

CHAPTER IX TARGET: GERMAN OIL, JUNE, 1944.

(A) Narrative History.

On the 4th of June, Miss Betsy Workman of Los Angeles, California, first came to the Group as a Clubmobile Staff Assistant of the American Red Cross stationed in Cerignola. Prior to her arrival the American Red Cross had furnished a worker to the Group only sporadically. Most of the time during the months of April and May, the doughnuts and the coffee or cold drink had been served to returning combat crews under the supervision of Mr. Boggs, the American Red Cross Field Representative with the Group, and the Chaplain, Lt. Rasmussen.

When Betsy arrived she completely took over the responsibility of rendering this service to returning combat crew members. What is more, she immediately began to practice coming every day to the Base at Torretta. When no mission was flown, she commandeered a vehicle and personally distributed the doughnuts and drink to the ground crews on the line. She frequently ate in the various officers' messes as well as in the messes for enlisted men. She habitually made it her practice to attend all social functions provided by the enlisted men and some of those provided by officers. By her tact, aggressiveness, resourcefulness, and democratic manner she eventually established herself as a one-woman outfit in this organization.

Paragraph 10 of the Group's Special Orders No 37, dated 2 June 1944, reads as follows: "Having been asgd to this Gp pursuant to Par 13, SO 151, Hq, XV AF, dtd 30 May 44, CAPT (1024) RICHARD L. RIDER, 0357973, is further asgd to Hq 461st Bomb Gp and is hereby designated Gp Air Inspector." Captain Rider became the first official Air Inspector the Group had ever had, Lt. Colonel Hawes having previously performed the duties of an Air Inspector as an additional duty. In addition to his regular duties Captain Rider eventually began to fly combat missions occasionally.

There were several other changes in and additions to the personnel of the Group during the month of June. On the 2nd of the month, paragraph 7 of Special Orders No 37 reads as follows: "1ST LT (4532) DONALD L. STANFORTH, 01554978, Ord, Hq 461st Bomb Gp, is hereby reld fr his dy to Asst Gp Ord O, and is hereby designated Gp Ord O (Primary Dy) and Gp T O (Add Dy)."

1st Lt. Alexander Robins was added to the Group Staff on 5 June 1944 as Assistant Communications Officer. Authority: Group Special Orders No 38, paragraph 6: "Having been asgd to this Gp pursuant to Par 1, SO 54, Hq 49th Bomb Wg, dtd 2 June 44, 1ST LT (0503) ALEXANDER ROBINS, 0854207, AC, is further asgd to Hq, 461st Bomb Gp, and is hereby designated Asst Com O (Principal Dy)."

The 765th Squadron lost its Operations Officer when Captain William J. Bock was transferred to the 26th General Hospital. For several weeks Captain Bock had been grounded because of a back injury which he had received while still in civilian life. For a period he had been back and forth to the 26th General Hospital for observation and treatment. Captain Frances J. Hoermann, who had been the Assistant Operations Officer

in the 765th Squadron, took over Captain Bock's position. The authority for the transfer of Captain Bock read as follows: Hq 461st Bomb Gp (H), Special Order No 39, Par 10, dd 9 June 1944: "Pursuant to Par 2, SO 151, Hq 26th Genl Hosp, APO 363, dd 3 June 1944, CAPT WILLIAM J. BOCK, is reld fr asgd to the 765th Bomb Sq, this Gp, and is trfd to Det of Pnts, 26th Genl Hosp, APO 363, US Army, eff 3 June 1944. (ASN 0662732)."

On the 9th of June, 2nd Lt. Charles G. Alex became a member of the Group and the Assistant Photo Interpretation Officer. Authority: Hq 461st Group Special Orders No 39, Par 5, dd 9 June 44 – "Pursuant to Par 1, SO 58, Hq 49th Bomb Wing (H), dtd 7 June 44, 2nd Lt. Charles G. Alex, 0875189, AC, is asgd to Hq 461st Bomb Gp."

The Group also acquired a Weather Section on June 9th to assist Lt. Elmore with his duties. The official statement on this detail reads as follows: Hq 461st Bomb Gp, Special Orders No 39, Paragraph 9 – "Having been placed on DS to this Gp pursuant to Par 5, SO 138, Hq 19th Repl Bn, APO 528, dated 7 June 44, the fol named O & EM are further atchd to Hq 461st Bomb Gp:

1 ST LT (8219)	WILLIAM F TOMLINSON	0861858	SGT (784)	JOSEPH W. BAXTER	32728117
2 ND LT (8219)	FRANK H ELLENBAUM	0869219	SGT (784)	ARTHUR I. BURGESS	19064151
T SGT (787)	NORRIS E. NYE	15018345	CPL (784)	ROBERT H. OERTLI	19118216
S SGT (787)	EDWARD L. CORTON JR	37439806	CPL (784)	MICHAEL A. SCHWARTZ	12101273

Paragraph 11 of the Group Special Orders No 44 for 16 June 1944 added another officer to the Group. "Having been asgd to this Gp pursuant to Par 4, SO 63, Hq 49th Bomb Wg, dtd 14 Jun 44, CAPT (9301) JAMES F. ALBERT, 0336221, AC, is further asgd to Hq 461st Bomb Gp." Captain Albert became another assistant in the Combat Intelligence Section.

On the 18th of June, paragraph 5 of the Group Special Orders No 45 relieved M-Sgt Joseph W. Doody from assignment to the 765th Bombardment Squadron and reassigned him to the 764th Bombardment Squadron. M-Sgt Doody, who had been a flight chief in the 767th, immediately became the line chief of the 764th.

