741ST BOMB SQ. HISTORY



VOL I

A PARTIAL HISTORY OF THE 741ST BOMBARDMENT SQUADRON,

455TH BOMBARDMENT GROUP

JULY 6, 1943 THROUGH MAY 1945

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Honolulu Star-Bulletin 1st EXTRA

HONOLULU, TERRITORY OF HAWAII, U. S. A., SUNDAY, DECEMBER 7, 1941 ★ PRICE FIVE CENTS

WAR!

(Associated Press by Transpacific Telephone)

SAN FRANCISCO, Dec. 7.—President Roosevelt announced this morning that Japanese planes had attacked Manila and Pearl Harbor.

OAHU BOMBED BY JAPANESE PLANES

SIX KNOWN DEAD, 21 INJURED, AT EMERGENCY HOSPITAL

Attack Made On Island's Defense Areas

By UNITED PRESS

WASHINGTON, Dec. 7. —Text of a White House announcement dated 1:ng the attack on the Hawaiian Islands is:

"The Japanese attacked Pearl Harbor from the air and all naval and military activities on the island of Oahu, principal American base in the Hawaiian Islands."

Oahu was attacked at 7:55 this morning by Japanese planes.

The Rising Sun, emblem of Japan, was seen on plane wing tips.

Wave after wave of bombers streamed through the clouded morning sky from the southwest and flung their missiles on a city resting in peaceful Sabbath calm.

According to an unconfirmed report received at the governor's office, the Japanese force that attacked Oahu reached island waters aboard two small airplane carriers.

It was also reported that at the governor's office either an attempt had been made to bomb the USS Lexington, or that it had been bombed.

CITY IN UPROAR

Within 10 minutes the city was in an uproar. As bombs fell in many parts of the city, and in defense areas the defenders of the islands went into quick action.

Army intelligence officers at Ft. Shafter announced officially shortly after 9 a. m. the fact of the bombardment by an enemy but long previous army and navy had taken immediate measures in defense.

"Oahu is under a sporadic air raid," the announcement said.

"Civilians are ordered to stay off the streets until further notice."

CIVILIANS ORDERED OFF STREETS

The army has ordered that all civilians stay off the streets and highways and not use telephones.

Evidence that the Japanese attack has registered some hits was shown by three billowing pillars of smoke in the Pearl Harbor and Hickam field areas.

All navy personnel and civilian defense workers, with the exception of women, have been ordered to duty at Pearl Harbor.

The Pearl Harbor highway was immediately a mass of roaring cars.

A trickling stream of injured people began pouring into the city emergency hospital a few minutes after the bombardment started.

Thousands of telephone calls almost swamped the Mutual Telephone Co., which put extra operators on duty.

At The Star-Bulletin office the phone calls deluged the single operator and it was impossible for this newspaper, for sometime, to handle the flood of calls. Here also an emergency operator was called.

HOUR OF ATTACK—7:55 A. M.

An official army report from department headquarters, made public shortly before 11, is that the first attack was at 7:55 a. m.

Witnesses said they saw at least 50 airplanes over Pearl Harbor.

The attack centered in the Pearl Harbor, Army authorities said:

"The rising sun was seen on the wing tips of the airplanes."

Although martial law has not been declared officially, the city of Honolulu was operating under M-Day conditions.

It is reliably reported that enemy objectives under attack were Wheeler field Hickam field, Kaneohe bay and naval air station and Pearl Harbor.

Some enemy planes were reported short shot down.

The body of the pilot was seen in a plane burning at Wahiawa.

Oahu appeared to be taking calmly after the first uproar of queries.

ANTIAIRCRAFT GUNS IN ACTION

First indication of the raid came shortly before 8 this morning when antiaircraft guns around Pearl Harbor began sending up a thundrous barrage.

At the same time a vast cloud of black smoke arose from the naval base and also from Hickam field where flames could be seen.

BOMB NEAR GOVERNOR'S MANSION

Shortly before 9:30 a bomb fell near Washington Place, the residence of the governor, Governor Poindexter and Secretary Charles M. Hite were there.

It was reported that the bomb killed an unidentified Chinese man across the street in front of the Schumann Carriage Co. where windows were broken.

C. E. Daniels, a waldar, found a fragment of shell or bomb at South and Queen Sts. which he brought into the City Hall. This fragment weighed about a pound.

At 10:05 a. m. today Governor Poindexter telephoned to The Star-Bulletin announcing he has declared a state of emergency for the entire territory.

He announced that Edouard L. Daty, executive secretary of the major disaster council, has been appointed director under the M-Day law's provisions.

Governor Poindexter urged all residents of Honolulu to remain off the street, and the people of the territory to remain calm.

Mr. Daty reported that all major disaster council wardens and medical units were on duty within a half hour of the time the alarm was given.

Workers employed at Pearl Harbor were ordered at 10:10 a. m. not to report at Pearl Harbor.

The mayor's major disaster council was to meet at the city hall at about 10:30 this morning.

At least two Japanese planes were reported at Hawaiian department headquarters to have been shot down.

One of the planes was shot down at Ft. Kamehameha and the other back of the Wa-

Story in Page 5, Column 1

Hundreds See City Bombed

Hundreds of Honolulans who turned to the top of Punchbowl soon after hostilities began to fail, saw spread out before them the whole panorama of surprise attack and defense.

Far off over Pearl Harbor the white sky was pockmarked with anti-aircraft smoke.

Nearby could dimly be seen bare trees silhouetting clouds of dark blood smoke. Beyond, a haze of dense combined the black smoke of the attack.

Out from the silhouetted trees of the Hickam airfield, the sound of bombs and machine gunfire came faintly.

There in Page 5, Column 1

Schools Closed

All schools on Oahu, both public and private, will remain closed until further notice, Superintendent C. H. Dietz, territorial director of instruction, announced at 11 a. m. today. Date does not imply vacations in the territory.

Names of Dead and Injured

The city emergency hospital reported at 10:30 a list of 6 killed and 21 injured.

The complete list will be released later. Here is a partial list:

Peter Lopez, 31, of 1011 Bannister St., was reported at 9:30 a. m. to be in serious condition from wounds in the chest received in the attack.

Manuel R. Gomes, 18, 2748 Kalihi St., is suffering from a wound in the abdomen as the result of the attack.

A Filipino girl, unidentified, of about six, died on arrival from gunshot wounds.

Another victim who died on arrival was Frank Woods, 35, 2726 Kamehameha Ave., from gunshot wounds in the chest.

Charles Brandt, 35, Waianae plantation, was wounded from the bombed area between the hours.

There were reported hundreds more who received minor injuries from the bombing.

Editorial

HAWAII MEETS THE CRISIS

Honolulu and Hawaii will meet the emergency of war today as Honolulu and Hawaii have met emergencies in the past—coolly, calmly and with immediate and complete support of the officials, officers and troops who are in charge.

Governor Poindexter and the army and navy leaders have called upon the public to remain calm; for civilians who have no essential business on the streets to stay off; and for every man and woman to do his duty.

That request, coupled with the measures promptly taken to meet the situation that has suddenly and terribly developed, will be needed.

Hawaii will do its part—as a loyal American territory.

In this crisis, every difference of race, creed and color will be submerged in the one desire and determination to play the part that Americans always play in crisis.

BULLETIN

Additional Star-Bulletin extras today will cover the latest developments in this war move.

PREFACE

This partial history of the 741st Squadron is dedicated to the three most successful living "alumni" of our squadron: Senator George McGovern, Major General Eugene L. Hudson, and Dr. Harold Schuknecht, and to the memory of our comrades in arms who were killed in action or died as the result of wounds received in action and to those who served in the squadron. Biographical sketches will be shown later.

Apologies for the lack of full information, the lack of coherence, the poor quality of many if not most of the pictures (age takes its toll), and the inability to put names with faces. Perhaps our revised issue will be greatly improved.

Responsibility for organization--or lack of it--is mine personally. Responsibility for misspelled words is shared by me and the hired typist! A great many people have been of very great help--notably Colonel Al Asch. He has provided me copies of the "War Diary" of the 741st Squadron and a copy of Dr. Schuknecht's "Medical History of the 741st Squadron." This represents countless hours of tedium over the historical files at Bolling AFB. Col. Asch has made a significant contribution to the history of the 741st. In addition, Col. Asch flew some missions with our squadron. Captain Van Lent wrote the "War Diary" during WWII as did Captain Schuknecht write his history. Major General Eugene L. Hudson provided me a copy of "The First 100 Missions" of the 455th Group. General Hudson has provided valuable help in rounding out pictures of the original eighteen (18) crews and in much needed overall support.

Some, perhaps much, maybe even all of this material is covered in the 455th Group History. I will not include the copies of these documents in my submission to the Group Historian but I will construct a 741 Squadron Notebook of the manuscript I submit to the Group and all these documents as attachments. I will depend on the Group to reproduce the half-tone pictures that will be necessary for improving the clarity of most of the old pictures.

Additional people have taken the time to reduce to paper some of their unusual experiences. These experiences will be included as attachments and will probably be embodied in the Group History.

I am very grateful for all the help and support and time-consuming activities in assisting me to consolidate this material. The notebook--or copies (limited) will be available either on a loan basis through the mail or for inspection at the reunions of the future. The numerous attachments make for fascinating reading. This effort opens up numerous opportunities for additional research--into a complete "War Diary," into the remainder of the 455th Group's missions, into history of replace-

ment crews, etc. Perhaps this is just a beginning.

The "War Diary" details the exploits of our fine squadron baseball team. They should have been called the "741 Giants." In my opinion, all the members of the 741st Squadron are ten feet tall!

Thanks for allowing me to re-live the glorious days of the 741st Squadron!

Horace Lanford

Addendum:

Included in the attachments is a letter of commendation from the Squadron Commander to the 741st Medical Section.

Had not the first Squadron Commander of the 741st had his tour interrupted by a five (5) day vacation in Yugoslavia, all sections of the 741st would have received a similar letter. The Engineering Section was recognized earlier by the award of the Legion of Merit to the Squadron Engineering Officer Lt. Elmer Watters for the outstanding performance of the Engineering Section under his leadership. All sections performed in an exemplary manner, thus enabling the 741st Squadron to achieve its high level of performance.

War Diary of 10 August 1944 reports that on July 4, 1944 "No mission today. Three big shots paid us a visit - Generals Spaatz, Twining, and Eaker ... Major Lanford returned from Capri holiday..." How sorry I am to have missed their visit. Visit originally scheduled for June 20. War Diary reports we were up at 5:00 am for roll call in front of the orderly room. Area policed, tents cleaned, etc. The visitors did not arrive and their time of arrival was then listed as "unknown."

HL

From the War Diary of the 741st it <u>appears</u> that the 741 Squadron Commanders were:

Lanford - July 1943 - September (?) 1944
Reeder - October and November 1944
Russell P. Welsh - December 1944 - February 1945 (?)
Doring - February or March 1945 - May or June 1945 (?)

Addendum #2:

May I recognize Col. Hugh Graff, Deputy Commander, 455 B.G. for his assistance in the development of this history. Col. Graff volunteered to take new pictures of all the old photographs provided him to improve the quality of the pictures, to remove as many effects of age from the photographs as possible, and to make the photographs a standard size. It is through Col. Graff's efforts that the "new" photographs were produced and that copies were made for the five (5) notebooks of the 741 history.

I apologize to anyone I have overlooked. I have asked a number of you for your participation and the majority of those solicited have responded in a commendable way, representing an expense of both time and money.

Special thanks to Tom Ramey, editor, Cerignola Connection, in his efforts towards the publication of the 455th History. If there is sufficient interest, we might ask Tom to advise us on the possible publication of a 741 History.

Col. Al Asch reports that from the historical records he found that, after he and Lanford returned to the U.S., replacement crews began to come in so fast that some crews had to sleep in enlisted men's clubs for a few nights.

The Squadron Historians did not list names as the crews arrived, but did when they were missing in action or killed in action. As a result, there must be a number of crews and other replacement personnel who are not mentioned at all. Apologies to those. Some names are mentioned in the "War Diary" that are not listed in other places. I cannot explain the fact that some months of the "War Diary" are missing.

All of us who were in the squadron owe a great debt of gratitude to Col. Al Asch for his tireless efforts in finding and copying the "War Diary" for us. Records of the 740th Squadron appeared intact, for the 742nd almost intact, for the 741st what you see here (some voids), and for the 743rd little information at all. We are also indebted to the continuing research in our behalf of Col. William R. Large, Jr., former Group Commander of the 454 Bomb Group, and to Col. Hugh Graff, Deputy CO of the 455 for his efforts in reproducing pictures for us. I did a little work too.

I am deeply indebted to and forever grateful to my wife, Joyce White Lanford, for her overall support and many, many hours of "touch-up" typing and general help in producing this manuscript.

THE REUNION

I sat 'midst aging warriors
Shining golden in the after-glow of youth,
And my heart over -flowed.
Neither those who stood at Thermopylae,
Nor those who charged at Balaclava,
Nor those who fell at Gallipoli
Were braver than these.
For, truly they walked "thru the valley
of the "shadow of death" and brought
the gift of freedom to me.

ANON

NOTES FROM THE 741ST "WAR DIARY"

Lt. Keogh's airplane was rammed head-on by an enemy fighter over Moosebierbaum, Austria on 6/26/44. 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.

One of the crew, Sgt. Kenneth L. Bennett, tail turret, was singled out for praise by returning airmen. His guns kept blazing 'til the last, even as the plane flamed and dropped into an heroic oblivion.

Immediately after the successful operation on the target, their bomber was seen to explode.

Note: Although Sgt. Bennett is referred to by name in the "War Diary" narrative of this event, the crew loss for that mission shows that S/Sgt. Alfred Puslat is listed as the Tail Turret Gunner.

I am glad that I am not too old for my emotions to cause chill bumps from head to toe on reading the exploits of Lt. Keogh and his crew, of Lt. Gorski and his crew, of Lt. Christiansen and his crew, of Lt. Brashear and his crew, of Vic McWilliams (who lost a leg) and his crew who survived as POWs, of Lt. McGovern and his crew who lost an engine an hour short of Pilsen, Czechoslovakia, another engine over the IP (propeller windmilling), and made it safely to the island of Zis, Yugoslavia, of Lt. Bowers and his crew, of Lt. Hudson and his crew, of S/Sgt Puslat, of Capt. Schuknecht and men of his section, and the list goes on and on. And this is just one squadron of the 455th Group. And there are numerous other groups. Each member of the 741st can take great pride in the knowledge that "I did what was expected of me."

DECORATIONS AWARDED MEMBERS OF
741st SQUADRON
1 FEBRUARY THRU APRIL 1945
(SOURCE: 741 "WAR DIARY" AND COL. AL ASCH'S "HISTORY")

Silver Star

Lt. Harold Gorski
Lt. Robert C. Christenson
Lt. John R. Brashear
Lt. Harry F. McCracken
Lt. Howard O. Vralstead
T/Sgt Frederick L. Dendy, Jr.
T/Sgt Frederick Q. Huggins
S/Sgt William G. Logue, Jr.
S/Sgt Stanley W. Lundquist
S/Sgt Alfred Puslat
S/Sgt Harold L. Watson
Lt. Bernard M. Keogh

12

Legion of Merit

Lt. Elmer E. Watters

1

DFC

Capt. Lawrence F. Liberty
Lt. Paul T. Condra
Major Russell J. Welsh
Lt. Louis L. Nangeroni
Lt. Eugene L. Hudson
Lt. Gordon C. Muth
Lt. Robert A. Regnier
Major Horace W. Lanford, Jr.
S/Sgt. Leo C. Padgett (posthumously)
S/Sgt. Gordon F. Swann(")
Lt. Sam Bakanauskas
Lt. Robert M. Crowley
Lt. Paul A. McCarthey
T/Sgt. Casimir R. Bialas
T/Sgt. Hugo R. Gross
S/Sgt. Jack E. Abbott
S/Sgt. William Bowles, Jr.
S/Sgt. Hubert L. Townsend
Lt. Harold Gorski
Lt. William R. Crim
Lt. Bill Disbrow
Lt. James W. Scott, Jr.
T/Sgt. John E. Merfield
T/Sgt. Stephen Vicinsky
S/Sgt. Raymond R. Beauvais
S/Sgt. Dale F. Magnuson
S/Sgt. Kenneth J. Vincent
S/Sgt. James E. Weeks
Sgt. Mark S. Blackman
Lt.George S. McGovern
Lt. Julio C. Locatelli
Lt. Winfield S. Bowers
Lt. Gustav Wendt

33

Soldier's Medal

Sgt. Harold J. Schroeder
S/Sgt. Stanley J. Pascavage
Captain Harold F. Schuknecht
Cpl. Speck O'Mara

4

NOTE: According to Col. Al Asch, the 741 Squadron received more Silver Stars and DFCs than the other squadrons and Group Headquarters combined. This fact says a lot about another of our unsung heroes, Capt. John J. Van Lent, our Squadron Intelligence Officer.

Purple Heart

Lt. Paul T. Condra
T/Sgt Verl D. Maxson
Lt. John R. Brashear
T/Sgt. Dale Fortson
S/Sgt. Elton L. Smith
S/Sgt. Burgess B. Lindsay
S/Sgt. Jack E. Abbott
Sgt. Mark S. Blackman (2)
T/Sgt. Elmer A. Kelley
Lt. Gordon Muth
Lt. Robert A. Regnier
S/Sgt. Hubert L. Townsend
Lt. Carl E. Higginbotham
S/Sgt. D--- T. Curl (?sp.)
S/Sgt. James E. Weeks
Major Horace W. Lanford, Jr.
Lt. William R. Crim
Sgt. Arthur G. Markoski
T/Sgt. Paul L. Baker
S/Sgt. Thomas P. Conroy
S/Sgt. Stanley J. Puscavage
S/Sgt. Robert. W. Baker
Sgt. Francis E. Kavanaugh
Sgt. Charles R. Husman

25

Col. Graff's Memorial Dedication Address reports the 455th lost 174 men KIA, 268 MIA, and 179 POW in 15 months of combat (total 594 losses).

My figures show that at the end of the first 100 missions the 740th had lost 10 crews, the 741st 15 crews, the 742nd 15 crews, and the 743rd 12 crews, for a total of 52 crews lost in the 455th Bomb Group. 52 crews x 10 men per crew is 520. 594 - 520 = 74. If my figures are correct, the 455th Group lost an <u>average</u> of 7.4 crews per month the first <u>7</u> months (February through early August 1944) and 7.4 crews (74 men) the last eight months of combat, or an average .92 crews per month the final eight months.

I believe the 741st Squadron lost 9 of the 18 original crews and 9 replacement crews through the first 100 missions. All figures above are reasonably approximate figures in my opinion.

Some excerpts of the 741 "War Diary":

War Diary of June 4, 1944

> ..."Our CO was mentioned (by name) on a German broadcast this ayem. He seemed delighted over the unsolicited publicity ..."

June 23, 1944

> "...We are in dire need of replacements for our combat crews..."

June 28, 1944

> "...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 are left..."

July 14, 1944

> "...the latest figures on Bombing Accuracy out today, 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..."

TABLE OF CONTENTS

i Title page

ii Preface

iii Dedication to Senator George McGovern, Major General Eugene L. Hudson, and Captain Harold F. Schuknecht

1. Narrative of Partial History of 741st Bomb Squadron, 455th Bomb Group, July 6, 1943, to approximately August 27, 1944.

2. Attachments

Attachment #1 - Roster of 741 personnel from Alamogordo to Salt Lake City.

Attachment #2 - Roster of 455 personnel at Langley Field, Virginia, 10/17/43.

Attachment #3 - (a) Roster of Enlisted Men (Air Echelon)10/19/44 741 B.S.
(b) Roster of Enlisted Men (Ground Echelon) 10/19/44 741 B.S.

Attachment #4 - Excerpts from the diary of S/Sgt Jack E. Abbot, 741st B.S.

Attachment #5 - "Night Flight" John M. Smidl, 743 B.S.

Attachment #6 - 455 B.G. Crew Losses/MIA through first 100 missions, 8/22/44

Attachment #7 - First 100 Missions, 455th B.G.

Attachment #8 - "War Diary" 741 B.S. including Medical History of 741 B.S.

Attachment #9 - North African Experience of Four 741 Crews

Attachment #10 - Senator McGovern's Zis Experience

Attachment #11 - Report of Stalag Luft III 45th Reunion and "How I Became A Kriegie" - Carl R. Loiocano

Attachment #12 - Lanford's adventures - MIA 7/21/44 - 7/26/44.

Attachment #13 - Membership Roster 455 B.G. Association

Attachment #14 - Bowers' "Greatest Fiftieth Mission Ever"

Attachment #15 - Col. Cool's Letter of Commendation to 741 Squadron

Attachment #16 - Letter of Commendation to 741 Medical Section

Attachment #17 - Flight Time of Selected Missions (Carl Loiocano)

Attachment #18 - 455th Bomb Group Memorial Address by Col. Hugh Graff, 30 September 1988

Attachment #19 - Abbreviated History of 455th Bomb Group

Attachment #20 - Alamogordo AAF base paper article on cadre officers of 455th Bomb Group

Attachment #21 - Experience of Lt. Snider and Crew - MIA 16 June - 22 July 1944

Attachment #22 - 741st STAGRAG

ATTACHMENTS continued

#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[illegible]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

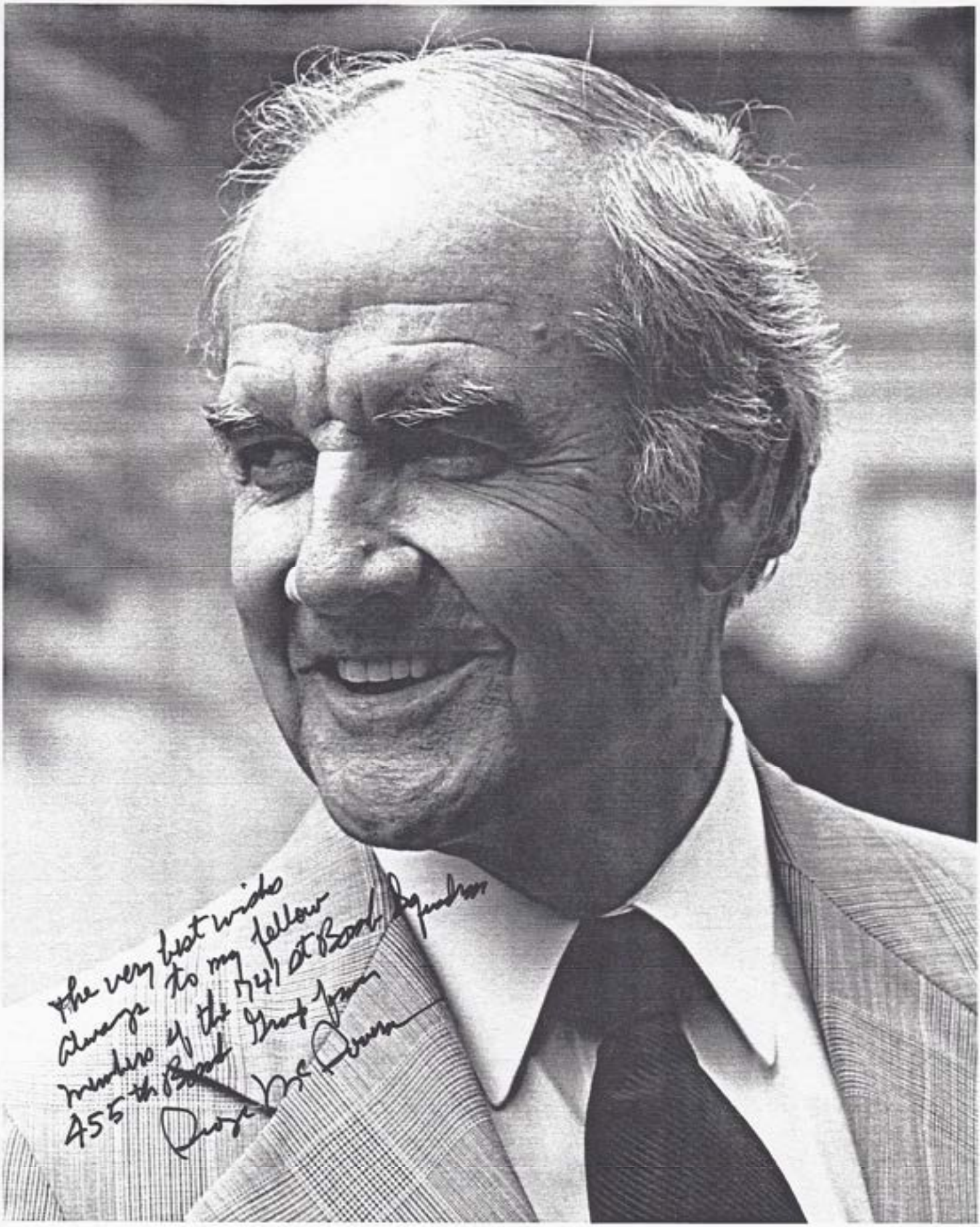
#28 Obituary of Bob Cahill and tribute by his son, Douglas Rezin Cahill.

#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.


The very best wishes
always to my fellow
members of the 734th Bomb Squadron
455th Bomb Group
Regards

GEORGE McGOVERN

George McGovern, born in Avon, South Dakota on July 19, 1922, is the son of a Methodist clergyman. He received his Bachelor's degree from Dakota Wesleyan University. As a pilot of a B-24 bomber in World War II, he flew 35 missions and was decorated with the Distinguished Flying Cross. He earned a Ph.D. in history and government at Northwestern University after the war and returned to Dakota Wesleyan University to serve as professor of history.

In 1956 and 1958 McGovern was elected to the U.S. House of Representatives. In December 1960 President John F. Kennedy appointed him first director of the U.S. Food for Peace program and special assistant to the president. He was elected to the U.S. Senate in 1962 and reelected in 1968 and 1974.

In 1972, Senator McGovern was the Democratic nominee for president. In 1976 he was appointed by President Gerald Ford as a delegate to the 31st Session of the General Assembly of the United Nations and was subsequently appointed by President Carter as a delegate to the United Nations in 1978 for the Special Session on Disarmament.

During his tenure as a senator, McGovern served on the Senate Agriculture, Nutrition, and Forestry Committee and was chairman of the Senate Select Committee on Nutrition and Human Needs. He was a member of the Senate Foreign Relations Committee and chairman of its Subcommittees on African Affairs and the Middle East. He was also a member of the Joint Economic Committee.

He has served as a visiting professor at Columbia University, the University of Pennsylvania, Northwestern University, the University of New Orleans, American University, University College (Dublin), Duke University, the University of Innsbruck, and, during summer of 1989, the Free University of Berlin in Germany.

McGovern has lectured at more than 1,000 American colleges and universities and numerous European, Asian and Latin American universities.

He is the author of six books: War Against Want, Agricultural Thought in the Twentieth Century, A Time of War/A Time of Peace, The Great Coalfield War (with Leonard F. Guttridge), An American Journey, and Grassroots.

He has authored numerous articles for scholarly journals and magazines including The Atlantic, Harper's, The New York Times Magazine, The New York Review, The New Republic, The Nation, Look, Life, Saturday Evening Post, The Economist, Parade, The Scientific Americans, and Foreign Affairs.

McGovern and his wife, Eleanor, have four daughters and one son.

thru 1988

16



L-R Top: Ralph Rounds, Co-pilot; George McGovern, Pilot; Bill Eames, Nav-Bomb; Kenneth Higgins, Radio. L-R Front: Michael Valko, Eng; William Ashlock, Waist Gun; Isadore Seigel, Tail Gun; William McAfee, Ball Turret; Robert McConnell, Nose Gun.

McGovern's Crippled Plane And a Minor Miracle

By Fletcher Knebel

(Top men of the Kennedy administration represent the full political flowering of the World War II veteran's generation. Almost all of the Kennedy officials fought against the Axis in 1942-45. Many had fine war records. Some looked at death more than once. These are the stories of what they did.)

George S. McGovern, administrator of the food-for-peace program.

It was cold and it was five days before Chirstmas, 1944. A formation of double-tailed B-24 Liberator bombers, more than 400 strong, flew from Italy toward Pilsen in German-occupied Czechoslovakia.

Mission: Bomb and destroy the Skoda ammunition works.

Twenty - eight bombers of the 455th group, 15th air force, clung tight together as they rode at 25,000 feet. Sunlight streaked their wings as they flew above the undercast and the dirty weather below.



GEORGE McGOVERN
White House in background

Piloting the "Dakota Queen" was 1st Lt. George S. McGovern of Mitchell, S. D., 22 years old, six feet and 170 pounds. He was a serious but easy - spoken lad and he chatted with his co-pilot, 2nd Lt. Ralph C. (Bill) Rounds, another 22-year-old fresh from the University of Wichita in Kansas.

Occasionally he twitted Rounds, for the co-pilot had taken to reading the New Testament in flight "to keep his mind off the mission," a practice McGovern himself followed at times when the plane droned on under automatic pilot.

Trouble

About one hour short of the target on the long haul to Pilsen, the No. 2 inboard engine stopped dead. McGovern feathered the prop and increased power on the other three engines to maintain his place in formation.

"Any time you lost an engine up there," recalled Rounds years later, "there was no trouble back at base if you dropped out and returned. A lot of guys did it. But George decided to go ahead.

" 'So we're minus an engine,' he said. 'Let's go.' And I agreed."

The formation sighted the Skoda works and began the bomb run, racing through a hail of flak. Several small pieces of shrapnel picked at the skin of McGovern's plane. Then, 30 seconds shy of the drop point, the No. 3 inboard engine cut out.

The big motor lost oil pressure so rapidly that McGovern was unable to feather the propeller. It became an ugly runaway windmill, creating enormous drag and reducing the effective power of the big bomber bird to about one and a half engines.

600 Miles

McGovern's bombardier dropped the plane's stick of bombs on schedule, then the plane turned for home. It was more than 600 miles to the 455th's base south of Foggia in Italy and now McGovern and his crew of nine men were alone and unprotected.

The formation sped away as the cripple began limping home, mushing down about 100 feet every minute.

Sam Adams of Milwaukee, the navigator, urged that they should cut slightly east over Yugoslavia since the aerial chart showed fewer flak stations there. McGovern flew over Yugoslavia, heading toward the Adriatic Sea.

Down, down, down went the plane as the minutes dragged by.

When the plane came out over the Adriatic, it was down to 6,000 feet and now there began a frantic rush to lighten the plane. Overboard went nine heavy flak suits, long belts of machine gun ammunition. Waist hatch guns, oxygen tanks, chart table, anything that could be yanked up and jettisoned was hurled through the hatches.

At this low altitude the late afternoon sky was dreary. A fine drizzle fell from the overcast and the sun was only a memory. But one bit of fortune, if it could be called that, had come the way of the limping plane.

No German fighter had tailed the cripple. It was that time of war when the Luftwaffe, short of planes, was desperately defending the German heartland.

Suddenly flames shot from the No. 3 engine with its windmilling prop. As though from a dream, a paragraph from an army air forces "tech order" on the B-24 swam through McGovern's mind: When an engine catches fire, it takes an average of five minutes to eat through the firewall and explode the gasoline wing tank.

And then a minor miracle.

Dead ahead appeared the isle of Vis. If you look at a map of central Europe, you will see Vis as a dot off the coast of Yugoslavia. To McGovern and his crew, it appeared that minute as big as Sicily, for they had been briefed time and again about a British fighter air-strip on the island, a dirt runway that was used for Spitfires.

"Coming In"

Rounds raised the Vis tower by radio and announced that a B-24, with one engine afire and another dead, was coming in

for an emergency landing. McGovern made a steep diving turn toward the 2,400-foot strip, a half mile shorter than any he had ever tried to land a four-engine plane on.

As the Dakota Queen staggered down in flames toward the runway, the crew could see the results of other attempted bomber landings. On a hill that rose steeply from the end of the air strip were the charred skeletons of big American warplanes that hadn't made it.

"We've only got one try," thought every member of the crew. "We can't go around on this one."

McGovern set the wheels down at the very end of the runway, using every inch of flaps. Then he slammed on the brakes. The tires screeched and smoked with the effort, but — another little miracle— the flames in No. 3 engine went out with the suddenly reduced flow of air.

With both McGovern and Rounds on the yoke, the big plane lurched to a halt only a few feet from the end of the cleared dirt. Dead ahead were rocks and the start of a sharp incline. A British foam truck was already spraying the smoldering engine.

Kiss Ground

Like schoolboys at recess, the ten men poured out of the bomb bay of the Dakota Queen and rushed off the runway. Half of them threw themselves on the ground and kissed it, while McGovern and Rounds hugged each other. Several hours later a two-engine transport from Italy came to pick them up and ten men laughed and sang in their bucket seats all the way back to Foggia.



McGovern standing, second from left, with his crew after a tough mission.

For his handling of the distressed plane, the man who had left Dakota Wesleyan University in his junior year to fly for the army air forces got the Distinguished Flying Cross, but like many airmen, there were other missions he would never forget.

On his seventh bombing flight out of Italy, this one hitting an oil refinery near Vienna, Austria, he lost a right tire on takeoff and had to jerk the big bomber off the ground. The tower gave him the option of returning, but he pressed ahead on the 10-hour mission, bombed the target and returned to land the plane safely on one tire and one battered rim.

Flak, Flak, Flak

On his 35th mission in early May, 1945, McGovern flew with a formation which bombed the railroad yards at Linz, Austria. The Germans had pulled into the Austrian pocket, squeezed by the Americans from the west and the Russians from the east. They lugged all their anti-aircraft guns with them and the American flight that day had to dance across what looked like a fiery pavement of flak.

McGovern's plane was pierced by chunks of shrapnel which tore gashes in the wings and fuselage, slit the leg of a crewman, Tex Ashlock, and burst through the windshield between McGovern and Rounds to slam against the steel overhang behind them. The A. A. fire knocked out the plane's hydraulic system, but did not hit an engine.

McGovern and Rounds brought the plane back to base near Foggia after cranking down the landing gear manually and getting some flap by manual operation.

The crew had tied parachutes to stanchions beside the waist hatch and tossed out one chute on either side to brake the plane as it roared down the runway with nothing else to slow its speed. The plane went over the end and wound up in a ditch with the B-24's double tail sticking up ingloriously to the sky. One man cracked an ankle in the jolting stop, but there were no other injuries.

It was McGovern's last mission. Five days later Germany surrendered and the war in Europe was over.

(In later years, McGovern earned a Ph. D., taught history and political science at Dakota Wesleyan, was elected to congress, lost a race for the senate last fall and was named by President Kennedy to head the food-for-peace program in the Agriculture Department.)

Reprinted from Cowles Publications (LOOK Magazine, Minneapolis Star and Tribune, Des Moines Register and Tribune).

(Was issued by the 15th Army Air Force in Italy)

High degree of courage and piloting skill during a mission against the Skoda Munitions Works at Pilsen, Czechoslavakia, recently won the Distinguished Flying Cross for 1st Lieutenant George McGovern, 22, Mitchell, it has been announced by 15th Army Air Force Headquarters.

Lieut. McGovern was piloting his liberator Bomber on the Skoda mission which was flown on December 20, 1944 when, on route to the objective one engine developed mechanical failure.

Despite the difficulty of flying over the target with only three engines Lieut. McGovern continued with the American formation "until a successful instrument bombing had been completed through dense clouds.

On the bomb run, however, one of the remaining engines, unable to stand the added strain, blew a cylinder. All attempts to feather the engine were futile, and the propeller "windmilled" seriously, causing dangerous vibrations.

Loosing several hundred feet of altitude a minute and vibrating badly, the bomber dropped behind the formation. Lieut. McGovern directed his course to an emergency landing strip in Yugoslavia, and after a perilous air journey landed his huge bomber safely with only two engines.

"By his intrepid spirits, outstanding ability and rare devotion to duty, as evident in 35 missions against the enemy, Lieut. McGovern has reflected great credit upon himself and the Armed Forces of the United States of America", concluded the citation.

Another item on Lt. McGovern

"War Diary" of April 25, 1945, reports: "Bombed Linz, Austria - very rough mission. Almost all of the planes returned with flak holes. Lt. Oleson and Lt. McGovern both had to land using parachutes out of the waist windows because hydraulics were shot up. Sgt. Ashlock received a serious flak wound in his thigh. Lt. Cooper sprained his ankle on landing. Both these men on Lt. McGovern's crew ..."
Note: This mission completed Lt. McGovern's combat tour.

McGovern Combat Missions Nov. 11, 1944 — Apr. 25, 1945

DATE	COMBAT TIME	TARGET	REMARKS
11-11-44	6:40	ADORTIVE, YUGOSLAVIA	
11-17-44	7:25	GYOR, HUNGARY	
11-18-44	6:05	VICENZE, ITALY	
11-19-44	5:05	VIENNA, AUSTRIA	
11-20-44	7:10	ZLIN, CZECHOSLOVAKIA	
12-6-44	5:30	ADORTIVE, AUSTRIA	— Acft died on Dec. 4 but due to mix-up in radio handling did not learn until Dec. 14 afternoon. Chaplain asked me if I wanted to be removed from Dec. 15 flight but I turned down the offer.
12-15-44	7:30	LINZ, AUSTRIA	
12-16-44	8:00	BRUX, CZECHOSLOVAKIA	
12-17-44	7:30	ODERAL, GERMANY	
12-18-44	6:40	SOPRON, HUNGARY	
12-20-44	5:40	PILSEN, CZECHOSLOVAKIA	Skoda ammunition works. Hit right target. Lost 2 engines. Crash landed on side of hill in Adriatic. Lost 8 FC.
12-26-44	7:40	OSWIECIM, POLAND	
1-31-45	7:00	MOOSDIERBAUM, AUSTRIA	
2-5-45	8:05	REGENSBURG, GERMANY	
2-13-45	6:10	VIENNA, AUSTRIA	
2-18-45	4:00	ADORTIVE, YUGOSLAVIA	
2-21-45	6:00	VIENNA, AUSTRIA	
2-24-45	5:00	ADORTIVE, ITALY	
2-28-45	5:45	ISARCO ALBES, ITALY	
3-4-45	6:40	WIENER NEUSTADT, AUSTRIA	
3-14-45	6:05	WIENER NEUSTADT, AUSTRIA	— same town 3-10 and I removed upon return from this mission 3-14
3-16-45	7:20	AMSTETTIN, AUSTRIA	
3-19-45	7:20	MUHLDORF, GERMANY	
3-21-45	7:00	NEUBURG, GERMANY	
3-22-45	8:20	KRALUPY, CZECHOSLOVAKIA	
3-25-45	7:30	PRAGUE, CZECHOSLOVAKIA	
4-1-45	7:00	KRIECLACH, AUSTRIA	
4-11-45	6:10	GOITO, ITALY	
4-15-45	6:05	M.A.-10, ITALY	
4-16-45	6:10	M.A.-10, ITALY	
4-17-45	6:00	M.A.-20, ITALY	
4-18-45	5:55	M.A.-20, ITALY	
4-23-45	6:00	PADUA ROAD BRIDGE, ITALY	
4-24-45	6:35	OSSOPO, ITALY	
4-25-45	7:05	LINZ, AUSTRIA	
TOTALS	230:10		

Austria — 11
Italy — 10
Germany — 4
Czech — 5
Yugos — 2
Hungary — 2
Poland — 1
Total — 35

DOUBLE SORTIES ___
SINGLE SORTIES 35

TOTAL SORTIES 35

"CERTIFIED CORRECT"

ANDREW D GRAHAM
CAPT, AIR CORPS
ASS'T. OPNS. O.

NAME MC GOVERN, GEORGE
RANK 1ST. LT.
ASN 0-721153
DUTY 1002

REMARKS IN GENERAL

Another perception of Lt. McGovern's December 20, 1944, experience.

LOG OF THE LIBERATORS

An Illustrated History of the B-24

STEVE BIRDSALL

Color Illustrations by John Preston

DOUBLEDAY & COMPANY, INC., *Garden City, New York*

On December 20, as the afternoon faded into overcast and fine rain, a yellow-tailed cripple from the 455th Bomb Group was struggling across the Adriatic. That day she was little different to any other Liberator in trouble on the way home. The big silver aircraft was named the *Dakota Queen* . . .

She had taken off from San Giovanni to attack the Skoda works at Pilsen, and at her controls sat her twenty-two year old pilot, Lt. George McGovern from Mitchell, South Dakota. Nothing out of the ordinary happened until the *Dakota Queen* was perhaps an hour from her target. Then the #2 engine quit. The pilot feathered the propellor and balanced the ship with the other three engines. The B-24 was almost at the target, and McGovern decided against leaving the formation and returning to base.

There was flak at the target, and slivers nicked *Dakota Queen's* silver skin as she struggled through. There was less than a minute to go before bombs-away when the #3 engine stopped. *Dakota Queen* was suspended solely by her two outboard engines. The oil pressure had ebbed away before McGovern was able to feather his second useless engine, and the big propellor windmilled uselessly in the frigid air.

When the bombs left their shackles the airplane responded better, but there was a six hundred mile journey back to Italy, and the rest of the 455th's formation was already pulling away from the *Dakota Queen.* McGovern's B-24 was losing precious altitude every minute as they raced across Yugoslavia toward the Adriatic Sea.

By the time they were over the water the *Dakota Queen* was flying at six thousand feet, and the crew was throwing everything overboard in their fight for time.

It looked as if the race was lost when flames burst from the #3 engine and hungrily licked at the Liberator's wing, but then the tiny island of Vis was in front of them.

McGovern set up the crippled *Dakota Queen* for the landing on the tiny strip as his co-pilot talked to the ground controllers.

The big tires touched the edge of the runway and screeched and smoked as McGovern used everything to stop the *Dakota Queen* in time. He made it. As the crew left the aircraft the red-hot engine was already smothering under a blanket of chemical foam.

The crew were flown out by transport, leaving the *Dakota Queen* . . .

Provided by Col. William R. Large, Jr., former Group Commander, 454th Bomb Group.

May 1989

McGovern recalls WWII nightmare

Ex-senator mistakenly thought he had wiped out Austrian family

By The Associated Press

WASHINGTON — Former Sen. George McGovern says he was haunted for 40 years by the fear — which proved unfounded — that he had killed an innocent Austrian farm family when he jettisoned a loose explosive from the Army bomber he was piloting near the end of World War II.

McGovern, the liberal, anti-war Democratic candidate from South Dakota who was soundly defeated by President Nixon in the 1972 election, recalled the troubling wartime incident in a lecture Thursday night at the National Air and Space Museum.

McGovern flew 35 combat missions against Nazi German industrial targets as pilot of the "Dakota Queen," a B-24 Liberator bomber with the Army's 15th Air Force based in Cerignola, Italy.



McGovern

Returning to his home base from a bombing run over Austria on March 14, 1945, McGovern said, his crew reported that the plane still carried a live bomb which had caught in its rack and was dangling from the bomb bay.

The crew finally succeeded in dislodging the bomb before the plane landed, McGovern said in the prepared text of his speech.

"We saw it fall and hit in the middle of a farmyard just as the clock showed 12 noon," he said. "The house, barn and other buildings flew in all directions. I envisioned a young farm family sitting down for their noon meal blown to pieces.

"When I landed back at our base in Italy, I was handed a cable saying that Eleanor had given birth to our first child, our daughter Ann. The thought went through my mind that we had brought a child into the world and that same day I had killed someone else's children," he said.

In 1985, while he was a guest professor at the University of Innsbruck in Austria, McGovern said he recalled the incident "that still continued to haunt me many years later" during a taped interview for an Austrian television documentary about World War II.

After the interview was broadcast, he said, "an elderly Austrian farmer telephoned the TV station and said that the farmhouse I had described bombing was his.

"He saw the bomb coming and sought safety. No one was hurt. 'We hated Adolf Hitler,' he said, 'and if bombing our farmhouse helped in any way to bring him down, tell Sen. McGovern we are grateful.'

"So after 40 years, I was exonerated from the incident that had bothered me since World War II," McGovern said.

McGovern, 66, is a fellow at the Institute for Policy Studies, a liberal Washington think tank, and lectures frequently on foreign and domestic issues.

