B-24's took off to bomb STEYR-DAIMLER PUCH A/C Factory. 2 A/C returned early and 6 A/C returned prior to bombing. 19 A/C dropped bombs on the target of opportunity, RIMINI, ITALY at 1231 hours from 17,000 feet. The formation was unable to proceed to primary and alternate targets because of weather. 9 A/C returned bombs and 2 A/C jettisoned, after becoming separated from the formation. 19 A/C returned at 1545 hours. No E/A were encountered and flak at RIMINI was slight, inaccurate, and heavy.

Bombs were dropped in western area of town of RIMINI one to one and a half miles southwest of M/Y. No military damage.

GROUP LEADER	Major Edwin C. Ambrosen
DEPUTY GROUP LEADER	Major Jack D. Reeder
SECOND SECTION LEADER	Major William E. Keefer
SECOND DEPUTY LEADER	Lt. Lt Henry J. Prosser
OTHER GROUPS ON MISSION	45[illegible]th, 456th, 459th
ESCORT	3 groups of P-38's and 1 group of P-47's
BOMB LOAD	10-500 pound G.P. Nose fusing .1 sec. Tail fusing .025 sec.
AMMUNITION	5[illegible]0 rounds
FUEL LOAD	2700 gallons of gas


304 BOMB. WING (U.S.) A-2 SECTION (P.I.)
RIMINI M/Y ITALY
TARGET OF OPPORTUNITY
BOMB FALL PLOT 455 BG
MISSION NO. 14 26/3/44 1231 HRS
ALTITUDE 17,000 FOOTING 4 M. OFT.
BOMBS DROPPED 190 x 500
BOMBS PLOTTED 146
1000 2000 3000
SCALE IN FEET

MISSION NUMBER 15

28 March 1944
VERONA M/Y, ITALY

Maximum B-24's of all groups of this wing will attack and destroy VERONA EAST M/Y, ITALY escorted by one group of P-38's. 40 to 50 enemy fighters may be encountered in the target area.

At 0900 hours, 38 B-24's took off to bomb the VERONA EAST M/Y. 17 A/C returned early. the 1st attack unit became lost from the formation in heavy clouds and turned back. 21 A/C dropped on the target at 1228 hours from 19,000 to 20,000 feet. 21 A/C returned at 1430 hours. Flak at the target was intense, accurate and heavy.

20 to 30 Me-109's were seen in the target area. 14 of these made individual attacks but did not press them, as they broke off at about 1,200 yards. P-38's closed in to prevent further attacks. 8 E/A were seen to go down and 1 P-38.

The yards sustained at least 25 direct hits and damage inflicted on stock and railway facilities. Locomotive and repair shops were again hit.

GROUP LEADER	Major David S. Thayer
DEPUTY GROUP LEADER	Captain Wilbur C. Bechtold
SECOND SECTION LEADER	Major Russell J. Welsh
SECOND DEPUTY LEADER	1st Lt Robert C. Christenson
OTHER GROUPS ON MISSION	454th, 456th, 459th
ESCORT	one group of P-38's
BOMB LOAD	10-500 pound G.P.
	Nose fusing .1 sec.
	Tail fusing .01 sec.
AMMUNITION	5200 rounds
FUEL LOAD	2700 gallons of gas

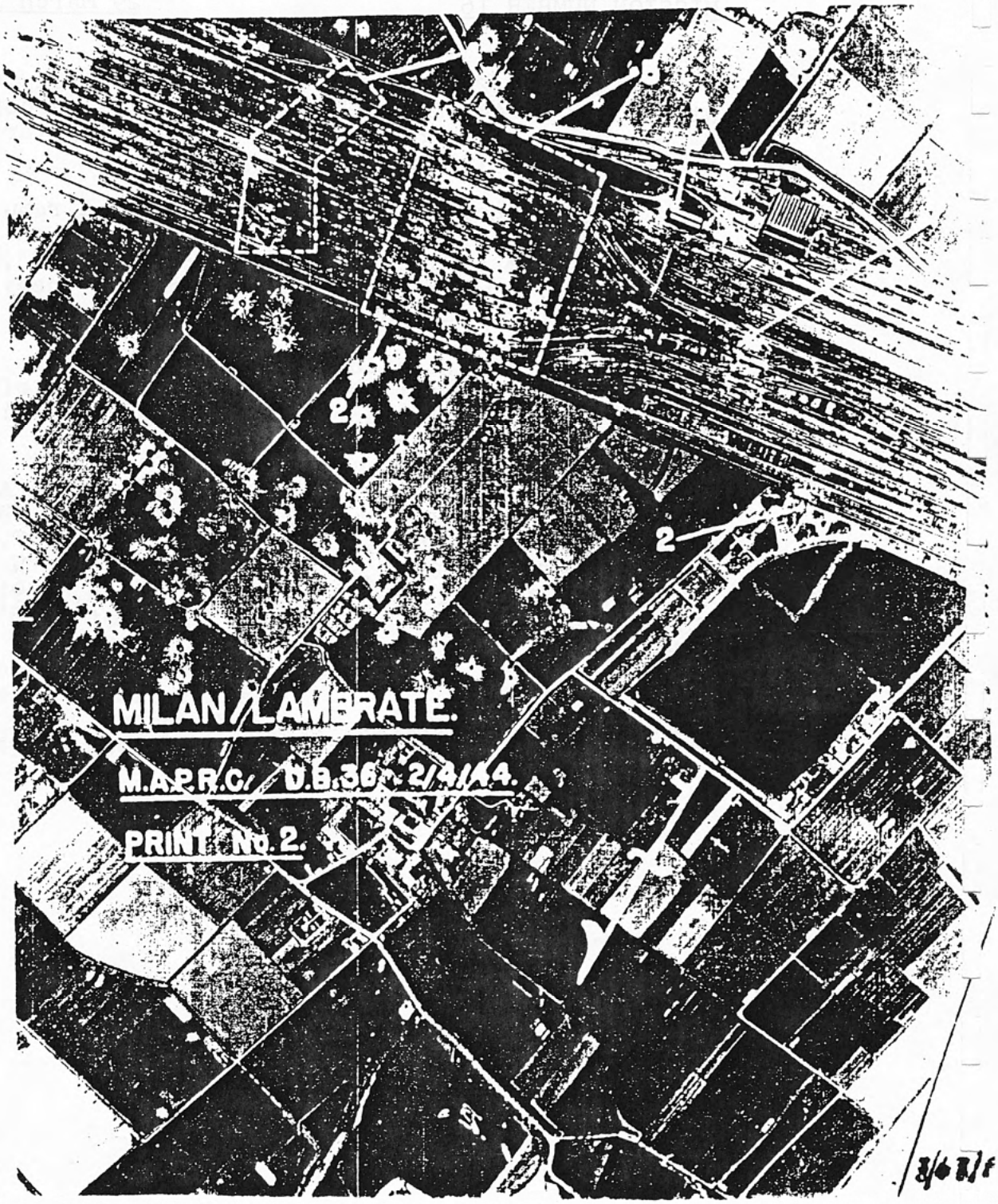
MISSION NUMBER 16 29 March 194[illegible]

Maximum B-24's of all groups of this Wing will attack the MILAN / LAMBRATE - SERRIATE M/Y, escorted by one group of P-38's. 50 to 70 enemy fighters may be encountered in the target area.

At 0830 hours, 40 B-24's took off. 1 returned early and 1 returned prior. 38 A/C dropped on the primary target at 1224 hours from 22,000 to 23,000 feet. 38 A/C returned at 1430 hours. No enemy A/C seen or encountered and no flak at the target.

A good concentration of bombs covered the well stocked M/Y from east end to 3,000 feet west of the seaplane basin. Trackage, rolling stock facilities received severe damage.

GROUP LEADER	Lt. Col. Kenneth A. Cool
DEPUTY GROUP LEADER	Captain David G. Bellemere
SECOND SECTION LEADER	1st Lt Lawrence F. Liberty
SECOND DEPUTY LEADER	1st Lt Myles L. Walter
OTHER GROUPS ON MISSION	454th, 455th, 459th
ESCORT	one group of P-38's
BOMB LOAD	10-500 pound G.P. Nose fusing .1 sec. Tail fusing .01 sec.
AMMUNITION	5200 rounds
FUEL LOAD	2700 gallons of gas


2
2
MILAN / LAMBRATE.
M.A.P.R.C. D.B.36 - 2/4/44.
PRINT No. 2.

MISSION NUMBER 17 30 March 1944

Groups of this Wing will attack the industrial center of SOFIA, escorted by one group of P-38's. 60 to 70 enemy fighters may be encountered in the target area.

At 0730 hours, 36 B-24's took off to bomb SOFIA, one returning early and two returning prior. 19 A/C dropped on what was believed to be the primary target at 1006 hours from 21,500 to 22,500 feet. 5/10 to 7/10 undercast made identification of the target difficult. 13 A/C, making up the second attack unit, did not bomb because of non-identification of the target. These A/C returned their bombs to base. 33 A/C returned at 1307 hours. No fighters encountered and flak at the target was moderate to intense, heavy, and accurate.

No observations were made of bomb results because of heavy cloud cover. The lead navigator caught one glimpse of a fairly large city and an airfield and the bombardier picked up the city in his sights and set it for rate. Clouds then covered the city. Heavy flak began coming up through the overcast and the bombardier ran out the rate and dropped bombs. The second attack unit, which had not seen the city, did not drop its bombs. The city was not positively identified but the intensity of the flak indicates that the target may have been SOFIA, though it is believed that bombs may have fallen short.

GROUP LEADER ..... Major William E. Keefer
DEPUTY GROUP LEADER ..... Captain Alfred Asch
SECOND SECTION LEADER .... 1st Lt Richard A. Gosling
SECOND DEPUTY LEADER ..... 1st Lt John W. Nash
OTHER GROUPS ON MISSION .. 454th, 456th, 459th
LEAD NAVIGATOR ..... 1st Lt Fred A. Gross
LEAD BOMBARDIER ..... 1st Lt Harold Z. Ohlmeyer
BOMB LOAD ..... 40-100 pound M-47 incendiaries

MISSION NUMBER 18 2 April 1944

The target is STEYR-DAIMLER PUCH A/C Factory, in AUSTRIA. The secondary target is KLAGENFURT A/D. 61 heavy flak guns may be expected at the primary target. 175 to 200 single-engine and 40 to 50 twin-engine enemy fighters may be encountered in the target area.

At 0755 hours, 35 B-24's took off escorted by P-38's. 1 A/C returned early and 3 A/C returned prior. 30 A/C dropped on the STEYR WALZLAGER WERKE at 1218 hours from 21,000 to 22,000 feet. Decision to bomb the above installation was made because a low cumulus cloud covered the STEYR DAIMLER-PUCH A/C Factory. Also the lead A/C, flying at an indicated air speed of 150 mph, could not lose ground with reference to the group ahead. This group was stepped down in depth so that the first box of the 455th Group, which had a briefed bombing altitude of 21,740 feet, could not slide under and clear the ships ahead. The group could not lose altitude because of the presence of B-17's which had cut across beneath the formation. The WALZ-LAGERWERKE to the right of the briefed target was plainly visible and had not been hit as yet. Consequently a hasty decision was made to make the bomb run on it rather than the briefed target. 26 A/C returned at 1500 hours. 4 A/C were lost. Flak was intense, heavy and accurate.

75 to 80 enemy fighters attacked the group 15 miles west of GRAZ and continued the attacks until the target area. Most of these were Me-109's, FW-190's, and Me-110's. 20 to 25 Me-210's and JU-88's attacked the formation while making the bomb run. Large groups of S/E fighters picked up the formation and attacked on the return trip. 27 enemy fighters were destroyed, 17 were probably destroyed, and 3 were damaged to a loss of 4 of our bombers.

Hits were observed on buildings and installations and at least one explosion and resulting fire was reported. Later reconnaissance photos showed complete destruction of the ball-bearing plant.

GROUP LEADER	Lt. Col. Kenneth A. Cool
DEPUTY GROUP LEADER	Major Hugh R. Graff
SECOND SECTION LEADER	Captain Wilbur C. Bechtold
SECOND DEPUTY LEADER	1st Lt Robert A. Robards
OTHER GROUPS ON MISSION ...	454th, 456th, 459th
GROUP NAVIGATOR	Captain James E. Moeller
GROUP BOMBARDIER	Captain Jack Horner
ESCORT	One group of P-38's and one group of P-47s at the target. Two groups of P-38's to cover withdrawal.
BOMB LOAD	10-500 pound G.P. Nose fusing .1 sec. Tail fusing .01 sec.
E/A ENCOUNTERED	Approximately 150 E/A
E/A VICTORIES	27 Destroyed in air 17 Probably destroyed 3 Damaged
OUR LOSSES	4 A/C & E/A 1st Lt Willis Pardoe, 742nd 2nd Lt John J. Powers, 740th 1st Lt Clyde P. Brunson, 743rd 1st Lt Roy R. Cheesman, 740th 40 men Missing In Action 5 men Injured in action

304 BOMB WING (U.S.) A-2 SECTION (P.I.)

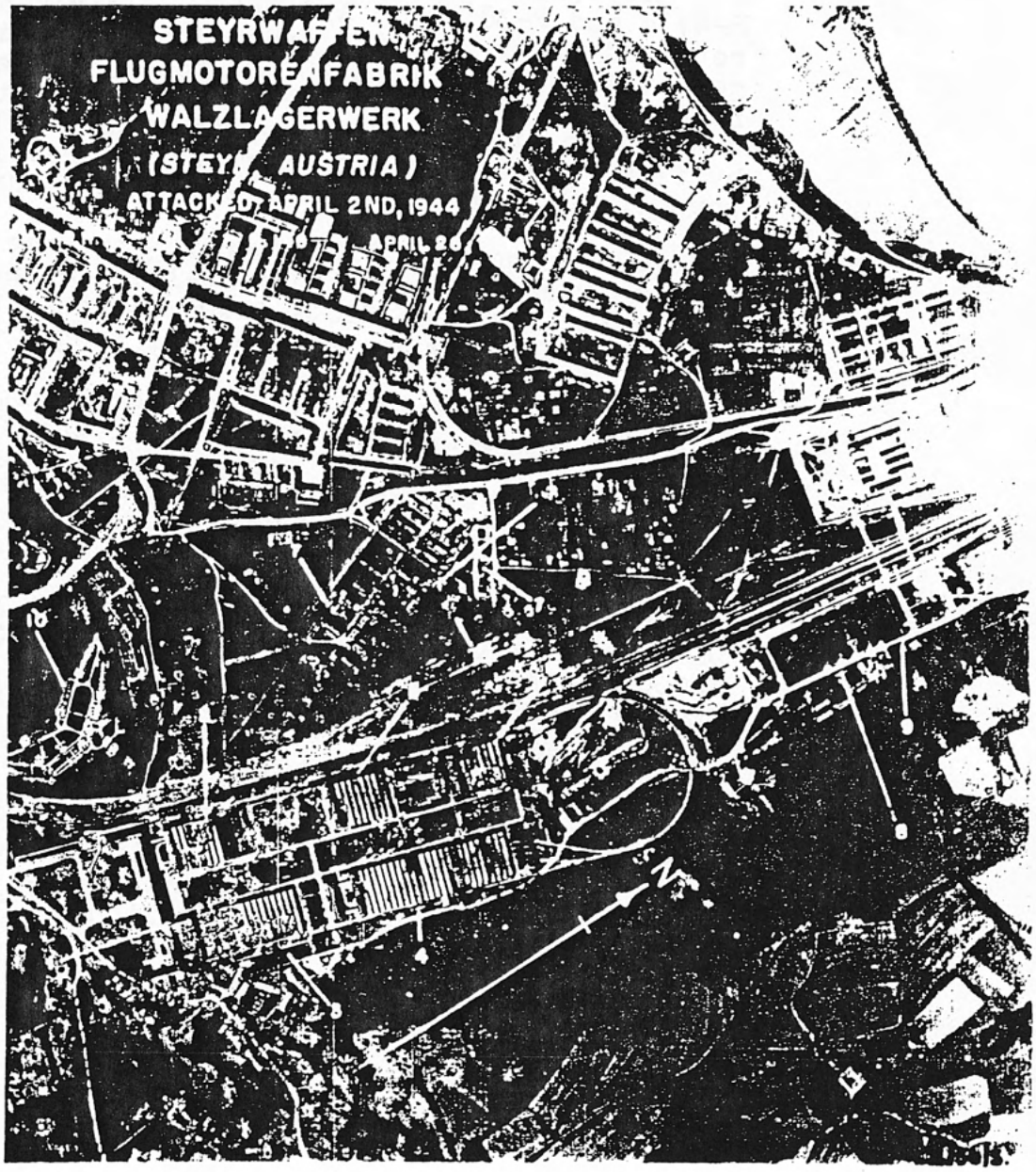
STEYR - DAIMLER - PUCH (AERO ENGINE WORKS) STEYR AUSTRIA

BOMB FALL PLOT 2/4/44 455 BG

MISSION NO. 18 1218 HRS. ALT. 21,000-22,000 FUSING .1 N. .01 T

X AIMING POINT BOMBS DROPPED 300 x 500 GP BOMBS PLOTTED - 47




STEYRWAFFEN
FLUGMOTORENFABRIK
WALZLAGERWERK
(STEYR AUSTRIA)
ATTACKED APRIL 2ND, 1944
APRIL 26

MISSION NUMBER 19 — 3 April 1944

Each group of this wing will attack and destroy the North-half of BUDAPEST MAIN M/Y. One group of P-38's will give escort on the withdrawal from the target. 71 heavy anti-aircraft guns are in the target area and 150 single-engine and 50 to 60 twin-engine fighters may be encountered.

At 0715 hours, 34 B-24's took off escorted by P-47's and P-38's. 3 A/C returned early and 3 A/C returned prior. 28 A/C dropped on the primary target at 1109 hours from 20,500 to 21,500 feet. 28 A/C returned at 1345 hours. Personnel casualties were one bombardier killed and a navigator seriously wounded by flak. One pilot and four gunners received slight wounds. Flak was intense, heavy and accurate.

One unescorted A/C returning to base prior to bombing was attacked by one ME-109. Gunners claim it was hit. Two ME-210's flew with the formation over the target but stayed out of range.

Bombs fell to the west and south with none in the target area. A string of bombs carried into oil refinery located to the north of M/Y's. Scattered hits on unidentified industrial installations to south of yards. Hits in residential area 4,000 yards south of target.

GROUP LEADER	Major David W. Harp, JR.
DEPUTY GROUP LEADER	Major Edwin C. Ambrosen
SECOND SECTION LEADER	Major Jack D. Reeder
SECOND DEPUTY LEADER	1st Lt Jack D. Saine
OTHER GROUPS ON MISSION ...	454th, 456th, 459th
BOMB LOAD	10-500 pound G.P. Nose fusing .1 sec. Tail fusing .025 sec.
PERSONNEL CASUALTIES	1 fatal - bombardier, flak 1 serious - navigator, flak 5 slight - flak wounds

MISSION NUMBER 20 4 April 19

Each group of this Wing will attack and destroy the BUCHAREST M/Y and RR repair facilities. 90 anti-aircraft guns may be expected in target area and 205 enemy fighters may be encountered in the target area, as well as 42 enroute.

At 1011 hours 36 B-24's took off escorted by P-38's. 1 A/C returned early and 1 returned prior. 34 A/C dropped on the primary at 1414 hours from 19,500 foot. 34 A/C returned at 1726 hours. Flak was moderate, inaccurate and heavy, barrage type.

15 to 20 ME-109's and FW-190's made two unaggressive passes at formation but the formation fired upon them and they were driven off. The wing destroyed 16 E/A on this mission and the 459th lost 1 A/C.

The target was partially obscured by smoke, probably from previous bombings, but strings of bombs cut directly across the M/Y and many hits were observed on main-line trackage, rolling stock, railroad repair buildings, and the round house.

GROUP LEADER	Lt-Col Kenneth A. Cool
DEPUTY GROUP LEADER	Major Edwin C. Ambrosen
SECOND SECTION LEADER	1st Lt Howard I. Miller
SECOND DEPUTY LEADER	1st Lt Harry J. Prosser
GROUP BOMBARDIER	Captain Jack Horner
GROUP NAVIGATOR	Captain James E. Moeller
OTHER GROUPS ON MISSION ...	454th, 456th, 459th
BOMB LOAD	10-500 pound G.P.
	Nose fusing .1 sec.
	Tail fusing .025 sec.
E/A DESTROYED IN AIR	1 E/A, Me-109 .
E/A ENCOUNTERED	15 to 20 E/A

MISSION NUMBER 21 7 April 1944

Photo reconnaissance shows that the blocks in the rail lines South of FLORENCE are having effects. Large increases of rolling stock in the yards at PARMA, BOLOGNA, AND TREVISO and train lengths in several small yards along the MILAN-RIMINI line suggest that inbound traffic from the MODANE, RIVIERA, BRENNER and TARVISIO lines is unable to proceed South.

469 B-24's and B-17's of the 15th A.F. were dispatched to attack Marshalling Yards at TREVISO, MESTRE, BOLOGNA, and FERRARA.

142 A/C of this Wing attacked the BOLOGNA M/Y, ITALY, and 131 A/C dropped bombs on the target. No enemy aircraft were seen and flak was slight and inaccurate. There were no losses. The 459th completely smothered the target area with a heavy concentration of bombs. Other photos show strings covering much of the new central yards and at the choke point of the yard.

At 1000 hours, 36 B-24's of this Group, 3 A/C returning early and 1 A/C prior. 32 A/C dropped 100 pound G.P. bombs at 1323 hours from 21,500 to 23,000 feet. 32 A/C returned at 1515 hours.

GROUP LEADER ..... Major Jack D. Reeder
DEPUTY GROUP LEADER ..... Captain Wilbur C. Bechtold
SECOND SECTION LEADER ..... 1st Lt Lawrence Liberty
SECOND DEPUTY LEADER ..... Major Horace Lanford
GROUP BOMBARDIER ..... 1st Lt Leroy V. Brown
GROUP NAVIGATOR ..... Captain David G. Bellemere

MISSION NUMBER 22 12 April 1944

417 B-24's and 224 B-17's were dispatched to the following targets: FISCHAMEND MARKT AIRCRAFT FACTORY, WIENER NEUSTADT AIRCRAFT FACTORY, BAD VOSLAU ASSEMBLY PLANT AND AIRDROME, and the SPLIT CEMENT PLANT.

159 A/C of this Wing attacked the BAD VOSLAU ASSEMBLY PLANT AND AIRDROME. 140 A/C dropped 100-pound G.P. bombs on the target. Some 70/80 enemy A/C were encountered in the target area. Attacks were pressed against some groups for 30/45 minutes by S/E fighters and by T/E fighters attacking in groups of 4/6 in line. One group got split up and sustained the brunt of the attack. Four B-24's were lost and 2 others are missing from the Wing. The target was well covered. Three hangars NW of A/D were smothered. 69 fighters and 39 bomber/transports were present. 10 fighters and 8 bomber/transports were destroyed and 7 fighters and 3 bomber/transports damaged. The 456th lost the B-24's, (3), and 60 E/A were destroyed in the air, and 28probably destroyed by the Wing.

At 0835 hours, 39 B-24's took off, 6 returning early and 1 A/C prior. 30 A/C dropped 100-pound G.P. bombs from 20,000 feet. 2 A/C jettisoned bombs. 32 A/C returned at 1435 hours. 50 to 60 E/A attacked between the IP and the target, trying to break it up. Claims are 4 ME-210's, 2 ME-109's, and 1 JU-88. Flak was intense, heavy and accurate for other groups but did not reach this group.

GROUP LEADER	Major William E. Keefer
DEPUTY GROUP LEADER	Major David W. Harp
SECOND SECTION LEADER	1st Lt Richard A. Gosline
SECOND DEPUTY LEADER	1st Lt Meriwether Jones
GROUP BOMBARDIER	1st Lt Harold Z. Ohlmeyer
GROUP NAVIGATOR	1st Lt Fred A. Gross, Jr.
E/A CLAIMS	7 destroyed in air 5 probably destroyed 3 damaged
E/A ENCOUNTERED	50 to 60 E/A, mostly T/E

MISSION NUMBER 23 — 13 April 1944

There has been a substantial increase in fighters on A/D at WEINER-NEUSTADT and BUDAPEST areas. 365 B-24's and 215 B-17's were dispatched to the following A/D's: GYOR A/D, BUDAPEST/VESCES A/D, BUDAPEST/TOKOL A/D, and DUNA REPLOGEPGYAR A/C COMPONENTS PLANT.

131 B-24's of this Wing bombed the BUDAPEST/TOKOL A/D, 124 A/C dropping on the target. Flak was moderate to intense and accurate. 30/35 A/C were encountered at the I.P., attacking through the bombing run. Total claims were 12 E/A destroyed in the air, 4 probably destroyed, and 5 damaged. 4 B-24's of the 454th were lost to E/A and 2 B-24's of the 459th were lost to flak on the return trip. The assigned target was well covered. Of 66 E/A present on the field, mostly T/E, 44 are claimed as destroyed, and 14 damaged.

At 0925 hours, 36 B-24's took off carrying 100-pound G.P. bombs. 36 A/C dropped on the target and returned at 1525 hours. 3 or 4 ME-210's attacked and 15 E/A were seen at the target but did not attack. Claims are 2 destroyed in the air and 1 probably destroyed. 9 E/A were destroyed on the ground and 5 were damaged.

GROUP LEADER	Lt. Col. Kenneth A. Cool
DEPUTY GROUP LEADER	Major Horace W. Lanford
SECOND SECTION LEADER	Major David S. Thayer
SECOND DEPUTY LEADER	Captain Wilbur C. Bechtold
GROUP BOMBARDIER	Captain Jack Horner
GROUP NAVIGATOR	Captain James E. Moeller
E/A CLAIMS	2 destroyed in the air
	1 probably destroyed
	9 destroyed on the ground
	5 damaged on the ground

MISSION NUMBER 24 15 April 1944

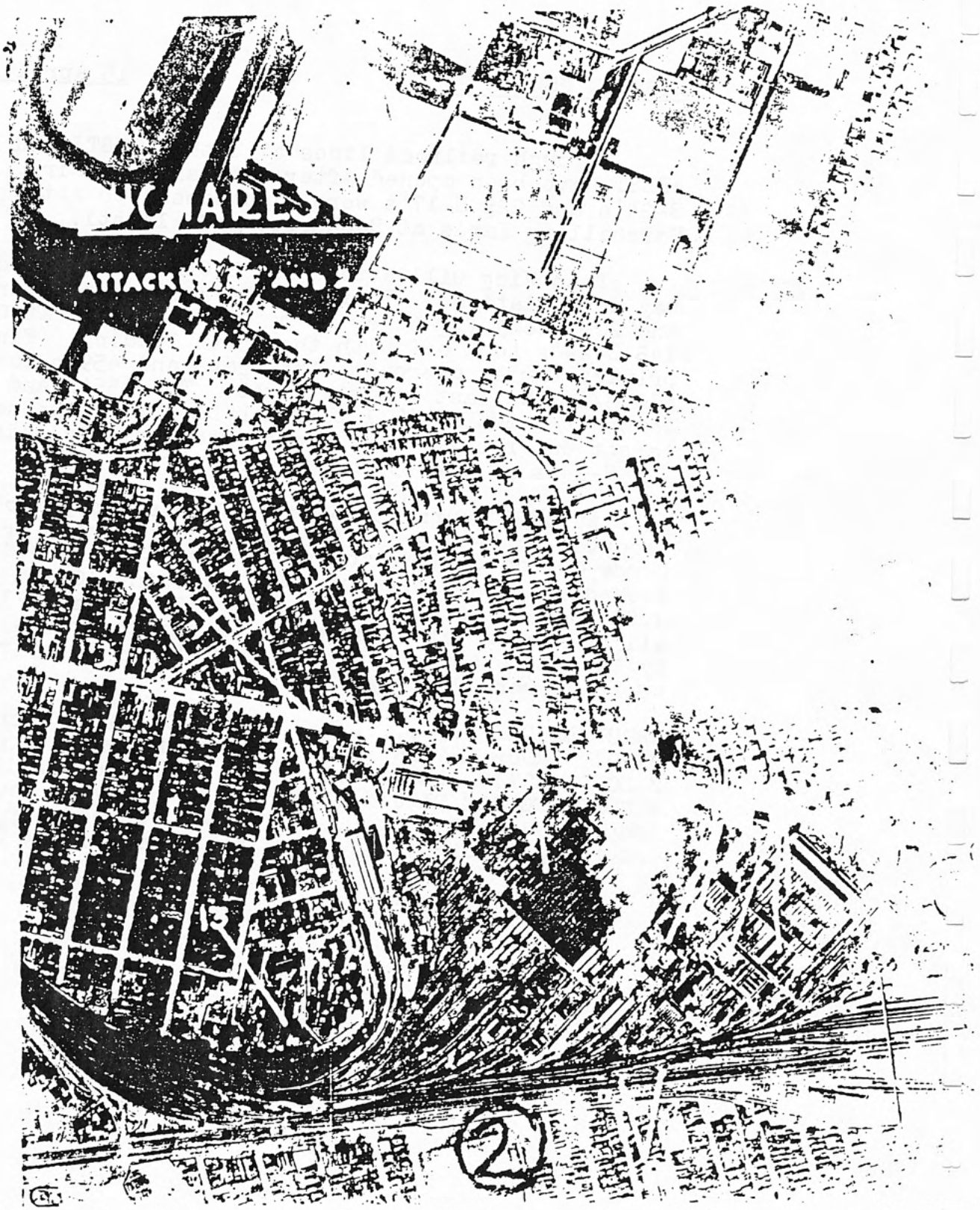
Through railroad lines at both PLOESTI and BUCHAREST have been opened after extensive repairs. 406 B-24's and 229 B-17's were dispatched to attack the Marshalling Yards at Bucharest and Ploesti.

This Wing will attack the BUCHAREST M/Y and railway installations. There are 94 guns in the target area and 205 enemy fighters may be encountered. At 0825 hours 145 B-24's took off with the 456th leading. Finding the primary target overcast, the 456th and 459th bombed the MIS M/Y, the last resort target. The 455th and 454th bombed the BUCHAREST INDUSTRIAL DISTRICT, the secondary target but results were unobserved due to clouds. Two B-24's of the 459th were missing.

At 0825 hours, 39 B-24's of this Group took off escorted by P-47's and P-38's. There were 3 prior returns and no early returns. Bombs were dropped on the secondary target from 21,000 feet using 10-500 pound G.P. bombs. 36 A/C returned at 1504 hours. Flak was slight, inaccurate and heavy. A straggler was attacked by 10 E/A, who pressed to within 250 to 300 yards. Two of these were destroyed.

GROUP LEADER ..... Major Edwin C. Ambrosen
DEPUTY GROUP LEADER ..... 1st Lt Ralph D. Sensenbrenner
SECOND SECTION LEADER ..... 1st Lt Howard I. Miller
SECOND SECTION DEPUTY ..... 1st Lt Harry F. Houser
GROUP NAVIGATOR ..... Captain John B. Tyykila
GROUP BOMBARDIER ..... 1st Lt Raymond Mc Glasson

7


ATTACK
AND

MISSION NUMBER 25 — 16 April 1944

381 B-24's and 201 B-17's were dispatched to the following targets: BRASOV MARSHALLING YARD, TURNU SEVERIN MARSHALLING YARD, and AIRDROME, and BELGRADE AIRCRAFT FACTORY and AIRDROME.

167 B-24's of this Wing took off to bomb the BRASOV M/Y. Upon arriving at the secondary target, weather in the direction of the primary target was 9/10 cirrostratus and a decision was made to bomb the secondary targets, TURNUL SEVERIN A/D and M/Y. The second combat wing, the 455th and 456th, bombed the A/D and installations and obtained a good concentration of bombs in the target area. There were no encounters with E/A and all planes returned safely.

41 B-24's of this Group took off and 3 of these returned prior. 38 A/C dropped 10-500 pound G.P. bombs on TURNUL-SEVERIN A/D from 18,000 feet and returned at 1306 hours. No flak or enemy fighters were encountered.

A large hangar and adjacent buildings received several hits. Of the approximate 80 E/A shown on the field, 15 were destroyed.

GROUP LEADER ..... Major David W. Thayer
DEPUTY GROUP LEADER ..... Captain David G. Ballemere
SECOND SECTION LEADER ..... 1st Lt Lawrence Liberty
SECOND DEPUTY LEADER ..... 1st Lt Myles L. Walter
GROUP NAVIGATOR ..... Captain Beverly Brookshire
GROUP BOMBARDIER ..... 1st Lt Leroy V. Brown

MISSION NUMBER 26 17 April 1944

389 B-24's and 196 B-17's were dispatched to Balkan targets with a total loss of 1 A/C. Targets included BELGRADE M/Y, A/D and A/C FACTORY, and SOFIA M/Y.

The 304th Bomb Wing and the 47th Wing were to attack the SOFIA M/Y, 23 returning early.

139 B-24's of this Wing took off to bomb SOFIA. with the 454th leading. To prevent arriving at the key point ahead of schedule, the lead group did considerable S-ing. This caused some confusion and the 455th got separated and joined the 47th Wing by mistake since visibility became poor over Yugoslavia. One 6-plane box of the 455th got entirely lost and returned to Base. Since formations of the 304th and 47th Wings arrived at the target at the same time, some groups were unable to make bomb runs quite as briefed. Enemy opposition was not severe and no A/C were lost. Total of 6 E/A were destroyed and 3 damaged by crews of the 455th and 459th from air opposition.

37 B-24's of this Group took off, 8 A/C returning early. 6 of these lost the formation. 29 A/C dropped 20-100 pound G.P. bombs from 21,000 feet on the primary target and returned safely. Only 2 E/A attacked the formation and these were driven off.

At least 60 hits were scored on trackage and wagons on the north side of the target area. Some bombs fell 1500 feet to the NE of the target causing no military damage.

GROUP LEADER ..... Major David W. Harp, Jr.
DEPUTY GROUP LEADER ..... Captain Alfred Asch
SECOND SECTION LEADER ..... 1st Lt Richard A. Gosline
SECOND DEPUTY LEADER ..... 1st Lt Meriwether Jones
GROUP NAVIGATOR ..... 1st Lt Fred A. Gross
GROUP BOMBARDIER ..... 1st Lt Harold Z. Ohlmeyer

MISSION NUMBER 27 — 20 April 1944

423 B-24's and 217 B-17's were dispatched to attack Marshalling Yards at FANO, VICENZA, TREVISO, TRIESTE, and shipping at MONFALCONE, R.R. Bridge at TAGLIAMENTO, and harbor of VENICE.

The 455th Group was to attack the MONFALCONE Ship Building Yards and the other Groups of this Wing the TRIESTE M/Y. However, the 454th, finding their target completely overcast, attacked with the 455th. The 455th encountered 20 E/A which attacked the second section aggressively for 20 minutes after the formation had left the target. One B-24 lost by E/A and 4 E/A destroyed. 1 additional A/C crashed on landing and is lost. 1 additional A/C crashed on take-off and is lost. The 456th was attacked by 10 ME-109's and destroyed 2 E/A. Hits from the 454th were observed in the target area but results of bombing by the 455th were obscured by clouds.

42 B-24's took off with 1 early return. 40 A/C dropped 10-500 pound G.P. bombs from 19,000 feet. 39 A/C returned. 1 crew was MIA, 1 top turret gunner and 1 tail gunner severely injured. 4 E/A were destroyed, 2 were probably destroyed, and 6 damaged. Flak was slight and inaccurate. Cloud cover prevents assessment of bomb damage.

GROUP LEADER	Lt. Col Kenneth A. Cool
DEPUTY LEADER	Major William E. Keefer
SECOND SECTION LEADER	Major Edwin C. Ambrose
SECOND DEPUTY LEADER	1st Lt Herbert O. Nelson
GROUP NAVIGATOR	Captain James E. Moeller
GROUP BOMBARDIER	Captain Jack Horner
E/A DESTROYED	4 E/A destroyed 2 E/A probably destroyed 6 E/A damaged
E/A ENCOUNTERED	20 E/A attacked second unit
OUR LOSSES	1st Lt Willard Sampson, 742nd 1st Lt Robert Cook, 743rd crashed upon landing but all of the crew were saved. 1st Lt John Bethune, 740th, crashed on take-off but all of the crew were saved.

MISSION NUMBER 28 — 21 April 1944

17 Bomb Groups were dispatched but all were recalled owing to weather. However, 7 Bomb Groups apparently were unable to receive the recall signal and proceeded to their target, the BUCHAREST MARSHALLING YARDS. These were the four Groups of the 304th Wing and three Groups of the 49th Wing.

150 B-24's of this Wing took off in two combat wings. The formation drifted several miles north of the briefed route, but arrived in the vicinity of the target successfully. Complete undercast covered the target, so the first Wing used the Pathfinder Method in bombing. (454th and 455th). The second wing was unable to drop, having Pathfinder equipment inoperative, and proceeded to the last resort target. When the last resort target was also found cloud covered, the second wing returned them to Base but over Belgrade a ship jettisoned his bombs to lighten its load and planes of both Groups saw his bombs falling and followed suit. Results of bombing at Bucharest and Belgrade were not observed because of undercast but Pathfinder operator of 455th estimates that there is a good possibility that the primary target was hit.

E/A were encountered for more than an hour starting before Bucharest was reached. 3 B-24's of the 455th were lost near the target. 2 B-24's of the 454th and 1 each of the 456th and 459th also were lost. Total e/a destroyed by the Wing were 10, with 13 probably destroyed, and 19 damaged.

36 B-24's of this Group took off with 1 early return and 1 prior return. 34 A/C dropped 10-500 pound G.P. bombs from 20,500 feet. 30 A/C returned. 30 to 40 enemy fighters attacked for 20 minutes.

GROUP LEADER	Major Horace W. Lanford
DEPUTY GROUP LEADER	Major Jack D. Reeder
SECOND SECTION LEADER	Major David W. Thayer
SECOND DEPUTY LEADER	1st Lt Daniel Neuman
E/A CLAIMS	5 destroyed
	8 probably destroyed
	7 damaged
OUR LOSSES	1st Lt Meriwether (NMI) Jones, 742nd Squadron
	Capt Clifford Norgard, 741st
	1st Lt Wilmer Wallick, 740th
	1st Lt Willie Moore, 740th
	40 men Missing in Action

MISSION NUMBER 29 — 23 April 1944

416 B-24's and 222 B-17's attacked targets at WIENER NEUSTADT A/C FACTORY, BAD VOSLAU A/D, and SCHWECHAT A/C FACTORY.

142 B-24's of this Wing took off to bomb the BAD VOSLAU A/D in two combat wings and proceeded on course to the target. The target was covered by an excellent concentration of bombs from all Groups. A force of 50 to 60 E/A, mostly ME-109's, were encountered by the 456th on the bomb run. They had 2 B-24's shot down. The 459th also lost a B-24. Total claims were 12 e/a destroyed, 7 probably destroyed, and 8 damaged. The 454th and 455th were not attacked.

34 B-24's of this Group took off with 8 returning early and 1 prior. 25 A/C dropped 10-500 pound G.P.-RDX bombs on the primary target from 21,000 feet. 25 A/C returned at 1630 hours.

Some hits were seen in the target area but most bombs fell short of the A/D. None of the aircraft on the field were destroyed.

GROUP LEADER ..... Major David W. Harp, Jr.
GROUP DEPUTY LEADER ..... Major Edwin C. Ambrosen
SECOND SECTION LEADER ..... 1st Lt Howard I. Miller
SECOND DEPUTY LEADER ..... 1st Lt Henry F. Houser
GROUP NAVIGATOR ..... 2nd Lt David C. Brothers
GROUP BOMBARDIER ..... 2nd Lt Harry L. Crotzer

MISSION NUMBER 30 — 24 April 1944

381 B-24's and 194 B-17's were dispatched to attack targets at BUCHAREST AND PLOESTI MARSHALLING YARDS.

130 B-24's of this Wing took off to bomb the BUCHAREST M/Y in two combat wings, 454th leading. Concentrated hits were scored in the northwest part of the assigned M/Y, but numerous bombs were scattered in other parts of the city. Enemy air opposition was almost non-existent. Only the trailing Group, the 459th, had any encountered and these by 3 E/A.

35 B-24's took off with 2 A/C returning early and 1 returning prior. 32 A/C dropped 500 pound bombs on the primary target from 21,500 feet.

Hits were scored about 1000 feet northwest of target area and to north of large car and locomotive repair building. Bombing of preceding 454th created smoke and prevented determination of all bomb hits of this Group. Damage to trackage, rolling stock and railroad facilities to north of and adjacent to northern large repair building was made.

GROUP LEADER ..... Major David W. Thayer
DEPUTY GROUP LEADER ..... Captain David G. Bellemere
SECOND SECTION LEADER ..... Major Russell J. Welsh
SECOND DEPUTY LEADER ..... 1st Lt Myles L. Walter
GROUP NAVIGATOR ..... Captain Beverly Brookshire
GROUP BOMBARIDER ..... 1st Lt Leroy V. Brown

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MISSION NUMBER 31 25 April 1944

278 B-24's and 174 B-17's were dispatched but only the 304th Wing bombed. The 5 Wing and 47th Wing returned because of bad weather enroute.

144 B-24's of this Wing attacked the TURIN AERITALIA AIRCRAFT FACTORY, ITALY escorted by P-47's. 118 A/C dropped on the target. The 456th was attacked in the target area by 6 FW-190's and their claims were 6 E/A destroyed against the loss of 1 lost. Flak was intense and accurate and heavy. Total wing losses were 4 and 3 were missing in action.

There were at least 8 direct hits and 3 near-misses on assembly type buildings. The A/D was left well cratered. Total E/A destroyed on the A/D were 22 fighters and 9 bombers. Total damaged were 2 fighters and 1 bomber.

At 0350 hours 37 B-24's took off with 1 early and 2 prior returns. 33 A/C dropped 500 pound G.P. bombs from 19,000 feet on the primary target. 1 A/C dropped its bombs on a road causing a landslide which covered the road. 32 A/C returned to base with 1 A/C making a forced landing at Naples.

GROUP LEADER ..... Colonel Kenneth A. Cool
DEPUTY GROUP LEADER ..... Major Hugh R. Graff
SECOND SECTION LEADER ..... 1st Lt Lawrence Liberty
SECOND DEPUTY LEADER ..... 1st Lt Robert C. Christenson
GROUP NAVIGATOR ..... Captain James E. Moeller
GROUP BOMBARDIER ..... Captain Jack Horner

MISSION NUMBER 32 — 28 April 1944

302 B-24's and 197 B-17's were dispatched to attack port and harbor installations at PIOMBINO and SAN STEFANO, ITALY.

184 B-24's of this Wing and of the 376 Bomb Group attacked SAN STEFANO. 168 A/C dropped on the target and reported good concentration along docks and warehouse areas. A heavy concentration covered most of the town carrying across the hills in a SW direction. Flak was moderate and accurate. One A/C of the 455th, hit by flak, collided with another and both went down. The 459th lost the only other plane on the operation.

36 B-24's of this Group took off escorted by P-47's and 3 A/C returned early and 1 A/C returned prior. 32 A/C dropped 500 pound G.P. bombs from 21,000 feet on the primary target, 29 A/C returned to base. One landed at Naples. 2 A/C were lost over SAN STEFANO when one was hit by flak and crashed into the other. No fighter opposition encountered.

GROUP LEADER	Major William E. Keefer
DEPUTY GROUP LEADER	Captain Alfred Asch
SECOND DEPUTY LEADER	1st Lt Richard A. Gosline
SECOND DEPUTY LEADER	1st Lt Henry A. Kelly
OUR LOSSES	1st Lt Jerome Slater, 741st
	1st Lt Richard A. Callan, 741
	20 men Missing in Action

MISSION NUMBER 33 — 29 April 1944

573 bombers of the 15th Air Force were dispatched to TOULON, FRANCE where 1312 tons of bombs were dropped. This is the largest number of bombers dispatched and the greatest weight of bombs dropped on one target in this theatre.

124 B-24's of this Wing were dispatched with P-38 escort. 31 B-24's of the 456th became lost near Naples in adverse weather and returned to base. There was little fighter opposition. The 455th was attacked by 4 Me-109's singly without effect. Flak was intense accurate and heavy. A chemical smoke screen prevented accurate assessment of the bomb pattern however photos show several hits on large munition building and factory buildings near the Naval Base. 454th lost one plane to flak.

31 B-24's of this Group took off to bomb the TOULON MUNITIONS FACTORY, one returning early and one prior. 29 A/C dropped 1,000 pound G.P. bombs from 21,500 feet and returned to base. 4 ME-109's attacked the group. Claims on these fighters are 1 probably, 1 damaged. Bombs of the lead bombardier struck southwest corner of the briefed target area and the remainder of bombs fell short, striking the harbor.

GROUP LEADER	Major Jack D. Reeder
DEPUTY GROUP LEADER	Major Horace W. Lanford
SECOND UNIT LEADER	Captain Wilbur C. Bechtold
SECOND DEPUTY LEADER	1st Lt George O. Keahey
LEAD GROUP	459th
LEAD NAVIGATOR	Captain James E. Moeller
LEAD BOMBARDIER	Captain Jack Horner
E/A CLAIMS	1 probable
	1 damaged

MISSION NUMBER 34 30 April 1944

Considerable activity and an increase in rolling stock was disclosed by 29 April reconnaissance photographs of the MILAN-LAMBRATE Marshalling Yards.

Air Force Wings were dispatched to bomb marshalling Yards at Alessandria, Milan, and Milan/Breseo A/C Factory in Italy.

130 B-24's of this Wing were dispatched to bomb the MILAN M/Y, ITALY. Flak was scant to moderate, inaccurate and heavy. 6 E/A, mostly ME-109's were encountered in the target area and one was shot down by the 454th. No planes were lost. There were numerous hits in R.R. shops, in the M/Y, and amongst rolling stock and facilities.

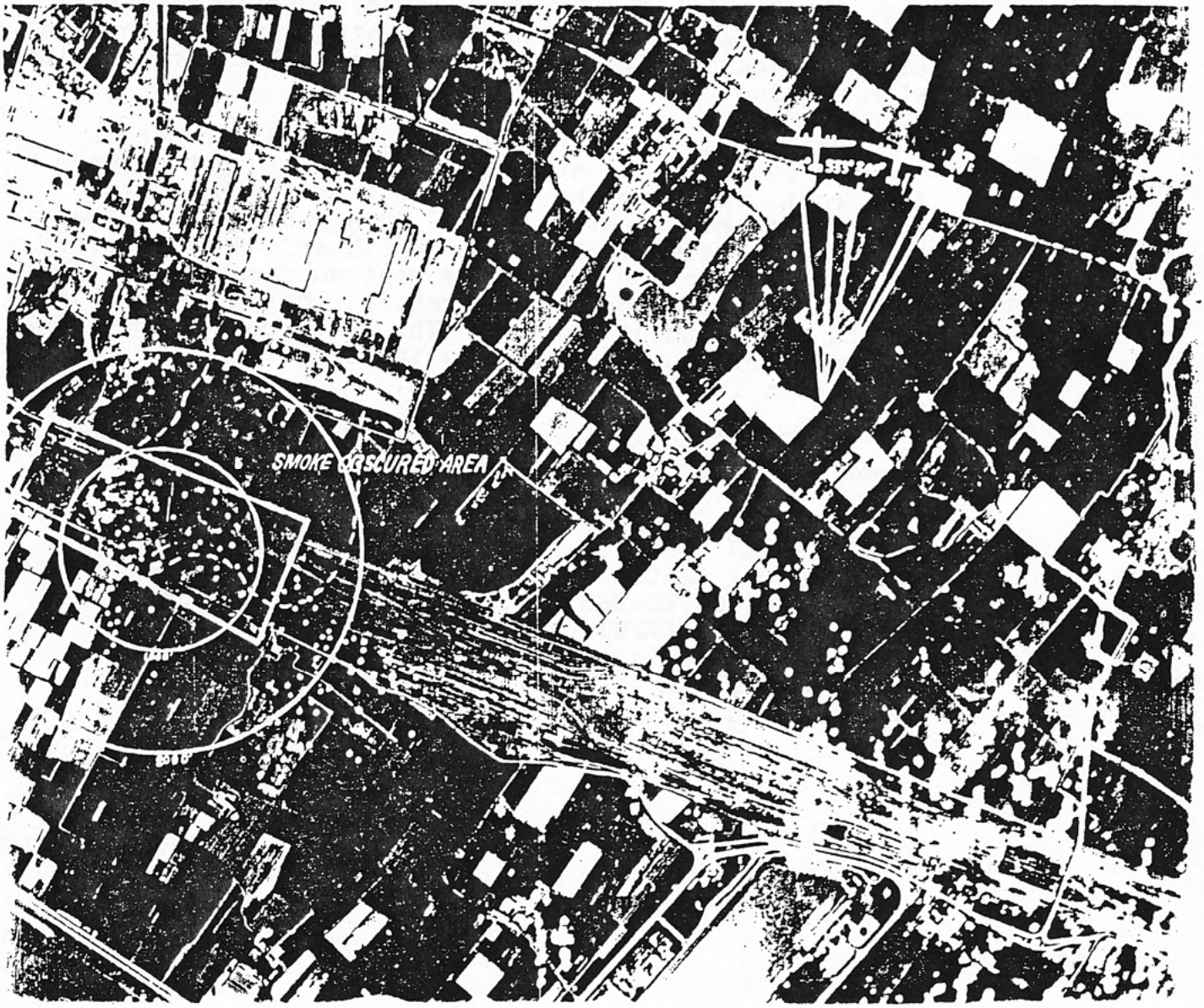
32 A/C took off escorted by P-38's with 3 returning early. 29 A/C dropped 500 pound bombs on the primary target and returned. Bombs fell into m/y and carried over into buildings on the north side. 6 E/A attacked and one was destroyed.