A total of six replacement crews were received during the month. Their assignments are covered in the following orders of the Group:

a. Special Orders No 39, Par 4, dated 9 June 44 – "having been asgd to this Gp pursuant to VO CG, XV AF, 2 June 44, and Par 3, SO 157, Hq, XV AF, dtd 5 June 44, the fol named O, F/O and EM are asgd to sq as indicated:

767th Bomb Squadron 2nd Lt. Robert G. Swinehart (Pilot)"

b. Special Orders No 40, Par 2, dated 12 June 1944 – "Having been asgd to this Gp pursuant to Par 7, SO 159, Hq XV AF, dtd 9 June 44, the fol named O & EM are further asgd to squadrons as indicated:

766th Bomb Squadron F/O Standley C. Hutchinson (Pilot)
 767th Bomb Squadron 2nd Lt. Lyle L. Crume (Pilot)"

c. Special Orders No 41, Par 3, dated 13 June 1944 – “Having been asgd to this Gp pursuant to Par 6, SO 161, Hq XV AF, dtd 9 June 44, the fol named O & EM are further asgd to squadrons as indicated:

764th Bomb Squadron 2nd Lt. Roy W. Wyllie Jr. (Pilot)
765th Bomb Squadron 2nd Lt. Jasper T. Jenkins (Pilot)”

Mission No. 37, 2 June, 1944 - Szolnok Marshalling Yard, Hungary

The month of June began auspiciously with an excellent mission against the Marshalling Yards at Szolnok, Hungary. Captain Dooley led the Group with Colonel Glantzberg leading the second section. Good weather, but little flak, no enemy fighters.

Mission No. 38, 4 June 1944 – Orelle R.R. Bridges and Viaducts, Italy

The target for this mission was a pinpoint target in the Alps Mountains, railroad bridges and a viaduct at Orelle, Italy. The Group maintained its poor record against bridges by missing the target because of the failure of the formation leaders to properly identify the target.

Mission No. 39, 5 June 1944 – Forneve di Taro R.R. Bridge, Italy

On this mission Lt. Colonel Hawes took his turn at missing a railroad bridge. The primary target was a railroad bridge at Borgo Val di Taro on the east side of the Apennines. This target was obscured by built-up cumulus. After making three unsuccessful attempts to located the target, the Group flew across to the east side of the Apennines to attack the First Alternate target, the Forneve di Taro Railroad Bridge. Here the weather was CAVU, but the target was missed by a thousand feet.

Mission No. 40, 6 June 1944 – Ploesti on ETA, Roumania

On this day, while our ground forces were invading the coast of France from England, the bombers of the Fifteenth Air Force struck again at the German’s source of oil at Ploesti. Captain Goree led this mission, the only one flown to that target area during the month of June. He was especially successful in keeping the Group out of much of the flak. All the targets in the Ploesti area were completely covered by most effective smoke screens. The City, which was the first alternate target, was bombed on ETA with unobserved results. Several enemy aircraft were seen and one was destroyed. All of our planes returned to Base, nineteen of them with flak holes.

Mission No. 41, 7 June 1944 – Antheor Railroad Viaduct, France

Major Dooley celebrated his promotion by leading the first successful Group mission ever flown by this Group against a railroad viaduct. The target was at Antheor, France. A high overcast made it necessary to drop the bomb run to 18,000 feet. Using 1,000 pounders the bombardiers turned in a score of 49 per cent in placing several hits directly on the viaduct. All planes returned from the mission, but eighteen of them were damaged by flak, and six combat crew members were wounded.

Mission No. 42, 9 June 1944 – Munich West M/Y, Germany

The 9th day of June was a big one for the 461st Group. During the day Colonel Glantzberg left for a trip to England. Lt. Colonel Hawes took over the duties of the commanding officer and led the Wing on its first mission to Munich. Flight Leader Pilot Strong celebrated his promotion to captaincy in the lead airplane.

The primary target was the Neuaubing Aircraft Factory at Munich. Because the primary target was obscured by complete cloud coverage, the Group swung to its first alternate target, the West Marshalling Yard. Although radar navigator operators had been riding in the nose of pathfinder planes on the past several missions, this was the first time the field order specified the bombing of the target by the pathfinder method. Radar navigator-operator Gizelba, Captain Leffler, and Captain Pruitt did a splendid job in hitting the extreme end of the marshalling yard. In accordance with the Fifteenth Air Force policy, this mission was not scored, but the Group was fortunate in getting photo coverage of the bombing despite the undercast. Our gunners damaged one of the three enemy airplanes encountered. Fourteen bombers were hit by flak.

Mission No. 43, 10 June 1944 – Porto Marghera Refinery, Italy

On the 6th of June many of the groups in the Fifteenth Air Force had gone to Ploesti. On the 10th of June, the Air Force resumed its policy of bombing the enemy sources of oil supply. Our mission was against the oil refinery of Porto Marghera, Italy. The 765th Squadron Bombardier, Lt. Murphy, found the target for the other bombardiers who turned in an excellent score of 44 percent on this important target. Not too much flak was encountered and no enemy aircraft were seen.

Mission No. 44, 11 June 1944 – Giurgiu Oil Storage, Roumania

Again, this time on its forty-fourth mission, the Group got a score of 44 per cent on an oil installation. This time the Giurgiu Oil Storage in Roumania was the target. Not too much flak was encountered at the target, but the Group tangled with eighteen enemy fighters. The results of this encounter were: six enemy planes destroyed, four probably destroyed, and one damaged. Two bombers were lost to the combination of flak and fighters, and one man was injured. The crews lost were those of 1st Lt. Hefling and 1st Lt. Heald.