STARS

741 ST. Semi-Monthly Paper

Feb. 25th, 45

Lt. McGuern has article in this issue



STAGING
VOL. 1 NO. 2 FEB. 25, 1945
PUBLISHED BY THE MEN OF THE
741ST BOMBARDMENT SQUADRON
CONTRIBUTORS TO THIS ISSUE: Capt. H.F. Schuknecht, Lt. H. A. Ginsburg, Lt. G. S. McGovern, S/Sgt. H. Carruth, Sgt. P. C. Pedalino, Sgt. I. W. Weisberg, Sgt. F. E. Welch, Sgt. E. F. Caffrey, Cpl. J. F. Horwath, Cpl. R. V. Howlett, Pfc. M. D. Friedland. Cartoons by Cpl. H. J. Groen. Advisor: Capt. John J. Van Lent

THIS THING CALLED SPIRIT

Many a youthful school newspaper editor has sweated blood in the hour before dawn trying to hit upon some idea which he could utilize to fill that last remaining space before he could send his paper to press. In the majority of such cases the haggard editor will finally bite on some time-tested price of editorial meat such as the subject of school spirit.

The army calls it morale, and also does a great deal of talking about the subject. The brass hats contrive constantly to maintain the spirit and morale of their men. Taking cognizance of the top priority this topic has been given in the press and by our military chiefs, it is surprising that we, as individuals, have paid the subject so little heed.

Certainly good spirit is a pre-requisite to any success that we as individuals in a combat squadron might have. The right kind of spirit does not necessarily guarantee a crack squadron, but no squadron will ever be a really good one without it. The kind of squadron we will have is directly correlated to the kind of spirit we have. Our leaders can help maintain that spirit to a limited extent, but here in a combat theater it is largely an individual matter.

What, then, can you and I as individuals do to keep that morale or spirit from falling, as it will most certainly do if we don't give it a little consideration occasionally?

First of all, we can make sure that we don't go stale on life. We can keep alive and interested in what is going on around us. The army already has plenty of Joes who exist just to eat, sleep and bitch. Limited recreational and entertainment facilities make it comparatively easy to fall into such a rut. Yet, by keeping our minds active with various interests, it is possible to keep from "going stale". Keeping posted on the war fronts and developments in the States; reading best sellers, of which the squadron is well supplied; trying to improve our personalities by using a little tact and thought in our relations with others; planning our post-war future; and yes, even trying our hand at a contribution to the squadron paper - all these devices and dozens of others will help break the routine and monotony of our months overseas.

A second aid to good spirit is to refuse to let our bitches and troubles get us down. No man has been in the army very long who hasn't been plenty sore and griped occasionally. Just remember, though, that the things that worry the devil out of us today are the very things we will laugh at tomorrow. If some guy wearing master sergeant's stripes or a gold leaf is doing less than you are as a buck private or a second Lieutenant, remember that six months after the was he may be shining sodas for you. Very few things really warrant turning us into worry birds or perpetual "bitchers". It breaks down spirit and fails to accomplish anything, anyway. A little consideration and thought would eliminate a lot of soreheads.

Finally, we can help keep that spirit up by remembering that, regardless of anything else, our primary source of satisfaction comes from being ture to ourselves and the best that is in us. If praise

(Cont'd on page 3)

signorina (co-ed) noticed the sad lad. She was an adept farmeress and during the vacation after Red's frosh semester invited him for a week-end at her father's farm. "I've got some luscious honey dews I want to show you," she consoled the Pensive One.

Red accepted half-heartedly and displayed not the slightest interest when the lass showed him her melons. "They really take a lot of care," she confided,"but it's well worth it, don't you think? Shall we try one?"

Red wasn't particularly hungry, but the first bite thawed him out a little. He became a steady visitor at the ranch and a great admirer of the lass's melons. "I'll never forget that gal," says Red. "Her name was Maralynne. Cute Kid. If it wasn't for her I might never have given a damn about melons."

Red's reputation as a melon-taster spread through the precincts and soon offers poured in from lasses all over the land for his appraisal of their agricultural specimens. An expert with a keen eye and a critical sense of beauty, he toured the country. While in Brooklyn one day on Business he noticed the strange, outlandish attire of the people and on his return home startled the natives with an orange-green checkered suit suit, and a long [illegible] in which he nonchalantly whirled along the main drag. At first the people didn't recognize him and a lynching party was being organized when Red's granpaw, who had tired of his high position on the pole and was on his way to Murphy's joint for a glass of suds and a "a pot of tay", happened along and identified the strangely-dressed character as one of Texas's own. Soon Red had acquired many converts to zoot-suitery and was bugging his way into the hearts of his countrymen and women.

Then war came to Houston. Red got his notice and the women of Houston cried. The men cheered, which is understandable, since Red was about to launch a secret movement of an illegitimate nature. The Army put him to work on 17s, but with the activation of the 455th he transferred his allegiance to Liberators. One of the original members of the outfit, he has been reluctant to part with it ever since. On Nov. 17 last year Red hit the silk coming back from a mission to Maribor. "The chute is one of the greatest inventions of man," he says, "specially when it works."

Red is devoted to music, classical and modern. He has a quaint old grandma back in Texas. "Really a character," he says, "only 37 and still productive." His main ambition as he sweats out his last couple missions is to "STRAFE BANANA BOATS." When asked if his postwar plans included more agricultural research, Red says, "I'm going to make a thorough investigation of the tomato situation back home."

A nice guy, Red. It's a pleasure to know him. And a privilege. And he has no illusions about combat.

*****

THIS THING CALLED SPIRIT

(Cont'd from page 1)

doesn't come our way when we do a good job, we should be aware of the fact that the finest praise any man can receive is to be satisfied himself with what he has accomplished. If we get chewed out for "screwingup" Let's take it on the chin and remember that the guy giving us the works is doubtless still smarting from an even more vicious chewing from his superior officer because of our "heads up" blunder.

These are just a few of the things we can consider in trying to keep that spirit at the highest possible level. There are plenty of other devices to help do the trick. Combat may be rough, but it won't be half as rough if we go through it in the right spirit. Let's make it easy on ourselves!

1st Lt. George S. McGovern

*****

McGovern mulls bid for presidency

BOSTON (AP) — Former Democratic presidential nominee George McGovern said he was considering a run for the White House in 1992.

McGovern, 68, told the Boston Herald that he'll decide by February whether to make a bid for the Democratic nomination.

"I think it's possibly a doable campaign," he said.

McGovern lost the 1972 presidential race to Richard Nixon and briefly entered the 1984 campaign but dropped out after finishing third in the Massachusetts primary.

GO FOR IT,GEORGE!

27


U.S.
U.S.

Biography

UNITED STATES AIR FORCE

SECRETARY OF THE AIR FORCE
OFFICE OF INFORMATION
COMMAND SERVICES UNIT
BOLLING AFB, D.C. 20332

AV 29-74291
AREA CODE 202/76-74291

MAJOR GENERAL EUGENE L. HUDSON



Major General Eugene L. Hudson is Assistant Deputy Chief of Staff, Systems and Logistics, Headquarters U.S. Air Force, Washington, D.C.

General Hudson was born on Oct. 6, 1921, in Los Angeles, Calif., where he graduated from Fairfax High School in 1940 and attended Los Angeles City College. He enlisted in the Army Air Corps in 1942, attended aviation cadet training, and graduated from flying school in May 1943 with his pilot wings and commission as second lieutenant. He earned a bachelor of science degree in engineering at the University of Southern California in February 1949, a master's degree from The George Washington University in 1963, and graduated from the Air War College in 1963.

General Hudson is a veteran Bomber pilot and flew combat missions during World War II, the Korean War, and the Vietnam War. During World War II, he was a B-24 pilot and went to Italy with the 455th Bomb group, where he flew 36 combat missions over Europe. During the Korean War, he was a B-29 pilot and maintenance officer, flying combat missions over North Korea. General Hudson had two tours in Vietnam/Thailand: the first flying B-52 and KC-135 missions out of Guam and Thailand; the second as Assistant Director of Operations of the 7th AF and later as Director of Intelligence for both 7th AF and the Military Assistance Command Vietnam (MACV).

In October 1949, he attended the Atomic Energy Training Course and the Airborne Electronic Maintenance Course at Keesler AFB, Miss. In September 1950, he was assigned to the 43rd Bomb Wing at Davis Mountain AFB as a pilot and Armament and Electronics Maintenance Officer. In December 1952, he was assigned to the 98th Bomb Wing Yokota Air Base, Japan as a B-29 pilot and Armament and Electronic Officer.

General Hudson returned to the United States in August 1953 as Commander of the armament and electronics maintenance squadron for the 320th Bombardment Wing, and as the staff maintenance officer with the 12th Air Division at March Air Force Base, Calif. He moved to Dyess Air Force Base, Tex., in July 1956 to become Director of Operations, 819th Air Division, and later assumed the position of Director of Operations, 96th Bombardment Wing. In April 1958 he became Chief of the Missile Program Branch, Directorate of Plans, Headquarters Strategic Air Command, Offutt Air Force Base, Nebr.

O V E R

(Current as of September 15, 1975)

(Local reproduction authorized)

After graduation from the Air War College in 1963, his assignments included Commander, 4000th Combat Support Group, Offutt Air Force Base, Nebr., from July 1963 until September 1966; Deputy Commander for Maintenance, Headquarters 68th Bombardment Wing, Seymour Johnson Air Force Base, N.C., from September 1966 to April 1967; Commander of the 68th Bombardment Wing at Seymour Johnson from April 1967 to July 1968; Commander of the 42d Bombardment Wing, Loring Air Force Base, Maine, from July 1968 until April 1970; Commander of the 40th Air Division, Wurtsmith Air Force Base, Mich., from May 1970 to February 1972; Assistant Deputy Chief of Staff for Operations, Seventh Air Force, Republic of Vietnam, from February to May 1972; Director of Intelligence for Seventh Air Force and Military Assistance Command Vietnam, and later the United States Support Advisory Group (USSAG) in Vietnam and Thailand from May 1972 to May 1973.

In June 1973, he was appointed the Deputy Chief of Staff, Logistics, Headquarters Strategic Air Command, Offutt Air Force Base, Nebr.

General Hudson was reassigned to Headquarters U.S. Air Force, Washington, D.C., as Director of Logistics Plans and Programs for the Deputy Chief of Staff, Systems and Logistics, in January 1975. He assumed the position of Assistant Deputy Chief of Staff, Systems and Logistics, in August 1975.

His military decorations and awards include the Distinguished Service Medal, Legion of Merit with one oak leaf cluster, Distinguished Flying Cross, Bronze Star Medal, Air Medal with four oak leaf clusters, Joint Service Commendation Medal, Air Force Commendation Medal, Distinguished Unit Citation Emblem, Air Force Outstanding Unit Award Ribbon, and the Republic of Vietnam National Order of Vietnam.

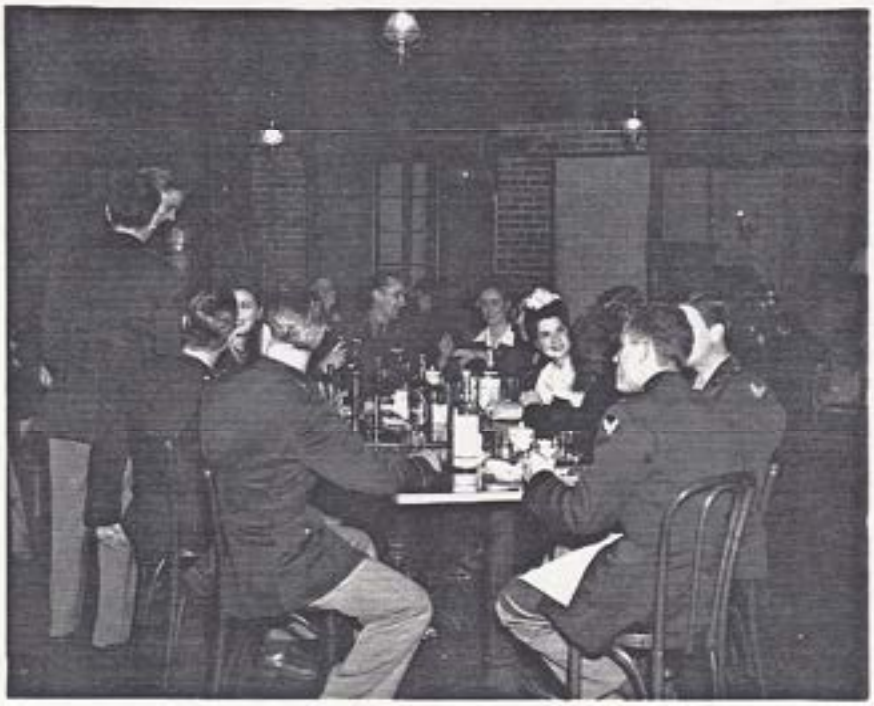
General Hudson is married to the former Pamela Grace Evenden of London, England.

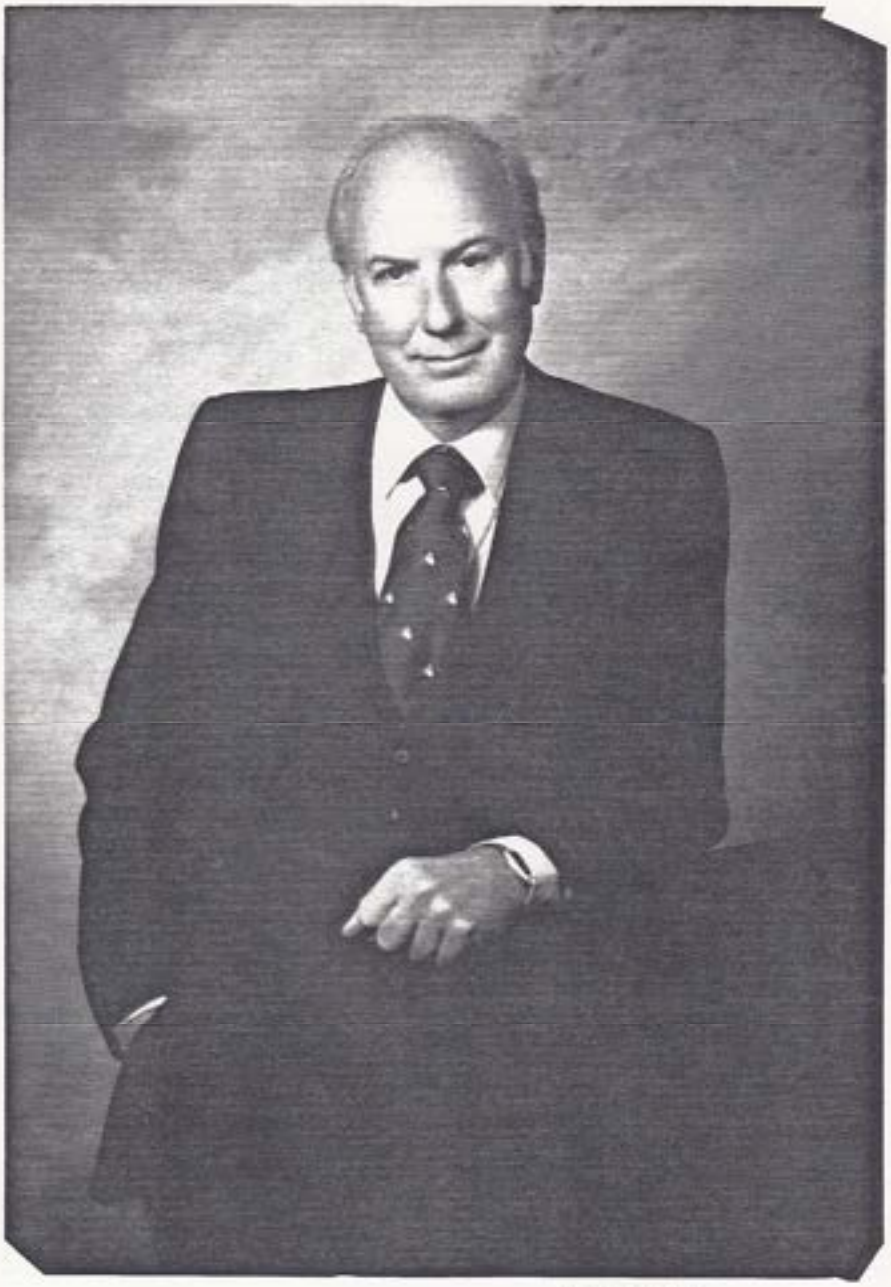
He was promoted to the grade of major general effective Aug. 1, 1972, with date of rank July 1, 1969.

Editor's note:

No one can ever appreciate the effort, the time, the money, and the enthusiastic support that Major General Eugene L. Hudson has contributed to the 741 History effort. Needless to say, without Gene's support there would be no formal history.

Horace Lanford





BACHRACH

Capt. Harold F. Schuknecht, M.D., trained in otolaryngology after his return from WWII. He became the Chairman of the Otology and Laryngology Department of the Harvard Medical School. Dr. Schuknecht was/is the Walter Augustus Lecompte Professor of Otology and Laryngology at the Harvard Medical School. Dr. Schuknecht is the Emeritus Chief of Otolaryngology of the Massachusetts Eye and Ear Infirmary in Boston, Massachusetts. Dr. Schuknecht's main research interest is on the pathology of the ear and he wrote a book on the subject which became the classic of the field. He is revising or has completed the first revision of this book.

Capt. Schuknecht, 741st Squadron Flight Surgeon, wrote the "Medical History of the 741st Squadron," a portion of which is reproduced here. Capt. Schuknecht received the Soldiers Medal for heroism in extracting wounded crew members from a crashed and burning B-24 at Cerignola, Italy.

Capt. Schuknecht's Medical Section of the 741st Squadron received a letter of commendation from the squadron commander of the 741st Bomb Squadron.

STARS

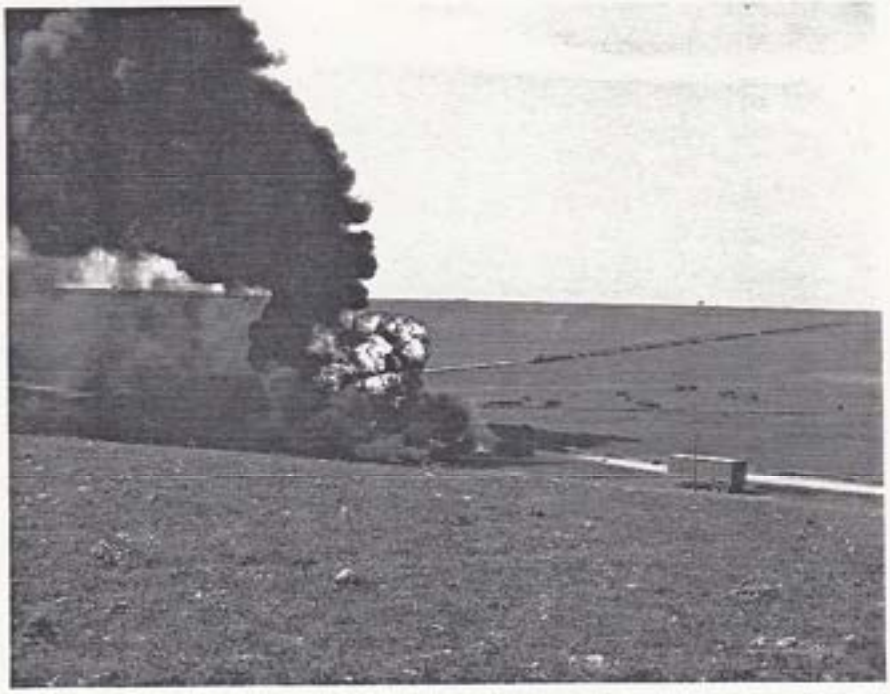
741 St. Semi-Monthly Paper

Feb. 25th, 45

Capt. Schatnecht has article in this issue. (article missing)



The picture below is of the aircraft of Lt. Cook, burning after the crash. Dr. Schuknecht received the Soldier's Medal for extricating Lt. Cook from the burning aircraft and thus saving his life.



Orders and letters concerning St. Schuknecht follow. Note particularly letter from The Air Surgeon.

RESTRICTED

HEADQUARTERS
FIFTEENTH AIR FORCE
APO 520

7 May 1944

GENERAL ORDERS)
:
NUMBER 380)

* * * * * * * * * * * * * *

SECTION V — AWARD OF THE SOLDIER'S MEDAL

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

HAROLD F. SCHUKNECHT, O-421440, Captain, Medical Corps, 741st Bombardment Squadron, 455th Bombardment Group, United States Army. For heroism involving great risk of life at an Allied airfield in Italy. On 20 April 1944, observing a heavy bomber, seriously damaged in enemy action, crash and burst into flames on landing, Captain Schuknecht hurried to the scene. Noticing that all crew members were safely out of the ship, except the pilot, with complete disregard of the intense heat and exploding ammunition, he successfully extricated the pilot from the wreckage and carried him to safety, immediately after which the burning aircraft exploded. By his devotion to duty and complete disregard for his own personal safety in effectively saving the life of another, Captain Schuknecht has reflected great credit upon himself and the Armed Forces of the United States of America. Residence at appointment: Mishawaka, Indiana.

* * * * * * * * * * * * * *

By command of Major General TWINING:

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

OFFICIAL:
/s/ J. M. IVINS,
/t/ J. M. IVINS,
Lieutenant Colonel, AGD,
Adjutant General.

CERTIFIED A TRUE COPY:
Harold F. Schuknecht
HAROLD F. SCHUKNECHT
Captain, Medical Corps,
Flight Surgeon

RESTRICTED

741st BOMBARDMENT SQUADRON (H)
455th BOMBARDMENT GROUP (H)
APO 520 U. S. ARMY

HWL/arj

15 July 1944

SUBJECT: Letter of Commendation on Captain HAROLD F. SCHUKNECHT, O-421440
741st BOMBARDMENT SQUADRON (H)

TO : Whom It May Concern.

1. Captain HAROLD F. SCHUKNECHT, O-421440, has been assigned to this organization for a period of twelve (12) months. Throughout this entire period I have had ample opportunity to closely observe the efforts exerted by Captain SCHUKNECHT and the results produced. These efforts have at all times been outstanding. Since arriving in this combat Theater, Captain SCHUKNECHT has performed his duties in a superior manner. With no materials available through normal sources, without benefit of pre-fabricated plans, and having no opportunity to observe proir efforts in this theater or consult Surgeons with experience in this theater, Captain SCHUKNECHT, through sheer determination and tireless exertion, provided this organization with sanitary installations and an educational program for disease prevention, both of exceptionally high calibre. These installations have drawn much favorable comment from higher headquarters and have served as the pattern for other units. This project was completed in the minimum possible time, affording maximum benefit to the members of this organization. Captain SCHUKNECHT has displayed an unusual amount of initiative in designing and following through the construction of a central water heating unit for the Squadron and other useful projects.

2. Captain SCHUKNECHT clearly demonstrated his unselfishness and devotion to the highest ideals of the Medical Corps, when on 20 April 1944, he entered a burning airplane and extricated the injured pilot. The airplane exploded as Captain SCHUKNECHT pulled the injured pilot to safety. For this heroic action he was awarded the SOLDIERS MEDAL.

3. It is the opinion of the undersigned that Captain SCHUKNECHT, due to his ability, aggressiveness, and experience, is now qualified to hold a position of much greater responsibility than the position he now holds as Squadron Surgeon.

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

741st BOMBARDMENT SQUADRON (H)
455th BOMBARDMENT GROUP (H)
APO 520 U. S. ARMY

HWL/arj

16 July 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 note worthy 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

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

740TH BOMBARDMENT SQUADRON (H) AAF
455TH BOMBARDMENT GROUP (H) AAF
APO 520 US ARMY

200.6

8 September 1945.

SUBJECT: Awards and Decorations.

TO : Whom It May Concern.

1. I certify that Captain HAROLD F. SCHUKNECHT, O-421440, this organization, has earned the following awards:

AWARDS	DATE, NUMBER AND HEADQUARTERS OF G. O.
E. A. M. E. RIBBON	WD Circular No. 62, 11 February 1944.
BRONZE BATTLE STAR (NAPLES-FOGGIA)	Auth per secret ltr MTOUSA, 10 Nov 1944
BRONZE BATTLE STAR (ROME-ARNO)	Auth per secret ltr MTOUSA, 10 Nov 1944
BRONZE BATTLE STAR (BALKANS)	Auth per secret ltr MTOUSA, 19 Apr 1945
BRONZE BATTLE STAR (SOUTHERN FRANCE)	Auth per secret ltr MATOUSA 18 Oct 1944
BRONZE BATTLE STAR (NORTHERN FRANCE)	Auth per secret ltr HQ, ETO 21 Apr 1945
BRONZE BATTLE STAR (NORTH APPENNINES)	Auth per secret ltr MTOUSA, 9 May 1945
BRONZE BATTLE STAR (RHINELAND)	G. O. #40, War Department, 21 May 1945
BRONZE BATTLE STAR (PO VALLEY)	Auth per secret ltr MTOUSA, 9 May 1945
UNIT CITATION (STEYR, AUSTRIA)	G.O. #3325, 15th AF, dd 12 Sept1944
1ST OLC TO UNIT CITATION (HOOSBIERBAUM)	G.O. #232, 15th AF, dd 15 January 1945
BRONZE BATTLE STAR (NORMANDY)	Auth per secret ltr ETOUSA, 8 Dec. 1944
SOLDIER'S MEDAL	G.O #380, Hq 15th AF, 7 May 1944.

2. All of the awards mentioned above have been presented, with the exception of the following: NONE.

For the Commanding Officer:

Isidore Horenstein
ISIDORE HORENSTEIN,
1st Lt., Air Corps,
Assistant Adjutant.

SAVE

IN REPLY REFER TO:

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

20 October 1945

Harold F. Schuknecht, M.D.
406 Niles Avenue
Mishawaka, Indiana

Dear Doctor Schuknecht:

I wish to take this opportunity to thank you personally for the services which you have rendered during your tour of duty in the Army Air Forces.

I fully realize the many sacrifices which it has been necessary for you to make. Your medical career of study and practice has been greatly disrupted. At many times you have been obliged to live and work under conditions quite foreign to the independent way of life that characterizes the peace-time doctor. Your recognition in military circles often has not been in proportion to your professional training and ability. Despite all this you have accomplished your allotted tasks unselfishly and have contributed toward making the Army Air Forces the best cared-for military organization in history.

For your service there is no concrete reward. I can only express my very deep appreciation and hope that you will take with you the lasting satisfaction of a job well done.

Sincerely yours,

David N. W. Grant

DAVID N. W. GRANT
Major General, USA
The Air Surgeon

741st BOMB SQUADRON (H)

The 741st Bomb Squadron (H) was constituted with the 455th Bomb Group (Heavy) on 14 May 1943 and activated on 1st June 1943. Personnel were assigned from the 302nd Bomb Group, Clovis, New Mexico, (2nd Air Force) at Clovis, New Mexico by Special order No. 187, AIR BASE HEADQUARTERS, Army Air Base, Clovis, New Mexico, dated July 6, 1943. The following personnel were relieved from assignment to the 356th Bomb Sq. (H), AAF, 302nd Bomb Group (H), AAF, and assigned to the 741st Bomb Sq. (H), AAF, 455th Bomb Corp. (H) AAF.

Captain HORACE W LANFORD JR	O-401185	Squadron Commander
2nd Lt. LA RENCE LIBERTY	O-672367	Co-Pilot
1st Lt. DAVID G BELLEMERE	O-724879	Operations Officer
2nd Lt. ROBERT C McWILLIAMS	O-736880	Navigator
*2nd Lt. KARL R. MASSEY	O-678540	Bombardier
2nd Lt. ELMER E MATTERS	O-873014	Engineering Officer
2nd Lt WILBOURN D MEADOR	O-861694	Communication Officer
2nd Lt. JAMES D MEHEGAN	O-862556	Armament Officer
1st Lt. JOHN F DAVIS	O-447674	Adjutant
2nd Lt. THOMAS L CELY	O-579955	Supply Officer

M/Sgt (752) ALBERT H HAGEMANN	37038979	S/Sgt (757) PAUL L. BAKER	16127662
S/Sgt (542) SAM P BURFORD	37084944	S/Sgt (513) KAY C. COLEMAN	18101789
S/Sgt (748) FRANK L FOX	36319005	S/Sgt (757) RONALD A GAMBLE	36338119
S/Sgt (678) JOSEPH L JONES	15056761	S/Sgt (748) ANGUS L LEWIS	38093094
S/Sgt (612) CLARENCE A MOSER	17088330	Sgt (747) RAOUL F BEDARD	16023421
Sgt (826) JOSEPH J CICHON	31063844	Sgt (911) ARTHUR A DODD	17024333
Sgt (932) DENVER D FULLBRIGHT	18085335	Sgt (747) RAYMOND E HEWITT JR	15101956
Sgt (502) GLENN C IMBER	7025319	Sgt (256) SAMUEL H KAVITSKY	13026476
Sgt (747) LORENZA D McCOY JR	14097611	Sgt (911) HARVEY B PAQUETTE	36349625
Sgt (612) RICHARD V PENDLETON	32265492	Sgt (747) JOHN D RIFFE JR	35433308
Sgt (824) GEORGE SIMON	32218888	Cpl (747) JOHN O BURNETT	19099995
Cpl (747) ALBERT S DEMARIL	32404231	Cpl (585) MARTIN D FRIEDLAND	6704300
Cpl (928) ARCHIE R GAGNE	16101200	Cpl (686) CHARLES A GOOD	33238020
Cpl (668) LAGONDA D GUY	39533073	Cpl (747) WILLIAM C HANSON	39541608
Cpl (747) CHARLES H JACKSON	11055556	Cpl (747) CARL E JONES	18077007
Cpl (747) JOHN G LUTZ	12158853	Cpl (683) JOHN W MARTSCHING	17071209
Cpl (502) HENRY J McGRATH	14085620	Cpl (747) MANUEL J NUNES	39039704
Cpl (687) PIERRE F PEDERSON	31204711	Cpl (685) WILLIAM B SEABORNE	31171862
Cpl (747) CHARLES E SLATER	33155333	Cpl (944) SAMUEL SPEAKMAN	12132221
Cpl (685) IRVING M WEISBERG	13124683	Cpl (687) CHARLES G WILKEN	12139270
Pfc (754) CARMINE D ANEMONE	32418017	Pfc (238) WILLIAM H. A. DOTTER	13068645
Pfc (755) WILLIAM W DWYER	34376684	Pfc (239) CHARLES T ESPOSITO	32696915
Pfc (747) ALVIN H GARTENMAN	35479248	Pfc (747) JULIUS W GILONE	32633860
Pfc (826) MOODY P HEINSOHN	18031364	Pfc (755) EDWIN T MERCER	32570273
Prc (754) MAYNARD A MEREDITH	39250710	Pfc (501) MILTON F MILLER	39400989
Pfc (309) JOHN B ROCHOW	16110306	Pfc (747) THOMAS M ROSE	37372009
Pfc (747) LESTER S SHIELDS	39240108	Pfc (686) LLOYD A THORNTON	37418222
Pfc (620) JOHN P WOLLE JR	36297535	Pvt (821) WILLIAM B CURLEY JR	15078206
Pvt (502) ANDREW NICKAS	19086135	Pvt (813) ANGELO J GENTILE	12165653
Pvt (501) DAVE SEGAL	16170553	Pvt (237) JOSEPH A VERDONE	13115463

The Air Echelon (or the group?) moved to Orlando, Florida almost immediately (July 15, 1943) to attend AAFSAT (Army Air Force School of Applied Tacties) at what became McCoy Air Force Base. At AAFSAT the objective was to indoctrinate our new unit into combat conditions. Fortunately, no combat conditions approached those of Orlando Air Base. The mosquitoes were large enough and experienced enough to dive through and chew through the mosquito netting. The mosquitoes thrived on the repellent spray. We got up at two o'clock in the morning to prepare to simulate bombing missions on New Orleans, Nashville, Little Rock and the like. The hard stands were widely separated and could seldom be found even on the ground. But there was Orlando. Orlando was our first station where officers and airmen could fraternize with WACs - members of the Women's Army Corps. At Orlando, the members of the 455th who had combat experience with the 8th AF in England (Lt. Col. Cool, Capt. Thayer, Capt. Keefer, Lt. Asch) began to teach us how to fly B24's in close formation. These instructors were good and made the 455th well known for its formation flying ability in Italy. After three weeks, although originally scheduled to return to Salinas Army Air Base, California, orders were changed and from the outskirts of Orlando we moved to Alamogorda Air Base, New Mexico. At Alamogorda we picked up our first six (6) aircraft crews and augmented our ground echelon. The month of August, approximately, was spent at Alamagordo. The sandstorms, even inside the lockers in the barracks, were something to remember. The White Sands provided a very nice picnic setting.

From approximately August 8, 1943 to about September 1, we were based at Alamogordo, New Mexico.

We moved to Salt Lake City Army Air Base around the 2nd or 3rd of September. Here we picked up more air crews and ground personnel. We continued both air and ground training. In what spare time we had we saw the Mormon Temple and the Great Salt Lake. The 741st had six (6) crews on departure from Salt Lake City. The crews of Lts. Locatelli, Hudson, Walter, Slater, Bowers and Wurtz.

By orders of September 29, 1943, the 455th Group. and all four squadrons moved to Langley Field, Virginia. By special order #272, Hq. AAB, Salt Lake City, Utah, dated 29 September, 1943, the following personnel of the 741st Squadron were ordered to depart for Langley Field on or about 30 September, 1943.

(Attach #1 (?))

Captain Lanford and his aircraft stopped overnight at Midway Airport, Chicago, Illinois. The next morning in preparing for take-off, we found the starter on number four engine inoperative. Under the expert coaching of the crew chief, engineer, and other maintenance personnel on board, and with the cooperation of Midway Control Tower personnel, we made a high speed taxi run down the runway, number 4 propeller in feathered position. When the consensus opinion was that we had enough speed to bring in the number four engine we unfeathered the engine thereby starting the engine - a "push start", so to speak. We stopped, taxied back up the runway to take off position and took off uneventfully. Try that on Midway today!

At Langley Field our ground and air training continued. We were brought up to strength in our air crew and ground personnel areas. We continued to improve our formation-flying ability, our simulated bombing run proficiency and our navigation ability. The initiative of our innovative squadron surgeon began to show. Dr. Schuknecht designed and had built field latrines in four hole increments which could be combined into eight and twelve hole units. The side panels were made of tentage (canvas) with wire mesh allowing perhaps a foot or eighteen inches of ventilation at the top of the panel. The doors were similarly designed and constructed. The roof was a slight sloped design of canvas. Upon arrival in Italy slit trenches were dug, the prefabricated latrines were installed and the hygiene of the installation site considerably enhanced.

Lt. Col. and Mrs. Cool entertained the Group staff and Squadron Commanders at their sparsely furnished quarters on Langley Field. Lt. Col. Lanford remembers seeing even some orange crates that were pressed into service as chairs or seats. The Officers Club at Langley was the site of at least one group party, probably the "going away" from Langley. Some pictures are attached.

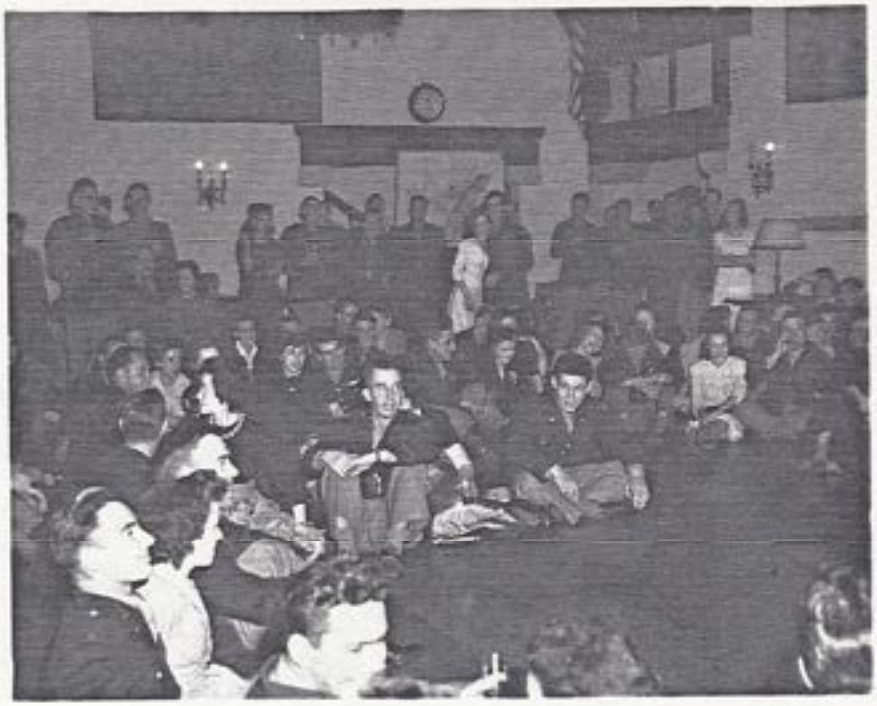


From right to left in this picture is Mrs. Davis, Lt. John Davis, 741 Adjutant, Dr. Schuknecht, 741 Flight Surgeon, Mrs. Schuknecht, unknown lady, Lt. Liberty, Major E. J. Ambrosen, Sqdn. C.O. of the 742nd Squadron (it is believed that even at this early date in 455 history, Major Ambrosen aspired to be a member of the 741st), Lt. Martin, 741 Sqdn. Supply Officer, and Mrs. Martin.

In the picture below, right to left, is Major Lanford's date (name covered by the dust of history), Mrs. Martin, Lt. Martin, 741 Sqdn. Supply Officer, Lt. John Davis, 741 Sqdn. Adjutant and Mrs. Schucknecht.



In the picture below can be seen Lt. Burkle, Ass't. Engineering officer (later Engineering Officer) 741 sqdn., Lt. John Van Lent, Intelligence Officer, 741 Sqdn., Lt. Nathan Bailen, Crew Bombadier, 741 Sqdn., Lt. Walter Hinton, 741 Crew Commander, Capt. Alvin Coons, Group. Intelligence Officer, Lt. Robert McWilliams, 741 Sqdn. Navigator, back row right, Lt. Charles Martin, 741 Sqdn. Supply Officer and Mrs. Martin. Age makes it impossible for me to match other familiar 741 names and faces.



In the picture below are familiar faces which I cannot match with names.



In the picture below, left to right are Capt. Alvin Coons, 455 Group Intelligance Officer; Capt. Harold Schuknecht, 741 Flight Surgeon, Lt. Karl Massey, Originally 741 Sqdn Bombadier; Lt. Nathan Bailen, 741 Crew Bombadier, Mrs. Karl Massey; Major Horace Lanford, 741 Sqdn. C.O. (newly promoted), Major Lanford's date (age prevents name recall) and I cannot identify lady and other officers, presumed to be 741.



This is a really nice picture. I cannot put names with faces of first officer and date/wife from left, Mrs. Walter Hinton and Lt. Walter Hinton, 7441 Crew Commander are next and I cannot identify other three people in photograph.



Again, below, faces so familiar but names beyond recall. What a pity!



Below, I believe Lt. James Mehegan, 741 Sqdn. Armament Officer is at right corner of center table. Others I cannot identify.



Below, left to right. None identifiable until last officer to right. This is Lt. Richard Deeble, 741 Crew Commander.



By way of keeping pace with the growth of the 455th Group, attached below is a roster of officers of the group. I do not have a roster of the airmen of the group of a comparable date. Seventeen (17) of the original eighteen (18) crews that we entered combat with were flying with us by the middle of October. As a squadron, then, we had been flying together about four (4) months before we suffered our first casualty on April 3, 1944. Some crews had been flying with us for about seven (7) months prior to this first casualty.

During the early part of December, 1943, the air echelon of the group was alerted to the fact that we would proceed to Mitchell Field, New York to pick up our new airplanes and fly them to our overseas destination. The ground echelon was alerted of their reservations on the next "USS Cattle Boat" out of Norfolk, Virginia to proceed to their port of debarkation, which ultimately turned out to be Bari, Italy. Bari was damaged by a German air attack a short time before the "cattle boats" departure.

Typically, an air crew spent three to five days in New York City before the Air Transport Command, responsible for the flow of aircraft to overseas destinations, cleared the crew and airplane for departure. Fourteen men were assigned to each aircraft, the crew of ten plus four passengers. New York City was not a bad place to be stranded for three to five days, except for the fact that it was an expensive city, even in those days.

A typical flight plan for a crew from Mitchell Field to Tunis approximated the following:

Leave Mitchell	Dec. 13, 1943	at 1100 hrs
Arrive Morrison Field (W. Palm Beach, FL)		at 1730 hrs.
(only field grade officers were allowed off the base)		
Leave Morrison	Dec. 15, 1943	at 0300 hrs.

Arrive Waller Field, Trinidad Dec. 15, 1943 at 1300 hrs.
Leave Waller Field, (after search for and discovery of passenger sleeping in ditch outside of aircraft)

	Dec. 16, 1943	0535 hrs.
Arrive Belem, Brazil	Dec. 16, 1943	1220 hrs.
Leave Belem	Dec. 17, 1943	0620 hrs.
Arrive Natal, Brazil	Dec. 17, 1943	1210 hrs.

Weather had backed up a number of aircraft scheduled to fly the South Atlantic for Africa. During the nine day delay and wait for our turn, we sought maintenance for our artificial horizon which was giving inaccurate readings. We had an opportunity to see a USO show starring Nelson Eddy and others, to go into town and to enjoy the sights of incoming aircraft, landing lights on, illuminating the approach to the landing runway and the festival air surrounding these sights. We had lots of fresh fruit in the chow line at Natal, served by native girls who greeted some of our travelers with "El Grande Mejor" - "the Fine Major". On Christmas night we resumed our flight.

Leave Natal	Dec. 26, 1943	0115 hrs.
Arrive Dakar, Senegal	Dec. 26	1140 hrs

In the climb out after take-off, the artificial horizon performed a "full tilt" never to rise again. So, it was needle, ball and airspeed across the South Atlantic.

Leave Dakar, Senegal	Dec. 28, 1943	0825 hrs.

Taking off in the daylight seemed a new experience!

Arrive Tindouf (Sahara Desert)	Dec. 28, 1943	est.1400 hrs.

Tindouf is the locale of "Beau Geste". Great boulders rolled to the side of a make-shift runway on the desert. Cots placed tightly side-by-side in adobe buildings - sleeping in flying clothing and covered by two blankets. We had an opportunity to see the "Candle Dance" performed by native girls - I believe in nearby caves.

The landing in Tindouf was unscheduled. To get from Dakar to Marrakesh it was necessary to go through a mountain pass. This day the pass was obscured by clouds so we were directed to Tindouf.

Leave Tindouf Dec. 29, 1943 est. 1000 hrs.
Arrive Marrakesh Dec. 29, 1943 est. 1400 hrs.
A tour of the Casbah was a "must" in Marrakesh.
Leave Marrikesh Dec. 30, 1943 1000 hrs.
Arrive DaJita Number Two
(outside Tunis, Algeria) Dec. 30, 1943 (approx)est. 1600 hrs.

At DaJita Number Two, we were introduced to land mines rigged to old aircraft engines, acres of burned-out tanks, German and Allies, from the tank battles of North Africa, large dumps of wrecked aircraft, German and Allies, from the air and ground battles, and large dumps of reclaimable vehicles if one could find the necessary parts and expertise to install the parts. The 741 Sqdn. C.O. had a French Renault four-door sedan, olive-drab, for his use during our stay in Algeria. During this month (January 1944) the group really concentrated on formation flying doing simulated missions and bomb runs. A side trip to nearby Carthage was of great historical interest. A flight to Algiers was of interest also.

The air echelon departed DaJita Number-Two on February 1, 1944 with destination Cerignola, Italy, or specifically San Giovani, a small village or large farm. Cerignola was on the Foggia Plain about twenty-five miles from Foggia. Our first mission was flown February 12, 1944.

Lt. Bob Ackerman, Bombardier on Lt. Paul Condra's crew was our first combat casualty. Bob was killed in action over Budapest on April 3, 1944. Bob was the only crewman hit by flak. His death brought the reality of war very close to us!