GROUP LEADER	Major Edwin C. Ambrosen
DEPUTY GROUP LEADER	Major David W. Harp
SECOND SECTION LEADER	Captain Alfred Asch
SECOND DEPUTY LEADER	1st Lt Wayne A. Smith
GROUP NAVIGATOR	Captain John B. Tyykila
GROUP BOMBARDIER	Captain Ross D. Strode
LEAD GROUP	454th
E/A CLAIMS	1 destroyed

304 BOMB WING (U.S.A.) - 2 SECTION (P.I.)

MILAN LAMBRATE M/Y - ITALY
BOMB FALL PLOT 455 BG

MISSION NO. 54 — DOA (DOT) 30/4/44
X MEAN POINT OF IMPACT
BOMBS DROPPED 282 x 500 GP
FUSING .1 N. .025 T.
ALTITUDE 20,100 - 21,400 FT
BOMBS PLOTTED ON — BOMB BURSTS SCALE IN FEET



MISSION NUMBER 35 2 May 1944

15th Air Force targets were in Northern Italy--the Spezia Dock and Harbor Installations, Castel Maggiore M/Y, Parma M/Y, and Verona M/Y.

113 B-24's of this Wing were dispatched to attack the Verona M/Y but owing to bad weather enroute the mission was abandoned. The 36 B-24's of 455th were credited with sorties.

While over the Adriatic Sea, the weather became heavily overcast and attempts were made to get around the front, first to the east, and then to the west. Leaders of the formation picked up a message which was believed to be a recall so the 456th and 459th returned to base. The other two groups continued on to the target although they became separated. The 455th finally turned back without bombing. The 454th bombed the FAENZA railroad bridge, the secondary target. There was no opposition from fighters or flak.

38 B-24's of this Group took off with 1,000 pound bombs but returned them to base.

GROUP LEADER ..... Lt-Col Kenneth A. Cool
DEPUTY GROUP LEADER ..... Major Edwin C. Ambrosen
SECOND SECTION LEADER ..... Captain Alfred Asch
SECOND SECTION DEPUTY ..... 1st Lt Wayne A. Smith
GROUP NAVIGATOR ..... Captain James E. Hoeller
GROUP BOMBARDIER ..... Captain Jack Horner
LEAD GROUP 455th

MISSION NUMBER 36 — 5 May 1944

177 B-17's and 346 B-24's attacked Ploesti M/Y and pumping station with 1,255 tons of bombs. The operations were opposed by a total of 100/150 enemy fighters.

158 B-24's of this Wing took off to bomb PLOESTI M/Y and MILITARY INSTALLATIONS. The 456th leading. The first group to bomb, the 456th, was able to make a successful visual bomb run and got a good concentration of bombs in the M/Y. Smoke at the target from smudge pots and previous bombing, in addition to 6/10 strato-cumulus undercast, necessitated bombing by pathfinder methods by 2 groups. The last group, the 455th, reverted to visual bombing, using check points outside the immediate target area. Observers reported fires in the target area with black smoke rising to 18,000 feet. Intense, accurate and heavy flak caused the loss of 3 B-24's of the 456th Group. 1 A/C of the 455th was shot down by enemy fighters in the target area. Total claims are 1 E/A damaged.

39 B-24's took off with 2 returning early and 1 prior. 36 A/C dropped 500 pound G.P. bombs on the primary target from 20,000 feet. One A/C was lost over the target in a low glide with fighters attacking it. 19 E/A were observed in the target area with only 4 making aggressive attacks.

GROUP LEADER	Major David W. Hamp
DEPUTY GROUP LEADER	Captain Wilbur S. Bechtold
SECOND UNIT LEADER	Major Robert O. Welsh
SECOND DEPUTY LEADER	1st Lt Richard J. Deeble
E/A CLAIMS	1 damaged
OUR LOSSES	1st Lt Victor McWilliams, 741st. 10 men M.I.A. 2 men injured

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PLOESTI
ATTACKED ON 5 MAY 44 BY 15TH A.F.
M.A.P.R.W. DB.71. 12 MAY 44.
21
24
26
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22
18
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10
11
12

MISSION NUMBER 37 6 May 1944

208 B-17's and 522 B-24's were dispatched against Roumanian rail centers and against the Brasov A/C. Factory, dropping a total of 1595 tons of bombs. An estimated total of 80/90 enemy fighters were encountered in the Brasov area. At Campina, fighters were experienced and aggressive pressing attacks from all angles. Claims total 14 destroyed and 6 probably destroyed. 3 B-24's and 1 B-17's were lost.

152 B-24's of this Wing took off to bomb m/y and military installations at Campina, Rumania, the 459th leading. Large oil fires were already burning in the target area when formation arrived, possibly in an effort to screen the objective. In spite of the smoke, concentrations of hits were observed in the m/ys, on nearby railway lines, and other military installations.

Intense, accurate and heavy flak was in the target area, shooting down one a/c of the 459th and contributing to the loss of 3 others. 45 E/A were in the target area making aggressive attacks upon the bombers. Total claims are 14 destroyed and 5 probably destroyed.

36 B-24's of this Group took off with 2 returning early and 1 prior. 32 A/C dropped 500 pound bombs on the primary target from 20,000 feet and returned. 1 A/C is missing and is believed shot down by enemy fighters. Four chutes were seen. Personnel casualties were a nose gunner killed by a flak wound in the head and 10 crew members missing in action.

GROUP LEADER	Major William E. Keefer
DEPUTY GROUP LEADER	1st Lt Howard I. Miller
SECOND SECTION LEADER	1st Lt Robert Gosline
SECOND DEPUTY LEADER	1st Lt James Knight
E/A CLAIMS	1 destroyed 2 probables
OUR LOSSES	1st Lt William A. Beck, 742nd Missing in Action 1 nose gunner killed, 743rd

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DAMAGE TO RUMANIAN REFINERIES 7 May 1944

Attacks by Fifteenth Air Force heavy bombers on the PLOESTI Marshallying Yards and refineries and by 205 Group bombings on the CAMPINA Marshalling Yards and refinery since 4 April have reduced the refineries annual capacity by 6,510,000 tons - from approximately 8,300,000 tons to approximately 1,790,000 tons or from 166 percent of the annual PLOESTI crude oil production to less than 40 per cent. Adjacent to the sprawling PLOESTI yards are the modern ROMANA AMERICANA, STANDARD, CONCORDIA VEGA, and ASTRA ROMANA refineries and seven antiquated distillation plants. The modern STEUEA ROMANA refinery is built along both sides of the CAMPINA Marshalling Yards. Study of aerial photographs taken between the Ninth Air Force attack in August, 1943, and 5 April 1944 revealed that the damage done in the August attack had been sufficiently repaired to raise the capacity of the refineries to approximately 8,300,000 tons of crude oil per annum, 166 per cent of the estimated 5,000,000 tons annual petroleum production of the PLOESTI fields. Examination of reconnaissance photographs taken after the April and May bombing by the MASAF reveals that, with the exception of the modern ROMANA AMERICANA refinery and three of the distillation plants, all of the refineries listed have suffered extensive damage and have been put out of production for the time being. The annual capacity of the ROMANA AMERICANA plant is estimated at 1,100,000 tons and that of the three undamaged distillation plants at 690,000 tons.

MISSION NUMBER 38 7 May 1944

413 B-24's and 203 B-17's were dispatched to attack marshalling yards and rail communication facilities at BUCHAREST. 1,298 tons of bombs were dropped. An estimated total of 60/65 enemy fighters opposed the effort, 20 of which were destroyed. 2 B-17's were lost and 3 B-24's are missing.

146 B-24's took off to bomb BUCHAREST M/Y, RUMANIA with the 454th leading. The trailing group, the 459th, became separated by bad visibility and returned early. The other 3 groups bombed the target as briefed but many bombs were scattered outside the target area. Some bombs hit the M/Y. Flak was moderate to intense, accurate and heavy. A few aggressive E/A were encountered in the target area. There were no observed losses but 2 B-24's of the 454th are missing.

35 A/C took off with 2 returning early and 4 returning prior. 29 A/C dropped 500 pound bombs from 20,000 feet and returned. 8 E/A attacks were made against this Group with a claim of 1 destroyed. There were no losses by this Group.

GROUP LEADER .....Major Horace W. Lanford
DEPUTY GROUP LEADER .....Major Jack D. Reeder
SECOND SECTION LEADER .....1st Lt Robert A. Robards
SECOND DEPUTY LEADER ..... 1st Lt George O. Keahey
GROUP NAVIGATOR ..... 1st Lt Jackson McWilliams
GROUP BOMBARDIER ..... 1st Lt Charles Loercher
E/A CLAIMS ..... 1 destroyed.

MISSION NUMBER 39 — 10 May 1944

211 B-17's and 587 B-24's were dispatched. Due to weather enroute, 272 of the B-24's returned to base and were not given sortie credit. 402 A/C dropped 1004 tons of bombs on targets at WIENER NEUSTADT area with good to excellent results. 21 A/C are lost with 7 missing.

157 B-24's of this Wing took off to bomb the WIENER NEUSTADT A/C Factory, the 455th leading. Visibility over the Adriatic Sea became quite restricted causing the second combat wing to lose contact with the first. The 459th and 454th therefore returned their formation to base. The first combat wing proceeded to the target and scored a number of hits on the A/C Factory. Numerous bombs also fell to the north of the assigned target. 2 B-24's were lost at the target by flak by the 456th. It was intense, accurate and very heavy, holing all ships of the formation except two. A total of 27 E/A were encountered at the target. These enemy fighters shot down 2 B-24's of the 456th in aggressive attacks. Another A/C of the 456th is missing having been last seen leaving the formation at the IP.

40 B-24's of this Group took off with 1 returning early. 39 A/C dropped 500-pound RDX bombs from 19,000 feet and returned. Personnel casualties were a bombardier seriously wounded by flak and a radio operator and bombardier slightly wounded by flak. Bombs of the first attack unit dropped from 5 to 7 miles east of the target. Bombs released when lead ship was hit by flak and bombs were dropped. The second attack unit hit the target. 10 to 12 ME-109's and FW-190's were in the area but attacks were unaggressive. 1 E/A was destroyed.

GROUP LEADER	Colonel Kenneth A. Cool
DEPUTY GROUP LEADER	1st Lt Lawrence Liberty
SECOND SECTION LEADER	Captain Wilbur C. Bechtold
SECOND DEPUTY LEADER	1st Lt Harold C. Brooks
GROUP NAVIGATOR	Captain James E. Moeller
GROUP BOMBARDIER	Captain Jack Horner
PERSONNEL CASUALTIES	3 wounded, 742nd and 740th
E/A CLAIMS	1 destroyed.

MISSION NUMBER 40 12 May 1944

The entire effort of the Strategic Air Forces were in support of the ground forces. Targets were enemy lines of communications, Army headquarters and harbor and shipping installations and airdromes. Poor weather conditions militated against the complete success of the operations. A total of 2035.5 tons of bombs were dropped.

167 B-24's of this Wing took off to bomb communications targets in Northwestern Italy, the 456th leading. At Capraia Island, the groups broke up as scheduled and proceeded to assigned targets. The 456th found its primary target overcast so bombed Chiavari docks and m/ys. The 459th and 454th bombed their briefed target, La Spezia quay area. The 455th also bombed La Spezia after finding their briefed target completely overcast. Much of the bombing at La Spezia was unobserved because of a 5/10 undercast but some bombs hit the docks and near vessels in the harbor. No E/A encountered and flak at La Spezia was scant and inaccurate.

41 B-24's of this Group took off to bomb their briefed target, 2 returning early and 1 returning prior. 22 A/C dropped 500 pound bombs on La Spezia from 20,000 feet. 14 A/C returned their bombs to base because clouds obscured the target. 2 A/C jettisoned their bombs. 38 A/C returned to base.

GROUP LEADER ..... Major Edwin C. Ambrosen
DEPUTY GROUP LEADER ..... 1st Lt Richard Gosline
SECOND SECTION LEADER ..... Major Alfred Asch
SECOND DEPUTY LEADER ..... 1st Lt Henry F. Houser
GROUP NAVIGATOR ..... Captain John Tyykila
GROUP BOMBARDIER ..... 1st Lt Ross Strode

MISSION NUMBER 41 13 May 1944

Continuing in support of the ground forces, the Strategic Air Force concentrated the full weight of their effort during this period on enemy lines of communication. A total of 1,093 A/C were dispatched, dropping 1,974 tons of bombs. A total of 70 E/A opposed the effort.

148 B-24's of this Wing took off to bomb railroad m/ys in the vicinity of BOLOGNA, ITALY, the 459th leading. Results of attacks by the 454th, 455th, and 456th were quite good and rail installations in each case received concentrated hits. Photos of the 459th however show only a few bombs on its objective. No E/A were encountered and flak at targets was scant and inaccurate. The only losses were one a/c of the 454th and the 459th which crashed on take-off; also one B-24 of the 459th is missing.

35 B-24's of this Group took off to bomb the Bologna Main Marshalling Yards. Two returned early and one prior. 32 A/C dropped 1,000 pound bombs on the target from 22,000 feet and returned to base. There was a good concentration of bombs on the east end of marshalling yards and one very large explosion occurred. Some bombs carried over into the city.

GROUP LEADER ..... Major Hugh C. Graff
DEPUTY GROUP LEADER ..... Captain Wilbur C. Bechtold
SECOND SECTION LEADER ..... 1st Lt Lawrence Liberty
SECOND DEPUTY LEADER ..... 1st Lt Myles Walters
GROUP NAVIGATOR ..... Captain Beverly Brookshire
GROUP BOMBARDIER ..... 2nd Lt Henry Manning

MISSION NUMBER 42 — 14 May 1944

1072 A/C were dispatched and 1718 tons of bombs were dropped on communication targets and airdromes in Northern Italy. Opposition was light as only 15 E/A opposed the day's effort. One E/A was destroyed and one probably destroyed in the air while 19 were destroyed and 1 damaged on the ground. Not a single bomber failed to return to base. 2 B-24's were lost.

161 B-24's took off from this Wing to frag bomb airdromes in the Po Valley, the 454th leading. They proceeded on course to Ficarolo, where the two combat wings separated. The first wing, the 454th and 455th, bombed the Piacenza A/D and the second wing bombed the Reggio Emilia A/D. All Groups made concentrations of hits on their assigned targets. The 454th and 455th had difficulty seeing the objective because of partial cloud cover. Enroute, the 459th got ahead of the 456th and bombed first. There was no enemy opposition except scant and inaccurate flak at the target of the 456th. No losses were incurred.

42 B-24's of this Group took off to bomb Piacenza A/D with one returning early. 41 A/C dropped 20-pound frag bombs from 20,000 feet and returned to base. The area to the north of the runway appeared to be fairly well covered so far as could be observed through the clouds. One box dropped short because the leaders dropped early. Part of these bombs hit in the dispersal area.

GROUP LEADER ..... Maj. William E. Keefer
DEPUTY LEADER ..... 1st Lt Howard I. Miller
SECOND SECTION LEADER ..... 1st Lt Herbert O. Nelson
SECOND DEPUTY LEADER ..... 1st Lt Elmer Kelley
GROUP NAVIGATOR ..... 1st Lt Fred A. Gross
GROUP BOMBARDIER .....1st Lt Harold Chlmeyer

MISSION NUMBER 43 — 18 May 1944

1102 A/C were dispatched against M/Y and Refineries. However both route and target weather seriously impeded operations with only 203 of the bombers dropping their bombs on their primary target. Two alternate targets were attacked but 336 of the bombers dispatched abandoned their missions.

159 B-24's of this Wing took off to bomb Ploesti Oil Refineries in two combat wings, the 455th leading. Target of the 455th and 456th was the PLOESTI DACIA ROMANA REFINERY and target of the 454th and 459th was PLOESTI REDEVENTA REFINERY. Finding their targets almost completely overcast, resort was made to Pathfinder methods. Although photos do not show strikes because of clouds, the first wing was observed to drop in the urban areas. Some photos show hits in open fields near the city. The 454th did not drop but jettisoned their bombs enroute back to base. Intense, accurate and heavy flak at the target severely damaged 6 B-24's, holed 62 others, killed one navigator, and was the cause of the loss of one a/c in a crash landing at base. Opposition by enemy aircraft was negligible. Six A/C are missing and were last seen at various places on the return course. None were actually seen to go down.

42 A/C of this Group took off with one returning early. 41 A/C dropped 500 pound bombs on the primary target from 19,000 feet and 37 A/C returned. 3 A/C were missing. An almost complete overcast at the target precluded observation of results. 12 to 15 E/A were in the target area but attacked only stragglers.

GROUP LEADER	Colonel Kenneth A. Cool
DEPUTY GROUP LEADER	Major Jack D. Reeder
SECOND SECTION LEADER	1st Lt Richard Gosline
SECOND DEPUTY LEADER	1st Lt Elmer Kelley
GROUP NAVIGATOR	Captain James E. Moeller
GROUP BOMBARDIER	Captain Jack Horner
OUR LOSSES	30 men Missing in Action
	1st Lt Ernest Turner, 743rd
	2nd Lt Thomas Markham, 743rd
	1st Lt Donald Rawls, 743rd

MISSION NUMBER 44 — 19 May 1944

A total of 1109 A/C were dispatched to military targets in the battle area, including rail communications, ports and oil storage targets in Northeast, Central, and Northwest Italy. 1,738 tons of bombs were dropped on these targets. Escort was provided by 147 P-38's, 101 P-51's, and 40 P-47's. The operation was notable for the complete absence of fighter opposition. There were no claims - 3 bombers and 2 fighters are missing.

161 B-24's of this Wing took off to bomb Genoa Harbor Installations in two combat wings, the 456th leading. The first combat wing, the 456th and 459th, found the primary target 10/10 overcast and bombed a target of opportunity, Leghorn Harbor and industrial installations. Many hits were reported and confirmed by photos in the harbor and dock installations. The 454th also bombed a target of opportunity, La Spezia Harbor installations, with fair results. Many hits were observed in the dock area. The 455th bombed the primary target, finding a few breaks in the overcast at the target area. Results were unobserved because of cloud cover and photos were of no value because of clouds. No enemy air opposition was encountered and flak was scant and inaccurate. However, 2 B-24's are missing and 2 more B-24's landed at friendly fields.

41 A/C of this Group took off with 4 returning early and 1 prior. 36 A/C dropped 500-pound bombs from 18,000 feet and returned. Target was picked up before the beginning of the bomb run and was obscured by clouds before bombs away. During rally, hits were observed on the east side of the harbor and smoke was seen rising from the city.

GROUP LEADER ..... Major Horace Lanford
DEPUTY GROUP LEADER ..... 1st Lt Lawrence Liberty
SECOND SECTION LEADER ..... Major David S. Thayer
SECOND DEPUTY LEADER ..... 1st Lt George Keahey
GROUP NAVIGATOR ..... 1st Lt Robert Cahill
GROUP BOMBARDIER ..... 1st Lt Charles Loercher

MISSION NUMBER 45 22 May 1944

A total of 1026 aircraft were dispatched, including 201 B-17's, 585 B-24's, 133 P-38's, and 100 P-51's. In difficult weather conditions due to clouds, 1415 tons of bombs were dropped on communication and military targets in Central and Northwest Italy. There was no enemy air opposition and very little flak was encountered. One B-24 is missing and one P-38 was lost on take-off.

157 B-24's of this Wing took off to bomb La Spezia commercial port, oil depot, m/y, and dry docks in two combat wings, the 459th leading. Before leaving the home vicinity, the 456th became separated from the rest of the formation in the overcast and returned to base. Targets were partially overcast, making accurate aiming difficult. Numerous hits were secured on docks and oil installations however. A few bombs struck the m/y and many dropped in the water. The only enemy opposition encountered was scant to moderate, inaccurate flak and there was no known losses. One a/c of the 459th Bomb Group is missing, having left the formation and headed toward Corsica.

42 B-24's took off from this Group with 6 a/c returning early and 2 prior. 34 A/C 500 pound bombs on the primary target at 1542 hours from 19,600 feet and returned to base. A good pattern of bombs fell in the vicinity of the m/y and in oil storage facilities. Crews report that a train, with engine under steam, was hit. Three large oil tanks were reported on fire.

GROUP LEADER ..... Major Edwin C. Ambrosen
DEPUTY LEADER ..... 1st Lt Richard Gosline
SECOND SECTION LEADER ..... 1st Lt Howard Miller
SECOND DEPUTY LEADER ..... 1st Lt George Scrimshaw

MISSION NUMBER 46 — 23 May 1944

Missions flown the entire day by Fifteenth Air Force were concentrated on attacks on troop concentrations and to cause road blocks in the rear of the battle area in Italy. 574 B-24's and 147 B-17's were dispatched. Cloud cover considerably interfered with the day's bombing and a number of Groups were unable to attack. The total of bombs dropped was 928 tons.

162 B-24's of this Wing took off to bomb enemy troop concentrations in two combat wings, the 454th leading. Target of the first wing, the 454th and 455th, was the NEMI area; target of the second wing was the MARINO area. The target area was covered with 7/10 undercast with clouds directly over the aiming points. Targets were identified by check points and were reported seen on the bombing runs at the time of bombs away. Results of actual strikes were not observed but pictures show some hits of 456th in the water of the lake. No a/c of the 454th dropped and half of the 455th and 456th also were unable to pick up aiming points and so returned bombs to Base. The only enemy opposition was scant, inaccurate heavy flak. There were no losses from enemy action but 2 B-24's of the 456th collided in the air at Base on return and were lost.

40 B-24's took off to bomb Nemi area troop concentrations escorted by P-38's. 22 A/C dropped 500-pound bombs on the primary target from 21,000 feet. The rest returned bombs to Base because the attack unit leader did not drop through the overcast.

GROUP LEADER ..... Major David S. Thayer
DEPUTY GROUP LEADER ..... Captain Wilbur C. Bechtold
SECOND SECTION LEADER ..... 1st Lt Winfield Bowers
SECOND SECTION DEPUTY ..... 1st Lt Myles Walters
GROUP NAVIGATOR ..... 1st Lt David Woodlock
GROUP BOMBARDIER ..... 1st Lt Leroy V. Brown

MISSION NUMBER 47 — 24 May 1944

The Strategic Air Force dispatched a total of 1,151 aircraft during the day comprising 214 B-17's and 575 B-24's, 44 P-47's, 102 P-51's and 169 P-38's. Poor route and target weather interfered with the complete success of the day's operations.

155 B-24's took off from this Wing to bomb MUNCHENDORF A/D in two combat wings, the 455th leading. In southern Austria the 454th became separated and, finding the weather progressively worse toward the primary, bombed the Secondary, GRAZ/THALERHOF A/D. Partial undercast and restricted visibility prevented accurate aiming, and only a few strings of bombs hit the target. No pictures show hits on the secondary target at Graz. The second attack unit of the 455th failed to pick up the primary and dropped on a target of opportunity, VARAZDIN M/Y, enroute back to Base. Moderate to intense, very accurate, and heavy flak was encountered at the primary target shooting down one B-24 of the 455th. Another a/c of that Group and one each from the 454th and 456th are missing. Approximately 10 to 15 E/A attacked the 454th after target time and one ME-109 is claimed destroyed.

39 B-24's took off to bomb the Munchendorf A/D. 2 A/C returned early and 3 returned prior. 19 A/C dropped 20-pound frag bombs on the primary target from 19,000 feet. 14 A/C dropped frags on Varazdin M/Y from 15,000 feet. 1 A/C jettisoned its bombs. 37 A/C returned. 1 A/C was lost from flak and one is missing. Flak hit made bombsight of lead ship inoperative and bombs were salvoed. Remainder of the first unit dropped on leader. Photos show a concentration of hits approximately 2 miles from a/d. Bomb run into the sun and 4/10 undercast prevented second attack unit from picking up target.

GROUP LEADER	Major Hugh Graff
DEPUTY GROUP LEADER	Captain Wilbur C. Bechtold
SECOND SECTION LEADER	1st Lt Winfield Bowers
SECOND DEPUTY LEADER	1st Lt Bernard Keogh
GROUP NAVIGATOR	1st Lt Beverly Brookshire
GROUP BOMBARDIER	1st Lt Leroy V. Brown
OUR LOSSES	20 men Missing in Action
	2nd Lt Richard Jones, 740th
	1st Lt John Brashear, 741st

TO

MISSION NUMBER 43 25 May 1944

The Strategic Air Force dispatched during this period a total of 1,000 A/C comprising 133 B-17's, 545 B-24's, 102 P-51's, 155 P-38's. Targets were in France and Northern Italy.

156 B-24's of this Wing took off to frag bomb PIACENZA A/D in Northern Italy in two combat wings, the 456th leading. All groups secured concentrations of hits in the target area, destroying a number of e/a. Heavy flak was quite scant and inaccurate. E/A attacked all Groups, but few attacks were aggressive. The 456th received the heaviest concentration, reporting approximately 60 encounters. Total initial claims are 9 e/a destroyed, 7 probably destroyed, and 4 damaged. Total casualties of the mission were 3 crew members wounded by e/a fire in the 456th. Their a/c was the only loss. It crash landed at Penna Point enroute back to base.

39 B-24's took off with 2 returning early. 37 A/C dropped 20-pound frag bombs on the primary target from 20,000 feet and 36 A/C returned. One a/c was jumped by 4 ME-109's and belly landed at a field near Penna Point, Italy.

GROUP LEADER	Major William E. Keefer
DEPUTY GROUP LEADER	Major Jack D. Reeder
SECOND UNIT LEADER	1st Lt James W. Knight
SECOND DEPUTY LEADER	1st Lt James Cowden
GROUP NAVIGATOR	1st Lt Fred A. Gross
GROUP BOMBARDIER	1st Lt Harold Ohlmeyer
OUR LOSSES	3 men wounded 1st Lt Horst Schoene, 743rd crash landed
E/A CLAIMS	4 destroyed 1 probably destroyed

MISSION NUMBER 49 26 May 1944

1078 A/C were dispatched by Strategic Air Force, comprising 547 B-24's, 196 B-17's, 184 P-38's and 93 P-51's. With the exception of BIHAC where troop concentrations were attacked, and a dive bombing and strafing attack on ZENICA Airdrome, all day bombing missions were directed against communication targets in Southern France on which a total of [illegible] tons of bombs were dropped. There were no encounters with E/A and very few were seen. No flak was encountered except at NICE and the VAR River Bridge. 1 B-24 lost to flak and 4 B-24's are missing.

147 B-24's took off from this Wing to bomb my's in southern France in two combat wings, the 459th leading. Targets were CHAMBERY M/Y and GRENOBLE M/Y. Both targets were reported well hit. No enemy opposition was encountered either by flak or fighters and there were no losses. One B-24 of the 455th landed at Pomigliano A/D and one of the 456th landed in Corsica.

36 B-24's of this Group took off to bomb the Grenoble M/Y, escorted by P-38's. 1 A/C returned early. 35 A/C dropped 500-pound bombs from 19,000 feet and 34 A/C returned. One landed at Pomigliano A/D. Good concentration of bombs on m/y. Pattern carried across siding beyond m/y and into mountains. Some hits in river. A small concentration hit the tracks north of the yard.

GROUP LEADER ..... Major David W. Harp
GROUP DEPUTY LEADER ..... [illegible] Russell Welsh
SECOND SECTION LEADER ..... Major David S. Thayer
SECOND DEPUTY LEADER ..... 1st Lt William Arnold
GROUP NAVIGATOR ..... 1st Lt Robert Cahill
GROUP BOMBARDIER ..... 1st Lt Michael Callan

MISSION NUMBER 50 27 May 1944

1,099 A/C were dispatched by Strategic Air Forces, comprising 199 B-17's, 554 B-24's, 156 P-38's, 134 P-51's, and by night 50 Wellingtons and 6 Liberators. With the exception of the attack on the Yugoslav target of Razanak the day's effort was concentrated on Marshalling Yards and Airdromes in Southern France, on which 1,523 tons of bombs were dropped. Enemy fighter reaction was weak, flak at Marseilles, Montpellier and Salon was moderate.

148 B-24's took off from this Wing to bomb MONTPELLIER/FREJORGUES A/D installations, hangars, and dispersal area, the 454th leading. Good concentrations of hits were obtained by all Groups, covering the a/d and installations. The leading group, the 454th, encountered moderate, extremely accurate, and heavy flak at the Key Point, Cap Roux, and had one B-24 shot down by it. Numerous other a/c received flak damage. Upon observing the first group being hit, the others took evasive action and avoided serious damage. Moderate, heavy and accurate flak was encountered at the target. In all, 53 planes received flak holes on the mission. Enemy air opposition consisted of a few, unaggressive attacks from 9 e/a. No damage was suffered and there were no claims.

38 B-24's of this Group took off escorted by P-51's. 1 a/c returned early and 37 A/C dropped 100 pound G.P. bombs from 19,500 feet and returned. Bombs appeared to be scattered over the [illegible] half of the field. Smoke and dust from previous bombings made observations difficult.

GROUP LEADER ..... Major Jack D. Reeder
DEPUTY LEADER ..... 1st Lt Richard Gosline
SECOND UNIT LEADER ..... 1st Lt Howard I. Miller
SECOND DEPUTY LEAD ..... 1st Lt Alvin Fisher
GROUP NAVIGATOR ..... 1st Lt Harry Crotzer
GROUP BOMBARDIER ..... 1st Lt Word Gidden

MISSION NUMBER 51 28 May 1944

The Strategic Air Force dispatched 329 A/C comprising 138 B-24's of the 304th Bomb Wing and 42 P-51's as escort, attacking targets in Northwest Italy. 99 P-38's strafed and dive-bombed targets in Yugoslavia. At night 39 Wellingtons and 8 Liberators operated.

138 B-24's of this Wing took off to bomb a target in Northern Italy in two combat wings, the 455th leading. The primary and secondary targets were completely overcast so the first combat wing proceeded to bomb a secondary target, GENOA harbor installations, which had been observed open while enroute to primary. The second combat wing became separated and the 459th bombed another target of opportunity, VERCELLI M/Y. The 454th found no satisfactory target and returned bombs to base. Groups bombing Genoa obtained good results on the dock installations and ships at dock. The only enemy resistance was moderate, accurate, and heavy flak at Genoa but it caused no serious damage. The 459th lost one B-24 in a crash shortly after take-off.

40 B-24's took off with 2 A/C returning early. 38 A/C dropped 500 pound GP bombs on Genoa Harbor installations from 19,000 feet and returned. The main concentration of bombs fell on the west side of the dock area and approach wharves, some bombs carrying over into the marshalling yards northeast of docks. Fires started along the docks and to the north of indented harbor.

GROUP LEADER ..... Colonel Kenneth A. Cool
DEPUTY GROUP LEADER ..... Major Hugh C. Graff
SECOND UNIT LEADER ..... 1st Lt Wayne Smith
SECOND DEPUTY LEADER ..... 1st Lt Alvin Fisher
GROUP NAVIGATOR ..... Captain James Moeller
GROUP BOMBARDIER ..... 1st Lt Ross Strode

MISSION NUMBER 52 29 May 1944

The Strategic Air Force dispatched 1,343 aircraft, including 712 B-24's, 168 B-17's, 243 P-38's, 152 P-51's, and 58 night-bombing Wellingtons. One of the most successful operations ever launched against the German Air Force included attacks on airdromes and aircraft factories in the Vienna area, troop and supply concentrations and airdromes in Yugoslavia in support of the Partisans, and West Coast harbors in support of the ground forces in Ital A total of 130/170 enemy fighters attempted interception, principally in the Wiener Neustadt area.

151 B-24's of this Wing took off to bomb enemy troop concentrations in Yugoslavia, the 459th leading. The 459th bombed PRIJEDOR; the 454th BOS NOVI; the 455th BOS KRUPA; and the 456th ZEGAR and ZAVALJE. All targets received concentrations of hits except Zavalje, which was missed, the bombs falling in open country to the west. There was no enemy opposition and no losses were sustained

40 A/C of this Group dropped 100 pound GP bombs fro 14,000 feet and returned. Good concentration of bombs in the vicinity of the town. Direct hits reported on bridge across the Una River. Many fires reported but majority of strikes were to north and east of the town.

GROUP LEADER ..... Major David S. Thayer
DEPUTY LEADER ..... Captain David G. Bellemere
SECOND UNIT LEADER ..... Major Russell Welsh
SECOND DEPUTY LEADER ..... 1st Lt Robert Christenson
GROUP NAVIGATOR ..... Captain Beverly Brookshire
GROUP BOMBARDIER ..... 1st Lt Leroy Brown

MISSION NUMBER 53 29 May 1944

This was the second of a double-mission flown by the 304th Bomb Wing on this date. 147 B-24's took off to bomb enemy troop concentrations in Yugoslavia with the 455th leading. The 455th bombed BANJA LUKA; the 456th DRVAR; the 459th LIVNO; and the 454th KNIN. All groups made good bomb patterns on their objective. The only enemy opposition encountered was very scant, heavy flak at the targets Drvar and Knin. Enroute, however, the 455th got off course and had 15 a/c holed, one severely, by moderate, accurate, and heavy flak at Mostar, wounding serisously one waist gunner.

39 B-24's took off to bomb Banja Luka, Yugoslavia, escorted by P-38's. 37 A/C dropped 100 pound GP bombs on the target from 18,000 feet. 2 A/C bombed with other groups. All A/C returned to base. The first attack unit had an excellent pattern through the center of the town. The second attack unit bombed on the south-eastern edge of the town.

GROUP LEADER ..... Major William E. Keefer
DEPUTY GROUP LEADER ..... 1st Lt Howard I. Miller
SECOND UNIT LEADER ..... 1st Lt Richard Gosline
SECOND DEPUTY LEADER ..... 1st Lt James Knight
GROUP NAVIGATOR ..... 1st Lt Fred Gross
GROUP BOMBARDIER ..... 1st Lt Harold Ohlmeyer

MISSION NUMBER 54 30 May 1944

820 A/C were dispatched by Strategic Air Force, comprising 481 B-24's, 56 B-17's, 137 P-38's, and 95 P-51's. Primary attacks were carried out on dispersal component plants of the Wiener Neustadt Complex. Enemy air opposition was not strong, the number of encounters being 25/30 though some 50/60 enemy aircraft were seen. (The noticeable tendency to attack only straggling bombers or those split up from the main formation was again conspicuous and was emphasized by the fact that no apparent attempt was made to intercept the bombers before they reached their targets, attacks being made on them as they returned.

147 B-24's took off to frag bomb dispersed A/C on WELS A/D, Austria, the 454th leading. Enroute the 455th got ahead of the 456th and led the second wing across the target. Good bomb patterns were made by all Groups on the a/d and dispersal areas, destroying many of the 50 to 60 a/c reported to be present on the ground. The sole enemy opposition encountered was scant, inaccurate, heavy flak at the target, reported only by the 456th which had three ships holed. One B-24 of the 455th went down over the target, believed hit by bombs from another A/C of the same formation.

37 B-24's took off to bomb dispersed a/c on Wels A/D. 2 A/C returned early. 35 A/C dropped 20 pound frag bombs from 20,000 feet, with 34 A/C returning. 1 A/C was lost in the target area, believed hit by bombs from another plane of its formation. The first attack unit hit to the right of the assigned target area on the west side of the field, carrying over into the edge of the town. Second attack unit reported hits on east dispersal area in assigned target area.

GROUP LEADER ..... Major Horace Lanford
DEPUTY LEADER ..... Major Jack Reeder
SECOND UNIT LEADER ..... Captain David Belemere
SECOND DEPUTY LEADER ..... 1st Lt Harold Brooks
GROUP NAVIGATOR ..... 1st Lt Robert Cahill
GROUP BO BARDIER ..... 1st Lt Richard Callan
OUR LOSSES ..... 10 men Missing in Action, 741s
2nd Lt Kenneth Fetty

MISSION NUMBER 55 31 May 1944

Strategic Air Forces dispatched 835 A/C comprising 501 B-24's, 56 B-17's, 145 P-38's, and 99 P-51's. 1,119 tons of bombs were dropped on the Ploesti Oil Refineries where an effective smoke screen rendered both bombing and observation of results more difficult, though columns of black smoke and numerous fires are reported extending as far as BUCHAREST. Enemy opposition consisted mainly of Me-109's, and about 50/75 aircraft and flak at the target was intense and accurate.

147 B-24's of this Wing took off to bomb the UNIREA SPERANTZA OIL REFINERY at Ploesti, Rumania, the 456th leading. Enroute, the 454th got into the lead position and was the first group to bomb. The target was completely covered with smoke from smudge pots, but, by using check points, bombing was accomplished visually in most cases, although PFF equipment aided in determining the bomb release location. Smoke and flames from oil fires were observed in the target area and the smoke rose to 15,000 feet. One B-24 of the 456th was damaged by flak and the crew forced to bail out near the Base. An a/c of the 459th was shot down by e/a shortly after the target. One ship of the 454th is missing.

37 B-24's of this Group took off escorted by P-38's. 1 A/C returned early and 3 returned prior. 31 A/C dropped 500 pound GP bombs on the target from 20,000 feet and returned. Crews estimated that bombs fell directly to the east of the m/y and to the west of the main road to Bucharest. Bombing was accomplished by use of Pathfinder and ETA methods. 12 to 15 Me-;09's in the target area made unaggressive attacks at the formation. 1 was destroyed and 1 probably destroyed.

GROUP LEADER ..... Major Edwin C. Ambrosen
DEPUTY LEADER ..... 1st Lt James Knight
SECOND UNIT LEADER ..... 1st Lt Wayne Smith
SECOND DEPUTY LEADER ..... 1st Lt George Scrimshaw
GROUP NAVIGATOR ..... 1st Lt John Tyykila
GROUP BOMBARDIER ..... 1st Lt Ross Strode

MISSION NUMBER 56 — 2 June 1944

The strategic Air Force dispatched a total of 1053 A/C, comprising 186 B-17's, 497 B-24's, 166 P-51's, and 145 P-38's by day and 49 Wellingtons by night. The entire effort was concentrated against M/Y's in HUNGARY and ROUMANIA.

143 B-24's of this Wing took off to bomb MISKOLC M/Y, rolling stock and repair facilities in two combat wings, the 459th leading. Cloud cover was 6/10 to 8/10 at the primary target, forcing one Group to bomb the secondary target. The 459th bombed the Miskolc South M/Y, with some hits in the target area, but many bombs fell over in the town. The 455th and 456th bombed the Miskolc East M/Y, photos taken by the 455th revealing a few bursts in the target area and many short. Photos taken by the 456th were cloud obscured. The 454th, unable to find a hole in the overcast at Miskolc, bombed the Szeged South M/Y, with photos showing a fair concentration in the target area. Enemy opposition consisted only of scant, heavy flak at the target. There were no losses.

35 B-24's of this Group took off escorted by P-38's. 1 A/C returned early and 2 prior with 32 A/C dropping 500 pound GP bombs from 19,500 feet and returning to base. Many bombs fell short though some hits were observed at the eastern choke point of m/y.

GROUP LEADER ..... Major David S. Thayer
DEPUTY LEADER ..... Captain Wilbur C. Bechtold
SECOND UNIT LEADER ..... 1st Lt Lawrence Liberty
SECOND DEPUTY LEADER ..... 1st Lt Louis Mangeroni
GROUP NAVIGATOR ..... Captain Beverly Brookshire
GROUP BOMBARDIER ..... 1st Lt Leroy V. Brown

MISSION NUMBER 57 4 June 1944

A total of 924 A/C were dispatched comprising 44 Wellingtons and 565 B-24's, 56 B-17's, 156 P-38's, and 97 P-51's. The operations were directed against communications targets in NW Italy and on both sides of the Franco-Italian border; cloud cover at primaries necessitated some groups attacking alternate targets. There was no enemy opposition.

153 B-24's of this Wing took off to bomb a target in Northern Italy in two combat wings, the 454th leading. Finding the objective overcast, the formation bombed the secondary target, GENOA WEST M/Y. All groups secured concentrations of strikes in the m/y, but numerous strings hit east and some struck west of the target. No e/a were encountered, but the 454th lost 2 B-24's to intense, accurate, heavy flak at the target and one other is missing. One a/c of the 459th crashed shortly after take-off, killing 3 members of the crew. Flak at the target progressively lessened and the last two groups reported only slight and scant fire. A total of 3 ships were severely damaged by flak and 34 others were holed.

38 B-24's of this Group took off escorted by P-38's and P-51's. 36 A/C dropped 500 pound Gr bombs on the secondary target from 19,000 feet and returned. 2 A/C landed at Borgo A/D, Corsica. Good hits reported on south choke point of west m/y and some bombs carried over into the city proper. Other strings hit the central area of m/y. Fires were observed burning in m/y.

GROUP LEADER ..... Major Alfred Asch
DEPUTY LEADER ..... 1st Lt Howard Miller
SECOND SECTION LEADER ..... 1st Lt James Knight
SECOND DEPUTY LEADER ..... 1st Lt William McWard
GROUP NAVIGATOR ..... 1st Lt Fred Gross
GROUP BOMBARDIER ..... 1st Lt Harold Ohlmeyer

MISSION NUMBER 58 6 June 1944

The main offensive effort of the Strategic Air Forces for this period were directed against Oil Refineries and Marshalling Yards in the PLOESTI-[illegible] Areas. 565 B-24's, 56 B-17's, 154 P-38's, and 87 P-51's were dispatched.

158 B-24's took off from this Wing to bomb BRASOV M/Y in two combat wings, the 456th leading. Enroute, the 459th got into the lead and arrived at the target first. Fire in the lead a/c prevented the 459th from dropping on the briefed target so a target of opportunity, a munitions plant, was hit. The other groups each secured several strings of hits on the targets. One box of the 454th failed to drop because of bomb door malfunctions in the lead a/c. It selected and hit railway tracks in Rannicul-Valcea. Flak at the target was scant to moderate, and only eighteen unaggressive e/a were encountered. There were no losses but one B-24 of the 459th is missing. Claims are 1 FW190 destroyed.

40 B-24's took off from this Group escorted by P-38's. 2 A/C returned early and 1 prior with 37 A/C dropping 500 pound GP bombs from 19,500 feet and returning. A good concentration reported across two M/Ys and some bombs carrying across into oil refinery. Nine Me-109's were encountered and made aggressive attacks up to 200 yards, breaking under formation.

GROUP LEADER ..... Major Hugh Graff
DEPUTY LEADER ..... 1st Lt Lawrence Liberty
SECOND UNIT LEADER ..... Captain David Bellemere
SECOND DEPUTY LEADER ..... Captain Wilbur Bechtold
GROUP NAVIGATOR ..... 1st Lt Robert Cahill
GROUP BOMBARDIER ..... 1st Lt Michael Callan

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MISSION NUMBER 59 7 June 1944

Strategic Air Forces were dispatched 577 A/C. Objectives were shipping and harbor facilities in NW Italy and communication targets in NW Italy and Southern France. There was no enemy air opposition.

161 B-24's took off to bomb targets in Northern Italy with the 459th leading. The 459th found its primary target overcast and dropped on a target of opportunity. The 454th bombed its primary, VOLTRI shipyards. The 455th was unable to locate its primary in the heavy undercast and bombed VOLTRI as a target of opportunity. Results were largely obscured by clouds. The 456th bombed SAVONA M/Y after finding its primary overcast. Enemy opposition was negligible, consisting only of scant, inaccurate, heavy flak encountered by the 455th at Voltri. One B-24 of the 454th is missing.

40 B-24's took off from this Group to bomb a target in Northern Italy, escorted by P-38's. 3 A/C returned early, 1 prior, and 1 A/C bombed with another group. 35 A/C dropped 1000 pound GP bombs on a target of opportunity, Voltri shipyards from 19,000 feet and returned. Target was obscured by clouds, making observations of results impossible. It is believed that most bombs hit in the water. Some hits were observed on shore installations, believed to have been east of the target.

GROUP LEADER ..... Major Horace Lanford
DEPUTY GROUP LEADER ..... 1st Lt James Knight
SECOND UNIT LEADER ..... 1st Lt Wayne Smith
SECOND DEPUTY LEADER ..... 1st Lt Harry Prosser
GROUP NAVIGATOR ..... 1st Lt Robert Cahill
GROUP BOMBARDIER ..... 1ST LT Michael Callan

MISSION NUMBER 60 — 9 June 1944

The Strategic Air Forces dispatched a total of 967 A/C, comprising 543 B-24's, 61 B-17's, 108 P-51's, 161 P-38's, and 39 P-47's. A heavy overcast throughout the primary targets in the Munich area necessitated a complete mission revisal and most of the aircraft bombing was on alternate targets. Approximately 120 T/E and S/E aircraft opposed the day's operation.

156 B-24's took off to bomb targets in southern Germany, the 455th leading. Primary targets were overcast so all Groups dropped on first alternate, MUNICH EAST M/Y by Pathfinder. The PFF equipment of the 455th and 459th became inoperative, requiring them to determine point of release by ETA. Results could not be determined because of heavy undercast. Enroute to the target, e/a shot down 3 B-24's o the 459th north of Udine, Italy and also lost one sh to intense, accurate flak at Munich. One of the 459 a/c and one from the 455th are missing. Initial claims are 7 e/a destroyed, 4 probably destroyed, and 4 damaged.

40 B-24's of this Group took off escorted by P-38's and P-51's. 1 a/c returned early and 2 a/c dropped on targets of opportunity and returned. 37 A/C dropped 1000 pound GP bombs from 21,000 feet and 36 returned. 1 a/c is missing and was last seen under control. Results were not observed but bombs probably started short and to east of target carrying over into built-up section of town and to river on the east. Pathfinder equipment used in a start of the bomb run but it became inoperative and bombs were released by ETA. 5 e/a made unaggressive attacks on formation. Prior return shot down 1 e/a.

GROUP LEADER	Colonel Kenneth Cool
DEPUTY LEADER	Major William Keefer
SECOND UNIT LEADER	1st Lt Bernard Keogh
SECOND DEPUTY LEADER	1st Lt Julio Locatelli
GROUP NAVIGATOR	Captain James Moeller
GROUP BOMBARDIER	Captain Jack Horner
E/A DESTROYED	1 destroyed
OUR LOSSES	10 men Missing in Action, 2nd Lt Almon Catlin, 743rd

MISSION NUMBER 61 — 10 June 1944

The Strategic Air Forces dispatched a total of 893 A/C comprising 55 B-17's, 91 P-51's, 143 P-38's, and 533 B-24's to bomb targets in Northern Italy.

153 B-24's of this Wing took off to frag bomb parked aircraft along the perimeter of FERRARA A/D, in Northern Italy, the 454th leading. All Groups secured good patterns of bombs on the A/D and a number of E/A were destroyed on the ground. Moderate, accurate flak was encountered at the target but no E/A opposition was met. There were no combat losses but 1 a/c of the 459th crashed at the group assembly point shortly after take-off.

41 B-24's took off from this Group escorted by P-51's. 1 A/C returned early and 2 dropped their bombs in the Adriatic Sea. 38 A/C returned after dropping 20 pound frags from 19,000 feet. The first attack unit because of malfunctioning A-5 mechanism, bombed to south of assigned area, hitting edge of field. Second attack unit secured hits on east dispersal area and east side of field, carrying over into the town.

GROUP LEADER ..... Major David W. Harp
DEPUTY LEADER ..... Major Jack D. Reeder
SECOND UNIT LEADER ..... 1st Lt James Knight
SECOND DEPUTY LEADER ..... 1st Lt Elmer Kelley
GROUP NAVIGATOR ..... 1st Lt Fred Gross
GROUP BOMBARDIER ..... 1st Lt Harold Ohlmeyer

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MISSION NUMBER 62 — 11 June 1944

Strategic Air Force dispatched 1107 A/C comprising by night 41 Wellingtons, and by day 532 B-24's, 131 B-17's 146 P-51's, and 130 P-38's. Oil storage facilities in the Balkans provided targets for the effort. B-17's returning from Russian bases attacked an airdrome in Roumania. Total enemy air opposition is estimated at 90/100 A/C.

154 B-24's of this Wing took off to bomb Giurgiu quaysidings, train ferry slips, and oil storage targets in two combat wings, the 459th leading. Hits were made on objectives by all Groups and oil fires were observed after the bombing. Some bombs however fell in the river and some others struck on the land near the targets. Only one E/A was encountered and it is claimed as destroyed by the 455th. Flak at the target was moderate and fairly accurate. There were no known losses but one B-24 of the 455th is missing, last seen missing at the IP.