Mission No. 45, 13 June 1944 – Porto Marghera Aluminum Plant and Storage Facilities, Italy.

This mission led to many complications which people had difficulties in explaining. The trouble began when the lead plane in which Lt. Colonel Hawes was flying as co-pilot and Group leader was forced to turn back from near the head of the Adriatic. Major Dooley, who had been flying in the deputy lead position, took over the lead. The abortion of the original lead plane must have caught the deputy lead navigator, Lt. Slusing, unprepared to take over the lead. When the Group finally oriented itself it was inland in the Po Valley instead of inland at the head of the Adriatic. By this time eleven planes had aborted from the formation and the time for fighter rendezvous had passed.

Because of these circumstances Major Dooley elected to bomb the last resort target at Porto Marghera instead of going on to the highly important primary target, Neuaubing Aircraft Factory at Munich.

In preparing the briefing for the last resort target, the Group bombardier, Captain Leffler, had selected two aiming points on the same axis of attack which were located in line with each other along the axis of attack. One of the aiming points was an oil dump; the other was an aluminum plant. Nineteen planes which bombed this target hit it on an axis of attack different from the one which had been briefed. As a result they hit only the aluminum plant.

After the crews returned from this mission the explaining began. The Air Force was incensed because the Group had abandoned the primary target. The Wing was excited because of the large number of abortions. When the completed mission report showed that the aluminum plant had been hit instead of the oil installations, the Air Force refused to score the mission.

The finale to this mission was the disclosure of the fact by reconnaissance photography that much of the aluminum plant had been destroyed.

Mission No. 46, 14 June 1944 – Szony Oil Storage, Hungary.

The Air Force was still slaving away at German oil. The Group bombardiers were still hot. With CAVU weather, no enemy fighters, and only slight flak the 461st got 39 per cent of its bombs within a 1,000 feet of the center impact on the oil storage installations at Szony, Hungary.

COMMENDATION

“FROM: LEE, CO, 49TH BOMB WING (H) APO 520

“TO: COMMANDING OFFICER, 451ST, 461ST, 484TH BOMB GROUPS APO 520

“THE FOLLOWING TELETYPE IS QUOTED FOR YOUR INFORMATION. THE MESSAGE FROM THE COMMANDER IN CHIEF MEDITERRANEAN ALLIED AIR FORCE QUOTED BELOW IS FORWARDED TO ALL UNITS WITH GREAT PRIDE IN THE ACCOMPLISHMENTS OF THE FIFTEENTH AIR FORCE. ‘THE IMPROVEMENT IN OUR BOMBING ACCURACY IS A SPLENDID TRIBUTE TO ALL COMMANDERS AND ORGANIZATIONS FOR THEIR UNTIRING EFFORTS, WILLING COOPERATION, AND UNSELFISH DEVOTION TO DUTY. HOWEVER WE MUST NEVER RELAX IN OUR EFFORTS TO FURTHER IMPROVE THE TRAINING TECHNIQUE AND EMPLOYMENT OF OUR WEAPON TO INSURE EVER INCREASING DESTRUCTION TO OUR ENEMY. I HAVE JUST STUDIED CAREFULLY THE STRIKE PHOTOGRAPHS OF YOUR VALUABLE TARGETS FOR THE LAST TWO DAYS. THE ACCURACY OF YOUR BOMBING IS TREMENDOUSLY IMPRESSIVE. IT APPEARS TO ME THAT YOUR AIR

FORCE HAS NEVER DONE TWO BETTER DAYS WORK. IT IS ALSO QUITE EVIDENT THAT THE FIFTEENTH AIR FORCE CAN NOW BE LOOKED UPON AS A THOROUGHLY TRAINED AND EFFICIENT HEAVY BOMBER ORGANIZATION WITH NO SUPERIORS ANYWHERE.

“I WISH YOU WOULD EXPRESS TO YOUR WING AND GROUP COMMANDERS AND THEIR COMBAT CREWS MY GREAT PRIDE IN THEIR ACCOMPLISHMENT AND MY RECOGNITION OF THEIR OPERATIONAL EFFICIENCY IN THEIR HIGH STANDARDS OF BOMBING ACCURACY.

“FOR YOUR INFORMATION I HAVE JUST PASSED THE FOLLOWING MESSAGE TO GENERAL SPAATZ: A CAREFUL STUDY OF THE STRIKES AND PHOTGRAPHS OF THE TARGETS ON THE FIFTEENTH AIR FORCE FOR THE PAST FEW DAYS INDICATES CLEARLY SUPERIOR PERFORMANCE ON BOTH DAYS. I DO NOT BELIEVE THIS AIR FORCE HAS EVER DONE TWO BETTER DAYS WORK. I HAVE NOT SEEN MORE ACCURATE BOMBING OF SMALL POINTS ANYWHERE, ANYTIME. IN PARTICULAR THE OIL REFINERIES ATTACKED YESTERDAY WERE, IN MY OPINION, COMPLETELY DESTROYED OR RENDERED ENTIRELY UNSERVICEABLE FOR A LONG PERIOD. I HAVE COMMENDED THE FIFTEENTH AIR FORCE. THERE IS GOOD EVIDENCE THAT THE FIFTEENTH AIR FORCE IS NOW A VETERAN ORGANIZATION WITH VERY HIGH STANDARDS OF BOMBING ACCURACY AND OPERATIONAL EFFICIENCY.”

