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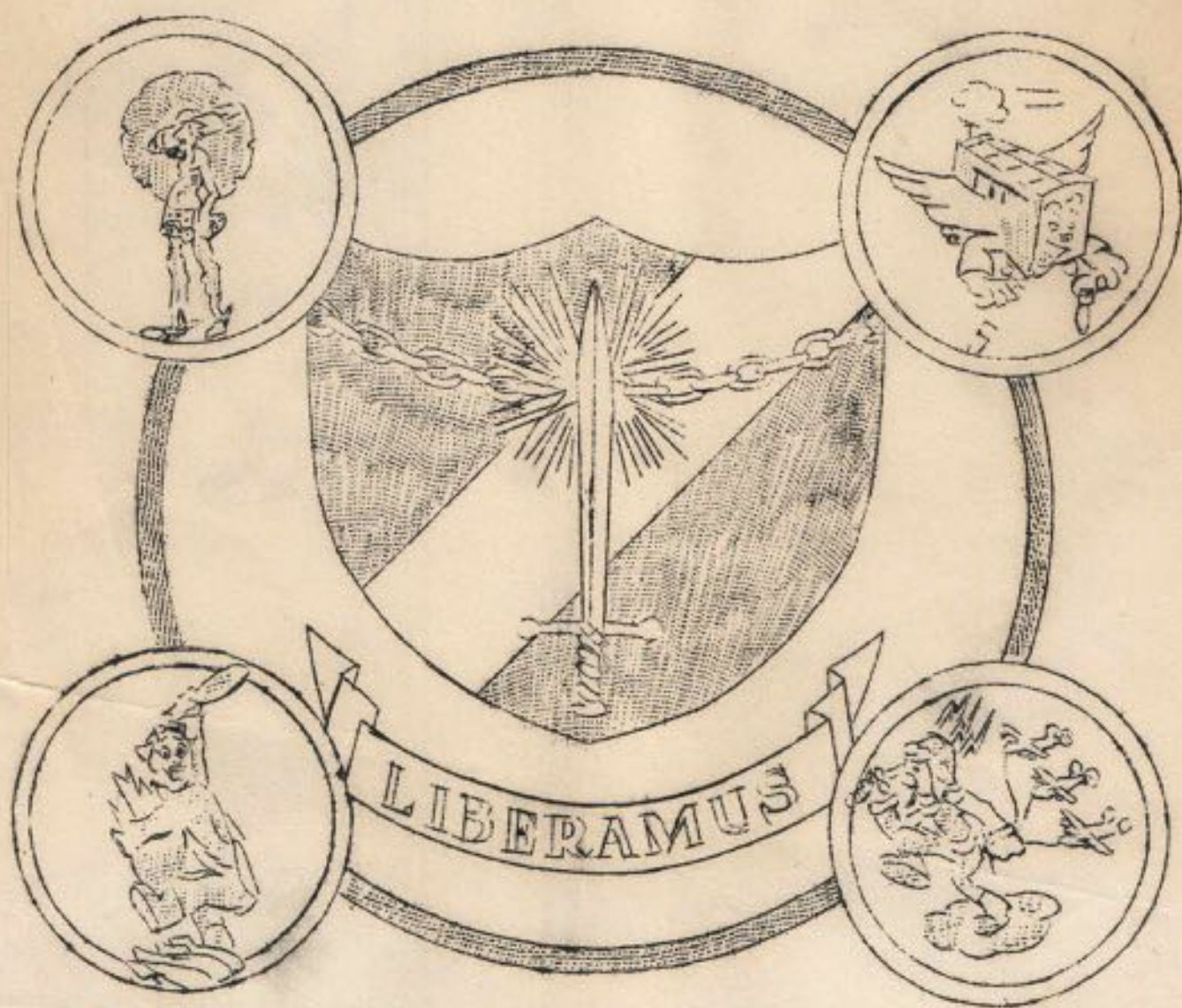
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THE 467TH

A YEAR AT

RACKHEATH



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COLONEL SHOWER'S message to all men on the station on the occasion of the celebration of the first two hundred missions of the 467th Bombardment Group:-

Each and every member of the 467th Group and Allied Units may well view with pride and satisfaction the enviable record established in carrying out in less than a year, two hundred bombing attacks against enemy installations, as well as numerous efficiently run "trucking" missions--hauling supplies to rapidly moving ground forces during September 1944. The record has been outstanding because of the unfailing interest, untiring devotion to duty and wholehearted co-operation of all officers and men on this station, both on the ground and in the air. Your co-ordinated efforts have resulted in relentless attrition upon the enemy's resources and fighting facilities, and you may feel rightfully conscious that yours was a tangible contribution toward the impending final triumph of Allied Arms.

While giving thanks for past success, let us be mindful of the sacrifice made by those who have not returned from these missions. Their only request would undoubtedly be that we continue during the ensuing months of the war to display that same zeal and enthusiasm which have during the past year achieved such splendid results, to the end that we may see chastisement of the last aggressors and the establishment of a just and lasting peace.

ALBERT J. SHOWER, Colonel, Air Corps, Commanding.

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This is the history of the 467th Bombardment
Group (H), 96th Combat Bombardment Wing,
Second Air Division, Eighth Air Force,
United States Strategic Air Forces in Europe,
United States Army Air Forces, covering a
period of one year following the arrival of
the Group at Rackheath, Norfolk, England.

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" 'Twas the Night Before Christmas" 1944

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P R E F A C E

The 467th Bombardment Group (H), consisting of the 788th, 789th, 790th, and 791st Bombardment Squadrons, was activated on 9 September 1943, pursuant to General Orders Number 78, Headquarters Second Air Force, Fort George Wright, Washington, dated 1 August 1943. The original cadre consisted of 35 officers and 155 enlisted men under the command of Capt. Garnet B. Palmer, Group Operations Officer. The Air Echelon of the Group went to AAF School of Applied Tactics in Florida around the middle of September 1943, and there the Group Commander and Deputy Group Commander joined the Group. At that time, Col. Frederic E. Glantzberg and Lt. Col. Albert J. Shower were the men in these positions, but Col. Glantzberg was transferred on 25 October 1943 to a Group more advanced in training* and Lt. Col. Shower assumed command. The ground Echelon grew at Mountain Home, Idaho, and Lt. Col. Ion S. Walker arrived on 22 September 1943 to fill the position of Ground Executive Officer. On the last day of October, the entire Group was ordered to the Army Air Base at Wendover, Utah, for entry on phase training.

For nearly three months, the training went ahead at Wendover. In spite of the miles of Utah salt flats to the East, and of Nevada mountains to the West, life at this bleak base was not too bad. Many men were able to have their wives with them, and recreation at the various clubs on the base was not unpleasant. Training proceeded with the usual problems of bad weather, old airplanes, inadequate maintenance facilities, and the common cold. At the same time, the personnel rosters were in a constant state of flux as the authorities tried to fill key positions with the "right men". At the middle of January, "PCM" inspectors began their examination of the Group. By February, the T/O was up to strength with men eager to go overseas, but the "PCM" inspectors did not seem to be entirely satisfied with the functioning of the Group. However, the trip to the P.O.E. began on 12 February 1944, with the Ground Echelon entraining for Camp Shanks, New York, and the Air Echelon flying their aircraft to Herington, Kansas. At Herington, the flyers were further inspected and flew many practice missions.

The Ground Echelon sailed out of New York harbor on 27 February, and the 59 planes of the Air Echelon were strung out over the Southern routes of the A.T.C. shortly thereafter. Strangely enough, the Ground echelon and most of the Air Echelon reached the base at Rackheath, Norfolk, England on the same day 11 March 1944. Here they found things well on the way to organization, thanks to the four members of the advance party who had arrived a month before.

In a few words above, the pre-ETO history of the 467th has been summarized. Those days were not unlike the training days of other Groups. In the narrative that follows, an attempt will be made to show the development of the personality of our Group during its first year in England, how it has come to be one of the outstanding Groups of the Second Air Division of the Eighth Air Force, and how the Group has worked with the many auxiliary units assigned to the base at Rackheath.

In order to convey a picture of the many activities of this community of 3000 men, representatives from all corners of the field have been asked to submit summaries of the work of their sections during the past year, and these will be found in Part II.

The work of the 467th is not finished. More history will follow. This is the story of its first year overseas, in England.

*It is of interest to note that Col. Glantzberg went to the 461st Bombardment Group, and after completing fifty missions with this Group in the SW Pacific, has returned to the States.