39 B-24's of this Group took off escorted by P-38's. 38 A/C dropped 250 pound GP bombs from 19,000 feet and returned. 1 A/C is missing, after leaving the formation at IP. A number of hits in the target but others carried over into water. 7 enemy aircraft were in the target area but only one Me-109 attacked, making a pass to 50 yards. A tail gunner fired 50 rounds and E/A seen to crash.

GROUP LEADER	Major Hugh Graff
DEPUTY GROUP LEADER	Major Horace Lanford
SECOND SECTION LEADER	Captain Wilbur Bechtold
SECOND DEPUTY LEADER	1st Lt Horst Schoone
GROUP NAVIGATOR	1st Lt George Kline
GROUP BOMBARDIER	1st Lt Richard Callan
OUR LOSSES	10 men Missing in Action 2d Lt Earl Brawninger, 743rd
E/A CLAIMS	one Me-109 destroyed

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MISSION NUMBER 63 13 June 1944

The Strategic Air Force dispatched 1,094 aircraft comprising 543 B-24's, 167 B-17's, 144 P-51's, and 147 P-38's. Day effort was concentrated on targets in the Munich area, the majority of which were well bombed. Some 150 E/A were encountered, many of which were not particularly aggressive except against stragglers. Attacks were mainly carried out by twin-engine fighters firing rockets or by single-engine fighters against the rear elements.

159 B-24's took off from this Wing to bomb the Bayerische Motorenwerke at MUNICH, GERMANY, the 456th leading. All groups secured good patterns of bombs on the objective, but smoke hid much of the results of the second wing. No A/C are known lost to E/A or flak but 1 plane of the 459th went down in a mid-air collision with an unidentified B-24 at the target and 1 of the 456th crashed at sea after flak damage. The 459th has 2 others missing and one each from the 455th and 456th. Intense, accurate, heavy flak at the target killed a co-pilot and a navigator, and 6 were killed in a crash resulting from flak damage. Total claims are 8 e/a destroyed and 1 probably destroyed.

39 B-24's took off escorted by P-38's and P-51's. 3 A/C returned early and 3 jettisoned their bombs at sea. 33 A/C dropped 1000 pound GP bombs from 22,500 feet. 1 a/c is missing. A good concentration of bombs on the assigned target area with some bombs falling on A/D and carrying into city. Smoke pots in the target area limited observations. About 50 ME-109's were seen in the Udine area and in the target area with 30 E/A attacking the formation.

GROUP LEADER	Major Edwin Ambrosen
GROUP DEPUTY LEADER	1st Lt Richard Gosline
SECOND UNIT LEADER	1st Lt Alvin Fisher
SECOND DEPUTY LEADER	1st Lt William Crawford
GROUP NAVIGATOR	1st Lt Raymond McGlasson
GROUP BOMBARDIER	1st Lt Ross Strode
E/A CLAIMS	3 Me-109's destroyed
OUR LOSSES	10 men Missing in Action F/C High Massey, 742nd 2 men killed, 741st 1 man injured, 741st

MISSION NUMBER 64 16 June 1944

948 A/C were dispatched to attack oil refineries and oil storage targets at Vienna and Bratislava which were most effectively attacked. The enemy fighter reaction was considerable, probably amounting to 200/250 sorties. Fighter claims are 39 destroyed and bomber claims are also considerable, totalling 31 E/A destroyed.

159 B-24's took off from this Wing to bomb their oil targets in the Vienna area, the 459th leading. The first combat wing, the 459th and 454th, secured an excellent concentration of hits on the NOVA SCHWECHAT oil refinery but a cloud immediately covered the target preventing the second wing from accurately aiming at its target, the VIENNA WINTER/FAFEN oil storage area. Heavy flak in the area shot down one B-24 from the 455th and another from the 459th, and holing 52 A/C that returned to base. 2 ships, from the 459th and 456th, were lost to E/A in the target area and one other from the 456th was seen to crash. Total claims are 3 E/A destroyed, all by the 459th.

41 B-24's took off from this Group escorted by P-38's, P-47's, and P-51's. 1 A/C returned early and 3 prior. 37 A/C dropped 250 pound GP bombs on the target from 21,500 feet and 35 returned. 1 A/C is lost over the target and 1 A/C is missing. Clouds in the target area made observation extremely difficult. Fire and explosions were reported by some crews. 25 to 30 ME-110's and 5 to 10 ME-109's and FW-190's were in the vicinity of Lake Balaton but did not attack this Group.

GROUP LEADER	Major William Keefer
DEPUTY GROUP LEADER	Captain Wilbur Bechtold
SECOND UNIT LEADER	Captain Lawrence Liberty
SECOND DEPUTY LEADER	1st Lt Arja Adair
GROUP NAVIGATOR	Captain Beverly Brookshire
GROUP BOMBARDIER	1st Lt Leroy Brown
OUR LOSSES	20 men Missing in Action
	2nd Lt Harley Snider, 741st
	1st Lt Nelson Wurtz, 741st
	3 men injured

MISSION NUMBER 65 22 June 1944

Strategic Air Force dispatched a total of 1143 A/C. Targets were marshalling yards and com unication centers in N.W. and N.E. Italy. Adverse weather somewhat interfered both with the operations and with the observation of results. Enemy reaction is estimated at 50/60 sorties. Flak was varied ranging from moderate and accurate to none at all.

147 B-24's of this Wing took off in two combat wings, the 455th leading, to bomb the Chivasso Motor Transport Repair Depot and Turin Fiat Mirafiori Motor Works. The first combat wing secured an excellent concentration of hits on the Chivasso Motor Depot, completely blanketing the target. The second combat wing also secured an excellent concentration on their target, the Turin Fiat Motor Works. One B-24 of the 454th crashed on take off, killing 8 of the crew. No enemy fighters were seen and there was no flak at Chivasso.

42 B-24's took off to bomb Chivasso Motor Transport Repair Depot escorted by P-51's. 42 A/C dropped 250 pound GP bombs from 16,500 feet and returned. The target was entirely covered by bomb strikes.

GROUP LEADER ..... Colonel Kenneth Cool
DEPUTY GROUP LEADER ..... Major Alfred Asch
SECOND UNIT LEADER ..... 1st Lt Richard Gosline
SECOND DEPUTY LEADER ..... 1st Lt Loyd Beacham
GROUP NAVIGATOR ..... Major James Moeller
GROUP BOMBARDIER ..... Major Jack Horner

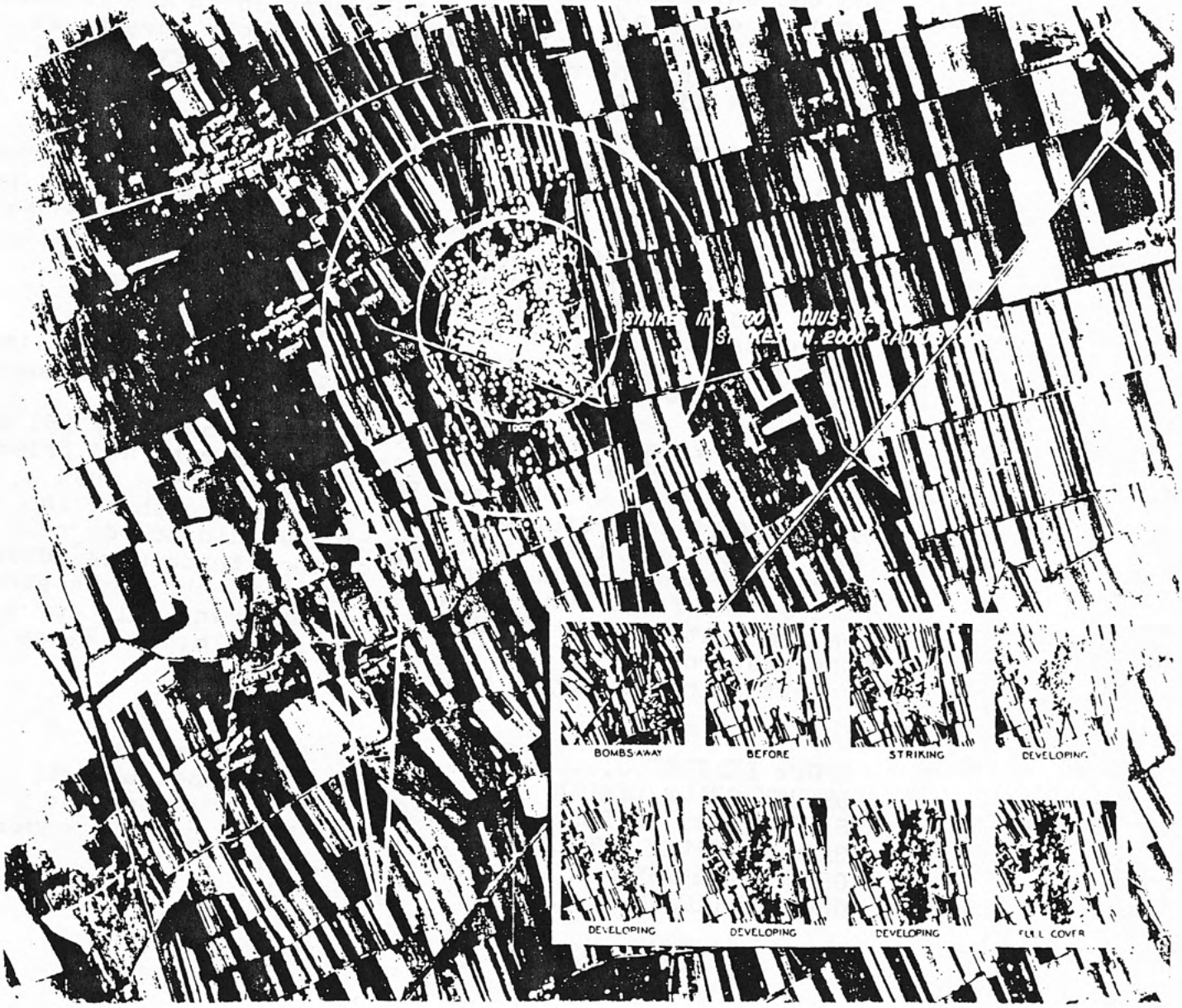
BOMB FALL PLOT - 304 BOMB WING (U.S.) A-2 SECTION (P.I.)

CHIVASSO M/T REPAIR DEPOT - ITALY - 455 BG

MISSION NO. 65 1052-1053 HRS. 22/6/44 X MEAN POINT OF IMPACT
ALTITUDE 16,000-16,700 FT. FUSING .1 N. .01 & .025 T. :BOMB BURSTS

0 1300 2030 3330 4330 5330
SCALE IN FEET

42 A/C DROPPED 748 x 250 GP BOMBS
BOMBS PLOTTED - 508
ACCURACY
WITHIN 1000' BOMBS DROPPED - 57%
BOMBS PLOTTED - 84%
WITHIN 2000' BOMBS DROPPED - 67%
BOMBS PLOTTED - 100%



MISSION NUMBER 66 — 24 June 1944

Strategic Air Force dispatched 638 A/C comprising 322 B-24's, 55 B-17's, 132 P-38's, 131 P-51's, and 48 P-47's. Attacks were directed against oil refineries and communication targets in the Eastern Danube Valley. About 80 enemy a/c attempted interception in the PLOESTI area and about 10 in the SOFIA area. Smoke screens at PLOESTI again rendered both bombing and observation of results difficult.

162 B-24's of this Wing took off to bomb the CRAIOVA RAILWAY REPAIR DEPOT in two combat wings, the 456th leading. Enroute the 459th got ahead in its wing and it bombed before the 456th. An excellent pattern of bombs struck the objective, but a number of bombs were scattered in the vicinity. Enemy opposition was negligible. There was no flak at the target and only one a/c of the 459th was lost by e/a fire. It was attacked while straggling near the target. One B-24 of the 459th ditched, cause not known, and [illegible] members of the crew were rescued.

39 B-24's of this Group took off escorted by P51's and P-38's. No a/c returned early but 2 returned prior to bombing. 37 A/C dropped 500 pound GP bombs from 17,500 feet and returned. "A" box on approach to the target lost sight of it in the clouds, did 360 degree turn, and made another run. The other three boxes dropped on the first run. Crews report that the bombs struck on the eastern side of the target, carrying well across the eastern half of the repair yards and over. Fires reported in the target area.

GROUP LEADER ..... Major Horace Lanford
DEPUTY GROUP LEADER ..... Captain Lawrence Liberty
SECOND UNIT LEADER ..... Captain Wilbur Bechtold
SECOND DEPUTY LEADER ..... 1st Lt Ralph Sensenbrenner
GROUP NAVIGATOR ..... 1st Lt George Klink
GROUP BOMBARDIER ..... 1st Lt Michael Callan

1-C

MISSION NUMBER 67 25 June 1944

Strategic Air Force dispatched a total of 988 A/C comprising of 579 B-24's, 168 B-17's, 89 P-51's, 128 P-38's, and 24 P-47's. The main effort was directed against targets in Southern FRANCE, The target of one wing was covered by local clouds preventing bombing. Enemy opposition was moderate with only 30/35 E/A opposing the effort. Flak was generally scant, inaccurate, heavy.

153 B-24's took off to bomb communications targets at Avignon, France, the 459th leading. The first combat wing, the 459th and 454th, secured an excellent concentration of hits on its target, the western part of the Avignon M/Y. The 455th had a good concentration on its target, the Arles Railroad Bridge, but actual destruction of the bridge was not observed. Bombardiers of the 456th were unable to pick up their objective, the Avignon Railroad Bridge, in time to aim at it effectively and only one box dropped, securing only a number of near misses. No severe opposition was met. Only two groups reported scant flak at the target and the 459th was the only one to be attacked by E/A. 15 ME-109's made unaggressive passes at this Group, one being claimed as probably destroyed. No known losses were sustained but one B-24 of the 459th is missing.

39 B-24's of this Group took off to bomb Arles Railroad Bridge escorted by P-51's and P-38's. 2 A/C were early returns. 37 A/C dropped 1000 pound GP bombs from 14,500 feet and returned. Bridge appeared to be bracketed but no hits were observed on bridge itself. It is probably that the bridge is down or severely damaged.

GROUP LEADER ..... Major Edwin Ambrosen
DEPUTY GROUP LEADER ..... 1st Lt Richard Gosline
BAKER BOX LEADER ..... 1st Lt Daniel Neuman
CHARLIE BOX LEADER ..... 1st Lt Howard Miller
DOG BOX LEADER ..... 1st Lt Lawrence Liberty

MISSION NUMBER 68 — 26 June 1944

Strategic Air Forces dispatched a total of 1165 A/C comprising 575 B-24's, 165 B-17's, 144 P-51's, 131 P-38's, and 46 P-47's. The main effort was directed against oil refineries at Budapest and Vienna. In opposition to the attacks on plants in the VIENNA area the enemy put up probably the most aggressive opposition yet encountered. An estimated enemy effort of 150/175 fighters was noteworthy for a larger number of T/E A/C, chiefly ME-410's and showing a more than usual willingness to fight, they made every effort to draw off the escorting fighters so as to leave the bombers unprotected. Flak was intense, accurate and heavy.

161 B-24's took off to bomb MOOSBIERBAUM Oil Refinery, Austria, the 455th leading. An excellent concentration of bombs hit the target but smoke from bombs and fires started by the first group made observation of later strikes difficult. Moderate, accurate, heavy flak at the target caused the loss of 1 B-24 of the 459th Group. The first two groups each encountered 125 E/A and the others reported more than 40. Aggressive attacks from these shot down 13 B-24's of the 454th and 455th and 4 others are missing from the 456th and 459th, besides the one lost to flak. Total initial claims of all Groups are 53 E/A destroyed, 25 probably destroyed, and 7 damaged.

38 B-24's of this Group took off escorted by P-38's and P-51's. 2 returned prior and 36 A/C dropped 250 pound GP bombs from 19,000 feet. 26 A/C returned to base. 10 A/C were lost in the target area due to action by enemy a/c. An excellent concentration of bombs struck the target with heavy black smoke rising from the target after the bombing.

GROUP LEADER ..... Major David Thayer
DEPUTY GROUP LEADER ..... Captain David Bellemere
SECOND UNIT LEADER ..... Major Russell Welsh
SECOND DEPUTY LEADER ..... 1st Lt Julio Locatelli
E/A CLAIMS ..... 33 destroyed, 12 probables
OUR LOSSES ..... 99 men Missing in Action.

742nd	
2nd Lt Jack Montgomery	2nd Lt Robert Lobsock, 740th
1st Lt Robert Montgomery	2nd Lt Paul McCarthy, 741st
1st Lt Samuel Archibald	1st Lt Leon Jordan, 741st
1st Lt James Brown	1st Lt Bernard Keogh, 741st
2nd Lt William Jackson	1st Lt Ralph Sensenbrenner, 742nd

MISSION NUMBER 69 — 28 June 1944

Strategic Air Force dispatched 713 A/C consisting of 406 B-24's, 132 P-51's, 128 P-38's, and 47 P-47's. Bucharest M/Y's and oil refineries were attacked by two wings while KARLOVO A/D in Bulgaria was attacked by one. Some 65/70 E/A opposed the force in the Bucharest area. The majority of the E/A were not aggressive and appeared to be inexperienced.

148 B-24's took off to bomb KARLOVO A/D, the 454th leading. The 454th covered the A/D with frags and other groups secured good concentrations of GP bombs on hangars and other installations. Smoke from previous bomb bursts obscured some of the results. Enemy opposition was negligible and there were no losses or casualties.

31 B-24's took off to bomb Barracks and Stores at Karlova A/D escorted by P-38's and P-47's. 1 A/C returned early and 1 prior. 29 A/C dropped 100 pound GP bombs from 16,500 feet and returned. Bombs fell slightly short of target but carried up through barracks and hangar area. Previous groups bombs made complete observation difficult.

GROUP LEADER ..... Major David Harp
DEPUTY GROUP LEADER ..... Major Alfred Asch
SECOND BOX LEADER ..... 1st Lt Robert Lackner
THIRD BOX LEADER ..... 1st Lt Richard Gosline
FOURTH BOX LEADER ..... 2nd Lt Paul Young

MISSION NUMBER 70 — 30 June 1944

Strategic Air Forces dispatched a total of 1141 A/C consisting of 562 B-24's, 156 B-17's, 151 P-38's, 154 P-51's, and 45 P-47's. The bombers were unable to pick up their primary targets due to adverse route weather; Enemy action which is difficult to assess due to adverse weather was 60/70 E/A.

150 B-24's took off to bomb primary target plan Able in two combat wings, the 45th leading. In the vicinity of Lake Balaton, Hungary [illegible] forced the formation to turn back and jettison gas. All returned bombs except the 465th Group which bombed a target of opportunity No enemy reconnaissance was encountered and there were no losses.

32 B-24's took off to bomb plan Able target, escorted by P-38's [illegible] A/C returned early and 2 A/C returned prior. No bombs were dropped because formation turned back upon encountering adverse weather enroute.

GROUP LEADER ..... Major William Keefer
DEPUTY GROUP LEADER ..... Captain Lawrence Liberty
BAKER BOX LEADER ..... 1st Lt James Cowden
CHARLIE BOX LEADER ..... Captain Wilbur Bechtold
DOG BOX LEADER ..... 1st Lt Wayne Smith

MISSION NUMBER 71 2 July 1944

The strategic Air Force dispatched a total of 1128 A/C comprising 551 B-24's, 161 B-17's, 198 P-51's, and 140 P-38's against targets in the BUDAPEST area. A heavy overcast encountered over Budapest Almus Fuzito Oil Refinery militated against complete success of the day's operations. The other targets were successfully attacked. About 100/125 E/A opposed the effort of which 87 E/A are claimed destroyed or probably destroyed. In addition, 19 E/A were destroyed on the ground.

149 B-24's of this Wing took off to bomb targets in Budapest in two combat wings, the 459th leading. Bombs of the first wing, the 459th and 454th, made a very good pattern on its objective, MANFRED WEISS M/Y, starting large fires in tank cars. The second wing hit the Budapest SHELL OIL STORAGE AND REFINERY. Bombs of the first group, the 455th, started such large fires that oil smoke covered the target, making it impossible for the trailing 456th to aim accurately at the objective. All groups encountered intense, accurate, heavy flak at the target area, which caused the loss of 3 A/C of the leading 459th. A few e/a made passes at the 455th at the target but not aggressively. The trailing 456th was subjected to aggressive encounters from 60 s/e enemy fighters which shot down 5 B-24's of the Group. One A/C of the 455th was lost in a crash at takeoff. Total claims are 12 e/a destroyed, 11 probably destroyed, and 7 damaged.

32 B-24's of this Group took off to bomb Budapest Shell Oil Storage and Refinery escorted by P-51's. 2 A/C returned early and 1 prior. 15 A/C dropped 300 pound GP bombs and 14 A/C dropped 250 pound GP bombs from 18,500 feet and returned. 1 a/c was lost on a crash at the takeoff. Some bombs fell short on the east side of the target but numerous hits were observed on the oil refinery, starting fires in oil storages.

GROUP LEADER ..... Major Edwin Ambrosen
DEPUTY GROUP LEADER ..... 1st Lt James Knight
BAKER BOX LEADER ..... 1st Lt James Cowden
CHARLIE BOX LEADER ..... Captain Wilbur Bechtold
DOG BOX LEADER ..... 1st Lt Wayne Smith
GROUP NAVIGATOR ..... Captain John Tyykila
GROUP BOMBARDIER ..... 1st Lt Word Gidden

MISSION NUMBER 72 — 3 July 1944

The Strategic Air Force dispatched a total of 988 A/C comprising 167 B-17's, 428 B-24's, 138 P-38's, and 192 P-51's. Included in these figures were an Eighth Air Force Task Force operating from Fifteenth Air Force bases. Rail and oil targets in the Balkans were the main objectives and results were generally from good to excellent. Some 100 E/A, divided equally in the GIURGIU and BUCHAREST areas, opposed the effort. The E/A, mostly ME-109's, were generally very aggressive.

138 B-24's took off to bomb targets in Bucharest in two combat wings, the 455th leading. Although bombs were dropped visually, a partial undercast at the targets prevented accurate observation of results. A concentration of bombs hit the MALAXA LOCOMOTIVE WORKS, target of the 455th, 456th, and 459th. No hits were observed in the TITAN OIL REFINERY, target of the 454th, because of clouds. Enemy opposition was negligible. There were no losses.

28 B-24's of this Group took off escorted by P-51's. 24 A/C dropped 500 pound GP bombs on the primary target from 19,000 feet. All aircraft returned to base. A good concentration of bombs hit the target. Cloud cover hindered the bomb run and prevented complete observation of results.

GROUP LEADER ..... Colonel Kenneth Cool
DEPUTY GROUP LEADER ..... 1st Lt James Knight
BAKER BOX LEADER ..... Captain Robert Cook
CHARLIE BOX LEADER ..... 1st Lt Richard Jenkins
GROUP NAVIGATOR ..... Major James Moeller
GROUP BOMBARDIER ..... Major Jack Horner

MISSION NUMBER 73 6 July 1944

Strategic Air Force dispatched a total of 1003 A/C comprising 167 B-17's, 454 B-24's, 161 P-51's, and 131 P-38's. The attacks were directed against a steel works, communications, and oil storage objectives in Northern Italy, with good to excellent results. Enemy air opposition consisted of a maximum of 25/30 aircraft, most ME-109's.

119 B-24's took off from this Wing to bomb TRIESTE NORTH OIL REFINERY in two combat wings, the 454th leading. A good concentration of hits were obtained in the target and large oil fires were started. Hits were also reported on ships anchored near the refinery. No E/A were observed or encountered and flak at the target was scant, inaccurate, and heavy. There were no losses.

30 B-24's of this Group took off escorted by P-38's and P-51's. 1 a/c returned early and 1 prior. 28 A/C dropped 500 pound GP bombs from 19,500 feet and returned. A good concentration of hits struck the target and the entire refinery area was well covered by the bomb pattern. Large fires were observed in target area.

GROUP LEADER ..... Major David Thayer
DEPUTY GROUP LEADER ..... Captain David Bellemere
BAKER BOX LEADER ..... 1st Lt Richard Jenkins
CHARLIE BOX LEADER ..... 1st Lt Winfield Bowers
GROUP NAVIGATOR ..... Captain Beverly Brookshire
GROUP BOMBARDIER ..... Major Jack Horner

MISSION NUMBER 74 7 July 1944

Strategic Air Force dispatched a total of 1084 A/C, composed of 477 B-24's, 189 B-17's, 206 P-51's, and 151 P-38's. The main effort was directed against oil and airdrome installations in Western GERMANY, with a diversionary raid made against ZAGREB rail and air installations. Flak was generally intense, accurate, heavy at the targets. Some 275/300 E/A were airborne to oppose the effort in the VIENNA-BUDAPEST defense belt. Results in GERMANY were believed to be good although a very effective smoke screen was in operation over the BLECHHAMER Plants.

140 B-24's took off to bomb ODERTAL Oil refinery and Coking Plant, the 456th leading. Good concentrations of bombs fell on the objective by the first combat wing, but one attack unit of the 455th had a bombsight malfunction and its bombs fell short. The lead ship of the 454th had a bombsight malfunction and the majority of the bombardiers did not drop. The 459th dropped its bombs in the smoke-covered area but the smoke screen prevented observation of results. The enemy opposed this operation with intense, accurate and heavy flak and attacks by 25 fighters against the 454th. 3 B-24's of the 459th were lost to flak, 2 of the 454th were shot down by E/A. A total of 3 others are missing, 2 from the 454th and 1 from the 455th. Total claims are 3 E/A destroyed, and 1 probably destroyed.

29 B-24's of this Group took off escorted by P-38's and P-51's. 24 A/C dropped 500 pound GP bombs from 20,000 feet and 23 returned. 2 A/C returned early and 3 prior. 1 a/c is missing. The first attack unit secured a good concentration of bombs in the target area. Two columns of smoke were observed rising to 15,000 feet. The second attack unit dropped short in open fields.

GROUP LEADER	Major Alfred Asch
DEPUTY GROUP LEADER	1st Lt Howard Miller
B BOX LEADER	1st Lt Winfield Bowers
C BOX LEADER	Captain James Knight
D BOX LEADER	Captain Robert Cook
OUR LOSSES	2nd Lt Ralph Chadwick, 741st 10 men Missing in Action

MISSION NUMBER 75 3 July 1944

Strategic Air Force dispatched a total of 916 A/C against oil and air installations in the area of VIENNA. Results were generally excellent. Flak was generally intense, accurate, and heavy. Some 100/110 E/A opposed the effort, the majority of which were aggressive.

125 B-24's took off to bomb parked a/c along edges of MUNCHENDORF A/D, the 459th leading. The 455th and 454th secured good patterns on the objective, but all of the 456th and the majority of the 459th had to abandon the primary because other formations were bombing it above them at the same time. Flak at the primary was moderate and mostly inaccurate. Unaggressive E/A attacked the 454th and 456th but there were no losses, and initial claims were 2 E/A destroyed.

31 B-24's took off to bomb a/c parked along the perimeter of Munchendorf A/D, escorted by P-38's and P-51's. 26 A/C dropped 20 pound frags from 21,000 feet. 1 returned early and 2 prior. 2 bombed with the 456th. There were hits in the target area, some bombs carrying over south and east of the target area. Smudge pots were effective making observations difficult.

GROUP LEADER ..... Major Horace Lanford
DEPUTY GROUP LEADER ..... 1st Lt Robert Wigely
SECOND UNIT LEADER ..... Captain Wilbur Bechtold
SECOND DEPUTY LEADER ..... Captain Robert Cook
GROUP NAVIGATOR ..... 1st Lt Robert Crowley
GROUP BOMBARIDER ..... 1st Lt Sam Bakanauskas

MISSION NUMBER 76 — 12 July 1944

Strategic Air Force dispatched 643 A/C comprising 473 B-24's, 123 P-51's, and 47 P-38's. The entire effort was directed against Rail facilities in southeastern France. Results were generally good. 40/50 E/A opposed the effort, the majority of which were aggressive. Flak varied from scant to moderate, accurate, and heavy.

123 B-24's took off to bomb MIRAMAS M/Y, France in two combat wings, the 455th leading. Good results were obtained by all Groups on the objective. Moderate to intense, accurate heavy flak was encountered at the target, holing 32 a/c. The only e/a encountered were three FW-190's which attacked the 459th but were driven off by the escort. There were no known losses but three B-24's of the 456th and one from the 454th are missing.

30 B-24's took off to bomb Miramas M/Y, escorted by P-51's. 1 a/c returned early and 29 a/c dropped 290x500 pound (72.5 tons) GP bombs on the primary target at 18,500 feet and returned. A good concentration of bombs hit the choke point of the marshalling yards. Some bombs fell short, hitting near to the chemical plant, and some fell east of the aiming point.

GROUP LEADER ..... Colonel Kenneth Cool
DEPUTY GROUP LEADER ..... Major Russell Welsh
BAKER BOX LEADER ..... 1st Lt James Cowden
CHARLIE BOX LEADER ..... Captain Wilbur Bechtold
GROUP NAVIGATOR ..... 1st Lt Robert Crowley
GROUP BOMBARDIER ..... Major Jack Horner

MISSION NUMBER 77 13 July 1944

Force [illegible]
and 121 P-51's. The entire effort was directed against the remaining important oil storage facilities and the interdiction of the rail lines in Northeast Italy. Operations were effected slightly by adverse weather in the target area. Only a few aircraft were seen and no attempt at interception was made.

118 B-24's took off to bomb targets in northern Italy, the 454th leading. The first combat wing bombed its primary target, the oil storage at TRIESTE, and secured good concentrations of hits at both ends of the refinery area. The second combat wing, the 456th and 455th, were unable to bomb its primary because of complete undercast and bombed the secondary target, PORTO MARGHERA oil storage, and obtained a number of hits on the objective. One box of the 455th returned bombs to base because a cloud hit the target. No e/a were encountered. Flak was moderate, accurate, heavy at Porto Marghera, and scant, inaccurate, heavy at Trieste. There were no losses.

30 B-24's took off to bomb the primary target but bombed the secondary target, the oil storage at Porto Marghera, Italy, dropping 500 pound GP bombs from 20,000 feet. 22 A/C dropped 220x500 pounds (55 tons). 6 a/c returned bombs to base and 2 prior returns. A good concentration of bombs hit on an oil storage area. Others hit in the water and some in buildings to the north of the oil storage area.

GROUP LEADER ..... Major Edwin Ambrosen
DEPUTY GROUP LEADER ..... 1st Lt Richard Gosline
BAKER BOX LEADER ..... 1st Lt Paul Young
CHARLIE BOX LEADER ..... Major Alfred Asch
GROUP NAVIGATOR ..... Captain John Tyykila
GROUP BOMBARDIER ..... 1st Lt Ross Strode

MISSION NUMBER 78 — 15 July 1944

Strategic Air Force dispatched a total of 1172 aircraft, including 165 B-17's, 542 B-24's, 231 P-51's, and 153 P-38's. The effort was directed against oil fields in the Balkans with PLOESTI as the main objective. Due to a heavy smoke screen and from 5 to 7/10th cloud cover at PLOESTI, bombing was principally by PFF methods and observation of results were difficult. Large columns of smoke rose to 25,000 feet and could be seen from a distance of 200/250 miles. 40/50 ME-109's and FW-190's were encountered but only a few made aggressive attacks on the bombers.

155 B-24's took off from this Wing to bomb the Dacia Romano Oil Refinery and the Telejean Pumping Station at Ploesti, the 455th leading. All groups bombed by Pathfinder method, since the target was effectively covered by smoke, in addition to 6/10 to 9/10 cloud cover. Results were unobserved. No enemy fighters were seen or encountered. Flak at the target was intense, accurate, and heavy. Four B-24's were lost and four are missing.

41 B-24's took off escorted by P-51's. 39 A/C dropped 380x500 pound (92.5 tons) GP bombs from 20,000 feet and 38 returned. One a/c is missing and was last seen with one engine smoking. Another a/c is missing last seen with two engines feathered. Bombing was unobserved because of heavy smoke cover. Smoke could be seen fifty miles from the target.

GROUP LEADER	Major Alfred Asch
DEPUTY GROUP LEADER	Major Edwin Ambrosen
BAKER BOX LEADER	1st Lt Abram Pendelton
CHARLIE BOX LEADER	1st Lt Winfield Bowers
DOG BOX LEADER	1st Lt Edwin Keil
OUR LOSSES	20 men Missing in Action 1st Lt Roy Johnson, 740th 2nd Lt Bush, 742nd

MISSION NUMBER 79 16 July 1944

Strategic Air Force dispatched a total of 826 A/C comprising 140 B-17's, 346 B-24's, 194 P-51's, and 146 P-38's. The effort was directed against oil and aircraft targets in the Vienna area. Due to heavy cloud cover, bombing was done principally by PFF. 100/120 E/A opposed the effort.

116 B-24's took off to frag marked a/c along perimeter of Munchendorf A/D, Austria, in two combat wings, the 456th leading. The first combat wing, the 456th and 455th, found the target completely overcast and returned bombs to base. The second combat wing bombed visually but could not observe results due to cloud cover. Flak was intense, accurate and heavy at the target. The 456th was attacked by 5 ME-109's shortly before the target and destroyed 2 of them. 1 B-24 of the 454th crashed in friendly territory, killing 4 crew members.

29 B-24's took off to bomb the primary target escorted by P-38's and P-51's. 1 a/c returned early. 28 a/c returned bombs to base. No bombs were dropped because target was obscured by clouds.

GROUP LEADER ..... Major David Thayer
DEPUTY GROUP LEADER ..... Captain Wilbur Bechtold
BAKER BOX LEADER ..... Captain Alvin Fisher
CHARLIE BOX LEADER ..... 1st Lt Winfield Bowers
GROUP NAVIGATOR ..... Captain Beverly Brookshire
GROUP BOMBARDIER ..... 1st Lt David Woodlock

MISSION NUMBER 80 17 July 1944

The Strategic Air Force dispatched a partial effort of 413 A/C, comprising 182 B-24's, 53 P-51's, and 87 P-38's. Operations were against bridges and M/Y in Southeastern France. E/A reaction was slight. 20/30 E/A were seen of which only 18 were encountered. The enemy pilots displayed no aggressiveness and no unusual tactics.

118 B-24's took off to bomb targets in Southern France in two combat wings, the 459th leading. The target of the 456th, AVIGNON NORTH RAILROAD BRIDGE, received a good concentration of bomb hits. The 459th dropped a concentration near its objective, the AVIGNON SOUTH RAILROAD BRIDGE. The 454th and 455th both secured a good concentration of strikes on their objective, the AVIGNON EAST M/Y. Moderate, accurate flak at the target shot down one B-24 of the 459th and damaged thirty others of all groups. The 454th was attacked by five e/a and eight made passes at the 456th, but none were aggressive. One enemy fighter is claimed as destroyed. One B-24 of the 455th and two from the 456th are missing.

30 B-24's took off to bomb Avignon East M/Y, France, escorted by P-51's and P-38's. 1 A/C returned prior and 29 A/C dropped 290x500 pound GP (72.5 tons) bombs from 19,000 feet and 28 A/C returned. One A/C is missing and was last seen losing altitude with two engines shot out by flak. A good concentration of bombs on the assigned target, with some bombs hitting short and some carrying over. Bombing was done visually.

GROUP LEADER ..... Major David Harp
DEPUTY GROUP LEADER ..... Captain Howard Miller
BAKER BOX LEADER ..... Captain Lawrence Liberty
CHARLIE BOX LEADER ..... 1st Lt Edwin Neil
GROUP NAVIGATOR ..... 1st Lt Fred Gross
GROUP BOMBARDIER ..... 1st Lt Harold Ohlmeyer

MISSION NUMBER 81 — 20 July 1944

Strategic Air Force dispatched a total of 953 A/C including 140 B-17's, 360 B-24's, 141 P-38's, and 202 P-51's. The day effort was directed against counter air force targets in Southern GERMANY. General results were very good to excellent. Enemy opposition was 125/150 E/A in the target area and an additional 25/30 E/A in the UDINE area , 4/5 or which reappeared as the bombers returned. Flak was generally M/IAH.

145 B-24's took off to bomb Maybach A/C Engine Factory, Friedrichshafen, Germany in two combat wings, the 459th leading. Bombing by previous formations surrounded the target with smoke but the leading 459th was able to secure a very good concentration of hits in the target. The other groups found the objective totally obscured and were forced to use offset and rFF methods of aiming. Results of this bombing could not be observed but it is believed that all hits were in the target area. No E/A were encountered. Flak was moderate to intense and very accurate, shooting one B-124 down of the 454th and 1 of the 459th and holing 41 others, 3 a/c are missing.

37 B-24's took off escorted by P-38's and P-51's. 3 a/c returned prior and 34 a/c dropped 328x500 pound (82 tons) and returned. Bombs fell directly into target area which was covered with heavy smoke from previous bombing.

GROUP LEADER	Major William Keefer
DEPUTY GROUP LEADER	Major Russell Welsh
BAKER BOX LEADER	1st Lt James Cowden
CHARLIE BOX LEADER	1st Lt Harry Young
DOG BOX LEADER	1st Lt James Riley
GROUP NAVIGATOR	1st Lt Willie Moore
GROUP BOMBARDIER	1st Lt Sam Bakanauskas

MISSION NUMBER 82 — 21 July 1944

Strategic Air Force dispatched a total of 903 A/C comprising 166 B-17's, 357 B-24's, 142 P-38's, and 238 P-51's, against targets in Germany. Bad route weather caused one Wing of bombers to return to base. Enemy fighters reacted moderately.

135 B-24's took off to bomb BRUX Synthetic Oil Plant, Czechoslovakia, in two combat wings, the 455th leading. Target was completely covered with smoke, primarily from previous bombing, and results could not be determined. PFF was used by some Groups. The only e/a encounters were experienced by the 455th when 10 JU-88's fired rockets at the formation near the target. Flak was intense, accurate, heavy, causing the loss of 3 B-24's: 1 from the 454th and 2 from the 456th. 1 each from the 455th and 459th are missing.

34 B-24's took off escorted by P-38's and P-51's. 1 a/c returned early and 2 returned prior. 31 a/c dropped 178x1000 pound (89 tons) bombs on the primary target from 19,5000 feet and 30 returned. 1 a/c is missing and last seen losing altitude. The target was completely obscured from previous bombing. The majority of the bombs fell in the smoke obscured area but some fell short. Bombing was accomplished by pathfinder methods.

GROUP LEADER.....	Colonel Kenneth Cool
DEPUTY GROUP LEADER	Major Horace Lanford
BAKER BOX LEADER	1st Lt Edwin Keil
CHARLIE BOX LEADER	Captain Robert Cook
DOG BOX LEADER	1st Lt James Riley
GROUP NAVIGATOR	Major James Moeller
GROUP BOMBARDIER	Major Jack Horner
OUR LOSSES	10 men Missing in Action Major Horace Lanford, 741st

MISSION NUMBER 83 — 22 July 1944

Strategic Air Force dispatched 1105 A/C consisting of 163 B-17's, 490 B-24's, 68 P-38's, and 156 P-51's against the Romano Americano Oil Refinery in PLOESTI. Fighter reaction to the PLOESTI mission was slight and ineffective.

127 B-24's from this Wing took off to bomb PLOESTI ROMANO AMERICANO OIL REFINERY, ROUMANIA in two combat wings, the 454th leading. Enroute, all but 4 of the 459th a/c became separated from the rest of the formation and returned to base. The objective was entirely covered with dense smoke, in part from smudge pots, but principally from previous bombing, and bombing was little better than fair, insofar as can be determined. 2 Groups used PFF and the other employed the offset method. 1 B-24 of the 454th crashed upon landing and one of the 455th crashed upon return to Italy. 2 others of the 455th had a mid-air collision over Jugoslavia and are lost. A severe cross-wind and dust storm made landing at the home airdromes very dangerous and most of the B-24's were forced to land at other bases.

30 B-24's of this Group took off escorted by P-51's. 1 a/c returned prior and 1 returned early. 28 A/C dropped 166x1000 pound bombs (83 tons) from 21,500 feet and 25 returned. 3 a/c ar. lost. Smoke obscured the target and no observations of bomb hits were made. Bombing accomplished by the pathfinder method.

GROUP LEADER	Major Edwin Ambrosen
DEPUTY GROUP LEADER	Captain Richard Gosline
BAKER BOX LEADER	1st Lt Loyd Beachan
CHARLIE BOX LEADER	1st Lt Richard Jenkins
GROUP NAVIGATOR	1st Lt Earl Pickerill
GROUP BOMBARDIER	1st Lt Glenn Nelson
OUR LOSSES	20 men Missing in Action
	2nd Lt Edmund Russell, 740th
	2nd Lt Samuel Hanssard, 741st
	collied in mid-air

MISSION NUMBER 84 25 July 1944

Strategic Air Force dispatched 794 A/C comprising 167 B-17's, 351 B-24's, 154 P-51's, and 74 P-38's against LINZ/HERMAN GOERING TANK WORKS IN AUSTRIA. The effort was opposed by about 175/200 very aggressive enemy aircraft, a substantial number of which were destroyed. Results were very good.

130 B-24's took off to bomb the HERMANN GOERING TANK WORKS in two combat wings, the 454th leading. All groups secured a good concentration of bombs in the assigned target area, although large fires and smoke from previous bombing obscured the target to some extent. The 459th encountered about 40 ME-109's and FW-190's from ten minutes before the IP through the target. These a/c were aggressive. Claims are 9 e/a destroyed, and 2 probably destroyed. One B-24 was lost to these fighters. Flak was intense, accurate and heavy and 2 B-24's are missing.

30 B-24's from this Group took off to bomb escorted by P-51's and P-38's. 2 a/c returned prior and 3 returned early. 25 A/C dropped 142x1000 pound GP bombs (71 tons) from 21,500 feet and 24 returned. 1 a/c was lost when the crew bailed out near San Severo. The main concentration of bombs hit in the east edge of the target and carried into the smoke-filled area. Bombing was accomplished visually.

GROUP LEADER ..... Major David Thayer
DEPUTY GROUP LEADER ..... Major Wilbur Bechtold
BAKER BOX LEADER ..... 1st Lt James Riley
CHARLIE BOX LEADER ..... 1st Lt Rodney Teel
DOG BOX LEADER ..... 1st Lt George Crum
GROUP NAVIGATOR ..... Captain Beverly Brookshire
GROUP BOMBARDIER ..... Captain Leroy Brown

MISSION NUMBER 85 — 27 July 1944

Strategic Air Force dispatched 741 A/C composed of 109 B-17's, 319 B-24's, 143 P-51's and 87 P-38's. The effort was directed against Manfred Weiss Armament Works at BUDAPEST. Results are believed to be excellent. Some 100/115 E/A were encountered enroute. Flak was M/IAH.

117 B-24's of this Wing took off to bomb the Manfred Weiss Armament Works at Budapest, Hungary in two combat wings, the 456th leading. This Wing was the last to bomb in the Air Force and the assigned target was smok obscured. However a good concentration was secured in the area with some hits in a built up area and on an a/d east of the target. 50 to 60 ME-109's, 30 FW-190's made several attacks on the 455th and continuing until 30 minutes from the target. 5 B-24's were lost. Claims are 16 destroyed, and 18 probably destroyed. Flak at the target was intense, accurate and heavy but no other a/c were lost.

29 B-24's took off from this Group escorted by P-51's 1 a/c returned early and 4 prior. 24 A/C dropped 232x 500 pound (58 tons) bombs from 21,000 feet and 19 A/C returned. 5 were lost due to c/a. Some bombs fell into smoke-covered area on the assigned target.

GROUP LEADER	Major David Harp
DEPUTY GROUP LEADER	Major Alfred Asch
BAKER BOX LEADER	1st Lt Charles Rosenberg
CHARLIE BOX LEADER	1st Lt Edwin Keil
GROUP NAVIGATOR	Captain Fred Gross
GROUP BOMBARDIER	Captain Harold Ohlmeyer
E/A CLAIMS	16 destroyed, 18 probables
OUR LOSSES	51 men Missing in Action
	2nd Lt Maxwell Gates, 741st
	2nd Lt Henry Dunekack, 742nd
	2nd Lt John Parish, 742nd
	2nd Lt Robert Gulbranson, 743
	2nd Lt Eugene Potucek

MISSION NUMBER 86 28 July 1944

Strategic Air Force dispatched a total of 808 A/C, comprising 133 B-17's, 270 B-24's, 115 P-38's, and 200 P-51's. The main effort was directed against oil targets in Roumania. 225/250 A/C opposed the day's operations. The Ploesti Refineries were again covered by a heavy smoke screen.

107 B-24's of this Wing took off to bomb targets in Ploesti in two combat wings, the 459th leading. The targets were covered by an effective smoke screen and bombing was by use of Pathfinder methods. No observations were made of bomb strikes but crews of the 459th and 454th report that bombs fell into the smoke of their target area, the ASTRA-ROMANO Refinery, and the crews of the other groups also report seeing their bombs dropping into the smoke over their objective, the STANDARD OIL Refinery. No E/A were encountered but intense accurate heavy flak caused the loss of 4 B-24's of the 459th and one of the 456th. Four others of the 459th are missing.

24 B-24's of this Group took off to bomb Astra/Romano Refinery escorted by P-38's and P-51's. 19 A/C dropped 186x500 pound G.P. bombs (46.5 tons) on the primary target from 22,500 feet and returned. 3 A/C returned prior, 1 early, and 1 A/C bombed a target of opportunity. Bombing was accomplished by Pathfinder methods. Check points before target indicate bombs fell in target area. Large columns of smoke observed rising to 16,000 feet on rally. No enemy aircraft or flak encountered except over the target.

GROUP LEADER ..... Colonel Hugh Graff
DEPUTY GROUP LEADER ..... Captain Lawrence Liberty
BAKER BOX LEADER ..... 1st Lt George Crum
CHARLIE BOX LEADER ..... 1st Lt Paul Young
GROUP NAVIGATOR ..... Major James Moeller
GROUP BOMBARDIER ..... Major Jack Horner

MISSION NUMBER 87 31 July 1944

Strategic Air Force dispatched a total of 821 A/C composed of 252 B-24's, 168 B-17's, 212 P-51's, and 134 P-38's. The primary effort was directed against oil targets in Roumania where fair results were obtained. Some 60/70 enemy aircraft were encountered by the escort who succeeded in keeping all enemy aircraft away from the bomber formations.

87 B-24's took off to bomb MOGOSAIA OIL STORAGE, BUCHAREST, RUMANIA. Bombing was visual and the target was fairly well-covered, especially by the 454th and 455th. No e/a were encountered. Flak at the target was moderate, inaccurate and heavy. The hydraulic system of a B-24 of the 455th was rendered useless by flak, and this a/c was lost in landing at Base.

27 B-24's took off from this Group escorted by P-51's. 25 A/C dropped 246x500 pound RDX bombs (61.5 tons) from 21,000 feet and returned. 1 a/c returned prior and 1 returned early. 1 a/c, Major Ambrosen's, was lost when upon landing it could not be braked and rolled down the hill at the end of the runway. Bombs fell to the right of the assigned target area, barely reaching perimeter of target. Bombing was done visually.

GROUP LEADER ..... Major Edwin Ambrosen
DEPUTY GROUP LEADER ..... Captain Richard Gosline
BAKER BOX LEADER ..... Captain Robert Cook
CHARLIE BOX LEADER ..... 1st Lt Richard Jenkins
GROUP NAVIGATOR ..... Captain John Tyykila
GROUP BOMBARDIER ..... Captain Ross Strode

MISSION NUMBER 88 — 3 August 1944

Strategic Air Force dispatched during this period a total of 956 A/C composed of 157 B17's, 446 B-24's, 136 P-38's, and 217 P-51's. The main effort was against industry in FRIEDRICHSHAFEN area and railroad communications in BRENNER PASS. 40/50 E/A opposed operations against Friedrichshafen; there was no fighter opposition to the Brenner Pass operations. There were no operations during the night.

122 B-24's of this Wing took off to bomb a target at Friedrichshafen in two combat wings, the 454th leading. Adverse weather conditions forced bombing of the alternate target, ZAHNRAD-FABRIK WORMS, FRIEDRICHSHAFEN, by PFF method. There was 6/10 to 9/10 undercast at the alternate target and observation of results was impossible. Strike photographs, although largely cloud obscure show bombs falling across m/y to the southwest and carrying into the assigned target area. Enemy fighters were not encountered. Flak was reported as M/IAH. One B-24 is missing.

30 B-24's of this Group took off escorted by P-51's. 27 A/C dropped 250x500 pound GP bombs (62.5 tons) and 26 a/c returned. 1 a/c is missing, last seen lagging behind the formation with a feathered engine. 3 a/c returned early. Observation of results was impossible.