The picture below shows Lt. Col. Lanford, 741 Sqdn. C.O., third from left, back row, with Capt. Norgard and crew upon their return from prison camp. The crew was "missing in action" on a mission to Bucharest on April 21, 1944. This picture was taken in late August, 1944. Lt. Col. Hugh Graf, Headquarters, 455th Group, returned from the same prison camp in Rumania at the same time as did Capt. Norgard's crew. I cannot explain the eleven (11) men on Capt. Norgard's crew.



Of the eighteen (18) original crews that flew the South Atlantic with our sixteen (16) new aircraft, these are as follows photographs of seventeen (17) of the crews. I can find no photo of Lt. David Barbour's crew but the crew roster is attached as our first exhibit in this section. The crew pictures are in no particular order.

PHOTOGRAPH OF LT. DAVID BARBOUR'S CREW. (Furnished by Gus Hudson)



Barbour, David A.	2nd Lt	1024
Dodrill, Charles F.	2nd Lt	1024
Jackson, Thornton H.	2nd Lt	1034
Hamilton, Robert M.	2nd Lt	1035
Stover, Carl W.	S/Sgt	748
Burnett, John Q.	Sgt	747
Baker, Paul L.	T/Sgt	757
Moore, Hugh E.	Sgt	748
Kerr, Donald M.	Sgt	612
Rishko, Michael (NMI)	Sgt	612

No record in "100 Missions" or "War Diary" so I presume this crew completed their missions.

Below is Lt. Leon Jordan's crew.



Jordan, Leon D.	2nd Lt	1024
Adair, Arja P.	2nd Lt	1024
Moore Jr., George W.	2nd Lt	1034
Loergher, Charles H.	2nd Lt	1035
Mitchell, Arnold W.	Sgt	748
Loud, Robert W.	S/Sgt	748
Pascavage, Stanley J.	Sgt	757
Edwards, John R.	Sgt	748
Sherrick, Edgar S.	Sgt	612
Morris, Russell S.	Sgt	612

This crew MIA, mission to Moosbierbaum Oil Refinery, Austria, 6/26/40. Presumed KIA.

Lt. Jordan's crew: "War Diary" shows
Lt. Walter D. Harrington, Co-pilot
Lt. Richard D. Dale, Navigator
Lt. Merl F. Newby, Bombadier
T/Sgt. Marion R. Priut (spelling?), Radio Operator

as crew rather than those shown in picture.

Lt. Nelson Wurtz's crew is shown below:



Wurtz, Nelson A.	2nd Lt	Pilot
Sutera, Allen E.	2nd Lt	Co-Pilot
Slocum, Walter L.	2nd Lt	Navigator
Laws, Kels (NMI)	F/O	Bombadier
Drapor, William E.	S/Sgt	Eng. Gunner
Ashley, Frank A.	Sgt	Ass't. Eng. Gunner
Gross, Hugo R.	S/Sgt	Rad Oper Gunner
Klein, Emanuel (NMI)	Sgt	Ass't Rad Opr Gunner
Newman, William J.	Sgt	Arm Gunner
Kampa, Bernard W.	Sgt	Ass't Arm Gunner

MIA, 6/16/44, Vienna Winter Hafen Oil Storage Area, Austria:

Navigator - Lt. Robert C. McWilliams in lieu of Lt. Slocum
Bombadier - Charles H. Loercher in lieu of Lt. Laws

Lt. McWilliams, at least, returned to US after being POW.

No knowledge of others.

Lt. Richard Deeble's crew is shown below:



Deeble, Richard J.	2nd Lt	1024
Hammond, Charles E.	2nd Lt	1024
Pokora, Frank J.	2nd Lt	1034
Efurd, James T.	2nd Lt	1035
Pearson, Ernest C.	Sgt	748
Patterson, Webb E.	Sgt	748
Averill, Robert L.	Sgt	757
Wise, Marvin M.	Sgt	748
Squires, Frank E.	Sgt	612
Vanaman, J. B. E. (IO)	Sgt	612

This airplane, "Gremlin's' Gripe", was lost over Steyr on April 2, 1944. Lt. Deeble's crew was <u>not</u> flying the airplane that mission.

No mention in "100 Missions" or "War Diary."
Presumed to have returned to US after completion of missions.

as

Lt. Charles E. Hammond's crew (No Photograph) - completed missions - Returned to U.S.

(I believe)

Lt. Winfield ("Clem") Bowers' crew is shown below.



		Completed Missions
Bowers, Winfield S., Jr.	2nd Lt	1024
Paige, Benjamin (NMI)	2nd Lt	1024
Evenson, Melvin (NMI)	2nd Lt	1034
Bailen, Nathan (NMI)	2nd Lt	1035
Fox, Frank L.	T/Sgt	748
Townsend, Hubert L.	Sgt	748
Gamble, Ronald A.	T/Sgt	757
Moser, Clarence A.	T/Sgt	612
Pendleton, Richard V.	T/Sgt	612
Cichon, Joseph J.	S/Sgt	826

Lt. Bowers' son, Ned, is a pilot for Pan American Airways. He is still filled with admiration (5/31/90) that his father flew a four engine aircraft with thirteen other people on board across the South Atlantic with approximately 300 flying hours! May I add at this point, that the young pilots of the 741 Sqdn. as well as those of the 740, 742 and 743 Sqdns. did a truly magnificent job. It is obvious they received outstanding support from the ground echelon! H. Lanford remembers that in 1940 the requirement for a 4-engine co-pilot was 3500 hours.

Ned Bowers is a pilot for Pan American Airways flying the Airbus on European routes. He has this to say about the young crew commanders of WWII. (Paraphrased from conversations and correspondence with him.):

"I have over 10,000 flying hours, most of which has been in Boeing jets. When I first saw the B-24 flight deck I was

amazed. It is difficult for me to imagine the young pilots of WWII flying the B-24 with their thirteen additional people and the baggage/equipment stored in the bomb bay containers across the South Atlantic Ocean, transferring fuel by "U" tubes. I continue to be amazed reading and hearing about the challenges and conditions, both on the ground and in the air coping with battle damage, dead or wounded crew members, landing without brakes, or ditching in the Adriatic Sea. My respect for the skills and valor for these men knows no bounds!"

Ned Bowers, for kicks, is a pilot for the Collins Foundation, which has restored a B-24 to flying condition. The B-24 is shown at air shows and aviation gatherings across the country. For a donation of $1000.00 (to help defray the cost of the rebuilding of the B-24) the donor has his/her name painted on the side of the airplane. Some 455 Group members already have their names on the B-24. Win Bowers is one of them. May I recommend that the 455th Bomb Group Association make such a donation in the name of our first commander, Colonel Kenneth Cool. Col. Cool was an outstanding combat leader and an inspiration to his young pilots. He richly deserves this recognition.

Win Bowers has been re-checked in this rebuilt B-24. Please see attachment # 14 for his experience in flying this airplane to an experimental aircraft pilot's meeting in Oshkosh, Wisconsin.

Below is Win Bowers at the controls of the "All American" enroute to mission 50 -- Oshkosh, July 27, 1990

46 years since mission 49!



Note size of pilot's window to Win's left. Col. Hugh Graff, 455 Bomb Group Headquarters, after being hit in the bomb bay by flak, which left the airplane burning, went thru the pilot's window with a back-type parachute on, after feathering the #2 engine. The co-pilot escaped through his window after feathering the #3 engine. The two waist gunners escaped through the side windows of the waist. The other members of the crew are listed as KIA.

Lt. Jerome Slater's crew is below:



Slater, Jerome E. C.	2nd Lt	1024
Montgomery, Jack D.	2nd Lt	1024
Johnson, William H.	2nd Lt	1034
Reese, Gordon C.	2nd Lt	1035

4/28/44 - KIA, San Stefano, Italy
Mid-air collision with Lt. Callan's aircraft.
Bombadier, Lt. Karl R. Massey in lieu of Lt. Richard A. Callan
Co-pilot, Lt. Douglas S. Rezin in lieu of Lt. Jack D. Montgomery
Navigator, Lt. Emil V. Sobylak in lieu of Lt. William H. Johnson (?) (Callan's crew)
T/Sgt. Olin O. Chrisawn, Top Turret Gunner
T/Sgt. John R. Harber, Radio Operator
S/Sgt. Selmer L. Brathall, Waist Gunner
S/Sgt. Daniel B. Connel, Tailgunner (?) - see Callan's crew
S/Sgt. Louie B. Von Achen, Waist Gunner
S/Sgt. Grover C. Barron, Ball Turret Gunner

Lt. Walter Hinton's crew is below:



Hinton, Walter R.	2nd Lt	1024
Snider, Harley D.	F/O	1024
Sobylak, Emil J.	2nd Lt	1034
Wiskirchen, Carl J.	2nd Lt	1035
Chrisown, Olin O.	S/Sgt	748
Brathall, Selmer L.	Sgt	748
Harber, John R.	S/Sgt	757
Fisher, Joseph E.	Sgt	748
Barron Jr., Grover C.	Sgt	612
Andrews, Terry B.	Sgt	612

No record in "100 Mission" or "War Diary"
(Except for crew transfers (Brathall, Barron, Crisawn, Harber, who were on Slater's a/c when shot down))

F/o Harley Snider became LT. Snider, crew commander,
LT. Snider and crew MIA 6/16/44
Sgt. Joseph Fisher was on MIA crew.

50

Lt. Eugene Hudson's crew is shown below:



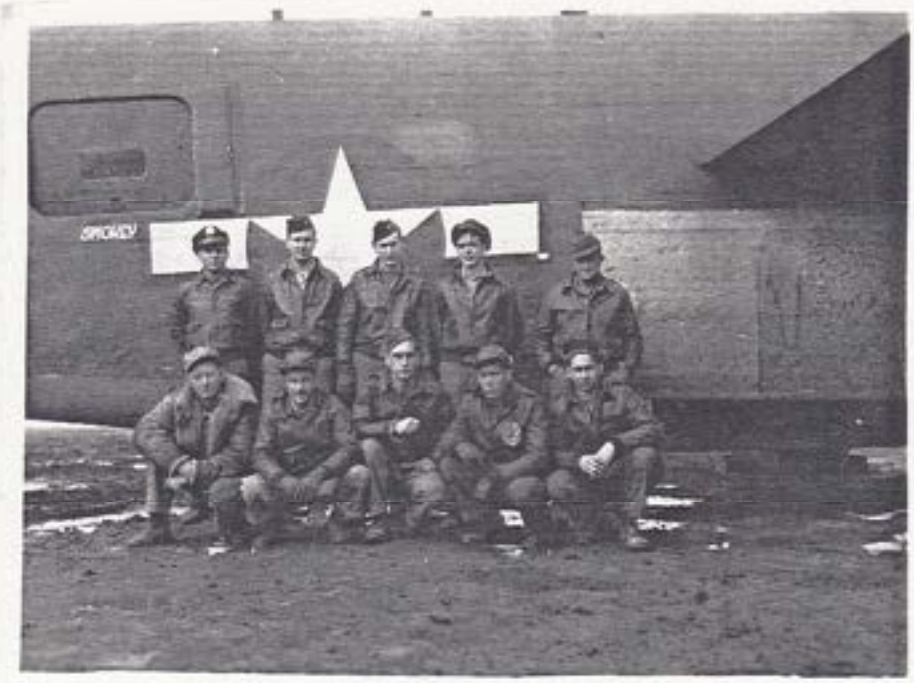
Hudson, Eugene L.	2nd Lt	Pilot
Smith, James H.	2nd Lt	Co-pilot
Hosmer, Humphrey B.	2nd Lt	Navigator
Bakanauskas, Sam (NMI)	2nd Lt	Bombadier
Beeler, Francis E.	S/Sgt	Eng Gunner
Elliott, Wayne V.	Sgt	Ass't Eng Gunner
Muse, Karl J.	S/Sgt	Rad Opr Gunner
Hamilton, Harold L.	Sgt	Ass't Rad Opr
Wolfe, Melvin I.	Sgt	Arm Gunner
Wolfe, Marvin (NMI)	Sgt	Ass't Arm Gunner

Lt. Hudson was one of our outstanding long-run successes. He retired as a Major General, USAF.

I'm told that a crew member of a replacement crew arriving after I left the squadron became a United States Senator. Think what we might have made of this man had he been on an original 741 crew!

Lt. Smith took over as crew commander on Lt. Hudson's transfer. Lt. Bakanauskas was POW after Graz mission of 7/21/44. Completed missions.

Lt. Myles Walter's crew is shown below:



Walter , Myles L.	2nd Lt	Pilot
Stroman, Claris W.	2nd Lt	Navigator
Hart, Richard E.	2nd Lt	Bombadier
Woodley, Dean E.	2nd Lt	Co-Pilot
Beard, William R.	S/Sgt	Rad Opr Gunner
Lewis, Angus L.	T/Sgt	Eng Gunner
Bennett, Eugene C.	Sgt	Ass't Eng Gunner
Davis, Harry E.	Sgt	Ass't Arm Gunner
Hamby, Leon V.	Sgt	Eng Gunner
Carson, Robert G.	Sgt	Arm Gunner

. No record in "100 Missions" or "War Diary".
Presumed to have completed missions.

Lt. Michael Callan's crew is shown below:



CALLEN, MICHAEL C	2ND LT	0688171	(1024)
EMMONS, ALEXANDER S	2ND LT	0696234	(1024)
KUNTZ, GUY T JR	2ND LT	0753008	(1034)
CALLEN, RICHARD A	2ND LT	0623225	(1035)
Jesset, Leonard E	Sgt	35524348	(748)
Jefferds, Alfred B	Sgt	32551793	(748)
Heiskell, James F	Sgt	34190673	(748)
Matthews, William F	Sgt	13152384	(757)
Hale, Lucian H	Sgt	33409905	(612)
James, Daniel P Jr	Sgt	35580719	(612)

This crew KIA over San Stefano, Italy, April 28, 1944.

4/28/44 - KIA San Stefano, Italy
Mid-air collision with Lt. Slater's aircraft.
Bombadier Lt. Kels Laws in lieu of Lt. Gordon Reese
Navigator, Lt. Walter L. Slocum in lieu of Lt. Guy T. Kuntz (?) (see Slater's crew)
T/Sgt. Leonard E. Jesset, Top Turret Gunner
S/Sgt. Alfred B. Jefferds, Ball Turret Gunner
Sgt.James F. Heiskell, Waist Gunner
S/Sgt. Lucian H. Hale, Waist Gunner
T/Sgt. William F. Mathews, Radio Operator
S/Sgt. Warren G. Heer, Tail Gunner (?) (see Slater's crew

Lt. Robert Christenson's crew is shown below:



No record in "100 Missions" or "War Diary". Presumed to have completed missions.

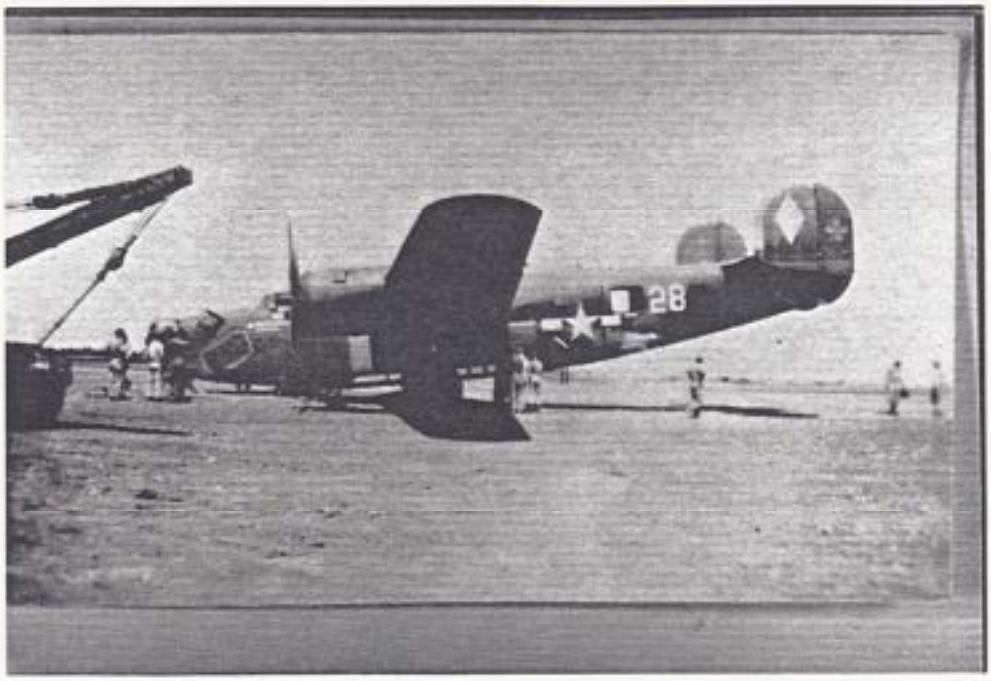
Lt. Robert Christenson, Pilot
Lt. Thomas Heathcote, Co-pilot
Lt. Charles Taber, Navigator
Lt. Robert Young, Bombadier
Sgt. Casimir Bialas, Engineer (and gunner)
Sgt. Jack Abbott - Tail turret, Asst. Engineer (and armorer)
Sgt. Leo Padgett, Ball turret gunner (and armorer)
Sgt. Orville Mayfield, Radio Operator (and gunner)
Sgt. Gordon Swann, Waist Gunner (and armorer)
Sgt. William Bowles, Nose Turret

The airplane was lost on take off by another crew, after five missions.

On June 13, 1944 mission to Munich this crew experienced considerable damage by fighters. ME 109's attacked near Udine area. Crew continued mission - straggling - losing altitude - one engine out - one pulling 50% power - bomb doors opened manually and six (6) 1000 lb. bombs jettisoned by hand. All guns jettisoned in return to base, ammo too, and hatch camera (crew was Group Camera ship on that mission). Airplane suffered additional damage on landing. (Comments from Jack Abbott.)

Robert Christenson's crew's airplane after return from Munich mission 6/13/44. Note the 4 leaf clover, the 741 Sqdn. marking,

on rudder of airplane. The diamond was the 455 Group marking.



Lt. Victor McWilliams' crew is shown below:

Lt. V. McWilliams' crew MIA 5/5/44 on mission to Ploesti M/Y and Military Installations, Roumania. POW's and released after WWII.

I have seen Lt. McWilliams at a 455th reunion, I believe.



McWilliams, Victor (NMI)	2nd Lt	1024
Mensinger, Glenn E.	2nd Lt	1024
Wilkes, Roscoe H.	2nd Lt	1034
Fogel, Anthony (NMI)	2nd Lt	1035
Miller, Chester K.	S/Sgt	748
Ragusky, Daniel L.	Sgt	748
McDowell, Harry (NMI)	Sgt	748
Hardy, Robert R.	S/Sgt	612
Rifinsky, Joseph V.	Sgt	612
Eggemeyer, Victory (NMI)	Sgt	757

Lt. Louis Nangeroni's crew is shown below:



Nangeroni, Louis L.	1st Lt	Pilot
Whittman, William (NMI)	Jr FO	Co-pilot
Kline, George L.	2nd Lt	Navigator
Blum, Jack L.	2nd Lt	Bombadier
Straw, John S.	S/Sgt	Eng Gunner
Bennett, Kenneth L.	Sgt	Ass't Eng Gunner
Johnson, Arthur R.	Sgt	Ass't Rad Opr
Roadman, Paul C.	S/Sgt	Rad Opr Gunner
Fry, Russell A.	Sgt	Arm Gunner
Howell, Edward A.	Sgt	Ass't Arm Gunner

No record in "100 Missions" or "War Diary".
Presumed to have completed missions.

Below is Lt. Paul Condra's crew. Lt. Ernest R. (Bob) Ackerman, first left on rear row, was crew Bombadier. Lt. Ackerman was KIA over Budapest 4/3/44 - our first casualty.



Condra, Paul T.	2nd Lt	1024
Gorski, Harold (NMI)	2nd Lt	1024
Slusser, Harris W.	2nd Lt	1034
Ackerman, Ernest R.	2nd Lt	1035
Maxson, Verl D.	S/Sgt	748
Sandefer, Dexter L.	Sgt	748
Pietruszewski, Edward A.	T/Sgt	757
Magnuson, Dale F.	Sgt	748
Von Achon Jr., Louie B.	S/Sgt	612
Woodard, Eugene O.	Sgt	748

4/3/44 - Condra seriously injured by flak over target, Budapest M/Y, Hungary.
T/Sgt Maxson seriously injured by flak over target.
Lt. Gorski, Co-pilot, received Silver Star for heroism

Capt. Clifford Norgard's crew (the Captain and His Kids). MIA Bucharest 4/21/44 - POW's - Returned to 741st mid August '44.



1024 Norgard, Capt. Clifford D.
1034 Jones, Roy M.
1035 Elkerton, George P.
748 Hartman, John T. Sgt.
612 Lindsay, Burgess B. Sgt.
748 Jenkins, Harold V., Sgt.
748 Myrick, Troy E. S/Sgt.
757 Buntz, Clinton D. S/Sgt.
747 Leininger, Reno P., Cpl.
612 Cratch, Albert E., Sgt.

Lt. Stiner is missing from picture, co-pilot

MIA Bucharest 4/21/44 - POW's

Norgard, Capt. Clifford D., Pilot
Stiner, Lt. Theodore J., Co-Pilot
Evenson, Lt. Melvin, Navigator
Demas, Lt. William, Bombadier
T/Sgt. Bantz, Clinton D, Radio Operator
T/Sgt. Hartman, John T., Top Turret Gunner
S/Sgt. Jenkins, Harold V., Waist Gunner
S/Sgt. Bergmann, Waist Gunner
S/Sgt. Myrick, Troy E., Ball Turret Gunner
S/Sgt. Cratch, Albert E., Tail Gunner

Lt. John Brashear's crew is below:



BRASHEAR, JOHN R	2ND LT	0745600	(1024)
MUTH, GORDON C	FO	T122214	(1024)
REGNIER, ROBERT A	2ND LT	0753029	(1034)
DEMAS, WILLIAM (NMI)	2ND LT	0688933	(1035)
Koen, Weston K	Sgt	19116376	(748)
Fortson, Dale (NMI)	T/Sgt	6962702	(748)
Korzeniewski, Edward (NMI)	S/Sgt	36146532	(757)
Kirby, Victor E	Sgt	13120655	(748)
Whitmire, Charles E Jr	Sgt	13117697	(612)
De Mosh, Milton L	Pvt	36537706	(757)

Ditched 5/24/44 returning from Varazdin, Yugoslavia.

Lt. George P. Elkerton, Bombadier
S/Sgt Weston K. Keen, Assistant Engineer
T/Sgt Edward Korzeniewski, Radio Operator
S/Sgt Victor Kirby, Armor Gunner

--all the above died as a result of shock and explosure.

seriously injured as a result of ditching

Lt. John R. Brashear, Pilot
T/Sgt. Dale Fortson, Engineer
S/Sgt. Burgess Lindsay, Waist Gunner
S/Sgt. Elton Smith, Waist Gunner

Lt. John Curtis' crew is shown below:



Curtis, John F.	2nd Lt	1024
Fetty, Kenneth D. *	2nd Lt	1024
Picken, Donald J.	2nd Lt	1034
Higgins, Richard J.*	2nd Lt	1035
Rickey, John W.	Sgt	747
Kowley, Frank J.	Sgt	748
Coriddi, Federico G.	Sgt	757
Davis, Robert H.*	Sgt	611
Bain, James K. *	Sgt	612
Connell, Daniel B.	Sgt	612

Lt. Curtis, Pilot
Lt. Paige, Co-Pilot
T/Sgt Rickey

--all the above killed in test flight 4/6/44

Lt. Picken)
T/Sgt Corriddi) seriously injured

Sgt. James K. Bain, MIA with Fetty's crew 5/30/44, also Sgt. Korley, also Sgt. Robert Davis and Sgt. Daniel B. Connell with Slater's crew 4/28/40.

Lt. Kenneth D. Fetty became a crew commander. MIA 5/30/44
also Lt. Higgins, Sgt. Robert H. Davis,
Sgt. James K. Bain

Lt. Julio Locatalli's crew is shown below:



Locatelli, Julio C.	2nd Lt	1024
Rezin, Douglas S.	2nd Lt	1024
Cahill, Robert T.	2nd Lt	1034
Steiner, Theodore J.	2nd Lt	1035
Karney, Charles R.	Sgt	748
Dakin, Richard A.	Sgt	748
Schultz, Frederick J.	Sgt	757
Anderson, James Q.	Sgt	748
Kinnick, Waldon R.	Sgt	612
Heer, Warren G.	Sgt	612

No record in "100 Missions" or "War Diary."
Presumed to have completed missions.

I have seen Julio Locatelli at a 455th reunion!

This airplane, but not this crew, was lost on a local flight April 6, 1944, killing Lt. Watters, 741 Engineering officer, Lt. Curtis, pilot, Lt. Paige and three (3) others, I believe. Were the others from our Medical Section?

Lt. Watters received the Legion of Merit medal for his outstanding performance as Engineering Officer enabling the 741 Sqdn. to develop the in-commission rate of aircraft that we steadily maintained.

Col. Kenneth Cool, Group Commander, 455 Bomb Group, chose this enlisted crew and this airplane for his lead missions. Col. Cool named the airplane "Bestwedo" - one of his very positive philosophies. Every man in the 455 group is deeply indebted to Col. Cool for his airmanship, his courage, his leadership and his demanding standards. Let us not forget that the character and integrity of the senior commander determines the character and integrity of the organization - be it military or civilian.

Below is Col. Cool's crew. "Bestwedo" is barely legible behind the far right man, standing.



Hudson, Irlen D	S/Sgt	35410864	(748)
Libby, Donald E	Sgt	31146418	(748)
Swales, Ernest P	Cpl	33255650	(755)
Kennington, Robert H	Sgt	19174917	(748)
Moran, Thomas D	Sgt	35696151	(612)
Boasi, John F	Sgt	12156443	(612)

S/Sgt. Irlen D. Hudson, Sgt. Donald E. Libby, Cpl. Ernest P. Swales, Sgt. Robert H. Kennington, Sgt. Thomas D. Moran and Sgt. John F. Boasi. We salute you for a job very well done!

Completed missions, I believe.

Here is an enlargement of Col. Cool and crew after Steyr mission. Col. Cool received the Silver Star Medal for his leadership and group results on this mission.



Col. Cool, 455 Gp. CO. leaving "Bestwedo" after a mission. All crew pilots were always delighted to hear that Col. Cool was going to lead the mission. Col. Cool chose the tough missions. He received the Silver Star medal for his leadership and results on a Steyr mission. In my opinion, we have not yet sufficiently honored Col. Cool.



HIGH FLIGHT

Oh, I have slipped the surly bonds of earth.
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hovering there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark, or eagle flew.
And, while with silent, lifting mind I've trod
The high untresspassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee Jr.

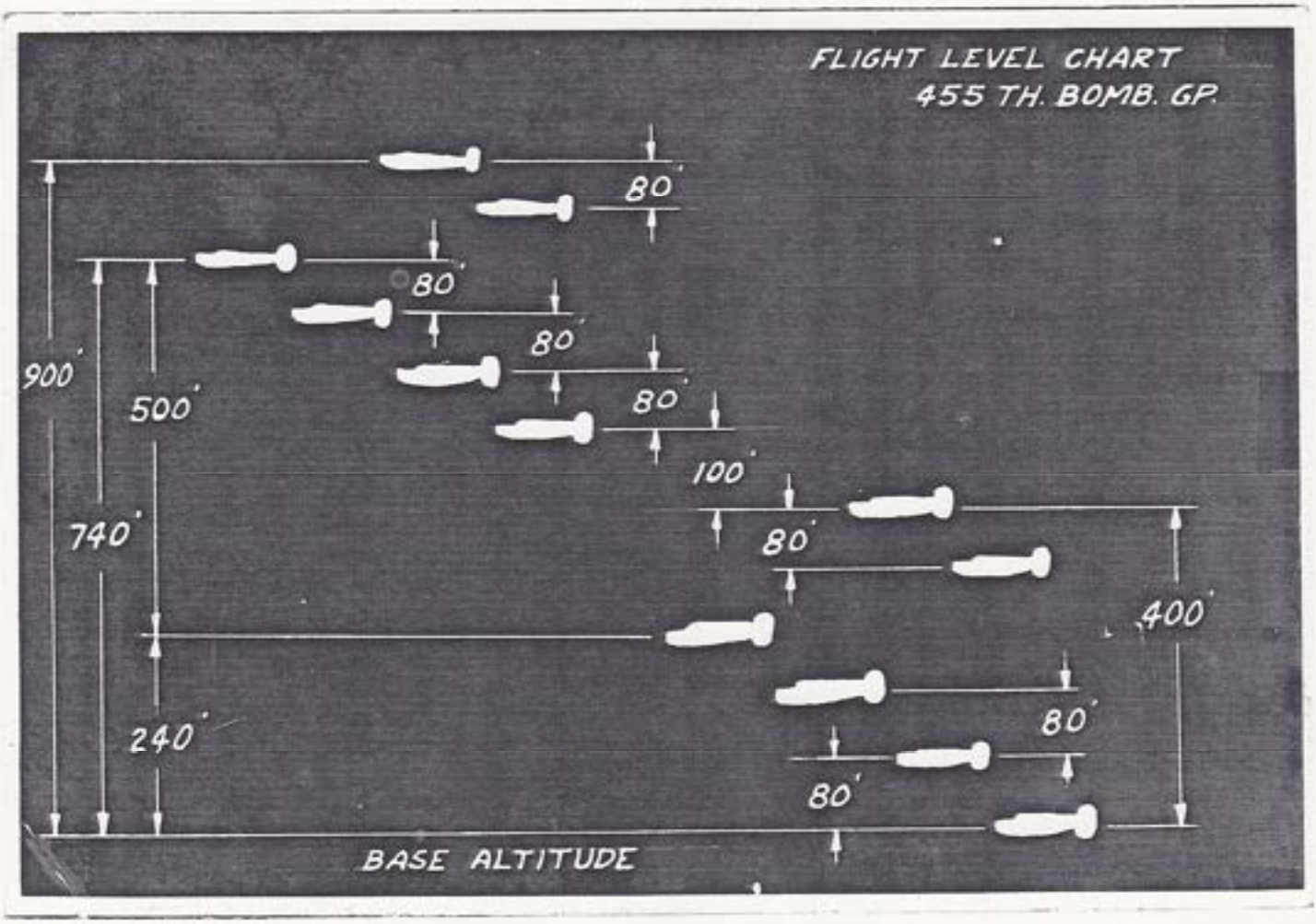
In December 1941, Pilot Officer John G. Magee, a 19-year-old American serving with the Royal Canadian Air Force in England, was killed when his Spitfire collided with another airplane inside a cloud. Several months before his death, he composed his immortal sonnet "High Flight."

Lt. Col. Hugh Graff, 455 Group Headquarters, after leading a group mission in "Bestwedo". Officers on the back row, from left to right are Lt. Jack Horner, 455 Group Bombadier, Major Horace Lanford, 741 Sqdn. C.O., Lt. Col. Hugh Graff, Lt. Robert McWilliams, 741 Sqdn. Navigator, and Lt. James Moeller, 455 Group Navigator. Others in the picture are the airmen of Col. Cool's crew and some 741 engineering personnel. See photograph below:



BY MY RECORDS NINE (9) OF ORIGINAL EIGHTEEN (18) CREWS COMPLETED THEIR TOUR!

The photograph below is a depiction of the desired vertical separation between aircraft in our 455 Group formations. The ability of the Group to fly closs formation served to deter enemy fighters. My memory suggests that we actually flew closer than shown in the diagram. I can remember an enemy fighter approaching the lead aircraft of our group formation, head on, rolling over and flying through our formation on his back. As he approached us, you could see tracer bullets richocheting from the armored underside of the fighter aircraft. The enemy had some good pilots, also!



Lt. Baker and crew formed the first replacement crew assigned to the 741st Sqdn. at Cerignola. I do not have a crew roster.



v

No crew roster
No record in "100 Missions" or "War Diary."
Presumed to have completed missions.

Here is another replacement crew. I believe the pilot is the person on the left end of the back row. If my memory serves me right, his name is Harry Prosser. Bob Armstrong, the ball turret gunner, provided this picture. Others on the crew are, Lt. Prosser, Bob Morgan, co-pilot, Joe Walsh Bombadier; and Thomas Hassen, Navigator. Front row, left to right, Phillip Clark, waist gunner, H.V. Hankins, tailgun, Bob Armstrong, Lenny Cole, nose turret, Ken Strohbusch, Radio Operator/waist gunner and Herman Bundy, Flight Engineer/top turret. This crew arrived July 7, 1944 and returned January 1, 1945.



No record in "100 Missions" or "War Diary"
Presumed to have completed missions.

Lt. Kenneth D. Fetty, Pilot, MIA 5/30/44, Wels A/D, Austria
Lt. Joe L. Ogan, Co-pilot
Lt. Joseph J. Lukashevich, Navigator
Lt. Richard J. Higgins, Bombadier
S/Sgt Thomas C. Elder, Radio Operator
T/Sgt Frank J. Korley, Top Turret Gunner
S/Sgt James K. Bain, Waist Gunner
Sgt Raymond P. Tarpy, Waist Gunner
S/Sgt Robert H. Davis, Tail Turret Gunner
Sgt Myrel R. Shenk, Ball Turret Gunner

NO PHOTOGRAPH

Lt. Harley D. Snider, Pilot, MIA 6/16/44, Vienna Winter Hafen Oil Storage Area, Austria--
Lt. Anthony P. Durant, Co-pilot — War Diary states "landed in friendly territory."
Lt. Karl J. Vince, Navigator
Lt. William G. Johnson, Bombadier
S/Sgt John V. Van Sickle, Radio Operator
S/Sgt Robert J. Richardson, Top Turret Gunner
Sgt Harold A. Lurchison, Waist Gunner
S/Sgt Joseph E. Fisher, Waist Gunner
S/Sgt Earl T. Wright, Ball Turret Gunner
Sgt Goroc J. Brigalli (spelling?), Tail Turret Gunner

NO PHOTOGRAPH

Lt. Paul A. McCarthy, Pilot, MIA 6/26/44, Refineries at Moosbierbaum, Austria
Lt. Walter V. Anderson, Co-pilot
Lt. Thornton H. Jackson, Navigator
Lt. Charles H. Miller, Bombadier
T/Sgt. Edward O. Shotwell, Radio Operator
T/Sgt Carl W. Stover, Top Turret Gunner
S/Sgt Hugh E. Moore, Waist Gunner
S/Sgt Michael Rishko, Waist Gunner
S/Sgt Donald N. Kerr, Ball Turret Gunner
S/Sgt Kenneth L. Dehusti (spelling?), Tail Turret Gunner

NO PHOTOGRAPH

Lt. Bernard M. Keogh, Pilot, MIA 6/26/44, Moosbierbaum Oil Refinery, Austria
Lt. Howard O. Vralsted, Co-pilot
Lt. Harry F. McCrakon, Bombadier
T/Sgt Fred L. Dendy, Radio Operator
T/Sgt Fred Q. Huggins, Top Turret Gunner
S/Sgt Harold D. Watson, Waist Gunner
S/Sgt William G. Logue, Waist Gunner
S/Sgt Stanley Lundquist, Ball Turret Gunner
S/Sgt Alfred Puslat, Tail Turret Gunner
Rammed by enemy a/c. B-24 later exploded - all crew members awarded Silver Star

NO PHOTOGRAPH

*Lt. Ralph M. Chadwick, MIA 7/7/44, Odertal Synthetic Oil and Coking Plant, Germany
*Lt. David Loughrie, Co-pilot
Lt. John Grimm, Bombadier
T/Sgt. Philip J. Daly, Radio Operator
*T/Sgt. Norman M. Steinhauser, Engineer and Top Turret
*S/Sgt. Adrian Earl, Waist Gunner
S/Sgt. Sol D. Chindler, Waist Gunner
S/Sgt. William A. .....ney, Ball Turret
S/Sgt. Horace ....., Tail Turret

*members of 455 BG Assoc.

Lt. Nixon's crew, 7/21/44, Brux

Lt. Lewis D. Nixon, Pilot (took over crew on Lt. Gustav H. Wendt's return T. U. S.)
Major Horace W. Lanford, Deputy Group Leader (Co-pilot)
Lt. Brniak, Navigator
Lt. Edward S. Bramson, Radar Navigator
Lt. Crim, Navigator
Lt. Sam Bakanauskas, Bombadier
Sgt. Vincent Siemon, Radio Operator
Sgt. Archie Markoski, Tail Gunner
Sgt. William Ludwig, Armorer
Sgt. Perry L. Curtiss, Waist Gunner
Sgt. Carl Loiocano, Top Turret Gunner and Engineer

Lt. Bakanauskas, wounded in hand by flak, Lt. Brniak, Lt. Bramson, Sgt. Ludwig, Sgt. Curtiss, and Sgt. Loiocano captured after about two (2) days and were POW's until end of WWII.

Lanford, Crim, and Markoski returned to Squadron in about a week. Nixon and Siemon returned in about two (2) weeks.

Lt. Samuel F. Hannssard, Pilot, MIA 7/22/44, Ploesti Romano AmericanoOil Refinery, Roumania
Lt. Norman E. Lisk, Jr., Co-pilot
Lt. Arnold D. Luxenberg, Navigator
Lt. Marion A. Wilson, Bombadier
Pfc. Cline M. Hodson, Radio Operator
Sgt. Louis H. Wente, Top Turret and Engineer
Pfc. Frank T. Kilbane, Sr., Waist Gunner
Sgt. Stanley R. Sheldon, Waist Gunner
Sgt. James L. Knittle, Ball Turret
S/Sgt. George W. Lingo (spelling?), Tail Turret

Lt. Maxwell, B. Gates, Pilot, MIA 7/27/44, Manfred Weiss Armament Works, Budapest, Hungary
Lt. John G. Schweigart, Co-pilot
Lt. Robert F. Emick, Navigator
Lt. Edward D. Saleck, Bombadier
S/Sgt. Stanley J. Postorino, Radio Operator
Sgt. Bailey J. Maxwell, Waist Gunner
S/Sgt. George A. Luster, Top Turret and Engineer
Sgt. Joseph Weinstein, Waist Gunner
Sgt. Orrin G. Miller, Ball Turret
Sgt. Arthur R. Mello, Tail Turret
S/Sgt. Daniel P. James, Photographer

MIA 27 August 44, Blechhammer, Germany

Zabawa, Harold R.	2nd Lt	Pilot
Schireman, Robert H.	2nd Lt	Co-pilot
Agostino, Albert V.	2nd Lt	Navigator
Franks, Warren L.	2nd Lt	Bombadier
Gaines, William D.	T/Sgt	Eng and Top Turret
Bulger, Selwyn	S/Sgt	Waist Gunner
Brown, Harold G.	Cpl	Waist Gunner
Phillips, Ralph L.	Cpl	Tail Gunner
Levie, Benjamin J.	Cpl	Nose Gunner
Lovett, John E.	Cpl	Ball Turret

NO RECORDS OF OTHER MISSIONS OR CREWS!



Col. Cool, Group Commander, left;
Maj. Thayer, 743rd Sqd. Co.



Left to right:

Lt. Burkle, Lt. Ross (?), Lt. Mike Callan, Lt. Massey,
Lt. Efurd, Lt. Deeble, Lt. Brashear, Capt. Davis,
Lt. Jordan

The above picture was taken in the card room of t
741st Officers Club in Cerignola.

The following pictures and comments were received from Lt. Col. Tom Ramey, editor of "Cerignola Connection" and our Group History, on or about 31 August, 1991.



This is a view of one of the streets within the olive grove in which the 741st Bomb Squadron were billeted. This is typical of conditions throughout the winter months when rain was abundant and the army vehicles traversed the groves to transport personnel to and from the flight lines. After a while you just got use to the mud and it became a part of life.



This is a view of the previous road following the heavy snow fall that was experienced during the winter of 1944/1945. Eventually the snow turned to mud and everything got back to normal.



This is a view of a typical tent home following the winter snow storm of 1944/1945. It was more comfortable than it looks with electric lights, concrete pads, wooden tent frames, and gasoline fueled heat. We had come a long way in a years time to bring along some comforts to our temporary homes.



This is a view of a tent home during dryer times. Shown are some 741st Bomb Squadron personnel. Left to right:

Cpl. Ed Bridgehouse, aircraft mechanic from Mays Landing, New Jersey.

Sgt. Lester Bailey, A&E mechanic from Detroit, Michigan.

Sgt. Russ Van Horn, A&E mechanic from Dayton, Ohio.

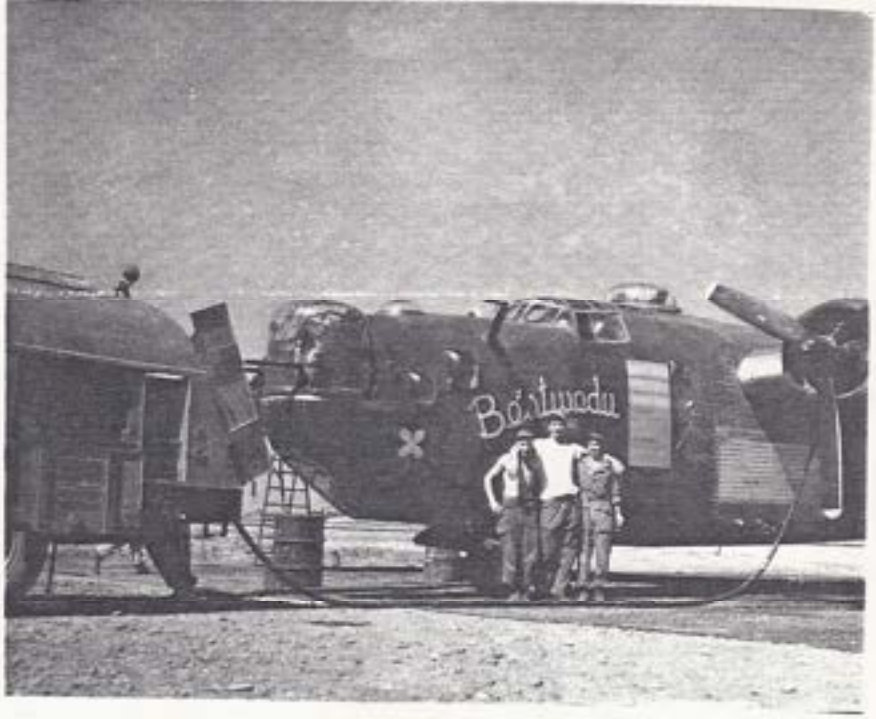


This is a view of "Bestwedu" which was the original "Lead Aircraft" for the 455 Bomb Group when it arrived in Italy. The aircraft was assigned to the 741 Bomb Squadron. The name "Bestwedu" was derived from a favorite expression of Col. Ken Cool the Group's Commander. The picture was taken in mid March 1944. Left to right;

Col. Ken Cool, Pilot and Group CO
Lt.Col. Horace Lanford, Co Pilot and 741 Squadron Commander
Maj. Jack Horner, Group Bombardier
Maj. James Moeller, Group Navigator
S/Sgt. Kennington, 741 BS, Tail Gunner
? Capt. Hairest, 741 BS, Squadron Navigator ?
T/Sgt. Swales, 741 BS, Radio Operator
T/Sgt. Hudson, 741 BS, Flight Engineer and top gunner
S/Sgt. Moran, 741 BS, Armorer and bottom ball gunner

Kneeling

T/Sgt. Libby, 741 BS, Asst. Flight Engineer and waist gunner
S/Sgt. Boasi, 741 BS, Asst. Armorer and waist gunner



The ground crew assigned to "Bestwedu" were form the 741st Bomb Squadron. Left to right, they are;
Sgt. Russ Van Horn, A&E Mechanic from Dayton Ohio
T/Sgt. Bill Duncan, Crew Chief from Portsmouth, Ohio
Sgt. Jack Schultz, A&E Mechanic from Cambridge Mass.