Mission No. 47, 17 June 1944 – Oradea M/Y, Roumania (Cancelled)

Mission No. 47, 18 June 1944 – Giurgiu Oil Storage, Roumania (Cancelled)

Mission No. 47, 19 June 1944 – Avignon M/Y, France (Cancelled)

Mission No. 47, 21 June 1944 – City of Breslau, Germany (Cancelled)

Mission No. 47, 22 June 1944 – Trieste Oil Storage, Italy

Both the oil targets and the bad weather of the past several days were continued. The Assistant Group Operations Officer, Major Work, who had just been promoted, was unable to lead the Group to the oil storage installations at Trieste, Italy, because of bad weather. Turned back from the primary target, the Group circled Lake Venezia but were unable to pick up a target either at Mestre or at Porto Marghera. A few of the bombers jettisoned their load in the Adriatic, but most of them returned their bombs to base.

Mission No. 48, 23 June 1944 – Giurgiu Oil Storage, Roumania

This was the second mission of the month to the oil storage area at Giurgiu, Roumania. On the first mission the Group had used 250 pound general purpose bombs. This time, with the intention of reaching underground installations, the Group used 1,000

pound general purpose bombs. The flak at the target, which was extremely intense and accurate, damaged twenty-nine of our planes but none were lost. Two men were injured. Fifteen enemy aircraft were seen, but there were no encounters. Lt. Colonel Hawes, Lt. Veiluva, Captain Leffler, Captain Pruitt, and Lt. Rhodes led the Group on the most successful mission it had ever had. Sixty-eight per cent of the big bombs were dropped within 1,000 feet of the center of impact.

Mission No. 49, 25 June 1944 – Avignon East M/Y, France

As a diversion from the oil installation targets, the Group was assigned on this mission to attack the East Marshalling Yard at Avignon, France. Good weather, no fighters, no flak. Major Burke, who led the formation, dropped a little from his previous dizzy heights of successful missions with a score of 26 per cent of the bombs on the target.

Mission No. 50, 26 June 1944 – Korneuburg Refineries, Austria

For its fiftieth mission the Group was back again to an oil target. The target, a concentrated one, was a refinery in the open country near the small town of Korneuburg in Austria. Lt. Colonel Knapp led the formation. The pilot of the lead plane was a new one in the number 1 position of "A" Flight of the first attack unit, Lt. Alkire. The target was obscured by smoke from explosions and fires caused by the bombing of the two other groups in the Wing. Some of our bombs hit in the smoke, but most of them were scattered outside the target area.

The plane piloted by Lt. Zive left the formation at the initial point and disappeared.

COMMENDATION

“FROM: LEE, CO, 49TH BOMB WING (H)

“TO: COMMANDING OFFICER, 451ST, 461ST, 484TH BOMB GROUPS, APO 520

“THE FOLLOWING MESSAGE RECEIVED FROM GENERAL SPAATZ WILL BE BROUGHT TO THE ATTENTION OF ALL MEMBERS OF YOUR COMMAND: ‘I WISH TO CONGRADULATE YOU, YOUR COMMANDERS, THE COMBAT CREWS, AND GROUND PERSONNEL OF THE FIFTEENTH AIR FORCE FOR YOUR SPLENDID PERFORMANCE IN YESTERDAY’S ATTACK AGAINST THE VIENNA OIL IINSTALLATIONS. YOU HAVE DEALT THE ENEMY ANOTHER HARD BLOW. THE AGGRESSIVE AND PERSISTENT ATTACKS BEING MADE BY THE FIFTEENTH AIR FORCE AGAINST THE ENEMY’S MOST CRITICAL TARGETS ARE MOST GRATIFYING.’”

Mission No. 51, 28 June 1944 – City of Bucharest on Pathfinder, Roumania

With the intentions of cutting the railroad lines connecting Bucharest and Ploesti, the Air Force again assigned the Chitila Marshalling Yard at Bucharest to the Group as a

target. As had been the case on many of the missions which Colonel Glantzberg had led, poor weather hindered the success of this mission. A great deal of bad weather was experienced enroute to the target area. The weather cleared at the target, but there was an intense haze. Instead of bombing the marshalling yard visually, the Group bombed the City of Bucharest by pathfinder. Although there was a great deal of flak in the target area, the Group escaped without much damage. One man was injured, and three airplanes were damaged. Twenty-four enemy aircraft were seen and several were encountered. One of these was destroyed and two were listed as probables. Colonel Glantzberg, back from England, led the formation. Bucharest traditions prevailed: bad weather, plenty of heavy but inaccurate flak, and not especially good bombing.

Mission No. 52, 30 June 1944 – Blechhammer South Synthetic Oil Plant, Germany

On the last day of the month the Group was still hammering away at enemy oil installations. This time the target was one of the two synthetic rubber and oil plants at Blechhammer South and Blechhammer North. These plants, which are located in open country approximately two miles apart, are rectangular in shape. They are approximately 3,000 by 5,000 feet in size. They have a combined output capacity of 500,000 tons a year.

Our target was the South Plant. Colonel Glantzberg, leading the Group, ran into his usual bad weather. Added to an almost complete undercast were the defenses of the target which consisted of intense heavy flak and effective smoke screens. The bombing was done visually with unobserved results.