GROUP LEADER ..... Major David Thayer
DEPUTY GROUP LEADER ..... Major Wilbur Bechtold
BAKER BOX LEADER .....Captain Lloyd Griffin
CHARLIE BOX LEADER ..... Major Jack Reeder
GROUP NAVIGATOR ..... 1st Lt Ned Paul
GROUP BOMBARDIER ..... 1st Lt Leroy Brown
OUR LOSSES ..... 2nd Lt Thomas Ramey, 743rd
10 Men Missing in Action

MISSION NUMBER 89 6 August 1944

Strategic Air Force dispatched a total of 1,069 A/C. 188 B-17's, 548 B-24's, 170 P-51's, and 103 P-38's operated against targets in S.E. France and 30 P-51's operated from Russian bases to sweep the Ploesti-Bucharest area. E/A reaction was nil in the Roumanian area and approximately 10 Me-109's and FW-190's were seen over S. France.

149 B-24's took off to bomb oil and communications targets in Southern France, escorted by P-51's. Targets were as follows: 456th, Lyon/Vaise Oil Storage; 455th, Lyon/Port Herriot Oil Targets; 459th, Givors/ Rhone RR Bridge; 454th, St. Rambert RR Bridge. Results were good to excellent. Bombing was accomplished visually and all groups secured good coverage of bombs on briefed aiming points. No E/A were encountered nor was any flak experienced at the target. 1 B-24 is missing.

35 B-24's of this Group took off to bomb Lyon/ Port Herriot Oil Storage escorted by P-51's. 34 A/C dropped 334x500 pound GP bombs (83.5 tons) from 18,500 feet and 33 a/c returned. 1 a/c is missing but no definite information has been received concerning it. 1 a/c returned early. The briefed aiming points were well covered. Large fires were observed and smoke rising to 20,000 feet could be seen 35 minutes past the target.

GROUP LEADER	Major Alfred Asch
DEPUTY GROUP LEADER	Major David Harp
BAKER BOX LEADER	1st Lt Robert Kafka
CHARLIE BOX LEADER	1st Lt George Crum
DOG BOX LEADER	1st Lt Richard Haney
GROUP NAVIGATOR	Captain Fred Gross
GROUP BOMBARDIER	Captain Harold Ohlmeyer
OUR LOSSES	2nd Lt Thomas Reynolds, 740th 10 men Missing in Action Returned to base 7 August 1944

MISSION NUMBER 90 7 August 1944

Strategic Air Force dispatched a total of 852 A/C including 137 B-17's, 360 B-24's, 117 P-38's, and 238 P-51's. There were no night bomber missions. The main effort was against Blechhamer North and South Synthetic Oil Refineries. 60/70 enemy aircraft were encountered, mostly in the target and Lake Balaton area.

87 B-24's took off to bomb BLECHHAMER South Synthetic Oil Plant. The lead Group, the 459th, followed by the 454th and 455th, flew the assigned course while the 456th stood down. The first group to bomb was able to bomb visually but the two groups following used PFF methods. A very effective smoke screen prevented observation of results, although concentrations of bombs were observed to fall into the smoke-obscured area and columns of smoke rose to 10,000 feet. No enemy aircraft were seen or encountered. Flak at the target was reported as moderate to intense, accurate and heavy. 2 B-24's of the 459th are missing.

28 B-24's of this Group took off escorted by P-51's and P-38's. 24 A/C dropped 226x500 pound G.P. bombs (56.5 tons) from 21,000 feet and returned. 4 a/c returned prior to bombing. A very effective smoke screen prevented observation of results. Bombing was by Pathfinder method.

GROUP LEADER ..... Colonel Hugh Graff
DEPUTY GROUP LEADER ..... Captain Howard Miller
BAKER BOX LEADER ..... 1st Lt Edwin Neil
CHARLIE BOX LEADER ..... Captain Robert Cook

MISSION NUMBER 91 — 10 August 1944

Strategic Air Force dispatched a total of 916 A/C comprising 51 Wellingtons by night and 137 B-17's, 344 B-24's, 123 P-38's, and 225 P-51's by day. In addition, 52 P-51's of the Eighth Air Force carried out a special escort mission over Jugoslavia. Efforts were directed against oil refining installations in the PLOESTI area. 2/25 enemy aircraft were airborne in opposition to the day's operations.

88 B-24's took off to bomb the CAMPINA STEUA ROMANA OIL REFINERY. The lead Group was the 455th with the 456th and 454th in order. The 459th was not dispatched. All groups bombed visually, securing a fairly good concentration of bombs in the target area, with some hits south and some carrying north of the target. No enemy aircraft were seen. Flak at the target was moderate, inaccurate, and heavy. Two B-24's are missing, one each from the 454th and 456th.

29 B-24's from this Group took off, escorted by P-51's and P-38's. 26 A/C dropped 252x500 pound RDX bombs (63 tons) from 20,500 feet. 1 a/c returned early and 2 returned prior. Bomb pattern started at the MPI and carried over into the M/Y and tank farm along the north side of the M/Y. Bombing was accomplished visually.

GROUP LEADER ..... Colonel Kenneth Cool
DEPUTY GROUP LEADER ..... Lt-Col William Snowden
BAKER BOX LEADER ..... 1st Lt George Crum
CHARLIE BOX LEADER ..... Captain Jack Prather
GROUP NAVIGATOR ..... Major James Moeller
GROUP BOMBARDIER ..... Major Jack Horner

MISSION NUMBER 92 — 12 August 1944

Strategic Air Force dispatched a total of 847 A/C composed of 473 B-24's, 139 B-17's, 195 P-51's, and 40 P-38's. Primary effort was against gun positions on the South coast of France and the Northwest coast of Italy. P-51's strafed radar installations. There was no enemy air opposition.

146 B-24's took off to bomb enemy gun positions in Southern France in two combat wings, the 454th leading. Bombing was accomplished visually on eight different gun positions. Final results cannot be ascertained until bomb strike assessment is completed. There was no flak at four of the targets but the others suffered scant to moderate, inaccurate to accurate, heavy flak. No enemy aircraft were encountered. 2 B-24's are missing, one each from the 454th and 455th Groups.

40 B-24's of this Group took off to bomb gun positions in Southern France. 39 A/C dropped 390x500 pound RDX bombs (97.5 tons) from 17,500 feet and returned. 1 a/c returned early. A and C boxes reported some hits on the target with other bombs falling to the north and west of the assigned target. B and D boxes reported that the target was completely covered by bomb hits.

GROUP LEADER	Major Edwin Ambrosen
DEPUTY GROUP LEADER	Captain Richard Gosline
BAKER BOX LEADER	1st Lt Harry Young
CHARLIE BOX LEADER	1st Lt Ethridge Preston
DOG BOX LEADER	1st Lt Charles Rosenberg
GROUP NAVIGATOR	Captain John Tyykila
GROUP BOMBARDIER	Captain Ross Strode

MISSION NUMBER 93 — 13 August 1944

Strategic Air Force dispatched 934 A/C composed of 459 B-24's, 167 B-17's, 205 P-51's, and 41 P-38's. The effort was against gun positions on South Coast of FRANCE and northwest coast of ITALY. Bridges in the RHONE Valley were attacked and an A/D near VALENCE dive-bombed. There was no enemy air opposition.

141 B-24's of this Wing took off to bomb four RR Bridges in Southern France. All groups bombed visually and good bomb patterns were secured on Crest RR Bridge, Orange RR Bridge and Pont St. Esprit RR Bridge. A cluster of near misses was secured at Avignon RR Bridge by the 455th Group. Flak was moderate to intense, accurate and heavy at Avignon and Orange, but there was no flak at the other two targets. No enemy aircraft were encountered. 2 B-24's are missing: 1 each from the 454th and 456th.

36 B-24's of this Group took off to bomb Avignon RR Bridge, France, escorted by P-51's. 33 A/C dropped 330x500 pound RDX bombs (82.5 tons) from 20,000 feet and returned. 2 A/C returned early and 1 returned prior. Target believed missed. Bombs fell 1500 feet east and 800 feet west of the bridge.

GROUP LEADER ..... Colonel Hugh Graff
DEPUTY GROUP LEADER ..... Major Wilbur Bechtold
BAKER BOX LEADER ..... 1st Lt Richard Jenkins
CHARLIE BOX LEADER ..... 1st Lt Robert Hafka
DOG BOX LEADER ..... 1st Lt Edwin Heil
GROUP NAVIGATOR ..... Captain Beverly Brookshire
GROUP BOMBARDIER ..... Captain Leroy Brown

MISSION NUMBER 94 — 14 August 1944

Strategic Air Force dispatched 739 A/C comprising 51 Wellingtons by night and 139 B-17's, 444 B-24's, 114 P-51's and 31 P-38's by day. The night attack was on GENOA Port and shipping. The day effort was directed against gun positions and radar installations on the South coast of FRANCE and the Northwest coast of ITALY. Enemy air opposition was slight.

127 B-24's took off to bomb eight gun positions in the SAVONA area, Italy. Bombing was accomplished visually. No enemy aircraft were encountered. Flak was scant, inaccurate to accurate and heavy at three of the targets. One B-24 of the 454th is missing.

31 B-24s of this Group took off to bomb gun positions in the Savona area, Italy. 30 A/C dropped 180x 1000 pound GP bombs (90 tons) from 19,000 feet and returned. 1 A/C returned early. Bombs overshot the target and one box dropped to the left of its target. Bombardiers had fairly difficult time picking out the target. Bombing was accomplished visually.

GROUP LEADER	Major Alfred Asch
DEPUTY GROUP LEADER	Captain Howard Miller
BAKER BOX LEADER	Captain Charles Rosenberg
CHARLIE BOX LEADER	1st Lt George Crum
DOG BOX LEADER	1st Lt James Vandergrift
GROUP NAVIGATOR	Captain Fred Gross
GROUP BOMBARDIER	Captain Harold Ohlmeyer

MISSION NUMBER 95 — 15 August 1944

Strategic Air Force dispatched 748 A/C comprising 49 Wellingtons and 7 Halifaxes by night and 418 B-24's, 124 B-17's, 112 P-51's, and 39 P-38's by day. The night attack was on MARSEILLES Docks and Shipping. The day effort was directed against beaches and bridges in Southern FRANCE, rendering close support for the landings. There was no enemy air opposition.

105 B-24's of this Wing took off to bomb two beach targets in Southern France. Bombing was accomplished visually by 21 a/c of all Groups. Other a/c returned bombs to base because clouds hid target. Flak was scant, inaccurate and heavy in the target areas. No enemy aircraft were encountered. 3 B-24's crashed on take-off; 1 each from the 454th, 456th, and 459th.

23 B-24's of this Group took off to bomb Beach # 2630 on the southern coast of France escorted by P-38's and P-47's. 1 A/C dropped 40x100 pound Gp bombs and returned. This a/c bombed with another group. 25 A/C returned bombs to base because weather conditions prevented identification of the target. 2 A/C returned early as the were spares.

Beginning 19 May 1944, Strategic Air Force, operating in support of projected landings, has dispatched 2360 bombers and dropped 4848.35 tons of bombs.

GROUP LEADER ..... Colonel Kenneth Cool
DEPUTY GROUP LEADER ..... Major Alfred Asch
BAKER BOX LEADER ..... 1st Lt Robert Lafka
CHARLIE BOX LEADER ..... Major Edwin Ambrosen
DOG BOX LEADER ..... Lt-Col. Hugh Graff
GROUP NAVIGATOR ..... Major James Moeller
GROUP BOMBARDIER ..... Major Jack Horner

17 August 1944

MISSION NUMBER 96

Strategic Air Force dispatched 549 A/C during the day, composed of 53 B-17's, 330 B-24's, 37 P-38's, and 217 P-51's. The main effort was directed against the enemy's vital and rapidly depleting refinery industry at PLOESTI and at NIS A/D, the main base for enemy interception on penetration and withdrawal to PLOESTI area. Enemy air opposition was slight.

112 B-24's took off from this Wing to bomb oil refineries in the Ploesti area. The first combat wing, the 454 and 459th, bombed the Astra Romana refinery by PFF methods and the second combat wing bombed the Romana Americano refinery also by PFF. Both targets were obscured by smoke 10 to 12 ME-109's and 8 FW-190's were encountered in the NIS area by the 455th and 456th. Flak was intense, accurate and heavy at the target. 3 B-24's were lost to flak and 5 are missing.

30 B-24's took off to bomb Romana Americano Oil Refinery at Ploesti, escorted by P-51's . 2 returned early and 6 returned prior. 22 a/c dropped 216x500 pound RDX bombs (54 tons) from 23,000 feet and 20 returned to base. 2 a/c were lost to flak over the target. Bombs were seen to fall into the smoke-obscured area. Explosions were reported with black smoke rising from the target. Bombing was accomplished by a combination of "offset" and PFF. No bomb fall plot issued.

GROUP LEADER	Major Jack D. Reeder
DEPUTY GROUP LEADER	Major Horace Lanford
BAKER BOX LEADER	1st Lt George Crum
CHARLIE BOX LEADER	1st Lt James Vandergrift
OUR LOSSES	2nd Lt Paul Ditchett, 742nd
	2nd Lt Louis Stencil, 742nd
	20 men Missing in Action

MISSION NUMBER 97 — 18 August 1944

In the third successive attack on PLOESTI oil refineries and storage, Strategic Air Force dispatched 810 aircraft comprising 168 B-17's, 379 B-24's, 37 P-38's, and 226 P-51's. A successful day attack was also made on ALIBUNAR airfield. Approximately 27 enemy aircraft were encountered by the escort in the target area.

118 B-24's from this Wing took off to bomb the CAMPINA STEAUA ROMANA OIL REFINERY. Bombing was done visually though the target was partially obscured by smoke after the first group bombed. Smoke prevented accurate observation but a number of bombs were seen to hit the objective and oil fires were reported in the area after bombing. No e/a were encountered. Flak was moderate, accurate, heavy and there were no known losses. One B-24 of the 459th is missing.

29 B-24's of this Group took off escorted by P-51's. 1 returned early and 2 prior. 26 a/c dropped 199x500 pound GP bombs (49.75 tons) from 23,000 feet and returned. Bombs were dropped visually. Large concentration of bombs fell in area approximately 1500 feet south of target with near misses on cracking and distillation plants. Eleven hits scored among storage tanks and built-up area south of target.

GROUP LEADER ..... Major Edwin Ambrosen
DEPUTY GROUP LEADER ..... Major William Keefer
BALLR BOX LEADER ..... 1st Lt William Zane
CHARLIE BOX LEADER ..... 1st Lt Ethridge Preston
GROUP NAVIGATOR ..... Captain John Tyykila
GROUP BOMBARDIER ..... Captain Ross Strode

MISSION NUMBER 98 — 20 August 1944

Strategic Air Force dispatched 770 A/C, composed of 382 B-24's, 140 B-17's, 213 P-51's, and 35 P-38's, to attack oil refineries in HUNGARY and POLAND and an airdrome and marshalling yards in HUNGARY. 25/35 E/A were seen in the BUDAPEST area, 19 of which were encountered. Losses sustained were the smallest in MASAF history for a mission involving such deep penetration of enemy territory.

89 B-24's took off to bomb DUBOVA Oil Refinery, Czechoslovakia. The 459th with the 455th and 456th following laid an excellent concentration of hits on their objective. There were many explosions and large columns of oil smoke. Enemy opposition was almost non-existent. No fighters were encountered and flak was very slight and inaccurate.

30 B-24's from this Group took off to bomb Dubova Oil Refinery escorted by P-51's and P-38's. 1 a/c returned early. 21 a/c dropped 193x500 pound GP bombs (49.5 tons) from 19,500 feet and returned. 7 a/c returned their bombs to base because "C" Box was forced out of position and could not line up on the target. 1 a/c jettisoned its bombs and returned prior. The main concentration of bombs fell in the target area. A large explosion followed the impact. Many bombs fell into the smoke-obscured area but were unassessable. Bomb fall plot issued.

GROUP LEADER ..... Major David Thayer
DEPUTY GROUP LEADER ..... Captain Robert Cook
BAKER BOX LEADER ..... 1st Lt Ethridge Preston
CHARLIE BOX LEADER ..... Captain Alvin Rosenberg
GROUP NAVIGATOR ..... 1st Lt Edward Atwell
GROUP BOMBARDIER ..... Captain Leroy Brown

MISSION NUMBER 99 — 21 August 1944

Strategic Air Force dispatched a total of 493 A/C comprising 243 B-24's, and 149 P-51's against airdromes in Hungary and Yugoslavia.

130 B-24's from this Wing took off to frag bomb a/c on HADJU BOSZORMENY A/D, the 455th leading. A fairly good concentration of bombs was secured on the target. An undetermined number of a/c of the 459th dropped bombs near Balnaz Ujvaros, approximately 10 miles southwest of the target. 8 ME-109's and 6 FW-190's attacked the 459th at the target. 1 B-24 of the 459th was lost and also one each of the 455th and 455th are missing. Flak at the target was scant and inaccurate.

30 B-24's of this Group took off escorted by P-51's. 29 A/C dropped 720x20 pound Frags on the target. "C" box did not drop because box leader could not keep his bomb-bay doors open. 29 a/c returned and 1 a/c is missing, but later landed at Vis. The assigned target was well covered by the two boxes which dropped. 9 fighters were destroyed on the ground and 4 fighters damaged.

GROUP LEADER ..... Colonel Kenneth Cool
DEPUTY GROUP LEADER ..... Major William Keefer
BAKER BOX LEADER ..... 1st Lt Richard Jenkins
CHARLIE BOX LEADER ..... 1st Lt Gilbert Cole
GROUP NAVIGATOR ..... Major James Moeller
GROUP BOMBARDIER ..... Major Jack Horner

MISSION NUMBER 100 — 22 August 1944

Strategic Air Force dispatched 1046 A/C, comprising 168 B-17's, 444 B-24's, 263 P-51's, and 91 P-38's. The effort was directed against enemy oil production and storage in Eastern Germany. It is estimated that 150 E/A opposed the operations.

122 B-24's took off to bomb Blechhammer South Synthetic Oil Plant, Germany, the 454th leading. As the target was smoke obscured, results of bombing was not observed. 2 Groups used PFF, one used offset, and the other bombed visually. Intense, accurate, heavy flak shot down 3 a/c of the 456th and one each from the 454th and 459th. One B-24 from the 454th was lost to c/a and 2 from the 459th ditched when they ran out of gas. 4 a/c of the 459th and 1 of the 455th are missing.

30 B-24's took off from this Group to bomb the Blechhammer South Synthetic Oil Plant, escorted by P-51's. 4 a/c returned prior. 26 a/c dropped 244x 500 pound GP bombs (61 tons) on the primary target from 22,200 feet and 25 a/c returned. 1 a/c is missing. Bombing results unobserved because of smoke and ground haze. Bombing accomplished by offset method. No bomb fall plot issued.

GROUP LEADER	Lt-Col. David Harp
DEPUTY GROUP LEADER	Captain Howard Miller
BAKER BOX LEADER	Captain Alvin Rosenberg
CHARLIE BOX LEADER	1st Lt William Riddel
GROUP NAVIGATOR	Captain Fred Gross
GROUP BOMBARDIER	Captain Harold Ohlmeyer
OUR LOSSES	10 men Missing in Action 2nd Lt James Kiernan, 740th

ATTACHMENT #8

"War Diary" of 741 B.S., including Medical History of 741 B.S.
1 March 1944 to 31 July 1944

"War Diary" written by 741 Intelligence Officer, Capt. John J. Van Lent

Medical History written by Capt. Harold Schuknecht, 741 Flight Surgeon

Recognition given to Col. Al Asch, USAF Ret'd for the long hours in searching records at Bolling AFB, D.C., and for copying this information for us. Again, thanks, Al.

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UNIT HISTORY - 741ST BOMBARDMENT SQUADRON (H) AAF

The thought emanated in Washington. Transcribed onto paper, it became an official order.....an order from whose womb was born the sinews and the heart of a new organization. Another Heavy Bombardment Squadron in the Army's fast-growing Air Force.....a Squadron into whose life history was to go all the toil, the heroism, the glory and the sorrow of total War.

Assigned its first personnel on Special Order No. 187 at the Clovis, New Mexico, Army Air Base, the 741st Bombardment Squadron was an offspring of its parent, the 455th Bombardment Group (H).

Despite obstacles confronting all newly-activated units, the 741st fared well in acclimating itself to the difficult task of getting started with a small group of officers and enlisted personnel.

Captain HORACE W. LANFORD, JR., O-401185, of Atlanta, Georgia, assumed command of the Squadron, pursuant to Special Order No. 187. Other Staff Officers named in the original order were:

Adjutant- First Lieutenant JOHN F. DAVIS

Operations Officer- First Lieutenant DAVID BELLMERE

Intelligence Officer- First Lieutenant JOHN J. VAN LENT

Engineering Officer- Second Lieutenant ELMER E. WATTERS

Medical Officer- Captain HAROLD F. SCHUKNECHT

Armament Officer- Second Lieutenant JAMES D. MENEGAN, JR.

Supply Officer- Second Lieutenant THOMAS CELY

Communications Officer- Second Lieutenant JAMES C. ROSS

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Most of this complement of Officers, together with the Enlisted cadre, migrated to Orlando, Florida, for a month's training at the Army Air Forces School of Applied Tactics, which was completed on August 15, 1943.

Original orders called for the Squadron to go into first phase training at Salinas, California, but this plan was changed and, instead, the unit moved to the Alamogordo, New Mexico, Army Air Base. The ground personnel shipped to its new base on August 12, 1943, to be joined shortly thereafter by the AAFSAT cadre. The flight echelon arrived August 16, 1943, and the personnel traveling by rail on August 23, 1943.

But Alamogordo proved to be only a temporary base, and the Squadron, together with the rest of the Group, pulled up stakes on September 11, 1943, for their new home at Salt Lake City, Utah, where it arrived two days later.

Captain RUSSELL J. WELSH was transferred to the Squadron and assumed the duties of Operations Officer, and First Lieutenant JAMES CLAYPOOLE became Assistant S-2 Officer during the stay at Alamogordo.

First phase training was carried on at Salt Lake City, but little could actually be accomplished because of limited facilities and equipment. Additional crews and ground personnel were added to the Squadron roster, and some flight training and Ground School were carried on.

Two additions were made to the Squadron Staff, with Second Lieutenant EDWARD C. JONES becoming Ordnance Officer, and First Lieutenant CHARLES H. MARTIN succeeding to the post of Supply Officer.

October 1, 1943 was "Moving Day" once more, with the entire Group entraining for the Langley Field, Virginia, Army Air Base where it was to complete its second and third phase training.

As the first Heavy Bombardment Group to be sponsored by the First Air Force, many problems had to be met and worked out. Training progressed satisfactorily, tho', and second and third phases were completed on schedule.

Additional crews brought the Squadron up to its full complement, and the ground sections were also brought up to full strength.

More planes were received for training purposes, and by the time the phase training was completed, the Squadron had received its quota of sixteen (16) B-24 H aircraft for combat duty.

Captain ALDEN G. LOCKWOOD was assigned to the Squadron as Executive Officer, and other assignments were:

Second Lieutenant HENRY BUFKLE, Assistant Engineering Officer

Second Lieutenant ISIDORE (NMI) HORENSTEIN, Assistant Intelligence Officer

First Lieutenant MERRITT G. PURPUS, Bombsight Maintenance Officer

Second Lieutenant SAMUEL (NMI) DENTSMAN, Cryptographic Officer

Staging of the Air Echelon was conducted at Mitchel Field, New York, where the first of the Squadron crews reported on December 3, 1943. With the completion of processing, the crews began leaving Mitchel Field for Morrison Field, Florida, and from there on the first leg of their overseas hop, on December 9, 1943.

Meantime, staging for the Ground Echelon was carried on at Langley Field, with loading of equipment to travel by boat commencing on December 4, 1943. Restriction began at midnight December 5, 1943, and the men boarded the S.S. James Moore on December 13, 1943, leaving for foreign shores the following day.

In all, 486 men were involved in the Squadron movement - 81 Officer and 137 Enlisted Men by plane, and 9 Officers and 259 Enlisted Men by boat.

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by authority of
By:
Date:

MEDICAL HISTORY, 741ST BOMBARDMENT SQUADRON (H)

1943 (Previous History)

ADMINISTRATIVE HISTORY:

a. An account of the medical activities of the unit from 1 July 1943 to 1 January 1944 will first be rendered.

The 741st Bombardment Squadron of the 455th Bombardment Group (H) was activated pursuant to instructions contained in Par. 1, G.O. #74, Hdq., 2nd AF, Fort George Wright, Washington, dated 22 May 1943 at Alamogordo, New Mexico, without personnel.

The unit was organized at Clovis, New Mexico under provisions contained in letter 2nd AF 302.2c and inclosure #1, dated 22 June 1943.

The unit was organized in accordance with TO and E 1-117.

b. Personnel Matters: The original Cadre Personnel came mainly from AAB, Clovis, New Mexico. The remainder of the ground personnel were mainly acquired from the 18th Replacement Wing, Salt Lake City, Utah.

One air crew was acquired from AAB, Clovis, New Mexico in July and two from Alamogordo, New Mexico during August 1943. In October 1943 an additional nine (9) crews reported from AAB, Scottsbluff, Nebraska and six (6) from AAB, Clovis, New Mexico.

Quarterly strength during this period were as follows:

30 June 1943	0	Activated but not organized.
30 September 1943	359	AAB, Salt Lake City, Utah.
1 January 1944	486	EnRoute to foreign theater.

MEDICAL DEPARTMENT PERSONNEL:

Schuknecht, Harold F. Captain, M.C. ASN 0-421440, Spec. #3162, Aviation Medical Examiner, from AAB, Pyote, Texas.

Wiktor, Walter J. Cpl. ASN 32673369, Spec. #409, Basic Training and Surgical Technician, from Clovis, New Mexico: Reclassified as a basic 20 October 1943 because of inefficiency.

Zampogna, Harry J. Cpl. ASN 33299607, Spec. #673, Basic training and Medical Technician, from Clovis, New Mexico: Disqualified for overseas duty on 1 December 1943 because of Neurosis, gastric.

Bennett, Jesse (NMI), Cpl ASN 13079032, Spec. # 409, Basic training only, from Biggs Field, Texas.

Kripplebauer, John D. Cpl. ASN 33489255, Spec. #861, Basic Training, Surgical Technician, from Biggs Field, Texas.

Kennedy, Herman L. Cpl. ASN 38371527, Spec. #861, Basic Training, Surgical Technician, from Biggs Field, Texas.

LaRoux, Joseph S. Pfc. ASN 32741126, Spec. #501, Basic Training, from Dyersburg, Tennessee.

Mattingly, John W. Pvt. ASN 36313169, Spec. #409, Basic Training only, from 18th Replacement Wing, Salt Lake City, Utah; Physically disqualified for overseas duty because of Hernia, right side 17 September 1943.

O'Mara, Robert E. Pfc. ASN 37459954, Spec. #929, Basic Training only, from AAB Dyersburg, Tennessee.

Stone, Earl C. Cpl. ASN 37144869, Spec. #673, Basic Training, Medical Technician, from AAB, Salt Lake City, Utah.

Morgan, Joe T. Cpl. ASN 38067286, Spec. #409, Basic Training, Medical Technician, from Mitchel Field, New York.

Schroeder, Harold J. Sgt. ASN 32217758, Spec. #673, Basic Training only, from AAB, Pueblo, Colorado.

During the current period no civilian man power was used. There were no citations and awards.

Stone, Earl C. Cpl. was promoted to the rank of Sgt. on 20 November 1943 and was made Section Chief.

Schroeder, Harold J. Sgt. and Morgan, Joe T. Cpl. reported at Langley Field, Virginia on 3 December 1943.

c. Temporary and Permanent Stations:

1. AAB, Clovis, New Mexico 6 July 1943 to 12 August 1943.
2. AAB, Alamogordo, New Mexico 13 August 1943 to 9 September 1943.
3. AAB, Salt Lake City, Utah 11 September 1943 to 1 October 1943.
4. Langley Field, Virginia 5 October 1943 to 13 December 1943.
5. On 13 December 1943 the ground echelon departed from Hampton Roads Port of Debarkation and the Flying echelon staged at Mitchel Field, New York.

The Surgeon accompanied the Flying echelon. All Enlisted Medical Personnel left Hampton Roads with the ground echelon. They boarded the S.S. James Moore on 14 December 1943.

The ground echelon was en-route on 1 January 1944. About 50% of the Flying echelon had arrived at AAB, Djeidia, North Africa on 1 January 1944 after having flown the South Trans-Alantic route: Morrison Field, Florida; Trinidad; Belem, Brazil; Natal, Brazil; Marrakech, French Morrocco; and Djeidia, North Africa.

d. Activities: The Surgeon accompanied the staff personnel to AAFSAT, Orlando, Florida on 19 July 1943 and completed the course in Medical Training on 23 August 1943.

From 13 August 1943 until 9 September 1943, at Alamogordo, New Mexico, all required immunizations that could be given were administered to the three hundred fifty-nine (359) members of the unit. The largest number of immunizations were administered at the processing unit, AAB, Salt Lake City, Utah between 11 September 1943 and 1 October 1943 but no record of the number given is available.

The following chart records the number of immunizations given at Langley Field, Virginia.

Smallpox	Oct.	41	Nov.	52	Dec.	1
Typhoid	"	41	"	63	"	2
Tetanus	"	0	"	42	"	0
Typhus	"	39	"	84	"	2
Cholera	"	26	"	76	"	4
Yellow Fever	"	0	"	20	"	0

Between 11 September 1943 and 1 October 1943 at AAB, Salt Lake City, Utah, three hundred twenty-two (322) Enlisted Men were given overseas examinations at the Processing Unit. Of this number approximately 50 % had previously been examined. Twelve (12) were disqualified for overseas service.

The following indicated number of examinations were performed during the current period:

#64 Exams.	Sept.	16	Oct.	8	Nov.	9	Dec.	1
#63 Exams.	"	8	"	15	"	23	"	0
Food Handlers	"	8	"	15	"	15	"	0
Overseas	"	322	"	20	"	8	"	3
National Life	"	11	"	16	"	10	"	0

The majority of the personnel arriving during October, November, and December had completed their immunization and physical examinations prior to assignment.

The following chart indicates total examinations performed and the number disqualifying.

	TOTAL EXAMINED	TOTAL DISQUALIFIED
#64 Exams.	34	1 *
#63 Exams.	46 * *	5
Overseas Examinations	353	16

* Constitutional Psychopathic State, Sexual Psychopathy, Homosexuality.

* * Ground Officers and Enlisted Flying Personnel.

The Dental Status on 2 December 1943 was as follows:

CLASS I	CLASS II	CLASS III	CLASS IV
3	5	1	475

Statistical Records for the period follow:

	Hosp.			Quarters			Total
	D	I	B.C.	D	I	B.C.	
Sept.	3	0	0	0	2	0	5
Oct.	3	0	0	11	0	0	14
Nov.	0	0	0	5	0	0	5
Dec.	0	0	0	6	0	0	6

Patient Days

	Hosp.	O.P.	O.P. Treatments
Sept.	68	73	118
Oct.	93	77	90
Nov.	0	88	122
Dec.	0	7	11

The Venereal Disease Rates for this period are indicated below:

Sept.	Oct.	Nov.	Dec.
0	0	24.6	25.7

e. The following training program was executed for the Medical Personnel of the Squadron between 13 August 1943 and 13 December 1943. Phase one (1) was completed at AAB, Salt Lake City, Utah and Phase two (2) and three (3) at Langley Field, Virginia.

SUBJECT	(HOURS OF INSTRUCTIONS COMPLETED) 1st Phase	2d Phase	3rd Phase	Total
Army Regulations Affecting the Soldier	1	1	0	2
Military Courtesy and Customs of the Service	1	1	0	2
Care and Use of Office Equipment	1	1	2	4
Individual Defense against Air and Mech. Attacks	0	0	4	4
Personal Hygiene and Sanitation	1	2	1	4
Physical Training and Drill	8	12	11	31
Safe Guarding Military Information	0	2	0	2
Prevention and Control of Venereal Diseases	1	1	1	3
Elementary Anatomy and Physiology	2	6	4	12

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Materia Medica and Pharmacology	2	2	2	6
Medical Records	1	3	2	6
Surgical Nursing	2	4	4	10
Nomenclature Care and Use of Individual Equip.	2	2	4	8
Tent Pitching	0	2	0	2
Field Sanitation and Sanitary Devices	3	2	3	8
Ambulance Loading and Unloading	1	2	1	4
Airplane Loading and Unloading	0	4	0	4
Sterilization of Water	0	0	4	4
Bandaging, and Dressing	2	0	2	4
Fractures	0	4	2	6
Hemorrhage and Shock	2	2	0	4
Lacerations	2	4	0	6
Bullet Wounds, Shrapnel and Bomb Splinters	0	2	2	4
Bomb Concussions	0	2	0	2
Head Injuries	2	0	1	3
Chest and Abdomical Injuries	0	3	0	3
Burns	1	0	1	2
Heat Exhaustion and Sunstroke	0	0	1	1
Frostbite	0	1	0	1
Eye Injuries	0	0	1	1
Morphine Syrettes and Sulfa Medications	0	2	0	2
Treatment of Gas Casualties	0	0	4	4
Special Problems incident to Field Service	2	4	2	8
Inspections	2	4	2	8
Physiological Aspects of Flying	0	0	2	2
Organization of Medical Detach. of Air Corps	0	1	0	1

Employment of Medical Detach. & their Units	1	1	1	3
Electing Sites for Camp	0	2	0	2
Organization and Function of Air Force	1	1	0	2
Total Hours in Each Phase	41	80	64	—
Grand Total Hours of Instruction				185

Second and third phase Medical Training for combat personnel consisted of the following scheduled lectures, films and demonstrations given between 5 October 1943 and 1 December 1943 at Langley Field, Virginia. The instruction was given jointly to the 740th and 741st Bombardment Squadrons by the Unit Surgeons.

	SUBJECT	HOURS
1.	Field Sanitation and Hygiene Insect control (with training film) Water Purification	1
2.	Field Sanitation and Hygiene Athletes Foot Venereal Disease (with training film)	1
3.	Tropical Medicine Mosquito (with training film) Tropical Diseases	2
4.	Malaria	2
5.	Arctic Medicine Frostbite Equipment	1
6.	Desert Medicine Heat Exhaustion Sanitation in the Desert	2
7.	Anoxia (with training film)	1
8.	Decompression Sickness (with training film)	1
9.	Airsickness	1
10.	Acceleration and Deceleration	1
11.	The Eyes in relation to Flying	1
12.	Ears, Nose and Throat in relation to Flying	1
13.	Flying fatigue	1

14.	Flying Equipment (with demonstration)	1
15.	Food and Water	1
16.	First Aid (with training film and demonstrations followed by practical use of bandages and splints)	2
17.	Prophylaxis against Venereal Disease	2
	TOTAL ———	23

The following eight (8) hours of Medical Instruction was given to all ground personnel during November 1943 at Langley Field, Virginia.

SUBJECT	HOURS
Venereal Disease (with training film)	2
Malaria (with training film)	2
Hygiene and Sanitation (with training films on the louse and the fly).	2
First Aid	2
TOTAL ———	8

f. Equipment and Supplies:

At Alamogordo, AAB the Base Hospital Dispensary was used for Sick Call and treatment.

At Salt Lake City, AAB the clerical section occupied a barracks' building. The local dispensary was used for Sick Call and treatment and the Processing Unit administered immunizations and performed physical examinations.

A Group Dispensary was set up in a hanger at Langley Field, Virginia. The clerical work was done in an adjoining section of the hanger and physical examinations were performed at the Flight Surgeon's Office, Base Hospital.

ENVIRONMENTAL HISTORY

At all bases where this organization trained during 1943, control of food, water, venereal disease, communicable disease and general environmental sanitation was a function of the base command and in all situations sanitation and health were excellent.

Cont: Mon. History, 741st Bomb Sqn.

At Langley Field, Virginia the barrack buildings were in a poor state of repair and plumbing was continually defective. This produced sanitary problems which were difficult to handle because of the unavailability of prompt efficient servicing.

During the period from 6 July 1943 to 31 December 1943 sanitary appliances were satisfactory, food was adequately nutritious and hospital facilities were good. There were no outbreaks of communicable disease, epidemics or food poisoning.

Cont: Med. History, 741st Bomb Sqn.

1944

ADMINISTRATIVE HISTORY:

a. An account of the Medical activities of the unit from 1 January 1944 to 30 June 1944 will follow. The date and authority for activation is found on Page 1.

b. Personnel Matters: During this period the following personnel changes have occurred in this Unit.

	OFFICERS	ENLISTED MEN
Assigned	98	148
Transferred	43	58
MIA	47	76
KIA	4	6
Killed (Non-Operational)	2	5

QUARTERLY STRENGTHS

1 January 1944	486	En-Route
30 March 1944	487	San Giovanni Field, Cerignola, Italy
30 June 1944	451	San Giovanni Field, Cerignola, Italy

The following named Medical Personnel were accidentally killed in an aircraft accident near San Giovanni Field, Italy on 6 April 1944. The crash was caused by power failure when feathering engines on a test flight. The bodies were removed to the Graves Registration Bureau, Bari, Italy.

Kripplebauer, John D.	Cpl.	ASN 33489255
Kennedy, Herman L.	Cpl.	ASN 38371527

The following replacements were received on the dates given:

Neal, Matthew S.	Cpl.	ASN 36630659	30 April 1944
Roth, Mac (NMI)	Pfc.	ASN 32797407	10 May 1944

The soldier's medal was awarded to Schuknecht, Harold F. Captain, MC, Squadron Surgeon on 20 April 1944 for removing a patient from a burning aircraft.

The following promotions have been given to Medical Personnel of the Squadron during the current period.

Stone, Earl C. SGT. ASN 37144869 to S/SGT., 17 February 1944
Morgan, Joe T. CPL. ASN 38067286 to SGT., 17 February 1944

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The ratings, spec. numbers and duties of the personnel of the Medical Section on 30 June 1944 is indicated below.

Schuknecht, Harold F.	Captain	3162	Surgeon
Stone, Earl C.	S/Sgt.	673	Section Chief
Schroeder, Harold J.	Sgt.	673	Ass't Section Ch
Morgan, Joe T.	Sgt.	409	Med. Technician
Bennett, Jesse (NMI)	Cpl.	409	Med. Technician
Mical, Matthew S.	Cpl.	861	Surg. Technician
Roth, Mac (NMI)	Pfc.	861	Surg. Technician
O'Mara, Robert E.	Pfc.	929	Ambulance Driver
LaRoux, Joseph S.	Pfc.	501	Clerk

The fullest use is made of civilian labor. S-2 Section, 43rd Service Group and AMOOT process Italian laborers after which an approved allotted number can be used by the unit. The unit has used an average of ten (10) kitchen police, five (5) common laborers and five (5) skilled laborers during the months of February to June inclusive. No disease problems have resulted from the use of civilian labor.

c. Stations:

The flying echelon was stationed at Djiedia, North Africa during the month of January during which time they trained for combat. The ground echelon disembarked at Toronto, Italy on 14 January 1944 and traveled by rail to San Giovanni Field, Cerignola, Italy. They arrived on 15 January 1944 and pitched camp in an area adjacent to the one now occupied by the unit.

The air echelon flew to San Giovanni Field, Cerignola, Italy on 1 February 1944.

d. Activities:

At Djiedia the four (4) Squadrons of the Group used a common dispensary. A flight service chest, two (2) ambulances and adequate medicines were available. A large wall tent was found to make a satisfactory dispensary. The only medical personnel available were the Surgeons of the 740th Bomb Squadron, James H. Goeman, Captain, M.C.; 742nd Bomb Squadron, Robert L. Blackmun, Captain, M.C.; and 741st Bomb Squadron, Harold F. Schuknecht, Captain, M.C. Hospital facilities were adequate in Tunis, twenty (20) miles distant.

Medical Reports were rendered by the Service Squadron at this Station. Upon the advice of the 15th Air Force Laison Officer in Tunis a record of medical activities was kept on file.

There were no aircraft accidents and the medical activities were uneventful during the month of January.

Cont: Med. Hist y, 741st Bomb Sqn.

One (1) case of cerebro spinal meningitis occurred on board the S.S. James Moore on 8 January 1944. On 9 January 1944 he was transferred to a British Hospital in Syracuse, Sicily. This patient later rejoined the Squadron on 3 March 1944.

The ground echelon with Enlisted Medical Personnel arrived at San Giovanni Field, Cerignola, Italy on 15 January 1944 and Captain Charles S. Kollar, 743rd Bomb Squadron and Major Frank V. Thompson, Surgeon, 455th Bomb Group rendered medical care until the Squadron Surgeon arrived on 1 February 1944. Medical activities were uneventful in the ground echelon during that period.

On 1 February 1944 a Squadron aid station was set up in the Squadron area. A pyramidal tent with an improvised gasoline stove, electric lights, wood floor and a good door served admirably. A new ambulance was issued to the Section on 15 February 1944. Squadron Aid Station equipment was 95% complete on 15 February 1944.

Medical supplies were obtained from the 14th Medical Supply Depot, Foggia and at all times were adequate.

On 1 June 1944 a new Medical Dispensary was completed. It measures 20 feet by 30 feet and is complete with fully equipped dark room, hot and cold running water, examining table and furniture.

The basic construction materials were acquired from the Corps of Engineers; hollow wall tile and floor tile were acquired from bombed out buildings in Foggia and to expidite the project AMGOT labor was used instead of awaiting construction by the Corps of Engineers.

Reports in this theater are rendered in conformance with the provisions of Memorandi, No. 25-1, 25-4 and 25-5, Headquarters, AAFSC, MTO.

The reports rendered are as follows:

(a) Special

1. Individual Venereal Report.
2. Special Sanitary Report.

(b) Daily

1. Casualty Reports
2. Report of Aircraft Accident.

(c) Weekly

1. 86ab
2. Care of Flyer Report
3. Medical Training Report.

(d) Last Friday of each Month

1. Venereal Report
2. Consolidated 86ab

Cont: Med. Hist..y, 741st Bomb Sqn.

All personnel have received the following scheduled instruction:

SUBJECT:	HOURS:
Malaria *	3
Venereal Disease *	6
Enteric Disease *	3

* Supplimented by training films from 304th Bomb Wing (HV).

ENVIRONMENTAL HISTORY

The bivouac area is well located in an olive grove. There are no stagnant water areas, however, there is a spring water stream one half (½) mile distant. There are no civilians housed within one (1) mile.

Fly proof latrine boxes and houses were constructed for 8% of the Command and located at distances from the Mess Hall and quarters so as to conform with existing regulations. Six (6) urinals are properly spaced throughout the area. They were made by placing a longitudinal half section of a fifty-five (55) gallon drum on a stand with the proper tilt to allow urine to drain into a pipe leading into a four (4) foot cube drainage pit filled with rock. Two (2) Mess Hall soakage pits were dug eight (8) feet deep and twelve (12) feet square and filled with rock. Grease traps were made of fifty-five (55) gallon drums filled with straw.

A central twenty (20) man wash stand with soakage pit and three hundred (300) gallon heating unit was installed and has proven to be a popular sanitary unit. To suppliment water supply, six (6) lister bags are dispersed throughout the area.

Water is transported to the Squadron by a decontamination truck used jointly with the 743rd Bomb Squadron and by the use of two (2) two hundred-fifty (250) gallon water trailers.

Civilian labor was used almost exclusively for construction of sanitary appliances under the supervision of medical enlisted personnel. Excellent cooperation was received from the Commanding Officer in acquiring prompt efficient labor, supplies and equipment to satisfactorily complete these details. Sanitation has not been a problem. Deficiences as reported on the monthly sanitary reports were corrected satisfactorily.

Malarial control has been an extensive program. Individual measures have included the use of bed nets protective clothing, mosquito repellant and daily atabrine. The medical section, 557th Service Squadron, 43rd Service Group has been assigned the duty of area mosquito control. Routine mosquito control measures have been affective as evidenced by mosquito surveys. The Squadron has provided one (1) non-medical enlisted man to the service squadron for five (5) days per week to assist in accomplishing the supervision of the work details.

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Cont: Med. His y, 741st Bomb Sqn.

OPERATIONAL HISTORY

a. The Medical Section has stood by on all takeoffs and landings of aircraft on combat missions. The medical personnel has assisted in the removal and treatment of thirty-nine (39) casualties from crashed and damaged aircrafts. All personnel have been most diligent and alert in this duty, putting duty before safety in many instances.

Daily line duty has been jointly performed by the four (4) Squadrons.

b. Because of the demonstrated value of the utmost haste required in reaching a crashed plane it has been the section's policy to be most alert on all operational takeoffs and landings. A high percentage of planes burn after crashing and any assistance given in removing occupants must be done within two (2) minutes. Close cooperation with the fire fighting detachment is essential. In several instances the fire was controlled by a fire fighting squadron until a patient could be extricated. Some of the flying personnel have stated that these activities have given them increased confidence and encouragement.

c. During the current period there have been no cases of Typhoid, Smallpox, Tetanus, Yellow Fever, Typhus or Cholera.

In spite of an intensive anti-malarial program there were two (2) cases of malaria in July.

A venereal disease program has been followed each month, however, venereal rates have continued to rise. Venereal disease instruction with the aid of training films have been given monthly and the sexual contact system has been in use since May 1944.

Sporadic cases of Gastro-enteritis have occurred since arriving in Italy, however, there have been no epedemics. Newly arriving personnel are more susceptible to gastro-enteritis for a period of about one (1) month.

Four (4) cases of acute hepatitis occurred in ground personnel about thirty (30) days after disembarking. Recovery was complete in about twenty (20) days in all cases.

Personal flying equipment has not been entirely satisfactory. During February, March and April the temperature at twenty thousand (20,000) feet ranged from -20°F to -50°F and the gloves and boots of the electrically heated uniforms were entirely inadequate, both in quantity and quality. Twenty (20) cases of frostbite were treated of which three (3) were hospitalized. There was complete recovery and restoration of function in all cases. About an equal number of toe and finger frostbites were seen. There were two (2) cases of frostbite of the chin. Quantity deficiencies were slowly remedied by the use of British equipment. The use of silk liners in gloves was found especially effective and the use of a pair of light weight cotton socks covered by heavier woolen socks provided increased protection against cold. Ball and Tail Turret Operators received first priority on electrical clothing.

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Cont: Med. History, 741st Bomb Sqn.

The standard steel helmet was found to be too large and cumbersome for turret operators and was replaced on May 1944 by a small, snugly fitting and practical flak helmet.

The standard flak suit is worn by all flying personnel. Extra suits, when available, are used in various sections of the plane on the floor to prevent flak from entering below.

Flak suits have been credited with preventing injury in twelve (12) cases, two (2) of which may have been serious Steel helmets have prevented three (3) head injuries.

One plane ditched during this current period on 24 May 1944. The cables of the dingy releases were apparently shot away causing non-function of this equipment. All ten (10) occupants left the sinking craft and used individual life vests. Six (6) of the occupants were rescued after five (5) hours; four (4) apparently died of shocks. The Pilot sustained a severe compound fracture of the left leg and is the only man remaining in the hospital on 30 June 1944.

Two (2) accidental gun shot wounds have occurred during the current six (6) months period. One (1) was caused by a forty-five (45) cal. pistol bullet and the other was an exploding fifty (50) cal. machine gun bullet. Both wounds were of a minor nature.

During this period there have been ten (10) killed in action and twelve (12) wounded in combat operations.

There has been one (1) non-operational aircraft accident with five (5) killed and three (3) injured, one (1) ditching accident with four (4) killed and six (6) injured and an operational takeoff accident with one (1) killed and two (2) injured.

These accidents plus numerous others on this and adjacent fields have revealed several facts concerning aircraft accidents in relation to injuries:

(1) The top turret usually crashes down on the flight deck inflicting injury on those beneath it. It is possible to partially avoid this hazard by assuming a position at the side of the flight compartment.

(2) The waist compartment offers the highest degree of safety in crash landings, particularly when the body is well braced against the supporting structure of the ball turret.

(3) The framework and glass in the roof of the cockpit often breaks, leaving a defect so large that the Pilot and Co-Pilot can remove themselves.

(4) In an aircraft crashing with bomb load exploding, the Pilot and Co-Pilot have the best chance of escaping because of the protective armor behind them.

(5) An alert fire fighting detachment can save more lives at aircraft accidents than the medical corps.

All crews are given at least one (1) lengthy rest period during their combat tour. All flying personnel have been sent for seven (7) days to the AAF Rest Camp at Isle of Capri. Some have also been given leave to Rome, Bari, Naples and Village of Mancuso.

It has been noted that there is a definite improvement in mild anxiety states, however, severe and moderately severe anxiety states are often unimproved by rest. Generally speaking the rest leave has proven to be essential in acquiring maximum operational efficiency from the combat crews.

A local rest camp where crews can relax for one (1) or two (2) days a week would seem to be very desirable.

d. Aviation Medicine:

The following report of data collected from the Care of Flyer gives a fairly accurate account of the type and number of disease and injuries occurring among personnel of this Squadron during the current period.