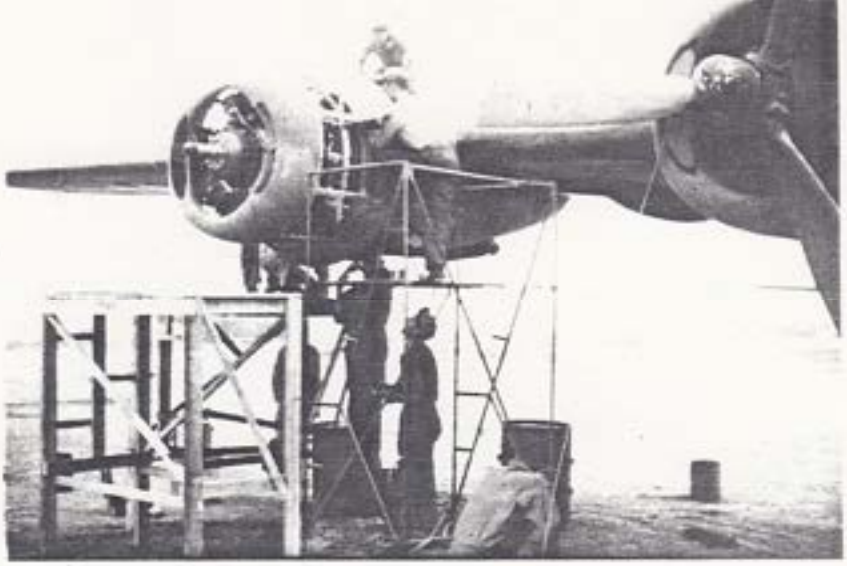
This is a view of "Bestwedu" with some 741 Bomb Squadron engineering personnel.
Left to right;
M/Sgt. Lorenza McCoy, Engineering Flight Chief from Jackson, Miss.
Cpl. Ed Bridgehouse, Mechanic from Mays Landing, New Jersey
Cpl. Horn, Mechanic from Alanson, Michigan
T/Sgt. Bill Duncan, Crew Chief from Portsmouth, Ohio



This view is of "Bestwedu" located on its hardstand following a mission.



This is a view of Sgt. Russ Van Horn and Sgt. Jack Schultz 741st Bomb Squadron ground crew personnel who are conducting an inspection on the number two engine of "Bestwedu". The ladder which they are on is a prized possession and not a GI piece of equipment. Some enterprising flight crew member brought it over on the flight from the states.



This is a view of changing number four engine on "Bestwedu". By late 1944 an engine change could be made in less than four hours by using some good old Yankee ingenuity. A complete engine nacelle including the engine, ducts, exhaust system, carburetor, cowl flaps, and cowling were built up on an engine stand ready for installation on any aircraft when needed. The replacement nacelle build up was accomplished as soon as time was available and usually when the squadron was on its next flight mission. An engine change could be made immediately after the need was identified and slow engine time started as soon as a flight crew was available. This concept permitted the 455th Bomb Group to consistently put a maximum number of available aircraft in the air to hit the assigned targets for the 15th Air Force.

Everything was used to allow men to work around the nacelle. Note the oil drums and home made wooden stand that served as crew chief stands. They were crude but they got the job done.



This is a view of the road to Cerignola. The 454 Bomb Group entrance is on the right and the 741st Bomb Squadron of the 455th Bomb Group is on the left side. Many a weary warrior had a rough time getting over the top of this stone fence on his return to the base. Of course they weren't always navigating the best. The groups in the background are waiting for the next truck ride to town.



The "BTO" was the third aircraft assigned to this 741st Bomb Squadron ground crew. Previously assigned aircraft became memories of friends, crews, and missions. This picture was taken in the Spring of 1945. the ground crew from left to right are;

Sgt. Jack Schultz, A&E Mechanic from Cambridge, Mass.
T/Sgt. Bill Duncan, Crew Chief from Portsmouth, Ohio
Sgt. Russ Van Horn, A&E Mechanic from Dayton, Ohio



20. Sgt. John Tyson, A&E Mechanic of the 741st Bomb Squadron. He was one of the assigned mechanics on the ground crew of "Ford's Folly" which was a 741st Bomb Squadron aircraft.



This aircraft is "Skeeter" and one of the original aircraft that flew over with the 741st Bomb Squadron from Langley AFB. These are 741st Engineering personnel. Left to right;

? , engineering and parts clerk
1st Lt. Waters(Walters), Engineering Officer
T/Sgt. Day, Engineering Flight Chief from Texas
2nd Lt. Burkle, Asst. Engineering Officer
M/Sgt. ? , Chief Line Inspector
M/Sgt. ? , Radio Line Chief

Standing

M/Sgt. ? , Ordinance and Armament Line Chief
M/Sgt. ? , Aircraft Line Chief Hagemann

note **Note** Lt. Waters died in a crash during a test flight of the "Skeeter" in early 1944 following an engine change. Only two survived the crash. One was a ground crew mechanic Cpl.Lester Roberts; Rainer, Oregon.



The 741st Bomb Squadron "Doughty Dragon" and what happens when you hit a soft spot in the taxie strips during the Winter of 1944. The Army Engineers were constantly working on the runways and taxie strips to improve them. At this point in time this airfield was less than four months old.



This is a picture of Cpl. Lester Roberts, Mechanic from Rainer, Oregon. He was one of the two survivors from the crash of "Skeeter" during its test flight following an engine change. The picture was taken at the Army Hosipital in Bari, Italy where he was recuperating from skin grafts and extensive bone mending. He received excellent medical care while at this facility.



This is a group picture of the 741st Bomb Squadron Engineering personnel. They are from left to right;

Standing

T/Sgt. Day, Engineering Flight Chief from Texas
2nd Lt. Burkle, Asst. Engineering Officer
M/Sgt. ___?___, Radio Line Chief
1st Lt. Waters(Walters), Engineering Officer
Note Lt Waters died in an aircraft crash in 1944
M/Sgt. ___?___, Aircraft Line Chief Hagemann

Kneeling

M/Sgt. ___?___, Ordinance and Armament Line Chief
_____?_____, Engineering and Parts Clerk
M/Sgt. ___?___, Chief Line Inspector

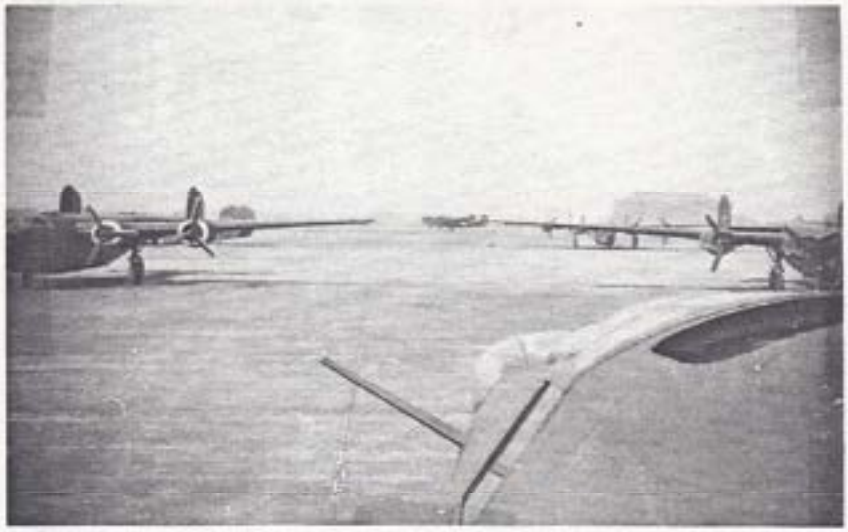


This is a picture of the 741st Flight surgeon and his personnel. People are not identified but perhaps some body may be able to do so.



This is a picture which was taken during the boat trip from Newport News, Va. to Taranto, Italy. We departed on December 13, 1943 and arrived in Italy on January 13, 1944 with intermittent stops in North Africa and Sicily. This trip was high lighted the first night by going through the rough seas off Cape Hatteras, Va. when all of us ground lovers turning deep green. In the days that followed we became part of a huge convoy that was going to Africa and Southern Europe. We were told that in all there were around two hundred ships in the convoy. It was so big that you couldn't see all the ships but only those near our ship and the smoke of those further away. It was one Christmas that many of us will always remember. This huge convey passed through the Strait of Gibraltar in single file and then reformed in the Mediterranean Sea. Here we experienced some of the roughest waters of the entire journey with eighty and ninety foot waves during a Winter storm.

These pictures were taken at Langely AFB in November of 1943 where the 455th Bomb Group conducted their final training prior to leaving for Italy in early December, 1943. You will notice aircraft #172 a B-24-D which was one of the work horses used during this phase of training.







This is a picture of a P-47 escort fighter which has just made a belly landing. The pilot had been practicing touch and go landings and during this landing he forgot to lower his landing gear. He was one sick young pilot and just set in the plane for a long time.





These are pictures of the German Messerschmitt 109 that landed at our air field in the Spring of 1945. The plane was piloted by a Rumanian Captain and brought Lt. Col.James A. Gunn out of Rumania as a passenger. He was from the 454th Bomb Group and had been previously shot down over the Ploseti oil fields. The ME 109 was parked near the 455th Group's headquaters. There was a long story that later appeared in Time Magazine that described the release and rescue of many airmen that had been previously shot down and interned in Rumania. This amazing story was associated with the landing of this aircraft, its passenger, and subsequent action that was taken by the 15th Airforce Command.



Caption on back of this photo says "Sunny Italy 15 March 1944 Cerignola, Italy. The only day we ever saw snow in Italy."



Explanation on back of photo says "Looking down the street where I lived. That's Zodrow kneeling in front of our tent."

END OF TOM RAMEY'S CONTRIBUTION



below: at Cerignola

OLD SOLDIERS

NEVER DIE

THEY JUST

FADE AWAY

into retirement



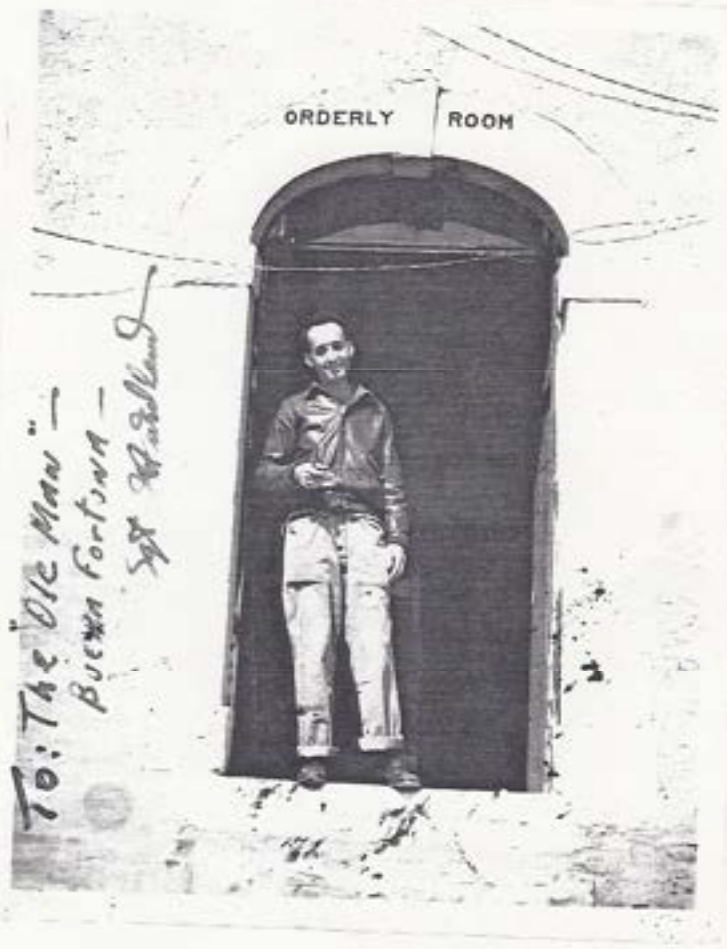
below: as College Professor, Wright State Univ.



The results achieved by the 741st Bomb Sqdn. represented the results of a team effort. The 741st was blessed by the leadership shown in all ground echelon units and by the initiative, innovation and dedication of all its members. Never can these individuals be sufficiently honored.

At random appearing below are pictures of individuals and organizations that played such a great part in our success.

Our First Sergeant, M. Friedland, below, brought to the 741st a wealth of experience, knowledge, ability, patience and perserverence. He was instrumental in getting us organized in the States and keeping us on an even keel in Cerignola.



Below, First Sgt. Friedland with Pvt. (later Sgt.) Miller at the 741 Orderly Room.



Below is the Orderly Room staff. The Orderly Room was one of a number of rooms converted from an old farm building in our Sqdn. area. There were two (2) buildings on "the hill" that the 741st Sqdn. and the 743rd Sqdn. occupied. How to divide the buildings? Major Thayer, 743rd C.O., and Major Lanford, 741st C.O. flipped a coin. Lanford won and took the larger building. We built an Airman's Club, an Officer's Club, the Orderly Room, the Sqdn. Intelligence Office in the building and converted an aviary on top of the building into quarters for Lanford, Welsh, Schuknecht,Van Lent and I believe two others. A strange thing happened in the aviary. When Lanford was shot down and returned five or six days later, the white sheets and pillow cases brought from the States (on the advice of Thayer and Keefer who had already served one combat tour) had disappeared, never to resurface while Lanford remained in the squadron. Another of the misfortunes of war!



Here is a front view of the 741st Sqdn. Headquarters. The pink and white color scheme was widely copied.



One of the pilots of the 741st was reassigned to a fighter Sqdn. I believe this is his airplane when he visited the Sqdn. Sgt. Beeson, left, Cpl. Welsh, right and another member of the orderly room inspect the plane.



Below is a shot of the 741 tent area. Jones, left, Welsh, center and Lanford, right. It must have been cold that day!



Again, the tent area. Here is Lt. Nixon, a replacement crew pilot, who was shot down (7/21/44) on a mission to Brux, Czechoslovakia, parachuted over Yugoslavia, evaded capture and returned in two weeks.



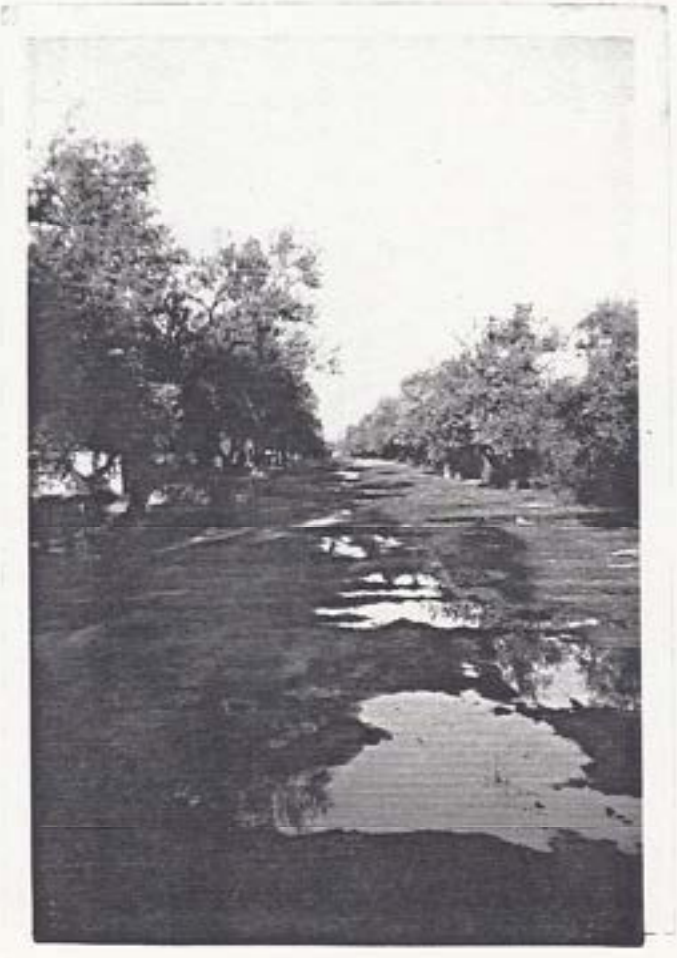
Is this Lt. Crowley?



Lt. Locatelli and partner play checkers in one of the 741st rec. rooms.



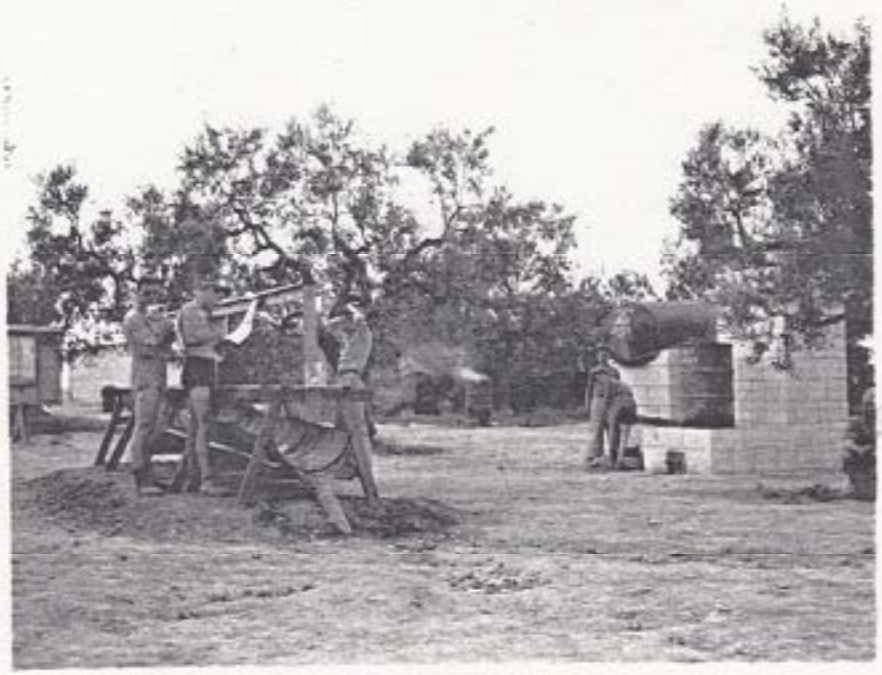
Main street of the 741st cantonement between the 117th and 118th flood.



Here is one of our prefabricated latrines, designed and built at Langley Field by Dr. Schuknecht and brought to Italy. These prefab sections could be installed to accommodate 4, 8, or 12 units. The screens provided air-conditioning.



We had hot water for shaving, if we got up early enough.



To replace the morning newspaper, we had a bulletin board, read by all!



Our Sqdn. dispensary provided first class medical attention. From the date of our arrival at least until the end of September, 1944, we were the only squadron not to have a run of dysentery. We did provide help to other squadrons in providing ambulance service to the downtown hospital.



Some of our people, including Lt. Crowley, preferred to shave in the privacy of their own quarters.



Main street on the day it didn't rain!



Lt. Nixon and pet, "Damn It". Nixon did not take his pet with him on his vacation in Yugoslavia.



But, "Damn It" wanted to go.



Lt. Keegan was quite proud of the landscaping around his quarters.



Note how the officer's latrine was upgraded.

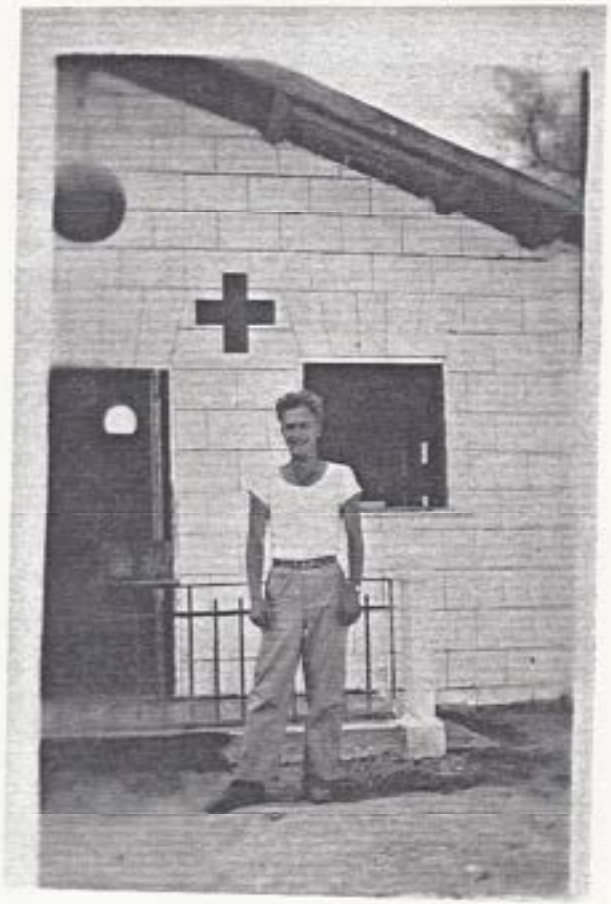


Here is the 741st Sqdn. operation's staff. Left to right, rear row: Lt. Karl Massey, KIA; Lt. McWilliams; Major Welch; Lt. Lawrence Liberty.

Front row, center, is Pfc. Fedorshak, one of the real unsung heroes of WWII, in my opinion. Pvt. Fedorshak came into the squadron at age 17, blind in one eye. When we were ready to go overseas from Langley Field, I told Dr. Schuknecht to leave Fedorshak behind. Dr. Schuknecht told Fedorshak we were going to leave him in the States. Fedorshank told the Doc. that there was no way we were going to leave him in the States. He went to Italy. He drove his jeep thru the Sqdn. area, in the dark, woke the crew commanders, drove down to group operations, and performed very well at every assignment given him. Fedorshak contributed significantly to our efforts. Well done, Fedorshak!



One of our Sqdn. medical aids in front of dispensary.



Another shot of the Operations Office crew - Pedorshak in center.



Pilot Robert Christenson, after mission.



Tail gunner Jack Abbot after mission.



The following pictures were taken around the 741st area.

Major Lanford, original C.O. 741st Sqdn, was flying Deputy Group Lead in a 743rd Sqdn. aircraft when hit by flak over Brux, Czechoslavakia on 7/21/44. Sam Bakanauskas, the Bombadier, was hit in the hand by flak. The 11 crewmen parachuted from the plane over Yugoslavia. Three, including Lanford, returned to Italy in five days, two returned to Italy in about two weeks and the others were POW's for the remainder of WWII.

The foreman of the ten Italian workers serving the Sqdn. presented their bouquet of flowers to Major Lanford after Lanford's return from Yugoslavia.



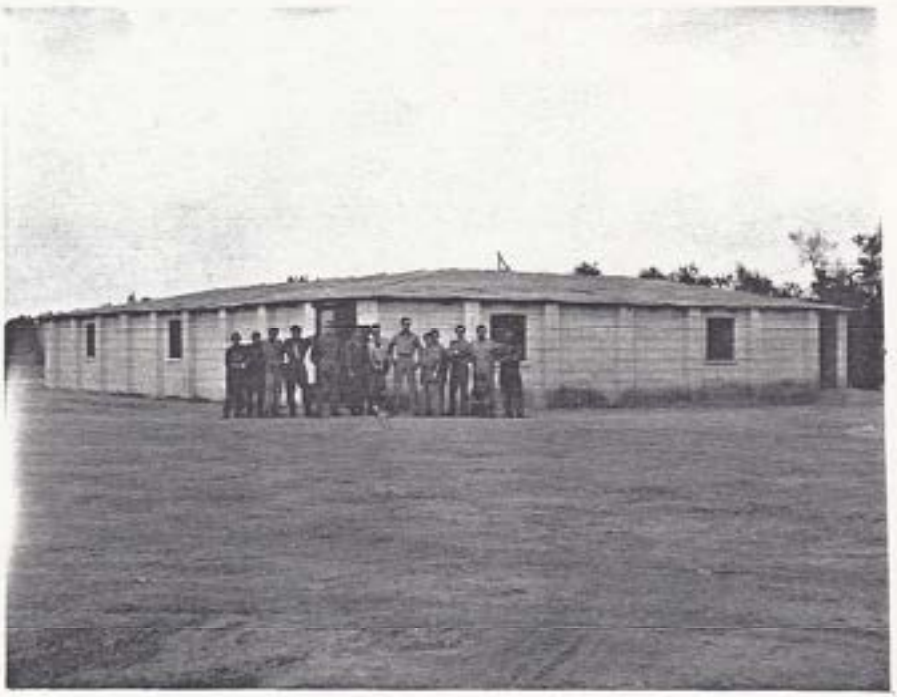
Here is a picture of the 741st Intelligence Office. Shown are Capt. John VanLent; Lt. Isidor Horenstein; S/Sgt. Joe Havris; Sgt. Elton Caffrey; Cpt. Peter Pedalino; and one other whose name I cannot recall.



Here is Capt. Schuknecht and his medical detachment.



One of our earlist improvement projects was to build a mess hall so that our large mess tent could become a dormitory. Axis Sally made regular reports of the progress on the mess hall, promising to bomb it before we could use it. The food service detachment (mess hall crew) made good use of this building.



The Ord nance Section under Lt. Jones could always be counted on for a good job, done in a timely fashion.



Lt. Ross and the Communications Section also always did an outstanding job. Oh, the fun Lanford and Ross had reminiscing about the days of their youth!

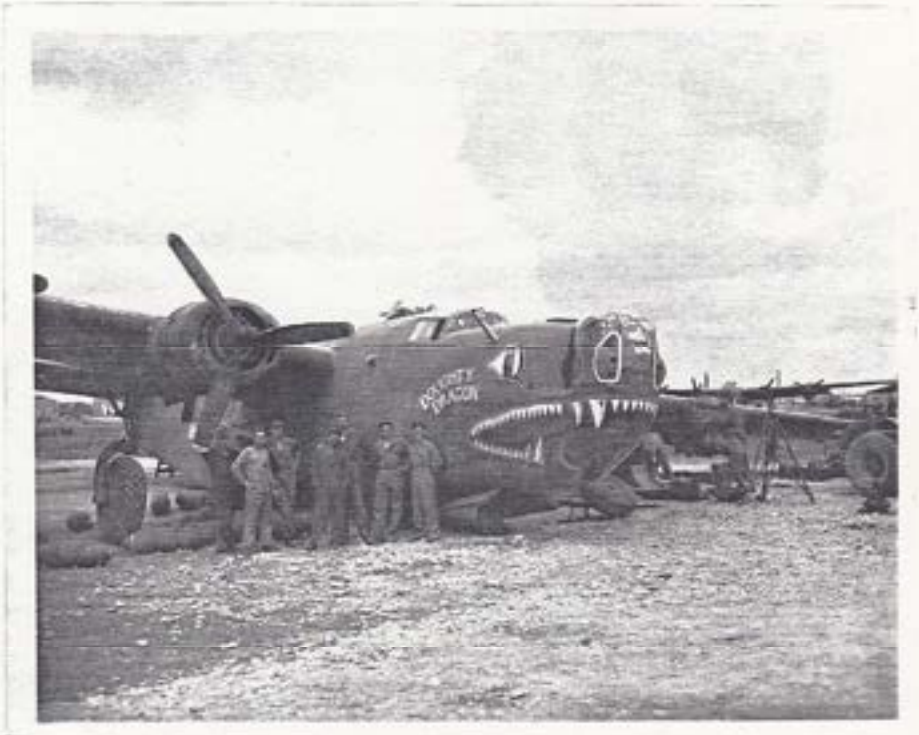


The Supply Section always produced. Too bad Lanford can't pro duce, or supply, names for this photo. Is. Sgt. Curley second from right?



The Armament Section, under Lt. Jim Mehagan was another component of the 741st always doing a good job. Lanford can't do as good a job in producing a photo.

OUCH!!!Never mind....we'll fix it!



Here is a picture of the Engineering Section office staff. Lt. Elmer Watters, the original Sqdn. Engineering Officer is far right, middle row. Lt. Watters was killed on an engineering test flight in Italy. His replacement, Lt. Henry Burkle, is second from right, middle row. I cannot identify the others. Lt. Watters was awarded, posthumously, the Legion of Merit decoration for his contribution to the outstanding maintenance record of the Sqdn. Lt. Burkle continued this exemplary leadership.



From Spring 1991 CERIGNOLA CONNECTION:





THEY KEPT THEM FLYING: Combat crews flew the planes but the ground crews kept them flying. Shown left to right are three Flight Chiefs and one Crew Chief of the 741st Bomb Squadron: M/Sgt Lorenzo D. McCoy, Jr., Flight Chief; M/Sgt. John D. Riffe, Flight Chief; M/Sgt. Luther E. Day, Crew Chief; M/Sgt. Rauol Bedard, Flight Chief. The Line Chief was Albert Hageman (not shown). The First Engineering Officer was Elmer Watters. He was the first ground crew member killed when he went along on a slow time aircraft that had just replaced a #2 engine. It crashed near the field. The aircraft was named Skeeter. Captain Burkle replaced Lt. Watters as Engineering Officer. Note: Each flight chief had responsibility for 6 to 8 bombers and each aircraft had 3 to 4 persons assigned for maintenance, including the crew chief.

A TRIBUTE to the crew on the ground that kept the crew in the air. Leon Jordon can take his crew to wreck havoc on the Third Reich because of the night-long work of the crew chief and his maintenance personnel. (Names unknown, photo left). Hats off to these men and all the unheralded group of line personnel for their contribution to the success of the 455th Bomb Group.

From Spring 1991 CERIGNOLA CONNECTION:

741 P-39 (no identification of personnel)





Group B-25

The job of the co-pilot on landing and take-off in this airplane was to put both his arms under the instrument panel and try to hold the instrument panel in place. Lanford made one (1) night landing in this airplane as co-pilot at wrong airfield in our complex. Then another take-off to our field. Arms pretty sore!

Did you know? The 455th Bomb Group was activated on 1 June 1943 at Clovis, New Mexico. Inactivated in Italy, 9 September 1945. Redesignated 455th Bomb Group (Very Heavy). Alloted to the reserves. Activated in the US on 25 March 1947. Inactivated on 27 June 1949. Redesignated 455th Day Fighter Group. Activated 25 July 1956. Assigned to Tactical Fighter Command where it is today!

Did You Know - that if we could have the first 24 presidents of the United States stand next to each other with both arms extended sideways, left to right, toward each other with fingertips touching those of their neighbors, they would form a straight line extending from Washington to Cleveland.

THE MAN WHO CAME TO DINNER

A story has it that a replacement crew arrived late in the afternoon of a certain day. The crew commander was immediately scheduled on a mission as co-pilot the following morning--as an indoctrination mission. The plane was shot down and the crew listed as MIA. The new crew commander thus got only one dinner in the 741 Mess Hall!

Six Hours On Oxygen, intense cold, deafening noise, constant vibration and one-in-three chance of completing your tour were the average prospects of the bomber crews in 1943 and early 1944. Many brave young men did not return. More than 50,000 U.S. airmen were lost in the air campaigns against Germany. Later in 1944 the tide began to turn. Long-range P-51 fighters could escort the bombers on the deepest raids into Germany and the bombing offensive grew to a climax, destroying Germany's capacity to resist.

The Red Cross coffee and doughnuts were worth flying the mission for. (Is that grammatically correct - or even factually true?)



The following photos show activities all in a day's work.









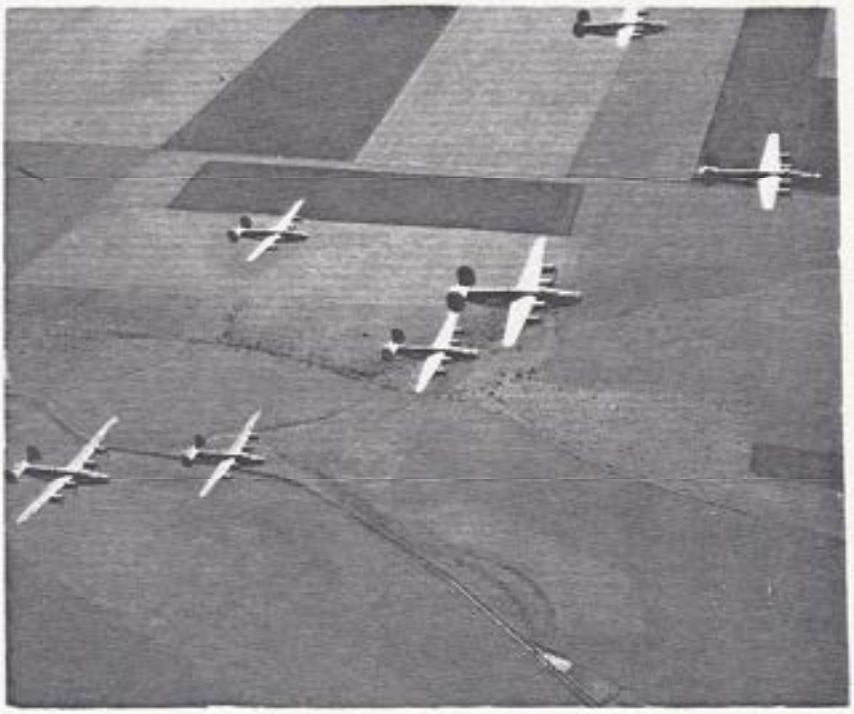


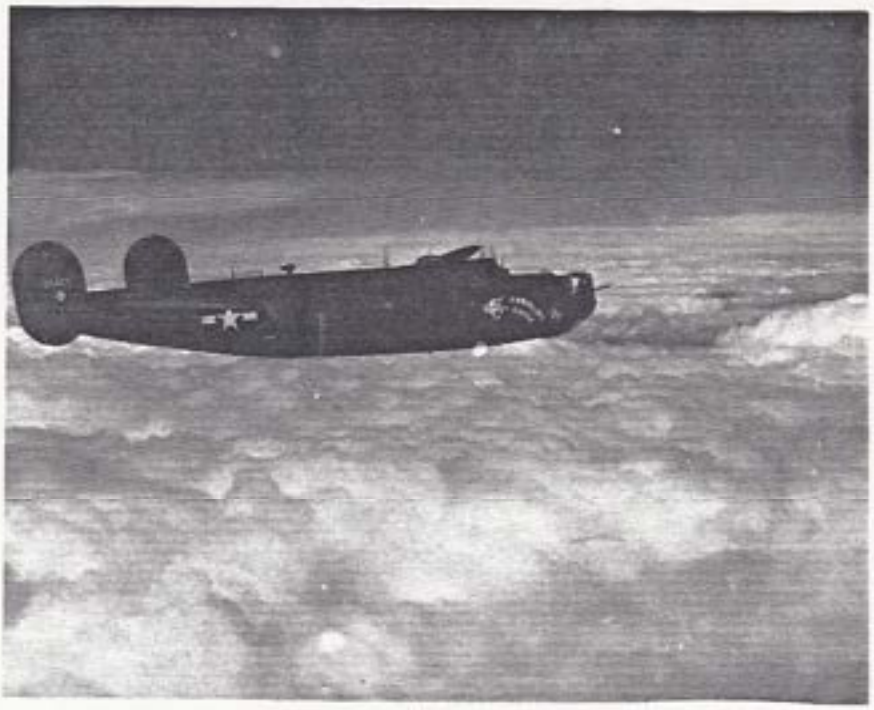


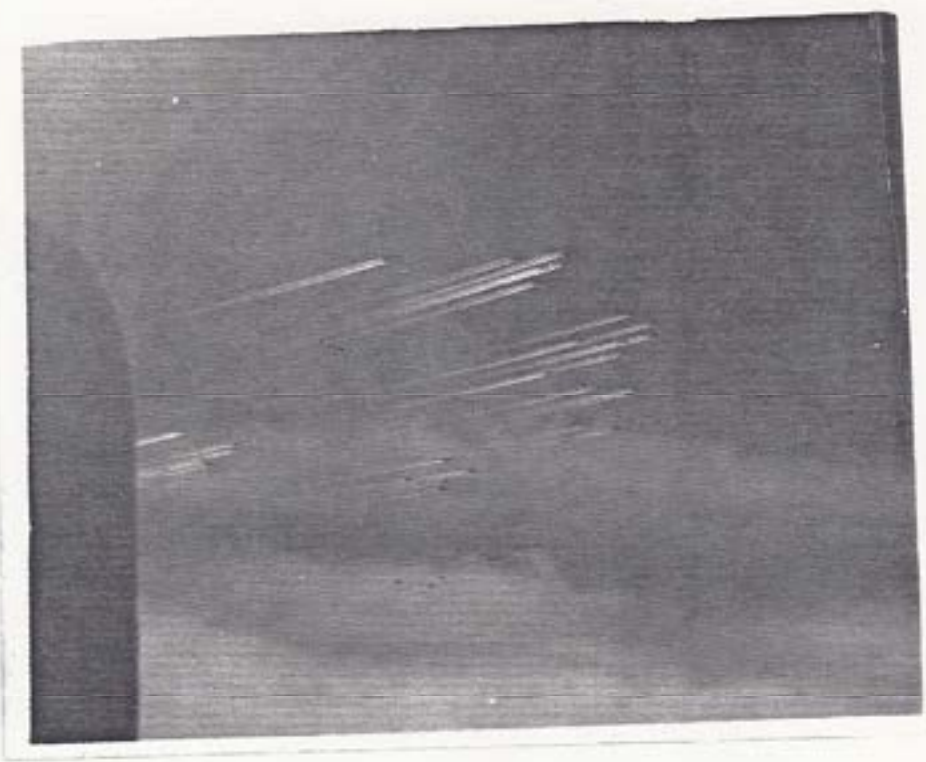




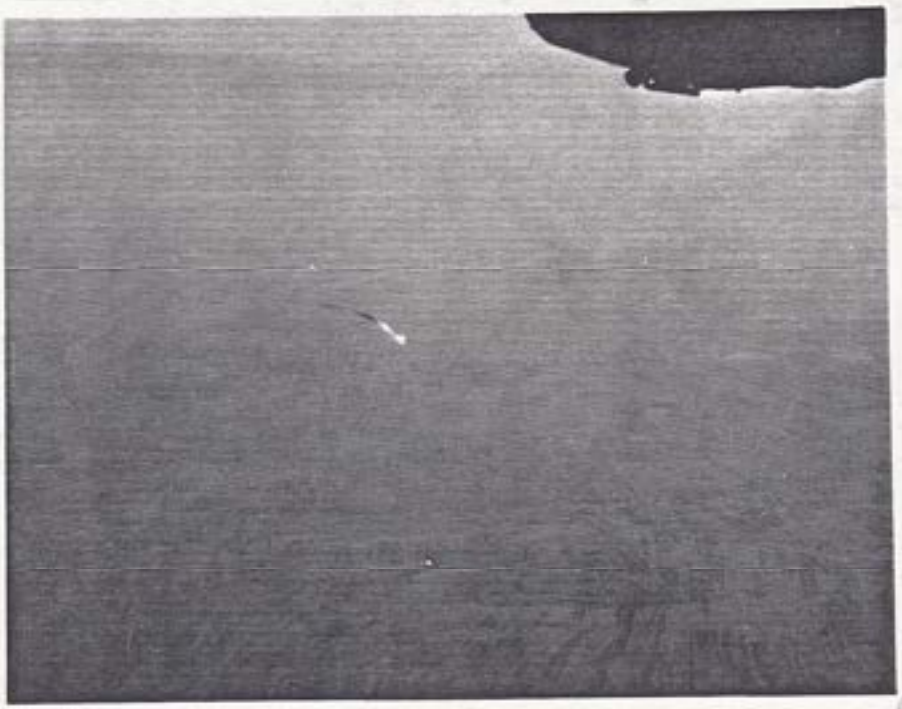




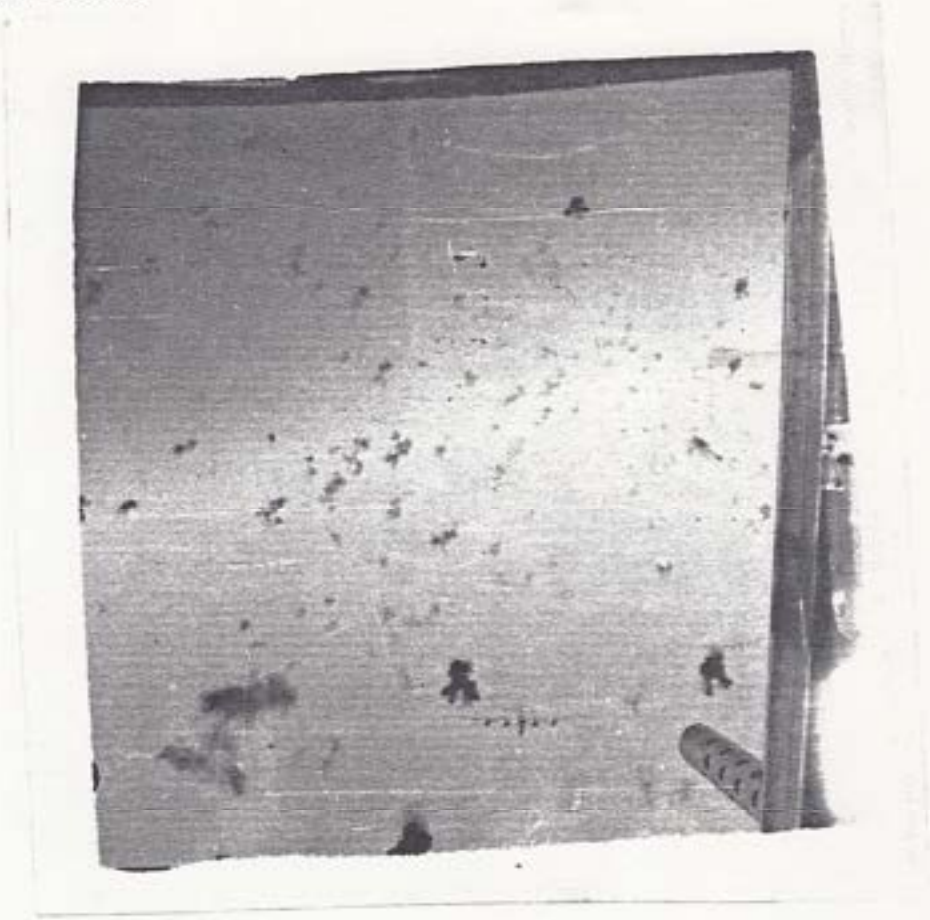




An ME 109 goes down in flames!



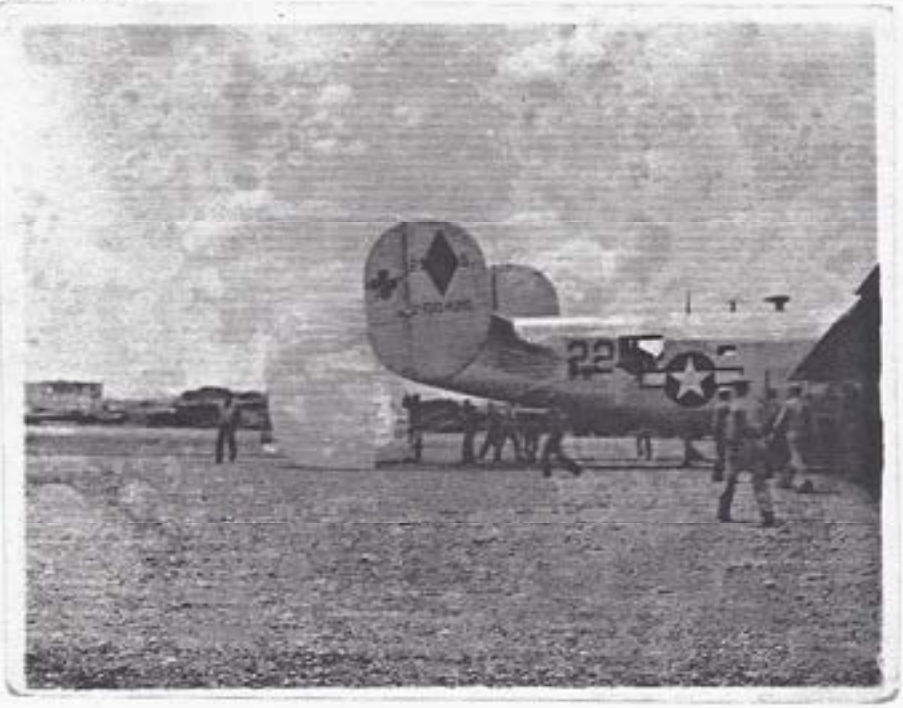
What the tail gunner saw!



What we all saw!