THE UNITED STATES OF AMERICA
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

WYOMING
NORTH PLATTE
COUNTY
LAND OFFICE

SECTION 16, T14N, R10E, S10W
NORTH PLATTE, WYOMING

TO HAVE AND TO HOLD unto the said
UNITED STATES OF AMERICA, its heirs, assigns,
and successors, forever, all that certain

TRACT OF LAND, more particularly
described in and to the intent and
whereof reference is made to the

original plat of said land, to wit:
Section 16, Township 14 North, Range 10 East,
Section 10 West, North Platte, Wyoming.

TO HAVE AND TO HOLD unto the said
UNITED STATES OF AMERICA, its heirs, assigns,
and successors, forever, all that certain

TRACT OF LAND, more particularly
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Section 16, Township 14 North, Range 10 East,
Section 10 West, North Platte, Wyoming.

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I - NARRATIVE

1. Pre-operational Days in the ETO.

It is a rare coincidence that ground and air echelons reach their station overseas on the same day, but such was the case for the 467th on 11 March 1944. As the trainloads of ground personnel drew up at the Salhouse railroad station, the aircraft of the Group were seen coming in for their landings at the new base. Everyone scrutinized their new place of business with apprehension, and to every man Rackheath looked like a "good deal." Built by the Air Ministry, the base had not yet been turned over to the American authorities with official ceremony. All the buildings were brand new, having been used only by the auxiliary units on the field that had arrived some time before to prepare for the reception of the Group. These units were the 74th Station Complement Squadron, the 470th Sub-Depot, the 1229th Quartermaster Company, the 1286th Military Police Company, the 862nd Chemical Company, the 1451st Ordnance S. and M. Company, the 2105th Fire Fighting Platoon, and the 207th Finance Section. In addition, a considerable number of RAF personnel had been on the base for some time to instruct us Americans in various ETO procedures. A number of civilian workers were, as they are now, employed at Rackheath as station engineers and maintenance men of various sorts.

The advance party of four members of the Group had reached Rackheath on 10 February 1944. This quartet consisted of Lt. Col. Allen F. Herzberg, the Air Executive, Capt. Richard I. Robinson, the 791st S-2 Officer, Capt. Wayne W. Woodward, the Group Communications Officer, and CWO Robert M. Saunders, the S-4 Officer. Preparations had been made for the immediate reception of the Group by these men. Quarters were assigned, and extensive plans had been made for the utilization of the buildings on the field.

The first night the Officers' Club was the scene of a pleasant reunion of the flying and ground personnel who had left the training base in Utah just a month before. The bar was stocked with a fair quantity of British beer and "cyder," which, though the taste was foreign, provided the familiar stimulus for an evening of fun and frolic. With Lt. John K. Gile at the piano, an evening of song-fest proceeded just as it had during the months of training. Everyone retired that night pleased with their new location and eager to start the next day on the task of making the Group operational.

All personnel were restricted to the base until the Group was placed on an operational status, and this status was not acquired until 10 April 1944. The activity during the thirty pre-operational days was of two sorts in all departments: familiarization with procedures in the ETO, and the establishment of the sections in a way that would enable the execution of these procedures. Ground officers and enlisted men of the different sections visited their analogous sections in long-established groups. Flying personnel received extensive training, under the guidance of experienced combat men, sent from higher headquarters to ease the "growing pains." Many training missions were flown over England, and as the time for combat duty came nearer, the crews began to realize that the many tedious hours spent flying formation in training were indeed well spent.

Ground personnel studied regulations and instructions of Air Force, Division and Wing, and accordingly set up their sections. None of the administrative personnel had been trained in the task that presented itself here. The job of running an entire station was new to them, and many problems arose, especially that of allocating Group personnel to MP and other duties. All supply channels were jammed with requests for urgently needed materials. Some supplies arrived immediately, but others were weeks in coming. The usual complaints about Army Mess diminished as the men working in that department solved the numerous problems that confronted them.

Enemy alerts were of course a novelty to members of the Group. The first two were especially vivid, for the antiaircraft tracers and searchlights made quite a show, and shell fragments actually fell on the base. During the early days, the enemy formations were merely passing by, and the announcement over the Tanoy public address system of "enemy aircraft overhead" merely caused men to heave over on their other sides in bed and doze off again.

Recreation for enlisted men was provided in the Red Cross Aero Club. An

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officers' snack bar was opened in one wing of the Aero Club, and later was provided at the Officers' Club. Morale rose considerably as mail began to come in from home. Motion pictures were shown in the bast theater; soft-ball teams were organized and contests were held in various open areas on the base. Lt Marnold V. Smith, Assistant Special Service Officer, supervised the planting of useful crops on fifty-seven acres of open land on the station.

A total of 58 B-24 airplanes assigned to the Group reached the ETO, one having been lost en route. Of these 58, one was damaged beyond repair as it landed at Rackheath, but fortunately without injury to any crew member. Five more ships were re-assigned to other groups, and of the remaining 52 all but three were on the base when the Group was alerted for its first mission.

After three weeks of intensive preparation, it became evident that the first mission was not far off. Where the supplies had not arrived, substitutes were devised to provide the necessities when the first mission was flown. After a number of false starts, the Group was finally alerted for its first combat mission on April 9, 1944, just 29 days after its personnel had arrived at Rackheath.

2. Mission Number 1.

Tension ran high in preparation for Mission #1, to say the least. In spite of forethought and numerous check-lists, no one could face the situation that the organization for his particular task was thorough enough. Every man on the field involved in the preparation for the mission was excited and eager to do his part properly. Every man on the field who was to fly the mission was wondering anxiously what he was going to face on his first mission. The crew members gathered in the briefing building, and after an emergency trip to Horsham to procure target photographs missing from the local files, the briefing began. The target: the airfield at Bourges in Central France. There was a moment of strain when the moisture from the breaths of the men in the crowded room condensed on the mirrored surfaces in the epidiascope. The lights were out, and a blur shone on the screen that no focusing could correct. However, the situation was soon remedied, and the briefing terminated without further mishap.

On this morning of 10 April 1944, thirty aircraft took off, starting at 0600. The Group was commanded by Col. Shower, who flew with Lt Kenneth Driscoll's crew, and the second squadron was commanded by Major Smith, who flew with Lt Richard J. Campbell's crew.

The time of return was made known to the personnel on the ground in time for them all to gather round the perimeter strip to welcome our aircraft. It was an unusually beautiful day in England. The clear blue skies permitted the sun to shine its warm rays on the chilly crowd gathered on the field. The ships of the 467th flew over the base in perfect formation. A quick count showed every one present, and every man on the field sensed a chill of thrill along his spine and a real joy in seeing his friends back safely.

Interrogation showed that neither flak nor enemy aircraft had been encountered. Two of the aircraft had failed to attack due to mechanical reasons, and two failed for other reasons. The other twenty-six aircraft dropped 149 x 1000 GP bombs. The photographs showed generally "good" results, though one of the squadrons was slightly west of the MPI.

It was good to hear that the crews on their first mission had had a "milk run." Many of their experiences were related in detail. One lead bombardier went back to the bomb-bay to see why his radio operator had delayed firing the flares as signal of "bombs away." His reply was, "Goshi Do you suppose there were people in those buildings?"

Thus the 467th Bombardment Group completed its first mission. It was a healthy start. Then every one went about the business of organizing for Mission #2.

3. Typical Missions.

The process of dispatching missions before long became routine. Along with one's experience came the realization that every target was not a "milk run" like Bourges. There were losses; hopes for those "missing in action,"

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depression over those men brought back dead. Crippled planes limped back to the emergency runways at Manston or Woodbridge. But with it all, the 467th was doing its job well. The causes of occasionally misplaced bombs were analyzed and studied, so that crews could be trained to use caution to prevent a recurrence. The record kept improving in all departments. Maintenance charts showed that the ground crews were "on the ball." Original mechanical modifications were devised to make operation more convenient in the air.

There follow short summaries of selected missions. Some are outstanding for one or two reasons, some are just ordinary everyday missions.

a. Mission #11, 24 April 1944.

Target: Airfield and Aircraft Factory at Leipheim, Germany.

Thirty aircraft took off, starting at 0750. Of these, twenty-six went over the target. Four returned early because of mechanical failure, and two of these managed to get a short distance into France before they had to "abort." The twenty-six ships dropped a total of 260 x 500-lb. GP bombs on the target.

Col. Shower led the Group and the Wing, flying with Lt James D. Swearingen's crew. Major Smith led the second squadron, flying with Lt Douglas B. Volk's crew. Though the 96th Wing was the third wing of the Second Division into enemy territory, it was the leading force of two wings on this target, and it led the Division in withdrawal. Everything clicked for a good mission from the start. The weather was clear. There were no enemy fighters. Flak was meager, and no losses or casualties were suffered.