DISEASE OR INJURY	NO. OF CASES
Gastro-enteritis	52
Aerotitis	40
Nasopharyngitis	27
Wounds (all types)	27
Neurosis, Anxiety	21
Influenza, mild	20
LaGrippe	20
Sinusitis (all types)	10
Urethritis, specific and non-specific	10
Frost bite	10
Allergic Rhinitis	13
Conjunctivitis	9
Aerosinusitis	5
Surgery major	5
Cellulitis	5
Tonsillitis	4
Hepatitis, acute	4
Others: lymphangitis, sciatica, cellulitis, dental caries, etc.	70

During February, March and April all cases of Anxiety Neurosis were presented before the Medical Disposition Board, 15th Air Force. During May and June the policy was changed, however and only Officers were required to see the Board; disposition of Enlisted Men was made directly by the Group on the recommendation of Squadron C.O. and Surgeon and approval of the Group C.O. and Surgeon. During the current period nine (9) Officers and two (2) Enlisted Men appeared before the Board.

Cont: Med. History, 741st Bomb Sqn.

Of the Officers three (3) were permanently grounded because of anxiety state, one (1) because of physical disability and two (2) were transferred to other theaters because of allergic rhinitis. One (1) case of chronic left aerotitis and one (1) case of acute recurrent sinusitis was returned to duty. The two (2) Enlisted Men were permanently grounded and transferred from the organization. During May and June four (4) Enlisted Men with anxiety states were permanently grounded and transferred from the organization without seeing the Medical Disposition Board.

Cases appearing before the Medical Disposition Board, 15th Air Force are required to have (1)-Medical History; (2)-Form #64; (3)-Operational History; (4)-Letter from Commanding Officer concerning the individual's state of operational efficiency and (5)-Other pertinent data.

All cases of Anxiety Neurosis in Enlisted Personnel which are considered to be contaminating to other combat personnel can be disposed by being permanently grounded and transferred from the unit. A statement from the Medical Officer stating his findings and a statement that the condition is contaminating with the recommendation that the individual be permanently grounded is sent to the Commanding Officer. The Group Surgeon and Commanding Officer review the case and if approved the 304th Bomb Wing Commanding Officer, acting as final Authority issues orders transferring them to another Group within the Wing.

The difficulties encountered with the combat lunch kit is explained in the following letter written to the Surgeon, 15th Air Force, on 9 June 1944:

1. As per your request the following information is rendered as concerning lunch kits which were received from your office.

a. Status of Lunch Kits to Date:

Complete Sets—Thermos Bottles -

(2)	8	- Found broken in crates.
(1)	4	- Appeared to be satisfactory but were found to be defective on the first mission.
4	—	- Lost on planes in action.
(2)	8	- Broken accidentally.
2	—	- Lost Through carelessness.
21	—	- Still in operations.
32	—	- Total received initially.

b. Lunches Carried to Date:
Lunches have been carried on thirteen (13) out of sixteen (16) missions since 14 May 1944. The three (3) missions on which lunches were omitted were of short duration and a lunch was not required. During this twenty-two (22) day period one hundred and fifty-nine (159) planes carried three hundred and eighteen (318) lunch kits.

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c. Diet:
(1) On the first few missions two (2) bottles of black coffee and two (2) of coffee with cream and sugar were served, however, upon popular request all coffee was served with cream and sugar. On approximately every second mission fruit juice, (grapefruit, orange and tomato) was served in one (1) or two (2) bottles of each lunch set.
(2) Sandwiches consist of white bread with cheese, peanut butter, butter and jam, peanut butter and raisins, spam and corned beef. Ten (10) such sandwiches in each kit and two (2) per plane providing two (2) sandwiches per individual. The sandwiches were not frozen on any occasion.

d. Comments:
Comments made indicate that these lunches are preferred to K rations. The hot coffee is considered the most popular aspect of the lunch. Fruit juice is not generally well accepted. The sandwiches to be acceptable must be sliced thin and preferably wrapped in a napkin to prevent drying out and contamination.

2. METHOD OF HANDLING LUNCHES:

a. Lunches are prepared in the mess hall about two (2) hours prior to takeoff.
b. The lunch kits are picked up and delivered to the airplanes by the Medical Personnel. An ambulance provided a good method of transporting these kits, however, a truck could be used if extreme care were used in handling the vehicle to prevent breakage.
c. The engineer gunner bring the kits back to the mess hall after the mission. Because of the difficulty in transporting the lunch kits through the interrogation line the engineer gunners often set them on the ground and losses are thought to occur in this manner.
d. Mess personnel wash the kits and store them in a cabinet specially built for that purpose.

3. COMPLAINTS:

a. Faults Noted With The Lunch Kits:
(1) The thermos bottles are too fragile as evidenced by nine point five (9.5) percent initial breakage and six point eight (6.8) subsequent breakage in twenty-two (22) days.
(2) Moisture collects on the inside of the metal container and soaks into the sandwiches.
(3) The lunch kits are bulky and difficult to manage during interrogation.
b. The following Criticism has been Offered Concerning the Diet:
(1) Initially too much plain black coffee was served.
(2) The sandwich bread was cut too thick.
(3) There was not enough variety of sandwich spread and peanut butter is too dry.
(4) Fruit juices are not desired.
c. The following Complaints have been Offered as to Sanitation:
(1) The sandwiches are either soggy or too dry.

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(2) Thermos bottle cups which contain spilled coffee when tightly adjusted to the bottle assume an unhygiene appearance and undesirable odor. This fault is one of mess hall sanitation, however, and does not cast criticism on the lunch kits itself.

4. RECOMMENDATIONS:

An entirely individual lunch kit is considered to be the only final satisfactory solution to the lunch problem. An alumum leather covered kit with shoulder strap, containing an insulated sandwich compartment and about a 3/4 pt. durable thermos bottle would seem to be a more desirable lunch kit. The problem of sanitation, preserving of the lunch unit, acquiring transporting and providing individual color to the lunch would be one of individual responsibility.

e. All dental care is given or arranged for by the Group Dental Surgeon. Dental care has been adequate at all times. No epedemics of trench mouth and no maxillo-facial injuries have occurred during the current period. See following pages for dental data.

f. Veterinary Activities. There is no attached Veterinary Detachment. All food inspection is performed by the 43rd Service Group.

STATISTICAL HISTORICAL DATA

(1) Admission rates per 1000 per annum (Average).

All Causes	850
All Diseases	630
All Injuries	120
All Battle Casualties	100
Intestinal Disease (Hospitalised and Quarters Cases only)	16
Venereal Disease	33.3
Neuropsychiatric Disease (Hospital Cases)	0.0
Common Respiratory	150.0
Malaria	0.0
Jaundice	16.0

(2) Percentage Non-effective Rate 1.8

(3) Patients Treated:

	Feb.	March	April	May	June
Total Patient Days					
Hospital	181	187	281	222	329
Quarters	28	18	0	14	41
No. of Out Patients	126	456	520	507	339
O.P. Treatments	234	563	643	609	419

Cont: Med. History, 741st Bomb Sqn.

MEDICAL SUPPLY

a. Medical supplies were acquired in February, March and April by submitting requisitions to the Group Surgeon who in turn submitted them to the 14th Medical Supply Depot and delivered the supplies to the Squadron. During May and June the requisitions were submitted to the Supply Section, 43rd Service Group. Supplies have at all times been adequate and requisitions and prescriptions promptly filled.

Combat whiskey is requisitioned monthly and transferred to the Commanding Officer on receipt. The Executive Officer has been assigned as Officer in control and has efficiently dispensed liquor to combat crews at the end of all missions. About thirty percent (30%) of those flying ask for the liquor. It is doubtful that the benefit derived and the time and effort involved in making it available is justified.

b. The organizational medical equipment was ninety-five percent (95%) complete on arriving at this theater and all deficiencies have been remedied.

Cont: Med. His y, 741st Bomb Sqn.

DATE	MISSION NO.	TARGET	SQUADRON SORTIES	TOTAL	SORTIES GROUP	TOTAL	DOUBLE CREDIT	TYPE OF BOMB
2/12/44	1	Campoleone	11	11	37	37	- -	None
2/17/44	2	Cecchina Road Frascati	5	16	23	60	- -	500 lb. G.P.
2/22/44	3	Zara	11	27	38	98	- -	500 lb. G.P.
2/25/44	4	Graz	11	38	34	132	*	500 lb. G.P.
3/2/44	5	Cisterna Di Roma	14	52	33	165	- -	FRAGS
3/3/44	6	Fabrica Di Roma	11	63	30	195	- -	500 lb. G.P.
3/7/44	7	Fabrica Di Roma	11	74	36	231	- -	500 lb. G.P.
3/15/44	8	Cassino	12	86	40	271	- -	1,000 lb. G.P.
3/17/44	9	Vienna	11	97	34	305	*	INCENDIARIES
3/18/44	10	Maniago	9	106	37	342	- -	FRAGS
3/19/44	11	Graz	10	116	36	378	- -	INCENDIARIES
3/22/44	12	Bologna	9	125	34	412	- -	500 lb. G.P.
3/24/44	13	Rimini	10	135	35	447	- -	INCENDIARIES
3/26/44	14	Rimini	11	146	36	483	- -	500 lb. G.P.
3/28/44	15	Verona	11	157	21	504	- -	500 lb. G.P.
3/29/44	16	Milan	10	167	39	543	- -	500 lb. G.P.
3/30/44	17	Sofia	8	175	35	578	- -	INDENDIARIES
4/2/44	18	Steyr	2	177	34	612	*	500 lb. G.P.
4/3/44	19	Budapest	7	184	31	643	*	500 lb. G.P.
4/4/44	20	Bucharest	10	194	35	679	*	500 lb. G.P.
4/7/44	21	Bologna	8	202	33	712	* -	100 lb. G.P.
4/12/44	22	Bad Voslau	6	208	33	745	*	100 lb. G.P.
4/13/44	23	Budapest	9	217	36	781	*	100 lb. G.P.
4/15/44	24	Bucharest	8	225	39	820	*	500 lb. G.P.
4/16/44	25	Turnul Severin	10	235	41	861	- -	500 lb. G.P.
4/17/44	26	Sofia	8	243	29	890	- -	100 lb. G.P.
4/20/44	27	Monfalcone	11	254	41	931	- -	500 lb. G.P.
4/21/44	28	Bucharest	11	265	35	966	*	500 lb. G.P.
4/23/44	29	Bad Voslau	2	267	26	992	*	500 lb. G.P.
4/24/44	30	Bucharest	6	273	33	1025	*	500 lb. G.P.
4/25/44	31	Turin	9	282	36	1061	- -	500 lb. G.P.
4/28/44	32	Porto San Stefano	8	290	33	1094	- -	500 lb. G.P.
4/29/44	33	Toulon	8	298	30	1124	- -	1,000 lb. G.P.
4/30/44	34	Milan	7	305	29	1153	- -	500 lb. G.P.
5/2/44	35	Plan Baker	9	314	36	1189	- -	1,000 lb. G.P.
5/5/44	36	Ploesti	9	323	39	1228	*	500 lb. G.P.
5/6/44	37	Campina	8	331	34	1262	*	500 lb. G.P.
5/7/44	38	Bucharest	9	340	33	1295	*	500 lb. G.P.
5/10/44	39	Wiener Neustaot	9	349	39	1334	*	500 lb. G.P.
5/12/44	40	LaSpezia	10	359	39	1373	- -	500 lb. G.P.
5/13/44	41	Bologna	11	370	33	1406	* -	1,000 lb. G.P.
5/14/44	42	Piacensa	10	380	41	1447	- -	FRAGS
5/18/44	43	Ploesti	11	391	41	1488	*	500 lb. G.P.
5/19/44	44	Genoa	9	400	37	1525	- -	500 lb. G.P.

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Cont: Med. His y, 741st Bomb Sqn.

MISSION NO.	TONNAGE DROPPED GROUP	TOTAL	TONNAGE DROPPED SQUADRON	TOTAL	ENEMY AIRCRAFT GROUP CLAIMS DESTROYED: GROUND	DESTROYED: AIR	PROBABLE: GROUND	PROBABLE: AIR	DAMAGED: GROUND	DAMAGED: AIR
1	None	None	None	None	-	-	-	-	-	-
2	54:75	54:75	12:25	12:25	-	-	-	-	-	-
3	90:50	145:25	27:50	39:75	-	-	-	-	-	-
4	77:50	222:75	27:50	67:25	-	-	-	1	-	-
5	35:70	208:45	15:54	82:79	-	-	-	-	-	-
6	75:00	333:45	27:50	110:20	-	-	-	-	-	-
7	89:75	423:20	27:50	137:79	-	-	-	-	-	-
8	120:00	543:20	36:00	173:79	-	-	-	-	-	-
9	62:60	605:80	20:60	194:39	-	-	-	-	-	-
10	41:76	647:56	9:60	203:99	5	-	-	-	-	-
11	71:10	718:66	17:10	221:09	-	1	-	1	-	-
12	82:50	801:16	22:50	243:59	-	-	-	-	-	-
13	65:50	866:66	20:00	263:59	-	-	-	-	-	-
14	47:50	914:16	22:50	286:09	-	-	-	-	-	-
15	52:50	966:66	27:50	313:59	-	-	-	-	-	-
16	97:50	1064:16	25:00	338:59	-	-	-	-	-	-
17	35:95	1100:11	16:00	354:59	-	-	-	-	-	-
18	77:50	1177:61	5:00	359:59	-	20	-	10	-	-
19	69:75	1247:36	15:00	374:59	-	-	-	-	-	1
20	85:00	1332:36	25:00	399:59	-	-1	-	-	-	-
21	63:90	1396:26	15:90	415:49	-	-	-	-	-	-
22	61:80	1460:21	12:00	427:49	5	7	-	5	2	3
23	70:10	1530:31	18:00	445:49	9	2	-	1	5	-
24	89:00	1619:31	20:00	465:49	-	2	—	-	-	-
25	95:00	1714:31	25:00	490:49	18	-	-	-	-	-
26	58:00	1772:31	16:00	506:49	-	-	-	-	-	-
27	95:50	1867:81	27:50	533:99	-	4	-	2	-	6
28	84:00	1951:81	26:50	560:49	-	5	-	8	-	7
29	62:50	2014:31	5:00	565:49	-	-	-	-	-	-
30	82:00	2096:31	15:00	580:49	-	-	-	-	-	-
31	84:50	2180:81	22:50	602:99	10	—	-	-	-1	-
32	78:50	2259:31	15:00	617:99	-	-	-	-	-	-
33	85:50	2344:81	24:00	641:99	-	-	-	-	-	1 -1-
34	70:50	2415:31	17:50	659:49	47-	46-	Rev.	- -	44-Total-	8- 9-
35	3:00	2418:31	None	659:49	-	-	-	-	-	-
36	89:50	2507:81	20:00	679:49	-	-	-	-	-	1
37	78:50	2586:31	17:50	696:99	-	1	-	2	-	-
38	72:50	2657:81	17:50	714:49	-	1	-	-	-	1
39	94:00	2751:81	20:00	734:49	-	1	-	-	-	-
40	55:00	2806:81	2:50	736:99	-	-	-	-	-	-
41	98:00	2904:81	33:00	769:99	-	-	-	-	-	-
42	98:34	3002:15	24:00	793:99	-	-	-	-	-	-
43	99:00	3101:15	26:50	820:49	-	-	-	-	-	-
44	89:50	3189:65	22:50	842:99	-	-	-	-	-	-

Cont: Med. His y, 741st Bomb Sqn.

DATE	MISSION NO.	TARGET	SQUADRON SORTIES	TOTAL	GROUP SORTIES	TOTAL	DOUBLE CREDIT	TYPE OF BOMB
5/22/44	45	LaSpezia	8	408	35	1560	- -	500 lb. G.P.
5/23/44	46	Nemi	11	419	39	1599	- -	500 lb. G.P.
5/24/44	47	Munchendorf	9	428	37	1636	*	FRAGS
5/25/44	48	Piacenza	9	437	37	1673	- -	FRAGS
5/26/44	49	Grenoble	9	446	35	1708	- -	500 lb. G.P.
5/27/44	50	Montpellier	8	454	37	1745	- -	100 lb. G.P.
5/28/44	51	Genoa	10	464	38	1783	- -	500 lb. G.P.
5/29/44	52	Bosanska Krupa	9	473	40	1823	- -	100 lb. G.P.
5/29/44	53	Banja Luka	9	482	39	1862	- -	100 lb. G.P.
5/30/44	54	Wels	10	492	35	1897	*	FRAGS
5/31/44	55	Ploesti	9	501	36	1933	*	500 lb. G.P.
6/2/44	56	Miskolc	9	510	34	1967	*	500 lb. G.P.
6/4/44	57	Genoa	9	519	38	2005	- -	500 lb. G.P.
6/6/44	58	Brasov	8	527	38	2043	*	500 lb. G.P.
6/7/44	59	Sestri (Volti)	10	537	37	2080	- -	1,000 lb. G.P.
6/9/44	60	Munich	10	547	40	2120	*	1,000 lb. G.P.
6/10/44	61	Ferrara	10	557	40	2160	- -	FRAGS
6/11/44	62	Giurgiu	9	566	39	2199	*	250 lb. G.P.
6/13/44	63	Munich	10	576	36	2235	*	1,000 lb. G.P.
6/16/44	64	Vienna	8	584	40	2275	*	250 lb. G.P.
6/22/44	65	Chiavasso	10	594	42	2317	- -	250 lb. G.P.
6/24/44	66	Craiova	9	603	39	2356	- -	500 lb. G.P.
6/25/44	67	Arles	8	611	38	2394	- -	1,000 lb. G.P.
6/26/44	68	Moosbierbaum	9	620	38	2432	*	250 lb. G.P.
6/28/44	69	Karlovo	5	625	30	2462	- -	100 lb. G.P.
6/30/44	70	Abortive	5	631	30	2492	- -	500 lb. G.P.

Date									
July 2, 44	71	Budapest	4	635	20	2592	*	250,300	lb
July 3, 44	72	Bucharest	5	640	27	2619	*	500	lb
July 6, 44	73	Trieste	7	647	29	2578		500	lb
July 7, 44	74	Odertal	6	654	27	2605	*	500	lb
July 8, 44	75	Munchendorf	6	660	30	2635	*	Frags.	
July 12, 44	76	Miramas	7	667	29	2664		500 GP	lb
July 13, 44	77	Porto Marghera	7	674	30	2694		500 GP	lb
July 15, 44	78	Floesti	9	683	40	2734		500 Gp	lb
July 16, 44	79	Munchendorf	7	690	28	2762		Frags.	
July 17, 44	80	Avignon	8	698	30	2792		500 GP	lb
July 20, 44	81	Freidrichshafen	10	708	37	2829	*	500 GP	lb
July 21, 44	82	Brux	9	717	33	2862	*	1000	lb
July 22, 44	83	Floesti	6	723	29	2891		1000	lb
July 25, 44	84	Linz	4	727	27	2919	*	1000	lb
July 27, 44	85	Budapest	6	733	28	2947		500	lb
July 28, 44	86	Floesti	7	740	23	2970		500	lb
July 31, 44	87	Bucharest	5	745	26	2996		500 RDX	lb
Aug. 3, 44	88	Freidrichshafen	5	750	27	3023	*	500 GP	lb
Aug. 6, 44	89	Lyon	7	757	34	3057		500 GP	lb
Aug. 7, 44	90	Blechhammer	6	763	28	3085	*	500 GP	lb
Aug. 10, 44	91	Campina	8	771	28	3113		500 Gp	lb
Aug. 12, 44	92	South France	9	780	39	3152		500 RDX	lb
Aug. 13, 44	93	Avignon	9	789	34	3186		500 RDX	lb
Aug. 14, 44	94	Savona	7	796	30	3216		1000	lb
Aug. 14, 44	95	South France	7	803	26	3242		100 GP	lb
Aug. 17, 44	96	Floesti	5	808	28	3270		500 RDX	lb
Aug. 18, 44	97	Campina	6	814	28	3298		500	lb
Aug. 20, 44	98	Dubova	8	822	30	3328		500 GP	lb
Aug. 21, 44	99	Hajduboszorment	7	830	30	3358		Frags	
Aug. 22, 44	100	Blechhammer	8	838	30	3388	*	500 GP	lb
Aug. 23, 44	101	Ferrara	7	845	26	3414		1000	lb
Aug. 24, 44	102	Kolin	6	851	28	3442	*	500 RDX	lb
Aug. 26, 44	103	Bucharest	7	858	30	3472		100 GP	lb
Aug. 27, 44	104	Blechhammer	6	864	28	3500	*	500 GP	lb
Aug. 28, 44	105	Ora, Zambana Bridge	8	873	31	3531		1000	lb
Aug. 29, 44	106	Moravska-Ostrava	8	881	30	3561	*	1000	lb
Sept. 1, 44	107	Novi-Sad	6	887	30	3591		500	lb
Sept. 2, 44	108	Nis	8	895	30	3621		500	lb
Sept. 3, 44	109	Szeged	7	902	28	3649		1000	lb
Sept. 4, 44	110	Carsarsa	8	910	31	3682		1000	lb
Sept. 5, 44	111	Szolnok	7	917	30	3712		1000	lb
Sept.6, 44	112	Novi Sad	7	924	30	3742		1000	lb
Sept. 8, 44	113	Belgrade-Brod	7	931	30	3772		1000	lb
Sept. 10, 44	114	ABORTIVE	9	940	29	3801			
Sept. 12, 44	115	Lechfeld	7	947	25	3826	*	500 RDX	lb
Sept. 13, 44	116	Odertal	6	953	30	3856	*	500 RDX	lb
Sept. 15, 44	117	Athens-Tatoi	6	959	29	3887		Frags	
Sept. 17, 44	118	Budapest	6	965	27	3914		1000	lb
Sept. 18, 44	119	Czegled	7	972	29	3943		500 RDX	lb
Sept. 20, 44	120	Malacky	7	979	29	3972	*	Frags.	
Sept. 22, 44	121	Munichlreim	8	987	30	4002	*	Frags.	
Sept. 23, 44	122	San Dona Di Piave	8	995	31	4033		1000	Lb
Sept. 24, 44	123	Athens-Tatoi	8	1003	32	4065		100	lb

Mission Number	Tonnage Dropped Group	Total	Tonnage Dropped Squadron	Total	Enemy Aircraft Group Claims Destroyed Gr.	Air	Probable Gr.	Air	Damaged Gr.	Air
71	57.25	5349.18	6.75	1349.66				3		
72	61.50	5410.68	12.25	1361.91						
73	70.00	5480.68	17.50	1379.41						
74	59.00	5539.68	15.00	1394.41						
75	63.22	5602.90	11.70	1406.11						
76	70.00	5672.90	17.50	1423.61						
77	55.00	5722.90	15.00	1438.61						
78	92.50	5820.40	21.50	1460.11						
79	2.50	5822.90	2.40	1462.51						
80	72.50	5895.30	17.50	1480.01						
81	82.00	5977.30	25.00	1505.01						
82	89.00	6066.30	20.00	1525.01						
83	83.00	6144.30	18.00	1543.01						
84	71.00	6215.30	9.00	1552.01					1	
85	58.00	6273.30	5.00	1557.01		16		18	5	
86	49.00	6322.30	15.00	1572.01						
87	61.50	6389.30	12.50	1584.51						
88	62.50	6451.80	12.50	1597.01						
89	83.50	6535.30	1750	1614.51						
90	50.50	6586.30	11.50	1626.01						
91	63.00	6649.30	1875	1644.76						
92	97.50	6746.80	22.50	1667.26						
93	83.50	6829.30	20.00	1687.26						
94	90.00	6919.30	21.00	1708.26						
95	2.00	6921.30	2.00	1710.26						
96	54.00	6975.30	12.50	1722.76						
97	49.75	7025.05	11.50	1734.26						
98	49.50	7074.55	4.00	1738.26						
99	48.00	7122.55	None	- - - -						
100	61.00	7183.55	17.50	1755.76	9				4	
101	75.00	7258.55	1900	1774.76						
102	65.50	7324.05	15.00	1789.76						
103	53.60	7377.65	14.00	1803.76						
104	66.75	7444.40	13.75	1817.51						
105	81.00	7525.40	20.00	1837.51						
106	77.50	7602.90	19.00	1856.51						
107	70.00	7672.90	15.00	1871.51						
108	78.75	7751.65	20.00	1891.51						
109	82.00	7833.65	21.00	1912.51						
110	84.00	7917.65	20.00	1932.51						
111	89.00	8006.65	21.00	1953.51						
112	80.00	8086.65	20.00	1973.51						
113	90.00	8176.65	21.00	1994.51						
114	- - -	- - - -	- - -	- - - -						
115	68.50	8245.65	- - -	- - - -						
116	68.00	8313.65	15.00	2009.51						
117	64.20	8377.85	12.84	2022.35	5				1	
118	72.00	8449.85	17.00	2039.35						
119	63.00	8507.85	15.00	2054.35						
120	64.80	8572.65	16.80	2071.15	13					
121	62.22	8634.87	11.82	2082.97	1					
122	90.00	8724.87	24.00	2106.97						
123	57.35	8782.22	16.00	2122.97	4				1	

741st Bombardment Squadron (H)
455th Bombardment Group (H)
APO 520 U. S. ARMY

HWL/few

21 June 1944

SUBJECT: Letter of Commendation.

TO : Medical Section, 741st Bombardment Squadron.

1. The efforts exerted by the Medical Section of this Organization since its arrival overseas have been particularly outstanding. The results achieved are even more noteworthy when it is remembered that no materials were available through normal channels, no patterns from prior installations accessible, and the fact that the construction of vital installations was undertaken by Medical Personnel themselves, in addition to their normal duties. The early completion of such necessary sanitary units, resulting in the safeguarding and maintenance of good health throughout this command, it is worthy of the highest consideration.

2. I would like to convey to each and every member of the Medical Section my heartiest commendation for your sustained efforts. Yours is a record of achievement of which you may well be proud.

HORACE W. LANFORD JR.,
Major, Air Corps
Commanding

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Med. History, 7''st Bomb Sqn.

QUARTERLY STRENGTHS

July 31	486	San Giovanni Field, Italy
August 31	478	San Giovanni Field, Italy
September 30	477	San Giovanni Field, Italy

No changes in Medical Personnel have taken place. Joe T. Morgan, Sgt., was on Detached Service from 16 Septembs. 1944 to 2 October 1944 at the 26th General Hospital, Bari, Italy while pursuing a course of study in Laboratory Technic.

The Medical Enlisted Men were given the following rest leaves:

Pfc. Joseph S. LaRoux	San Spirito	12 July to 17 July
S/Sgt. Earl C. Stone	Rome	7 July to 10 July
Sgt. Harold J. Schroeder	Isle of Capri	28 August to 2 September
Cpl. Jesse Bennett	Rome	27 July to 30 July
Cpl. Matthew S. Mical	Rome	30 July to 2 August
Pfc. Mac Roth	San Spirito	15 August to 21 August
Sgt. Joe T. Morgan	Rome	24 July to 27 July
Cpl. Robert E. O'Mara	San Spirito	18 June to 24 June

Captain Harold F. Schuknecht was given seven (7) days rest leave at the Isle of Capri from 26 June 1944 to 3 July 1944 and three (3) days in Rome from 1 September 1944 to 4 September 1944.

The Soldier's Medal was awarded to Harold J. Schroeder, Sgt. on 8 August 1944. An extract of the citation follows:

SECTION IV - AWARDS OF THE SOLDIER'S MEDAL

Under the provisions of AR 600-45, as amended, and pursuant to authority contained in Circular No. 89, Headquarters NATOUSA, 19 July 1944, the Soldier's Medal is awarded the following named personnel, Air Corps, United States Army, residence as indicated, with the following citation.

EXTRACT

The heroism at great risk of life at an Allied airbase in Italy. On 22 June 1944, observing a B-24 type aircraft crash and explode on take-off, these courageous men immediately rushed to the scene of the accident. Heedless of the intense heat and imminent danger of further explosion, with complete disregard for their personal safety, they made their way through the flaming debris to rescue an injured crew member and carry him to safety. All attempts at further rescue were frustrated when the aircraft became completely enveloped in flames. By their outstanding courage and initiative, in risking their lives to save the life of another, these men have reflected great credit upon themselves and the Armed Forces of the United States of America.

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Med. History, 7[illegible]t Bomb Sqn.

STANLEY J. PASCAVAGE, 33482550, Staff Sergeant, 741st Bomb Sq., 455th Bomb Gp. Residence at Enlistment: Shenandoah, Pennsylvania.

* HAROLD F. SCHROEDER, 32217758, Sergeant, 741st Bomb Sq., 455th Bomb Gp. Residence at Enlistment: Brooklyn, New York

By Command of Major General TWINING:

During the current quarterly period there were no promotions of Medical Personnel.

The ratings, spec. numbers and duties of the personnel of the Medical Section as of 30 September 1944 is indicated below:

Schuknecht, Harold F.	Captain	3162	Surgeon
Stone, Earl C.	S/Sgt.	673	Section Chief
Schroeder, Harold J.	Sgt.	673	Ass't Section Chief
Morgan, Joe T.	Sgt.	409	Med. Technician
Bennett, Jesse (NMI)	Cpl.	409	Med. Technician
Pical, Matthew S.	Cpl.	861	Surg. Technician
Roth, Mac (NMI)	Pfc.	861	Surg. Technician
O'Mara, Robert E.	Pfc.	929	Ambulance Driver
La Roux, Joseph S.	Pfc.	405	Clerk

The use of Civilian laborers in the organization is listed below:

CLASSIFICATION	NUMBER	DUTY
Barbers	2	Barbering
Cooks	1	Officer's Club
Common Laborers	13	General Duty
Masons	12	Masonry, general construction; painting.
Carpenter	2	General construction
Carpenters Apprentice	3	General construction
Forman	1	Construction
Laborers; Waiters	2	Waiters; Officers's Club
Laborers; Kitchen Police	13	Waiters and General Duty.
TOTAL	49	

c. STATIONS: The organization has operated during the current period from San Giovanni Field, Italy, located eight (8) kilometers southwest of Cerignola, Italy. The bivouac area is in an olive grove which provides considerable protection from the elements. There is rather poor drainage however and after rains the area contains numerous small puddles of water for several days.

Med. History, 7' st Bomb Sqn.,

e. Training: The following training has been given to combat crews as listed:

DATE	NO. PRESENT	HOUR	SUBJECT
7 July	20	1	Medical Briefing
14 July	10	1	Malaria
21 July	20	1	Venereal Disease
28 July	60	1	Venereal Disease Malaria
4 August	20	1	Venereal Disease Enteric Disease
11 August	20	1	Malaria Enteric Disease
18 August	10	1	First Aid Venereal Disease
25 August	10	1	Venereal Disease First Aid
1 September	10	1	Venereal Disease Malaria First Aid
8 September	10	1	Venereal Disease Malaria First Aid
15 September	10	1	Venereal Disease Malaria First Aid
18 September	10	1	Venereal Disease Malaria First Aid
22 September	20	1	Enteric Disease Sanitation
29 September	10	1	Enteric Disease Sanitation

All members of the organization were given two (2) hours of instruction on 11 August 1944 on Venereal Disease, Malaria and Sanitation.

ENVIRONMENTAL HISTORY

On 10 September 1944 it appeared as if the unit would remain at San Giovanni Field, Italy for the winter and winterization plans were made. The bivuac area, it was decided, would remain in the olive grove, however, the tents were moved closer together and company streets formed. The tents are at least twenty (20) feet from each other in accordance with AAFSC instructions to prevent fire hazard. One (1) street down the center was graveled in sufficient width for motor vehicles. Twenty-five (25) fire barrels were placed throughout the area.

Urinals, latrines and soakage pits have been policed and repaired by civilian labor. All latrines are washed daily with soap and water and lime sprinkled into the latrine pit. Urinals are washed with soap and water twice a week and a small amount of lime sprinkled into the receptacle daily.

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Med. History, [redacted]rt Bomb Sqn.,

Three (3) soakage pits are used alternately to accommodate the large amount of waste water from the Mess Hall.

The usual Malarial Control measures have been carried on throughout this period. The following number of cases of malaria, however, have become manifest during this period:

July	2
August	5
September	1

OPERATIONAL HISTORY

a. During this three (3) month period the ambulance, fully equipped, and with a Medical and Surgical Technician, and Ambulance Driver, have attended fifty-three (53) "takeoffs" and landings on combat missions. With a few exceptions the Surgeon also was present. The Section has taken care of all casualties of Squadron personnel and in several instances assisted other organizations in caring for casualties.

Tower ambulance duty was performed full time from 2400-6 August 1944 to 2400-13 August 1944 except during the hours when there was no night flying.

Casualties occurring during this period are listed:

1. Brier, Stewart D. 2d Lt., Navigator, KIA, wound, penetrating, right occipital and temporal regions; Fracture, femur, right, complete, upper,third, incurred in takeoff accident for combat mission to Budapest, Hungary at 0700 on 2 July 1944.
2. Huber, George J. Sgt., (NG); KIA, Concussion, cerebral, moderately severe, incurred in takeoff accident for combat mission to Budapest, Hungary at 0700 on 2 July 1944.
3. Kavanagh, Francis E. Sgt., (AG), KIA, wounds, penetrating, flak, moderately severe, right leg, thigh, hip and right side of neck, incurred on combat mission to Budapest, Hungary on 27 July 1944.
4. Baker, Robert W. S/Sgt., (R&O. CF.); KIA, wounds, penetrating, flak, both thighs, moderately severe, incurred on combat mission to Budapest, Hungary on 27 July 1944
5. Husman, Charles H. Sgt., (TG); KIA, wounds, multiple, penetrating, right arm, flak, moderately severe, incurred on combat mission to Budapest, Hungary on 27 July 1944.
6. Beatty, Charles G. Sgt., (TG), KIA, wounds, flak, penetrating, right infra-orbital region, severe, incurred 22 July 1944 while on combat mission to Ploesti, Rumania.

Missing in Action are five (5) crews:

Med. History, 7 st Bomb Sqn.,

The following named Officers and Enlisted Men MIA-7 July 1944 while on a combat mission to Odertal, Germany.

Chadwick, Ralph M.	1st Lt.	0-690048	P
Loughire, David H.	2d Lt.	0-821306	CP
Grimm, John M.	1st Lt.	0-895491	N
Daley, Phillip	T/Sgt.	39325328	UG
Steinhauer, Herman M.	T/Sgt.	16134001	WG
DeLaney, William	S/Sgt.	39203617	LG
Earl, Adrian	S/Sgt.	36258274	WG
Schindler, Sol D.	S/Sgt.	32020283	WG
Anderson, Horace R.	S/Sgt.	37341462	TG

The following named Officers and Enlisted Men MIA-21 July 1944 while on a combat mission to Brux, Czechoslovakia.

*	Lanford, Horace W. Jr.	Major	0-401185	P
	Nixon, Louis D.	2d Lt.	0-761173	CP
	Brniak, Thaddeus	1st Lt.	0-683899	N
	Crim, William R.	1st Lt.	0-702905	N
	Bakanauskas, Sam	1st Lt.	0-688655	B
	Loiocano, Carl R. Jr.	S/Sgt.	32832337	E
	Siemon, Vincent F.	S/Sgt.	32517219	RAD OP
	Curtiss, Perry L.	Sgt.	36424313	ASS'T RAD OP
	Markoski, Arthur G.	Sgt.	20108481	GUNNER
	Ludwig, Willia J.	Sgt.	33303475	GUNNER

The following named Officers and Enlisted Men MIA, 22 July 1944 while on a combat mission to Polesti, Rumania.

Hassard, Samuel F.	2d Lt.	0-571936	P
Lisk, Norman E. Jr.	2d Lt.	0-820285	CP
Luxenberg, Arnold D.	2d Lt.	0-716488	N
Wilson, Marion A.	2d Lt.	0-717124	B
Wante, Louis H.	Sgt.	17098126	E
Hodson, Cline M.	Sgt.	12097972	RAD
Knittle, James L.	Sgt.	36479963	AG
Sheldon, Stanley R.	Sgt.	32755630	CG
Kilbane, Frank T. Sr.	Sgt.	37233551	CG
Linco, George W.	S/Sgt.	16036548	CG

The following named Officers and Enlisted Men MIA-27 July 1944 at 1000 while on a combat mission to Budapest, Hungary.

Gates, Maxwell B.	2d Lt.	0-700917	P
Schwedgart, John C.	2d Lt.	0-713891	CP
Emick, Robert F.	2d Lt.	0-719035	N
Saleck, Edward D.	2d Lt.	0-716959	B
Postorino, Stanley J.	S/Sgt.	16089569	RAD
Huster, George A.	S/Sgt.	31311451	TTG
Maxwell, Bailey J.	Sgt.	19117082	WG
Weinstein, Joseph	Sgt.	32079965	WG
Miller, Orin G.	Sgt.	33286513	BG
Mello, Arthur R.	Sgt.	31310961	TG
James, Daniel	S/Sgt.	35580719	F

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741st Bomb Sqn Medical History.

The following named Officers and Enlisted Men-MIA 27 August 1944 while on a combat mission To Blechhammer, Germany.

Zabawa, Harold R.	2d Lt.	0-555938	P
Schireman, Robert H.	2d Lt.	0-718769	CP
Agostino, Albert V.	2d Lt.	0-722237	N
Franks, Warren L.	2d Lt.	0-717023	B
Gaines, William D.	T/Sgt.	13096485	UG
Bulger, Selwyn	S/Sgt.	13109380	WG
Brown, Harold G.	Cpl.	38345012	WG
Phillips, Ralph L.	Cpl.	38522690	TG
Levie, Benjamin J.	Cpl.	12175379	NG
Lovett, John E.	Cpl.	34893353	LG

* Lanford, Nixon, Crim, Seimen and Markoski returned to duty after contacting partisans in Yugoslavia.

b. There have been two (2) psychiatric cases, both in ground personnel:

Hanson, William C. T/Sgt. Engineering Section;

Schizophrenia, simple.

Stoffel, Richard C. Cpl. Engineering Section;

Psychoneurosis, anxiety state, severe, (because of the Schizoid nature of his behavior , the Neurasthenifora stage of Dementia Praecox should be kept in mind).

These cases were both evacuated to the Zone of the Interior.

Lockwood, Alden G. Major, AC., was transferred to the Zone of the Interior on about 25 September 1944 because of post infectious asthenia, hepatitis, and tension state.

Medical equipment and supplies have been adequate during this period except for defective Silver Picrate jelly tubes in pro-kits during July and August. During September, however, all pro-kits received by the unit were satisfactory.

c. During July the Venereal Disease rate was 64.2. The Squadron was restricted for one (1) week and Venereal Disease lectures given to all members of the command. The rate dropped to within allowable limits during August and September.

The A-16 full face oxygen mask was given trial by several waist gunners on missions and by the Surgeon on a routine test hop. Undesirable features noted were mainly directed at the restricted visibility it causes, thus making it entirely unsuitable for combat.

Flying equipment in general is satisfactory during the summer months. No cases of frost bite have occurred during the period. No cases have been recorded during this period in which flak suits or helmets have prevented injury.

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0585

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[illegible] PC/jal
[illegible] (M)
AAC. 520 U.S. ACT

19 February 1944

SUBJECT: Report of Essential Technical Medical Data.

TO : Headquarters, Fifteenth Air Force, APO 520, (Attention Air Surgeon)

1. The following report is rendered in accordance with Fifteenth Air Force Memorandum Number 25-1, Par. 6, 23 December 1943.

(a) Caloric content of diet is adequate, however, excessive amount of gas-forming foods are being issued to this command.

(b) Medical Items and Shortages Include: Bromsalin, Geneva Convention, each 9; Guidon, Red Cross, each 1; Kits, First Aid, Motor Vehicle each 27. Bismuth Subsalicylate for intrinsecular use has not been available.

(c) Electrically heated coveralls and gloves have been issued to all enlisted men of all crews. Two pair of electric boots have been issued to each crew, one to the ball turret operator and one to tail turret operator. Electric gloves do not function without electric boots on this type uniform. It is strongly advised that electric boots be issued to all enlisted Combat Crewmen.

Harold F. Schuknecht
Captain, Medical Corps.
Squadron Surgeon

SECRET

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(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 March 1944 to 31 March 1944.

March 2nd - CISTERNA DI ROMA - At 0835 hours fourteen (14) B-24's of the Squadron, carrying 20 lb. frag bombs, took off to bomb the town of CISTERNA DI ROMA, ITALY. This town was being used by the Germans as a communications and supply center against the ANZIO beachhead. Slight ground haze made observation of results difficult. No fighters were encountered and moderate to intense heavy flak was observed over the target.

March 3rd - FABRICA DI ROMA A/D - At 0845 hours eleven (11) B-24's of this squadron took off to bomb FABRICA DI ROMA A/D, ITALY, escorts provided by P-47's. This A/D was being used by the Germans as a fighter base for attacks against the ANZIO beachhead and its destruction was of prime importance. Some 30 to 40 bombs were observed to hit on the landing strip and in the dispersal areas. No enemy fighters were seen or encountered and there was no flak over the target area.

March 7th - FABRICA DI ROMA A/D - At 0840 hours eleven (11) B-24's of this squadron took off to again bomb FABRICA DI ROMA A/D, ITALY, area escort was provided by P-47's. Some hits were observed on both sides of river, part in dispersal area between river and A/D where an explosion was reported. Five single engine enemy aircraft were seen attacking a single B-24, but they were driven off by the P-47 escort. There was no flak encountered at the target.

March 15th - CASSINO TOWN - At 0928 hours twelve (12) B-24's of this squadron took off to bomb Area "B" of CASSINO TOWN, escorted by P-38's, area escort over target. The first bombs released struck one mile short of target, but the pattern carried into the edge of town. No enemy fighters were seen or encountered and there was slight, inaccurate, heavy flak southwest of the town.

A second mission was scheduled for the afternoon. The proposed target was a gun position at G-817103 - G-820103 - G-820098 and G-817098 on Italy 1:1,000,000 map (4124/1347E), but all A/C turned back at (4138N/1430E) because of 10/10 overcast at 15,000 feet. No mission or sortie credit was received.

March 17th - VIENNA, AUSTRIA - At 0855 hours, eleven (11) B-24's of this squadron took off to bomb A/C plant and parked A/C on BAD VOSLAV A/D, AUSTRIA, escorted by P-38's. Bombs were dropped on secondary target at VIENNA, AUSTRIA. Area was completely overcast so bombing was on ETA. Results were unobserved due to complete overcast. No fighters were encountered. Heavy, moderate to intense and accurate flak was met over target. Many observations of enemy installations and shipping were brought back by crews.

March 18th - MANIAGO A/D - At 0810 hours, nine (9) A/C of this squadron took off to bomb MANIAGO A/D in northern Italy. No escort accompanied. Target was extremely well covered with hits on runway and in revetment area. Strike Assessment Report showed that the Group had destroyed five (5) A/C on the ground. No E/A were seen or encountered and slight, inaccurate, heavy flak was met at target.

(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 March 1944 to 31 March 1944.

March 19th - GRAZ THALERHOF A/D, AUSTRIA - At 1000 hours, ten (10) A/C of this squadron took off to bomb STEYR DAIMLER PUCH A/D, AUSTRIA, but attacked secondary target, GRAZ THALERHOF A/D, AUSTRIA, because wing formation leader turned off the primary target. Escort was provided by 16 P-38's to target area. There was no escort on return. Results were poor, bomb falling on both sides of the MUR RIVER about 17 miles SE of GRAZ. Just before the target 8 ME 109's made a pass at the formation from above and then headed for the formation behind. E/A would single out individual A/C and 4 to 8 would attack line abreast. Others were attacked in pairs from below. Attacks continued about 25 miles from target. Flak at target was moderate, heavy and accurate as to deflection.

March 22nd - BOLOGNA M/Y - At 1215 hours, nine (9) B-24's of this squadron took off to bomb VERONA M/Y escorted by P-47's and P-38's. This target was overcast and A/C bombed secondary target, BOLOGNA M/Y. At 1645 hours, from 22,000 to 23,000 feet. Bombs were reported to have fallen in M/Y area but no encounters with E/A, but 15 T/E unidentified aircraft were observed. Intense, accurate, heavy, barrage and tracking type flak, was encountered at target.

March 24th - RIMINI M/Y - At 0810 hours, ten (10) squadron A/C took off to bomb STEYR DAIMLER PUCH A/C factory, but this target was not attacked because weather caused turn back enroute. Secondary target, RIMINI M/Y, was attacked at 1240 hours from 20,000 to 21,000 ft. Bombs overshot target, some falling in southern part of the town and in adjacent fields, No E/A were encountered or seen and flak at target was slight, inaccurate and heavy.

March 26th - RIMINI TOWN - At 0815 hours, eleven (11) squadron A/C took off to bomb STEYR DAIMLER PUCH A/C factory. Formation was unable to proceed to primary or alternate target because of weather and bombed target of opportunity, RIMINI TOWN, ITALY. Bombs were observed to fall south and west of town with a few hits in M/Y area. Photos were of poor quality, but showed bombs concentrated in western area of town one and a half miles southwest of M/Y. No military damage was caused, no enemy A/C were seen or encountered and the flak at the target was slight, inaccurate and heavy.

March 28th - VERONA EAST M/Y - At 0900 hours, eleven (11) B-24's of the squadron took off to bomb VERONA EAST M/Y, ITALY, escorted by P-38's. The first attack unit (which did not contain any planes of this squadron) returned early because it lost the formation in heavy clouds. Numerous hits were reported in M/Y, and a good concentration on the southwest choke point was observed.

Strike Assessment Report showed area well covered with three hits and several near misses on railroad 100 feet west of choke point and ten hits within M/Y area just west of station, damaging trucks and rolling stock. Other hits on station, factory, sheds and buildings were plotted. Twenty to thirty ME 109's were seen in the target area and between IP and target eight E/A were observed to go down from escort fire, one exploding in mid-air. Flak encountered at target was intense, accurate and heavy. Many observations of enemy installations and activities were brought back by crews.

0623

(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Recors. Squadron History for the period 1 March 1944 to 31 March 1944.

March 29th - MILAN-LAMBRATE - SERRIATE M/Y - At 0830 hours, ten (10) B-24's of the squadron took off to bomb MILAN-LAMBRATE - SERRIATE M/Y, ITALY, escorted by P-38's. Good coverage was reported on east choke point of yards. The first bombs struck end of a reservoir and carried across M/Y. Many fires were started in target area. The Strike Assessment Report showed a good concentration of bombs covering 3/4 of well stocked M/Y's from the east end to 3,000 feet west of seaplane basin.
There were at least 135 hits in M/Y's area, with many on main line tracks and on repair shops. No enemy A/C were seen or encountered and there was no flak.

March 30th - SOFIA, BULGARIA - At 0730 hours, eight (8) A/C of this squadron took off to bomb industrial area of SOFIA. Bombs were dropped on what was believed to be the primary target at 1006 hours from 21,500 to 22,500 feet. No observations were made of bomb results because of heavy cloud cover. The city was not positively identified. The intensity of the flak indicated that target may have been SOFIA, though bombs may have fallen short. No enemy fighters were encountered and moderate to intense, heavy, accurate flak was met over target. Since photos were taken over a heavy overcast, it was impossible to assess damage.

h. Commanding Officers in important operations.
(1) March 7th - FABRICA DI ROMA A/D - Major HORACE E. LANFORD, JR., squadron commanding officer, led the 2nd Attack Unit in this operation which was concerned with the destruction of an enemy airfield being used against the ANZIO beachhead.
(2) March 17th - VIENNA, AUSTRIA - Major HORACE E. LANFORD, JR., squadron commanding officer, led the 455th Bombardment Group in the attack on secondary target, VIENNA, AUSTRIA. Area was completely overcast so bombing was on ETA. Results were unobserved. No fighters were encountered and heavy, moderate to intense, accurate flak was met over target.
(3) March 28th - VERONA EAST M/Y - Major RUSSELL J. WELSH, squadron operations officer, led the 2nd Attack Unit over the target. The 1st Attack Unit returned early because it lost the 2nd Attack Unit in heavy clouds, but Major WELSH continued to the target, attaching himself to another Group and successfully bombed the M/Y.

i. Losses in action.
(1) None

j. Members who have distinguished themselves
(1) None

2. Enclosed is the war diary of this unit for the period 1 March 1944 to 31 March 1944.

For the Commanding Officer;

JOHN J. VAN LENT
Captain, Air Corps
Intelligence Officer

1 INCL.
War Diary

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SECRET

(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Recors. Squadron History for the period 1 March 1944 to 31 March 1944.

March 29th - MILAN-LAMBRATE - SEMBIATE M/Y - At 0830 hours, ten (10) B-24's of the squadron took off to bomb MILAN-LAMBRATE - SEMBIATE M/Y, ITALY, escorted by P-38's. Good coverage was reported on east choke point of yards. The first bombs struck end of a reservoir and carried across M/Y. Many fires were started in target area. The Strike Assessment Report showed a good concentration of bombs covering 3/4 of well stocked M/Y's from the east end to 3,000 feet west of seaplane basin. There were at least 135 hits in M/Y's area, with many on main line tracks and on repair shops. No enemy A/C were seen or encountered and there was no flak.