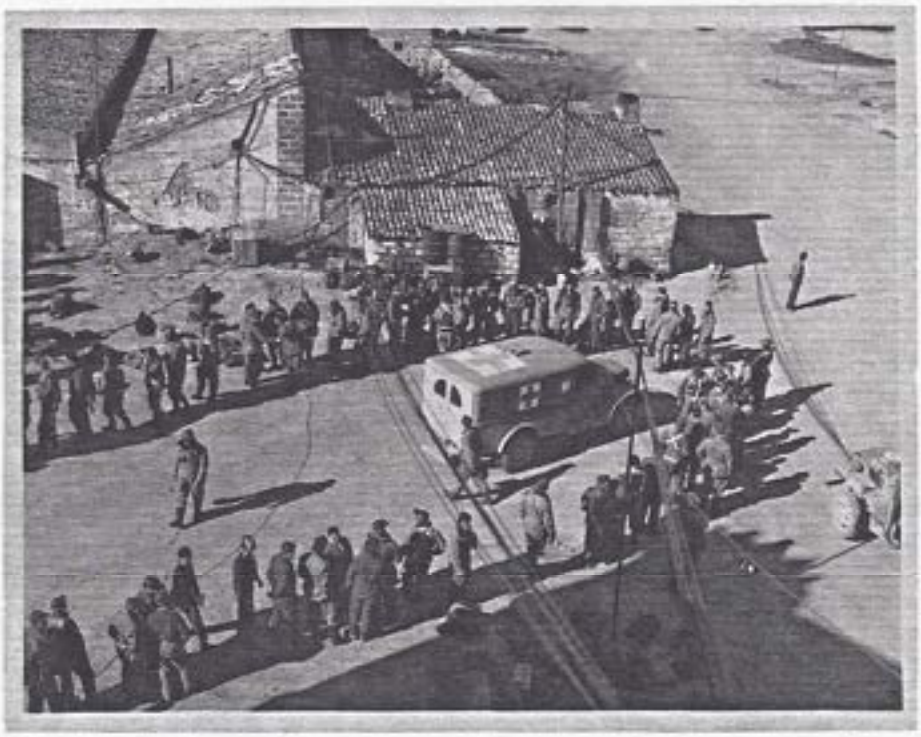


Frequently, no brakes!

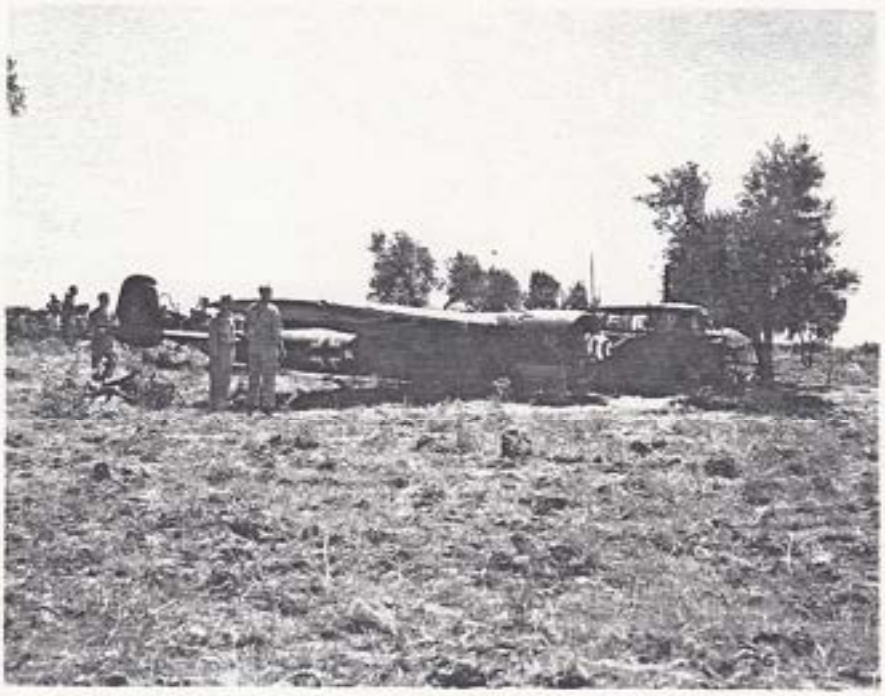


Lt. Wendt and crew 6/13/44 Munich mission

The line for coffee and doughnuts after a mission.



An ME 210? I don't recall the story. Or did some American pilot escape from POW camp and fly it back?



Following are some pictures of Group personnel.
Major Olson - Group Adjutant



"The Castle"—Group Headquarters



Major Olson again and two friends.



Major Olson - center - was a very good friend. Others unidentified.



This looks like a night at the Group Officer's Club - Olson 2nd from left and Lanford 2nd from right with Red Cross man and woman.





Following are pictures of some 455 Group personnel receiving decorations.

Col. Hugh Graff receives DFC from General Uptegrove - 301st Wing Commander.





741st Flight Surgeon Harold Schuknecht receives recognition.



Col. Ambrosen, CO. 742nd Sqdn. receives DFC.



Ambrosan and Lanford go way back! Ambrosan, left, and Lanford at Fort Worth. (Lanford was B-24 transition instructor, engineering officer and operations officer of 1017th Pilot Training Sqdn., I think.)



Ambrosen's date at the Blackstone Hotel in Fort Worth, Texas, where some of his students recognized him and paid the band leader to dedicate the "Anniversary Waltz" to "Capt. and Mrs. Ambrosen on their first wedding anniversary".



"Rest room? Hell, I ain't tired.
Where's the can?"

More decorations. Lt. Gorski - 741st Sqdn. - receives Silver Star.







Col. Cool and others.







Some of the 455th Group personnel were on their second tour. Here are some pictures of some of these people receiving decorations earned on their prior tour in England. These pictures were taken at Langley Field, Virginia, I believe.

Capt. David "Rock" Thayer - ex-center on Baylor's football team - receives DFC. Thayer was 743rd Sqdn. C.O.



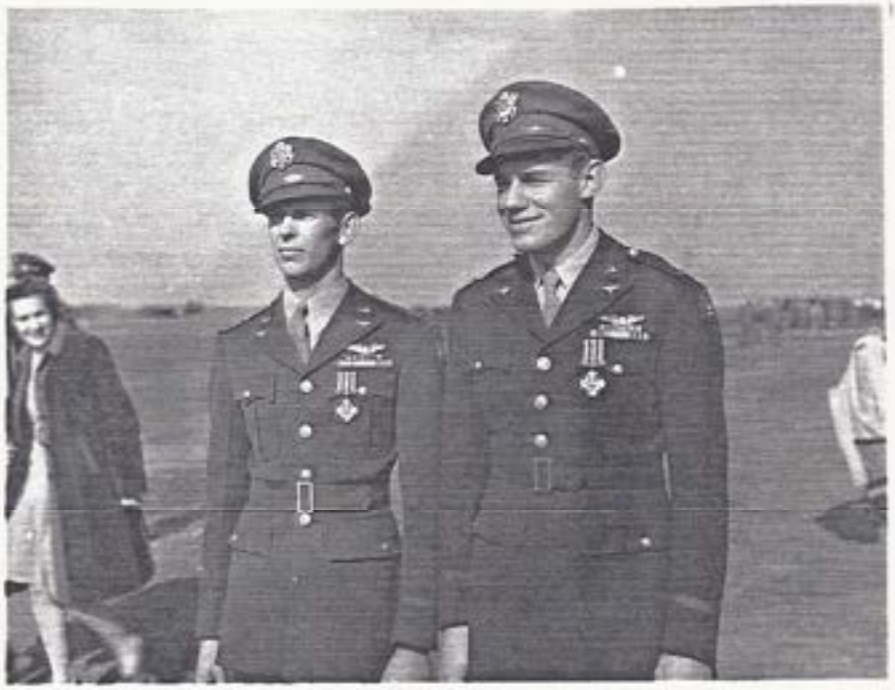
I don't recognize the sergeant being decorated.



Capt. Keefer, later Col. Keefer, 740th Sqdn. C.O., receives DFC.



Capt. Keefer, left and Lt. Al Asch, show off DFC's. As usual, the girls can't keep their eyes off Al Asch!



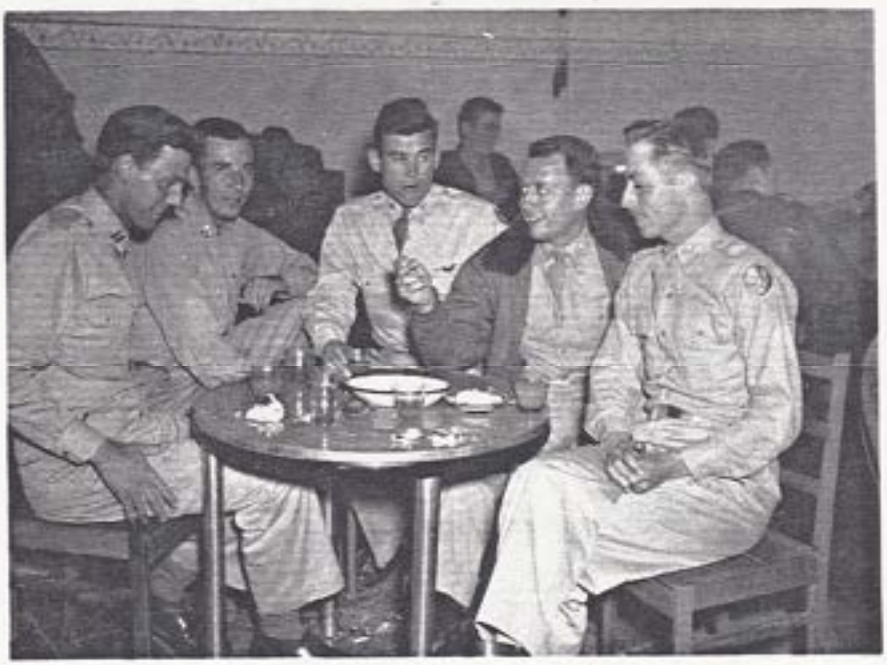
I cannot identify the officer receiving this decoration.



War ain't all Hell!

These pictures were taken in the 741st Officer's Club in the farm building at Cerignola.

Note how the same people (i.e. Van Lent and Schuknecht) show up in most every picture!



Even Capt. (later Major) Al Coons, Group Intelligence Officer, far left, front row, made this one.



Remember the marble bar, with 741 sandblastled on the face of the bar? Remember the gambling table in the back room where Lt. Liberty made his living? Lt. Deeble seems to spend a lot of time here too!



Notice the tile floor of the 741st Officers Club bar. (The EM club had one too.) Note the radio, the telephone and the Group of friends gathered happily around the checker game! Either Lt. Liberty had come in early tonight or, perhaps, hadn't gone out yet! Look at those uniforms. Can you imagine jumping into a foxhole outside in them? (John Davis thinks Lt. Keogh made a wrong move.)



Even Gene Hudson, now Major General Eugene Hudson, Ret'd., partied. I hadn't noticed the close relationship of Hudson and Deeble before. Miles Walter, far right, front row, seems amused.



In addition to planning some good missions, 455 Group personnel planned some good parties.



While we partied, a British anti-aircraft unit stood guard over us.





Big Doings!

Monday - 26 June 1944

E.T.A. 19:30

455th Bomb Gp. 743 Sqn.

OFFICERS CLUB



REFRESHMENTS – DANCING

GAMES – MUSIC



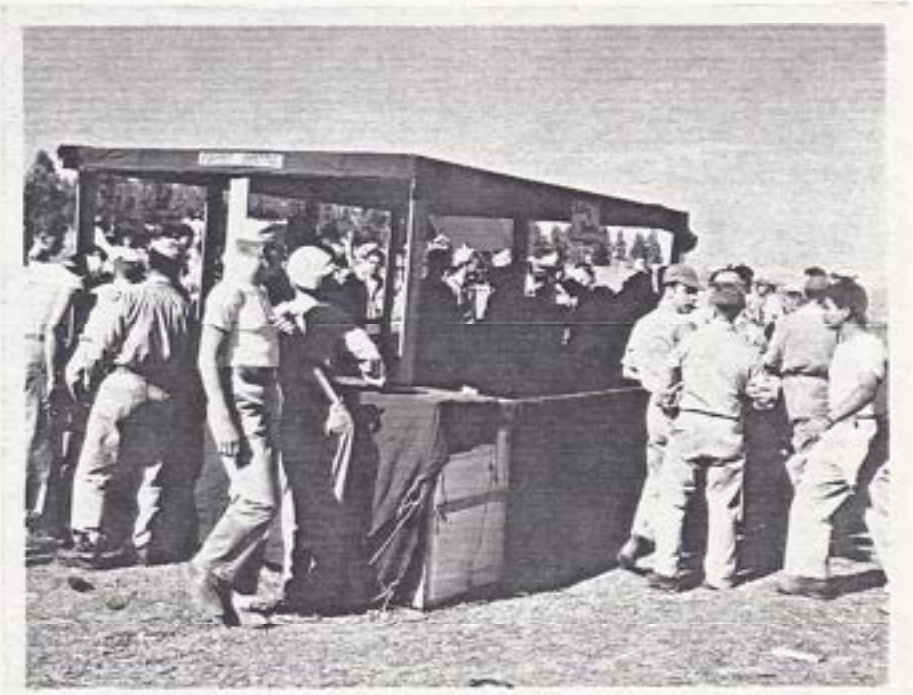
STRICTLY INFORMAL FUN FOR ALL

Don't miss this opportunity to have the time of your life! Make your plans now to attend. We are expecting you.

To celebrate the 455th Bomb Group's 100th mission we "stood down" or didn't fly a mission on that day (8//25/44). The celebration was indeed "Una Gran Festa".



Note that there is not much of a line at the "Paying Window" on this side of the betting booth.



Here is a donkey race in progress. See the switch in the hand of the middle rider? Perhaps as funny a thing as I've ever seen was watching a 6 foot 2 inch man with a switch that size running behind one of the donkeys, switching him, to attempt to speed up the donkey he was betting on.

There was a valley between the 741st/743rd Sqdn. areas. The "Festa" site was north of this valley (?) on a level plain of about the same altitude as the 741/743 areas. The hill up from the valley between the "Festa" site and the Sqdn. areas seemed like Mount Everest coming back from the "Festa". The footing was slippery too.



We stood down – 8-25-44 & celebrated
– our 100th Mission (from Larry Wilson) –

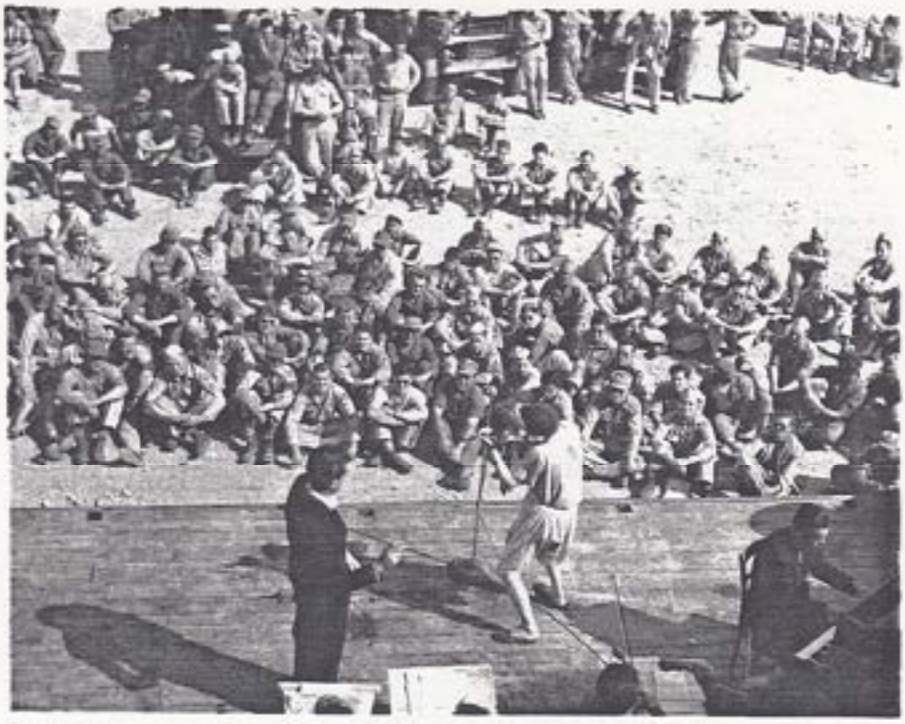


PROGRAM

1400 – SOFT BALL GAME 740-42 vs 741-43
on 741-43 DIAMOND
1500 – MUSIC and ENTERTAINMENT Main BANDSTAND
GROUP ORCH ◉ 4 BEER DISTRIBUTING POINTS OPEN
OR ALL COMERS ◉ INTER SQUADRON TUG-O-WAR ACROSS CREEK
PARI-MUTUEL BETTING BOOTHS OPEN FOR 1st DONKEY RACE
1530 – 1st RACE ◉ 1545 – MUSIC MAIN BANDSTAND
1545 – BOXING MATCH ◉ BOOKIES TAKING BETS FOR 2nd RACE
ALL MULE SPECIAL ◉ 1600 – 2nd RACE
1615 – BOXING ◉ SACK RACE ◉ SHUTTLE RELAY
ENTERTAINMENT MAIN BANDSTAND
1630 – 3rd RACE ◉ 4 GRUB POINTS OPEN FOR BUSINESS
MENU TO BE ANNOUNCED LATER
1645 – BOXING ◉ BOOKIES TAKING BETS FOR 4th RACE
BANDSTAND ENTERTAINMENT • 1700 – 4th RACE
1715 – BANDSTAND ENTERTAINMENT ◉ COMPETITIVE
SPORTS EVENTS 1730 – 5th RACE
1730 – CARNIVAL SECTION OPENS WITH VARIETY OF
SHOWS ◉ GAMES OF CHANCE ◉ HULA DANCERS ◉
BINGO • BALL THROWING DEVICES ◉ PORTRAIT ARTISTS ◉
LEG SHOWS ◉ ROULETTE ◉ STRIP TEASE
1800 – 6th ALL STAR RACE – JOCKEYS FROM VISITING 'BRASS'
THIS PHASE OF THE CELEBRATION WILL WIND UP
ABOUT DARK ◉ CONTINUATION IN THE VARIOUS CLUBS IN
THE SQUADRONS and GROUP ◉ OPEN HOUSE(S) WITH
MORE REFRESHMENTS AND ENTERTAINMENT

QUESTO PORTFOLIO-PHOTO

We had USO shows at Cerignola, too. Below are pictures taken in the summer of 1944.







An event, not pictured, is described as follows: A hypnotist hypnotized a man and placed the hypnotized man on two saw horses - one under his neck, or shoulders and the other beneath his ankles. The hypnotist then asked for a volunteer from the audience. Someone from the 741st volunteered. The volunteer was directed to swing a sledge hammer, with all his might, and hit the hypnotized man in the stomach with the head of the sledge. This he did. The hypnotized man's hips sagged almost to the floor of the stage, then went back into the rigid position. When awakened, the subject seemed to suffer no ill effects.



Here are some views of the surrounding countryside one encountered around Cerignola.







The 455th Bomb Group came into physical existence July 6, 1943, at Clovis, New Mexico with the assignment of ten (10) officers and sixty (60) enlisted men as the cadre of the 741st Bomb Sqdn. This cadre went to the Army Air Force School of Applied Tactics in Orlando in July, then to Alamagordo, New Mexico for the month of August and then we moved to Salt Lake City, Army Air Base in Early September, 1943. After spending the month of September in Salt Lake City, picking up our first six (6) combat crews and more ground personnel, we moved to Langley Field, Virginia, for October and November. Here twelve more combat crews and the remainder of the necessary ground crew personnel were added to the squadron. Here we practiced formation flying, simulated bombing missions and gave the engineering, ordnance, armament, supply, communications, medical, operations, motor pool, intelligence, and orderly room sections an opportunity to develop the team work necessary for a successful squadron.

In early December, the advanced air section of the squadron moved to Mitchell Field, New York, to await delivery of the new aircraft to be flown overseas. Each aircraft carried its crew and four additional people. Each bomb bay had a container of plywood installed for baggage and supplies. Some individuals used the bomb bay containers as sleeping quarters due to the lack of tentage to accommodate all ground personnel. A typical flight log showed the crew leaving Mitchell Field on December 13 and arriving in Natal, Brazil on December 17. This particular aircraft experienced trouble with the artificial horizon on the flight to Natal. This malfunction was reported on the Form 1A. Adverse weather had caused a delay in flights across the South Atlantic and as a result, this crew remained in Natal until the night of December 25.

While in Natal, Major Graff, of 455 Group Headquarters, was given the nickname "El Grande Mejor" by the mess hall attendants. Nelson Eddy performed in a USO show during this period of time. Natal was located right on the coast of Brazil and the landing lights of incoming aircraft lighted up the approach end of the runway. This area was a popular area for "us visitors".

Major Lanford left Natal on Christmas night 1943, or rather 0115 hours, December 26. On climb-out, we lost the artificial horizon so we performed "needle, ball and airspeed" across the South Atlantic, arriving in Dakar, Senegal at 1140 hours.

Unknkown to us at the time, the Germans had bombed the Italian Port of Bari, heavily, in the early part of December. A number of allied supply ships in the harbor were sunk. Losses included the pierced-steel planking to be used to construct the runway on our field-to-be in Italy. As a result of this loss, the 455th Bomb Group spent the month of January, 1944, outside Tunis at DaJita (spelling) Number Two (2) airfield where the group practiced formation flying and simulated missions and bomb runs. Large "dumps" around Tunis contained countless burned-out German tanks and destroyed aircraft and large numbers of allied and axis trucks and other vehicles in various states of repair. A friendly infantry sergeant provided Major Lanford a French Renault sedan to use while at Tunis. The four squadron commanders, Major Keefer, Major Ambrosen, Major Lanford and Major Thayer were quartered in a farmhouse near the airfield. The farmhouse was home to three army engineer enlisted men who kept sticks of dynamite on the mantle of the fireplace. The air corps people were a bit uneasy about this, especially when the cold nights required a fire in the fireplace!

The point of this discussion is to emphasize that the 455th Group did not start out with a running start. The group and the Squadrons developed! Below is a picture of then-Captain Lanford and the 741st Squadron participating in a 455 Group parade at Salt Lake City, I believe, by the mountains in the background.

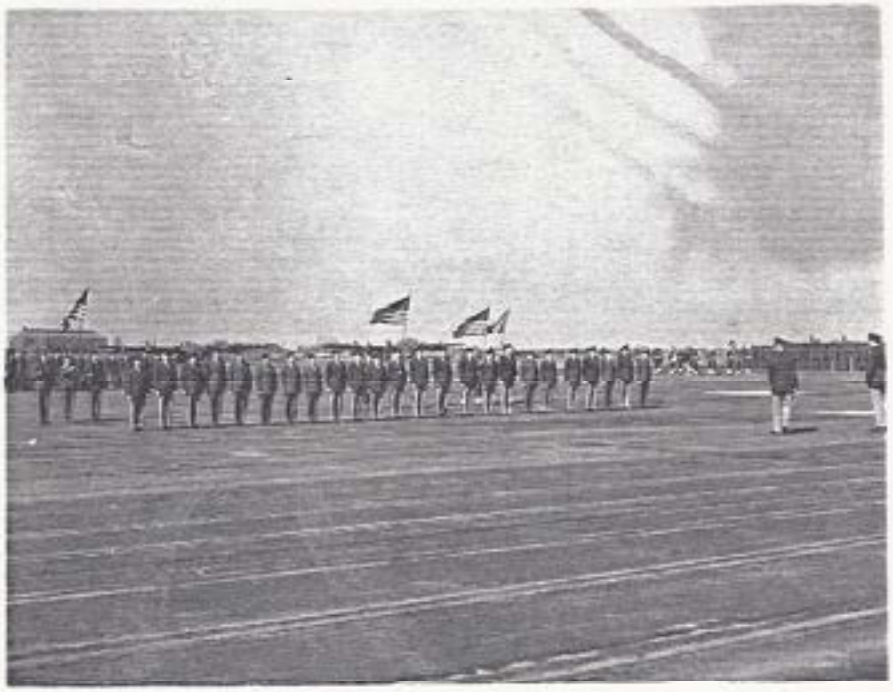


This picture was probably taken at Langley Field, Virginia. This is Major Keefer, C.O. 740 Sqdn., leading his squadron in a parade. Captain Al Asch is far right, second row.

The 741 Sqdn. follows the 740th. Major Lanford can be seen by the side of the 741st, behind Major Keefer.



Again, 455th Group personnel on parade at Langley Field, Virginia.



We even had formations in Italy. See below.



The character of the 455th Bomb Group and its 740, 741, 742, 743 squadrons had developed by the time we flew into Cerignola on February 1, 1944. Recall all the airplanes in the group lined up wingtip to wingtip because we didn't have sufficient pierced-steel planking for taxi strips and hard stands?

The long period of development of the 741st Bomb Squadron, from July 6, 1943 to March 2, 1944, was recognized by then Lt. Col. Kenneth Cool, 455thGroup Commander. On March 2, 1944, the group was scheduled for a mission in the morning and a second mission in the early afternoon. For the morning mission all 16 aircraft of the 741st squadron flew the mission. For the afternoon mission, all 16 aircraft of the 741st squadron had been checked by engineering, re-fueled, re-armed, another bomb load installed and all 16 aircraft were in line for take-off when the second mission was scrubbed. The letter of commendation to the 741st squadron was well-deserved. In Col. Cool's words "...every section, every officer, every man in your Squadron can justly and rightfully claim his due share and part in your efforts, in the results, and in the reward.."

The standard was maintained in the future. Again, the character was developed by this time. The ground echelon continued to perform in an exemplary fashion. The replacement crews learned quickly the value of good formation flying and air discipline and maintained the character of the organization.

The character development did not come without cost. Because the four officers of each combat crew were quartered in one tent and the six enlisted men of the crew quartered in another tent, the 741st Sqdn. adopted the policy of having the operations sergeant on duty, usually Sgt. Fedorshak, wake up the crew commander. The crew commander was then responsible for waking the rest of his crew, officers and airmen, and getting them to the group briefing on time. We adopted the policy of fining the first pilot $50.00 (to be placed in the officer's club fund) if he failed to get his crew to the briefing on time. There was another alternative - we gave the off-track first pilot the opportunity to face a court martial if he refused to pay the fine. One such officer refused to pay the fine and chose the court martial procedure. Due to the fact that a court martial procedure would have taken the time of many people away from our combat objectives, Major Lanford told the pilot that the court martial procedure would not be followed but rather, the pilot was relieved of his crew commander responsibilities, his recommended promotion to first lieutenant was recalled and he was confined to his tent until further notice. Capt. Schuknecht recommended the pilot be released from the tent restriction. The pilot was transferred to a fighter squadron where he was successful. There were no more crews late for briefing!

A senior sergeant of the squadron had a bit too much wine one night and was creating a disturbance in the tent area. This incident was reported to Major Lanford who asked the reporting person to tell the offender that Major Lanford wanted to see him. The message was delivered and the offender, judgement impaired by the influence of too much wine, told the messenger to tell Major Lanford that " .... if Major Lanford wants to see me he knows where I am." Major Lanford went to the individuals quarters and reduced the man to private on the spot. The only other disciplinary problem I recall was the case of an individual, assigned the duty of guarding the tents of missing crews, who was sent to prison for stealing from the tents of the missing crews.

The position of commander, 741st squadron, was the most satisfying job of my career. We had an objective to help end WWII as quickly as possible. All personnel, officers, and airmen, performed their duties in a really spectacular fashion under conditions of hardships. What our people couldn't get, they made, or found a way to work around it. The ingenuity and innovativeness was inspiring. I was really proud to be a part of that group of men. Boys became men overnight. We all matured with great rapidity. God smiled on us and enabled us to accomplish our purposes. Thanks for the very satisfying memories!

Reproduced earlier is the flight log of Major Lanford from Mitchell Field to Dakar, Senegal. The leg from Dakar to Marrakech did not go as briefed. We were forced to land at Tindouf, in the Sahara Desert (the site of the movie "Beau Geste"), because of clouds in the mountain pass. The large boulders on the desert had been rolled aside to allow a landing strip. We were given two blankets, insufficient for the cold desert night. We slept under the blankets in our flying suits and boots. The adobe building was filled with folding cots, so close together one had to walk sideways to get between the cots.

Here is a list of the original 18 crew commanders of the 741st Sqdn., with the numbers of the 16 aircraft we took to Italy. I amnot certain of the code but I believe "D" means dead or died, "R" is retired, the "?" means we don't know status, and I hope "A" means alive at the time the list was given to me.

42-52208	Wurtz MIA	D
42-64476	Hudson	Ret.
42-52216	Walter	?
42-64481	Locatelli	Ret.
42-52246	Nangeroni	D
42-52266	Hinton	?
42-52241	Barbour	?
42-52280	Brashear	D
42-52260	McWilliams MIA	Ret.
42-7749	Bowers	Ret.
42-52247	Curtis (casualty - test flight)	D
42--52271	Deeble	?
42-52257	Slater MIA	D
42-52249	Jordan MIA	D
42-64456	Condra	D
41-29290	Callan MIA	D
	Christenson	A
	Norgard MIA	D

Here is another abbreviated history of the 455th Group with interesting combat casualty figures for the Group during the Oct-Nov.-Dec. 1944 time period - after more than 15 months of combat operations.

SECRET HTC-HB-MS

FINAL MEDICAL HISTORY
455th BOMBARDMENT GROUP (H)

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4. Operational History, Summary.
A. Bombing Effort - Type of Targets

Through more than 15 months of combat operation, the type of target attacked by the 455th Bomb Group was determined largely by the day to day requirements of the over all conduct of the war.

With initial combat experience gained through three support missions for armies battling their way up the Italian mainland, the group plunged into full scale operation as a strategic unit, operating against the aircraft factories, the ball bearing plants, harbors, and oil refineries. While there is no clear cut division in time as to types of targets attacked, the major concentration of tonnage dropped is grouped roughly into three distinct categories.

1. Counter air operations predominated during the first three months, with attacks directed principally against aircraft production assembly plants, engine factories, ball bearing plants and aircraft concentration on airdromes. The 2032.8 tons laid on airdromes form an integral part of the counter air operations, and may seem to be low, due to the fact that many of these installations were attacked by fragmentation bombs, necessitating a lighter load.

2. Commencing in May 1944, the oil campaign lasted until March 1945, with attacks laid on at regular intervals, as German repair efforts progressed. Oil claims the second highest concentration of tonnage with 2704.2 tons.

3. For the entire period of operation, from the standpoint of tonnage dropped, communications targets predominate - a total of 6239.2 tons.

(3)

15

14

However, included in these figures are the bombs dropped on material concentrated in the marshalling yards awaiting shipment to the front.

Factories and goods depots were attacked with 1686.45 tons, harbors and shipping 1034.80 tons. Troop concentrations received 874.19 tons, nearly half of the tonnage being dropped in April 1945 supporting the final drives of the 5th and 8th armies. The final category, gun positions, were attacked with 203.54 tons, 188.62 tons of which were dropped during August 1944 as part of the softening-up process for the Southern France invasion.

B. Victories over enemy aircraft

During the period of February 1944, through July 1944, we got practically all of our enemy fighter opposition, our formations destroyed 119 enemy planes in the air or an average of 20 E/A per month. During this same period our formations were attacked by over 778 enemy fighters. Thirty-one of our planes were shot down or salvaged as a result of fighters attacks or a loss of one bomber for every 3.84 fighters destroyed. An additional 78 planes were probably destroyed during this period.

Tail turret	-	35 destroyed
Left waist	-	9 "
Top turret	-	15 "
Nose turret	-	15 "
Ball turret	-	25 "
Right waist	-	15 "
Joint	-	11 "

C. Losses of Aircraft

During the fifteen months of combat operations in Italy this Group has flown enough miles on combat missions to encircle the earth over ten times with a thirty ship formation. In all these missions in spite of stiff enemy resistence and often severe weather, only 118 aircraft have been lost. An additional 18 have been lost to non- Operational causes.

		Losses
Combat		
	E/A	31
	Flak	36
	Other	51
Non-Combat		
	Training	11
	Other	1

D. Gains and Losses of Crew Personnel

This organization arrived in Italy with a total of 699 officers and Enlisted Men comprising 70 combat crews. An Additional 26 Staff Officers were assigned to this Group.

During the 15 months of operations, from February 1944 through April 1945, approximately 74,540 personnel sorties have been flown with a rate of 8.5 men per 1000 personnel sorties either killed in action or still missing.

Of the original and all new staff personnel only two have been killed in action and two are prisoners of war.

The gains and losses of personnel who were regular members of crews has been as follows:

Gains		Losses	
New Assignments	2478	KIA	147
Regain from injuries	118	MIA	208
Return from MIA	85	Prisoner of War	178
Total gains	2675	Injuries	57
Plus Original Crews	699	Compl. Tour of Duty	1268
Total Personnel	3374	*Other	482
		Total	2425
		Plus Op. Pers. on hand on 1 May 1945	951
		Total Personnel	3376

* Other includes personnel lost to reclassification, Medical Disposition Board, Flight Evaluation Board, transfers, and personnel sent directly to the United States after returning from Missing in Action.

E. Efficiency Data

A/C scheduled	7806
A/C off the ground	7784
Early Returns	330
Sorties	7454
% available sorties	94.88
Prior returns	248
Tonnage carried	18442.87
Tonnage jettisoned	1018.00
Tonnage effective	14702.81
% tonnage effective	78.71
A/C lost combat	118
A/C lost non-combat	18

6. Statistical Historical Data
Nothing of importance to report.

6. Evacuation
No significant historical facts.

7. Medical Supply
Satisfactory

8. Special
See accompanying Photos.

12

Excerpts:

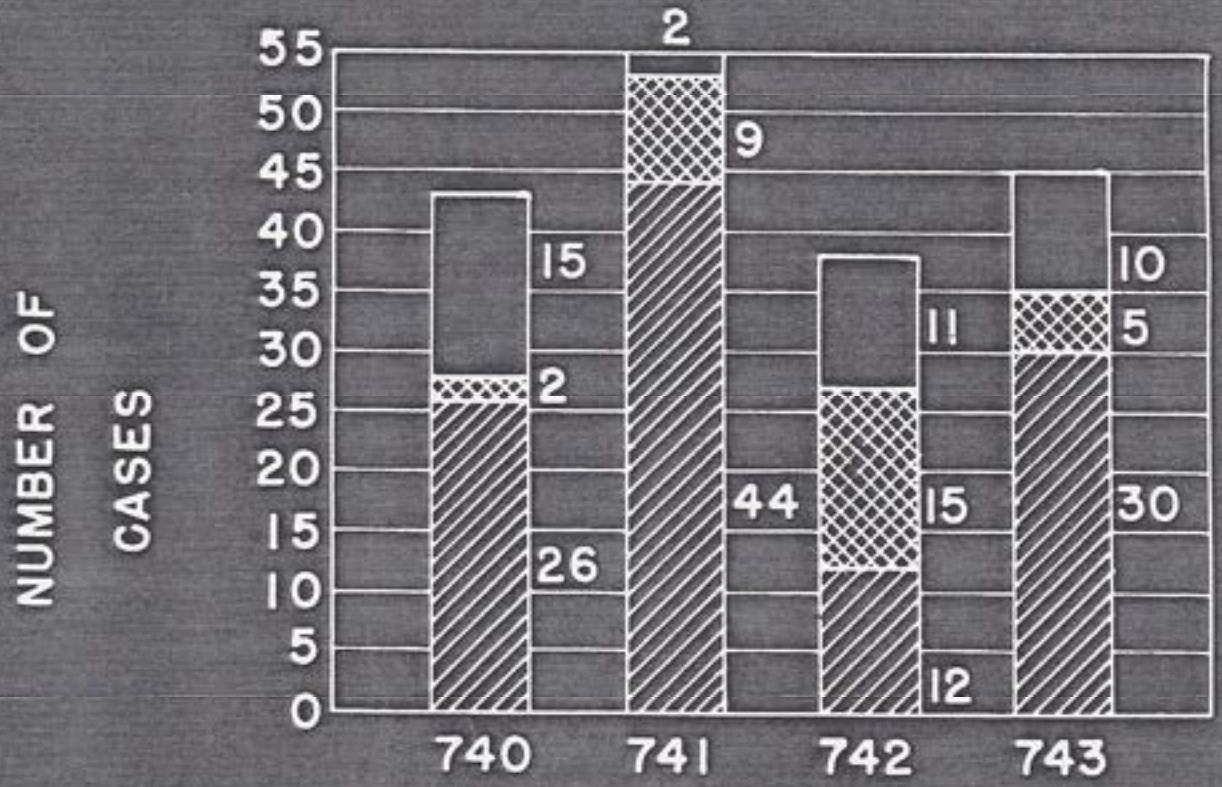
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REPORTED COMBAT CASUALTIES

455 th. BOMB. GROUP

OCT. - NOV. - DEC. - 1944

(QUARTERLY TOTALS GIVEN)



MIA	112
WIA	31
KIA	38
TOTAL	181

KEY

MIA -

WIA -

KIA -

145

Other pictures of Group and 741 Squadron personnel follow. Included in these pictures are what appears to be the staff of Major Welsh when he served as 741 Squadron C.O. There are pictures of the "upgrading" of the 741 Officers' Club Bar, and pictures of the combined 741/743 Dispensary, and finally of the 455 Group "Hospital."

Drs. Kollar and Gosman



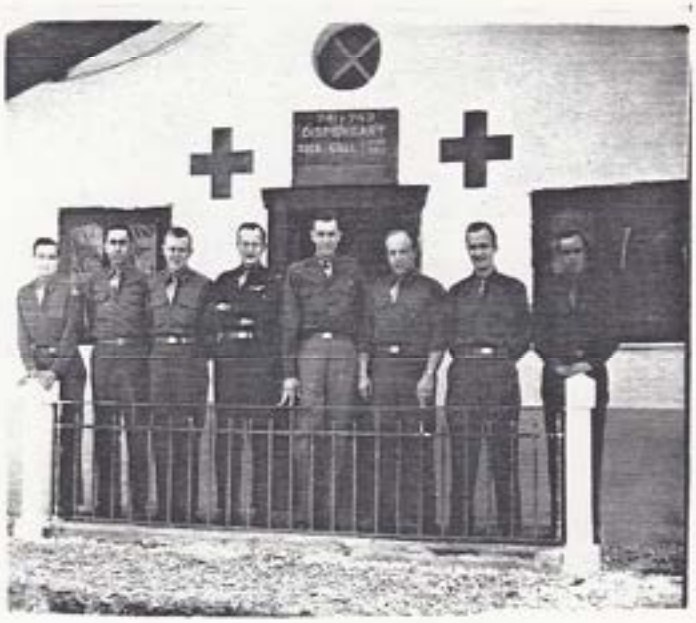
Capt. John Davis, 741 Adjutant



Someone's B-24



A host of 741/743 Combined Dispensary Officers and Men



Our Flight Surgeon





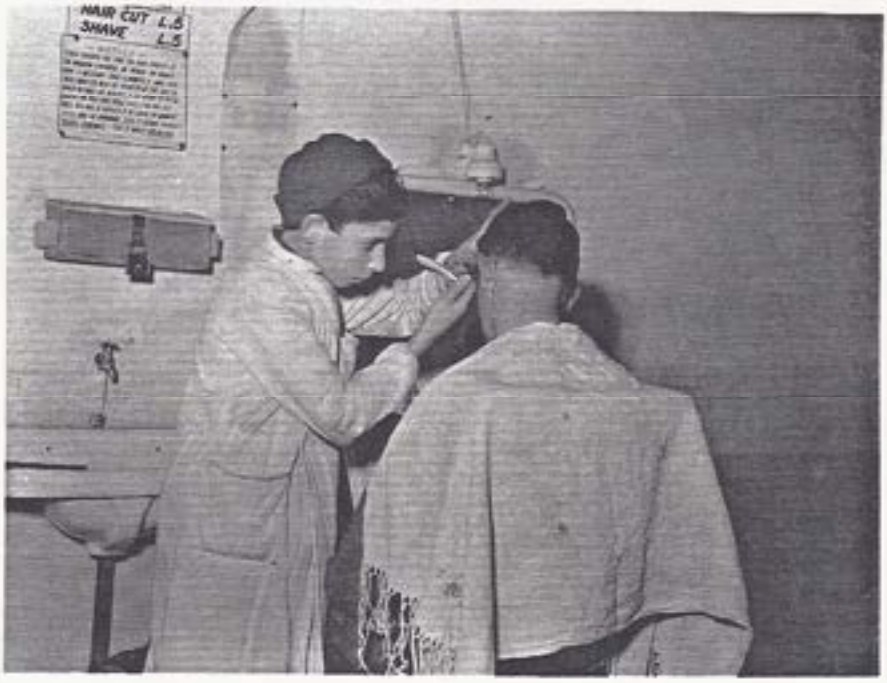
O'Mara and Morgan at the 100th Mission races!



A well-insulated tent (Lts.Martin, Horenstein & Dentsman?)



741 Barber Shop circa 21 January '45 - "Toney"

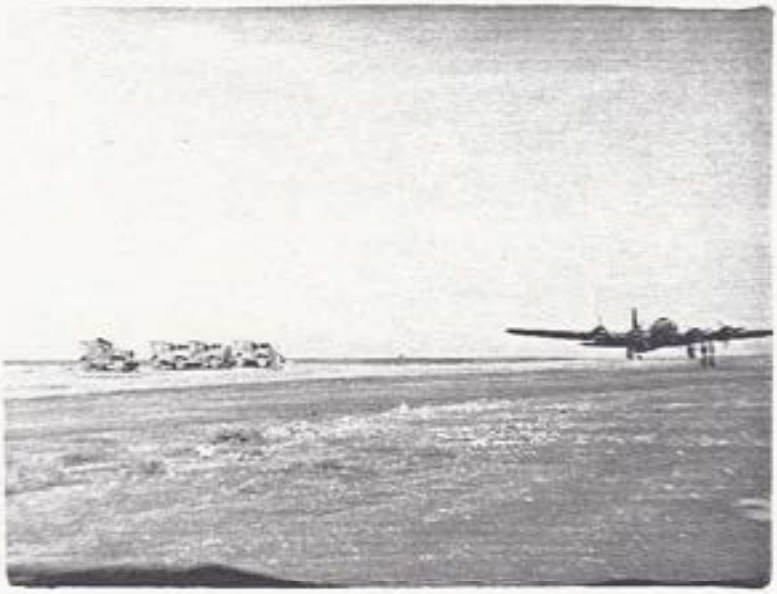


Softball game

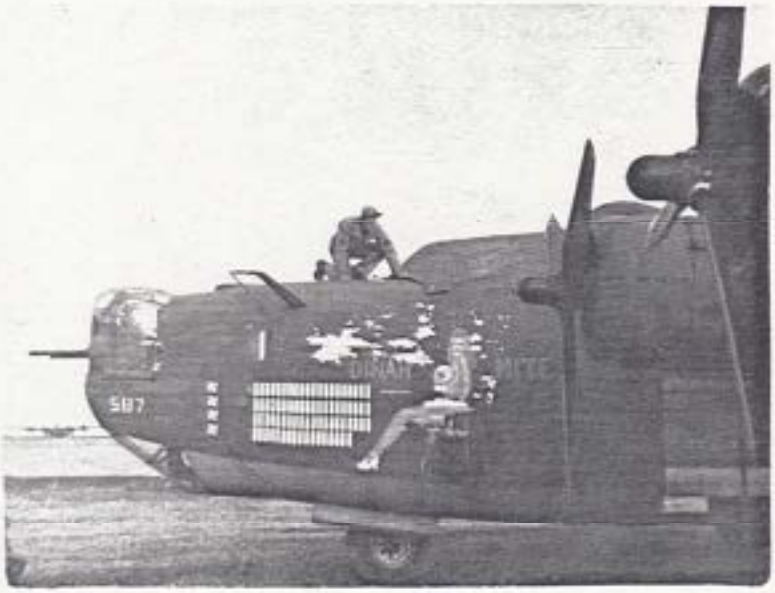


150

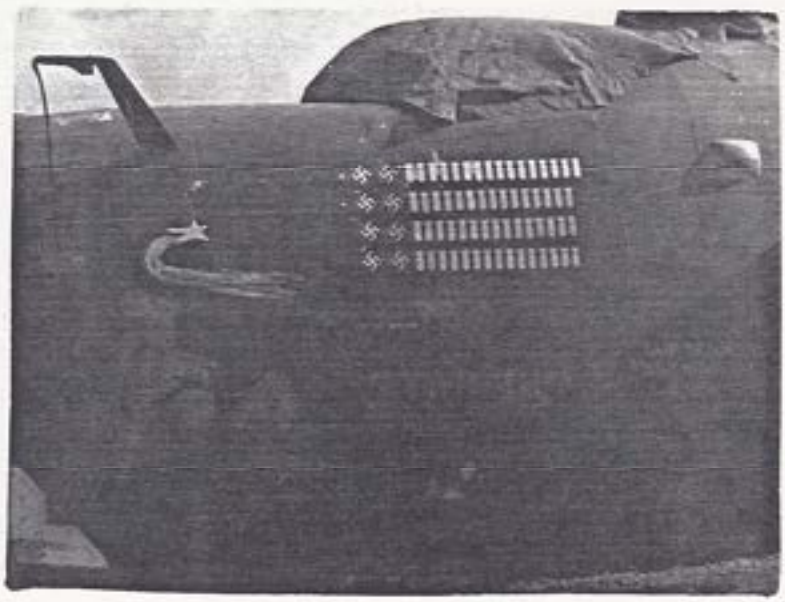
Waiting for 455 Gp to return. The Service Squadron B-17 stands by.