MISSING IN ACTION

<u>Rank</u>	<u>Name</u>	<u>Home Town</u>	<u>Date</u>	<u>Mission Target</u>
1 st Lt.	Robert L. Heald	South Orange, N.J.	11/6/44	Giurgiu
2 nd Lt.	Bryon D. Cocking	Shavertown, Pa.	11/6/44	Giurgiu
F/O	Horace A. Walker	Louisville, Ky.	11/6/44	Giurgiu
2 nd Lt.	John Gavora	Newark, N.J.	11/6/44	Giurgiu
T Sgt	Michael Myers	North Hills, Pa.	11/6/44	Giurgiu
S Sgt	Robert B. Brusso	Elmira, N.Y.	11/6/44	Giurgiu
Sgt	Carl J. Linhares	Caruther, Cal.	11/6/44	Giurgiu
Sgt	Lloyd B. Barnes	Batesville, Ark.	11/6/44	Giurgiu
S Sgt	Donald B. Lacleaf	Hollis, Kan.	11/6/44	Giurgiu
S Sgt	Robert A. Lizotte	Bronx, N.Y.	11/6/44	Giurgiu
1 st Lt.	Robert J. Hefling	Sheboygan Falls, Wis.	11/6/44	Giurgiu
2 nd Lt.	Howard R. Stllman	Milwaukee, Wis.	11/6/44	Giurgiu
2 nd Lt.	Karl A. Pfister	White Plains, N.Y.	11/6/44	Giurgiu

2 nd Lt.	Robert L. Wellborn	Louisville, Ky.	11/6/44	Giurgiu
S Sgt	John P. Martin	Highland Park, Mich.	11/6/44	Giurgiu
S Sgt	Joseph A. Hoffman	Madison, Wis.	11/6/44	Giurgiu
S Sgt	Norman L. Elzeer	Cleveland, Ohio	11/6/44	Giurgiu
S Sgt	Raymond J. Weber	St. Louis, Mo.	11/6/44	Giurgiu
Sgt	Frank J. Chappell	Oakland, N.C.	11/6/44	Giurgiu
S Sgt	Frank H. Kincaid	Evansville, Ind.	11/6/44	Giurgiu
Sgt	Frederick Lukas	Milwaukee, Wis	11/6/44	Giurgiu
F/O	Samuel M. Zive	Los Angeles, Cal.	26/6/44	Korneuburg
F/O	Bertrand R. Mailhot	Central Falls, R.I.	26/6/44	Korneuburg
2 nd Lt.	James C. Laulis	Shinnstron, W. Va.	26/6/44	Korneuburg
2 nd Lt.	Marvin Schonzeit	Brooklyn, N.Y.	26/6/44	Korneuburg
Sgt	Bevins Clark	Fort Wayne, Ind.	26/6/44	Korneuburg
S Sgt	Berry J. Thomas	Sharon, Okla.	26/6/44	Korneuburg
Sgt	Murray Schwartz	Brooklyn, N.Y.	26/6/44	Korneuburg
S Sgt	Albert F. Carlock	Wenatchee, Wash.	26/6/44	Korneuburg
Sgt	Robert M. Turner	Osweego, N.Y.	26/6/44	Korneuburg
Sgt	Ned H. Wieman	Arlington, Minn.	26/6/44	Korneuburg

(C) Photo Section.

The inclosed photographs accompany this History for the month.

(D) Special Accounts.

a. Promotions

Officers

6 June 1944 - Joseph J. Mente, Group Special Services Officer, from 1st Lt. To Captain.

6 June 1944 - Morton R. Zucker, Assistant Group S-4, from 1st Lt. To Captain.

17 June 1944 - Lester C. Hume, Group Cryptographic Officer, from 2nd Lt. To 1st Lt.

27 June 1944 - Thomas H. Couch, Group Statistical Officer, from 1st Lt. To Captain.

Enlisted Men

<u>MOS</u>	<u>Name</u>	<u>ASN</u>	<u>Grade</u>
(070)	Dole, Leonard O.	37606072	Pfc to Cpl
(405)	Tober, Norman F.	36595486	Cpl to Sgt
(502)	Brinker, George F.	33432252	Sgt to S Sgt
(502)	Jozwik, John I.	16135791	Sgt to S Sgt
(521)	Gardner, Kenneth J.	11829831	Pvt to Pfc
(861)	Horvet, Frank L.	12817571	Pvt to Pfc
(911)	Buchanan, James O.	20721962	Sgt to S Sgt

b. Missing in Action Reports.

<u>Name</u>	<u>Mission</u>	<u>Date</u>	<u>Status</u>
2 nd Lt. Samuel N. Norris	Ploesti	31/5/44	Returned
2 nd Lt. Easton W. Duval Jr.	Ploesti	31/5/44	Killed
S Sgt James H. Williams	Ploesti	31/5/44	Killed

c. Awards and Decorations

HEADQUARTERS
FIFTEENTH AIR FORCE
APO 520

GENERAL ORDERS
NUMBER 761

31 May 1944

Awards of the Distinguished Flying Cross

SECTION I – AWARDS OF THE DISTINGUISHED FLYING CROSS

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

FREDERIC E. GLANTZBERG, 0-17389, Colonel, Air Corps, Headquarters, 461st Bombardment Group, United States Army. For extraordinary achievement in aerial flight as pilot of a B-24 type aircraft. On 14 May 1944, Colonel Glantzberg led a wing formation against a vitally important enemy rail center in Rumania. Despite intense and accurate enemy anti-aircraft fire over the target area which seriously damaged his aircraft, Colonel Glantzberg brought his entire formation through the enemy defenses directly to the target for a highly successful bombing run. Enemy rolling stock, supplies, and installations were destroyed with large fires started in the target area. Rallying his group off the target, he skillfully maneuvered his formation through enemy territory for a safe landing at base without loss. By his outstanding leadership, professional skill and devotion to duty, together with his personal combat record of over sixteen (16) successful missions against the enemy, Colonel Glantzberg has reflected great credit upon himself and the Armed Forces of the United States of America. Residence at appointment: San Antonio, Texas.