Strike photographs tell the story of the results, and those taken on this mission show excellent bombing. The first bomb dropped hit the MPI, and the first squadron laid a pattern that completely covered the hangar and service installations on the field. All of the bombs (except 9 which "hung up" and are shown dropping later) hit within 2000 feet of the MPI. The second squadron's pattern was partly on the target area, and partly on a nearby field. The first squadron did an especially outstanding job, and for his leadership of these forces on Leipheim, Col. Shower was awarded the Distinguished Flying Cross.

b. Missions #42, 43, 44; 6 June 1944 (D-Day)

Targets: #42, Shore installations at Colleville and Port en Bessin, France.

#43. Villers Breage, France.

#44. Bridge at Pontaubault, France.

Much speculation preceded the actual arrival of D-Day. When and where would it be? Every man had his own school of thought. For some time bombers had been hitting at targets up and down the coast of France. On several occasions groups had flown multiple missions in one day to ease the strain of the intense operations planned for D-Day.

When the Field Order came in, describing the landing barges that would be floating on the Channel below, there were many who thought even then that the operation on June 6 would be just a feint or some sort of practice. Excitement ran high. Everyone who had anything to do with briefing at all, stayed up all night, just to be sure that every effort was made to ensure the success of the mission.

A cry of joy went up from the crew members at their briefings when they were told that "this was it." It was the day they had been waiting for. It was the day the whole world was waiting for.

Mission #42. Thirty-four aircraft took off on this mission and made a pre-dawn assembly. These planes were to fly as six-plane elements, and to each of these such elements there was an H2X plane in the lead element to indicate the bombing in case of overcast.

The unbriefed weather that these men encountered was a big disappointment to all. Much difficulty was encountered in the assembly area, and there was complete overcast from England to the target and back. Squadrons were confused, some of them having planes in them from other groups. Only sixteen of our aircraft dropped their bombs. Of the 264 x 500 lb. and 624 x 100 lb.

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bombs loaded, only 132 x 500 lb. and 260 x 100 lb. bombs were released over the target, the others being returned to base. This mission was a great disappointment to everyone taking part in it, from the point of view of being unable to "see the sights," as well as from the point of view of being so little help in the great assault that was being directed against the beaches below.

Mission #43. Twelve ships took off from this station to form as a squadron and lead the 96th Wing to a target beyond the shore line of France. Major Palmer led the Group, flying with Lt. Leonard H. Monefeldt's crew.

This formation experienced the same bad weather as the formations on Mission #42. Complete cloud coverage prevented the dropping of any bombs whatsoever, and all bombs were returned to base.

Mission #44. Twenty-four aircraft were dispatched on this mission. Col. Shower led the first of two Group formations in the Wing against our MPI, flying in a PFF plane, from another group, and the low left squadron of this Group formation was led by Capt. Neitzel, flying in another PFF ship.

Bad weather was again encountered at assembly, and five aircraft could not locate the formation because of it. One other aircraft returned early for mechanical reasons. The remaining eighteen ships reached the target area.

The target was a bridge near the junction of the Brest and Cherbourg peninsulas. A 360° turn was made in an effort to spot the bridge through an opening in the clouds, but the bombing was done using H2X technique. In the photographs that could be obtained, the target could not be seen because of cloud cover, but some check-points were visible. An estimate of the point of impact placed the bombs about 2000 feet east of the MPI. A total of 215 x 500 lb. GP bombs were released by the two squadrons over the target.

From the summaries of the three D-Day missions, it can easily be seen that this was not an historical day for the 467th. The crew members returned from their missions bitterly disappointed that the weather had prevented the accomplishment of satisfactory bombing. Those who flew in the afternoon mission (#44) were able, through breaks in the clouds, to get glimpses of the vast armadas of allied ships carrying troops and supplies across the English Channel, but that had the effect of making the depression over the lack of visual target conditions even greater.

During the three weeks after D-Day, B-24's of the 467th struck exclusively at French targets of a tactical nature, that were a considerable distance behind the lines. These included mainly bridges, railways, airfields, and V-1 launching sites. During this three-week period there was one mission to Berlin as well, but the real return to strategic bombing did not occur until the end of June.

h. Mis. #48, 11 June 1944.

Target: Railroad bridge at Blois-St. Denis, France.

This mission was one of the tactical missions that was flown just after D-Day, and it is unusual because for the first time the aircraft of this Group were to bomb from a relatively low altitude. The Field Order itself set the stage for a dramatic mission when it said "Target will be destroyed." There was no minimum altitude established for bombing, and in the event that an overcast was present, the aircraft were to let down through the clouds and bomb in three-ship elements.

Fifteen aircraft took off to form two squadrons. Col. Shower led the Group and Wing, flying with Lt. Douglas B. Volk's crew, and Major Holdrege led the low left squadron of this Group, flying with Lt. Richard H. Campbell's crew.

This Wing formation was the only formation assigned to this target, and the Wing did not form with the Division. Before crossing the enemy coast, a 360° turn was made to reassemble part of the flight which had lost formation. Between the Wing and the Group IP's the ships let down through the clouds to an altitude of 6000 feet, thus enabling a visual run on the target.

All personnel on the base awaited impatiently the return of this forma-

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tion. The crews came back to the briefing building in their trucks and alighted with smiles of satisfaction on their faces. The bombing was excellent. No enemy opposition of any sort had been encountered. The target was destroyed.

For this job well done, the 96th Combat Bombardment Wing was cited by the Second Bombardment Division on 14 June 1944 in General Orders Number 96 of that headquarters. This Wing was also cited on 12 July 1944 in General Orders Number 466 of Headquarters Eighth Air Force.

d. Mission #134, 16 November 1944.

Target: Enemy concentrations at Eschweiler, Germany.

The return to strategic bombing in July did not mean that all targets would be exclusively of that nature. Interspersed among the deep penetrations to German oil refineries and other factories were some of the more tactical targets of French airfields and communications lines, along with the well-known short runs to "Noball" launching sites for V-gadgets. Bombing had been done in support of ground force break-throughs at Troarn and Montreuil just beyond the beach-heads in France and in November, one of the best examples of this type of coordination was a ground support mission to Eschweiler, Germany.

The mission was planned in direct support of the break-through, and the Group was ordered to carry 260 lb. frags, along with the usual leaflet load in one aircraft. The preparations at higher headquarters included the organization of special target material of the areas to be hit, so that every facility was provided to make the blow dealt the enemy as effective as possible. Timing was one of the most important factors, and the crews were instructed not to release any bombs after 1245. In the target area assigned to this Division, there were a number of gun emplacements in the open, and known to be concealed in the woods were heavy concentrations of enemy troops.

Thirty-four aircraft were dispatched on this mission, the 467th supplying four squadrons in the "wing" formation. Major Wallace, flying with Lt. James W. Littleford's crew, led the Group. Lt. Grace and his crew led the second squadron. Lt. Brandon, flying with Lt. Maurice B. Cramer, led the third squadron. Lt. Frank S. Watson led the third squadron after Lt. William J. Grundmann had to abort from the lead position. The weather on the way in was not good, and the bombing was done with GI equipment. On this occasion, many types of visual and mechanical aids were provided to prevent the bombing of our own troops. One of the best aids proved to be the SC3-51, the radio aid that is normally used for instrument landings. This instrument was set up so that the shift from a yellow to a blue color on the indicator in the aircraft meant presence over enemy-held territory. There was further a line of red ack-ack bursts at 18,000 ft to be provided by friendly units. There were bunches of silver barrage balloons placed along the line flying at 2,000 ft., and on the ground, fluorescent colored panels of cloth were placed, spaced a quarter of a mile apart.

The weather was bad, and for this reason, three aircraft failed to attack. On two aircraft, the needle did not turn from yellow to blue, and these aircraft failed to attack in accordance with briefed instructions. This meant that twenty-nine aircraft of this Group attacked, and the results that could be plotted on the cloudy photographs were rated for the 467th as "good".

It was expected that the crews would be diverted on return because of weather, and such was the case. The ships landed at an RAF base at Sandtoft, England. It was the first experience of our men, mingling with RAF flyers, and they spent several days there, returning with the report that they had been royally entertained. In the "comments and suggestions" section of interrogation forms, many crew members urged that official thanks be expressed to these RAF men for their hospitality.

The overall effect of this mission was reported in some detail at a later date when messages of appreciation came in from men commanding the ground troops. A fairly complete account of the effects of the bombing in general was also submitted, and there was no doubt that the raid was even more effective than was expected.

e. Mission # 135, 21 November 1944.