Group aircraft



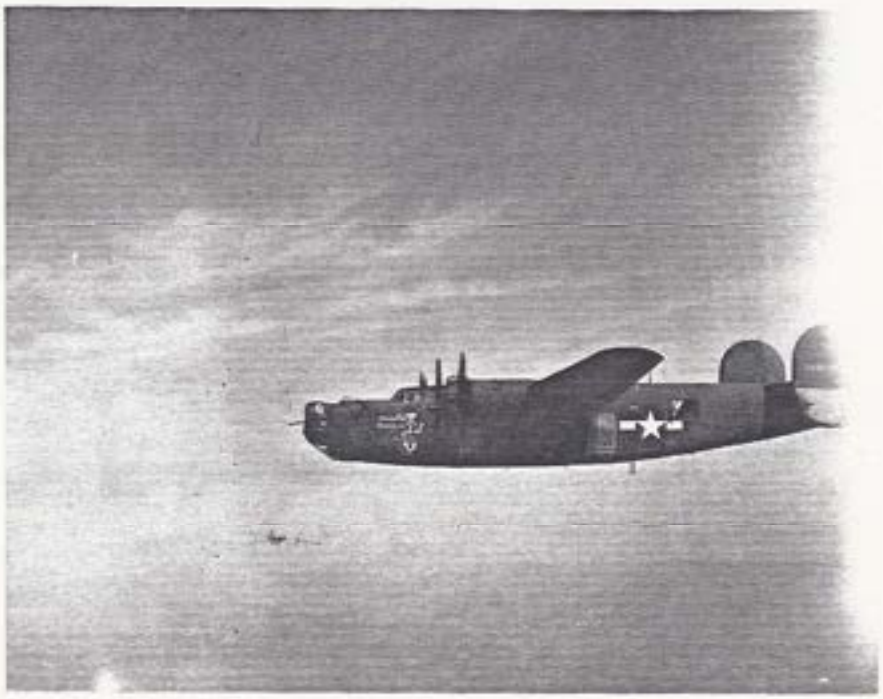
Group aircraft



More Group
aircraft



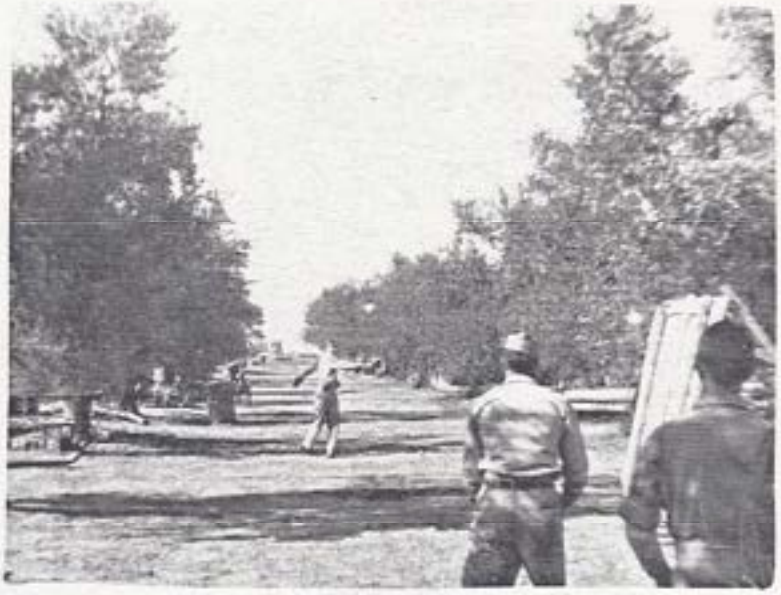




O'Mara



Guess where?



O'Mara - Sick call or letter from home?



455 Group HQ
Medics



Our Medic!



Corpsman Bennett
at work in
Dispensary



You smile first!



741st Headquarters



741 Mess Hall. Remember, the Germans threatened to bomb it before we used it?



455 Dentist -
Capt. Frankel



455 Group
Aid Station
and Ward.
14 beds.



Morgan, Bennett, Stone
and O'Mara



Some fly: (Curtis, Paige, Kripplebauer and Kennedy killed in test flight of this airplane)



Some don't!

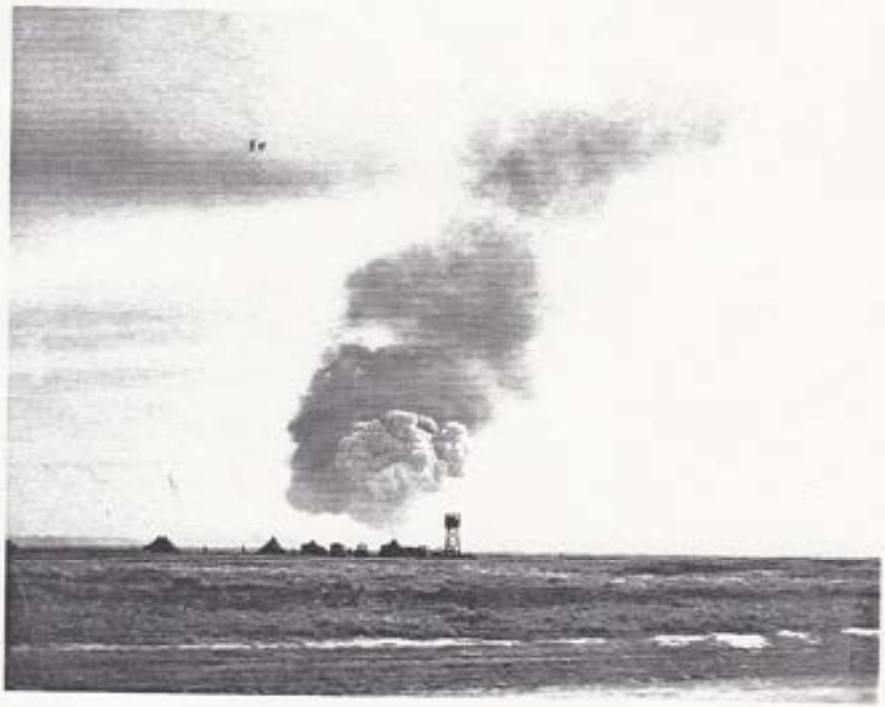




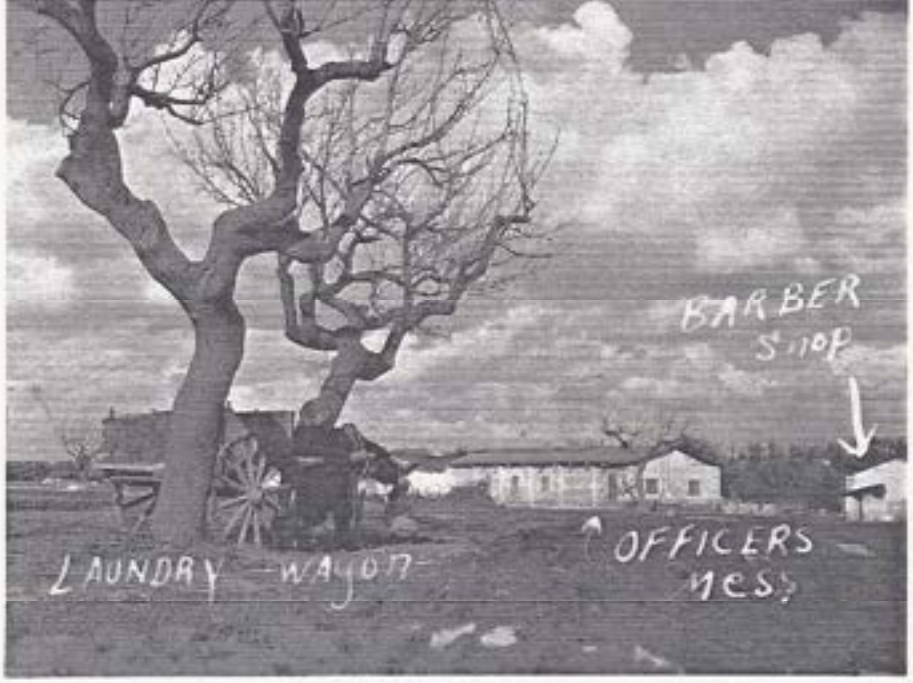
An empty 50 cal. cartridge hit this helmet after piercing windshield of B-24 (saved pilot's life).



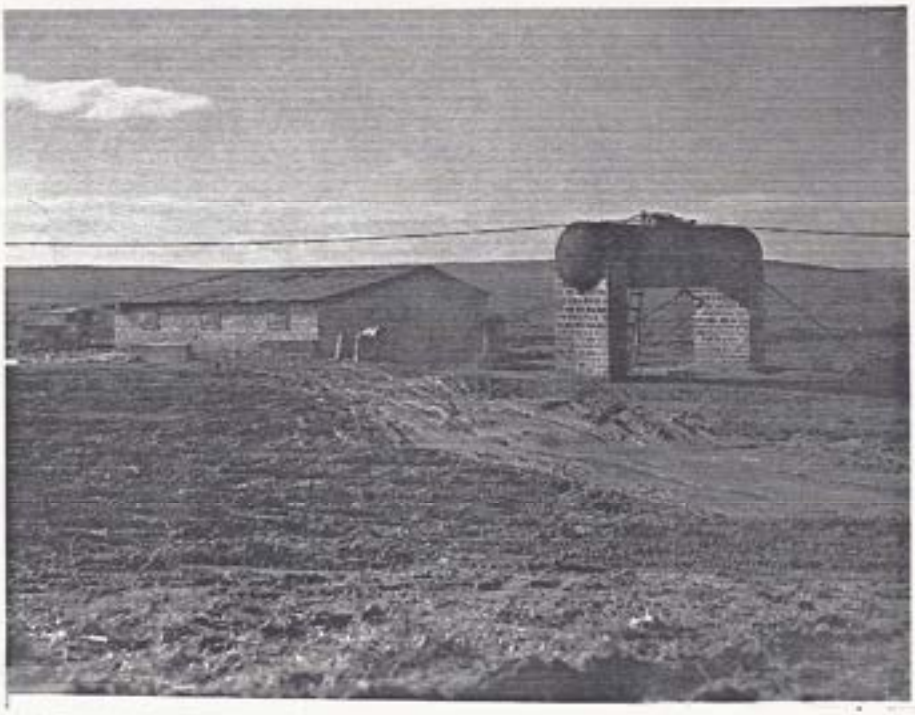
B-24 crashes on take off.
10 men KIA.



741 Mess Hall
21 Jan 1945



455th Showers
20 Jan '45



Construc-tion project



DFC for
Welsh.
Nangeroni
right
rear.

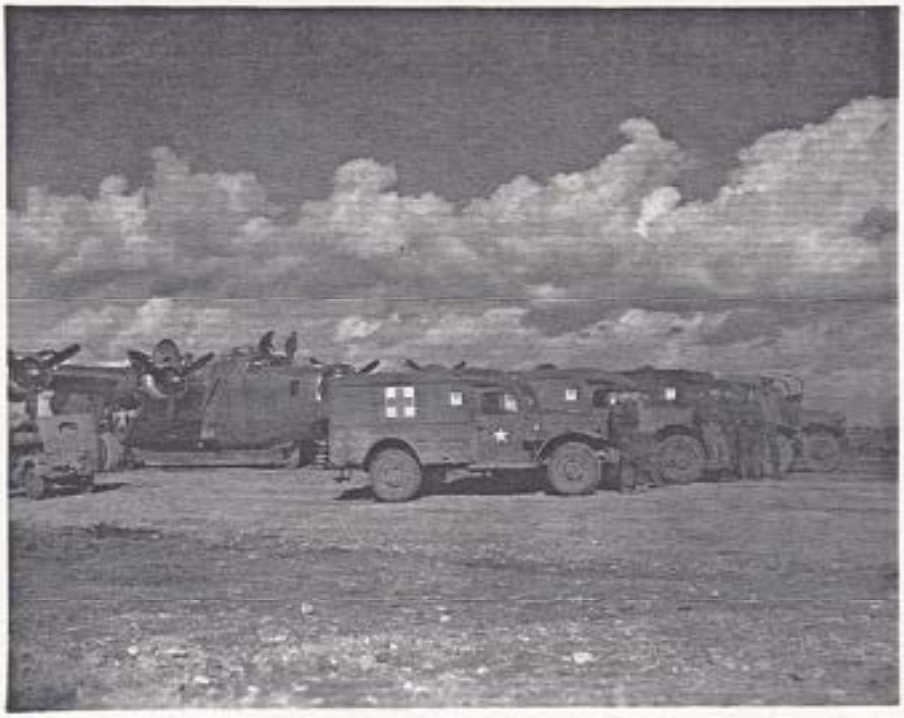


741 Operations



Gilson, Stewart,Graham
Sullivan, Manning, Fedorshak

Waiting for crews to return:

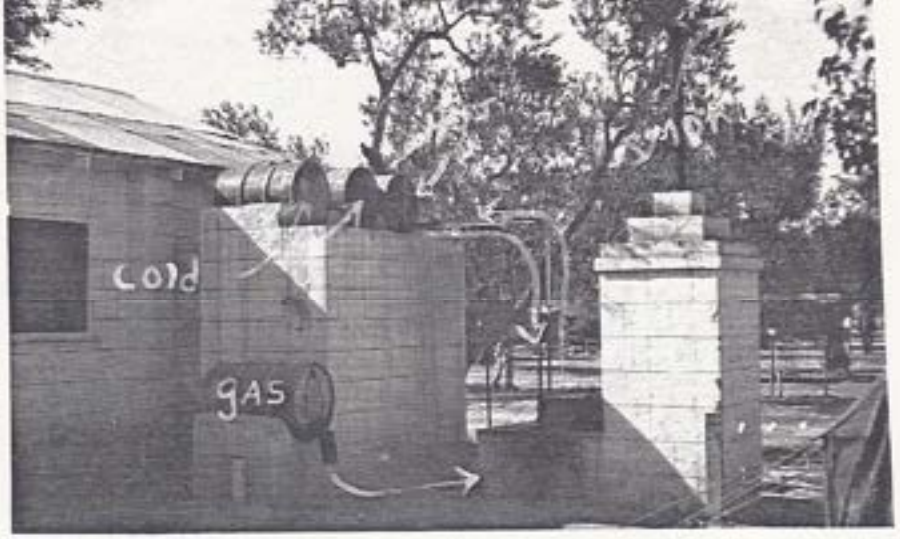


Major Russell J. Welsh is listed as C.O., 741 Bomb Sqdn 8 Nov 1944

Was Major Jack Reeder's tenure as 741st C.O. September and October 1944?



Water system for 741 Dispensary



"around the campus"



Capt. John Van Lent
741 Intelligence Officer.
"Thanks for a good job on the "War Diary"."



More group airplanes:





Ambulances "sweating them in" Note horseshoe on radiator of 741 ambulance



455 Group HQ Bldg in distant center. 558th service sqn bldgs to left.



Dr. Frankel, Group Dentist, at work



Sgt. Schroeder





Dr. Schuknecht
at work



Cpl Speck
O'Mara
receiving
Soldier's
Medal



Lts.
Disbrow,
Keegan,
and crew



"Magnetic Molly"

Lt. Mehegan:
(Armament)





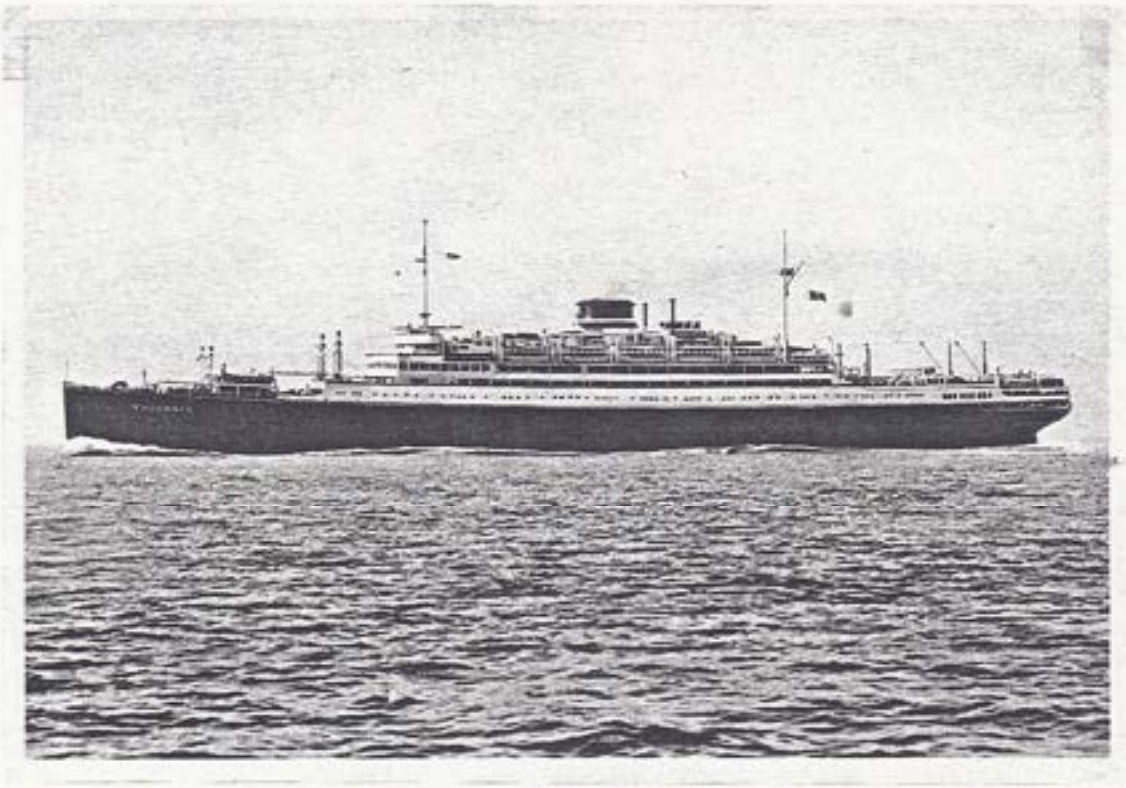


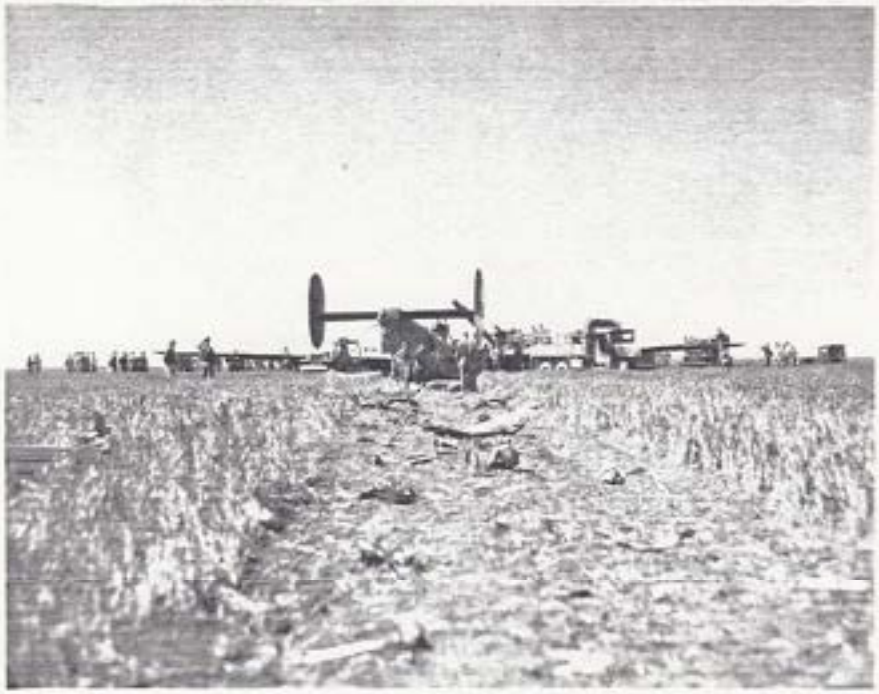
Earl Stone



Max Roth

The ship that brought many of us home: "Vulcania"





Crash landing

FROM THE FILES - When the 455th Bomb Group left Langley AFB, 868 went by air and 1136 by ship. There were a total of 64 crews,but only 62 airplanes. Destination was San Giovanni, Italy, by the way of Africa. The 455th was stationed with the 454th on a strip at San Giovanni, Italy, about 5 miles west of Cerignola and 20 miles southeast of Foggia. The 455th flew 255 missions during the 15 months of combat. 147 airman were killed in action; 268 missing; 173, prisoners of war. New assignments to the group, 2478. Injured, returned to duty, 112. Total group personnel, 3374. 1200 completed their tour of duty. The 455th was the last group to be inactivated after the war and did not leave Italy until September 1945. Col. Hugh Graff, Group Historian.

For those who got to Cannes:



Sgt. Schroeder



Dr. Schuknecht and friend:



Even Flight Surgeons learned to shoot skeet - Dr. Schuknecht at Pyote, Texas (Italy was his 2nd foreign tour!)

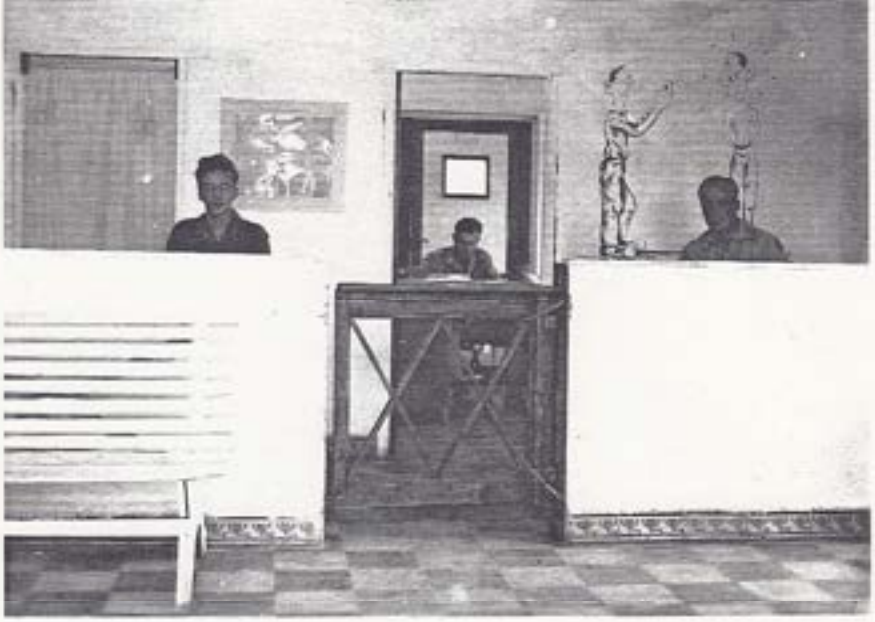


Waiting for a patient:

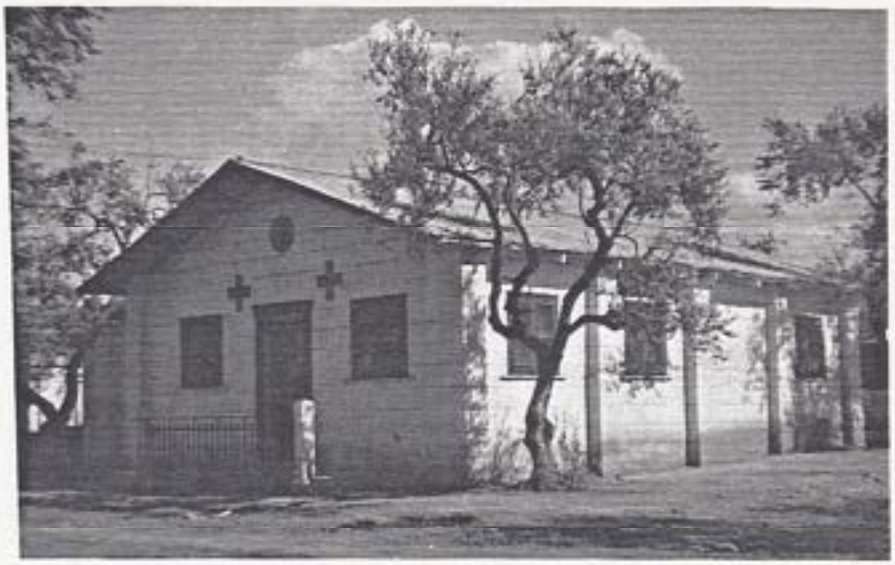


Kripplebauer receives a check-up a short time before he was killed on a test flight





Inside the Dispensary: Pfc Joseph LaRoux, clerk, Dr. Schuknecht S/Sgt Earl Stone, Section Chief



741 Dispensary



Schuknecht, Stewart, Martin, Van Lent, Graham, Horenstein, Denstman, Hudson, and Berg, Jones, Gilson, Welsh, Ross, Burkle, Hennigle

A small Festa:

Is this the original 741st Officers Club Bar all "dressed up"?



3rd from Left - Davis, Schuknecht, Van Lent, Keefer, Muller, Stewart, and Linden (?)

Dr. Robert Blackmun





Dr. Farrel,
Dentist

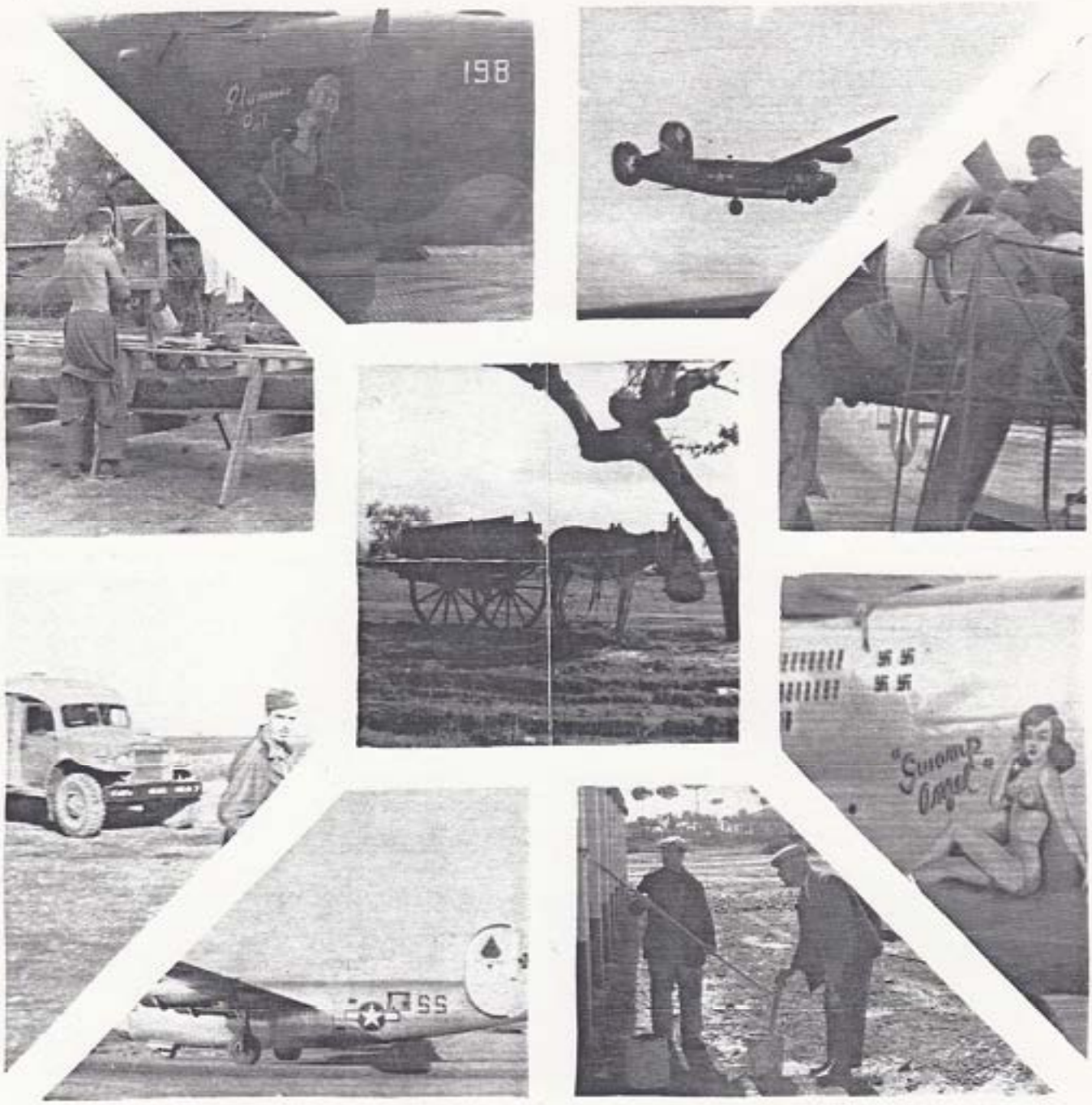


"Sick Call"



Who knows?

A Montage



Printed in the United States of America—Copyright 1944, Universal Pictures Co., Inc.—Permission granted for newspaper and magazine reproduction

304th Bomb Wg contest for the "Handsomest Man." Pictures sent to Hollywood. (see our entry on next page)



and Dave was "runner-up"



BRIEF HISTORY OF 455 GROUP MISSIONS IN 1945

In January, 1945, the 455th flew four (4) missions: to Vicanza M/Y, to Vienna Flor M/Y, to Brod R/R Bridge, and to Moosbierbaum Oil Refinery.

In February, 1945, the 455th flew seventeen (17) Missions, including Regensburg, twice, Moosbierbaum Oil Refinery, twice, Vienna, four (4) times, Maribor M/Y, Fiume Shipyards, twice, Trieste Shipyards, Bischofshofen M/Y, Muttenburg M/Y, Linz, Innsbruck, Wessobrunn, Schwaz, Villach, and Isarco Albes R/R Bridge.

In March, 1945, the 455th flew twenty (20) missions, including Maribor M/Y, Jesenice M/Y, Knittelfeld M/Y, Wiener Neustadt M/Y, three (3) times, Graz M/Y, Verona Parona R/R Bridge, Vienna and Pragersko M/Y, Regensburg M/Y, Bruck M/Y, Murzzscheag M/Y, Gloggu itz M/Y, Amstettin M/Y, Mumldorf M/Y, Wels M/Y, Neuburg A/D, Neratovice M/Y, St. Valentine Tank Works, Munich Riem A/D, Prague C.K.D. Liben Tank Works, Szombotmely M/Y, Kapfenberg Tank Works, and Linz Freight Yards and Loco Depot. The week of March 19 to 25 was called "Hell Week" by the 304th Wing.

In April, 1945, the 455th flew twenty (2) missions, including Krieglacm R/R Bridge, Krems M/Y, Verona Gun Positions and Ordnance Depot, Innsbruck M/Y (Target of Opportunity), Campo Di Trens RR Bridge, Military Installations in North Italy, five times, Ponte Gandens RR Bridge and Goito Fuel Depot (Alternate), Nervessa RR Bridge, Ghedi Ammunition Factory and Stores, Bischofshofen M/Y, Ponte Gardena RR Bridge, Campo Dazzo andCampo D. Treks RR Bridges, Padua Road Bridges, Friola Road Bridge, Osoppo M.T. Depot (Alternate), and Linz M/Y.

There were, I believe, missions flown both morning and afternoon on some occasions.

The missions of April 9 and April 10, 1945 against Military Installations in North Italy are particularly interesting. These were maximum effort missions flown in support of the 8th Army launching its big push to clear the Germans from Northern Italy. A similar effort was made in support of the 5th Army in the period 17 and 18 April. Bombing results are shown as "Good" in both the 8th Army and 5th Army support missions. Attached is a Letter of Commendation to 304 Wing Groups (454, 455, 456, and 459) for the results attached on 9 and 10 April. The 455th accomplished superior results the 9th of April and outstanding results the 10th of April.

The results of the 8th Army support missions of 9 and 10 April, 1945, and the 5th Army support missions of 17 and 18 April brought commendations to the 304th Wing by Army Generals.

Attached is a very rough "drawn from memory" map of Italy showing the positions (generally) of the 8th and 5th Armies. The air corridor flown by the 304th Wing is indicated from the Italian coast to the 8th Army front line.

These support missions were dubbed "Hollywood Missions" by some due to the elaborate precautions taken to protect our ground troops from our air attack. The Operations Order Annexes for the April 9 and 10 missions are attached. Briefly and generally, there was an ILS-type beam to mark the course from the Italian coast to the target area. There was an intersecting radio beam emanating from north of the course to show when the front line was being approached. There were volleys of flak bursting at 15,000 feet to indicate the formation was approaching the target area. Bombing was clustered fragmentation bombs from 20,000 feet. The bombing pattern was established by eighteen (18) ship "company" fronts. Three sets of ground markers were displayed--as the formation approached--one (1) white arrow, 100 yards by 16 yards, next, two (2) white bars, each 100 yards by 16 yards, and next, three (3) white bars, each 100 yards by 16 yards. White smoke was placed downwind from each bar location to draw attention to it. The front line was indicated by a series of white letters "T" 100 yards in length and spaced 1,000 yards apart. Four (4) smaller, red fluorescent panels were located in front of certain target areas. Three (3) groups of yellow smoke cannisters were located along the line of letters "T" at certain target areas. Flak bursts were employed opposite each target.

The lead bombadiers were flown over the target areas previously to familiarize them with the target areas and the lead-in markers. The bombadiers were flown in P-38s.

All of the above information, including rough map and route diagram and markings, were furnished by Col. William R. Large, Jr., previously referenced.

In March, 1945, a new rest camp at Cannes, France, was opened. A fortunate few of the 741st took advantage of this opportunity--as evidenced by photographs shown.

THIS PAGE IS UNCLASSIFIED

RESTRICT

HEADQUARTERS 304TH BOMB WING (VH)
APO 520 US ARMY

201.22 A-70-1 11 April 1945

SUBJECT: Commendation.

TO : Commanding Officer, 454th Bomb Group (Lv), APO 520.
Commanding Officer, 455th Bomb Group (Lv), APO 520.
Commanding Officer, 456th Bomb Group (Lv), APO 520.
Commanding Officer, 459th Bomb Group (Lv), APO 520.

1. The results of close support attacks of the past two days were highly gratifying. No bombs were released short of the target areas, which shows good air discipline in spite of the extreme tension imposed on the leaders by this extremely important mission. The rather large aiming errors somewhat prevalent on the first day were greatly reduced on the second day.

2. On the first day, the following Units accomplished superior results:

Red and Blue forces - 454th Bomb Group
Red force - 455th Bomb Group

3. On the second day results were generally good with the following outstanding:

Blue force - 454th Bomb Group
Red and Blue forces - 455th Bomb Group
Red force - 456th Bomb Group
Red and Blue forces - 459th Bomb Group

4. Congratulations to all participants and in the event of further missions of this sort, it is hoped that the experience gained and lessons learned will be carefully utilized.

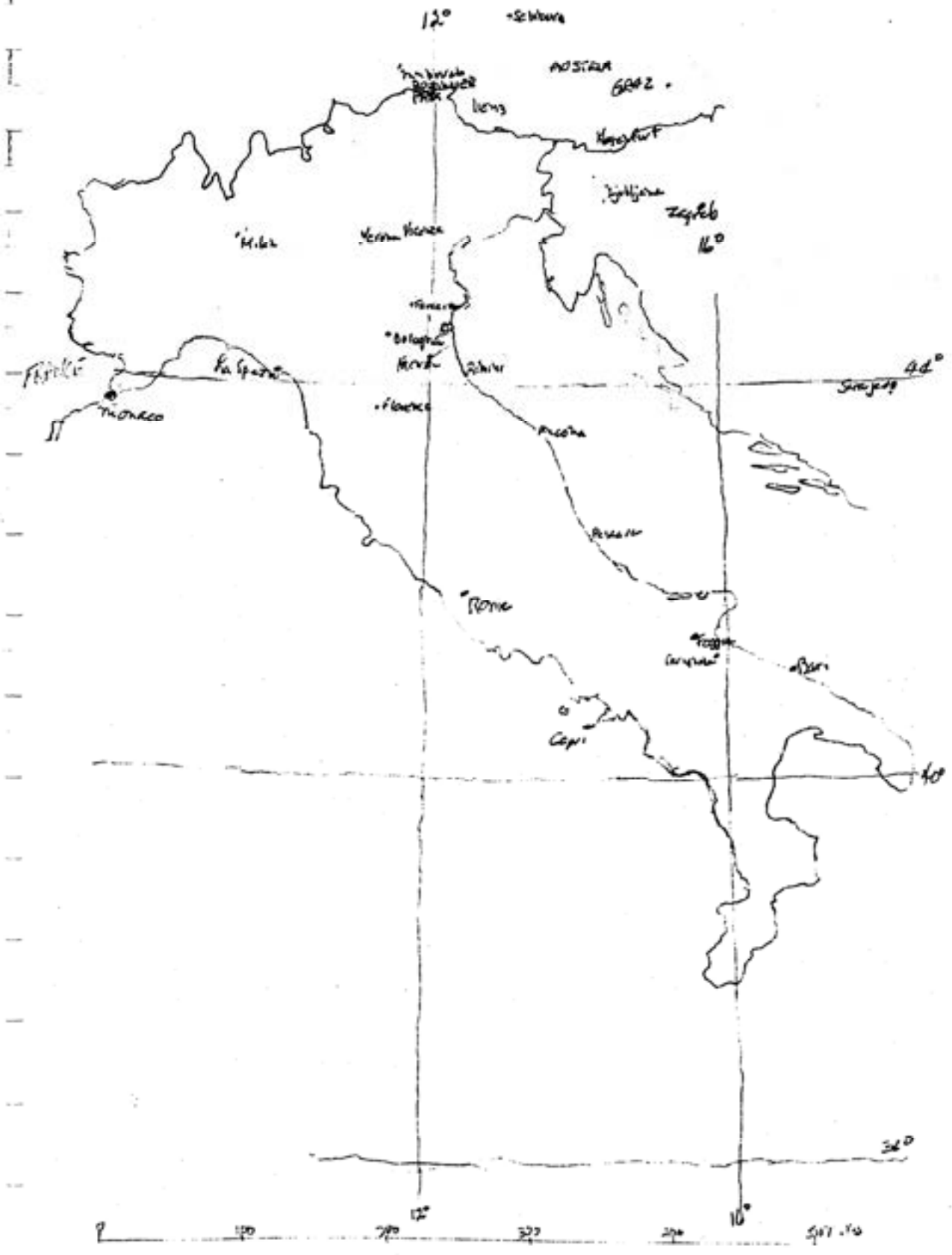
/s/ Fay R. Upthegrove
/t/ FAY R. UPTHEGROVE,
Brigadier General, USA
Commanding.

Reproduced by Hq, 454th Bomb Gp

RESTRICTED

179

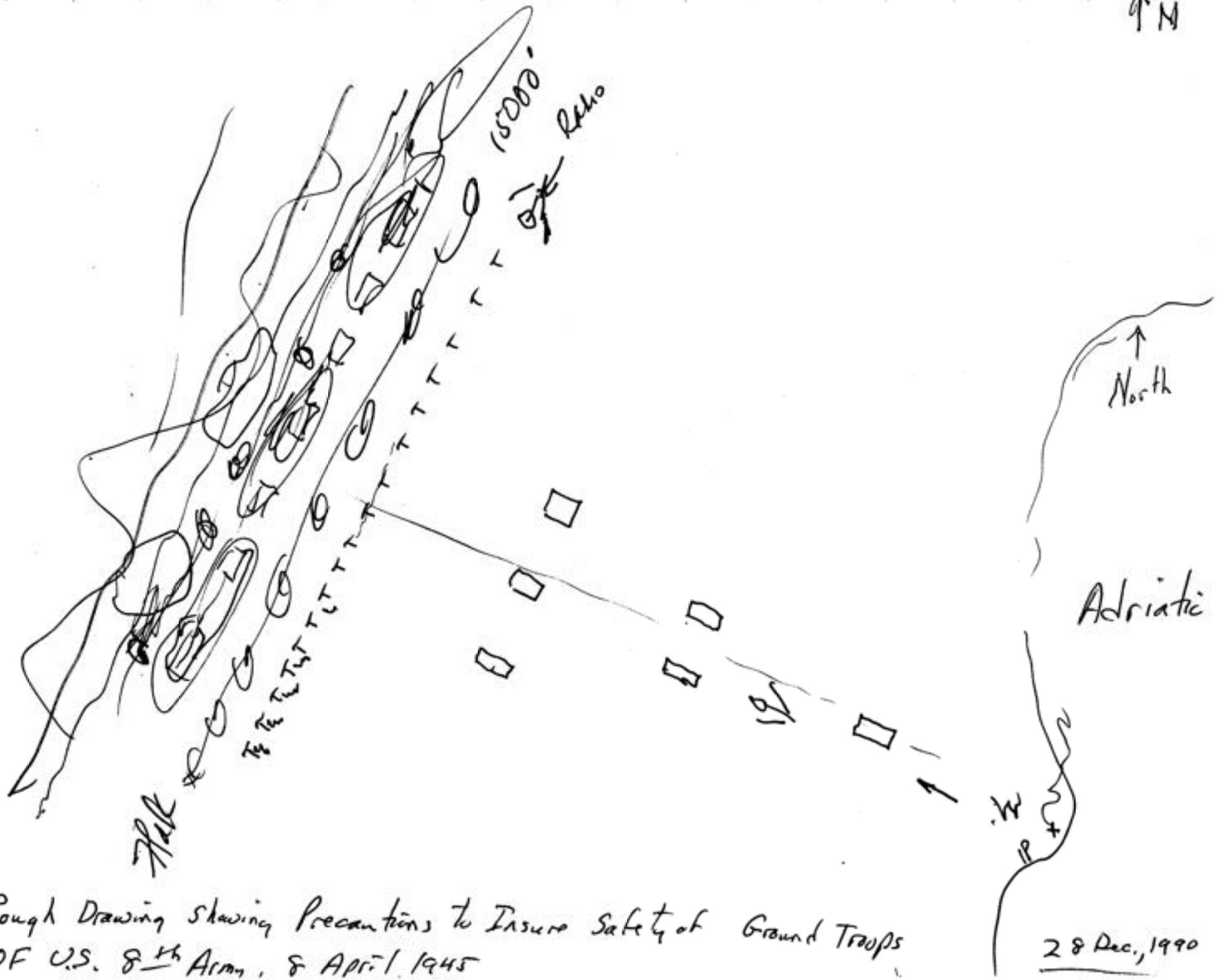
1439


12°
Salzburg
Klagenfurt
Ljubljana
Zagreb
16°
Verona
Bologna
Firenze
Pescara
Roma
Napoli
Foggia
Bari
Capri
44°
40°
36°
12°
10°



28 Dec. 1990

Very rough "from memory" sketch of Italy, 9 April, 1945 showing approximate positions of 8th and 5th Armies.