March 30th - SOFIA, BULGARIA - At 0730 hours, eight (8) A/C of this squadron took off to bomb industrial area of SOFIA. Bombs were dropped on what was believed to be the primary target at 1006 hours from 21,500 to 22,500 feet. No observations were made of bomb results because of heavy cloud cover. The city was not positively identified. The intensity of the flak indicated that target may have been SOFIA, though bombs may have fallen short. No enemy fighters were encountered and moderate to intense, heavy, accurate flak was met over target. Since photos were taken over a heavy overcast, it was impossible to assess damage.

h. Commanding Officers in important operations.

(1) March 7th - FABRICA DI ROMA A/D - Major HORACE W. LANFORD, JR., squadron commanding officer, led the 2nd Attack Unit in this operation which was concerned with the destruction of an enemy airfield being used against the ANZIO beachhead.

(2) March 17th - VIENNA, AUSTRIA - Major HORACE W. LANFORD, JR., squadron commanding officer, led the 455th Bombardment Group in the attack on secondary target, VIENNA, AUSTRIA. Area was completely overcast so bombing was on ETA. Results were unobserved. No fighters were encountered and heavy, moderate to intense, accurate flak was met over target.

(3) March 28th - VERONA EAST M/Y - Major RUSSELL J. WELSH, squadron operations officer, led the 2nd Attack Unit over the target. The 1st Attack Unit returned early because it lost the 2nd Attack Unit in heavy clouds, but Major WELSH continued to the target, attaching himself to another Group and successfully bombed the M/Y.

i. Losses in action.
(1) None

j. Members who have destinguished themselves
(1) None

2. Enclosed is the war diary of this unit for the period 1 March 1944 to 31 March 1944.

For the Commanding Officer;

JOHN J. VAN LENT
Captain, Air Corps
Intelligence Officer

1 INCL.
War Diary

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RESTRICTED

741ST BOMBARDMENT SQUADRON (H)
APO 520 US ARMY

14 April 1944

WAR DIARY

March

March 1, 1944- No mission. Usual camp activities.
March 2, 1944- Target: The town of Cisterna di Roma, Italy. Bomb results fair. All A/C of this Squadron (14), participated in today's raid.
March 3, 1944- Target: Fabrica di Roma A/D, Italy. Eleven (11) Squadron planes participated. Bomb results fair. All A/C returned safely.
March 4, 1944- No mission today. Work progresses on officers and EM Club.
March 5, 1944- No mission today.
March 6, 1944- Briefing at 0800. Twelve (12) A/C scheduled for takeoff at 1030. Mission called off — bad weather. Received letter of commendation from Group CO, Lt. Col. KENNETH A. COOL (dated March 5). The letter stated that our showing of March 2 when all 14 of our A/C successfully participated in the raid on Cisterna di Roma reflected the efficiency, organization and morale of the Squadron. Lieutenant CURTIS returned with crew from a B-25 base at GAUDO, where he made forced landing on March 2nd. Lieutenant HIGGINS was left behind hospitalized.
March 7, 1944- Briefing at 0500. Twelve (12) Squadron ships took off at 0840 along with rest of group. Target: Fabrica di Roma, L/G. Lieutenant LOCATELLI couldn't get started. All returned safely. Little opposition encountered. Major LANFORD led formation in double run over target. Bomb results poor.
March 8, 1944- Target: M/Y at Genoa, Italy. Take off was at 0745. Eleven Squadron planes participated. A/C forced to return due to bad weather. Squadron S-2 tent slightly perforated on northern side. Mess hall begins to assume shape. PA system blares forth jivy music for Squadron hepcats. Capt. SCHUKNECHT gets his medics on the ball. Officers elaborate canvas-covered latrine open for business.
March 9. 1944- Genoa mission cancelled - low ceiling.
March 10, 1944- No mission - rain.
March 11, 1944- No mission - weather cleared up in afternoon. Mess hall is really taking shape. Squadron meeting 1100. Major LANFORD talked. $1100.00 spent on furniture for Officers Club.
March 12, 1944- No mission - rain.
March 13, 1944- Stand down. Marble procured for Officers Club. Bushels of mail today.
March 14, 1944- No mission due to bad weather. The intended target was Sofia, Bulgaria. Combat men eligible for Distinguished "Briefing" Cross.

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741ST BOMBARDMENT SQUADRON (H)
APO 520 US ARMY

14 April 1944

WAR DIARY

March (Con't)

March 15, 1944- Target: Cassino. Twelve (12) Squadron planes participated in raid. All returned safely. Bomb results fair. Same target scheduled for afternoon. Planes took off but didn't bomb due to invisibility. S-2 in charge of taking orders for flowers for Mothers Day.

March 16, 1944- No mission due to bad weather. Intended target: Budapest. The impossible happened today - it snowed and in "Sunny Italy".

March 17, 1944- Target: Bad Voslau, Austria. A/D and assembly plants. Planes bombed Vienna, secondary target, due to overcast at primary target. First raid ever made on Vienna. Eleven (11) Squadron planes participated. All returned safely.

March 18, 1944- Target: A/D at Maniago, Italy. Target well covered. Nine (9) Squadron planes participated. All returned safely. More tile procured for Officers Club.

March 19, 1944- Target: Steyr. Due to overcast, secondary (Graz) hit. Ten (10) Squadron planes participated. No bomb hits in target area. Bomb results poor.

March 20, 1944- Mission cancelled 0900.

March 21, 1944- No mission. Tile procured for EM Club. Mess hall moved to tent and floor being laid in new Mess hall.

March 22, 1944- Target: Verona M/Y. Due to overcast at Verona the secondary, Bologna M/Y was hit. Bomb results very good. Nine (9) Squadron planes participated. All returned safely. Big mail call of packages and mail. Executive Officer Major LOCKWOOD, and 1st Sgt. Friedland returned from the hospital.

March 23, 1944- Target: Steyr. Planes called back soon after take off; 741 S-2 handled briefing. Marble procured for Officers Club. EM procured tile for EM Club.

March 24, 1944- Target: Steyr M/Y. Secondary target Rimini, M/Y hit. Bomb results fair. All planes returned safely.

March 25, 1944- Mission cancelled. Shoe inspection today. Furniture bought for EM Dayroom.

March 26, 1944- Target: Steyr. Secondary target Rimini, M/Y hit. Few bombs in target area. New camera K 8AB used for first time. Pictures much improved. Eleven (11) planes from Squadron took part in mission. Officers Club is super-swank. One new crew assigned to Squadron today.

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741ST BOMBARDMENT SQUADRON (H)
APO 520 US ARMY

14 April 1944

WAR DIARY

March (Con't)

March 27, 1944- No mission. Few practice flights flown. Day of leisure for Combat Crews.

March 28, 1944- Target: Verona M/Y. Planes off at 0905. Eleven (11) Squadron planes participated. All planes returned safely. Squadron S-2 handled briefing. Bomb results very good.

March 29, 1944- Target: Milan. Ten (10) Squadron planes participated. All came back safely. Another sweet job of bombing. Officers Club opens unofficially. Official opening set for Saturday, 1 April 1944.

March 30, 1944- Target: Sofia. Despite heavy overcast, bombs were dropped but pictures showed only clouds. Bomb results unknown as yet. First Coca Cola since we left the States. New crew indoctrinated in escape and evasion procedures.

March 31, 1944- Practice mission today. Pay day, which makes everybody happy. Sore arms are plentiful due to the shots administered by the Medics today. New crew given Censorship and Security lecture.

JOHN J. VAN LENT
Captain, Air Corps
Intelligence Officer

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741ST BOMBARDMENT SQUADRON (H)
APO 520 U.S. ARMY

5 May 1944

WAR DIARY

April (Cont'd)

April 6, 1944- Practice mission today. One Squadron plane, up on a practice flight, crashed today. Six (6) men were killed:
First Lieutenant JOHN F. CURTIS, Pilot
First Lieutenant ELMER E. WATTERS, Engineering Officer
Second Lieutenant BENJAMIN (NMI) PAIGE, Co-Pilot
Technical Sergeant JOHN W. RICKEY, Engineer
Corporal HERMAN L. KENNEDY, Medics
Corporal JOHN D. KRIPPLEBAUER, Medics
Three men were seriously injured:
Second Lieutenant DONALD J. PICKEN, Navigator
Technical Sergeant FEDERICO G. CORRIDDI, Radio Operator
Corporal LESTER V. ROBERTS, Engineering
Two men not in our organization were also injured:
CHARLES C. LOVE, 21st Engineering
YAKIMICK, 528 Service Group
Plenty of men on pass today. Combat crews received lecture on Escape a nd Security.

April 7, 1944- Target: Bologna M/Y, Italy. Target well covered. New ca mera, K-22, was used today. Pictures very much improved.

April 8, 1944- Planes called back after take off. Squadron personnel worked up a sweat in a baseball game this afternoon. EM Club opened tonight. It is sufficient just to say that a good time was had by all.

April 9, 1944- Easter Sunda y-a little rain. Ta rget: Bad Voslau A/D and Assembly plant, Austria. Squadron S-2 handled briefing. Mission scrubbed during the process of briefing. Hang-overs are in abundance after the blow-out at the EM Club last night.

April 10, 1944-No mission today, rain. A day of leisure. EM Club doing a rushing business. Work is being completed on the roof of our Mess Hall.

April 11, 1944-Mission cancelled. Another day of rest and passes.

April 12, 1944-Target: Bad Voslau A/D and Assembly plants. Target well covered. Nine (9) Squadron planes participated. All ships returned safely.

April 13, 1944-Target: Budapest Tokol A/D and Assembly plant. Target well hit. Nine Squadron planes participated. Pay Roll was signed today.

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(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 April 1944 to 30 April 1944.

April 3rd - BUDAPEST MAIN M/Y (north section) - At 0715 hours, seven (7) squadron A/C took off to bomb BUDAPEST MAIN M/Y (north section), escorted by P-47's and P-38's. Hits were reported at the choke point of M/Y and on the railroad. Some bombs struck short of target in city. Five T/E E/A were seen firing rockets near BAJA (46° 10'' N/ 18° 58'' E), but were well out of range of our formation. Two (2) ME 210's with red and white stripes on their tails flew with the formation over target, but stayed out of range. Intense, heavy, accurate flak as to both altitude and deflection, black and white puffs, barrage type, was met at the target. Flak was also encountered at MOSTAR, SARAJEVO, and ZMOTSKI. The Bomb Strike Assessment Report read as follows: "Bombs fell to west and south with none in target area. A string of bombs started west of oil refinery adjacent to west side of M/Yds; carried into oil refinery located to the north of M/Ys across canal from CSKPEL A/D. Possible hits on RR tracks to north of this yard, and also on main highway. Scattered hits on unidentified industrial installations to south of yards. Hits in residential area 4,000 yards south of target. The squadron sustained its first loss and its first combat wounds when a bombardier was killed by flak and a pilot and aerial engineer were wounded by flak. (See paragraph I)

April 4th - BUCHAREST M/Y AND RR REPAIR FACILITIES - At 1011 hours ten (10) Squadron planes took off to bomb BUCHAREST M/Y and RR repair shops, escorted by P-38's. Crews observed that bombs cut across M/Y opposite railroad repair shops. Bombs of the second attack unit fell along the right side of M/Y. Some fifteen (15) to twenty (20) ME 109's and FW 190's made two unaggressive passes at the formation from 12 o'clock and high. At IP fifteen (15) ME 109's, flying in three ship elements, flew above the formation and followed it over the target. They appeared to be giving our positions to the flak batteries. Moderate, inaccurate, heavy, barrage type flak was encountered at the target. The Bomb Strike Assessment Report states the following: "Two strings of bombs cut directly across the assigned target area. Main-line trackage, rolling stock and large railroad repair building to east in target area, as well as round house, received many direct hits and severe damage. To east of target area numerous strings of bombs in vicinity of locomotive depot installations about 2500 feet west of main station ..... At least 5 direct hits on main railroad station....."

April 7th - BOLOGNA/STATZIONE NUOVA M/Y - At 1010 hours eight (8) Squadron A/C took off to bomb BOLOGNA/STATZIONE NUOVA M/Y, escorted by P-38's. Crews reported that bombs fell into smoke-covered M/Y, and a few bursts over and a few under. No enemy fighters were seen or encountered and flak at the target was slight.and inaccurate as to both altitude and deflection. The Bomb Strike Assessment Report stated that a large string of bombs fell to the east of the target area and carried forward to cover the western portion of the new central yards. Concentration was heavy over trackage, rolling stock and railroad facilities at this location, rendering considerable damage.

April 12th - BAD VOSLAU ASSEMBLY PLANT AND A/D - At 0835 hours six (6) Squadron A/C took off to bomb BAD VOSLAU ASSEMBLY PLANT AND A/D, escorted by P-38's. Crews reported some hits in target area, with concentration on hangars. Fifty (50) to sixty (60) E/A mostly T/E ME 110's, ME 210's and JU 88's, came out of the sun to attack the formation between the IP and the target. These attacks were made from 11 and 12 o'clock level. The T/E A/C attacked from line abreast with 5 to 20 A/C

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(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 April 1944 to 30 April 1944.

April 4th - BUCHAREST M/Y

April 12th - BAD VOSLAU ASSEMBLY PLANT AND A/D

April 13th - BUDAPEST/TOKOL A/D

April 15th - BUCHAREST M/Y

April 21st - BUCHAREST M/Y

April 23rd - BAD VOSLAU A/D

April 24th - BUCHAREST M/Y

Operations for the month were aimed at the destruction of German aircraft production and at the disruption of the German rail supply system in Roumania in order to aid the Russians in their advance into the Balkans. To accomplish the latter purpose the Bucharest M/Yds, Roumania, were bombed four (4) times during the month and the Budapest Main M/Yds and the Sofia M/Yds were visited once. The following is a detailed account of operations during the month:

April 2nd - STEYR WALZLAGERWERK - At 0755 hours, two 920 squadron A/C took off to bomb the DAIMLER-PUCH A/C factory at STEYR, escorted by P-38's. Bombs were dropped on STEYR WALZLAGERWERK at 1218 hours from 21,000 to 22,000 feet. Decision to bomb the installation was made because a low cumulus cloud covered the STEYR DAIMLER-PUCH A/C factory, and would have necessitated bombing through clouds. Hits were observed on buildings and installations of STEYR WALZLAGERWERK and at least one explosion and resulting fire were reported. Fifteen (15) to twenty (20) ME 109's with belly tanks were encountered at 1045 hours at 45' 20'' N/ 15' 20'' E; these E/A did not attack the formation, but were engaged by the escort. The heaviest concentration of fighters, seventy-five (75) to eighty (80) were encountered 15 miles west of GRAZ and continued to attack until the target area was reached. Most of the E/A encountered in this area were ME 109's, FW 190's and ME 110's. Twenty (20) to twenty-five (25) ME 210's and JU 88's attacked the formations while they were making their bomb runs. Large formations of S/E E/A picked up the formation and attacked on the return trip. ME 109's and FW 190's attacked low and level from 4 to 6 o'clock, doing a pursuit curve, then rolling. The fighters were very aggressive and seemed to be experienced pilots. While 2 A/C made feints from above, a single A/C would attack from level or below. The T/E E/A came in from five abreast and peeled off in pairs, making a climbing roll attack and firing rockets. Intense, heavy flak, accurate as to altitude and deflection was encountered between the IP and target. First Phase Bomb Damage Report stated the following: "Many direct hits scored on the four machine shops and final assembly of the aero engine works. Severe damage was done the whole plant and later bomb group photos shows a very large explosion and dense smoke covering the whole works."

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(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 April 1944 to 30 April 1944.

firing four rockets each, then breaking off for single attacks around the clock. The attacks were pressed to 600 yards, but were not as aggressive as previously encountered Intense, heavy flak came from WIENER-NEUSTADT and VIENNA, but did not reach this Group. Slight, accurate, light flak, was encountered from IMOTSKI. According to the Bomb Strike Assessment Report the briefed target area was well covered. Three hangers to northwest of A/D and barracks were smothered with hits and received severe damage. The results for the entire Group showed ten fighters and eight bomber/transports destroyed on the ground and seven fighters and three bomber/ transports damaged on the ground. In addition, eighteen E/A were destroyed in the air, eight probably destroyed, and twelve damaged.

April 13th - BUDAPEST/TOKOL A/D - At 0925 hours nine (9) Squadron A/C took off to bomb BUDAPEST/TOKOL A/D. Concentration of bombs was observed in the hanger area, with some bombs falling short of hangers in dispersal area and slightly to the right of the briefed axis of attack, and some carrying over to the left of the hanger area. Twenty minutes before target, fifteen E/A (ME 210's, ME 110's, JU 88's, and a few S/E A/C) were seen. Three or four ME 210's made single attacks from 3 to 5 o'clock level against the formation, firing rockets. Some attacks were pressed to 300 yards, but the majority were not aggressive. Scant to moderate fairly accurate, heavy flak was met at the target. Group claims were two E/A destroyed in the air and one probably destroyed. The Bomb Strike Assessment Report states the following: "Assigned target area blanketed with hits. Large assembly hanger received numerous direct hits, and flight hangar numerous near misses." The Group destroyed eight and damaged five T/E E/A on the ground.

April 15th - BUCHAREST M/Y AND RAILWAY INSTALLATIONS - At 0815 hours eight (8) Squadron A/C took off to bomb BUCHAREST M/Y, escorted by P-47's and P-38's. Undercast at target prevented observation of results. Bombing was by Pathfinder method due to weather. Approximately 10 ME 109's and FW 190's, 6 ME 210's, 2 ME 110's and 2 JU 88's came up to intercept the formation. These E/A made very aggressive single attacks, pressing them to 250-300 yards. The T/E A/C fired rockets and cannon. Attacks came from 3 to 6 o'clock and level, the E/A then peeled to the right. Slight, inaccurate heavy flak was encountered at the target. No photographs were taken because of the undercast and no damage assessment was possible.

April 16th - TURNUL SEVERIN A/D - At 0727 hours ten (10) Squadron A/C took off to bomb primary target, Plan Able, escorted by P-38's, but due to bad weather dropped bombs on the secondary target, TURNUL SEVERIN A/D. Crews reported that bombs hit the revetment area and airdrome installations. 5 S/E and 1 T/E E/A were observed at a distance near KRALJEVO (43'44'' N/ 20'42'' E), but no attacks were made. The flak was intense, very accurate and heavy. Strike Assessment Report stated that there was a good concentration of bombs in the target area and that the large main hangar and adjacent buildings received direct hits. There were also numerous hits in the barracks area on the east side of the field, causing considerable damage to buildings. The Group received credit for 35 fighters destroyed on the ground.

(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 April 1944 to 30 April 1944.

April 17th - SOFIA M/Y - At 0920 hours eight (8) Squadron A/C took off to bomb SOFIA M/Yds, escorted by P-38's and P-51's. Crews reported that the M/Yds appeared to be well covered. At least one fire was observed, but smoke from previous groups bombing made observation difficult. The Group was attacked by one ME 109 and one FW 190. The ME 109 attacked just after the bomb run; it came in low from 6 o'clock, and broke off at 1,000 yards when two ships opened fire on him. The FW 190, encountered on the bomb run, came in low at 5 o'clock, pressed attack to 300 yards and peeled off underneath the formation at 11 o'clock. The flak encountered over the target area was moderate to intense, accurate and heavy. The Strike Assessment stated the following: "A large concentration of bombs hit along the north side and east end of the target area, scoring at least 60 hits on trackage and wagons. One string of bombs fell on the M/Yds approximately 2,000 feet to the southeast causing wagon and trackage damage. Another group of bombs fell approximately 1,500 feet to the northeast of the target area with no military damage."

April 20th - MONFALCONE SHIPPING AND INSTALLATIONS - At 1000 hours eleven (11) Squadron A/C took off to bomb Monfalcone Shipping and Installations, escorted by P-38's and P-51's. It is believed that bombs fell short of the target. Clouds over target area restricted observations. Approximately 50 E/A, 30 ME 109's, 20 FW 190's and 2 MC 202's were encountered two minutes before target, and continued attacks for ten minutes; the FW 190's attacked from low and level from 5 to 7 o'clock. The ME 109's made very aggressive attacks from 5 to 7 o'clock, some pressing attacks to 150 yards. Attacks were made in fours, pairs, and singly. Group claims were 4 E/A destroyed, two probable, and six damaged. Flak at target was slight, inaccurate and heavy. Photos were taken of the target area, but since clouds almost completely obscured the target, assessment of the majority of bombs dropped impossible.

April 21st - BUCHAREST M/Y (Southeastern Portion) - At 0852 hours eleven (11) Squadron A/C took off to bomb the southeastern portion of the BUCHAREST M/Y, escorted by P-38's. Bombing by Pathfinder Method because of complete overcast. The operator reported that target city on radar looked very similar to that on target chart, and at the time of bomb release M/Y on screen was in proper position for bombing. However, no correction was made for drift, as bombs were dropped immediate immediately after a turn in the course. 20-25 ME 109's, 10-15 FW 190's, and 2 ME 210's with belly tanks, came in for attack at the IP at 1225 hours. No escort was in the area at the time. Attack continued past the target until 1246 hours, when the escort appeared and drove off the E/A. The brunt of the attack came from level and low at 12 o'clock, starting with the lead ship and continuing through the formation, strafing and raking the formation with 20 MM. Fire and shooting rockets. The attacks were very aggressive, and, as the E/A drove through the formation, they came within 50 yards of our A/C. Group claims were 5 E/A destroyed, 8 probably destroyed, and 7 damaged. Flak at the target was moderate to intense, accurate and heavy. One Squadron A/C failed to return and its crew is listed as Missing in Action (see paragraph I). Photos taken were completed over a cloud covered target and it was impossible to prepare a Strike Assessment Report.

(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 April 1944 to 30 April 1944.

April 23rd - BAD VOSLAU A/D - At 1020 hours two (2) Squadron A/C took off to bomb BAD VOSLAU A/D, escorted by P-38's. Crews reported that bombs carried across airfield and into hangar area. 10-15 S/E F/A were seen previous to bomb run, but they did not attack at the target, one FW 190 made one pass at the formation, but did not press his attack. Moderate to intense, accurate, heavy flak was encountered at the target. Bursts seemed heavier than those previously encountered. The Strike Assessment Report stated the following: "Some hits in target area, but bombs fell short of A/D and carried through to aiming point."

April 24th - BUCHAREST M/Y - At 0835 hours six (6) Squadron A/C took off to bomb the BUCHAREST M/Y for the third time during the month. The first combat unit observed good hits in the target area, with bombs carrying across M/Y into the city. In the second combat unit one box dropped short and on box overshot the target. Enemy air opposition was non-existent and the flak was moderate to intense, inaccurate and heavy over target area. Full photo coverage of the target was obtained with 5 K 22's and 1 K8AB camera. The Strike Assessment Report states the following: "Hits were scored about 1,000 yards northwest of target area and to north of large car and locomotive repair building ..... Damage to trackage, rolling stock and railroad facilities to north of and adjacent to northern large repair building was made. A concentration of bombs in open area 5,000 feet SW of CHITILA M/Y. Another string of bombs fell 5,300 feet north of SE end of CHITILA M/Y."

April 25th - TURIN A/C FACTORY - At 0850 hours nine(9) Squadron A/C took off to bomb the TURIN A/C FACTORY, escorted by P-47's and P-38's. Crews reported that bombs of the first attack unit fell to the left of the factory on the A/D and dispersal area. Bombs of the second attack unit scored some hits on buildings, some bombs hitting short and some carrying into the dispersal area. 10 ME 109's and FW 190's and 1 Macchi 202 were seen in the target area. A FW 190 made one pass at the formation from 1 o'clock and high, breaking off down and under the formation with P-47's on his tail. The flak over the target was moderate to intense, very accurate, heavy, tracking and barrage types. Full coverage of the target area was obtained with K22 cameras. The Strike Assessment Report stated that the main concentration of bombs was to the west of the target area and carried across the eastern part of the airdromes. Airdrome was well cratered and six hits were scored on the runway. The Group received credit for 10 E/A destroyed on the ground and one damaged.

April 28th - PORTO SAN STEFANO - At 1210 hours eight (8) Squadron A/C took off to bomb facilities at PORTO SAN STEFANO, Italy, escorted by P-47's. Crews reported that the bombs of the first attack unit struck short and carried into the port. Bombs of second attack unit hit in town and harbor installations as briefed. No enemy air opposition was encountered and the flak over the target area was slight to moderate, accurate, and heavy. Squadron personnel casualties were 20 crews members Missing in Action.(see paragraph I). Two Squadron A/C were lost at 1517 hours, over the target area. One B-24 was hit by flak and crashed into another squadron plane and both went down. The two A/C were observed to crash and burn. Only one parachute observed to open. The Strike Assessment Report states the following: "One unit hit with concentration of bombs at the shore east of SAN STEFANO and east of MOLO ACTINA and carried in southwestern direction. Other unit hit on hill 1,100 yards to the east of town carried in southwesterly direction scoring some hits on unidentified industrial plant."

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(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 April 1944 to 30 April 1944.

April 29th - TOULON MUNITIONS FACTORY - At 0825 hours eight (8) Squadron A/C took off on their first mission to French soil to bomb the TOULON MUNITIONS FACTORY, escorted by P-38's. The bombs of the lead bombardier struck the southwest corner of the briefed target area, with the remainder of the bombs falling short, striking in the harbor. The high box dropped long, hitting over the target into the city. 4 ME 109's attacked the formation from 12 o'clock, level, in single file, firing 20 MM. explosive ammunition, and peeling off under the formation. Attacks were pressed to about 300 yards. 2 FW 190's flew above the formation, dropping a pattern of aerial bombs in front of the formation. The flak encountered at the target was moderate to intense, accurate, and heavy. Full coverage of the target area was obtained from 25 photos and the Strike Assessment Report states the following: "The first string of bombs fell in LA SEYNE BAY, approximately 1,000 feet short of the target area. The second string of bombs was concentrated 3,000 feet NE of the target area scoring several hits on a row of five ammunition storage sheds.....Another cluster of bombs fell in wooded area 5,000 feet NE of target."

April 30th - MILAN/LAMBRATE M/Y - At 0820 hours seven (7) Squadron A/C took off to bomb the MILAN/LAMBRATE M/Y, escorted by P-38's. Crews reported that the bombs struck just beyond the round house and carried across the M/Y, into buildings on the north side of the railroad tracks with a heavy concentration on the M/Y. One attack was made on the formation. An ME 109 came in front high at 10 o'clock and pressed his attack to 300 yards, here breaking off the attack and sweeping under the formation. Flak at the target was slight, inaccurate, and heavy. K22 cameras obtained full cover of the target, taking 22 pictures. The Strike Assessment Report stated the following: "Good concentration of bombs in assigned target area. Additional damage to locomotive depot, railroad shop, trackage, and rolling stock in area hit previously by 454th Bomb. Group. Also numerous hits were scored on reception and forwarding sidings in eastern part of target area.....Numerous other hits were scored within factory area, causing damage to shops and facilities of aircraft works."

h. Commanding Officers in important operations.

(1) April 2nd - STEYR WALZLAGERWERK - Major HORACE W. LANFORD, JR., commanding officer, as co-pilot in the lead A/C, assisted the Group Commander in the attack against the STEYR WALZLAGERWERK. The briefed target was the STEYR-PUCH A/C FACTORY, but because a low cloud covered the factory, decision was made to bomb the STEYR WALZLAGERWERK. Aggressive enemy fighter opposition was met and the flak encountered was intense, heavy and accurate. Many direct hits were scored on the machine shops and first assembly plant and severe damage was done the whole plant.

(2) April 13th -BUDAPEST/TOKOL A/D - Major RUSSELL J. WELSH, squadron operations officer, as co-pilot in the lead A/C, assisted the Group Commander in the attack against the BUDAPEST/TOKOL A/D. Major HORACE W. LANFORD, JR., flew as Deputy Group Leader on this mission. Some E/A were encountered, but the majority of the attacks were not aggressive. Scant to moderate, fairly accurate, heavy flak

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(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 April 1944 to 30 April 1944.

was met at the target. The assigned target area was blanketed with hits. The Group received credit for eight T/E E/A destroyed on the ground and five damaged on the ground.

(3) April 21st - BUCHAREST M/Y - Major HORACE W. LANFORD, JR., squadron commanding officer, led the Group on this mission to the BUCHAREST M/Y. Attacks of enemy A/C were very aggressive and the flak encountered at the target was moderate to intense, accurate and heavy. Bombing was by Pathfinder method because of complete overcast. Photos taken were completely cloud covered and it was impossible to assess damage.

(4) April 29th - TOULON MUNITIONS FACTORY - Major HORACE W. LANFORD, squadron commanding officer flew on this mission as Deputy Group Leader. Attacks by E/A were aggressive and the flak encountered at the target was moderate to intense, accurate, and heavy. Several hits were completely out of the target area, falling either short in the water or over in a wooded area. Some hits were scored on a row of five ammunition storage sheds.

i. Losses in action ..... Officers and Enlisted Men.

During the month of April, the following casualties were sustained by the squadron:

(1) One (1) Officer (bombardier) killed by flak. (April 3rd)

(2) One (1) Officer (pilot) severely wounded by flak. (April 3rd)

(3) One (1) Enlisted Man (aerial engineer and top turret gunner) severely wounded by flak. (April 3rd)

(4) Twelve (12) Officers missing in action (3crews - one MIA April 21 and two MIA April 28)

(5) Eighteen (18) Enlisted Men missing in action (3 crews - 6 Enlisted Men MIA April 21 and 12 Enlisted Men MIA April 28)

(6) Three (3) Officers and Three (3) Enlisted Men killed, one (1) Officer and Two (2) Enlisted Men seriously injured as a result of a crash on a non-operational flight. (See War Diary - April 6, 1944.)

The following is a detailed account of the month's losses:

April 3rd - TARGET - BUDAPEST M/Y, HUNGARY

(1) Killed by flak over target

ACKERMAN, ERNEST R., Second Lieutenant, O-735152, Bombardier

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il 1944.

(2) Seriously wounded by flak over target

CONDRA, PAUL T., First Lieutenant, O-745625, Pilot
MAXSON, VERL D., Technical Sergeant, 36279295, Aerial Engineer gunner

April 21st - TARGET - BUCHAREST M/Y, ROUMANIA

One (1) crew MISSING IN ACTION.

MORGARD, CLIFFORD D., Captain, O-424125, Pilot
STINER, THEODORE J., Second Lieutenant, O-751770, Co-Pilot
EVENSON, MELVIN, Second Lieutenant, O-755176, Navigator
DEMAS, WILLIAM, Second Lieutenant, O-688933, Bombardier
BANTZ, CLINTON D., Technical Sergeant, 17129455, Radio Operator
HARTMAN, JOHN J., Technical Sergeant, 19101496, Top Engineer
CRATCH, ALBERT E., Staff Sergeant, 33522388, Armorer-Gunner
BERGMANN, ARTHUR E., Staff Sergeant, 32716260, Armorer-Gunner
MYRICK, TROY E., Staff Sergeant, 18033663, Asst. Engineer
JENKINS, HAROLD V., Staff Sergeant, 11045451, Asst. Radio Operator

April 28th - TARGET - PORTO SAN STEFANO, ITALY

Two (2) crews MISSING IN ACTION.

CALLAN, RICHARD A., First Lieutenant, O-672325, Pilot
EMMONS, ALEXANDER S., Second Lieutenant, O-686234, Co-Pilot
SLOCUM, WALTER L., Second Lieutenant, O-690495, Navigator
MASSEY, KARL R., First Lieutenant, O-678540, Bombardier
SLATER, JR., JEROME E., First Lieutenant, O-685266, Pilot
REZIN, DOUGLAS S., Second Lieutenant, O-690988, Co-Pilot
SOBYLAK, EMIL J., Second Lieutenant, O-811779, Navigator
LAWS, KELS, Second Lieutenant, O-1703136, Bombardier
MATTHEWS, WILLIAM F., Technical Sergeant, 13153384, Radio Operator
JESSET, LEONARD E., Technical Sergeant, 35524348, Engineer
HALE, LUCIAN H., Staff Sergeant, 33409905, Armorer-Gunner
HEISKELL, JAMES F., Sergeant, 34190875, Asst. Engineer
JEFFERDS, ALFRED B., Staff Sergeant, 32551793, Asst. Armorer-Gunner
CONNELL, DANIEL B., Staff Sergeant, 31312826, Asst. Armorer-Gunner
HARBER, JOHN R., Technical Sergeant, 38332620, Radio Operator
CHRISANN, OLIN O., Technical Sergeant, 14188056, Engineer
BRATHALL, SELMER L., Staff Sergeant, 16132131, Asst. Engineer
VON ACHEN, JR., LOUIE B., Staff Sergeant, 37203879, Asst. Armorer-Gunner
BARRON, JR., GROVER C., Staff Sergeant, 39325649, Armorer-Gunner
HEER, WARREN G., Staff Sergeant, 33414341, Asst. Armorer-Gunner

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(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 April 1944 to 30 April 1944.

1. Members who have distinguished themselves.

AWARDS OF THE PURPLE HEART

(1) On 4 April 1944, pursuant to GENERAL ORDERS NUMBER 5, Headquarters 34th Field Hospital, APO 763, dated 4 April 1944, the following members of the squadron were awarded the PURPLE HEART for wounds sustained in action against the enemy on the mission of 3 April 1944 to the BUDAPEST M/Y, HUNGARY.

(a) PAUL T. CONDRA, O-745625, First Lieutenant

(b) VERL D. MAXSON, 36279295, Technical Sergeant

AWARD OF THE DISTINGUISHED FLYING CROSS

(2) On 28 April 1944, pursuant to GENERAL ORDERS NUMBER 311, Headquarters Fifteenth Air Force, dated 28 April 1944, the DISTINGUISHED FLYING CROSS was awarded to PAUL T. CONDRA, O-745675, First Lieutenant, for extraordinary achievement while participating in aerial flight on the mission of 3 April 1944 to the BUSAPEST M/Y, HUNGARY.

Hit by a direct burst of flak, Lieutenant CONDRA'S plane was severely damaged, rendering one (1) engine inactive, badly damaging two (2) others, setting fire to the aircraft, killing the bombardier, and seriously wounding Lieutenant CONDRA. Despite the intense pain, shock, and loss of blood, Lieutenant CONDRA remained at his position, and under his supervision the fire was extinguished and the badly damaged aircraft successfully landed at its home base, without further damage or injury to the crew.

2. Enclosed is the war diary of this unit for the period 1 April 1944 to 30 April 1944.

For the Commanding Officer:

JOHN J. VAN LENT
Captain, Air Corps,
Intelligence Officer

2 INCL.
War Diary
Nine (9) Squadron Photos.

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741ST BOMBARDMENT SQUADRON (H)
APO 520 U.S. ARMY

5 May 1944

WAR DIARY

April

April 1, 1944- Stand down today due to bad weather. E.A.M.E. Campaign Ribbon issued today. Official opening of the Officers Club tonight.

April 2, 1944- Target: Steyr A/C Factory, Austria. One of our planes, Gremlin's Gripe, which was flown by another Squadron, is missing. Bomb results good. EM Day Room really going strong. Tentative date of opening set for Saturday, April 8, 1944. Officers recovering from effects of last night's celebration of the opening of the Officers Club.

April 3, 1944- Target: Budapest M/Y, Hungary. Seven (7) Squadron planes participated in today's raid. Bomb results fair. The Squadron suffered its first casualty today. Second Lieutenant ERNEST J. ACKERMAN, Bombardier of Crew 35, was killed by flak over the target area. First Lieutenant PAUL T. CONDRA, the Pilot and Technical Sergeant VERL D. MAXSON, Engineer of Crew 35, were injured seriously. All eleven (11) planes returned.

April 4, 1944- Target: Bucharest M/Y and R.R. Repair Shops, Rumania. Bomb results good. Longest mission to date. Double sortie credit was given for today's mission. Construction of EM Club is progressing rapidly. First Lieutenant PAUL T. CONDRA and Technical Sergeant VERL D. MAXSON, received the Purple Heart.

April 5, 1944- Target: Ploesti M/Y, Rumania. Planes took off and were called back after one hour's flight. The following Officers were transferred to the 5th Wing today:
Second Lieutenant WILLIAM H. JOHNSON
Second Lieutenant HARRIS W. SLUSSER
Second Lieutenant CHARLES F. DODRILL
Second Lieutenant CARSON (NMI) HUGHES, JR.
Second Lieutenant AUGUST (NMI) ALTESE
Tentative opening date for EM Club is Wednesday, April 12, 1944. Wine was procured for EM Club today.

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741ST BOMBARDMENT SQUADRON (H)
APO 520 U.S. ARMY

5 May 1944

WAR DIARY

April (Cont'd)

April 6, 1944- Practice mission today. One Squadron plane, up on a practice flight, crashed today. Six (6) men were killed:
First Lieutenant JOHN F. CURTIS, Pilot
First Lieutenant ELMER E. WATTERS, Engineering Officer
Second Lieutenant BENJAMIN (NMI) PAIGE, Co-Pilot
Technical Sergeant JOHN W. RICKEY, Engineer
Corporal HERMAN L. KENNEDY, Medics
Corporal JOHN D. KRIPPLEBAUER, Medics
Three men were seriously injured:
Second Lieutenant DONALD J. PICKEN, Navigator
Technical Sergeant FEDERICO G. CORRIDDI, Radio Operator
Corporal LESTER V. ROBERTS, Engineering
Two men not in our organization were also injured:
CHARLES C. LOVE, 21st Engineering
YAKIMICK, 528 Service Group
Plenty of men on pass today. Combat crews received lecture on Escape a nd Security.

April 7, 1944- Target: Bologna M/Y, Italy. Target well covered. New ca mera, K-22, was used today. Pictures very much improved.

April 8, 1944- Planes called back after take off. Squadron personnel worked up a sweat in a baseball game this afternoon. EM Club opened tonight. It is sufficient just to say that a good time was had by all.

April 9, 1944- Easter Sunda y-a little rain. Ta rget: Bad Voslau A/D and Assembly plant, Austria. Squadron S-2 handled briefing. Mission scrubbed during the process of briefing. Hang-overs are in abundance after the blow-out at the EM Club last night.

April 10, 1944-No mission today, rain. A day of leisure. EM Club doing a rushing business. Work is being completed on the roof of our Mess Hall.

April 11, 1944-Mission cancelled. Another day of rest and passes.

April 12, 1944-Target: Bad Voslau A/D and Assembly plants. Target well covered. Nine (9) Squadron planes participated. All ships returned safely.

April 13, 1944-Target: Budapest Tokol A/D and Assembly plant. Target well hit. Nine Squadron planes participated. Pay Roll was signed today.

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741ST BOMBARDMENT SQUADRON (H)
APO 520 U.S. ARMY

5 May 1944

WAR DIARY

April (Cont'd)

April 14, 1944- Mission cancelled. S/Sgt. RASCOE S. GRISHAM, Waist Gunner, left for the States today. Home Sweet Home! Including his twelve (12) missions in this Squadron, Sgt. GRISHAM has a total of 39 missions over enemy territory.

April 15, 1944- Target: Bucharest M/Y, Rumania. Eight (8) Squadron planes participated in today's raid. Planes bombed through undercast on Pathfinder. Results unobserved. All planes returned safely. EM Club closed for indefinite period by order of Major LANFORD, Squadron Commander. New Mess Hall should be open in a few days. Beginning today each man will take one Atabrine pill a day. This pill prevents the symtoms of Malaria from appearing, but does not prevent a person from catching Malaria.

April 16, 1944- Target: Brasov A/D, Rumania. Secondary target, Turnu Severin M/Y and A/D, Rumania, was bombed due to weather closing in over primary target. Bomb results very good. Ten (10) Squadron planes participated in today's raid. EM Club still closed. Screens were put on Mess Hall windows. Roof of Mess Hall also completed.

April 17, 1944- Target: Sofia M/Y, Bulgaria. Target well covered. Eight (8) Squadron planes participated. All planes returned safely. Nomovie tonight.

April 18, 1944- Stand down today. Practice mission flown. PX opened today. EM Club opened at 1900 hours. Squadron meeting was held at Group Briefing Room at 1000 hours. Captain SCHUKNECHT, Squadron Medical Officer, gave talk on Malaria. Showers broke down. All S-2 Officers of the Group attended a meeting at Wing A-2. Strong gale blew dust into every corner of the Squadron area.

April 19, 1944- No mission. Red Cross served doughnuts this afternoon. S-1, S-2 and S-3 are to move into same building in which EM Club is now located. EM Club Bar is still closed.

April 20, 1944- Target: Monfalcone shipping and installations, Italy. Results uncertain as target was overcast. Eleven (11) Squadron planes received sortie credit. All returned.

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741ST BOMBARDMENT SQUADRON (H)
APO 520 U.S. ARMY

5 May 1944

WAR DIARY

April (Cont'd)

April 21, 1944- Target: Bucharest M/Y, Rumania. Results unobserved due to overcast. Eleven (11) Squadron planes participated. Captain CLIFFORD D. NORGARD and crew are missing, having been seen going down 15 minutes after target. Captain NORGARD'S crew was comprised of the following men:
Captain CLIFFORD D. NORGARD, Pilot
Second Lieutenant THEODORE J. STIMER, Co-Pilot
Second Lieutenant MELVIN EVENSON, Navigator
Second Lieutenant WILLIAM DEMAS, Bombardier
Tech. Sergeant CLINTON D. BANTZ, Radio Operator
Tech. Sergeant JOHN T. HARTMAN, Top Turret Gunner
Staff Sergeant HAROLD V. JENKINS, Waist Gunner
Staff Sergeant ARTHUR E. BERGMANN, Waist Gunner
Staff Sergeant TROY E. MYRICK, Ball Turret Gunner
Staff Sergeant ALBERT E. CRATCH, Tail Gunner

April 22, 1944- No mission today.

April 23, 1944- Target: Bad Voslau A/D and Factories, Austria. Results fair. Squadron credited with 2 sorties. Six (6) planes returned early. Orderly Room moved into new office in same building as Day rooms are located.

April 24, 1944- Target: Bucharest M/Y, Rumania. Results fair. New Mess Hall opened this evening with a cheer from everybody. We are really proud of our Mess Hall. Operations office moved to new offices today.

April 25, 1944- Target: Turin A/C Factory, Italy. Bomb results fair. All planes returned safely.

April 26, 1944- No mission today. S-2 moved to new office today. Ice cream today andit was really swell. It rained most oftheday.

April 27, 1944- No mission again today. Rain fell most of the day.

April 28, 1944- Target: Porto San Stefano shipping installations, Italy. Two (2) Squadron planes were lost to flak. Bomb results were fair. The following men comprised the crews of themissing planes:
First Lieutenant RICHARD A. CALLAN, Pilot
First Lieutenant KARL R. MASSEY, Bombardier
First Lieutenant JEROME E SLATER, Pilot
Second Lieutenant ALEXANDER S. EMMONS, Co-Pilot

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741ST BOMBARDMENT SQUADRON (H)
APO 520 U.S. ARMY

5 May 1944

WAR DIARY

April (Cont'd)

April 28, 1944 (Cont'd)-
Second Lieutenant KELS (NMI) LAWS, Bombardier
Second Lieutenant DOUGLAS S. REZIN, Co-Pilot
Second Lieutenant WALTER L. SLOCUM, Navigator
Second Lieutenant EMIL J. SOBYLAK, Navigator
Tech. Sergeant OLIN O. CHRISMAN, Top Turret Gunner
Tech. Sergeant JOHN R. HARBER, Radio Operator
Tech. Sergeant LEONARD E. JESSETT, Top Turret Gunner
Tech. Sergeant WILLIAM F. MATTHEWS, Radio Operator
Staff Sergeant GROVER C. BARRON, Ball Turret Gunner
Staff Sergeant SELMER L. BRATHALL, Waist Gunner
Staff Sergeant DANIEL B. CONNELL, Tail Gunner
Staff Sergeant LUCIAN H. HALE, Waist Gunner
Staff Sergeant WARREN G. HERR, Tail Gunner
Staff Sergeant ALFRED B. JEFFERDS, Ball Turret Gunner
Staff Sergeant LOUIE B. VON ACHEN, Waist Gunner
Sergeant JAMES F, HEISKELL, Waist Gunner

April 29, 1944- Target: Toulon Munitions Factories, France. Results were not too good. It was the first raid we had ever flown over France. EM Club Bar opened this evening. Three cheers!

April 30, 1944- Target: Milan M/Y, Italy. Results: target area very well covered. A sweet job of bombing. Today was pay day. The EM Club was packed solid this evening and the money flew thick and fast across the bar and across the card tables. "Step right up and get in the game. Somebody wins and somebody loses".

JOHN J. VAN LENT
Captain, Air Corps,
Intelligence Officer

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741ST BOMBARDMENT SQUADRON (H)
455TH BOMBARDMENT GROUP (H) AAF
APO 520 U.S. ARMY

RESTRICTED 10 June 1944

SUBJECT: Historical Records.

TO : Commanding General, Fifteenth Air Force, Attention: Historian.

1. Unit history of the 741ST BOMBARDMENT SQUADRON (H), 455TH BOMBARDMENT GROUP (H) for the period 1 May 1944 to 31 May 1944.

a. The present designation of the unit is 741st Bombardment Squadron (H), 455th Bombardment Group (H), 304th Bombardment Wing (H).

b. Changes in organization.
(1) None
(2) None
(3) None
(4) None

c. Strength, commissioned and enlisted.
(1) Month of May 1944.
(a) at beginning - 89 Officers 411 Enlisted Men
(b) net increase - 7 Officers 1 Enlisted Man
(c) at end - 96 Officers 412 Enlisted Men

d. Station - San Giovanni, Italy

e. Movements - None

f. Campaigns
(1) Italian
(2) From 18 August 1944 (Air). Still in progress.

g. Operations

During the month of May 1944 this squadron participated in twenty-one (21) missions over enemy territory, amassing a total of two hundred and seventy (270) sorties (actual sorties - 196), including double sortie credit for the following:

May 5th - PLOESTI M/Y

May 6th - CAMPINA M/Y

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(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 May 1944 to 31 May 1944.

May 7th - BUCHAREST M/Y

May 10th - WIENER NEUSTADT A/C FACTORY

May 18th - PLOESTI DACIA ROMANA REFINERY

May 24th - MUNCHENDORF A/D

May 30th - WELS A/D

May 31th - UNIREA SPERANTZA OIL REFINERY, PLOESTI

The most important operations for the month were directed at the disruption of the rail system in Roumania (Ploesti, Campina and Bucharest M/Yds) and the destruction of the Ploesti Oil Refineries. Operations were also directed against German airdromes or aircraft production in Austria, Italy and Southern France. A detail account of the month's operations follows:

May 5th - PLOESTI M/Y AND MILITARY INSTALLATIONS, ROUMANIA - At 1027 hours nine (9) Squadron A/C took off to bomb the PLOESTI M/Y and MILITARY INSTALLATIONS, escorted by P-38's and P-47's. The first attack unit dropped bombs in the LUMINA Refinery area and the second attack unit, attempting to carry over to the briefed target, was unable to observe results due to intense smoke. As the Group turned away from the target, smoke was observed to rise to 18,000 ft. 10 ME 109's, 4 FW 190's, and 5 ME 110's were observed in the target area. 3 ME 109's attacked from 5 o'clock and above, unaggressive, breaking off at 500 yards. 1 FW 190 made an aggressive pass coming in from 6 o'clock level, pressed attack to 300 yards. Flak at the target was intense, accurate, and heavy. Photos obtained of the target area were obscured by smoke and clouds, making a strike assessment impossible.

May 6th - CAMPINA M/Y AND MILITARY INSTALLATIONS, ROUMANIA - At 0750 hours eight (8) Squadron A/C took off to bomb CAMPINA M/Y and MILITARY INSTALLATIONS, escorted by P-38's. Crews reported that the main concentration of bombs in the center of the target. 20 to 25 ME 109's, 20 FW 190's, 2 ME 110's were seen in the target area. The escort kept most E/A away from the formation, but a total of 18 attacks were made, the majority being unaggressive. The flak encountered at the target was intense, accurate, and heavy. The Strike Assessment Report states that a good concentration of bombs fell on the assigned target area. Numerous hits were scored on the trackage, rolling stock and facilities.

May 7th - BUCHAREST M/Y, ROUMANIA - At 0800 hours nine (9) Squadron A/C took off to bomb the BUCHAREST M/Y, ROUMANIA, escorted by P-38's. Bombs of lead attack unit fell to SW of assigned target; bombs of second attack unit hit in bulge of M/Y. Approximately 10 ME 109's, 3 FW 190's were seen in the target area. 8 attacks were made against the Group and they came from low, and 3,5, and 7 o'clock. Attacks were pressed from 300 to 500 yards. Moderate to intense, very accurate, heavy flak was encountered at the target. The Strike Assessment Report states that the main concentration of bombs fell SE of target area, cutting across the SE corner of the M/Y's scoring hits on trackage, rolling stock, and railroad facilities.