LAWRENCE R. PENOYER, 33274604, Staff Sergeant, Air Corps, 766th Bombardment Squadron, 461st Bombardment Group, United States Army. For extraordinary achievement in aerial flight. On 10 May 1944, Staff Sergeant Penoyer was flying as engineer and waist gunner of a B-24 type aircraft on a particularly hazardous mission against an enemy airdrome in Austria. An extremely heavy barrage of intense accurate flak was encountered over the target area. In addition to this, over fifty (50) enemy fighters attacked the formation in a desperate attempt to keep them from reaching their target. While on this bomb run, Sergeant Penoyer was severely wounded by flak in the thigh and suffered considerable loss of blood. In spite of the pain and his weakened condition, Sergeant Penoyer refused to abandon his port and successfully beat off

persistent waves of enemy fighters which kept attacking his ship. Only after the formation had cleared the flak area and the attacking planes were no longer visible did this courageous gunner allow his comrades to administer the necessary first aid to stop the flow of blood. The heroism, loyalty and intense devotion to duty displayed by Sergeant Penoyer on this and other combat missions against the enemy reflect great credit upon himself and the Armed Forces of the United States of America. Residence at enlistment: Wesleyville, Pennsylvania.

By command of Major General TWINING:

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

OFFICIAL:

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

GENERAL ORDERS
NUMBER 854

5 June 1944

SECTION IV – AWARDS OF THE DISTINGUISHED FLYING CROSS

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

For extraordinary achievement in aerial flight. On 2 May 1944, these officers participated as pilot, co-pilot, navigator, and bombardier of a B-24 type aircraft on a mission to bomb an important rail center in Italy. Enroute to the target, severe and adverse weather conditions were encountered and continued formation flying was extremely hazardous. After two (2) unsuccessful runs at the primary target, the formation split up, and these men decided to return alone to a harbor in Italy to attempt to destroy a cruiser and another large ship they had sighted there. In spite of the heavy intense anti-aircraft fire and the imminent danger from enemy fighters, they made the attack without the protection of a formation, completing a highly successful bombing run. Direct hits were scored on the warship, sending up clouds of smoke and flame, and later reports proved that it had been sunk. The splendid teamwork, tactical skill and cool judgment which were the dominant features of their attack on the cruiser have been displayed by these officers on previous combat missions and have served as an inspiration to their entire organization. By the superb execution of their courageous decision in making the attack alone and unprotected, they have reflected great credit upon themselves and the Armed Forces of the United States of America.

THOMAS E. DALY, JR., 0-691963, Second Lieutenant, Air Corps, 764th Bombardment Squadron, 461st Bombardment Group, United States Army. Residence at appointment: Janesville, Wisconsin.

ROGUE GONZALES, 0-752712, Second Lieutenant, Air Corps, 764th Bombardment Squadron, 461st Bombardment Group, United States Army. Residence at appointment: San Antonio, Texas.

KEITH L. FULLER, T-120991, Flight Officer, Air Corps, 764th Bombardment Squadron, 461st Bombardment Group, United States Army. Residence at appointment: Del Baso Heights, California.

Mac L. Lucas, T-1350, Flight Officer, Air Corps, 764th Bombardment Squadron, 461st Bombardment Group, United States Army. Residence at appointment: Crannell, California.

GENERAL ORDERS
NUMBER 904

7 June 1944

SECTION II – AWARDS OF THE DISTINGUISHED FLYING CROSS (MISSING IN ACTION)

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

JOHN W. DICKINSON, 0-429371, Captain, Air Corps, 766th Bombardment Squadron, 461st Bombardment Group, United States Army. For extraordinary achievement in aerial flight as pilot of a B-24 type aircraft. On 24 May 1944, Captain Dickinson led his flight on a bombing mission against a vitally important enemy airdrome in Austria. Approaching the target, his formation encountered heavy enemy opposition consisting of persistent attacks from approximately forty (40) enemy fighters and intense and accurate enemy anti-aircraft fire. While bringing his formation through the enemy defenses for the bombing run, his aircraft suffered a direct hit by flak in the bomb-bay, causing his plane to burst into flames and go out of control. Realizing the imminent danger of explosion, Captain Dickinson quickly salvoed his bombs, and displaying exceptional flying skill, maneuvered his ship away from the formation just before it exploded. Through his courageous action, in risking his personal safety to prevent certain disaster to personnel in other ships, his flight was able to complete a highly successful bombing run and return safely to base. By his outstanding courage, professional skill and devotion to duty, as evidenced throughout his personal combat career of seventeen (17) successful missions against the enemy, Captain Dickinson has upheld the highest traditions of the Military Forces of the United States of America. Residence at appointment: Brownsville, Tennessee. Next of kin: Mrs. Mary Dickinson, (Mother), Brownsville, Tennessee.