Target: Rhenania Ossag A.G. Oil Refinery at Harburg (Hamburg) Germany.

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This mission was run just five days after the break-through at Eschweiler. During those five days, the weather continued to be bad, and the ships that were diverted came home to Rackheath, only to find the Group "stood-down" for several days in a row.

Harburg is typical of some of the tougher missions that the Group has flown, even though no aircraft were lost. The thought of the Hamburg area, where on previous occasions 467th planes had gone down with whole wings shot off, was enough to start any one's stomach churning. With cloud cover, however, the flak was usually much lighter and definitely less accurate. At this time of the year, 10/10 cloud is always a good possibility, regardless of the briefed weather.

The 467th Group flew "low-rite" in the Wing and was led by Major Taylor, who flew with Lt. Addison B. Manning's crew. Leading the second squadron, Lt. Rothchild was command pilot with Lt. William J. Grundmann's crew. The third squadron was led by Capt. George E. Tormoen and his crew. Twenty-nine aircraft were dispatched and twenty-nine aircraft attacked.

On the bomb-run everything indicated an H2X bombing, and the Group was formed to bomb as a Group. No enemy aircraft were seen, but the flak was intense and accurate, causing minor damage to 17 ships and major damage to 1. The Mickey operator in the lead ship, Lt. James W. Holt, was all set up to give the word for "bombs away" when Lt. Charley J. Good, the bombardier, found that he could make a visual correction. In only 45 seconds, he was able to adjust his bombsight and to have his pattern called by the 2 BD publication "Best Hit of the Week".

Great enthusiasm was felt all around for the magnificent team-work all around on the part of this crew, and this mission to Harburg was an example to all of the necessity for keeping alert every moment of the time, especially on the bomb run.

f. Mission #187, 3 March 1945.

Target: Bridge at Nienburg, Germany and RR station at Bielefeld, Germany.

This mission is an example of two types of missions that were flown by this Group: an example of pin-point bombing, as well as an example of blind bombing. The blind bombing was used especially during the winter months when clouds were almost certain to be some interference to the work of the bombardiers if they didn't completely obscure the target.

The primary target was the bridge over the Weser River just NW of the town of Nienburg in northern Germany. In order to take every advantage of weather breaks, a course was briefed with a loop from it through which the bombers could fly if the weather scouts expected condition to improve. The secondary target was the railway station in the "center of town" at Bielefeld, Germany, by H2X. This was the third time in two weeks that Bielefeld seemed doomed to get it, and at least four times in recent months, this town had been hit by the 467th. It was among those targets like Bingen, Hanau, and others, that were flak free, and that always brought a sigh of relief from the crews at briefing. This time even a visual Nienburg was not a hard target from the point of view of self-preservation, for there was no flak, and the Group considered itself lucky with respect to fighters, for even if they were present, the 467th usually seemed to slip through unnoticed in the bomber stream (though there are some memorable exception to this rule).

Col. Shower led the Group and Wing, flying with Lt. Ralph H. Elliot's crew, and the 467th supplied four squadrons. The second was led by Lt. Russell E. Scott and his crew. Capt. Ridgway was command pilot of the third squadron, flying with Lt. Billy Williams. Lt. William R. Chapman's crew led the fourth squadron.

As the formation came upon the target for the first time, the clouds were scattered. Occasional breaks gave some hope for a visual run on Hamburg. In spite of making four runs on the primary target, only one of our four squadrons was able to release its bombs visually. So over 10/10 undercast, the ships flew on to Bielefeld to give it what some of the crews jokingly called "women's and children's day" treatment.

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There was no flak or fighters, and except for one ship that landed in Belgium short of gasoline and returned later in the afternoon, all aircraft landed at Rackheath. Strike photographs showed that the bombing of the bridge at Nienburg was excellent, with bomb bursts smothering the MPI.

Following this mission, the weather opened up and stayed clear to allow a period of intense operation with visual bombing. As the ground forces made their rapid advances across Germany, the heavy bombers were supporting their thrusts by neutralizing airfields and disrupting the German communications system. On 6 April 1945, less than one year after its first mission, the 467th Group brought its total sorties up to 200.

4. "Truckin'".

During the month of September the 467th Bombardment Group flew only 5 missions and started on one more that was recalled. Fourteen days of the month were taken up with ferrying operations, and during this time, 646,079 gallons of 80-octane gasoline were delivered to airfields in France to build up the supply of this valuable fluid for the ground troops on the Western Front. Both the operational missions and the transport of "truckin'" missions were flown without loss of aircraft or personnel.

Men from the Group were assigned to France to perform the necessary duties in connection with truckin' operations. At first, supplies were carried to Orleans/Bricey airfield south of Paris, but the base was soon changed to Clastres airfield near St. Quentin, and it was to this base that most of the Group's planes flew. Lt. Col. Allen F. Herzberg was in charge of the men stationed in France, and with him went a staff of Operations, Flying Control, Weather, Engineering, Communications, and Medical, and Mess personnel. These men lived in tents and the change in location and the novelty of being in a recently liberated area of France was a great pleasure to all of them.

For carrying the gasoline to France, a number of war-weary aircraft were brought to Rackheath from other Groups, and the field was spotted with assorted colored fins and rudders representing these groups. Civilians began to wonder why there were so many "visitors" at station 145, but security-minded personnel kept the operations a secret.

Each aircraft was manned by Pilot, Co-pilot, Navigator, Engineer, and Radio Operator, and a maximum of two passengers was allowed. At first, the gasoline was carried in five-gallon cans and these were unloaded by the crews at the destination, but this problem was soon solved with the establishment of a pumping station at Clastres and the installation of bomb-bay tanks and P-47 belly tanks in the planes. However, the flying personnel were required to have a skeleton crew available at all times to taxi the aircraft and to guard them.

Bad weather prevented operations during several days, and a number of times, the ships had to turn back because of adverse weather conditions. For the same reason, planes frequently had to remain overnight at the French base. In addition, crews often made two trips a day, and by the time they were unloaded, it was too late in the afternoon to return to the U.K., as they were not allowed to return after dark. There were no facilities for sleeping at the field, and sleeping condition in and under the planes were far from comfortable.

On the whole, however, the trips to France afforded great pleasure to every one. To be able to have "been in France" was in itself a satisfaction, and to mingle with the lively and appreciative French people was real entertainment, whether or not thoughts could be exchanged verbally. The girls in France were all dressed with an attitude of chic, and they were definitely more extroverted than the more reserved British girls that the men had associated with during the past few months. Many of the men in the Group were able to visit St. Quentin and get a touch of typical French atmosphere, as well as champagne, cognac, and perfume. Souvenirs in the form of expended ammunition, parts of wrecked German aircraft, and German trinkets were acquired and brought back to the U.K. Some of the men who were in France for some time attended dances in the small towns and returned with glowing accounts of the *joie de vivre* of the French people. Every one who came back felt a real friendship for the French people and expressed a desire to return there and see more

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of the country.

Clastres airfield was bombed by this Group on 8 August 1944, and naturally the results of bomb damage there were viewed with great interest. This was the first opportunity that the crews had had to get a ground view of their contribution to the war with Germany, and it was indeed gratifying to see the devastation at Clastres.

5. Mission Preparation.

In describing the many preparations for a mission in a B-24 Group, the information must be presented in an organized manner, so that the many events can be clear in the readers' minds. Because of this, the most convenient type of Field Order must be taken into consideration, and the picture of the pandemonium that occurs in the not infrequent cases of late information cannot be portrayed. On a number of occasions, the particulars as to the route have arrived after the briefing has started, with the result that those officers and enlisted men involved in briefing are left shuttling back and forth between the teletype machines and the briefing buildings, or hanging on the "ops" telephones, talking in terms that conform as closely as possible to the security regulations. In this article, an attempt will be made to relate the duties of the various sections on the base, rather than to present the tempo of the build-up to a briefing.

The projected operation is described in a Field Order that at first, en route from Eighth Air Force Headquarters to Second Air Division, is relatively simple document. However, as the Field Orders are made out and relayed to the lower echelons of command, they gather a wealth of detail and necessary information to include every individual in the "armada" and to make certain that not a man is ignorant of the duties required of him in the fulfillment of his mission for the day.

Groups receive two separate Field Orders: The Division Field Order and the Wing Field Order. The bulk of information is contained in the Division Field Order, but at the Wing level MPI assignments, bomb loads, assembly areas, and other particular details must be planned for the various Groups within the Wing. From the combined information in the two Field Orders all departments are acquainted with their own tasks.