Rough Drawing Showing Precautions to Insure Safety of Ground Troops
OF U.S. 8th Army, 8 April 1945

28 Dec., 1990

OPERATIONS ORDER ANNEX

9 APRIL, 1945

[redacted] 1

HEADQUARTERS 454TH BOMBARDMENT GROUP (H) AAF

Opns Order 183--Plan Able Red and Blue Forces 9 April 1945

	Red	Blue		Red	Blue
1. Main Briefing:			e. Time of Take-Off:	1120	1135
Roll Call:	0645	0645	f. Time of Rendezvous:	1246	1254
b. Time of Briefing:	0650	0650	g. Time of Parade Pass:	[redacted]	[redacted]
c. Time of Transportation:	0900	0900			
d. Time of Stations:	1080	1108	h. Time of Returns:	1848	1803

2. Leader and Deputy Leader: Red - Lt Col Inge - Maj Eaton
Blue - Capt Grant - Lt Hofstatter

3. Bomber Rendezvous: Red-Cerignola, 1246, 13000'.
Blue-Cerignola, 1254, 12000'.

4. Order of Flight: 456-455-459-454.

6. Bomb Load: Frags, Clustered.

6. Cruising Formation: Nine ship front.

7. Point of Climb: Cerignola.

8. Route Out: CERIGNOLA to TP-(41-50 16-20) to KP-(43-40 13-50) to IP to Tgts.
KP times: Red - 1365B, 20000'. Blue - 1401B, 20000'.

9. Primary Target: Tgt located in area APPLE Elev: 50'.
a. IP: CESENATICO (44-12 12-24) b. Axis of Attack: 305° M.
c. Formation: Eighteen ship Company Front. d. Base Altitude: 20000'.
e. Bombing Altitude: 20000'. f. Intervalometer setting: 175'.
g. Rally: Left.

10. Route Back: Tgt to TP-S. PIERO (43-52 11-59) to Base.

11. Radio Procedure:
a. Frequencies: VHF on Gp Frequency for bomber to bomber and command on 6440 in accordance with SOP. Leaders call BUTTON on channel "C".
b. Call Signs:

	736th	737th	738th	739th
R/T:	SCHOONER	ROSEGLASS	SPLASHDOOR	WATCHPOT
W/T:	HKL	HKX	HNU	YUT

c. Call Signs for Bombers: Red-456-SHAPELY RED ONE; 455-SHAPELY RED TWO; 459-SHAPELY RED THREE; 454-SHAPELY RED FOUR. Blue-456-SHAPELY BLUE ONE; 455-SHAPELY BLUE TWO; 459-SHAPELY BLUE THREE; 454-SHAPELY BLUE FOUR.
d. Call Signs for Fighters: BETTY.
e. Call Sign for 456th BG Mon Recon A/C: GRAPEVINE.
f. Recall Signal: BLACKJACK.
g. Call Sign for Emergency Recall Station: PINGPONG.

12. Air-Sea Rescue: VHF on Channel "D". Radio Operators 4535 Kc.

13. Signals for Period:

Time	Cartridge	Letter	Color	Challenge
0800-1400	R-G	C (Charlie)	White	N (Nan)
1400-2000	G-R-R	M (Mike)	White	X (X-Ray)

14. Miscellaneous Information: AF Formation will be a close column of Wgs with 5th, 304th, 47th, 55th and 49th Wgs in order.
Leaders of each Force (A-1) will sight for course and rate; box leaders (B-1 and C-1) will toggle off of Force Leader (A-1). A/C within the boxes will toggle off their respective box leaders.

[redacted] T

184

ANNEX #1 TO OPERATIONS ORDER 165--PLAN ABLE - RED AND BLUE FORCES

Bomb bay doors will be opened over the water. Racks will be salvoed after electrical release to insure that no hung bombs are left in the Bomb Bays, then doors will be closed prior to crossing into friendly territory.

No bombing will be conducted after 1520B.

No Ops will bomb below 18000', nor above 22000'.

SAFETY PRECAUTIONS: The following target markers will be set up to insure positive route and target identification:

a. A radio marker system of SCS 51 will be installed with the "V" frequency indicating a line perpendicular to the axis of attack and running just behind and roughly parallel to the Allied Front Lines through FAENZA and RAGNACAVALLO on a magnetic heading of 30 degrees. "X" and "Y" Frequencies will mark parallel axis of attack with the "X" Frequency track leading through RUSSI and LUGO on a magnetic heading of 299 degrees to target APPLE. "Y" frequency track will lead through BAGNOLO and SOLAROLO on a magnetic heading of 305 degrees to target APRICOT. "V" and "X" and "Y" bands will all be in operation. (See Map for location of radio range.) Magnetic headings of "V", "X" and "Y" beams are correct as listed but it must be remembered that heading of aircraft may vary from those headings due to drift.

b. Heavy concentrations of white smoke will be laid at M.731123 adjacent to the Initial Point CESENATICO, commencing 15 minutes before target time.

c. Three sets of ground markers will be displayed running along a straight line between CESENATICO and COTIGNOLA as follows:

(a) One White Arrow, 100 yards by 16 yards, on the SAVIO RIVER, at M.6044193.

(b) Two White Bars, each 100 yards by 16 yards, on the RAVENNA-FORLI Highway, at M.493270.

(c) Three White Bars, each 100 yards by 16 yards, on the RAVENNA FAENZA Highway at M.409316. White smoke will be placed down-wind from each bar location to draw attention it.

d. The front line will be indicated by a series of white letters "T" 100 yards in length and spaced 1000 yards apart along the River SENIO as follows: T-1, M-406472 - T-2, M.392421 - T-3, M.387410 - T-4, M-378394 - T-5 M.374376 - T-6, M-376365 - T-7, M-377355 - T-8, M-378344 - T-9, M-358328 - T-10, M.377324 - T-11, M.321312 - T-12, M.307291 - T-13, M-282266 - T-14, M-271254.

e. Four, smaller, red fluorescent panels will be located in front of areas APRICOT and APPLE, at M.405428 - M.376376 - M.376341 - M.307287.

f. Three Groups of Yellow smoke canisters will be located along the line of letters "T" at numbers T-1, T-8, and T-12, to aid in their recognition. It is not certain that these will be visible from 20000'.

g. An indication line of AA shell bursts will mark the highway from FAENZA to RAGNA CAVALLO. Three lots of four bursts 300 yards apart will be employed opposite each target. One lot of four will be opposite each end of each target, and one lot of four will be opposite the center of each target. Shell bursts will be in salvo at 30 second intervals at 15000' abobove sea level. Map reference of flak bursts for APRICOT target are; M.360329 - M.348308 - M.336287, and will be fired from 1345B to 1420B. Map references of flak bursts for APPLE target are; M.400407 - M.378368 - M.360329, and will be fired from 1415B to 1520B. It will be noted that there will be an overlap from 1415B to 1420B when two batteries of APPLE will be fired as well. Thusly five groups of four rounds will be in the sky at the same time.

The following measures will be employed for last resort cancellation of the heavy bomber attacks in addition to routine recall measures.

a. VHF forward radio control will be set up at TACK Hqs, 8th Army by 15th AF to be used to recall the bomberr force on Able channel if this becomes necessary.

b. Flak bursts for the letter "X" will be fired over the IP-CESENATICO at 15000' above sea level.

No target will be attacked unless positively identified. If primary target cannot be attacked, bombs will be returned to base.

No chaff will be carried on this mission. Carpet and spot jamming may be employed.

All coordinates refer to 1:50000 Map, Sheet 88-2 IMOLA.

Carpet will be employed.

Chaff will Not be carried in any A/C.

185

OPERATIONS ORDER ANNEX

10 APRIL, 1945

HEADQUARTERS 464TH BOMBARDMENT GROUP (H), AAF

Opns Order #184 BATTLE ORDER - PLAN [redacted] 10 April 1945

		RED	BLUE			RED	BLUE
1.	Main Briefing:	0615	0615	e.	Time of Take-Off:	0650	0650
	a. Roll Call:	0620	0620	f.	Time of Rendezvous:	1002	1011
	b. Time of Briefing:	0715	0735	g.	Target Time	1127-35	1136-44
	c. Time of Transp:	0800	0820	h.	Time of Return:	1315	1324
	d. Time of Stations:						

2. Leader and Deputy Leader: Red - Lt Col Large; Maj Eaton
   Blue - Capt Grent; Lt Hofstatter
3. Bomber Rendezvous: Red - CERIGNOLA - 1002 - 14,000'
   Blue - CERIGNOLA - 1011 - 12,000'
4. Order of Flight: 456th, 455th, 459th, 454th
5. Bomb Load: Frag clusters clustered
6. Cruising Formation: Nine ship front
7. Point of Climb: CERIGNOLA
8. Route Out: CERIGNOLA to TP (41 50N, 16 20E) to RP(43 40N, 13 50E) to IP to Target. RP time: Red - 1059; Blue - 1108, both at 20,000'
9. Primary Target: Area CHARLIE with MPI - L.264363; Elev - 65'
   a. IP: CESENATICA (44 12N, 12 24E) b. Axis of Attack: 300 deg Mag.
   c. Formation: Eighteen Ship Company Front for each Force. Leaders of each Force (A-1) will sight for course and rate; Box leaders (B-1 and C-1) will toggle off of Force Leader (A-1). A/C within the boxes will toggle off their respective box leaders.
   d. Base Altitude: 20,000' e. Bombing Altitude: 20,000'
   f. Intervalometer Setting: 175' g. Rally: Left.
10. Route Back: Target to TP S. PIERO (43 52N, 11 50E) to Base.
11. Radio Procedure:
   a. Frequencies: VHF on Op Frequency for bomber to bomber and Command on 6440 in accordance with SOP. Leaders call BUTTON on Channel "B"
   b. Call Signs:

	736th	737th	738th	739th
R/T:	SCHOONER	ROSEDALE8	SPLASHDOOR	WATCHPOT
W/T:	GKC	HUJ	HUL	CXD

   c. Collective Call Signs for Bombers: RED-456-PLATOON RED ONE; 455-PLATOON RED TWO; 459-PLATOON RED THREE; 454-PLATOON RED FOUR; BLUE-456-PLATOON BLUE ONE; 455-PLATOON BLUE TWO; 459-PLATOON BLUE THREE; 454-PLATOON BLUE FOUR
   d. Call sign for fighters: RIPPLE
   e. Call sign for 456th Weather Recomn A/C: GRAPEVINE
   f. Call sign for AF Weather Recomn A/C if used: RAINCRW
   g. Recall Signal: DOGFACE
12. Air-Sea Rescue: VHF Channel "D". Radio Operators 4535 Ke.
13. Signals for Period:

Time	Cartridge	Letter	Color	Challenge
0600-1400	R R	S (SUGAR)	White	L (LOVE)
1400-2000	R G G	Z (ZEBRA)	White	N (NOW)

14. AF Formation will be a close column of Gps with 5th, 304th, 47th, 55th and 49th Wgs in order.

[redacted]

ANNEX TO BATTLE [illegible]BER FOR OPERATIONS OF 10 APRIL [illegible]6:

1. Bomb-bay doors will be opened over the water. Racks will be salvoed after electrical release to insure that no hung bombs are left in the bomb-bays, then doors will be closed prior to crossing into friendly territory.

2. No bombing will be conducted after 1230B.

3. All Wgs will bomb at altitudes as low as possible consistent with the scale of expected enemy defense; in no case below 16,000 ft, nor above 22,000 ft. Wgs will bomb by columns of attack units consisting of 18 A/C.

4. SAFETY PRECAUTIONS: The following target markers will be set up to insure positive route and target identification:

a. A radio marker syster of SCS 51 will be installed with the "Y" Frequency indicating a line perpendicular to the axis of attack and running just behind and roughly parallel to the Allied Front Lines through FAENZA and BAGNA-CAVALLO on a magnetic heading of 30 degrees. "X" and "Y" Frequencies will mark parallel axes of attack with the "X" Frequency track leading through RUSSI and LUGO on a magnetic heading of 299 degrees to target BAKER. "Y" Frequency track will lead through FAENCLO and SCIARCLO on a magnetic heading of 306 degrees to target CHARLIE. "Y" and "X" and "Y" bands will all be in operation. (See Map for location of radio range.).

b. Heavy concentrations of white smoke will be laid at M.731123 adjacent to the IP CESENATICO, commencing 18 minutes before target time.

c. Three sets of ground markers will be displayed running along a straight line between CESENATICO and COTIGNOLA as follows:

(1) One White Arrow, 100 yards by 1[illegible] yards on the RAVIO RIVER, at M.604193.

(2) Two White Bars, each 100 yards by 1[illegible] yards on the RAVENNA-FORLI Highway at M.[illegible]93270.

(3) Three White Bars, each 100 yards by 1[illegible] yards, on the RAVENNA-FAENZA Highway, at M.409318.

White smoke will be placed downwind from each Bar location to draw attention to it.

d. The frontline will be indicated by a series of white letters "T" 100 yards in length and spaced 1000 yards apart along the River SENIO as follows: T-1, M.406427 - T-2, M.392421 - T-3, M.367410 - T-4, M.378394 - T-5, M.374376 - T-6, M.376365 - T-7, M.377358 - T-8, M.378344 - T-9, M.386328 - T-10, M.387324 - T-11, M.321312 - T-12, M.307291 - T-13, M.262276 - T-14, M.271254.

e. Four, smaller, red fluorescent panels will be located in front of Area APRICOT and APPLE, at M.406428 - M.376378 - M.376341 - M.307287.

f. Three Groups of yellow smoke canisters will be located along the line of letters "T" at numbers T-1, T-5, and T-12, to aid in their recognition. It is not certain that these will be visible from 20,000 ft.

g. An indication line of AA shell bursts will mark the highway from FAENZA to BAGNA CAVALLO. Three lots of four bursts 300 yards apart will be employed opposite each target, and one lot of four will be opposite the center of each target. Shell bursts will be in salvo at 30 second intervals at 15,000 ft above sea level. Map reference flak bursts for CHARLIE target are; M.360329 - M.346306 - M.336287 - and will be fired from 1100B to 1105B. Map references of flak bursts for BAKER target are; M.400407 - M.378366 - M.360329, and will be fired from 1105B to 1230B.

5. The following measures will be employed for last resort cancellation of the heavy bomber attacks in addition to routine recall measures:

a. VHF Forward Radio Control will be set up at TAC Hq 8th Army by 15th AF to be used to recall the bomber force on Able channel if this becomes necessary. Call sign: TRUMPET.

b. Flak bursts for the letter "X" will be fired over the IP CESENATICO at 15,000 ft above sea level.

6. No target will be attacked unless positively identified. If primary target cannot be attacked, bombs will be returned to Base.

7. No chaff will be carried on this mission. Carpet and Spot Jamming may be employed.

8. All coordinates refer to 1:50000 Map, Sheet 66-2 IMOLA.

9. Magnetic headings of "Y", "X", and "Y" bands are correct as listed but it must be remembered that heading of A/C may vary from these headings due to drift.

For those interested in pursuing further research, an article describing the USAF Historical Research Center and a copy of an order form available from the Center's Reference Division at Maxwell AFB, AL 36112-6678, are attached.

USAF Historical Research Center

The USAF Historical Research Center is the repository for Air Force historical documents. The Center collection, begun in Washington during World War II, moved in 1949 to Maxwell AFB, Ala. It consists today of nearly 50,000,000 pages devoted to the history of the service and constitutes the largest and most valuable organized collection of documents on US military aviation in the world.

In 1979, the Center became a Direct Reporting Unit of the Air Force, receiving technical direction and guidance from the Chief, Office of Air Force History. It is collocated with the Air University and provides research facilities for professional military education students, the faculty, and visiting scholars. More than eighty-five percent of the Center's pre-1955 holdings are declassified. Almost the entire collection is on 16-mm microfilm, with copies deposited at the National Archives and Record Service, Washington, D. C., and at the Office of Air Force History, Bolling AFB, D. C.

Center holdings consist largely of periodic unit histories prepared by the major commands, numbered air forces, and other subordinate organiations. These histories provide comprehensive coverage of Air Force activities beginning in 1942, when the President authorized the program. Extensive primary source material is attached to the histories, greatly enhancing their value.

Special collections complement the unit histories. Among them are historical monographs, end-of-tour reports, joint and combined command documents, aircraft record cards, and materials from the US Army, British Air Ministry, and the German Air Force. The Center also houses the personal papers of key retired Air Force leaders and a substantial collection of their oral history interviews. About 6,000 documents and collections of all types are accessioned annually.

In 1974, the Center adopted automated data processing as a finding aid and in 1980 began to enter abstracts of the documents into a computer. The Inferential Retrieval Index System, or IRIS, became operational in 1983 when the Center acquired an IBM 4341 computer. Plans call for the collection to become accessible in 1986 to the Air Force MAJCOM and field history program through remote terminals.

During 1985, the Center completed installation of shelving and the placement of all historical documents in Hollinger boxes. By replacing file cabinets with shelves and Hollinger boxes, the Center gained additional storage space, improved inventory and accountability, and reduced wear and tear on the document collection.

The Center is organized into four divisions.

- **Reference.** Maintains documents and microfilm and makes them available to users, answers inquiries about holdings, produces finding guides, collects personal papers, and reviews records for possible downgrading or declassification.
- **Research.** Writes books and papers; prepares lineage and honors of Air Force units; maintains records of the Air Force seal and flag, the records of unit and establishment emblems and flags, and the records of Air Force organizations; determines aerial victory credits; and performs other research and teaching services.
- **Oral History.** Conducts oral history interviews, monitors the USAF end-of-tour report program, and provides a training course for oral historians.
- **Technical Services.** Accessions, catalogs, abstracts, and indexes documents; conducts automated data processing and microfilming for the Center; and coordinates IRIS applications for the Air Force history program. ■

190

TO
Edward Hart
C-703 River House
1111 Army-Navy Drive
Arlington VA 22202

FROM: HQ USAF Historical Research Center
REFERENCE DIVISION (HD)
Maxwell AFB AL 36112-6678

RESEARCHER
LOG

1. Material requested ☐ is attached ☐ cannot be provided.

X 2. Material requested is available on 16mm microfilm, roll number(s) → B0601
Although the Research Center maintains rigid microfilm processing quality controls, readability of offered microfilm cannot be guaranteed. Most microfilm is highly readable, but some frames may not be because of the poor quality of an original document and technical limits on the copying process and reading equipment.

X 3. Material requested may be purchased for $17.00. Make check or money order for exact amount, payable to AFO, Maxwell AFB; send your check to: HQ USAFHRC/HD, Maxwell AFB AL 36112-6678.

4. Forwarded to you for appropriate action and direct reply to the requester, who (has) (has not) been notified of this referral.

5. Suggest you write to the addresses checked on the attached list.

6. For photographs, submit your request to:
☐ 1361 Audiovisual Squadron, Attn: Customer Service, 1221 South Fern St., Arlington VA 22202 (for Official Users).
☐ DAVA-W (Still Media Depository Branch), Anacostia Naval Air Station, Washington DC 20374.
☐ Audiovisual Archives Division, National Archives, Washington DC 20408.

7. Budget and manning constraints preclude the extensive research you request.

8. Suggest you visit the Center at Maxwell AFB to conduct your research. See attached brochure for details.

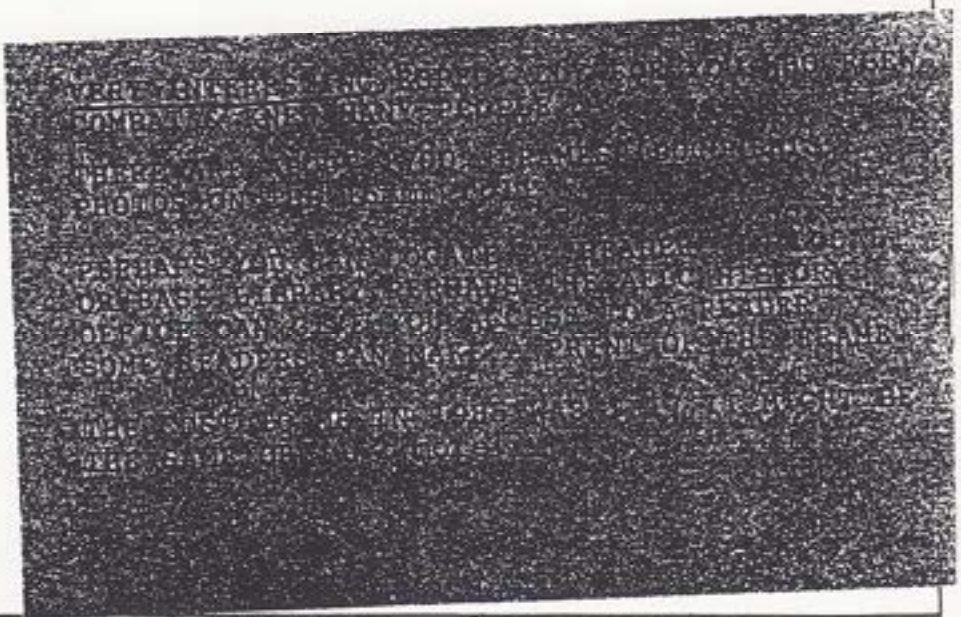
9. Before coming to Maxwell AFB for research in a classified subject area, contact AFOPA-MB, 1221 South Fern St., Arlington VA 22202 to obtain proper authorization for access to the classified document collection.

10. Consult the reference works checked on the attached list.

11 COMMENTS

The histories of the 454th Bomb Group are available for purchase on 16mm microfilm roll B0601 (covering Jun 43 - May 45) for $17.00.

If you have access to a reader and wish to purchase the microfilm, please refer to items 2 and 3.



The authority for declassifying/downgrading 454th History Records (WW-II) was DOD Directive 5200.9 27 Sep 1958

*ED NAME AND TITLE
LYNN O. GAMMA, Chief of Circulation

SIGNATURE
Lynn Gamma

USAFHRC FORM 4 OCT 84 PREVIOUS EDITION WILL BE USED.

HISTORICAL RESEARCH REQUEST

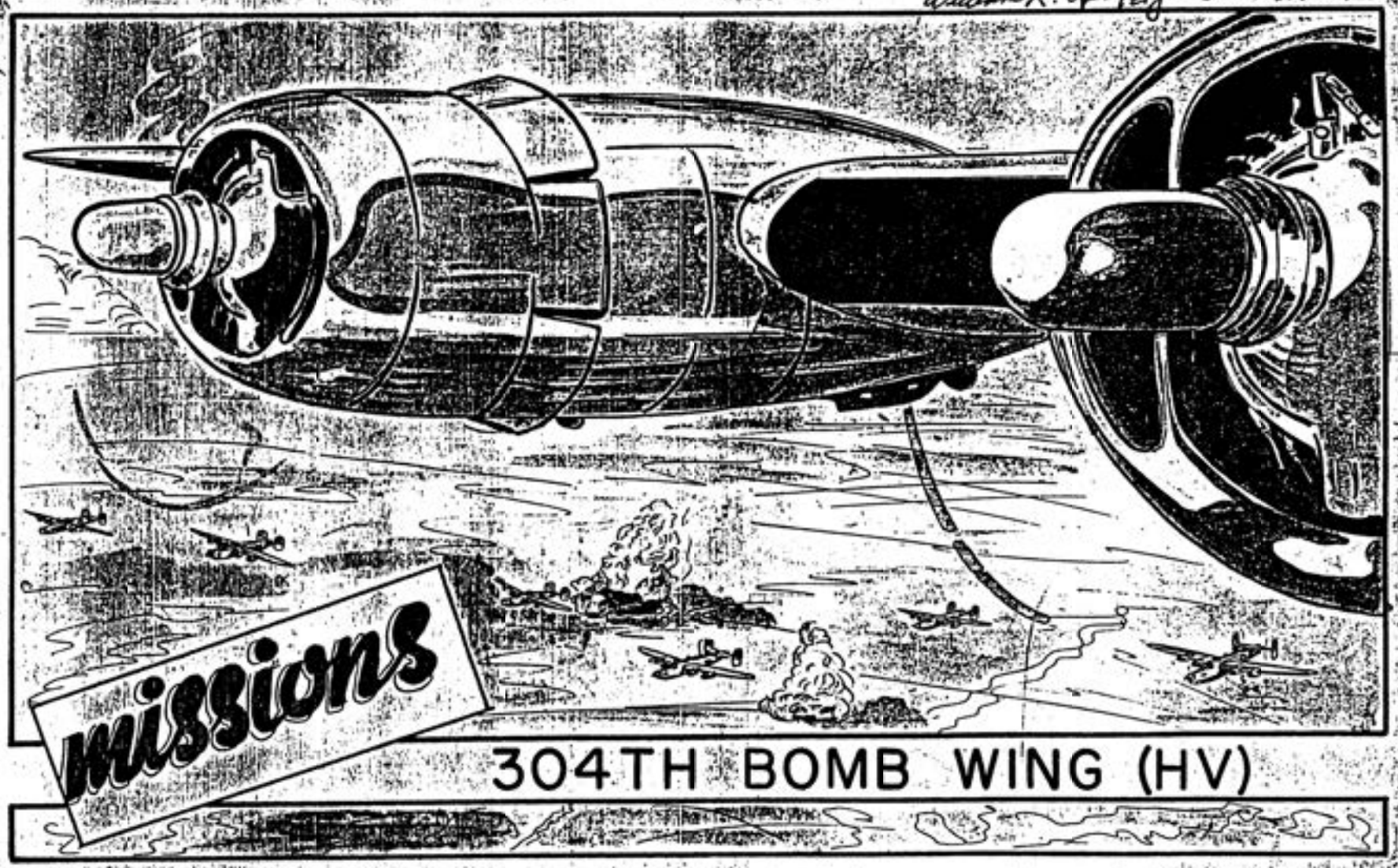
121

Here is a record of the 304th Bomb Wing (H) missions number 1 on 8 February, 1944, through number 256 on 26 April, 1945. The 455th's last mission was on 25 April, 1945. It is my belief that the 455th lost one (1) aircraft and crew on this mission. The fate of the crew is unknown. I do not believe the aircraft was from the 741st Squadron.

This record was provided by Colonel William R. Large, Jr., Commander and Deputy Commander of the 454th Bomb Group. Colonel Large moved to 304th Wing Headquarters in 1945 and led the 15th Air Force mission to Linz on 25 April, 1945, the last mission the 455th Group flew.

Of the last mission to Linz, Colonel Large remembers that inbound to the target, before the IP, he saw what appeared to be three batteries of missiles launched, one group of four dead ahead on course, one group of four a little to the right of course, and one group of four a little left of course. The missiles each left a trail of smoke, and upon reaching the pre-set altitude, all four of each group burst as one into a large ball of flame. Col. Large reports he had never observed such a phenomenon before. As the 15 AF lead, he changed course to the right to go between the two batteries. This course deviation proved successful since no more missiles were observed.

At the same time, Col. Large could see, well to the North, the B-17s and B-24s of the 8th AF making their "U" turn from their target area to return to England. A truly inspiring sight, he reports.


missions
304TH BOMB WING (HV)

Miss	Date	Grps.	Target	A/C Bomb	Flak at Target	E/A Enc	Victories Dest	Prob	Dmgd	Losses	Tons & type dropped	Results
1	8 Feb	454	Orvieto A/D	40	None	0	0	0	0	0	100.00 Gp	Excell.
2	10 Feb	456	Grottaferrata, Italy	0	None	0	0	0	0	0	0	Nil Wea
3	12 Feb	455	Road between Campoleone and Cecchina, Italy	0	None	0	0	0	0	0	0	Nil
4	14 Feb	454	Arezzo M/T, Italy	33	Mah	1	1	0	0	0	83.25 Gp	Fair
5	16 Feb	454	Cecina, Italy RR Bridge	33	None	0	0	0	0	1	79.75 Gp	Good
6	17 Feb	455	Frascati, Italy (881/570	22	None	0	0	0	0	0	54.75 Gp	Nil
		456	Grottaferrata, Italy	40	Mah	24	3	1	3	2	96.50 Gp	Fair
7	22 Feb	454 & 456	Sibenik Harbor	37	Sih	0	0	0	0	0	117.25 Gp	Fair
		455	Zara, Italy	37	None	0	0	0	0	0	90.00 Gp	Poor
8	25 Feb	455	Graz/Thalerhof A/D Austria	32	Mih	28	0	1	0	1	80.00 Gp	Poor
		454	Fiume	20	Sih	28	7	3	5	4	47.50 Gp	Fair
9	2 Mar	454	Roma-Cisterna Road	24	Mih	0	0	0	0	0	33.06 Frag	Nil
		455	Cisterna Di Roma Town	30	Mih	0	0	0	0	0	35.70 Frag	Fair
		456	Cisterna- Velletri Road	27	Mah	0	0	0	0	1	31.98 Frag	Nil
		459	Velletri Town	36	Mah	0	0	0	0	0	42.00 Frag	Unobserved
10	5 Mar	454	Canino, Italy	18	None	12	3	2	1	1	420.82 Frag	Nil, Wea
		455	Fabrica Di Roma A/D, Italy	30	None	0	0	0	0	0	75.00 Gp	Nil, Wea
		456	Viterbo # 2 L/G	0	Sah	0	0	0	0	0	0 Frag	Nil
		459	Viterbo Main A/D, Italy	30	Sih	15	0	0	0	2	35.64 Frag	Unobserved, Wea
11	7 Mar	454	Orvieto A/D (Alt)	28	Sih	12	0	1	2	0	70.00 Gp	Nil, Wea
		455	Fabrica Di Roma A/D, Italy	36	None	0	0	0	0	0	89.75 Gp	Poor
		456	Viterbo #2 L/G	32	Sah	10	0	0	0	0	38.22 Frag	Fair
		459	Viterbo Main A/D, Italy	30	Mah	16	0	1	0	0	35.64 Frag	Fair
12	11 Mar	456	RR Bridge Pontassieve, Italy	29	None	0	0	0	0	0	72.50 Gp	Nil
		459	Prato M/T, Italy	10	None	0	0	0	0	0	25.00 Gp	Poor
13	15 Mar	All Groups	Cassino Town	134	Mih	0	0	0	0	0	400.50 Gp	Fair to Nil

17 21

Miss	Date	Gps.	Target	A/C Bomb.	Flak at Target	E/A Enc	Victories Dest	Prob	Dmgd	Losses	Tons & Type dropped	Results
14	17 Mar	All Groups	Vienna (By PFF)	127	Iah	0	0	0	0	3	215.98 Gp	Unobserved
15	18 Mar	All Groups	Maniago A/D	118	Sih	2	0	0	0	0	138.60 Frag	Good
16	19 Mar	454,456,459	Klagenfurt A/D (Alt)	81	Mah	60	28	6	6	11	146.50 Gp&Inc	Fair
		455	Graz/Thalerhof A/D (Alt)	36	Mih	8	1	1	0	2	71.10 Inc	Nil
17	22 Mar	All Groups	Bologna M/Y (Alt)	103	Mih	0	0	0	0	0	256.25 Gp	Poor
18	24 Mar	455,456,459	Rimini M/Y (Alt)	94	Sih	0	0	0	0	0	214.00 Inc&Gp	Nil to Poor
		454	Ancona M/Y & Senigallia (TGT Or 0)	17	Sih	0	0	0	0	0	47.25 Gp	Nil to Poor
19	26 Mar	455	Rimini (TGT or 0)	19	Sih	0	0	0	0	0	47.50 Gp	Nil
		456	Maniago A/D (3rd Alt)	27	Sah	19	0	0	0	0	67.50 Inc	Poor
		454 & 459	Steyr	0	None	0	0	0	0	0	0	Nil, Weather
20	28 Mar	All Groups	Verona East M/Y	97	Iah	18	2	0	1	0	237.50 Gp	Fair
21	29 Mar	All Groups	Milan/Lambrate-Serriate M/Y	132	None	0	0	0	0	1	329.00 Gp	Good
22	30 Mar	454,456,459	Industrial Center Sofia, Bulgaria	99	Mah	5	1	0	1	1	197.45 Gp	Fair
23	2 Apr	All Groups	Steyr	118	Iah	115	47	34	16	7	294.50 Gps	Fair to Good
24	3 Apr	All Groups	Budapest Main M/Y	113	Iah	9	2	1	1	2	261.00 Gp&Inc	Good
25	4 Apr	All Groups	Bucharest M/Y	101	Mih	40	21	9	12	2	252.50 Gp	Good
26	7 Apr	All Groups	Bologna/Stazione Nuova M/Y	130	Sih	0	0	0	0	0	239.50 Gp	Good
27	12 Apr	All Groups	Bad Vosiau A/C Plant & A/D	142	None	180	67	23	26	4	261.45 Gp	Good
28	13 Apr	All Groups	Budapest/Tokol A/D	123	Mah	40	12	5	2	7	194.61 Gp & Frag	Excellent
29	15 Apr	454 & 455	Bucharest (By PFF)	60	Sih	12	2	0	0	4	149.00 Gp	Unobserved
		456 & 459	MIS	57	Sah	15	0	0	0	0	140.00 Gp	Good to Nil
30	16 Apr	All Groups	Turnul-Severin A/D & M/Y (Alt)	124	None	0	0	0	0	0	309.00 Gp	Excellent to Poor

581

Miss	Date	Ops	Target	A/C Bomb	Flak at Target	E/A Enc	Victories Dest	Victories Dmgd	Losses	Tons & Type dropped		Results
31	17 Apr	All Groups	Sofia M/Y, Bulgaria	119	Mah	18	5 1	1	0	233.15	Gp	Fair to Poor
32	20 Apr	454 & 455	Monfalcone Shipping	66	None	50	5 7	1	3	158.75	Gp	Fair
		456	Aurisina M/Y (TGT of))	34	None	16	3 0	0	0	85.00	Gp	Nil, Weather
		459	Opicina	38	Sih	1	0 0	0	0	95.00	Gp	Unobserved, Weath
33	21 Apr	All Groups	Bucharest M/Y (PFF)	108	Iah	60	10 17	6	7	267.75	Gp	Unobserved, Wea.
34	23 Apr	All Groups	Bad Voslay A/D	106	Mah	70	13 17	10	14	259.75	Gp	Unobserved, Wea.
35	24 Apr	All Groups	Bucharest M/Y	119	IIH	3	0 0	0	0	292.75	Gp	Good
36 ✓	25 Apr	All Groups	Turin A/C Factory	120	Mah	38	4 0	3	6	275.75	Gp	Fair
37	28 Apr	All Groups	Porto San Stefano, Italy	131	Mah	0	0 0	0	3	323.50	Gp	Poor
38	29 Apr	454,455,459	Toulon Munition Factory	84	Iah	8	1 1	1	2	247.50	Gp	Fair, 1 Gp Exc.
39	30 Apr	All Groups	Milan/Lambrate M/Y	121	Sih	5	3 0	0	0	295.25	Gp	Good
40	2 May	454	Faenza RR Bridge (Alt)	29	None	0	0 0	0	0	82.50	Gp	Nil
		455	Ancona Docks (TGT of 0)	1	Mih	0	0 0	0	0	3.00	Gp	Unobserved
41	5 May	All Groups	Ploesti M/Y & Military Installations	144	Iah	15	0 0	1	4	350.75	Gp	Poor
42	6 May	All Groups	Campina M/Y Military Installations	134	Iah	50	14 5	4	6	382.50	Gp-RDX	Fair
43	7 May	All Groups	Bucharest M/Y Romania	91	Iah	9	1 0	0	2	224.50	Gp	Poor to Nil ✓
44	10 May	455,456	Wiener Neustadt, A/C Factory	70	Iah	28	10 2	1	5	168.00	RDX	Fair
45	12 May	454,455,459	La Spezia M/Y & Harbor Installations	121	Sih	0	0 0	0	0	236.50	Gp	Nil To Poor
		456	Chiavari Dock Installations (TGT Of 0)	40	None	0	0 0	0	0	99.50	Gp	Fair
46	13 May	455	Bologna Main M/Y	33	Sih	0	0 0	0	0	98.00	Gp	Good
		456	Borgo Panigale M/Y	29	Sih	0	0 0	0	0	87.00	Gp	Excellent
		454	San Rufillo Rail Installations	36	Mih	0	0 0	0	0	108.00	Gp	Fair
		459	Castel Maggiore M/Y	32	Sih	0	0 0	0	2	96.00	Gp	Poor

Miss	Date	Gps	Target	A/C Bomb	Flak at Target	E/A Enc	Victories Dest	Prob	Dmgd		Losses	Tons & Type Dropped	Results
47	14 May	454,455	Piacenza A/D	75	None	0	0	0	0		0	170.82 Frag	Fair
		456,459	Reggio Emilia A/D	75	None	0	0	0	0		0	133.41 Frag	Good
48	18 May	455,456	Ploesti Dacia Romana Refinery (PFF)	77	Iah	7	0	0	0		3	186.00 Gp	Unobserved, Wea
		459,454	Ploesti Redeventa Refinery (PFF)	34	Iah	5	0	0	1		4	84.00 Gp	Unobserved, Wea
49	19 May	454	La Spezia Harbor (TGT Of O)	36	Sih	0	0	0	0		1	89.75 Gp	Poor, Wea
		455	Genoa Harbor	36	Sih	0	0	0	0		0	89.50 Gp	Unob., Wea
		456,459	Leghorn (TGT Of O)	74	Mih	0	0	0	0		1	184.50 Gp	Fair
50	22 May	454,455,459	La Spezia	107	Sih	0	0	0	0		0	264.00 Gp	Fair
51	23 May	454,455	Nemi Troop Concentration	30	Sih	0	0	0	0		0	49.50 Gp	Unob., Wea
		456,459	Mari Troop Concentration	55	Sih	0	0	0	0		2	136.25 Gp	Unob., Wea
52	24 May	454	Graz/Thalerhof A/D	28	Sah	15	1	1	0		1	55.68 Frag	Unob., Wea
		455,456,459	Munchendorf A/D	97	Mah	0	0	0	0		3	219.37 Frag	Nil, Wea.
53	25 May	All Groups	Piacenza A/D	150	Sih	79	11	5	2		1	305.40 Frag	Good
54	26 May	459,454	Chambery M/Y	72	None	0	0	0	0		0	179.00 Gp	Good
		455,456	Grenoble M/Y	65	None	0	0	0	0		0	158.75 Gp	Fair
55	27 May	All Groups	Montpellier/Frejorgues A/D	138	Mah	9	0	0	0		3	262.85 Gp	Good
56	28 May	455,456	Genoa Harbor	67	Mah	0	0	0	0		0	165.00 Gp	Good
		454,459	Vercelli M/Y (TGT of O)	37	None	0	0	0	0		1	91.50 Gp	Unob., Wea
57	29 May	455	Bos Krupa	40	None	0	0	0	0		0	78.70 Gp	Fair
		456	Zegar, Jugoslavia	17	None	0	0	0	0		0	30.70 Gp	Fair
		456	Zavalje	19	None	0	0	0	0		0	37.50 Gp	Poor
		459	Prijedor	40	None	0	0	0	0		0	77.75 Gp	Fair
		454	Bos Novi Troop Concentration	32	None	0	0	0	0		0	53.30 Gp	Good
58	29 May	454	Knin Troop Concentrations	30	Sih	0	0	0	0		0	45.65 Gp	Good
		455	Banja Luka, Jugoslavia	39	None	0	0	0	0		0	77.00 Gp	Good
		456	Dravar, Jugoslavia	35	Sih	0	0	0	0		0	69.70 Gp	Fair
		459	Livno, Jugoslavia	41	None	0	0	0	0		0	81.25 Gp	Good
59	30 May	All Groups	Wels A/D, Austria	134	Sih	0	0	0	0		1	292.26 Frag	Excellent

Miss	Date	Gps	Target	A/C Bomb	Flak at Target	E/A Enc.	Victories Dest	Prob	Dmgd	Losses	Tons & Type Dropped		Results
60	31 May	All Groups	Unirea Sperantza Oil Refinery, Ploesti	121	Lah	45	7	1	1	3	297.75	Gp	Unob., Wea
61	2 Jun	455,456	Miskolc East M/Y	65	Sah	0	0	0	0	0	160.50	Gp	Poor, Smoke
		454	Szegrd South M/Y, Hungary (ALT)	34	Sih	0	0	0	0	0	82.75	Gp	Excellent
		459	Miskolc South M/Y	34	Sih	0	0	0	0	0	83.00	Gp	Fair
62	3 Jun	454	Omis, Jugoslavia	36	Sih	0	0	0	0	0	60.85	Gp	Fair
		459	Split City	41	Mah	0	0	0	0	0	72.80	Gp	Poor
63	4 Jun	All Groups	Genoa West M/Y (Alt)	144	Mah	0	0	0	0	4	352.00	Gp	Good
64	6 Jun	All Groups	Brasov M/Y & Armament Works	145	Mih	18	2	0	0	1	349.25	Gp	Good
65	7 Jun	454,455	Voltri Shipyards	67	Sih	0	0	0	0	0	193.00	Gp	Poor, Cloud
		456	Savona (TGT of O))	37	None	0	0	0	0	0	109.00	Gp	Good
		459	Vado Ligori (TGT of O)	40	None	0	0	0	0	0	118.00	Gp	Good
66	9 Jun	All Gps	Munich East M/Y, Germany (PFF Alt)	140	Mah	31	12	5	1	6	343.00	Gp&Inc	Unob.
67	10 Jun	All Gps	Ferrara A/D, Italy	142	Mah	0	0	0	0	1	311.70	Frag	Fair
68	11 June	459	Giurgiu Ferry Terminal	34	Sah	0	0	0	0	0	74.13	Gp	Fair
		454,455,456	Giurgiu Quay Siding	105	Mah	1	1	0	0	1	225.76	Gp	Fair
69	13 Jun	All Gps	Bayerische Motorenwerks, Munich	139	Mah	81	9	4	0	6	373.85	Gp&Inc	Fair
70	16 Jun	459,454	Nova Schwechat Oil Refinery	78	Mah	12	4	1	0	3	1176.00	Gp	Excellent
		455,456	Vienna/Winter Haren Oil Storage	76	Mah	13	0	0	0	4	165.75	Gp	Unob
71	22 Jun	455,456	Chivasso Motor Transport Repair Depot	82	None	0	0	0	0	0	182.25	Gp	Superior
		454,459	Turin/Fiat Mirafiori Motor Works	63	Mah	0	0	0	0	1	153.25	Gp	Excellent
72	23 Jun	456	Nis M/Y (Alt)	27	Sih	1	0	0	0	0	53.00	Inc	Nil
73	24 Jun	All Gps	Craiova RR Repair Depot	145	None	0	0	0	0	1	358.00	Gp	Good
74	25 Jun	455	Arles RR Bridge	37	Sah	1	0	0	0	0	110.00	Gp	Good
		454,456,459	Avignon M/Y & Bridges	104	Sih	16	0	1	0	1	275.50	Gp	Excellent
75	26 Jun	All Gps	MoosBierbaum Oil Refinery	142	Mah	343	54	22	6	14	276.45	Gp	Fair, Smoke Obscured