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May 10th - WIENER NEUSTADT A/C FACTORY, AUSTRIA - At 0715 hours nine (9) Squadron A/C took off to bomb the WIENER NEUSTADT A/C FACTORY, Werke 2, escorted by P-38's. 10 to 12 ME 109's and FW 190's were observed in the target area. 7 unaggressive attacks were made on the formation. Flak at the target was intense, very accurate, heavy, being encountered from the IP to the target. Bombing results were poor, The Strike Assessment Report states the following: "Main concentration of bombs fell in open area near Neufeld, about six and a half miles NE of target. Several hits were scored south of main concentration in an area containing buildings appearing to be barracks. A few hits were seen in hanger area of Wiener Neustadt Nord A/D, but smoke from previous bombing obscures assessment of damage."

May 12th - LA SPEZIA HARBOR INSTALLATIONS, ITALY - At 0520 hours ten (10) Squadron A/C took off to bomb primary target, Plan Able, but due to a 10/10 cloud cover, dropped bombs on LA SPEZIA HARBOR INSTALLATIONS. Three unidentified T/E A/C were observed in the target area, but were not encountered. Flak at the target was scant, inaccurate and heavy. Photos taken were cloud covered and full interpretation was impossible. However, a number of bombs fell along shore of the western part of La Spezia Naval Harbor. At least one direct hit was scored on an oil storage tank. Bombs carried easterly across the harbor, scoring four hits in the torpedo factory area.

May 13th - BOLOGNA MAIN M/Y, ITALY - At 1025 hours eleven (11) Squadron A/C took off to bomb BOLOGNA MAIN M/Y, ITALY, escorted by P-38's. Crews reported a good concentration of bombs on the east end of the M/Y. No enemy fighters were seen and flak at the target was scant, inaccurate, and heavy. Direct hits were scored on the roundhouse, rolling stock, and trackage.

May 14th - PIACENZA A/D, ITALY - At 0915 ten (10) Squadron A/C took off to bomb the PIACENZA A/D, escorted by P-38's. Crews reported that the area to the north of the runway appeared to be fairly well covered. Some hits were reported of the runway. No E/A were observed or encountered and no flak was met at the target. Photos taken over the target were of poor quality and no Strike Assessment was possible.

May 18th - PLOESTI DACIA ROMANA REFINERY, ROUMANIA - At 0725 hours eleven (11) Squadron A/C took off to bomb the Ploesti Dacia Romana Refinery, escorted by P-38's. An almost complete overcast at the target precluded the observation of results. The Pathfinder operator estimated that the bombs fell just south of the industrial center of town. 12 to 15 ME 109's were observed in the target area. Attacks came from low and level at 6 o'clock. Moderate to intense, very accurate, heavy flak, was encountered at the target. All photos taken were cloud obscured, showing portions of the city, but no strikes.

May 19th - GENOA HARBOR INSTALLATIONS, ITALY - At 0634 hours nine (9) Squadron A/C took off to bomb Genoa Harbor Installations, escorted by P-38's. Target was obscured by clouds before bombs away, but during the rally, hits were observed on the east side of the harbor and some strikes on docks. No E/A were encountered and scant, inaccurate, heavy flak was met just after bombs away at the target and at Elba Island. Photos of the target area were cloud covered and a strike assessment was impossible.

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May 22 - LA SPEZIA HARBOR INSTALLATIONS, ITALY - At 1105 hours eight (8) Squadron A/C took off to bomb LA SPEZIA HARBOR INSTALLATIONS, escorted by P-38's. Hits on the docks and near misses on the ships at the docks were reported by returning crews. No fighters were seen or encountered and flak at the target was slight to moderate, inaccurate, and heavy. The Strike Assessment Report states the following results: "Good concentration of bombs in assigned target area. One cluster fell across electric works and naval ship-building installations on northwest side of naval harbor. Considerable damage to small buildings in dock area. Another cluster of bombs cut across basin containing submarine installations, scoring near misses on submarine pens and causing damage to other facilities on shore."

May 24 - VARAZDIN M/Y, YUGOSLAVIA - At 0620 hours nine (9) Squadron A/C took off to frag bomb MUNCHENDORF A/D, escorted by P-47's. The second attack unit (all of the squadron A/C were in this unit) did not drop on the primary target because of overcast, but dropped bombs on the VARAZDIN M/Y, a target of opportunity. Crews reported hits on M/Y and warehouses. No enemy fighters were seen or encountered and flak at MUNCHENDORF was intense, very accurate and heavy. No photos were taken and assessement of results was impossible.

May 25 - PIACENZA A/D, ITALY - At 1000 hours nine (9) Squadron A/C took off to frag bomb PIACENZA A/D, escorted by P-38's and P-51's. Crews reported that the bomb strikes appeared to begin with the runway, extending northward through the dispersal area and across the field to the river. 5 ME 109's and FW 190's made 12 attacks from all around the clock, but none of these attacks were aggressive. No flak was encountered at the target. The Strike Assessment Report stated that the frags fell mainly to the south of the assigned target area in the north dispersal area. The airfield and south section of the north dispersal area was well covered. Four A/C hit by preceeding groups received further damage.

May 26 - GRENOBLE M/Y, FRANCE - At 0615 hours nine (9) Squadron A/C took off to bomb GRENOBLE M/Y, escorted by P-38's. Crews reported a good concentration of bombs on the M/Y at briefed MPI. No fighters were seen or encountered and no flak was met. The Strike Assessment Report states that at least twenty strikes were scored on trackage and rolling stock in the target area. A cluster of bombs fell on the main RR to MORRANS, north of M/Y, cutting this line.

May 27th - MONTPELLIER/FREJORGUES A/D, FRANCE - At 0600 hours eight (8) Squadron A/C took off to bomb MONTPELLIER/FREJORGUES A/D, escorted by P-51's. Crews reported that many bombs appeared to be scattered over the western half of the field. Some hits were reported on the double hanger on the northern side of installations. 6 ME 109's, 5 JU 88's, and 1 FW 190 were seen in the target area, but no attacks were made on our formation. Moderate to intense, accurate, heavy flak was encountered in the target area. Photo interpretation showed that some bombs fell in the western section of the assigned area, damaging warehouses, and others fell in the eastern section, damaging the south hanger. The majority of the bombs fell to north and east of target area, cratering the landing field and runway.

(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 May 1944 to 31 May 1944.

May 28th - GENOA HARBOR, ITALY - At 0725 hours ten (10) Squadron A/C took off to bomb the primary target, Plan Able, escorted by P-51's. Due to complete overcast at the primary, bombs were dropped on GENOA HARBOR INSTALLATIONS, a secondary target. Crews reported that the main concentration of bombs fell on the west side of the dock area and approach wharves, some bombs carrying over into the M/Y northeast of the docks. No enemy fighters were seen or encountered and flak at the target was moderate, accurate and heavy. Full coverage of bomb bursts was obtained and photo interpretation showed a good concentration of bombs in the assigned target area. A direct hit was scored on a 480 foot M/V and on one 320 foot M/V and damage was done to harbor facilities. Several bombs fell on RR tracks leading to oil stores. Several hits were scored in the area of the ANSALDO DRY DOCKS and SHIP REPAIR YARD with a direct hit on an F boat at this location.

May 29th - MORNING MISSION - BOS KRUPA, YUGOSLAVIA - At 0650 hours nine (9) Squadron A/C took off to bomb enemy troop concentrations at BOS KRUPA, without escort. Crews reported a good concentration of bombs in the vicinity of the town. No fighters were seen or encountered and no flak was encountered. The Strike Assessment Report stated that a good concentration of bombs covered the builtup area on the least side of town. High ground, with the appearance of military activity, to the east of town was well covered. Several direct hits were made on the choke point of a M/Y approximately 2,000 feet west of target area. One hit was scored on a small road bridge NW of town.

May 29th - AFTERNOON MISSION - BANJA LUKA, YUGOSLAVIA - At 1350 hours nine (9) Squadron A/C took off to bomb BANJA LUKA, escorted by P-38's. Crews reported that the first attack unit had an excellent pattern through the center of town and that the second attack unit bombed on the southeastern edge of the town. No enemy fighters were seen or encountered and there was no flak at the target. Photos taken showed a heavy concentration covering the assigned target area, with the built up area of the city almost completely affected.

May 30th - WELS A/D, AUSTRIA - At 0655 hours ten (10) Squadron A/C took off to bomb dispersed A/C on WELS A/D, escorted by P-38's and P-51's. Crews of the first attack unit reported hits to the right of the assigned target area on the west side of the field and the second attack unit reported hits on the east dispersal area in the assigned target area. No enemy fighters were seen or encountered. No flak was encountered, But at the target area intense, heavy flak was observed to the east and west of the formation. The Bomb Strike Assessment Report stated that hits were scored on both sides in the hanger area and across the SW corner of the landing field. A string of bombs fell to the SE of the A/D, cutting across the western section of the M/Y, scoring hits on the roundhouse, rolling stock, and trackage. Seven (7) enemy A/C were destroyed on the ground and five (5) were damaged.

May 31st - UNIREA SPERANTZA OIL REFINERY, PLOESTI, ROUMANIA - At 0600 hours nine (9) Squadron A/C took off to bomb the UNIREA SPERANTZA OIL REFINERY, PLOESTI, escorted by P-38's and P-51's. Bombing was accomplished by Pathfinder and ETA metheds. Crews estimate that bombs fell directly to the east of the M/Y, and to the west of the main road to BUCHAREST. Smoke covered the entire target area, because of smoke pots and

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previous bombing, making observation impossible. 12 to 15 ME 109's, 5 to 10 FW 19 and one JU 88 were seen in the target area. Enemy A/C made nine unaggressive atta at formation. One of our Squadron gunners, S/Sgt. JACK E. ABBOTT, 39324988, shot down an ME 109. This E/A attacked from 6 o'clock, level and pressed the attack to 100 yards. Approximately 100 rounds were fired at the E/A. Pieces of the cockpit and fuselage were shot away and the E/A was observed to crash into the ground. Intense, accurate as to altitude and inaccurate as to deflection, heavy flak was encountered over the target. Due to the fact that nine-tenths of the target and surrounding areas were obscured by smoke from the previous bombings and smoke pots no strike assessment is possible.

h. Commanding Officers in important operations.

(1) May 7th - BUCHAREST M/Y, ROUMANIA - Major HORACE W. LANFORD, Squadron Commanding Officer, as co-pilot, assisted the Deputy Group Commander, Maj HARP, on this mission directed at a vital German rail center used to transport tro and supplies to the Russian front. No fighters were seen or encountered and no f was met. At least twenty strikes were scored on trackage and rolling stock in th target area.

(2) May 30th - WELS A/D, AUSTRIA - Major HORACE W. LANFORD, JR., Squadron Commanding Officer, led the group in the attack against an important air-drome at WELS, AUSTRIA. Photo reconnaissance showed a large number of dispersed on this field and the object of the mission was to destroy as many E/A as possible the ground. Many hits were scored on the work shop and on the landing field. Sev (7) enemy A/C were destroyed on the ground and five (5) were damaged.

i. Losses in action ..... Officers and Enlisted Men.

During the month of May the following personnel losses were sustained by the Squadron:

(1) Two (2) crews Missing in Action (8 Officers, 12 Enlisted Men)

(2) One (1) Officer and three (3) Enlisted Men drowned after ditching of A/C, and one (1) Officer and three (3) Enlisted Men seriously wounded.

The following is a detailed account of the month's losses:

May 5th - PLOESTI M/Y AND MILITARY INSTALLATIONS, ROUMANIA

MCWILLIAMS, VICTOR, First Lieutenant, O-743465, Pilot
MENSINGER, GLENN E., Second Lieutenant, O-687489, Co-Pilot
WILKES, ROSCOE H., Second Lieutenant, O-753039, Navigator
FOGEL, ANTHONY, Second Lieutenant, O-686688, Bombardier
Miller, Chester K., Staff Sergeant, Engineer, 33013762
Eggemeyer, Victor H., Technical Sergeant, 36432430, Radio Operator
Hardy, Robert R., Staff Sergeant, 12168296, Waist Gunner
McDowell, Harry, Staff Sergeant, 16151592, Waist Gunner
Ragusky, Daniel A., Staff Sergeant, 32392104, Ball Turret Gunner
Rifinsky, Joseph V., Staff Sergeant, 32276301, Tail Turret Gunner

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May 24th - VARAZDIN M/Y, YUGOSLAVIA

One (1) Officer and three (3) Enlisted Men drowned after ditching of A/C in the Adriatic on return from mission. Other six (6) crew members, four of whom were wounded, were rescued.

Died as result of shock and exposure from ditching

ELKERTON, GEORGE P., Second Lieutenant, O-688691, Bombardier
Keen, Weston K., Staff Sergeant, 19116376, Asst. Engineer
Korzeniewski, Edward, Technical Sergeant, 36146532, Radio Operator
Kirby, Victor E., Staff Sergeant, 13120655, Armor Gunner

Seriously wounded as result of ditching

BRASHEAR, JOHN R., First Lieutenant, O-745600, Pilot
Fortson, Dale, Technical Sergeant, 6962702, Engineer
Lindsay, Burgess B., Staff Sergeant, 17028736, Waist Gunner
Smith, Elton L., Staff Sergeant, 34665089, Waist Gunner

May 30th - WELS A/D, AUSTRIA

One (1) crew Missing in Action.

FETTY, KENNETH D., Second Lieutenant, O-808526, Pilot
OGAN, JOE L., Second Lieutenant, O-687753, Co-Pilot
LUKASHEVICH, JOSEPH J., Second Lieutenant, O-700637, Navigator
HIGGINS, RICHARD J., Second Lieutenant, O-688353, Bombardier
Elder, Thomas C., Staff Sergeant, 39013748, Radio Operator
Korley, Frank J., Technical Sergeant, 13103208, Top Turret Gunner
Bain, James K., Staff Sergeant, 34700527, Right Waist Gunner
Terry, Raymond P., Sergeant, 11097664, Left Waist Gunner
Davis, Robert H., Staff Sergeant, 37368633, Tail Turret Gunner
Shenk, Myrel R., Sergeant, 33502975, Ball Turret Gunner

i. Members who have distinguished themselves.

(1) AWARD OF THE SOLDIER'S MEDAL

On May 7, 1944, pursuant to GENERAL ORDERS NUMBER 380, Headquarters Fifteenth Air Force, dated 7 May 1944, the SOLDIER'S MEDAL was awarded CAPTAIN HAROLD F. SCHUKNECHT, O-421440, Squadron Flight Surgeon, for heroism involving great risk of 1 life in extricating a pilot from the wreckage of a burning crash-landed A/C. Disregarding intense heat and exploding ammunition, the Surgeon extricated the pilot and carried him to safety.

(2) AWARD OF THE SILVER STAR

On May 11, 1944, pursuant to GENERAL ORDERS NUMBER 416, Headquarters Fifteenth Air Force, dated 11 May 1944, the SILVER STAR was awarded to Second Lieutenant HAROLD GORSKI, O-752404, Co-Pilot, for gallantry in action on the mission

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of April 3, 1944 to the BUDAPEST M/Y, HUNGARY. After leaving the target, Lt. GORSKI's plane was repeatedly hit by flak, the bombardier was killed, his pilot severely wounded, fire broke out in the cockpit, two (2) engines were rendered inoperative and another was badly damaged, forcing the A/C to drop behind the formation. Immediately taking over the controls, he brought his A/C back into formation, at the same time battling the fire until it was extinguished. The stricken A/C was safely returned to base without further damage.

(3) AWARDS OF THE PURPLE HEART

On May 28, 1944, pursuant to GENERAL ORDERS NUMBER 15, Headquarters 61st Station Hospital, A.P.O. 368, dated 28 May 1944, the following members of the Squadron were awarded the PURPLE HEART for wounds received in action against the enemy on the mission of 24 May 1944 to the VARAZDIN M/Y, YUGOSLAVIA:

(a) JOHN P. HRASHEAR, O-745600, First Lieutenant
(b) Dale Fortson, 6962702, Technical Sergeant
(c) Elton L. Smith, 34665089, Staff Sergeant
(d) Burgess B. Lindsey, 17028736, Staff Sergeant

2. Enclosed is the War Diary of this unit for the period 1 May 1944 to 31 May 1944.

For the Commanding Officer:

JOHN J. VAN LENT
Captain, Air Corps,
Intelligence Officer

1 INCL.
War Diary

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(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 June 1944 to 30 June 1944.

June 9th - MUNICH EAST M/Y, GERMANY

June 11th - GIURGIU QUAY SIDINGS, ROUMANIA

June 13th - MUNICH BAYERISCHE MOTORENWERKE, GERMANY

June 16th - VIENNA WINTER HAFEN OIL STORAGE AREA, AUSTRIA

June 26th - MOOSBIERBAUM OIL REFINERY, AUSTRIA

The most important operations for the month were directed at oil refineries, oil storage areas and oil loading installations. Marshalling Yards, transportation facilities and airdromes were also singled out for destruction. A detailed account of the month's operations follows:

June 2nd - MISKOLC EAST M/Y, HUNGARY - At 0540 hours nine (9) Squadron A/C took off to bomb Miskolc East M/Y, Hungary, escorted by P-38's. Photos reveal that many bombs fell short, although some hits were observed in the M/Y. No A/C identified as enemy planes were seen and the flak encountered was slight, accurate and heavy. The Strike Assessment Report states that the main concentration of bombs fell in an open area approximately 2,000 feet east of the target. At least six direct hits were scored on the choke point at the east end of the M/Y, causing damage to trackage and rolling stock. Another cluster fell in an open area 3,000 feet NE of the target area.

June 4th - GENOA WEST M/Y, ITALY - At 0700 hours nine (9) Squadron A/C took off to bomb the primary target, Plan Able, escorted by P-38's and P-51's. Finding the objective completely overcast, the formation bombed the secondary target, Genoa West M/Y, Italy. Crews reported good hits on the south choke point and other strings of bombs in the central area of the M/Y. Bombs dropped by one box hit in the west dock area. No E/A were seen or encountered and flak at the target was moderate to intense, very accurate and heavy. The Strike Assessment Report states that concentrations of hits were secured across the north choke points of Sampierdarena and Campasso M/Y's, damaging tracks, rolling stock, and buildings.

June 6th - BRASOV M/Y, ROUMANIA - At 0525 hours eight (8) Squadron A/C took off to bomb Brasov M/Y, Roumania, escorted by P-38's and P-51's. A good concentration was reported across two M/Ys, and some bombs carried across into an oil refinery. Nine ME 109's made passes at the formation in the target area. The majority of the attacks were made from the rear from six to eight o'clock. The E/A came in low, were not very aggressive, and pressed attacks to about 400 or 500 yards. One FW 190 was observed in the target area, but did not attack. Moderate, fairly accurate, heavy flak was encountered in the target area. The Strike Assessment Report states that the only string of bombs visible on incomplete photo cover shows hits on the west choke point of the North M/Y which carried across tracks into the locomotive depot and repair shops. Assessment of damage was limited due to smoke from bursts of previous bomb group.

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(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 June 1944 to 30 June 1944.

June 7th - VOLTRI SHIPYARDS, ITALY - At 0635 hours ten (10) Squadron A/C took off to bomb a target in northern Italy escorted by P-38's. Due to a heavy undercast at the primary target, the formation bombed the Voltri Shipyards, a target of opportunity. The target was almost completely cloud obscured, but some hits were visible within the target area. A cluster of bombs fell approximately 4,000 feet east with possible damage to chemical works. Other hits were scored in the area of industrial plants and there were possible hits on railroad and highway bridges in the same area. Only limited strike assessment was possible due to cloud cover. No enemy A/C were seen or encountered and flak at the target was slight to moderate, accurate and heavy.

June 9th - MUNICH EAST M/Y, GERMANY - At 0555 hours ten (10) Squadron A/C took off to bomb the primary target, Plan Able, escorted by P-38's and P-51's. The primary target was overcast, so the formation dropped its bombs on the secondary target, Munich East M/Y. Approximately 5 E/A were seen in the target area, but they did not come closer than 2,500 yards. Two S/E E/A, believed to be ME 109's, picked up the formation in the Udine area and trailed the formation for about five minutes, but did not attack. Flak encountered at the target was intense, fairly accurate, and heavy. Photo interpretation showed that hits were scored on the railroad line between the railway repair shops and the Isar River bridge, possibly cutting the tracks.

June 10th - FERRARA A/D, ITALY - At 0800 hours, ten (10) Squadron A/C took off to bomb Ferrara A/D, Italy, escorted by P-51's. The first attack unit in which were A/C of this Squadron, because of malfunctioning of the A-5 mechanism, bombed south of the assigned area, hitting the edge of the field. The second attack unit secured hits on the east dispersal area and east side of field, carrying over into the town. No enemy A/C were seen or encountered and flak at the target was slight to moderate, fairly accurate and heavy. The Strike Assessment Report states that the main concentration of bombs fell in the built-up and open areas north of the airdrome. Hits were scored on railroad sidings and locomotive depot in this area. One string of bombs carried from the center of the airdrome to the NW corner, but smoke from previous group's bombing obscures any possible hits scored on aircraft in this dispersal area.

June 11th - GIURGIU QUAY SIDINGS, ROUMANIA - At 0525 hours, nine (9) Squadron A/C took off to bomb the Giurgiu Quay Sidings, Roumania, escorted by P-38's. Crews reported that a number of bombs hit the target, but others fell into the water. 5 ME 109's and 2 FW 190's were observed in the target area. One ME 109 attacked a straggler from 7 o'clock, level and was shot down by a tail gunner. Moderate, fairly accurate, heavy flak was encountered at the target. The Strike Assessment Report states that a good cluster of bombs fell on the assigned target area. Numerous direct hits were scored on oil loading sidings and quayside facilities. Railroad tracks and rolling stock along the quayside received considerable damage. Another cluster of bombs fell in the Danube River approximately 3,000 feet SW of target.

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(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 June 1944 to 30 June 1944.

June 12th - [illegible] - At 0615 hours ten (10) Squadron A/C took off to bomb the Munich Bayerische Motorenwerke, Germany, escorted by P-38's and P-51's. Crews reported a good concentration of bombs on the assigned target area, some falling on the A/D and some carrying over into the city. 25 to 35 ME 109's were seen in the Udine-Gorizia area, and 15 to 20 made aggressive attacks from line abreast, from head on and from 6 o'clock high. At least 30 attacks were made in five minutes. These E/A shadowed the formation to the target. In the target area at least 50 ME 109's were seen and approximately 30 made attacks on all boxes of the formation. Attacks came from around the clock, the majority from 6 and 12 o'clock, from high level. At the target the attacks were not as aggressive as in the [illegible]. Flak at the target was intense, accurate and heavy. The Strike Assessment Report stated a good concentration of bombs fell on the target area, scoring direct hits on [illegible], aircraft hangars, workshops, and heat treatment shops. The string of bombs carried along west section of target area caused damage to numerous buildings and various types of work shops.

June 16th - [illegible] - At 0650 hours eight (8) Squadron A/C took off to bomb the Vienna Winter Oil Storage Area, Germany, escorted by P-38's, P-47's and P-51's. Clouds in the target area together with intense flak smoke made observation of results extremely difficult. However, hits were observed on the SE end of the island on which the target was located. 25 to 30 FW 110's and 5 to 10 ME 109's and FW 190's were seen in the vicinity of Lake Balaton. One ME 109 attempted an attack from 6 o'clock level, but was intercepted and shot down by P-51's. No other attack was made against the formation. At the target the flak was intense, accurate and heavy. Although the assigned target area was cloud obscured, photo interpretation showed possible strikes on a group of nine storage tanks and on a RR bridge and approaches across Winter Harbor basin. There was also possible damage to quayside storage sheds and facilities.

June 22nd - CHIVASSO MOTOR TRANSPORT REPAIR DEPOT, ITALY - At 0705 hours ten (10) Squadron A/C took off to bomb the Chivasso Motor Transport Repair Depot, Italy, escorted by P-51's. The target was completely covered by bomb strikes and caused very heavy damage. No enemy A/C were seen or encountered and there was no flak at the target or at any other place along the route. The Strike Assessment Report states the following: "An excellent concentration of bombs completely blanketed the assigned target area. All but a few fell inside the 2,000 feet radius. Main workshops and motor transports parked in area received numerous direct hits and severe damage. Excellent bombing by this Group."

June 24th - CRAIOVA RAILWAY REPAIR DEPOT, ROUMANIA - At 0610 hours nine (9) Squadron A/C took off to bomb Craiova Railway Repair Depot, Roumania, escorted by P-51's and P-38's. Crews report that the bombs struck on the eastern side of the target, carrying well across the eastern half of the repair yards and over. No E/A were encountered, but one ME 109 and one FW 190 were observed in the target area at a great distance. These E/A did not make any attacks. No flak was encountered at the target. Photos showed the target area cloud obscured on approach of formation. When clear target was visible, completely developed bomb bursts covered the target area. Previous bombing covered the target, making differentiation of damage by the Group indeterminable.

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(Ltr., [illegible] Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 June 1944 to 30 June 1944.

June 25th - ARLES RAILROAD BRIDGE, FRANCE - At 0520 hours eight (8) Squadron A/C took off to bomb the Arles Railroad Bridge, France, escorted by P-51's and P-38's. Crews reported that the bridge appeared to be bracketed, but no hits were observed on the bridge itself. 3 ME 109's and 3 JU 88's were observed between the IP and the target. A JU 88 made one pass from 7 o'clock and high. Attacks were unaggressive and the E/A broke away when the right waist gunner opened fire. Slight, fairly accurate, heavy flak was encountered at the target. The Strike Assessment Report states that it is probable that the bridge is down or severely damaged. A concentration of bombs carried across the M/Ys on the east bank of the Rhone River scoring numerous hits on the railroad sheds and trackage.

June 26th - MOOSBIERBAUM OIL REFINERY, AUSTRIA - At 0540 hours nine (9) Squadron A/C took off to bomb Moosbierbaum Oil Refinery, Austria, escorted by P-38's and P-51's. An excellent concentration of bombs struck the target and heavy, black smoke was observed rising from the target area. Enemy aircraft were first encountered at Bratislava at approximately 0920 hours. In this area one group of ME 210's, ME 110's, and JU 88's succeeded in separating the escort from the formation. 50 to 60 T/E A/C then broke up units of the formation and made aggressive attacks [illegible] 400 yards and when diving through the formation. All T/E A/C attacking were firing 20 mm. ammunition and rockets. The T/E A/C attacks lasted until the IP. In the target area and after bombs away, approximately 60 ME 109's and Fw 190's were encountered. The S/E A/C attacked from out of the sun at 11 and 12 o'clock high, diving on the formation and pressing as close as 30 yards. One E/A dove head on into the A/C of 1st Lt. Bernard M. Keogh of this Squadron and both planes went down. The S/E A/C dove through the formation and came up for attacks from 6 o'clock low and around the clock. Attacks came singly, in pairs, and three's. Moderate to intense, accurate, heavy flak was encountered at the target. Photo interpretation showed a good concentration with over 200 hits in the target area. Ten hits were scored on oil storage in NE area of layout, starting fires. Eight hits were made on the power station and several other fires were started at different locations. A cluster of hits were scored on the railroad line, sidings, and parked rolling stock on the east side of the plant.

June 28th - KARLOVO A/D, BULGARIA - At 0625 hours six (6) Squadron A/C took off to bomb barracks and stores at Karlovo A/D, Bulgaria, escorted by P-38's and P-47's. Crews reported that bombs fell short of target, but carried up through the barracks and hangar area. 15 ME 109's and 5 FW 190's were observed in the target area but did not attack. No flak was encountered at the target proper, but slight to moderate, accurate, heavy flak was thrown up from the town of Karlovo. The Strike Assessment Report states that the assigned target was completely smoke obscured by previous bombing. Bomb bursts were visible on both sides of the target, indicating strikes covered the target area. No damage assessment of aircraft or airdrome installations was possible.

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h. Commanding Officers in important operations.

(1) June 7th - VOLTRI SHIPYARDS, ITALY - Major HORACE W. LAFFORD, JR., Squadron Commanding Officer, as pilot, and Captain LAWRENCE F. LIBERTY, Assistant Squadron Operations Officer, as co-pilot, led the Group over the Voltri Shipyards, Italy, a target of opportunity. The target was almost completely cloud obscured, but some hits were visible in the target area. Possible damage was done to chemical works, industrial plants and railroad and highway bridges. No E/A were seen or encountered and flak at the target was slight to moderate, accurate and heavy.

(2) June 26th - MOOSBIERBAUM OIL REFINERY, AUSTRIA - Major RUSSELL J. WELSH, Squadron Operations Officer, led the 2nd Attack Unit in the attack on the important Moosbierbaum Oil Refinery, Austria. Large numbers of very aggressive enemy A/C were encountered at Bratislava and in the target area and three (3) Squadron A/C were shot down. Flak encountered at the target was moderate to intense, accurate and heavy. Despite the E/A and flak, good bombing results were obtained. Over 200 hits were scored in the target area on oil storage, power station, railroad line, sidings and parked rolling stock.

i. Losses in action ..... Officers and Enlisted Men.

During the month of June the following personnel losses were sustained by the Squadron:

(1) Five (5) crews Missing In Action (19 Officers, 30 Enlisted Men).

(2) Two (2) Enlisted Men Killed In Action.

(3) Three (3) Officers and six (6) Enlisted Men seriously wounded.

The following is a detailed account of the month's losses:

June 16th - VIENNA WINTER HAFEN OIL STORAGE AREA, AUSTRIA

Two (2) crews Missing In Action.

WURTZ, NELSON A., First Lieutenant, O-682937, Pilot
SUTENA, ALLEN E., First Lieutenant, O-691311, Co-Pilot
MCWILLIAMS, ROBERT C., JR., First Lieutenant, O-736880, Navigator
LOEBBAKER, CHARLES H., First Lieutenant, O-747597, Bombardier
GROSS, HUGO M., Technical Sergeant, 32669776, Radio Operator
DRAPER, WILLIAM E., Technical Sergeant, 34404385, Top Turret Gunner
MEEGAN, WILLIAM J., Staff Sergeant, 12158921, Right Waist Gunner
KLEIN, EMANUEL, Staff Sergeant, 32444200, Left Waist Gunner
ASHELY, FRANK A., Staff Sergeant, 35369411, Ball Turret Gunner
KALTA, BERNARD W., Staff Sergeant, 37461572, Tail Turret Gunner

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SNIDER, HARLEY D., Second Lieutenant, O-1703138, Pilot
DURANT, ANTHONY F., Second Lieutenant, O-819504, Co-Pilot
VINCE, EARL J., Second Lieutenant, O-703017, Navigator
JOHNSON, WILLIAM G., Second Lieutenant, O-7 4213, Bombardier
VAN SICKLE, JOHN J., Staff Sergeant, 35631899, Radio Operator
RICHARDSON, ROBERT J., Staff Sergeant, 34624241, Top Turret Gunner
[illegible]SON, HAROLD A., Sergeant, 34606765, Right Waist Gunner
FISHER, JOSEPH E., Staff Sergeant, 32672908, Left Waist Gunner
WRIGHT, EARL T., Staff Sergeant, 14027120, Ball Turret Gunner
[illegible], GERALD J., Sergeant, 31317117, Tail Turret Gunner

June 13th - MUNICH BAYERISCHE MOTORENWERKE, GERMANY

Two (2) Enlisted Men were killed by enemy aircraft gunfire.

RADCLIFF, LEO C., Staff Sergeant, 18217745, Ball Turret Gunner
SHAW, GORDON F., Staff Sergeant, 32361378, Right Waist Gunner

June 26th - FLUGPLATZANLAGE OIL REFINERY, AUSTRIA

Three (3) crews Missing in Action.

MCCARTHY, PAUL A., Second Lieutenant, O-818178, Pilot
ANDERSON, WALTER V., Second Lieutenant, O-822918, Co-Pilot
JACKSON, THURMAN H., First Lieutenant, O-690437, Navigator
KILLIAN, CHARLES H., Second Lieutenant, O-454658, Bombardier
SHUTRELL, RICHARD C., Technical Sergeant, 36325225, Radio Operator
STOVER, CARL W., Technical Sergeant, 15339399, Top Turret Gunner
MOORE, HUGH B., Staff Sergeant, 34313598, Right Waist Gunner
KISHKO, MICHAEL, Staff Sergeant, 6942329, Left Waist Gunner
ABEL, DONALD M., Staff Sergeant, 13170551, Ball Turret Gunner
[illegible], KENNETH L., Staff Sergeant, 6941271, Tail Turret Gunner

JORDAN, LEON D., First Lieutenant, O-795763, Pilot
HARRINGTON, WALTER D., First Lieutenant, O-377061, Co-Pilot
HALE, RICHARD D., First Lieutenant, O-674669, Navigator
KIRBY, HAROLD F., JR., Second Lieutenant, O-706895, Bombardier
MITCHELL, ARNOLD W., Technical Sergeant, 33114257, Top Turret Gunner
[illegible], HAROLD R., Technical Sergeant, 12208606, Radio Operator
EDWARDS, JOHN R., Staff Sergeant, 12182500, Right Waist Gunner
MORRIS, RUSSELL S., Staff Sergeant, 32555279, Left Waist Gunner
SHERRICK, EDGAR S., Staff Sergeant, 35622629, Ball Turret Gunner
LOUD, ROBERT W., Staff Sergeant, 31066044, Tail Turret Gunner

KROCH, BERNARD M., First Lieutenant, O-660650, Pilot
VRALSTED, HOWARD O., Second Lieutenant, O-697512, Co-Pilot
MCCRAKEN, HARRY F., Second Lieutenant, O-702067, Bombardier

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DENDY, FRED L., JR., Technical Sergeant, 12203046, Radio Operator
HUGGINS, FLOYD C., Technical Sergeant, 34609123, Top Turret Gunner
WATSON, HAROLD L., Staff Sergeant, 34602766, Right Waist Gunner
LOGUE, WILLIAM G., JR., Staff Sergeant, 14091662, Left Waist Gunner
LUNDQUIST, STANLEY E., Staff Sergeant, 36457056, Ball Turret Gunner
PUSLAT, ALFRED, Staff Sergeant, 35623775, Tail Turret Gunner

June 13th - MILITARY-CHEMISCHE MUNITIONSFABRIK, GERMANY

One (1) Enlisted Man wounded by enemy aircraft gunfire.

ABBOTT, JACK ..., 39324988, Staff Sergeant, Tail Turret Gunner

One (1) Enlisted Man wounded by enemy anti-aircraft fire.

BLACKLAW, MARK S., Sergeant, 36455732, Photographer

June 16th - VIENNA VIENNER MAGYAR OIL STORAGE AREA, GERMANY

One (1) Enlisted Man wounded by enemy anti-aircraft fire.

KELLEY, ELMER A., Technical Sergeant, 35679560, Radio Operator

June 26th - [illegible] BAUM OIL REFINERY, AUSTRIA

One (1) Officer and one (1) Enlisted Man wounded by enemy anti-aircraft fire.

HIGGINBOTHAM, CARL E., Second Lieutenant, O-693263, Co-Pilot
CURL, DWIGHT, Staff Sergeant, 34800466, Radio Operator

One (1) Enlisted Man wounded by enemy aircraft gunfire.

WEEKS, JAMES E., Staff Sergeant, 34649948, Left Waist Gunner

i. Members who have Distinguished themselves.

(1) AWARDS OF THE SILVER STAR

On June 8, 1944, pursuant to GENERAL ORDERS NUMBER 928, Headquarters Fifteenth Air Force, dated 8 June 1944, the SILVER STAR was awarded FIRST LIEUTENANT JOHN F. BRASHEAR, O-745600, Pilot, for gallantry in action as pilot of a B-24 type aircraft. On 24 May 1944, while on an important daylight bombing mission against an enemy airdrome in Austria. Lt. Brashear's plane was severely damaged by intense anti-aircraft fire. Because of weather, bombs were jettisoned over water. One bomb, however, exploded just below the aircraft, and the stricken plane plunged toward the sea. Although bomber was crippled, Lt. Brashear skillfully landed the plane on the water. All ten (10) men safely made their way from the ship. A tribute to the unwavering courage, superb skill and resourceful determination of Lt. Brashear.

(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 June 1944 to 30 June 1944.

(2) AWARDS OF THE DISTINGUISHED FLYING CROSS

(a) On 31 May 1944, pursuant to GENERAL ORDERS NUMBER 761, Headquarters Fifteenth Air Force, dated 31 May 1944, the DISTINGUISHED FLYING CROSS was awarded MAJOR RUSSELL J. WELSH, O-401275, Pilot, for extraordinary achievement in aerial flight as pilot of a B-24 type aircraft. On 28 March 1944, Major Welsh was leading an attack unit of a heavy bombardment group on a bombing mission against a strategic rail center in Italy. Although weather caused part of formation to return to base, Major Welsh skillfully maneuvered his section into formation with another group, following it across the target. Despite intense, accurate anti-aircraft fire and strong enemy fighter interception in the target area, a successful bombing run was completed without loss of a plane. Through the dogged determination, adroit leadership and resourceful initiative displayed by Major Welsh, a large measure of success was achieved on a mission that might have proved abortive.

(b) On 6 June 1944, pursuant to GENERAL ORDERS NUMBER 815, Headquarters Fifteenth Air Force, dated 6 June 1944, the DISTINGUISHED FLYING CROSS was awarded FIRST LIEUTENANT LOUIS L. MANGERONI, O-659393, Pilot, for extraordinary achievement in aerial flight as pilot of a B-24 type aircraft. On 21 April 1944, Lt. Mangeroni was flight leader on a bombing mission against an important rail center in Roumania. His plane was attacked repeatedly by E/A, and sustained severe damage. Heavy damage resulted from the flak which shattered the plexi-glass of the pilot's compartment, one (1) fragment striking Lt. Mangeroni. By dogged tenacity and skillful piloting, he maintained his position in the formation, holding the flight intact until safely out of hostile territory. Then, with his fuel supply rapidly draining out and danger of fire ever imminent, he made his way to the home field and a successful landing.

(c) On 11 June 1944, pursuant to GENERAL ORDERS NUMBER 963, Headquarters Fifteenth Air Force, dated 11 June 1944, the DISTINGUISHED FLYING CROSS was awarded FIRST LIEUTENANT EUGENE L. HUDSON, O-745089, Pilot, for extraordinary achievement in aerial flight as pilot of a B-24 type aircraft. On 21 April 1944, Lt. Hudson, while on a mission against an important rail center in Roumania, was attacked repeatedly by E/A, damaged one (1) of his engines. On the return flight, flak completely destroyed the hydraulic system. Despite the crippled condition of his aircraft, Lt. Hudson maintained his position, affording maximum firepower protection against further enemy fighter attacks. Without use of brakes or flaps, she circled the home field until the rest of the formation landed, before bringing his plane in for a successful landing.

(d) On 11 June 1944, pursuant to GENERAL ORDERS NUMBER 963, Headquarters Fifteenth Air Force, dated 11 June 1944, the DISTINGUISHED FLYING CROSS was awarded SECOND LIEUTENANT GORDON C. RUTH, O-1703137, Co-Pilot, for extraordinary achievement in aerial flight as co-pilot of a B-24 type aircraft. On 24 May 1944, while on a bombing mission against an important enemy airdrome in Austria, Lt. Ruth's plane was severely damaged by intense anti-aircraft fire. Because of weather, bombs were jettisoned over water. One bomb, however, exploded just below the aircraft, and the stricken plane plunged toward the sea. Despite it's crippled condition, Lt. Ruth remained at the controls and lent valuable assistance in bringing the ship out of its dive and onto the water for a successful landing.

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All ten (10) members of the crew were able to make their way from the plane before it sank. Lt. Muth then rendered first aid to the gravely injured pilot, and during the five and one-half (5 1/2) hours spent in the water waiting for rescue, he rendered valuable physical assistance and moral encouragement.

(c) On 11 June 1944, pursuant to GENERAL ORDERS NUMBER 963, Headquarters Fifteenth Air Force, dated 11 June 1944, the DISTINGUISHED FLYING CROSS was awarded SECOND LIEUTENANT ROBERT A. REGNIER, O-753029, Navigator, for extraordinary achievement in aerial flight as navigator of a B-24 type aircraft. On 24 May 1944, while on a bombing mission against an important enemy airdrome in Austria, Lt. Regnier's plane was severely damaged by intense anti-aircraft fire. Because of weather, bombs were jettisoned over water. One bomb, however, exploded just below the aircraft, and the stricken plane plunged toward the sea. A fragment severely wounded the engineer. Lt. Regnier assisted in giving the wounded man first aid, then made his way to the rear of the ship where he directed the men to their stations in preparation for ditching. During the time spent in the water he rendered valuable physical assistance and moral encouragement, which were important factors in their battle against exposure and fatigue.

(3) AWARDS OF THE PURPLE HEART

(a) On 14 June 1944, pursuant to GENERAL ORDERS NUMBER 31, Headquarters 34rh Field Hospital, APO 763, dated 14 June 1944, the following members of the squadron were awarded the PURPLE HEART for wounds sustained in action against the enemy on the mission of 13 June 1944 to MUNICH, GERMANY.

(1) ABBOTT, JACK E., Staff Sergeant, 39324988

(2) BLACKMAN, MARK S., Sergeant, 36455732

(b) On 18 June 1944, pursuant to GENERAL ORDERS NUMBER 32, Headquarters 34th Field Hospital, APO 763, dated 18 June 1944, the following member of the squadron was awarded the PURPLE HEART for wounds sustained in action against the enemy on the mission of 16 June 1944 to VIENNA, GERMANY.

(1) KELLEY, ELMER A., Technical Sergeant, 35679560

(c) On 20 June 1944, pursuant to GENERAL ORDERS NUMBER 13, Headquarters 455th Bombardment Group (H), APO 520, dated 20 June 1944, the following members of the squadron were awarded the PURPLE HEART for wounds sustained in action against the enemy on the following two missions:.

(1) 24 May 1944 to MURCHENDORF, GERMANY

(a) MUTH, GORDON C., Second Lieutenant, O-1703137

(b) REGNIER, ROBERT A., Second Lieutenant, O-753029

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(Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 June 1944 to 30 June 1944.

(2) 13 June 1944 to MUNICH, GERMANY

(a) TOWNSEND, HUBERT L., Staff Sergeant, 16151594

(d) On 27 June 1944, pursuant to GENERAL ORDERS NUMBER 34, Headquarters 34th Field Hospital, APO 763, dated 27 June 1944, the following members of the squadron were awarded the PURPLE HEART for wounds sustained in action against the enemy on the mission of 26 June 1944 to MOOSBIERBAUM, AUSTRIA:

(1) HIGGINBOTHAM, CARL E., Second Lieutenant, O-693263

(2) CUNE, [illegible]T, Staff Sergeant, 34800466

(3) WEEKS, JAMES E., Staff Sergeant, 34649948

2. Enclosed is the War Diary of this unit for the period 1 June 1944 to 30 June 1944.

For the Commanding Officer:

JOHN J. VAN LENT
Captain, Air Corps,
Intelligence Officer

1 INCL.
War Diary

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741ST BOMBARDMENT SQUADRON (H)
APO 520 US ARMY

10 July 1944

WAR DIARY

June

June 1, 1944- After ten days of continuous activity, during which time the combat men participated in eleven missions, a stand down was decreed today. Welcome respite. A new crew was indoctrinated in escape and censorship procedure. In the evening Co. K (388th Infantry) was again the attraction on the diamond. Our team banged out a 17 to 0, 3-inning victory. No opposition. Armament and Ordnance sections spent a day at a beach on the Adriatic. May become a regular feature on days when planes are grounded.

June 2, 1944- Hot, sultry day. Early takeoff---Target: Miskolc, Hungary. Twelve ground men left for rest camp at Bari for 5 day vacation. At last! The movies worked!

June 3, 1944- Mission scrubbed. A practice flight was flown later in the day. Our ground Officers took a softball shellacking down at Group. Eyewitnesses observed a woeful lack of punch at the plate. Starting next Monday the squadron will send a bus load of men to the shore daily. Which isn't bad, as it is pretty hot these days. EM club serving cokes---on ICE!

June 4, 1944- Target: Genoa, Italy. Church services were held in Officers' club. Our CO was mentioned (by name) on a German broadcast this ayem. He seemed delighted over the unsolicited publicity. Heavy wagering on the Allied capture of Rome, still 12 miles away, according to the latest dispatch. An outdoor variety show at Group made a big hit. But the cinema flopped again. Ceremony for presentation of awards at the briefing room. Our hardball team put the skids once more on the 459th Bomb Group for their fifth straight victory. Score: 12 to 1.

June 5, 1944- 1st Lt. Leon Jordon and crew left for week's respite at Capri, accompanied by Major Russell J. Welsh, Operations Officer. Sunny weather and our first seashore special bus had quite a few passengers. Practice mission flown. Headlines: "Allies enter Rome." 1st Lt. Winfield Bowers and crew returned from Capri. Gunners beat the combat officers in a hardball game 7 to 4. Fried chicken for supper - fellow s sort of enjoyed the gastronomic diversion.

June 6, 1944- It's come - at last. Whole camp agog over the Invasion of France this morning. Long range aerial warfare continued and the target for today was Brasov, Rumania. Lt. Charles E. Hammond has 49 sorties to his credit. The daily shore truck leaves at 8:30 AM and returns at 3:00 PM. K rations are provided for the sunburn enthusiasts.

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741ST BOMBARDMENT SQUADRON (H)
APO 520 US ARMY

10 July 1944

WAR DIARY

June (Cont'd)

June 7, 1944- Dusty day. Target: Sestri harbor installations, Italy. USO show was held in a hollow adjoining camp. Aerial offensive stars were distributed to all personnel. Lt. Charles T. Hammond had the signal honor of being the first man in our outfit to complete fifty sorties. Ground echelon vacationeers returned from Bari rest camp. 1st Lt. Harold Coraki lost the group in the clouds this morning during assembly over the home field but attached himself to an alien formation and aided in bombing a different target.

June 8, 1944- Mission cancelled. Dust-screen weather continues. Rumor of Russia declaring war on Japan spread like wildfire but reliable S-2 spiked the hopeful presumption. 1st Lt. Louis L. Mangeroni, pilot, was awarded the DFC. Practice mission was flown.

June 9, 1944- Target: Munich, Germany. All planes returned safely. PX day. In a return game gunners and combat officers staged a 21-21 tie. A new crew arrived. Latest Allied land successes have picked up interest.

June 10, 1944- Fine, sunny day. Target: Ferrara A/D, Italy. All quiet on the horsehide front - no opposition can be found for our powerhouse ball club. Another batch of combat men were informed of their prospective furlough to the States. Included are: Lts. Huth and Regnier (ditching survivors), Lts. Hammond and Efurd and Sgts. Averill, Patterson, Squires, Wise, and Pearson. Pin Down Girl was left in Corsica, results of forced landing.

June 11, 1944- Very early briefing. Target: Giurgiu, Romania. Lts. Ross and Purpus left for rest camp at Villagio Mancuso. Major Lanford was deputy group leader on today's mission.

June 12, 1944- No mission today. Short, welcome rain spell in the afternoon. Hard ball team practiced at nite. Lt. Hammond went to Bari to pick up the Liberator on which he and his crew will furlough-fly to the States. Eyeptie labor gang is putting up a magnificent manor of medicine for the medics. English officers from AA outfit in our area pop into S-2 pretty often. Close liaison, so to speak. S/Sgt. Francis Beeson, orderly room morning-report-er, returned from hospital. Also Lt. Frank Pokora, navigator, who had been detained because of a non-existent spot on his lung.

June 13, 1944- Goodbye to Lt. Hammond and crew today, as he flew his plane low over the area in a farewell gesture. Target was Munich, Germany, a real tough one. The planes limped back to base today, all shot up. One bomber, piloted by Lt. Gustav Wendt straggled in late, after the rest of the group had returned. It had been presumably lost, but it came back with engines feathered and its hydraulic system all shot up.

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741ST BOMBARDMENT SQUADRON (H)
APO 520 US ARMY

10 July 1944

WAR DIARY

June (Cont't)

June 13, 1944- (Cont'd) By the use of parachutes opened from the waist windows a safe landing was effected. Another aircraft (pilot-Lt. Robert C. Christensen), tailend Charlie of the group formation, was jumped on by 15 E/A shortly after they crossed the Adriatic into Jugoslavia, and in the ensuing action Sgts. Gordon F. Swann and Leo C. Padgett were killed. Sgt. Hubert L. Townsend, aerial photographer, took over the dead men's guns and personally accounted for two fighters. Sgt. Casimir Bialas also claimed a fighter. With the ship badly crippled, Lt. Christensen showed lots of guts, judgment and skill, maintaining his position in the formation and proceeding to the target over 100 miles away, realizing full well it would have been suicidal to detach himself from whatever protective cover he could receive, in his position, from the formation ahead. At the target further damage was inflicted on his ship by intense flak barrage but he brought it through safely, but severely mauled. At the home base he made a skillful landing without the service of his nose wheel. It was a shaky crew that night.