Once the Field Order has passed through the communications center, the center of all planning is Group Operations. In this office are an Operations Briefing Officer, a Watch Officer (who himself is chosen from a rotating roster of first pilots), a Navigation Officer, a Bombing Officer, and a very important enlisted man, the dispatcher. There are further a number of assistants to these various men who are on hand to help out in the planning. The Group Operations office receives two copies of the Field Order. S-2 receives one copy, and the Communications Section retains another.

One of the most important lines of the Field Order is the line stating zero hour. With this alone, a rough estimate can be made of the times, whether briefing will be early or late.

When the route comes in, with the assembly area, altitudes, and times, the definite times for pre-briefing, briefing, and take-off can be immediately established and disseminated over the field through the dispatcher's telephone. This information is important to every section on the field that has any concern with matters operational. S-2, Ordnance, Armament, Engineering, Radar, and Mess can make definite plans for the allotment of their time. Weather, Flying Control, Communications, the Medics, the Motor Pool, Group Photo, can know when their necessary duties must be performed for take-off. The Operations Briefing Officer is the one who is responsible for the briefing, for it is he who must know more than any one the general picture of the mission, as well as the most important technical information on the plan for the operation.

After a description of the activity done in each section that receives its own copy of the Field Order, it seems best to outline the work done by each section listed on the dispatcher's telephone check-list, and in this way to cover every section on the field.

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GROUP OPERATIONS: The watch Officer goes on duty in this office at six o'clock and is responsible for receiving all information as to status or pertaining to the mission. He remains on duty until the mission takes off. The dispatcher is also on duty throughout the night, and aside from being the telephone operator at the "ops" switchboard, he is a general information center for all departments as to the formation plan, aircraft assignments, and the assignment of flying specialists in radar countermeasures, etc. The Operations Briefing Officer must be in the office when the information comes in, and prepares his notes for the briefing, so that he can relay every important feature of the mission to the officers flying the mission and in particular to the pilots at their specialized briefing. The Navigation Briefing Officer must also be in the office when the information comes in, so that he can make up the flight plan to present to the Navigators at their specialized briefing. He calls an assistant from his squadron in time to draw up maps for command pilots. The Bombing Briefing Officer has similar duties pertaining to his department, but he does not need an assistant. The Gunnery Briefing Officer is called in time to organize the information that he must present at the gunners' briefing, and this includes the formation plan, aircraft assignments, location of aircraft on the hardstands, and special information.

GROUP S-2 OFFICE: In this office, there are two officers and a team of enlisted men on duty throughout the night, and a third officer is called in time to draw up maps and organize scope photos for the mickey operators at their briefing. The two officers organize target material for presentation at the pre-briefing, the main briefing of officers, the gunners' briefing, and the bombardiers' briefing. The enlisted men make up the target folders for command pilots, lead and deputy lead navigators and bombardiers, and they operate the epidiascopes at the briefings.

COMMUNICATIONS OFFICE: In this section, all radio operators' flimsies, with information as to the colors of the day, call signs and frequencies, emergency airfields, etc., are prepared. An officer and several enlisted men are on duty through the night for this purpose. In addition, another officer is awakened in time to assemble his information for the radio operators' specialized briefing.

ENGINEERING SECTIONS: In these sections, officers and enlisted men are on duty to service the planes and to pre-flight them before take-off. This of course includes a vast number of men on the field, such as crew chiefs and other line men who work at all hours to be certain that the aircraft are ready for their long flights.

ORDNANCE SECTION: Here again, officers and enlisted men are available in large numbers to go into action as soon as the order for the bomb-load comes in. In some cases, of course, when incendiaries are used, the chemical section is likewise concerned.

ARMAMENT SECTION: Here, crews of men are on hand to load ammunition in the ships, install the shackles for heavy bombs, and to maintain the guns. These men usually stay at the ship until take-off to help in making any last minute adjustments to the guns.

WEATHER SECTION: In the weather office, there is an officer and at least one enlisted man on duty every night, using the latest information as it comes in to prepare the briefing. The weather section, aside from making up navigators charts for metro winds, also supplies charts for bombardiers, which are prepared as soon as they have obtained the target elevation and area from S-2.

PHOTO SECTION: This department must know the formation plan, so that they can disperse their different types of cameras throughout the formation. They install vertical cameras for strike photos in a number of ships, assign hand-held cameras to others, adjust and load scope cameras in mickey ships, install an oblique camera in one ship, and make sure that all of these cameras are in proper condition to operate. In addition, the photo section prepares flak maps from a drawing submitted by the S-2 office, so that every navigator is equipped with an accurate photographic sketch of enemy flak installations, in case he is compelled to leave the formation for any reason.

FLYING CONTROL: The tower must know the times of take-off and taxiing, the formation plan, and the aircraft assignments, and a flying control officer attends every briefing to learn the general information to make his work more efficient.

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MEDICAL OFFICER: The medical officer on duty must attend both the officers' and gunners' briefings to administer any necessary medical care, such as nose-sprays, benzedrine pills, or any other type of medication or advice. He must further take his position on the field in the ambulance for take-off.

MOTOR POOL: It requires many drivers to solve the transportation difficulties encountered in the dispatch of a mission. First, two trucks are required to bring lead crews to briefing, and later, a steady flow of flying personnel from the mess halls to the briefings must be maintained. After briefing, the crew members must be transported to their aircraft on the various hardstands.

BOMBSIGHT MAINTENANCE: This section also has enlisted men constantly on duty to install and maintain the bomb-sights, with an officer in charge of the bomb-vault, and responsible to see that the instruments are properly installed.

MESS HALL: One of the most important preparations for a mission is the cooking of food, for the men want to eat quickly, and enough food to last them for the long trip ahead. The food must be dietetically sound so that it will not cause discomfort at altitude.

PERSONAL EQUIPMENT: This section has issuing offices in both the gunners' and officers' briefing buildings, and there are men on duty at all times to issue equipment necessary for flying.

MILITARY POLICE: This organization supplies the guards for the briefing buildings, and the MP at the door is responsible to see that every man entering the briefing room is assigned to fly on the day's mission or is directly concerned with the briefing.

RADAR SECTION: This section has become increasingly important with the development of radar inventions, and radar countermeasures. Aside from maintaining the Gee boxes, the Radar section loads the chaff which is used as a radar countermeasure; it maintains the mickey sets; it maintains the "carpet," and RCM officers of the radar section assign and oversee generally all of the RCM flying enlisted men.

CHAPLAINS: The chaplains both attend the briefings and are available for prayers or communion after the briefings.

SQUADRON OPERATIONS: These organizations are on a much smaller scale, of course, than Group Operations, but they have their own Watch Officers who help in the making out of flight plans and also in awakening their squadron personnel. They are also responsible for making any last minute replacements that may be necessary on any of the crews of their squadron.

There has been presented above an outline of the activity done by each of a number of sections on an Eighth Air Force heavy bombardment base of the Second Air Division, in preparation for dispatching a mission. Once the aircraft have left the field, they are more or less in the hands of Flying Control, who contact them in the air, guide them and clear them for landings on the return. Once on the ground, intense interrogation is performed by many of the departments listed above, and following that, all flying officers must attend a critique in the evening, where they discuss the mission, see photographic results when available, and straighten out any difficulties that they may have experienced. At the same time, a large number of detailed reports are already on their way to higher headquarters giving the details of the mission.

6. Memories of the Year.

Though one can look back at the description of specific events, missions, and individuals, a picture of the whole year is hard to present without devoting a section to general subjects and a variety of events.

The 467th reached the U.K. as a newborn child, and it needed the coddling of experienced advice to bring it to the maturity of combat status. It also needed efficient planning on the part of its own personnel to take advantage of this advice. The men in the key positions who came over with the Group were the ones who knew best its weaknesses and it was up to them to strengthen the sections of the Group through the chains of command, and to develop it into an organization that would be outstanding in its field. The Group has

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been fortunate in having many of its key personnel stay with it since the early days of training. Col Shower was the first officer assigned to the Group, and has worked tirelessly in developing it since he assumed command in October 1943. This has been a great advantage, for every unit suffers with a change of command. Under Col. Shower, every man was absorbed into his plan of action. His particular likes and dislikes were learned quickly and were accordingly taken into consideration. Instead of tearing down and rebuilding under a new Commander, the 467th has built continuously on one foundation, and the resulting structure reaches well into the skies. With Lt. Col. Smith tirelessly studying the problems and establishing the operational procedures, supplying the details for Col. Shower's plans, a remarkable team-work of efficiency has developed. Lt. Col. Walker has likewise administered the station and tended to the details of the ground echelon. All of these men could not have brought the Group to the prominence that it has now achieved without the complete cooperation of their subordinates in the Group and of those many individuals in the auxiliary units stationed at Rackheath.