001

Mise	Date	Gps	Target ..	A/C Bomb	Risk at target	E/A Enc	Victories Dest	Prob	Dmgd	Losses	Tons & Type dropped	Results
76	28 Jun	All Groups	Karlovo A/D Bulgaria	138	Sih	0	0	0	0	0	281.48 Gp&Frag	Excellent
77	30 Jun	456	Kaposvar M/Y, Hungary (TGT of O)	32	None	0	0	0	0	0	79.00 Gp	Good
78	2 Jul	454,459	Budapest/Manfred Weiss M/Y	65	Iah	0	0	0	0	3	134.60 Gp	Good
		455,456	Budapest Shell Oil Storage Refinery	59	None	65	26	10	9	7	124.63 Gp	Good
79	3 Jul	454	Fabrica De Pulbere Oil Refinery, Bucharest	34	Mih	0	0	0	0	0	84.25 Inc&Gp	Good
		455,456,459	Malaxa Locomotive Works, Bucharest									
80	6 Jul	All Groups	Trieste North Oil Refinery	114	Sih	0	0	0	0	0	284.00 Gp	Good
81	7 Jul	All Groups	Odertal Synthetic Oil & Coking Plant	107	Iah	0	0	0	0	5	224.08 Gp&Inc	Fair
		454	Dubnica Armament Works	20	None	25	4	1	1	4	48.75 Gp	Good
82	8 Jul	454,455,459	Vienna/Munchendorf A/D	110	Mih	8	0	0	0	0	196.86 Frag	Good
		456	A/D 5 Miles North of Veszprem (Alt)	24	Mih	10	2	0	0	0	55.62 Frag	Fair
83	12 Jul	All Groups	Miramas M/Y France	113	Mah	3	0	0	0	1	278.75 Gp	Excellent
84	13 Jul	459,454	Trieste Oil Storage	60	Sih	0	0	0	0	0	148.25 Gp	Good
		455,456	Porto Marghera, Italy (Alt)	49	Mah	0	0	0	0	0	119.75 Gp	Excellent
85	15 Jul	454,455,456	Dacia Romano Oil Refinery, Ploesti (PFF)	99	Iah	0	0	0	0	1	236.50 Gp	Unob
		459	Telejean Pumping Station, Ploesti	39	Mih	0	0	0	0	4	93.50 Gp	Unob
86	16 Jul	All Groups	Vienna/Munchendorf A/D	57	Iah	8	1	1	1	1	133.47 Frag	Unob, Wea
87	17 Jul	All Groups	Avignon RR Bridges & M/Y	108	Mah	13	1	0	0	3	270.00 Gp	Good
88	20 Jul	All Groups	Maybach A/C Engine Factory Friedrich-shaven	126	Iah	0	0	0	0	5	302.00 Gp&Inc	Exc
89	21 Jul	All Groups	Brux Synthetic Oil Plant (PFF)	118	Iah	10	0	0	0	7	296.00 Gp&Inc	Unob
90	22 Jul	All Groups	Ploesti, Romano Americano Oil Refinery (PFF)	79	Iah	0	0	0	0	4	226.50 Gp	Unob
91	24 Jul	454,459	Les Chanoines A/D, France	55	Mah	11	4	2	1	3	127.20 Frag	Fair

001

Miss	Date	Gps	Target	A/C Bomb	Flak at Target	E/A Enc	Victories Dest	Prob	Dmgd	Losses	Tons & Type dropped		Results
92	25 Jul	All Groups	Hermann Goering Tank Works, Linz	108	Iah	48	9	2	4	5	314.00	Gp	Good
93	27 Jul	All Groups	Manfred Weiss Armament Works, Budapest	104	Iah	85	17	14	2	5	251.25	Inc	Fair,Smoke
94	28 Jul	455,459	Astra Romano Oil Refinery, Ploesti	47	Iah	0	0	0	0	0	114.25	Gp	Poor to Unob
		454,456	Standard Oil Refinery, Ploesti	42	Iah	0	0	0	0	1	100.00	Gp	Poor to Unob
95	31 Jul	454,455,456	Mogosaia Oil Storage, Bucharest	77	Mih	0	0	0	0	1	186.75	RDX	Fair
96	3 Aug	All Groups	Zahnradfabrik works, Friedrichshafen (Pfflid Alt)	112	IIH	0	0	0	0	1	263.00	Gp	Unob
97	6 Aug	456	Lyon/Vaise Oil Storage	37	None	0	0	0	0	0	87.25	Gp	Exc.
		455	Lyon/Port Herriot TGTS	34	None	0	0	0	0	0	83.50	Gp	Superior
		459	Givors/Rhone RR Bridge	35	None	0	0	0	0	0	87.50	RDX	Good
		454	St Rambert RR Bridge	35	None	0	0	0	0	0	84.75	RDX	Fair
98	7 Aug	454,455,459	Blechhammer South Synthetic Oil Plant	77	Man	0	0	0	0	2	182.75	Gp	Unob,Smoke
99	10 Aug	455,456,454	Campina Steaua Romana Oil Refinery	72	Mih	0	0	0	0	2	171.25	Gp	Fair
100	12 Aug	All Groups	French Gun Positions	134	Sih	0	0	0	0	2	333.00	RDX & Gp	Fair
101	13 Aug	454	Pont St Esprit RR Bridge	31	None	0	0	0	0	1	79.75	RDX	Exc
		455	Avignon RR Bridge	33	Mah	0	0	0	0	0	82.50	RDX	Poor
		456	Orange RR Bridge	35	Mah8	0	0	0	0	1	85.25	Gp	Exc
		459	Crest RR Bridge	33	None	0	0	0	0	0	82.50	RDX	Good
102	14 Aug	All Groups	Savona Gun Positions	113	Sah	0	0	0	0	1	336.00	Gp	Good
103	15 Aug	All Groups	French Beach Positions	20	None	0	0	0	0	3	27.10	Gp	Nil, Wea
104	17 Aug	454,459	Astra Romana Refinery, Ploesti (IFF)	52	Iah	0	0	0	0	6	125.00	RDX	Nil,Smoke
		455,456	Romana Americana Refinery, Ploesti (PFF)	44	Iah	18	2	0	4	3	106.00	RDX	Nil,Smoke
105	18 Aug	All Groups	Campina Steaua Romana Oil Refinery	103	Mah	0	0	0	0	1	200.00	Gp	Fair
106	20 Aug	455,456,459	Duboya Oil Refinery, Czechoslovakia	76	Sih	0	0	0	0	0	177.75	Gp	Good
107	21 Aug	All Groups	Hadju Bosszormeny A/D, Hungary	102	Sih	15	1	1	0	3	225.00	Frag	Good

Miss	Date	Gps	Target	A/C Bomb	Flak at Target	E/A Enc	Victories Dest	Prob	Dmgd	Losses	Tons & Type Dropped	Results
108	22 Aug	All Groups	Blechammer South Synthetic Oil Plant	100	Iah	31	5	0	0	9	255.00 Gp	Nil to Poor, Smoke
109	23 Aug	454,455,459	Ferrara RR Bridge	83	Iah	0	0	0	0	1	239.00 Gp&RDX	Poor
110	24 Aug	All Groups	Kolin Oil Refinery, Czechoslovakia	101	None	0	0	0	0	1	241.50 Gp&RDX	Fair
111	25 Aug	454,455,459	Brno Kurim A/C Factory, Czechoslovakia	82	None	0	0	0	0	1	199.00 Gp	Good
112	26 Aug	All Groups	German Barracks Near Baneasa A/D, Bucharest	114	None	0	0	0	0	2	206.20 Gp	Fair
113	27 Aug	All Groups	Blechhammer South Oil Refinery	102	Iah	0	0	0	0	2	244.50 Gp	Poor
114	28 Aug	459,454	Ora RR Bridge	69	None	0	0	0	0	0	171.00 Gp	Superior
		455 A Box	Zambana Road Bridge, Over Avisio River	9	S/Mah	0	0	0	0	0	24.50 Gp	Good
		455 B Box	Peschiera Di Garda RR Bridge	10	S/Mah	0	0	0	0	0	30.00 Gp	Excellent
		455 C Box	Ora RR Bridge	11	S/Mah	0	0	0	0	0	32.50 Gp	Nil
		456	Avisio Viaduct	29	Mah	0	0	0	0	0	83.50 Gp	Superior
115	29 Aug	455,459	Moravska Ostrava Tank Works Primary Target	56	S/Mih	0	0	0	0	1	161.00 Gp	Unobserved
		456	Moravska Ostrava Industrial Area, Secondary Target	29	Mih	0	0	0	0	0	83.50 Gp	Unobserved
		454	Szolnok M/Y, Hungary Tgt Of last Resort	17	Mih	0	0	0	0	1	43.50 Gp	Superior
116	1 Sep	454,456	Debreczen M/Y, Hungary, Primary Target	52	S/Mah	0	0	0	0	0	126.50 Gp	Excellent
		455	Novi Sad S M/Y, Alternate Target	17	Mih	0	0	0	0	0	42.50 Gp	Excellent
		455	Unidentified M/Y, Hungary, Target of O,	11	None	0	0	0	0	0	27.50 Gp	Good
117	2 Sep	454,459	Nis South M/Y, Primary Target	58	Sih	0	0	0	0	0	144.75 Gp	Good
		455,456	Nis West M/Y, Primary Target	51	Sih	0	0	0	0	0	125.75 Gp	Good
118	3 Sep	455,456	Szeged Railroad Bridge, Primary Target	68	None	0	0	0	0	0	169.00 RDX	Superior
		454,459	Szajol Railroad Bridge, Primary Target	66	None	0	0	0	0	0	160.50 RDX	Excellent
119	4 Sep	455,456	Tagliamento/Casarsa RR Bridge, Primary Target	68	None	0	0	0	0	0	170.00 Gp	Excellent
		454,459	Latisana RR Bridge, Primary Target	69	None	0	0	0	0	0	172.00 Gp	Superior
120	5 Sep	459,456,455	Szolnok RR Bridge, Primary Target	93	S/Mah	0	0	0	0	0	277.50 RDX	Good
121	6 Sep	All Groups	Novi Sad M/Y, Primary Target	116	Mah	0	0	0	0	0	320.75 RDX	Excellent

Miss	Date	Gp	Target	A/C Bomb	Flak at Target	E/A Enc	Victories Dest	Prob	Dmgd	Losses	Tons & Type Dropped	Results
122	8 Sep	454,455,459	Sava RR Bridge, Primary Target	77	Iah	0	0	0	0	1	221.00 RDX	Good
		455 A Box	Brod South M/Y, Target of Last Resort	10	Iah	0	0	0	0	0	30.00 RDX	Excellent
123	10 Sep	454,459	Trieste Harbor Installations, Target of Last Resort	55	Mih	0	0	0	0	0	130.75 RDX	FAIR
124	12 Sep	All Groups	Lechfeld A/D, Primary Target	101	M/Iah	0	0	0	0	1	219.70 RDX&Frag	Fair
125	13 Sep	All Groups	Odertal Oil Refinery. Primary Target	114	Iah	0	0	0	0	1	278.50 RDX	Unobserved
126	15 Sep	All Groups	Athens/Tatoi A/D, Primary Target	113	Mah	0	0	0	0	0	266.05 Frag	Excellent
127	17 Sep	455,456	Rakos M/Y, Primary Target	63	None	0	0	0	0	0	154.00 Gp	Fair
		454,459	Kobenyn M/Y, Primary Target	40	None	0	0	0	0	0	115.50 Gp	Poor
		459	Baja RR And Road Bridge, Secondary Target	8	None	0	0	0	0	0	23.00 Gp	Superior
		459	RR Bridge at 4518N/1726E, Target of Opportunity	1	None	0	0	0	0	0	3.00 Gp	Unobserved
128	18 Sep	454	Budapest North RR Bridge, Primary Target	19	Mih	0	0	0	0	0	51.00 RDX	Good
		459	Budapest South RR Bridge, Primary Target	28	Mah	0	0	0	0	0	81.50 RDX	Good
		455	Czegled M/Y, Secondary Target	26	None	0	0	0	0	0	63.00 RDX	Good
		456	Czegled M/Y, Secondary Target	25	None	0	0	0	0	0	60.00 RDX	Excellent
129	20 Sep	456,455	Malacky A/D, Primary Target	57	None	6	0	0	0	1	124.20 Frag	Excellent
		459	Gyor M/Y, Hungary, Primary Target	27	Sih	0	0	0	0	0	66.00 RDX	Excellent
		454	Gyor M/Y, Hungary, Primary Target	27	Sih	0	0	0	0	0	62.00 Inc	Good
130	21 Sep	454	Kiskore RR Bridge, Hungary, Primary Target	20	None	0	0	0	0	0	24.00 RDX	Superior
		459	Tisa/Pured RR Bridge, Hungary, Primary Target	32	Mah	0	0	0	0	0	78.50 RDX	Excellent
131	22 Sep	All Groups	Munich/Reim A/D, Primary Target	108	Iah	0	0	0	0	2	268.53 Frag &RDX	Poor
132	23 Sep	454	Venzone Viaduct, Italy, Primary Target	10	None	0	0	0	0	0	28.00 RDX	Unobserved
		454,455	S. Dona Di Piave Road Bridge, Target of O.	28	None	0	0	0	0	0	84.00 RDX	Superior
		459,455,456	S. Dona Di Piave RR Bridge, Secondary Target	55	None	0	0	0	0	0	164.00 RDX	Excellent
		456	Piave Susegana Road Bridge (3rd Alt)	13	Mah	0	0	0	0	0	39.00 RDX	Excellent
		456	Ponti Di Piave (2nd Alt)	3	None	0	0	0	0	0	9.00 RDX	Unobserved
133	24 Sep	All Groups	Athens/Tatoi A/D	117	Mah	0	0	0	0	0	214.00 Gp	Excellent
134	4 Oct	All Groups	Munich West M/Y	82	Iah	0	0	0	0	1	195.00 RDX	Fair

Miss.	Date	Gp	Target	A/C Bomb	Flak at Target	E/A Enc	Victories Dest	Prob	Dmgd	Losses	Tons & Type Dropped	Results
148	23 Oct	All Groups	Ineffective Mission	0	None	0	0	0	0	0	0	No Bombs dropped
149	23 Oct	455,456,459	Regensburg Winterhafen Oil Storage (Primary Tgt PFF)	63	Mih	0	0	0	0	0	163.00 Gp	Unobserved
		454	Trieste Industrial Area(Tgt of O.)(PFF)	17	Mih	0	0	0	0	0	40.25 Gp	Unobserved
			Casarsa RR Bridge (Tgt ofO)	1	None	0	0	0	0	0	2.50 Gp	Nil
			Treviso Viaduct (Tgt of O)	1	None	0	0	0	0	0	2.50 Gp	Nil
150	1 Nov	454	Graz Wetzeldorf Ordnance Depot (Alt)	26	Sih	0	0	0	0	0	67.75 MDX	Unobserved
		455	Cakovec M/Y (Tgt of O)	21	None	0	0	0	0	0	39.30 INC	Nil
		459	Graz	6	Iah	0	0	0	0	0	15.00 MDX	Unobserved
			Gussing	5	None	0	0	0	0	0	12.50 MDX	Unobserved
151	3 Nov	All Groups	Klagenfurt A/C Factory	8	None	0	0	0	0	0	11.50 MDX	Unobserved
152	4 Nov	454,455,456	Linz Main M/Y	114	Mih	0	0	0	0	1	264.50 MDX	Unobserved
		459	Wels M/Y	24	Sih	0	0	0	0	0	55.00 MDX	Unobserved
153	5 Nov	All Groups	Vienna Floridsdorf O/R	106	IIH	0	0	0	0	0	249.50 MDX	Unobserved
154	5 Nov	456	Mitrovica Troop Concentrations	7	Mah	0	0	0	0	1	16.25 Gp	Poor
155	6 Nov	All Groups	Vienna South Ordanance Depot	137	II-AH	0	0	0	0	0	324.50 MDX&Inc	Unobserd
156	7 Nov	455	Sjenica	27	None	0	0	0	0	0	66.50 MDX	Fair
		454	Novi Pazar	277	Sih	0	0	0	0	0	65.25 MDX	Good
		456	Privepolje	28	None	0	0	0	0	0	68.00 MDX	Good
		459	Mitrovica	28	Mah	0	0	0	0	0	67.00 MDX	Good
157	11 Nov	454	Villach M/Y (2nd Alt)	12	None	0	0	0	0	4	26.75 Gp&Inc	Nil
		459	Linz Main M/Y	18	Sih	0	0	0	0	1	34.00 Gp&Inc	Unob.
158	15 Nov	All Groups	Linz Benzol Oil Refinery	12	Mah	0	0	0	0	0	17.75 MDX	Unobserved
159	16 Nov	All Groups	Munich West M/Y	95	Iah	0	0	0	0	0	140.75 MDX	Unobserved
160	16 Nov	454,455,459	Visegrad, Yugoslavia	20	Si-ah	0	0	0	0	0	36.20 Gp	Poor
161	17 Nov	All Groups	Gyor M/Y (2nd Alt)	94	Sih	0	0	0	0	2	220.75 MDX	Unobserved

Miss	Date	Gp	Target	A/C Bomb	Flak at Target	E/A Eno	Victories Dest	Prob	Dmgd	Losses	Tons & type dropped	Results
175	11 Dec	454,456	Vienna Southeast Goods Yards	49	Iah	0	0	0	0	5	98.00 RDX	Fair
		459	Graz M/Y	25	Sih	0	0	0	0	1	69.25 RDX	Fair
176	12 Dec	All Groups	Dlechhammer South Oil Refinery	9	Miih	0	0	0	0	1	13.50 RDX	Unob.
		454	Moravska Ostrava Oil Refinery (2nd Alt)	1	IIH	0	0	0	0	0	1.50 RDX	Unob.
		454	Graz M/Y (Tgt of O)	1	Mih	0	0	0	0	0	1.50 RDX	Unob.
		459	Troppau M/Y (Tgt of O)	1	None	0	0	0	0	0	1.50 RDX	Nil
		455	Neisse (Tgt of O)	2	None	0	0	0	0	0	3.00 RDX	Unob.
177	15 Dec	All Groups	Linz Freight Yards	96	Mih	0	0	0	0	0	221.75 RDX	Unob.
178	16 Dec	All Groups	Brux Oil Refinery	144	IIH	0	0	0	0	4	279.00 RDX	Unob.
179	17 Dec	All Groups	Odertal Oil Refinery	112	Miah	0	0	0	0	1	249.25 RDX	Unob.
		454	Gros Strehlitz M/Y (Tgt of O)	6	None	0	0	0	0	0	11.75 RDX	Superior
180	18 Dec	454,455,459	Oswiecim Oil Refinery	47	Iah	0	0	0	0	7	104.00 RDX	Fair
		454,455	Sopron West M/Y (Tgt of O)	33	Mah	0	0	0	0	0	77.00 RDX	Unob.
		456	Graz Main M/Y (Tgt of O)	28	Sah	0	0	0	0	0	66.00 RDX	Excell.
181	19 Dec	456	Graz Main M/Y	28	Sah	0	0	0	0	1	63.25 RDX	Unob.
		459	Klagenfurt M/Y	14	None	0	0	0	0	1	31.75 RDX	Unob.
		459	Villach M/Y (1st Alt)	6	None	0	0	0	0	0	14.00 RDX	Superior
182	20 Dec	455,456	Pilsen Skoda Works	58	Smih	0	0	0	0	6	132.00 RDX	Unob.
		454	Villach M/Y (4th Alt)	21	None	0	0	0	0	0	44.75 RDX	Unob.
		459	Linz M/Y (3rd Alt)	24	Mih	0	0	0	0	1	42.00 RDX	Unob.
183	25 Dec	All Groups	Wels Main M/Y (3rd Alt)	88	None	0	0	0	0	1	165.75 RDX	Good
184	26 Dec	455,456,459	Oswiecim Oil Refinery	69	Iah	0	0	0	0	4	130.75 RDX	Fair
185	27 Dec	455,459	Graz Main M/Y	67	Sih	0	0	0	0	0	123.00 RDX	Excell.
		454,456	Klogenfurt M/Y (2nd Alt)	31	None	0	0	0	0	0	78.50 RDX	Nil
		454	Bruck	16	Mah	0	0	0	0	1	36.50 RDX	Nil
		454	Villach	4	None	0	0	0	0	0	8.50 RDX	Nil
186	28 Dec	454,459	Pardubice Oil Refinery	54	None	0	0	0	0	0	122.00 RDX	Fair
		455,456	Kolin Oil Refinery	48	None	0	0	0	0	0	100.75 RDX	Fair

Miss	Date	Op	Target	A/C Bomb	Flak at Target	E/A Eno	Victories Dest	Prob	Dmgd	Losses	Tons & Type Dropped	Results
203	14 Feb	454	Klagenfurt M/Y	197	None	0	0	0	0	0	36.00 HDX	Good
		456	Villach M/Y	19	None	0	0	0	0	0	35.00 HDX	Excellent
		459	Maribor M/Y & R/R Targets	7	Mah	0	0	0	0	0	15.00 HDX	Good
204	14 Feb	454,456,459	Vienna Floridsdorf Oil Refinery	62	M-iah	0	0	0	0	1	116.50 HDX	Unobserved
		455	Maribor	15	Mih	0	0	0	0	0	28.25 HDX	Good
205	15 Feb	455,456	Vienna Korneuburg Oil Refinery	55	S-Mih	0	0	0	0	0	102.25 HDX	Unobserved
		454,459	Vienna Floridsdorf M/Y	67	S-Mih	0	0	0	0	0	126.00 HDX	Unobserved
		456	Graz M/Y & Ordnance Depot	19	S-mih	0	0	0	0	0	35.50 HDX	Unobserved
206	16 Feb	454,455,456	Regensburg Obertraubling A/D	90	MI-Ah	0	0	0	0	0	196.72 Frags	Superior
		459	Regensburg Obertraubling Factory	38	None	0	0	0	0	2	93.72 HDX	Excellent
206A	17 Feb	455,459	Fiume Shipyards	36	Siwmah	0	0	0	0	0	66.50 HDX	Fair
207	19 Feb	All Groups	Pola Shipyards	88	Mah	0	0	0	0	1	165.50 HDX	Fair
		455	Fiume Shipyards	7	S-Mih	0	0	0	0	0	13.00 HDX	Poor
208	20 Feb	All Groups	Trieste Shipyards	106	S-Mih	0	0	0	0	0	200.50 HDX	Excellent
209	21 Feb	All Groups	Vienna Central Yards & Shops	78	Iah	0	0	0	0	1	151.75 HDX	Good
		456	Sopron M/Y	9	None	0	0	0	0	0	19.50 HDX	Excellent
		459	Wiener Neustadt M/Y	10	None	0	0	0	0	0	19.00 HDX	Fair
		459	Trieste Harbor	4	Sih	0	0	0	0	0	7.00 HDX	Fair
210	22 Feb	454	Plottling M/Y	15	None	0	0	0	0	0	33.00 HDX	Nil
		454,456,459	Klagenfurt M/Y	44	None	0	0	0	0	0	95.25 HDX	Good
		455	Bischofshofen M/Y	13	None	0	0	0	0	0	26.75 HDX	Excellent
		459	Moral M/Y	10	None	0	0	0	0	0	25.00 HDX	Nil
211	23 Feb	454	Udine M/Y	26	Sah	0	0	0	0	0	59.00 HDX	Good
		459	Knittelfeld M/Y	26	None	0	0	0	0	0	63.00 HDX	Good
		455	Muttenberg M/Y	1	None	0	0	0	0	0	2.50 HDX	Nil
		456	St Lorenzen M/Y	1	None	0	0	0	0	0	2.50 HDX	Nil
213	25 Feb	454,455,459	Linz M/Y	82	Iah	0	0	0	0	2	150.00 Gp	Good
		456	Villach M/Y	29	Mih	0	0	0	0	0	56.50 Gp	Excellent

Miss	Date	Gp	Target	A/C Bomb	Flak At Target	E/A Enc	Victories Dest	Victories Prob	Victories Dmgd	Losses	Tons & Type Dropped	Results
225	15 Mar	454,456,459	Moosierbaum Oil Refinery	91	M-Iah	0	0	0	0	8	176.50 RDX	Nil
		459	Graz M/Y	11	Sih	0	0	0	0	0	21.50 RDX	Nil
		455	Bruck M/Y	13	None	0	0	0	0	0	25.00 RDX	Fair
		455	Murzzuschlag M/Y	13	None	0	0	0	0	0	25.00 RDX	Good
		455	Glogguitz M/Y	5	None	0	0	0	0	0	9.50 RDX	Nil
		455	Wiener Neustadt M/Y	7	None	0	0	0	0	0	13.50 RDX	Nil
226	16 Mar	All Groups	Amstettin M/Y	153	None	0	0	0	0	0	344.75 Gp	Excellent
227	19 Mar	All Groups	Mumldorf M/Y	1522	None	0	0	0	0	0	380.00 Gp	Superior
228	20 Mar	All Groups	Wels M/Y	158	None	0	0	0	0	1	360.75 RDX	Superior
229	21 Mar	All Groups	Neuburg A/D	161	None	0	0	0	0	0	366.75 RDX	Superior
230	22 Mar	All Groups	Kralupy Oil Refinery	124	None	0	0	0	0	0	286.00 RDX	Good
		455,456	Neratovice M/Y	28	None	0	0	0	0	0	51.50 RDX	Nil
		454	Wels M/Y	7	None	0	0	0	0	0	16.00 RDX	Excellent
231	23 Mar	All Groups	St Valentine Tank Works	161	Iah	0	0	0	0	6	437.00 RDX	Excellent
232	24 Mar	All Groups	Munich Riem A/D	133	M-Iah	0	0	0	0	1	298.75 RDX	Superior
		459	Plattling M/Y	14	None	0	0	0	0	0	31.50 RDX	Good
233	25 Mar	All Groups	Prague C.K.D. Liben Tank Works	144	Mi-ah	0	0	0	0	2	376.50 Gp	Excellent
234	26 Mar	All Groups	Szombotmely M/Y	77	Mah	0	0	0	0	0	179.50 Gp	Excellent
235	30 Mar	All Groups	Vienna M. Station & Goods Depot	8	Si-iah	0	0	0	0	0	11.75 RDX	Excellent
		454,455	Kapfenberg Tank Works	2	None	0	0	0	0	0	2.50 RDX	Nil
		454	Klogenfurt M/Y	1	None	0	0	0	0	0	1.50 RDX	Nil
		454,456	Graz M/Y	2	None	0	0	0	0	0	3.00 RDX	Nil
		459	St Veit M/Y	1	None	0	0	0	0	0	1.50 RDX	Nil
236	31 Mar	All Groups	Linz Freight Yards and Loco Depot	68	M-Iah	0	0	0	0	0	122.20 Gp	Nil
		454	Treviso M/Y	9	Mah	0	0	0	0	0	11.90 Gp	Fair
237	1 Apr	454,455	Krieglacm R/R Bridge	55	None	0	0	0	0	0	156.50 RDX	Unobserved
		459	Zeltweg M/Y	27	None	0	0	0	0	0	78.00 RDX	Unobserved
		456,459	Flak Installation	18	Sih	0	0	0	0	0	27.43 RDX	Unobserved

Miss	Date	Gp	Target	A/C Bomb	Flak at Target	E/A Enc	Victories Dest	Prob	Dmgd	Losses	Tons & Type Dropped	Results
238	2 Apr	All Groups	Krems M/Y	105	None	0	0	0	0	2	248.25 RDX	Superior
239	5 Apr	454,459	Alessandria Loco Depot (Alt)	53	Sih	0	0	0	0	0	134.75 RDX	Fair
240	6 Apr	All Groups	Verona Gun Positions & Ordnance Depot	53	Mah	0	0	0	0	0	102.65 Gp	Poor
241	7 Apr	All Groups	Innsbuch M/Y (Tgt of O)	27	S/Mih	0	0	0	0	0	78.00 RDX	Unobserved
242	8 Apr	All Groups	Campo Di Trens RR Bridge	83	Mah	0	0	0	0	0	233.00 RDX	Fair
243	9 Apr	All Groups	Military Installations in North Italy	163	Mah	0	0	0	0	0	307.80 Gp	Good
244	10 Apr	All Groups	Military Installations in North Italy	165	Mah	0	0	0	0	1	337.27 Frags	Good
245	11 Apr	All Groups	Ponte Gandens RR Bridge	53	Mah	0	0	0	0	1	145.50 RDX	Poor
		All Groups	Goito Fuel Depot (Alt)	36	None	0	0	0	0	0	76.20 RDX	Fair
246	12 Apr	All Groups	Nervesa RR Bridge	76	Mah	0	0	0	0	1	164.75 RDX	Excellent
247	15 Apr	All Groups	Military Installations North Italy	159	Mah	0	0	0	0	0	259.00 Gp	Excellent
		All Groups	Ghedi Ammunition Factory & Stores	56	None	0	0	0	0	0	126.00 RDX	Excellent
248	16 Apr	All Groups	No Bombs dropped due to weather									
249	17 Apr	All Groups	Military Installations in North Italy	166	Sih	0	0	0	0	0	342.00 Gp	Good
250	18 Apr	All Groups	Military Installations in North Italy	165	Sah	0	0	0	0	0	369.00 RDX	Good
251	19 Apr	454	(White) Gun Positions in North Italy	11	None	0	0	0	0	0	23.66 Frags	Nil
		455,459	(Red & Blue) Bischofshofen M/Y	37	None	0	0	0	0	0	87.50 RDX	Excellent
		454	(Red) Klagenfurt M/Y(Tgt of O)	19	None	0	0	0	0	0	44.50 RDX	Excellent
		454,456	(Blue) Lienz M/Y	44	None	0	0	0	0	1	77.50 RDX	Fair
252	20 Apr	454,456,459	Ponte Gardena RR Bridge	74	Mah	0	0	0	0	0	203.00 RDX	Good
		454,459	Avisio Viaduct (Alt	18	Mah	0	0	0	0	0	50.00 RDX	Nil
		455,456	Campo Dazzo RR Bridge	39	Sih	0	0	0	0	0	71.00 RDX	Fair
		455	Campo D. Treks RR Bridge	5	None	0	0	0	0	0	115.00 RDX	Nil
253	23 Apr	All Groups	Padua Road Bridges	163	Sih	0	0	0	0	0	360.50 RDX	Good

Miss	Date	Gp	Target	A/C Bomb	Flak at Target	E/A Eno	Victories Dest	Prob	Dmgd	Losses	Tons & Type Dropped	Results
254	24 Apr	454,459 455,456 454,455	Bassano Road Bridge Friola Road Bridge Osoppo M.T. Depot (Alt)	66 60 18	Sih Sih None	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	179.60 RDX 166.00 RDX 47.60 RDX	Good Good Excellent
255	25 Apr	All Groups	Linz M/Y	107	Iah	0	0	0	0	3	256.00 RDX	Excellent
256	26 Apr	456,459	Tarvisio M.T. Depot	27	None	0	0	0	0	0	68.60 RDX	Superior

Dr. Schuknecht's history reports that 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.

The squadron strength grew from zero (0) 30 June, 1943, to 486 on 1 January, 1944.

Dr. Schuknecht's excellent medical history of the 741st contains the following mission information, reproduced below.

Cont: Med. History, 7lst Bomb Sqn.

DATE	MISSION NO.	TARGET	SQUADRON SORTIES	TOTAL	SORTIES GROUP	TOTAL	DOUBLE CREDIT	TYPE OF BOMB
2/12/44	1	Carpoleone Ceschina Road	11	11	37	37	--	None
2/17/44	2	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	39	137	•	500 lb. G.P.
3/2/44	5	Cisterna Di Roma	14	52	33	168	--	FRAG
3/3/44	6	Fabriano Di Roma	11	63	32	195	--	500 lb. G.P.
3/7/44	7	Fabriano Di Roma	11	74	36	231	--	500 lb. G.P.
3/15/44	8	Cassino	12	86	34	265	--	1,000 lb. G.P.
3/17/44	9	Vienna	11	97	34	299	•	INCENDIARIES
3/18/44	10	Maniago	9	106	34	333	--	FRAG
3/19/44	11	Graz	10	116	34	367	--	INCENDIARIES
3/22/44	12	Bologna	9	125	34	401	--	500 lb. G.P.
3/24/44	13	Rimini	10	135	34	435	--	INCENDIARIES
3/26/44	14	Rimini	11	146	34	469	--	500 lb. G.P.
3/28/44	15	Verona	11	157	34	503	--	500 lb. G.P.
3/29/44	16	Milan	10	167	34	537	--	500 lb. G.P.
3/30/44	17	Sofia	11	178	34	571	--	INCENDIARIES
4/2/44	18	Steyr	8	186	34	605	•	FRAG
4/4/44	19	Budapest	10	196	34	639	--	500 lb. G.P.
4/5/44	20	Bucharest	10	206	34	673	--	500 lb. G.P.
4/7/44	21	Bologna	8	214	34	707	--	500 lb. G.P.
4/12/44	22	Bad Voslau	8	222	34	741	--	500 lb. G.P.
4/13/44	23	Budapest	8	230	34	775	--	500 lb. G.P.
4/15/44	24	Bucharest	8	238	34	809	--	500 lb. G.P.
4/16/44	25	Turnu Severin	10	248	34	843	--	500 lb. G.P.
4/17/44	26	Sofia	8	256	34	877	--	500 lb. G.P.
4/20/44	27	Manfalcone	11	267	34	911	--	500 lb. G.P.
4/21/44	28	Bucharest	11	278	34	945	--	500 lb. G.P.
4/23/44	29	Bad Voslau	8	286	34	979	--	500 lb. G.P.
4/24/44	30	Bucharest	8	294	34	1013	--	500 lb. G.P.
4/25/44	31	Turin	8	302	34	1047	--	500 lb. G.P.
4/26/44	32	Porto San Stefano	8	310	34	1081	--	500 lb. G.P.
4/29/44	33	Toulon	8	318	34	1115	--	1,000 lb. G.P.
4/30/44	34	Milan	7	325	34	1149	--	500 lb. G.P.
5/2/44	35	Flak Baker	9	334	34	1183	--	1,000 lb. G.P.
5/3/44	36	Ploesti	9	343	34	1217	--	500 lb. G.P.
5/5/44	37	Campina	9	352	34	1251	--	500 lb. G.P.
5/7/44	38	Bucharest	9	361	34	1285	--	500 lb. G.P.
5/10/44	39	Wiener Neustadt	9	370	34	1319	--	500 lb. G.P.
5/12/44	40	Leipheim	9	379	34	1353	--	500 lb. G.P.
5/13/44	41	Bologna	11	390	34	1387	--	1,000 lb. G.P.
5/14/44	42	Piacenza	10	400	34	1421	--	FRAG
5/16/44	43	Ploesti	11	411	34	1455	--	500 lb. G.P.
5/19/44	44	Genoa	9	420	37	1492	--	500 lb. G.P.

Cont: Med. History, 71st Bomb Sqn.

MISSION NO.	TONNAGE DROPPED GROUP	TOTAL	TONNAGE DROPPED SQUADRON	TOTAL	ENEMY AIRCRAFT GROUP CLAIMS DESTROYED: GROUND	AIR	PROBABLE: GROUND	AIR	DAMAGED: GROUND	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	258:45	15:50	82:75	-	-	-	-	-	-
6	75:00	333:45	27:50	110:25	-	-	-	-	-	-
7	89:75	423:20	27:50	137:75	-	-	-	-	-	-
8	120:00	543:20	36:00	173:75	-	-	-	-	-	-
9	62:40	605:80	20:40	194:15	-	-	-	-	-	-
10	41:76	647:56	9:40	203:55	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	-	10	-	10	-	-
19	69:75	1247:36	15:00	374:59	-	-	-	-	-	1
20	85:00	1332:36	25:00	399:59	-	-	-	-	-	-
21	63:90	1396:26	15:90	415:49	-	-	-	-	-	-
22	61:80	1460:81	12:00	427:49	5	1	-	5	1	1
23	70:10	1530:91	18:00	445:49	4	1	-	1	5	-
24	89:00	1619:91	20:00	465:49	-	1	-	-	-	-
25	95:00	1714:91	25:00	490:49	18	-	-	-	-	-
26	58:00	1772:91	16:00	506:49	-	-	-	-	-	-
27	95:50	1867:41	27:50	533:99	-	1	-	8	-	6
28	84:00	1951:41	26:50	560:49	-	3	-	8	-	7
29	62:50	2014:91	5:00	565:49	-	-	-	-	-	-
30	82:00	2096:91	15:00	580:49	-	-	-	-	-	-
31	84:50	2180:41	22:50	602:99	10	-	-	-	4	-
32	76:50	2259:91	15:00	617:99	-	-	-	-	-	-
33	85:50	2344:41	24:00	641:99	-	-	-	-	-	-
34	70:50	2415:91	17:50	659:49	15	16	Non.	-	Unknown	-
35	None	2415:91	None	659:49	-	-	-	-	-	-
36	89:50	2505:41	20:00	679:49	-	-	-	-	-	1
37	76:50	2582:91	17:50	696:99	-	1	-	1	-	-
38	71:50	2654:41	17:50	714:49	-	1	-	-	-	1
39	94:00	2748:41	20:00	734:49	-	1	-	-	-	-
40	55:00	2803:41	2:50	736:99	-	-	-	-	-	-
41	94:00	2897:41	23:00	759:99	-	-	-	-	-	-
42	98:75	3006:16	24:00	783:99	-	-	-	-	-	-
43	89:00	3095:16	24:00	807:99	-	-	-	-	-	-
44	89:50	3184:66	22:50	830:49	-	-	-	-	-	-

Cont: Med. History, 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	Mestre	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	39	1822	- -	100 lb. G.P.
5/29/44	53	Banja Luka	9	482	40	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	37	2042	*	500 lb. G.P.
6/7/44	59	Sestri (Voltri)	10	537	38	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	39	2160	- -	FRAGS
6/11/44	62	Giurgiu	9	566	39	2199	*	250 lb. G.P.
6/13/44	63	Munich	10	576	39	2238	*	1,000 lb. G.P.
6/18/44	64	Vienna	8	584	37	2275	*	250 lb. G.P.
6/21/44	65	Chievasso	10	594	38	2313	- -	250 lb. G.P.
6/24/44	66	Craiova	9	603	38	2351	- -	500 lb. G.P.
6/25/44	67	Arles	8	611	38	2389	- -	1,000 lb. G.P.
6/26/44	68	Monchierberm	9	620	38	2427	*	250 lb. G.P.
6/28/44	69	Karlovo	9	629	39	2466	- -	100 lb. G.P.
6/30/44	70	Abortive	5	634	30	2496	- -	500 lb. G.P.

Cont: Wed. History, 741st Bomb Sqn.

MISSION NO.	GROUP TONNAGE DROPPED	TOTAL	SQUADRON TONNAGE DROPPED	TOTAL	ENEMY AIRCRAFT GROUP CLAIMS DESTROYED: GROUND	AIR	PROBABLE: GROUND	AIR	DAMAGED: GROUND	AIR
45	86:50	3276:15	20:00	862:99	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
46	49:50	3325:65	2:50	864:49	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
47	73:20	3398:85	15:60	880:09	47	56	Rem. - -	46	Total 8	10
48	82:20	3481:05	21:60	901:69	- -	4	- -	1	- - - -	
49	85:85	3566:30	21:00	922:69	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
50	72:00	3638:30	16:00	938:69	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
51	94:00	3732:30	25:00	963:69	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
52	78:70	3811:00	18:00	981:69	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
53	77:00	3888:00	18:00	999:69	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
54	81:72	3969:72	22:62	1022:31	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
55	75:50	4045:22	20:00	1042:31	7	1	- -	1	- -	5
56	79:00	4124:22	22:50	1064:81	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
57	88:00	4212:22	20:00	1084:81	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
58	90:00	4302:62	20:00	1104:81	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
59	103:50	4406:12	28:00	1132:81	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
60	106:50	4521:62	28:00	1160:81	- -	1	- - - -	- - - -	- - - -	- - - -
61	86:94	4598:56	21:60	1182:41	- -	1	- - - -	- - - -	- - - -	- - - -
62	81:50	4680:06	20:25	1202:66	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
63	100:50	4780:56	20:50	1223:16	1	3	- -	1	- - - -	- - - -
64	80:87	4859:93	18:00	1241:16	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
65	93:50	4953:43	22:50	1263:66	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
66	92:50	5046:18	25:00	1288:66	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
67	110:00	5156:18	24:00	1312:66	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
68	47:22	5203:40	20:25	1332:91	- -	36	- -	18	- -	1
69	57:00	5260:41	10:00	1342:91	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
70	None	None	None	None	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -

Date	Mission Number	Target	Sqd. Sorties	Total	Group Sorties	Total	Double Credit	Type of Bomb
July 2, 44	71	Budapest	4	635	30	2522	*	250.300
July 3, 44	72	Bucharest	5	640	27	2549	*	500
July 6, 44	73	Trieste	7	647	29	2578		500
July 7, 44	74	Odertal	6	654	27	2605	*	500
July 8, 44	75	Munchendorf	6	660	30	2635	*	Frags.
July 12, 44	76	Miramas	7	667	29	2664		500 GP
July 13, 44	77	Porto Marghera	7	674	30	2694		500 GP
July 15, 44	78	Ploesti	9	683	40	2734		500 Gp
July 16, 44	79	Munchendorf	7	690	28	2762		Frags.
July 17, 44	80	Avignon	8	698	30	2792		500 GP
July 20, 44	81	Freidrichshafen	10	708	37	2829	*	500 GP
July 21, 44	82	Brux.	9	717	33	2862	*	1000
July 22, 44	83	Ploesti	6	723	29	2891		1000
July 25, 44	84	Linz	4	727	27	2919	*	1000
July 27, 44	85	Budapest	6	733	28	2947		500
July 28, 44	86	Ploesti	7	740	23	2970		500
July 31, 44	87	Bucharest	5	745	26	2996		500 RDX
Aug. 3, 44	88	Freidrichshafen	5	750	27	3023	*	500 GP
Aug. 6, 44	89	Lyon	7	757	34	3057		500 GP
Aug. 7, 44	90	Blechhammer	6	763	28	3085	*	500 GP
Aug. 10, 44	91	Campina	8	771	28	3113		500 Gp
Aug. 12, 44	92	South France	9	780	39	3152		500 RDX
Aug. 13, 44	93	Avignon	9	789	34	3186		500 RDX
Aug. 14, 44	94	Savona	7	796	30	3216		1000
Aug. 14, 44	95	South France	7	803	26	3242		100 GP
Aug. 17, 44	96	Ploesti	5	808	28	3270		500 RDX
Aug. 18, 44	97	Campina	6	814	28	3298		500
Aug. 20, 44	98	Dubova	8	822	30	3328		500 GP
Aug. 21, 44	99	Hajdubosszorment	7	830	30	3358		Frags
Aug. 22, 44	100	Blechhammer	8	838	30	3388	*	500 GP
Aug. 23, 44	101	Ferrara	7	845	26	3414		1000
Aug. 24, 44	102	Kolin	6	851	28	3442	*	500 RDX
Aug. 26, 44	103	Bucharest	7	858	30	3472		100 GP
Aug. 27, 44	104	Blechhammer	6	864	28	3500	*	500 GP
Aug. 28, 44	105	Ora, Zambana Bridge	8	873	31	3531		1000
Aug. 29, 44	106	Moravska-Ostrava	8	881	30	3561	*	1000
Sept. 1, 44	107	Novi-Sad	6	887	30	3591		500
Sept. 2, 44	108	Nis	8	895	30	3621		500
Sept. 3, 44	109	Szeged	7	902	28	3649		1000
Sept. 4, 44	110	Carsarea	8	910	31	3682		1000
Sept. 5, 44	111	Szolnok	7	917	30	3712		1000
Sept.6, 44	112	Novi Sad	7	924	30	3742		1000
Sept. 8, 44	113	Belgrade-Brod	7	931	30	3772		1000
Sept. 10, 44	114	ABORTIVE	9	940	29	3801		
Sept. 12, 44	115	Lechfeld	7	947	25	3826	*	500 RDX
Sept. 13, 44	116	Odertal	6	953	30	3856	*	500 RDX
Sept. 15, 44	117	Athens-Tatoi	6	959	29	3887		Frags
Sept. 17, 44	118	Budapest	6	965	27	3914		1000
Sept. 18, 44	119	Oszeged	7	972	29	3943		500 RDX
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
Sept. 24, 44	123	Athens-Tatoi	8	1003	32	4065		100

sion mber	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	56.50	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	7608.90	19.00	1856.51						
107	70.00	7678.90	15.00	1871.51						
108	74.75	7759.15	20.00	1891.51						
109	81.00	7840.15	21.00	1912.51						
110	84.00	7924.15	20.00	1932.51						
111	89.00	8013.15	21.00	1953.51						
112	88.00	8101.15	20.00	1973.51						
113	90.00	8191.15	21.00	1994.51						
114	- - -	- - - -	- - -	- - - -						
115	54.50	8245.65	- - -	- - - -						
116	68.00	8308.65	15.00	2009.51						
117	64.20	8372.85	12.84	2022.35	5				1	
118	72.00	8444.85	17.00	2039.35						
119	63.00	8507.85	15.00	2054.35						
120	64.80	8572.65	16.80	2071.15	18					
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	