June 14, 1944- Mission scrubbed. Welcome news was received that Captain Clifford Norgard, Lt. Melvin Evenson, Lt. William Demas and Sgt. Arthur Bergmann, who went down in the Bucharest raid of 21 April 1944, are now prisoners of war. Since they were lost, somehow the feeling pervaded the camp that the crew of the ill-fated "Captain and His Kids" (as the plane was called) were still alive. Rumors built up into hopeful myths. Just one of those strange things. Heartening to have that feeling substantiated. Major Russell J. Welsh, Operations Officer, has been awarded the DFC for the Verona raid of 28 March 1944. 1st Lt. John F. Brashear was awarded the Silver Star for gallantry in action on the 24 May 1944 raid when he was forced to ditch in the Adriatic. He suffered a fractured leg during the harrowing experience and is at present bedded at the 26th General Hospital in Bari.

June 15, 1944- No mission today. Lts. Louis L. Nangeroni and Lawrence F. Liberty were promoted to Captains today. An outdoor stage show at Group had the boys raving.

June 16, 1944- Target today - Vienna, Austria. A bad one. We lost two crews on the raid. 1st Lt. Nelson A. Wurts was seen to go down over the target after direct hits on the forward part of his ship. Some parachutes were seen to open. The crew was one of the original combat contingent and all had approximately 45 missions apiece to their credit. Lt. Robert C. McWilliams, Squadron Navigator, is among the missing. The

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741ST BOMBARDMENT SQUADRON (H)
APO 520 US ARMY

10 July 1944

WAR DIARY

June (Cont'd)

June 16, 1944- (Cont'd) other plane was piloted by Lt. Harley D. Snider, another oldtimer. He was last observed leaving the formation over the target in distress and is unaccounted for, which means there is hope. T/Sgt. Clinton D. Bantz, who was a member of Captain Norgard's crew on the mission of 21 April 1944, is now a prisoner of war, it was disclosed today via a clipping from the States received by one of our men. DFC's have been awarded to 1st Lt. Eugene L. Hudson, 1st Lt. Robert A. Hoggnier, and 2nd Lt. Gordon C. Muth.

June 17, 1944- No mission today. Signed the payroll.

June 18, 1944- New ground Officer was assigned to us. Fresh from the States. Name: 2nd Lt. Charles Hudson, destined for Tech Supply. All OD's must be turned in today.

June 19, 1944- Rained cats and dogs in early morn, but skies cleared up later on. Mission was called off and the combat men returned to the area just in time to coincide with the tail end Charlies of the breakfast line. Result: a long queue in the Pancake line. Church services were held in the Officer's Club. Major Lockwood brought his hardball team to Bari for a game with the representatives of the 26th General Hospital. The hosts treated us visitors splendidly; fed us, showered us after the game which, incidentally, was won by the pain soothers by a score of 11-4. This was our first defeat after five straight wins. In the evening a formation was called during which CO Major Lanford revealed that we would be honored by the presence of a distinguished personage on the morrow. The importance of this visitor-to-be could not be underestimated and we were to make thorough preparations for the ordeal.

June 20, 1944- This eventful day started with a rude awakening. The entire camp was jolted out of bed at 5:00 AM for a roll call in front of the orderly room. Again we were reminded to be on our toes all day. The area was thoroughly policed. After breakfast, pyramidal tent interiors were attacked with fury in a general clean up. Beds were made with some semblance of hospital corners, guns were cleaned, floors swept. Then we patiently waited for the mysterious personality. One rumor-monger said the visitor would be one of three prominent people - F.D.R., Churchill, or Eleanor. A practice mission was flown to impress General X. The line men and Headquarters sections were indoctrinated in the proper procedure to follow if, and when, accosted by the lofty personage. Nerves were frayed and even non-

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741ST BOMBARDMENT SQUADRON (H)
APO 520 US ARMY

10 July 1944

WAR DIARY

June (Cont'd)

June 20, 1944- (Cont'd) smokers indulged in the tonic a cigar offered. The usual false alarms of "Attention" were shouted by jokesters. And then after a tempting lunch of hash, it was all called off.

June 21, 1944- Mission scrubbed. Rubber Check with 51 missions and Oniakinback with 50 are leading in mission derby. We are very short on crews. Not many left out of our orginal complement.

June 22, 1944- Target: Chiavasso, Italy. Outstanding job of bombing. It could truthfully be called a shambles. Good news - Lt. Snider and crew who have been missing since the Vienna raid of June 16th, are reported to have landed in friendly territory and are safe. No further details have been given. A terrific explosion shook the area when a plane from another group crashed on takeoff on the runway adjoining ours. Sgt. Harold J. Schroeder, medic, rushed over and aided two injured men in a miraculous escape from death. The hardball team beat 21st Engineers 8 to 2.

June 23, 1944- On today's mission due to adverse weather conditions, planes were recalled while over the Adriatic. PX day again - line formed early in the morning. Pretty good rations. PX czar is Sgt. Milton Miller, doing a good job even though he has no teeth. We are in dire need of replacements for our combat crews.

June 24, 1944- Target: Craiova, Rumania. Lt. Donald J. Picken, Sgt. Federico Coriddi and Sgt. Verl D. Maxson, badly injured while on a test hop crash several months ago, were around, looking OK again. Sgt. Peter Bozza, refueling operator, returned from a 7 day furlough to visit relatives in Italy. Pete was born in Italy and left for America when he was nine years old. More ground men left for Bari rest camp.

June 25, 1944- Target: Railroad bridge at Arles, France. 1100 miles mission. Good job of bombing despite the fact it was a pin point target. Lt. Isidore Morenstein, Asst. S-2 Officer, and Lt. Frank Pokora, grounded navigator, returned from Villagio Mancuso rest camp. Intermittent showers, but the sun blazed thru, hot and shiny as ever.

June 26, 1944- Targets: Refineries at Moosbierbaum, Austria. Several Eyeties KP's were discharged. Our runway was oiled up, probably be metal stripped soon. On today's mission we sent up 9 planes, but only six returned. Three of them were shot down over the target. Over 100 E/A were encountered in the general target area. Only extraordinary achievements by the crews averted a more catastrophic outcome. Plane piloted by Capt. Rangeroni accounted for no less than 9 E/A destroyed and two probable. Lt. Harold Gorski brought his plane back despite a man-

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741ST BOMBARDMENT SQUADRON (H)
APO 520 US ARMY

10 July 1944

WAR DIARY

June (Cont'd)

June 26, 1944- (Cont'd) ...hole in right wing and many other perforations. His control cables and hydraulic system were all shot up and he resorted to parachutes suspended from waist windows to bring plane to safe landing. It was a brutal experience in which ten B-24s of the group were lost. Despite the fanatic E/A interception and intense flak barrages over the target, the bombing was excellent. The E/A made suicidal attacks at very short range on the tail end of the formation. Returning crews brought back tales to make anybody shudder. 34 claims were entered by the gunners of our Squadron. Sgt. Edward A. Howell, ball turret gunner, was credited with four. The three crews lost were Lts. Jordan, McCarthy and Keogh. 1st Lt. Bernard Keogh went down after being rammed by an E/A, shortly before the target. The ...kept in formation on the bombing run to complete the assigned task, harassed by the fury of E/A attacking for the kill. One of the premier - Sgt. Kenneth L. Bennett, ball turret, was singled out for praise by returning airmen. His guns kept firing till the last even as the plane flamed and dropped into a hero's oblivion.

June 27, 1944- [illegible]. The 20th Gen. Hosp. hardball team from Beri visited us last night and beat us again 6 to 3. It was another dusty day. New plane arrived last night.

June 28, 1944- Target: Karlovo A/D, Bulgaria. Excellent bombing job. We could only put up 6 crews today. That's how critical the situation is. Only four of our original planes and three out of our original combat complement of eighteen crews were left. You could tell it was something unusual at dinner tonight, for there was a long waiting line. The treat was infinitesimal portions of fried chicken. At the EM Club a plentiful supply of canned American beer was distributed.

June 29, 1944- No mission today. The Squadron was credited with destroying 18 E/A on the Moosbierbaum raid. Fresh boiled potatoes and ice cream for chow - another long line.

June 30, 1944- They had a long, dangerous mission all picked out for the boys today, up Breslau way. Sure making them tougher nowadays. The mission proved abortive, however, when adverse weather conditions were encountered short of Vienna.

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741ST BOMBARDMENT SQUADRON (H)
455TH BOMBARDMENT GROUP (H) AAF
APO 520 U.S. ARMY

14 August 1944

SUBJECT: Historical Records.

TO : Commanding General, Fifteenth Air Force, Attention: Historian.

1. Unit History of the 741ST BOMBARDMENT SQUADRON (H), 455TH BOMBARDMENT GROUP (H) for the period 1 July 1944 to 31 July 1944.

a. The present designation of the unit is 741st Bombardment Squadron (H), 455th Bombardment Group (H), 304th Bombardment Wing (H).

b. Changes in organization.

(1) None
(2) None
(3) None
(4) None

c. Strength, commissioned and enlisted.
(1) Month of July 1944.
(a) at beginning - 74 Officers, 377 Enlisted Men.
(b) net increase - 2 Officers, 11 Enlisted Men.
(c) at end - 76 Officers, 388 Enlisted Men.

d. Station - San Giovanni, Italy

e. Movements - None

f. Campaigns
(1) Illegible
(2) From 18 August 1943 (Air). Still in progress.

g. Operations
During the month of July 1944 the squadron participated in seventeen (17) missions over enemy territory, amassing a total of two hundred and one (201) sorties (actual sorties - one hundred and thirteen (113), including double sortie credit for the following seven (7) missions:

July 2nd - BUDAPEST SHELL OIL STORAGE & REFINERY, HUNGARY

July 3rd - BUCHAREST MALAXA LOCOMOTIVE WORKS, ROUMANIA

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(Ltr., 774th Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 July 1944 to 31 July 1944.

July 7th - ODERTAL SYNTHETIC OIL & COKING PLANT, GERMANY

July 8th - MUNCHENDORF A/D, GERMANY

July 20th - FRIEDRICHSHAFEN MAYBACH A/C ENGINE FACTORY, GERMANY

July 21st - BRUX SYNTHETIC OIL PLANT, CZECHOSLOVAKIA

July 25th - LIEBAU [illegible] ROLLING TANK WKS., AUSTRIA

The most important operations for the month were directed at airdromes, oil storage areas, marshalling yards,, tanks works, armament works, aircraft engine factories and synthetic-oil plants. A detailed account of the month's operations follows:

July 2nd - BUDAPEST SHELL OIL STORAGE & REFINERY, HUNGARY - At 0640 hours four (4) Squadron A/C took off to bomb Budapest Oil Storage & Refinery, Hungary, escorted by P-51's. Numerous hits were observed on the oil refinery, starting fires in oil storage. The Strike Assessment Report states that a good concentration of bombs fell in target area, with numerous hits in western section of refinery on tanks in storage area on both sides of dock. No E/A were seen or encountered and flak at the target was intense, accurate, and heavy.

July 3rd - BUCHAREST MALAXA LOCOMOTIVE WORKS, ROUMANIA - At 0825 hours five (5) Squadron A/C took off to bomb Bucharest Malaxa Locomotive Works, Roumania, escorted by P-51's. Cloud cover hindered bomb run, and prevented complete observation of results. Our Group received no fighter attacks. Flak was moderate, fairly accurate, heavy at the target. The Strike Assessment Report states that only limited interpretation can be made because of clouds, but hits are seen in close proximity and approaching target. Twelve direct hits scored on 620 x 320 foot building and three bursts visible on steel tube workshop in target area. No further damage assessment possible.

July 5th - TRIESTE NORTH OIL REFINERY, ITALY - At 0745 hours seven (7) Squadron A/C took off to bomb Trieste North Oil Refinery, Italy, escorted by P-38's and P-51's. Good concentration of hits were observed to strike target. Entire refinery area was well covered by the bomb pattern. Large fires also observed in target area. No enemy aircraft seen or encountered and flak was received from flak-ships in the harbor as well as from ground batteries. The Strike Assessment Report reported excellent concentration on assigned target area, the western section of Trieste North Oil Refinery. Numerous hits on storage tanks and facilities in this area.

Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H),
Subject: Historical Records. Squadron History for the period 1 July 1944 to 31 July 1944.

July 7th - ODERTAL SYNTHETIC OIL & COKING PLANT, GERMANY - At 0650 hours six (6) Squadron A/C took off to bomb Odertal Synthetic Oil & Coking Point, Germany, escorted by P-38's and P-51's. Crews report that the first attack unit secured a good concentration of bombs in the target area. Two columns of smoke were observed rising to 15,000 feet. The second attack unit dropped short in open fields. 12 to 15 ME 109's observed in the target area. 7 of these A/C circled this formation well out of range, but did not attack, and flak encountered at the target was intense, accurate and heavy.

July 8th - MUNCHENDORF A/D, GERMANY - At 0710 hours six (6) Squadron A/C took off to bomb Munchendorf A/D, Germany, escorted by P-38's and P-51's. Smudgepots were effective: this made further observations difficult. Approximately 20 ME 109's were observed in the target area. This Group received no attacks, the E/A stayed well out of range, probably because of the presence of the strong escort. Moderate to intense, fairly accurate, heavy flak was encountered at the target. The Strike Assessment Report states that majority of frags covered an area to the south and to the east of target area with some falling in dispersal to southeast of landing field and some in northeast corner.

July 12th - MIRAMAS M/Y, FRANCE - At 0705 hours seven (7) Squadron A/C took off to bomb Miramas M/Y, France, escorted by P-51's. No E/A were seen or encountered and moderate to intense, accurate, heavy flak was encountered at the target. The Strike Assessment Report states good concentration of bombs on assigned target. West choke point of main M/Y and diverging lines at entrances to sorting and reception sidings were well covered, and trackage and rolling stock in western portion of M/Y sustained considerable damage. Other clusters of bombs fell in open area approximately 5500 and 9500 feet south of target area.

July 13th - PORTO MARGHERA, ITALY - At 0800 hours seven (7) Squadron A/C took off to bomb the primary target, Plan Able, escorted by P-51's. Due to complete undercast, the secondary target, Porto Marghera, Italy was hit. No E/A seen or encountered in the target area. The flak was moderate, accurate and heavy at the target. The Strike Assessment Report states that a number of bombs hit the eastern half of oil storage in target area. Cluster of bombs fell into Ilva Steel Works, 3500 feet to north of target, and there were hits in the north corner of the S.A. Vetrocoke Ammonia Fertilizer Plant and also across the west Industrial Canal in grain elevators.

July 15th - DACIA ROMANO OIL REFINERY, PLOESTI, ROUMANIA - At 0645 hours nine (9) Squadron A/C took off to bomb Dacia Romano Oil Refinery, Ploesti, Roumania, escorted by P-51's. No E/A were seen or encountered and the flak over the target was intense, accurate and heavy. The Strike Assessment Report states that the target area was completely smoke covered. Results believed unsuccessful.

July 16th - VIENNA MUCHENDORF A/D, AUSTRIA - At 0650 hours seven (7) Squadron A/C took off to bomb Vienna Muchendorf A/D, Austria, escorted by P-38's and P-51's. No bombs were dropped because target was obscured by clouds. No E/A were seen or encountered and the flak at target was intense, accurate and heavy.

Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H),
Subject: Historical Records. Squadron History for the period 1 July 1944 to 31 July 1944.

July 17th - AVIGNON EAST M/Y, FRANCE - At 0915 hours eight (8) Squadron A/C took off to bomb Avignon East M/Y, France, escorted by P-51's and P-38's. Four ME 109's were observed at a distance in the target area, and didnot come in to attack. Moderate, accurate, heavy flak was encountered at the target. The Strike Assessment Report states that a concentration of bombs fell in center and on east end of M/Y, with considerable damage to tracks and rolling stock. Undoubtedly all through tracks are cut.

July 20th - MAYBACH A/C ENGINE FACTORY, FRIEDRICHSHAFEN, GERMANY - At 0705 hours ten (10) Squadron A/C took off to bomb Maybach A/C Engine Factory, Friedrichshafen, Germany, escorted by P-38's and P-51's. Three ME 109's were seen over the target; these E/A were at a distance and no attacks were made. Moderate to intense, accurate, heavy flak was encountered at the target. Target area was completely covered by smoke of previous bombing, and no interpretation was possible.

July 21st - BRUX SYNTHETIC OIL PLANT, CZECHOSLOVAKIA - At 0705 hours nine (9) Squadron A/C took off to bomb Brux Synthetic Oil Plant, Czechoslovakia, escorted by P-38's and P-51's. No E/A were seen or encountered. The Flak at the target was intense, accurate and heavy. Target area was completely covered by smoke of previous bombing. No interpretation was possible.

July 22nd - PLOESTI ROMANO AMERICANO OIL REFINERY, ROUMANIA - At 0820 hours six (6) Squadron A/C took off to bomb Ploesti Romano Americano Oil Refinery, Roumania, escorted by P-51's. No E/A were seen or encountered, and the flak encountered at the target was intense, accurate and heavy. Smoke obscured target, and there were no observations of bomb hits. Bombing was accomplished by Pathfinder method.

July 25th - HERMANN GOERING TANK WORKS, LINZ, AUSTRIA - At 0725 hours four (4) Squadron A/C took off to bomb Hermann Goering Tank Works, Linz, Austria, escorted by P-51's and P-38's. Approximately 15 E/A attacked the formation in the target area, "D" box bearing the brunt of the attack. Flak at the target was intense, accurate and heavy. The Strike Assessment Report stated that target area was almost completely covered by smoke of previous bombing. A very small proportion of bombs were plotted, but many were seen leading directly into target, with numerous hits on tracks and rail facilities.

July 27th - MANFRED WEISS ARMAMENT WORKS, BUDAPEST, HUNGARY - At 0645 hours, six (6) Squadron A/C took off to bomb Manfred Weiss Armament Works, Budapest, Hungary, escorted by P-51's. 50 to 60 ME 109's attacked the formation at the IP and attacks were reported as late as 30 minutes after the target. 5 A/C of the Group were lost to these E/A. Flak at target was moderate to intense, accurate and heavy. The Strike Assessment Report stated that incomplete cover revealed no bomb impacts of the formation. Crews observed some bombs to fall into smoke covered area, on assigned target.

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Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 July 1944 to 31 July 1944.

July 28th - ASTRA/ROMANO REFINERY, PLOESTI, RUMANIA - At 0625 hours seven (7) Squadron A/C took off to bomb Astra/Romano Refinery, Ploesti, Rumania, escorted by P-38's and P-51's. No E/A were seen or encountered at the target. Intense, fairly accurate, heavy flak was reported at the target. Target obscured by effective smoke screen. Bombing was accomplished by Pathfinder method. Check points before target indicate bombs fell in target area.

July 31st - MOGOSAIA OIL STORAGE, BUCHAREST, ROUMANIA - At 0800 hours five (5) Squadron A/C took off to bomb Mogosaia Oil Storage, Bucharest, Roumania, escorted by P-51's. 6 ME 109's were observed between the IP and the target at 4,000 feet below the formation, no attacks were made. Moderate, fairly accurate, heavy flak was encountered at the target. The Strike Assessment Report states that one concentration of bombs fell in open area 1,000 to 2,500 feet south of target.

1. Losses in action ..... Officers and Enlisted Men.

During the month of July the following personnel losses were sustained by the Squadron:

(1) Four (4) crews Missing In Action (16 Officers, 24 Enlisted Men).

(2) One (1) Enlisted Man Killed In Action.

(3) One (1) Officer Killed On Take-Off.

(4) Two (2) Officers and eight (8) Enlisted Men seriously wounded.

The following is a detailed account of the month's losses:

July 7th - ODERTAL SYNTHETIC OIL & COKING PLANT, GERMANY

RALPH M. CHADWICK	1st Lt.	O-690048	Pilot
DAVID H.P. DOUGHERTY	2nd Lt.	O-821306	Co-Pilot
JOHN N. GRIMM	1st Lt.	O-695491	Bombardier
PHILIP J. DALY	T/Sgt.	39325328	Radio Operator
NORMAN M. STEINHAUSER	T/Sgt.	16134001	Engineer and Top Turret
ADRIAN EARL	S/Sgt.	36258274	Right Waist Gunner
SOL D. CHANDLER	S/Sgt.	32020283	Left Waist Gunner
[illegible]	S/Sgt.	39203617	Ball Turret Gunner
[illegible]	S/Sgt.	37341462	Tail Turret Gunner

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Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H),
Subject: Historical Records. Squadron History for the period 1 July 1944 to 31 July 1944.

July 21st - BRUX SYNTHETIC OIL PLANT, CZECHOSLOVAKIA

One (1) crew Missing In Action.

LEWIS D. KING	2nd Lt.	0-761173	Pilot
HORACE W. LANFORD, JR.	Major	0-401185	Co-Pilot
WILLIAM E. GRIM	1st Lt.	0-702905	Navigator
THADDEUS BRNIAK	1st Lt.	0-683899	Navigator
SAM DARGINAVICIUS	1st Lt.	0-688655	Bombardier
VINCENT F. SIMMON	T/Sgt.	32517219	Radio Operator
CARL LOIOCANO, JR.	T/Sgt.	32832337	Top Turret Engineer
PERRY L. CURTISS	S/Sgt.	36424313	Right Waist Gunner
WILLIAM J. LUDWIG	S/Sgt.	33303475	Left Waist Gunner
ARTHUR G. MARKOSKI	S/Sgt.	20108481	Tail Turret Gunner

July 22nd - PLOESTI ROMANO AMERICANO OIL REFINERY, ROUMANIA

One (1) crew Missing In Action.

SAMUEL F. HANNSARD, JR.	2nd Lt.	0-571936	Pilot
NORMAN E. LISK, JR.	2nd Lt.	0-820285	Co-Pilot
ARNOLD D. LUYENBERG	2nd Lt.	0-716488	Navigator
MARION A. WILSON	2nd Lt.	0-717124	Bombardier
CLINE M. HOLTON	Pfc.	12097972	Radio Operator
LOUIS H. WENTE	Sgt.	17098126	Top Turret Engineer
FRANK T. KILBANE, SR.	Pfc.	37233551	Right Waist Gunner
STANLEY R. SHELDON	Sgt.	32755630	Left Waist Gunner
JAMES L. KNITTLE	Sgt.	36479963	Ball Turret Gunner
GEORGE W. LINCO	S/Sgt.	16036548	Tail Turret Gunner

July 27th - MANFRED WEISS ARMAMENT WORKS, BUDAPEST, HUNGARY

One (1) crew Missing In Action.

MAXWELL B. GATES	2nd Lt.	0-700917	Pilot
JOHN G. SCHWEIGART	2nd Lt.	0-713891	Co-Pilot
ROBERT F. EMICK	2nd Lt.	0-719035	Navigator
EDWARD D. SALECK	2nd Lt.	0-716959	Bombardier
STANLEY J. POSTORINO	S/Sgt.	16089569	Radio Operator
GEORGE A. LUSTER	S/Sgt.	31311451	Top Turret Engineer
BAILEY J. MAXWELL	Sgt.	19117082	Right Waist Gunner
JOSEPH WEINSTEIN	Sgt.	32879965	Left Waist Gunner
ORRIN C. MILLER	Sgt.	33286513	Ball Turret Gunner
ARTHUR R. MELLO	Sgt.	31310961	Tail Turret Gunner
DANIEL P. JAMES	S/Sgt.	35580719	Photographer

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July 22nd - PLOESTI ROMANO AMERICANO OIL REFINERY, ROUMANIA

One (1) Enlisted Man Killed In Action.

CHARLES G. BRATTY Sgt. 13106569 Ball Turret Gunner

July 2nd

One (1) Officer Killed On Take-Off.

STEWART D. BRIER 2nd Lt. O-717172 Navigator

July 17th - MIRAMAS M/Y, FRANCE

One (1) Enlisted Man wounded by enemy aircraft gunfire.

MARK S. BLACKMAN Sgt. 36455732 Photographer

July 21st - BOR SYNTHETIC OIL PLANT, CZECHOSLOVAKIA

Two (2) Officers and one (1) Enlisted Man wounded after parachute landing in Jugoslavia.

HORACE W. LANFORD, JR.	Major	O-401185	Co-Pilot
WILLIAM R. CRIM	1st Lt.	O-702905	Navigator
ARTHUR G. MARKOSKI	S/Sgt.	20108481	Tail Turret Gunner

July 22nd - PLOESTI ROMANO AMERICANO OIL REFINERY, ROUMANIA

Three (3) Enlisted Men wounded by enemy anti-aircraft fire.

PAUL L. BAKER	T/Sgt.	16127662	Radio Operator
THOMAS P. CONROY	S/Sgt.	42021894	Left Waist Gunner
STANLEY J. PASCAVAGE	S/Sgt.	33482550	Photographer

July 27th - MANFRED WEISS ARMAMENT WORKS, BUDAPEST, HUNGARY

Three (3) Enlisted Men wounded by enemy aircraft gunfire.

ROBERT W. BAKER	S/Sgt.	37653293	Radio Operator
FRANCIS E. KAVANAUGH	Sgt.	37472213	Ball Turret Gunner
CHARLES R. HUSMAN	Sgt.	35874830	Tail Turret Gunner

j. Members who have distinguished themselves.

(1) AWARD OF THE DISTINGUISHED FLYING CROSS

[redacted]

Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H),
Subject: Historical Records. Squadron History for the period 1 July 1944 to 31 July 1944.

On July 12, 1944, pursuant to GENERAL ORDERS NUMBER 1784, Headquarters Fifteenth Air Force, dated 12 July 1944, the DISTINGUISHED FLYING CROSS was awarded MAJOR HORACE W. LANFORD, JR., O-401185, Pilot, for extraordinary achievement as pilot of a B-24 type aircraft. On 17 March 1944, enroute to bomb highly strategic enemy installations in Austria, severe and adverse weather conditions were encountered, and finding the target cloud obscured, Major Lanford led the formation to the secondary target, were despite continued severe and adverse weather conditions, together with determined enemy resistance, he maneuvered his group through to the objective for a highly successful bombing run. Proving his outstanding leadership, professional skill, and devotion to duty.

(2) AWARD OF THE DISTINGUISHED FLYING CROSS

On July 14, 1944, pursuant to GENERAL ORDERS NUMBER 1846, Headquarters Fifteenth Air Force, dated 14 July 1944, the DISTINGUISHED FLYING CROSS was awarded the following named men:

LEO C. PADGETT, 18217745, Staff Sergeant, (Posthumous)
GORDON F. SWANN, 32361378, Staff Sergeant, (Posthumous)
SAM BAKANAUSKAS, O-688655, First Lieutenant
ROBERT M. CROWLEY, O-694339, Second Lieutenant
PAUL A. MCCARTHY, O-818178, Second Lieutenant
CASIMIR E. BIALAS, 36331797, Technical Sergeant
HUGO R. GROSS, 32669776, Technical Sergeant
JACK E. ABBOTT, 39324988, Staff Sergeant
WILLIAM BOWLES, JR., 15323106, Staff Sergeant
HUBERT L. TOWNSEND, 16151594, Staff Sergeant

For extraordinary achievement in aerial flight as crew of a B-24 type aircraft. On 13 June 1944, this courageous crew participated inaa bombing mission against a vital aircraft-engine factory in Germany. One hundred miles from the target approximately twenty enemy fighters attacked the formation, and in the ensuing battle their aircraft was severely damaged, the ball turret gunner killed, a waist gunner was hit by an enemy shell, and although fatally wounded, continued to fire his guns until he fell dead. The photographer immediately took over the waist gun and continued the fight against the enemy. The tail gunner was severely wounded but gallantly remained at his post, and with the other gunners, succeeded in beating off the enemy fighter attacks. Although the aircraft was severly damaged, the pilot and the co-pilot continued through to the target. Heavy anti-aircraft fire, together with repeated attacks by enemy fighters, but despite these difficulties they carried on, completing a highly successful bombing run. Leaving the target area, this gallant crew was without oxygen for lengthy periods due to the damages in the oxygen system, but they continued to perform their duties. Despite the grave damage inflicted on their aircraft, the wounds and fatalaties among themselves, the aircraft returned safely to its base. By their gallantry, courage and devotion to duty, these men, in spite of the tremendous damage and injury inflicted upon themselves and their aircraft, they have reflected great credit upon themselves and the Armed Forces of the United States of America.

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Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H),
Subject: Historical Records. Squadron History for the period 1 July 1944 to 31 July 1944.

(3) AWARDS OF THE SILVER STAR, MISSING IN ACTION

On July 28, 1944, pursuant to GENERAL ORDERS NUMBER 2155, Headquarters Fifteenth Air Force, dated 28 July 1944, the SILVER STAR was awarded to the next of kins of the following men who are Missing In Action:

HARRY F. MCCRACKEN, O-702067, Second Lieutenant
HOWARD O. VRALSTED, O-697512, Second Lieutenant
FREDERICK L. DENDY, JR., 12203046, Technical Sergeant
FREDERICK Q. HUGGINS, 34609123, Technical Sergeant
WILLIAM G. LOGUE, JR., 14091662, Staff Sergeant
STANLEY W. LUNDQUIST, 36457056, Staff Sergeant
ALFRED PUSLAT, 35623775, Staff Sergeant
HAROLD L. WATSON, 34602766, Staff Sergeant

For gallantry in action. On 26 June 1944 this gallant crew of a B-24 type aircraft participated in a highly important bombing mission against a vital oil installation in Austria. Prior to, during, and after the target, the formation was subjected to vicious attacks by approximately one hundred and fifty (150) enemy aircraft. During these attacks, one of their aircraft, apparently out of control plunged head on into their aircraft as it was entering upon its bombing run. Despite the loss of one engine sheared off and a second afire, this gallant crew, well disciplined, exemplified their devotion to duty by continuing to defend their aircraft and enabling it to make a bombing run in which excellent hits were observed on oil storage tanks, power plant, communications and other installations. Immediately after this successful operation their bomber was seen to explode. By their gallantry against terrific enemy opposition, their devotion to duty in sacrificing their lives, these men have reflected great credit upon themselves and the Armed Forces of the United States of America.

(4) AWARDS OF THE DISTINGUISHED FLYING CROSS

On July 28, 1944, pursuant to GENERAL ORDERS NUMBER 2155, Headquarters Fifteenth Air Force, dated 28 July 1944, the DISTINGUISHED FLYING CROSS was awarded the following named men:

HAROLD GORSKI, O-752404, First Lieutenant
WILLIAM R. CRIM, O-702905, Second Lieutenant
BILL L. DISBROW, O-760597, Second Lieutenant
JAMES M. SCOTT, JR., O-701652, Second Lieutenant
JOHN E. LENFIELD, 39281316, Technical Sergeant
STEPHEN VICINSKI, 13089153, Technical Sergeant
RAYMOND R. BEAUVAIS, 36556920, Staff Sergeant
DALE F. MAGNUSON, 17123600, Staff Sergeant
KENNETH J. VINCENT, 19141453, Staff Sergeant
JAMES E. WEMS, 34649948, Staff Sergeant
MARK S. BLACKMAN, 36455732, Sergeant

Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H), Subject: Historical Records. Squadron History for the period 1 July 1944 to 31 July 1944.

For extraordinary achievement in aerial flight as crew members of a B-24 type aircraft. On 26 June 1944, these courageous men participated in a bombing mission against strategic enemy installations in Austria. Enroute to the target their formation was attacked by enemy fighters which succeeded in drawing off their escort, and were then engaged by approximately one hundred and fifty (150) aggressive enemy fighters. Displaying outstanding teamwork, courage and professional skill, this crew gallantly battled against the overwhelming odds in the determination to bring their aircraft through to the target, and in the ensuing aerial engagement, they successfully destroyed three (3) probably destroyed one (1) and damaged two other enemy aircraft. Despite severe damage inflicted on their aircraft by the intense enemy opposition, they completed a highly successful bombing run inflicting grave damage to vital oil storage areas and other vital enemy installations. Turning from the target, with outstanding coordination, they performed necessary repairs to enable their aircraft to return to base for a safe landing without further damage. By their outstanding courage, professional skill and devotion to duty, as evidenced throughout their combat careers, these men have reflected great credit upon themselves and the Armed Forces of the United States of America.

(5) AWARDS OF THE PURPLE HEART

(a) On 14 July 1944, pursuant to GENERAL ORDERS NUMBER 40, Headquarters 34th Field Hospital, APO 763, dated 14 July 1944, the following member of the squadron was awarded the PURPLE HEART for wounds sustained in action against the enemy on the mission of 12 July 1944 to MIRAMAS M/Y, FRANCE.

(1) MARK S. BLACKMAN, Sergeant, 36455732

(b) On 28 July 1944, pursuant to GENERAL ORDERS NUMBER 18, Headquarters 455th Bombardment Group, APO 520, dated 28 July 1944, the following members of the squadron were awarded the PURPLE HEART for wounds sustained in action against the enemy on the following two missions:

(1) 21 July 1944 to BRUX SYNTHETIC OIL PLANT, CZECHOSLOVAKIA

(a) HORACE W. LANFORD, JR., Major, O-401185
(b) WILLIAM R. CRIM, First Lieutenant, O-702905
(c) ARTHUR G. MARKOSKI, Sergeant, 20108481

(2) 22 July 1944 to PLOESTI ROMANO AMERICANO OIL REFINERY, ROUMANIA

(a) PAUL L. BAKER, Technical Sergeant, 16127662
(b) THOMAS P. CONROY, Staff Sergeant, 42021894
(c) STANLEY J. PASCAVAGE, Staff Sergeant, 33482550

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Ltr., 741st Bombardment Squadron (H), 455th Bombardment Group (H),
Subject: Historical Records. Squadron History for the period 1 July 1944 to 31 July 1944.

(c) On 28 July 1944, pursuant to GENERAL ORDERS NUMBER 46, Headquarters 34th Field Hospital, APO 763, dated 28 July 1944, the following members of the squadron were awarded the PURPLE HEART for wounds sustained in action against the enemy on the mission of 27 July 1944 to BUDAPEST, HUNGARY.

(1) ROBERT W. BAKER, 37653293, Staff Sergeant
(2) FRANCIS E. KAVANAUGH, Sergeant, 37472213
(3) CHARLES R. HUGHAN, 35874830, Sergeant

2. Enclosed is the War Diary of this unit for the period 1 July 1944 to 31 July 1944.

For the Commanding Officer:

JOHN J. VAN LENT
Captain, Air Corps,
Intelligence Officer

1 INCL.
War Diary

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741ST BOMBARDMENT SQUADRON (H)
APO 520 US ARMY

10 August 1944

WAR DIARY

July

July 1, 1944-Twelve happy American youths piled onto a truck outside our Mess Hall at 7 this morning. And thus we bid farewell to another furlough contingent bound for Naples, first leg on their way back to the States. Going home as veterans of 50 or more combat sorties. They are: Capt. Christensen, 1st Lt. Pokorn, 1st Lt. Taber, T/Sgt. Bialas, T/Sgt. Huse, T/Sgt. Beeler, T/Sgt. Mayfield, S/Sgt. Bowles, S/Sgt. Elliott, S/Sgt. Hamilton, S/Sgt. Townsend, Pvt. Vanaman. The new dispensary is ready for occupancy. Located in the olive grove amid the tents, close to the men. Chief Pain-soother, Capt. Schuknecht, has a real palace to work in now, with all modern improvements, including hot and cold running water. No mission to start the month. Replacements are sorely needed as our status, at the moment, could aptly be called quasi-operational. Some personal effects of S/Sgt. Connell have been turned into the Intelligence office via the 64th Fighter Wing Headquarters. They had been found beside a grave at Porto San Stefano by an Italian civilian who gave them to the Allies after the Nazi evacuation. S/Sgt. Connell was a gunner on Lt. Callan's crew, which went down over San Stefano on the raid of April 28, 1944. Presentation of awards corn at Group today. In the area we are assailed lately by the buzzing of myriads of [illegible], a symphony which starts at breakfast and lasts until nightfall.

July 2, 1944-One of our planes crashed off the runway on takeoff this morning. Lt. Brier, Navigator, was killed and S/Sgt. Huber, Gunner, was injured. The target was Budapest, Hungary and our ships came back all shot up. Only three of our Libs went over the target. Three crews arrived as replacements. Information was received from the War Dept. that the following men of our outfit, presumably lost in raids, a are now POW's: Capt. Norgard, Lt. McMilliams, Lt. Mensinger, Lt. Fogel, Lt. Stiner, T/Sgt. Bants, T/Sgt. Eggemeyer, T/Sgt. Hartman, S/Sgt. Cratch, S/Sgt. Hardy, S/Sgt. Jenkins, S/Sgt. Miller, S/Sgt. Myrick, S/Sgt. Reguky. The area put-put returned to duty after a couple weeks' absence for an overhaul job. Once more we store away our candles for future use. The following Officers were promoted to rank of Captain: Lt. Christensen and Lt. Locatelli. The following Officers were promoted to rank of First Lieutenant: Lt. Crix, Lt. Disbrow, Lt. Chadwick, Lt. Miller, Lt. Scott, Lt. Wendt, Lt. Winkelhorst, Lt. Heegsly, Lt. Crowley, Lt. Brniak, Lt. Grimm, Lt. McCracken, Lt. Vralsted, Lt. Nigely, and Lt. Young.

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741ST BOMBARDMENT SQUADRON (H)
APO 520 US ARMY

10 August 1944

WAR DIARY

July (Cont'd)

July 3, 1944-New crews were indoctrinated in escape, censorship and operational procedure. Target: Bucharest, Roumania. Two more new crews arrived today.

July 4, 1944-No mission today. Three big shots paid us a visit---Generals Spaatz, Twining and Baker. The 741-743 hardball team went to Bari and beat the Hooligans (246AM) 11-9. Major Lanford, our CO, returned from Capri holiday. Major Lockwood, Executive Officer and Captain Van Lent, Intelligence Officer, took off for Rome last night. New crews were shown around.

July 5, 1944-Mission briefed but later called off. The following Officers and Enlisted Men left for the States today: Capt. Nangeroni, 1st Lt. Blum, 1st Lt. Adair, 1st Lt. Cahill, 1st Lt. Kline, 1st Lt. Heathecote, 1st Lt. Hosmer, 1st Lt. McMahon, 1st Lt. Smith, T/Sgt. Fortson, S/Sgt. Andrews and S/Sgt. Kirnick. Our new Armament Officer is 1st Lt. Purpus who is replacing Lt. Mehegan.

July 6, 1944-Mission to Trieste, Italy. Planes returned before noon. One new crew arrived today.

July 7, 1944-Two combat men, 2nd Lt. Picken and T/Sgt. Coriddi, received the Purple Heart award today. Two more crews came in today. Long distance target--Odertal synthetic refinery, well up in German soil. We lost Lt. Chadwick and crew flying OMIAKINBAK. 1st Lt. Bowers, first pilot, had a narrow escape when his plane was severely damaged by flak: engines were all shot up. His Engineer, T/Sgt. Fox, was wounded in the thigh and is hospitalized at the 34th Field Hospital. An Arabian dancer (in the flesh) wiggled her way into the boys' fancy in an outdoor show at Group. Big demand for tickets to Irving Berlin's "This is The Army" musical show now holding forth at the Flagella Theatre in Foggia.

July 8, 1944-Target: Munchendorf, Austria. Both Majors Lanford and Welsh flew. New crews have been put in action right away. It was our 75th mission. Lt. Gastoni, Sgts. Vicinski, Singer and Gardner, who joined us from the 8th Air Force, completed their tour of duty. Lt. Wendt and T/Sgt. Fortson were awarded DFC's. Capt. Christensen was awarded the Silver Star for gallantry in action.

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741ST BOMBARDMENT SQUADRON (H)
APO 520 US ARMY

10 August 1944

WAR DIARY

July (Cont'd)

July 9, 1944-Meeting at 8:30 A.M. in front of orderly room, the gist of which was that there was entirely too much VD in the Squadron. Our CO and Medical Officer gave us the lowdown on SEX again. Stand down. Church Services at the Officer's Club. Presentation of awards at Group. Lot of packages came in. Major Lockwood and Capt. Van Lent returned from hegira to Rome.

July 10, 1944-Practice mission. It was a windy, dusty day.

July 11, 1944-Mission briefed but later called off. The following Officer and Enlisted Men left for a 3 day visit to Rome today: 1st Lt. Horenstein, S/Sgt. Beeson, S/Sgt. Sharpee, Pfc; Keany.

July 12, 1944-Target: Miramas, France. Sweet job of bombing and our Group average is approaching a new high. Our hardball team played host to Co. K (363th Infantry) and, sad to relate, lost the game. The beer flowed at the EM Club, 4 cans per man.

July 13, 1944-Target: Porto Marghera. The Group is organizing a softball league with one team from each Squadron participating. The 742nd humbled us 7 to 1 in our initial game. Capt. Locatelli, one of our Ace Pilots, who has completed his tour of duty, was too impatient to wait for his boat ride orders to come down through channels, so he personally went to Bari and escorted his orders to base.

July 14, 1944-Signed the payroll. Early rush for the PX. Major Welsh shows great promise of some day developing into an efficient moundsmen. Every evening you can hear the Major calling for a volunteer to catch his "fast one". The latest figures on Bombing Accuracy outtoday, show our Group leading the 304th Wing and the Wing leading the Air Force. That's the kind of news the boys like to hear and talk about.

July 15, 1944- Target: Ploesti again, once a mission talked of in whispered tones.

July 16, 1944-Hot, sunny weather continues. Target: Munchendorf, Austria. Cloud cover prevented bombing. Chalked up another baseball victory by beating the Hooligans from Bari again 11 to 5. All personnel turned in their protective equipment. Lt. Horenstein, S/Sgt. Beeson, S/Sgt. Sharpee and Pfc. Keany returned from Rome.

July 17, 1944-Mission to Avignon, France. Rained in afternoon. Lt. Bowers, Lt. Baier, S/Sgt. Rochow, Sgt. Caffrey, Sgt. Dean, Cpl. Manning and Cpl. Lusk left for Rome.

July 18, 1944-Most popular man in camp today was Gerard (Frenchy) Denomme, one of our cooks, who dished out fresh eggs for breakfast---on order. The following Officer and Enlisted Men left for the States: Capt. Locatelli, T/Sgt. Karney, T/Sgt. Schultz, S/Sgt. Dakin and S/Sgt. Anderson. Word has just been received that Lts. Slocum and Emmons and Sgt. Heiskell of Lt. Callen's crew are known to be

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741ST BOMBARDMENT SQUADRON (H)
APO 520 US ARMY

10 August 1944

WAR DIARY

July (Cont'd)

July 18, 1944 (Cont'd) dead. 304th Wing baseball league opened up and we chalked up our first victory at the expense of Co. L (388th Infantry) 7 to 2.

July 19, 1944-Stand down. Practice mission. DFC's were awarded to the following Officers and Enlisted Men: S/Sgt. Padgett (Posthumous), S/Sgt. Swann (Posthumous), 1st Lt. Bakanauskas, 2nd Lt. Crowley, 2nd Lt. McCarthy, T/Sgt. Bialas, T/Sgt. Gross, S/Sgt. Abbott, S/Sgt. Bowles and S/Sgt. Townsend. Capt. Mangeroni, 1st Lt. Smith, 1st Lt. Blum and 1st Lt. Hosmer came down from Naples with two B-25's they picked up to fly home with. Their departing gesture was a terrific buzz job. More beer for thirsty G.I.'s.

July 20, 1944-Target: Friedrichshafen, Germany. Mess Sergeant George Simon has been transferred to Group. Sgt. Jeffrey taking over the culinary activities. Lt. Walter who is home on furlough, just made Captain. Major Lanford, CO, and Major Welsh, Operations Officer, led the Group on the raid today. Fresh eggs for breakfast——good turnout for rare collation. S/Sgts. Moser, Cavano, Buffington, Bauer and Curl werepromoted to the rank of Technical Sergeant. 1st Lts. Dentsman and Hudson, S/Sgt. Havris, Cpl. Morgan, Pfc. Scheina and Pfc. Frebert left for Rome today.

July 21, 1944-Fresh eggs for breakfast. What is this——a new deal? Target: Brux, Czechoslovakia. Majors Lanford and Welsh flew again. Major Lanford and crew are reported missing in action after not returning from today's mission. The ship was last observed in the Graz area trailing formation and losing altitude but inno apparent difficulty. Lts. Hudson and Deeble, home on furlough, were promoted to rank of Captain. Lt. Bowers also made Captain today. Lt. Wittman was promoted to 1st Lt. Hardball team scored 2nd straight league victory over the 737th Squadron (454th Gp.) 7 to 1. 1st Lts. Bowers and Bailen, S/Sgt. Rochow, Sgt. Caffrey, Sgt. Dean, Cpl. Manning and Cpl. Lusk returned from Rome.

July 22, 1944-It's getting monotonous——fresh eggs for breakfast again. New innovations at the mess hall make for favorable talk. Major Jack D. Reeder, Assistant Group Operations Officer, became our CO, replacing Major Lanford, who is MIA on yesterday's mission to Brux. Lt. Snider who has been missing since 16 June 1944 returned from Jugoslavia. The crew brought back a tale in which particular emphasis was laid on their Pilots' coolness and leadership. They all bailed out in what was found to be

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WAR DIARY

July (Cont'd)

July 22, 1944 (Cont'd) - partisan territory. Lt. Snider, though injured, was the last to go over, abandoning the plane only when everyone else had gone. Picked up by Tito's men, they told of hikes over hills and mountains at all hours of the day, backtracking, passing through enemy held territory, till they finally arrived at a secret airfield where they were evacuated in a C-47. In all they guess they walked about 300 miles. The target was Ploesti, Roumania. Lt. Hanssard went down in a collision with another aircraft. Tents were imperilled by yesterday's howling winds and the guys were digging themselves out of the dirt last night. The crosswinds were so bad today that the returning aircraft had a lot of difficulty in their landings and several mishaps occurred. Several planes landed at other bases. Capt. Adams landed with only 30 gallons of gas left.

July 23, 1944-Stand down. Major Welsh, Operations Officer, has gone to Bari on DS for a month, Capt. Liberty relieving. Lt. Carens is Squadron Bombardier, replacing Lt. Bakanauskas (MIA). Three new crews arrived. Church services were held in the Officers' Club. Another bunch left for Rome today and another contingent went to Capri.

July 24, 1944-Practice mission. New crews were indoctrinated. The following Officers and Enlisted Men left for the States today: 1st Lt. Gorski, 1st Lt. Casteel, 1st Lt. Matrangos, 1st Lt. Bailen, T/Sgt. Moser, T/Sgt. Vicinski, T/Sgt. Otte, T/Sgt. Pietruszewski, T/Sgt. Gamble, T/Sgt. Pendleton, S/Sgt. Singer, S/Sgt. Porter, S/Sgt. Lindsay and S/Sgt. Gardner.

July 25, 1944-Sent up 5 planes today to Linz, Austria. Hooray!! Our CO, Major Lanford, unheard of since the mission of July 20 over Friedrichshafen, was reported safe at Air Force in Bari this morning, along with Lt. Crim and Sgt. Markoski.

July 26, 1944-Stand Down. Major Lanford phoned from Air Force Headquarters last night that he'd be back today, and late in the evening he was, looking none the worse for wear. Bailed out over Jugoslavia but became detached from the other men except Lt. Crim and Sgt. Markoski.

July 27, 1944-Target: Budapest, Hungary. Lost Lt. Gates over the target. Captain Adams and crew had a rough time of it as the formation was jumped by numerous fighters who were eager. S/Sgt. Heatherly claimed 2 E/A destroyed and 1 probable. Sgts. Farrow and Bruce also claimed victories. Their plane suffered extensive damage.

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WAR DIARY

July (Cont'd)

July 28, 1944-Target: Ploesti, hit by us for the 7th time. The following Officers and Enlisted Men left for the States: Capt. Bowers, 1st Lt. Wittman, T/Sgt. Swinney, S/Sgt. Whitmire, S/Sgt. Bopp, S/Sgt. Applin, S/Sgt. Allen, and S/Sgt. Asbye.

July 29, 1944-Stand down. Award ceremony at Group. Blanket DFC's for Lt. Gorski and crew and blanket Silver Star for Lt. Keogh's crew (MIA). Purple Hearts were awarded the following and Enlisted Men: Major Lanford, 1st Lt. Crim, T/Sgt. Baker, S/Sgt. Pascavage, S/Sgt. Conroy and Sgt. Markoski.

July 30, 1944-Stand down. 741st-743rd cooperatives played a baseball double-header at Bari. Lost the first to the Red Raiders, colored aggregation, 5 to 4; won the second fromthe Bari All Stars 9 to 2.

July 31, 1944-Our 37th mission was directed at Bucharest--7th time over that target. Total sorties to date 745, tonnage dropped 1584.51. Pay day. Beer, lots of it, at the EM Club. Several night practice missions have been flown to date. It has been ascertained, via information received from a Graves registration unit of the 5th Army, that all members of Lt. Callan's crew who went down on the Porto San Stefano raid, are KIA. Engine numbers, dog tags, burial remains and statements by civilian witnesses all point to it.