Statistics are gathered in every Army unit and in general, they can be used as a measure of the qualities of those units. There are statistics for bombs within 500, 1000, and 2000 ft.; there are the statistics for aircraft returning early because of mechanical failure; there are the statistics for operational and non-operational losses of men and equipment. There is an officer specifically assigned to the task of totalling these figures, and after they go up the line to higher headquarters, they are re-organized and charted comparatively with other Groups. Some Groups excel more in one way than in another. The 467th is proud of its bombing record, proud of its maintenance record, and thankful for its record of losses. By constantly prodding the men in all phases of Air Force activity, every department responsible for work done in the air or on the ground, and through the constant training of the crews, it has been certain in the minds of the authorities that no aircraft has ever left the ground at Rackheath without every man in it being equipped to accomplish his mission properly and to take care of himself, come what may. It is not claimed outright that the 467th is the "best" Group in the Second Division, but it is a known fact that it is one of the best. Its bombing has often figured as best of the week in the publication "Target Victory". Its maintenance record has been outstanding, and during periods of sustained activity, days have gone by without "aborts" because of mechanical failure. This is not said with the implication that there has never been an incident of "snafu" in the Group. There have of course been mistakes, but the overall picture is a pleasing one, and one to be proud of.

As a matter of record, a few statistics have been calculated for the 200 sortie mark, and these follow: 4732 aircraft dropped a total of 12,571 tons on targets in enemy or enemy-held territory. 48 aircraft were lost on operational missions, including 29 missing in action. At the end of the 197th sortie, a total of 32,252 aircraft-hours of flying time had been accumulated, and on the date of the 200th sortie, the charts show a total of 12,220 aircraft-hours of non-operational flying time. There was a total of 33 non-operational wrecks, including a variety of losses in the air and on the ground. In this time, some 160 aircraft had been used in the Group, and 12,278,475 gallons of high octane gasoline had come through the sub-depot on the base.

As the horizon of memories of the events of the past year is scanned, any number of them can be recalled. There was the night of 22 April 1944 when our aircraft returning from Hamm, Germany were followed in by intruders. As the formation came over the field, shots were heard above the drone of the motors, and tracers streaked across the sky. Suddenly the entire sky lit up with tracers and ack-ack bursts. Airplanes were going in all directions. As the B-24s tried to land at Rackheath, a Ju 88 came over and dropped bombs near the runway. Then mistaken identity caused a near-by battery to shoot down a B-24 from a nearby field, and there is no more depressing sight for any eyes than that. More bombs shook the ground at our base before the enemy went home again, and the final count showed two ships down over England, with a loss of fifteen men, and one GI man killed on the base. A number of others were injured.

On 29 April 1944, Major Robert L. Salzarulo, the C.O. of the 788th Squadron went down on his way back from Berlin. In the ship with him were Lt. Bill F. Moore's crew and Lt. John L. Low, the Group Bombardier. One of the men was known to have evaded later, but for the others, no status could be ascertained.

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One day in the early spring of 1945, a telegram arrived for Lt. Low, and the date-line showed his home-town. Great excitement ensued, and before long, Lt. Low returned to relate his experiences during the 296 days he spent in occupied Holland.

On 8 May 1944, the Group went to Brunswick, and on this mission, Lt. Thomas H. Murphy flew his first Mission as a pilot, having just risen from co-pilot status. Badly shot up in the target area, he brought his ship back over England and bailed his entire crew out, mostly over Rackheath. He then proceeded to the Sub-Depot at Watton, where he crash-landed his plane alone, a remarkable feat, and well done.

Another checked-out co-pilot, Lt. Joseph G. Mulheran, brought his damaged plane all the way back from Zwischenalin, Germany, on 30 May 1944, making the entire trip over water. With his ball turret down, he made a beautiful landing, which General Peck had come over to observe. Lt. Mulheran has the further distinction of making the transformation from Cadet to Captain in nine months, for he completed his tour as a lead pilot.

On 10 May 1944 the old 788th Squadron was transferred in toto to do some very secret work. It was a blow to the Group to see that number of friends leave. It was later learned that this Squadron flew black planes to drop personnel and supplies to the French underground at night, thereby performing a valuable service in preparation for the D-Day landings.

The Alert Detachment of the station was formed in early May under Lt. Marnold J. Smith, and it was their task to protect the base from any attempts that the Germans might make to place any troops in this area. They trained in all sorts of drill, and were ready to man their guns with true Infantry tradition.

The trust in PFF bombing equipment increased with time throughout the year. In the early days, it was a known fact that crews sent to be trained in H2X technique were released by the Groups for this purpose mainly, because they were not considered the most proficient at their job. As this policy changed and as equipment was gradually supplied throughout the Groups, this condition improved and it was found that relatively accurate bombing could be accomplished through the clouds.

In June, our original crews began completing tours and going home. Through the 467th began the flow that has gone on ever since. New crews were oriented to conditions in the E.T.O., were declared operational, and flew their tours. A standard ground school was established for new crews. By now the combat personnel have turned over completely several times. The first crew to complete a tour was Lt. John H. Seward's crew. The pilot finished on 25 June 1944, and the rest of the crew finished a few days later. Lead crews took more time, and the last of the original crews to finish was Capt. Kenneth G. Ford, who finished on 8 December 1944.

The new 788th Squadron arrived on 10 August 1945. These men were formerly members of the 859th Squadron of the 492nd Group. With their parent Group disbanded, most of the newcomers were not pleased about their transfer and redesignation. In their early days at the 467th, they lost no time in making this known, and many members of the Group did not point to a "Welcome" sign on the Rackheath doormat. As time went on, however, they became reconciled, and they are now strong members of the family.

Also in August, the Group chalked up its 100th sortie, and was amazed to find that only 140 days had been required to achieve a record for the Second Division. In 2375 sorties, the Group had lost 27 aircraft, and the casualties consisted of 46 killed, 45 wounded, and 182 missing.

5517.69 tons of bombs had been dropped on enemy territory, and the 467th had led the 96th Wing 40 times.

The number of personnel on the station has remained fairly constant throughout the year, with the exception of the interval when the Group operated with three Squadrons. On 31 August 1944, there were 533 officers and 2362 enlisted men assigned to the base. On the day of the 200th sortie (6 April 1945), there were 513 officers and 2462 enlisted men assigned and attached.

In October, the Group went back on a regular operational status after a month of "truckin'" to French airfields. Lt. Col. Herzberg, the Air Executive, went to Wing Headquarters and was replaced by Lt. Col. Mahoney, whose position as C.O. of the 788th Squadron was in turn filled by Major Taylor. The V-2

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rockets seemed to be making a target range out of Rackheath, for many of these missiles landed within a mile or more of the field, and without warning! At the same time, the old-fashioned V-1s occasionally came chugging over the field on their way to London, but these were usually announced beforehand. Cold weather arrived, and the winter underwear was more necessary than ever. The necessity of preparing for maintenance of the aircraft and sanding the runways became evident and preparations were made to combat these inevitable conditions, for the war was far from over.

Critiques of missions had always been held in one form or another. At first, lead crew members would go occasionally to Wing Headquarters, and the other crews would also review three or four missions at a time on stand-down days. Gradually, the critiques got more and more complicated until the present system was developed. A critique is held for every mission shortly after it lands, and it is held in the Officers' Mess. Here are discussed the take-offs, assembly, route, bombing, return, and landings. Any deviation from S.O.P. is stressed, and the bombing results are discussed at length, with the use of the epidiascope. In case of fighter attacks, the gunners have a special critique in the Gunners' Briefing Building.

Throughout its E.T.O. existence, the 467th has sent up practice missions at every possible moment to insure the proficiency of its crews in formation flying and procedures in the air. These mission have always been the pet gripe of the crew members while they are in the process of flying their combat missions, but when the nightmare of practice flying is over, and these men have completed their tours, they almost invariably express the belief that the training was useful. One exception was the man who returned to the States with 35 combat missions and 34 practice missions to his credit!

The day before Christmas, the 467th sent out a record number of 61 aircraft. 60 of these attacked, and there were no losses. In a little more than half an hour, all of these ships were airborne to take part in the largest Eighth Air Force raid to date, and the target was one just across the lines in enemy territory. Lt. Charles McMahon, a happy warrior pilot working in Group operations, decided to take one more chance and fly "Pete, the POM Inspector", the assembly ship, on this mission. Armed with carbines in the waist, the ship flew without mishap, and the stunt was successful.