KAY B. STEELE, 0-745972, Second Lieutenant, Air Corps, 764th Bombardment Squadron, 461st Bombardment Group, United States Army. For extraordinary achievement in aerial flight. On 13 April 1944, Lieutenant Steele was the pilot of a B-24 type aircraft on a particularly hazardous mission to bomb an enemy aircraft factory in Hungary. Despite intense and accurate anti-aircraft fire, Lieutenant Steele brought his plane over the target for a highly successful bombing run, inflicting grave damage to the factory area. Turning from the target, an accurate burst of flak exploded just below his right wing, setting the engine on fire and forcing the plane to fall out of the formation. Although losing altitude rapidly, Lieutenant Steele gained control of the ship and made every possible attempt to extinguish the fire. From the time the crippled ship left the formation, it was attacked by aggressive waves of enemy fighters forcing Lieutenant Steel to employ brilliant evasive action and to seek the protection of the clouds which he succeeded in reaching with the plane well under control. When last seen, he appeared to be attempting a controlled landing in friendly territory. By his outstanding professional skill and courage displayed in the face of overwhelming odds, Lieutenant Steele reflected great credit upon himself and the Armed Forces of the United States of America. Residence at appointment: Glendale, California. Next of kin: Mrs. Kay B. Steele, (Wife), 500 West Hawthorne Street, Glendale, California.

GENERAL ORDERS
NUMBER 1058

14 June 1944

SECTION I – AWARDS OF THE DISTINGUISHED FLYING CROSS

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

SAMUEL F. LOWE, JR., 0-805308, Second Lieutenant, Air Corps, 766th Bombardment Squadron, 461st Bombardment Group, United States Army. For extraordinary achievement in aerial flight as navigator of a B-24 type aircraft. On 23 April 1944, Lieutenant Lowe led his group on a bombing mission against a vital enemy airdrome in Austria. Despite severe and adverse weather conditions enroute to the target, together with clouds cover over the target area, Lieutenant Lowe brought his entire formation through for a highly successful bombing run, inflicting grave damage to vital enemy supplies and installations. Turning from the target under heavy enemy opposition of both aggressive fighters and intense and accurate enemy anti-aircraft fire, Lieutenant Lowe coolly rallied his group and again brought his formation through the adverse weather for a safe landing at base without further damage. By his outstanding leadership, courage and devotion to duty, as evidenced throughout over fourteen (14) successful missions against the enemy, Lieutenant Lowe has reflected great credit upon himself and the Armed Forces of the United States of America. Residence at appointment: Atlanta, Georgia.

GENERAL ORDERS
NUMBER 1089

16 June 1944

SECTION I – AWARDS OF THE DISTINGUISHED FLYING CROSS

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

JAMES C. DOOLEY, 0-431130, Captain, Air Corps, 766th Bombardment Squadron, 461st Bombardment Group, United States Army. For extraordinary achievement in aerial flight as pilot of a B-24 type aircraft. On 23 April 1944, Captain Dooley led his group on a bombing mission against an important and heavily defended enemy airdrome in Austria. In the target area another formation also turned on their bombing run and flew directly over Captain Dooley's group. Realizing that his group was now hazardously placed in the possible path of falling bombs, he improvised a new axis of attack, skillfully maneuvering his formation out of danger and continued on to the target. Despite intense enemy opposition from both fighter and anti-aircraft fire, together with partial cloud and haze over the target, Captain Dooley dropped his bombs with devastating accuracy, scoring direct hits on the airdrome and leaving several adjoining factory buildings in flames. By his outstanding leadership, sound judgment and professional skill, Captain Dooley has reflected great credit upon himself and the Armed Forces of the United States of America. Residence at appointment: Dallas, Texas.

RICHARD H. STILES, 0-734472, First Lieutenant, Air Corps, 766th Bombardment Squadron, 461st Bombardment Group, United States Army. For extraordinary achievement in aerial flight as bombardier of a B-24 type aircraft. On 23 April 1944, Lieutenant Stiles led his group on a bombing mission against an important and heavily defended enemy airdrome in Austria. The formation encountered extremely adverse weather conditions enroute to the target, and, as they approached the bombing run, an unidentified formation also turned on their bombing run and flew directly over them. To avoid the imminent danger of bombs falling on their formation from above it was necessary to improvise a new axis of attack and begin a second bomb run. Despite these hazardous conditions, together with heavy enemy opposition from anti-aircraft and fighter fire over the smoke obscured target, Lieutenant Stiles completed a highly successful bombing run, dropping his bombs with devastating accuracy, scoring direct hits on the airdrome and leaving several adjoining factory buildings in flames. By his outstanding leadership, courage and professional skill, as evidenced throughout his combat career, Lieutenant Stiles has reflected great credit upon himself and the Armed Forces of the United States of America. Residence at appointment: Kingston, Wisconsin.

GENERAL ORDERS
NUMBER 1309

25 June 1944

SECTION IV – AWARDS OF THE DISTINGUISHED FLYING CROSS

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

For extraordinary achievement in aerial flight as pilot and bombardier of a B-24 type aircraft. On 14 May 1944, these officers lead a formation on a bombing mission against a vital enemy rail center in Italy. Despite intense and accurate enemy anti-aircraft fire encountered in the target area, these men skillfully maneuvered their entire formation through the heavy enemy fire onto the bombing run. Under continued enemy opposition, together with the responsibility of pin-pointing the bombs from the entire formation to avoid hitting an adjacent hospital area, these men calmly performed their task, leading their planes for a highly successful attack on the target. Grave damage was inflicted on vital enemy rolling stock, equipment and other enemy installations, thereby seriously crippling this vital link in the enemy's lines of transportation and communications. Turning from the target, the pilot quickly rallied his entire formation to avoid heavy enemy flak concentrations, bringing them safely to base without further damage. By their outstanding leadership, courage and devotion to duty, as evidenced throughout their combat careers, these officers have reflected great credit upon themselves and the Armed Forces of the United States of America.

HAROLD B. STRONG, JR., 0-667590, Captain, Air Corps, 767th Bombardment Squadron, 461st Bombardment Group, United States Army. Residence at appointment: Fort Lauderdale, Florida.