Christmas Day was one of the rare occasions when the 467th has suffered due to fighters. Three aircraft were lost, one of which had a very unusual experience. With one engine on fire, the pilot apparently decided to bail out, but his order was not heard in the waist or the nose. After the four men had left the flight deck and the plane continued to circle, the fire went out, and one of the men in the nose noticed that there were no feet at the controls above him. Investigation disclosed that the flight deck was deserted. Fortunately the men in the nose were somewhat familiar with the auto-pilot. They managed to straighten the plane out and guide it over friendly territory. Then those still aboard bailed out, and the aircraft continued flying until it crashed in Wales, England.

29 December 1944 was a truly bad day at Rackheath. The fog on the base was so thick that the pilots could not even see sides of the runway. Attempting to make instrument take-offs, two aircraft crashed off the end of the runway, with a loss of fifteen killed and four injured. Two other ships that were damaged on take-off managed to get into the air. Of these, one crash-landed at Attlebridge, and the crew of the other one bailed out, leaving their plane headed for enemy territory.

The winter proved to be an unusually severe one. The snow piled up on the field, and hampered operations generally. In the early months of 1945, many missions were briefed in the early morning, only to be scrubbed a short time before take-off. It was a real burden for the crews to hear when they got up in the cold of their Messen huts, to be briefed and make all preparations for take-off, only to be told that they could go back to their cooled off "sacks". Gradually, weather improved, and the Allied ground forces began to stream into Germany. The number of targets diminished as the Reich boundaries became smaller and smaller.

On 18 March 1945, two ships were lost on a mission to Berlin. Word was received on 29 March that some of the members of one of these crews were safe in Poltava, Russia. The ship piloted by Lt. William R. Chapman, though severely damaged, had succeeded in passing over Russian territory, where most of the

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crew bailed out. Two men had been killed over the target, and both German and Russian fighters shot at the ship and at the men as they came down in parachutes over Russia. It was hard for these men to convince the Russians soldiers that they were not German paratroopers, and some of them experienced rough handling because of this uncertain identity. However, all of the eight men who bailed out were routed to the U.S. Military representatives in Poltava, where they awaited transfer back to the U.K.

An attempt has been made in the above paragraphs to portray some of the events that have occurred in the Group during a year of operations, and to describe some of the personnel who have influenced the Group and some of those experiences will long be remembered by all of its personnel. As the war moves into its final stages and one wonders when the last operational mission will be flown, every one is full of rumors as to where the next step will guide the 467th. Wherever the Group goes, its members are confident that at their next station, their experiences in England will enable them to set up and operate as efficiently as in the E.T.O.

7. "Witchcraft".

One of the most celebrated aircraft in the Eighth Air Force is our own battle-scarred veteran of 130 combat missions flown without an "abort," - Aircraft B24E-52534, better known as "Witchcraft."

The completion of "Witchcraft's" 100th mission on 7 January 1945 was a widely publicized event, for she had just established a record among 8AF Liberators. On this mission, in which she bombed the Hermann Goering Steel Works in Brunswick, she carried a special news reporter, and on her return was greeted by an imposing array of "brass" from higher headquarters.

"Witchcraft", up to this time, had worn out or lost through flak 13 engines while dropping some 500,000 pounds of high explosives on enemy targets. It had been dispatched 65 times to Germany, 31 times to France, and 4 times to Belgium. On three occasions the bomber had been over the target with only three engines functioning. On one mission, the pilot nursed her all the way home from Berlin on three engines when one engine was ripped by flak over the target. On another occasion one engine went out while the Liberator was over the English Channel, bound for France, but the pilot continued on the mission, dropped his bombs and brought her back safely.

As the "Witch" sat down on the home strip after her 100th mission, the crew (M/Sgt Joe R. Ramirez, S/Sgt George Y. Dong, Sgt Raymond A. Betcher, Cpl Walter L. Elliott, and Cpl Joseph J. Vetter) received the congratulations of Major General William E. Kepner, Second Bombardment Division commander; Brigadier General Walter R. Peck, 96th Combat Wing commander; Colonel Albert J. Shower, 467th Bombardment Group commander; and Major Fred E. Holdrege, 790th Bombardment Squadron commander. This crew has kept "Witchcraft" flying since she was delivered to the Group at Wendover Field, Utah, about a year ago. Together they have "sweated out" each mission since her first trip to bomb enemy installations in France on 10 April 1944. Through their diligence, plus good fortune, the bomber has completed every assignment, never returning for mechanical reasons or because of injury or illness among the flying crew, without first bombing the target.

For "meritorious achievement in the performance of outstanding services", Crew Chief Ramirez received an Oak Leaf Cluster to his Bronze Star Medal. The other four men of the crew received Certificates of Meritorious Service, signed by General Peck, for their excellent work. And plenty of work they have had, for though "Witchcraft" has never suffered any killed or wounded aboard her, she has received more than 300 flak holes during her 665 hours of combat, and twice they have had to send her to sub-depot for major repairs as a result of battle damage.

All the men of the crew are native Americans, but they call themselves the "League of Nations" ground crew, because Ramirez is of Mexican-American parentage, Dong is of Chinese descent, Betcher of Dutch descent, and Vetter of German descent. Elliott claims only American ancestry.

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As 1st Lt. Casey Laszlo said, when the bomber finished her 100th mission and he his tour of duty in the ETO, "The 'Witch' is a good bomber. You can depend on her to get you there and back. That's all I ask of any plane!"

On 21 April 1945, "Witchcraft" was flown by Lt. McFarland on his last combat mission - to Salzburg, Austria, which was also the next to the final mission flown by the Group in the ETO. Although the mission was recalled on account of weather, sortie credit was given. Up to the last, the old "Witch" was riding the skies along with the best and newest of our bombers - still on the job and always reliable.

8. Recreation.

A variety of recreation has been available at or near Rackheath for both officers and enlisted men since their arrival.

During the first pre-operational month, when all personnel were restricted, the American Red Cross and Special Services combined to provide pleasant diversions from the many hours of intense work. The Aero Club was getting organized, and aside from providing snacks, offered a library, ping-pong table, and other games. In the base theater, men were surprised to be able to see fairly recent movies. At the Officers' Club, newspapers and magazines were available, and additional entertainment was provided by Lt. John A. Gile and Lt. Richard H. Gray at their piano, just as they had done during the evenings at the Group's training base in the States. The song, "Pete, the POM Inspector," composed by Lt. Gile, is listed in the Addenda of this history, and was one still fresh in everyone's mind after arrival overseas.

Throughout the year, what might be termed "recreation" grew into many ramifications. Clubs grew on the station, and Rackheath men roamed over all England, enjoying themselves in one way or another.

For officers, evenings on the base, if they were not spent in the "sack," were passed in the theater or in the Club. As the Club Officers improved the interior of the building, more comfortable furniture, open fireplaces, a modern bar, and fresh paint were added, and it became more and more a pleasant place to relax in. In contrast to many bases, Rackheath's officers, both flying and ground, used the same Club and ate in the same mess, a practice which has worked well from both angles. Soon regular "free beer night" was held on Wednesday each week, and that was regarded as a special evening to go to the Club and sit around among friends. Dances were held once a month, with music being supplied by the "Airliners," a band made up of base personnel, and the girls being supplied from most anywhere.

On the station, the enlisted men had the movies and the Aero Club. Later a "sergeants' club" was established, and here all men above the rank of sergeant were able to play cards, have refreshments, and be served beer or "cyder." At the Aero Club, dances were held every Wednesday night, and on most of the other nights some weekly event was scheduled.

At both the Officers' Club and the Aero Club weekly news summaries were provided by Major Ogden, the Group S-2, these being invariably well attended. USO Shows came occasionally to Rackheath, and dances were held at intervals in Rackheath Village Hall, just outside the boundaries of the field.

As the weather improved during the summer, "pubbing missions" became popular, and officers and men could be expected anywhere within a radius of ten miles. Favorite spots were "The Cottage," Horning Ferry, the towns of Blofield, Brundel and Coltishall, and other country spots. To the city of Norwich, 5 miles away, a liberty run went every night at 1800. The Red Cross provided elaborate and comfortable clubs there for recreation and for spending the night. Dances at the Lido Dance Hall, the Black Friars, or the Sampson and Hercules "Muscle Palace," enabled the men to make valuable acquaintances among the local belles.

It did not take long for the Americans to get used to the seemingly different ways of the British, and Anglo-American relations were generally very good throughout the year. Several personnel on the base went so far as to acquire British wives, and are residing in homes in the vicinity.