JACK H. KING, 0-685484, Second Lieutenant, Air Corps, 767th Bombardment Squadron, 461st Bombardment Group, United States Army. Residence at appointment: Oskaloosa, Iowa.

GENERAL ORDERS
NUMBER 1310

25 June 1944

SECTION I – AWARDS OF THE DISTINGUISHED FLYING CROSS

CLIFFORD J. LAVERY, 12199162, Technical Sergeant, Air Corps, 767th Bombardment Squadron, 461st Bombardment Group, United States Army. For extraordinary achievement in aerial flight as waist gunner of a B-24 type aircraft. On 10 May 1944, Sergeant Lavery participated in a bombing mission against a vital enemy aircraft factory in Austria. Approaching the target area, his aircraft sustained severe damages from intense and accurate anti-aircraft fire, severing the hydraulic lines. With complete disregard for his personal safety, despite the intense cold and without parachute, Sergeant Lavery made his way into the open bomb-bay, and, under persistent attacks by fighters, working tirelessly under these hazardous conditions, successfully repaired the hydraulic lines, enabling the bomb-bay doors to close. Through his courageous efforts his aircraft was thus able to return safely to base without further damage. By his outstanding professional skill and devotion to duty, as evidenced throughout his combat career, Sergeant Lavery has reflected great credit upon himself and the Armed Forces of the United States of America. Residence at enlistment: Buffalo, New York.



FIRST 50 MISSIONS OF 461 BOMB GP. (H), APRIL 2 - JUNE 26, 1944

	JUNE					CUMULATIVE			GROU P	
	764TH	765TH	766TH	767TH	GROUP	764TH	765TH	766TH	767TH	P
SORTIES										
NO. AIRCRAFT AIRBORNE	151	156	150	150	607	480	483	466	490	1919
LESS NON-EFFECTIVE SORTIES	32	31	42	34	139	89	87	92	89	357
NO. EFFECTIVE SORTIES	119	125	106	116	466	391	396	374	401	1562
% AIRBORNE EFFECTIVE	79%	80%	71%	77%	77%	81%	82%	80%	82%	81%
AVE. NO. ACFT. AIRBORNE PER MISSION	9.4	9.6	9.4	9.4	37.8	9.2	9.2	9	9.4	36.8
EARLY RETURNS										
MECHANICAL FAILURES	16	10	18	15	59	46	30	46	42	164
PERSONNEL FAILURES	0	0	4	2	6	1	0	4	2	7
WEATHER	21	21	20	15	77	35	35	29	25	124
% AIRBORNE RETURNING EARLY	24	20	26	21	23	17	13	17	14	15
BOMB TONNAGE										
NO. AIRBORNE	341	351	340	337	1369	1038	1040	1010	1065	4153
DROPPED OVER TARGET	270	284	247	262	1063	853	863	820	878	3414
% AIRBORNE DROPPED O/T	79%	81%	73%	78%	78%	82%	83%	81%	82%	82%
VICTORIES										
DESTROYED	4	1	3	2	10	14	15	4	3	36
PROBABLES	1	0	1	2	4	5	3	3	7	18
DAMAGED	0	1	2	0	3	2	1	3	0	6
VICTORIES PER LOSS	4.0	0.0	3.3	2.0	3.0	3.5	2.0	0.8	0.1	8.0
VICTORIES PER 100 SORTIES	3.4	0.8	2.6	1.7	2.1	3.6	3.8	1.1	0.7	2.3
LOSSES										
TO ANTI-AIRCRAFT	1	0	0	1	2	3	2	3	4	12
TO ENEMY AIRCRAFT	0	0	1	0	1	1	0	1	0	2
OTHER COMBAT LOSSES	0	0	0	0	0	0	1	1	2	4
TOTAL	1	0	1	1	3	4	3	5	6	18
TO A/A PER 100 SORTIES	0.9	0	0	0.9	0.4	0.8	0.5	0.8	1	0.8
TO E/A PER 100 SORTIES	0	0	0.9	0	0.2	0.3	0	0.3	0	0.1
FLYING TIME										
COMBAT HOURS FLOWN	1070	1128	1044	1069	4311	3227	3338	3138	3358	13061
NON-COMBAT HOURS FLOWN	169	167	109	145	590	408	492	380	406	1686
TOTAL	1239	1292	1153	1214	4901	3635	3830	3516	3766	14747
HRS. PER OPER. ACFT	118	118	101	107	110	391	393	346	343	366
HRS. PER OPER. CREW	83	86	83	87	83	229	232	237	256	234
COMBAT HRS. PER OPER. CREW	71	75	75	77	74	202	202	214	229	211
AIRCRAFT										
AVERAGE NO. ASSIGNED	14.8	14.8	14.7	14.5	58.8	14.7	14.3	13.8	14	56.8
AVERAGE NO. OPERATIONAL	10.5	10.9	11.4	11.5	44.3	9.3	9.8	10.2	11	40.3
% OPERATIONAL	71	75	77	79	75	63	69	74	79	71
NO. EFFECTIVE SORTIES PER ACFT. ASGD.	8	8.4	7.3	8	8	26.6	27.7	27.1	28.6	27.7
CREWS										
AVERAGE NO. ASSIGNED	17	18	16	16	67	17	16	17	17	67
AVERAGE NO. OPERATIONAL	15	15	14	14	58	16	16	16	15	63
% OPERATIONAL	88	83	87	87	85	94	89	94	88	91
NO. EFFECTIVE SORTIES PER CREW ASGD.	7.0	6.9	6.8	7.3	6.8	23	22	22	23.6	22.6

*****Mission Summary for June*****