Holiday celebrations over Christmas, New Year's, Thanksgiving and other holidays were in accordance with all traditions. Dances were held on the base,

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and the Quartermaster supplied turkey with all the trimmings at the mess halls. Two special celebrations were held to commemorate two operational milestones of the Group. These were the 100-mission and the 200-mission parties. In general, the two were quite similar, though at the second there were a few variations, and some of the difficulties encountered at the first were ironed out. The festivities lasted for two days, with dances on Saturday night and beer busts in the hangar on Sunday. Foreworks displays were held during the dances, and the entire countryside was thrilled with a sight that had not been seen on the landscape for several years. In both cases, the Group was "stood down" operationally on Sunday, and both officers and enlisted men gathered in the hangar for food, beer and music.

As the talk increases of a transfer to the Pacific Theater, the men at Rackheath realize that they "never had it so good," and they will look back on the memories of Norfolk life with yearning. Morale has been good all along, and except for the longing for home, the stay in England has been a pleasant one.

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9. Combat Missions.

| <u>Mission</u>
<u>No.</u> | <u>Date</u> | <u>Target</u> | <u>P.I. Rating</u> | <u>Casualties</u> |
|------------------------------|-------------|----------------------|--------------------|-------------------|
| 1 | 10-4-44 | Bourges, France | Very Good | 0 |
| 2 | 11-4-44 | Ascherleben, Germany | Good | 0 |
| 3 | 12-4-44 | Recalled | | |
| 4 | 13-4-44 | Lochfeld, Ger. | Good | 10M |
| 5 | 17-4-44 | Wisernes, Fr. | Unknown | 0 |
| 6 | 18-4-44 | Brandenburg | Fair | 0 |
| 7 | 19-4-44 | Paderborn | Fair | 0 |
| 8 | 20-4-44 | Siracourt, Fr. | Nil | 1K |
| 9 | 21-4-44 | Recalled | | |
| 10 | 22-4-44 | Hamm | Very Good | 17K-4M |
| 11 | 24-4-44 | Loiphelm | Excellent | 0 |
| 12 | 25-4-44 | Mannheim | Unknown | 0 |
| 13 | 26-4-44 | Paderborn | Unknown | 1W |
| 14 | 27-4-44 | Siracourt, Fr. | Fair | 0 |
| 15 | 27-4-44 | Blainville, Fr. | Fair | 0 |
| 16 | 29-4-44 | Berlin | Fair | 32M |
| 17 | 1-5-44 | Rousseauville, Fr. | Nil | 0 |
| 18 | 1-5-44 | Laage, Belgium | Good | 0 |
| 19 | 4-5-44 | Brunswick | Recalled | |
| 20 | 5-5-44 | Sotterast | Poor | 0 |
| 21 | 7-5-44 | Osnabruck | PFF | 0 |
| 22 | 8-5-44 | Brunswick | PFF | 1K-5W-10M |
| 23 | 9-5-44 | Floronnes, Bel. | Very Good | 0 |
| 24 | 10-5-44 | Diepholz | Nil(Recalled) | |
| 25 | 11-5-44 | Epinal, Fr. | Poor | 10M |
| 26 | 12-5-44 | Bohlen | Excellent | 0 |
| 27 | 13-5-44 | Tutow | Fair | 0 |
| 28 | 19-5-44 | Brunswick | PFF | 0 |
| 29 | 20-5-44 | Rheims | Unknown | 0 |
| 30 | 31-5-44 | Siracourt | PFF Good | 0 |
| 31 | 23-5-44 | Bourges | Very Good | 0 |
| 32 | 24-5-44 | Molun, Fr. | Good | 0 |
| 33 | 25-5-44 | Mulhouse, Fr. | Excellent | 0 |
| 34 | 27-5-44 | Neunkirchen | Excellent | 0 |
| 35 | 28-5-44 | Zeitz | Excellent | 0 |
| 36 | 29-5-44 | Tutow | Good | 10M |
| 37 | 30-5-44 | Zwischenahn | Excellent | 0 |
| 38 | 31-5-44 | Recalled | | |
| 39 | 2-6-44 | Stella Plage, Fr. | PFF | 0 |
| 40 | 3-6-44 | Berck-sur-Mer | PFF | 0 |
| 41 | 5-6-44 | Bourges | Poor | 0 |
| 42 | 6-6-44 | Colleville, Fr. | PFF | 0 |
| 43 | 6-6-44 | Abandoned | | |
| 44 | 6-6-44 | Pontaubault | PFF Poor | 0 |
| 45 | 7-6-44 | Lisieux, Fr. | PFF Poor | 0 |
| 46 | 8-6-44 | Pontaubault, Fr. | PFF Poor | 0 |
| 47 | 10-6-44 | Chateaudun, Fr. | GH | 0 |
| 48 | 11-6-44 | Blois, Fr. | Excellent | 0 |
| 49 | 11-6-44 | Beauvais, Fr. | Excellent | 0 |
| 50 | 12-6-44 | Evreux, Fr. | Very Good | 0 |
| 51 | 14-6-44 | Beauvais | Poor | 0 |
| 52 | 15-6-44 | Evreux, Fr. | Poor | 0 |
| 53 | 17-6-44 | Guyancourt | GH | 0 |
| 54 | 17-6-44 | Tours | Very Good | 0 |
| 55 | 18-6-44 | Bromerhausen | PFF | 0 |
| 56 | 18-6-44 | Watten | GH | 0 |
| 57 | 20-6-44 | St. Martin L'Hortier | GH | 0 |
| 58 | 20-6-44 | Ostermoor | Excellent | 0 |
| 59 | 20-6-44 | Recalled | | |
| 60 | 21-6-44 | Berlin | Good | |

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| Mission No. | Date | Target | P.I. Rating | Casualties |
|-------------|----------|------------------------------|-------------|------------|
| 61 | 23-6-44 | Bolloy-sur-Somme, Fr. | GH | 0 |
| 62 | 24-6-44 | Toussus/Paris | GH | 0 |
| | | Toussus, Glenoble | GH | 0 |
| 63 | 24-6-44 | Bellecroix | No attack | 0 |
| 64 | 25-6-44 | Pont-a-Vendin, Fr. | Poor | 2W |
| 65 | 25-6-44 | Breligny, Fr. | Very Good | 1K |
| 66 | 28-6-44 | Saarbrucken | PFF Poor | 1W |
| 67 | 29-6-44 | Aschersleben | Fair | 1CM |
| 68 | 1-7-44 | Recalled | | |
| 69 | 2-7-44 | Pignon Ferme, Fr. | PFF | 0 |
| 70 | 5-7-44 | Le Culot, Bel. | GH Poor | 0 |
| 71 | 6-7-44 | Kiel | Poor | 0 |
| 72 | 7-7-44 | Lutzkendorf | Very Good | 0 |
| 73 | 8-7-44 | Recalled | | |
| 74 | 11-7-44 | Munich | PFF | 2K-8W-1CM |
| 75 | 12-7-44 | Munich | PFF | 1CM |
| 76 | 13-7-44 | Saarbrucken | PFF | 0 |
| 77 | 16-7-44 | Saarbrucken | PFF | 0 |
| 78 | 17-7-44 | Villers/Bolloy-sur-Somme | Excellent | 0 |
| | | Haute Maismol | Fair | 0 |
| | | Bois de Queue Contesse | Poor | 0 |
| 79 | 18-7-44 | Troarn, Fr. | Good | 0 |
| 80 | 19-7-44 | Kempton | Very Good | 0 |
| 81 | 20-7-44 | Eisenach | Fair | 0 |
| 82 | 21-7-44 | Nouauring | Poor | 0 |
| 83 | 24-7-44 | Montreuil, Fr. | Mil | 0 |
| 84 | 25-7-44 | Montreuil, Fr. | Very Good | 0 |
| 85 | 29-7-44 | Bremen | PFF | 0 |
| 86 | 31-7-44 | Ludwigshaven | PFF | 0 |
| 87 | 1-8-44 | Haut Maismol, Fr. | Recalled | |
| 88 | 2-8-44 | Remaismol, Fr. | Poor | 0 |
| 89 | 3-8-44 | Lille, Fr. | Fair | 4K-4W |
| 90 | 4-8-44 | Rostock | Good | 0 |
| 91 | 5-8-44 | Wagram | Excellent | 19M |
| | | Brunswick | " | |
| 92 | 6-8-44 | Hamburg | Excellent | 1K-19M |
| 93 | 7-8-44 | Ghent, Bel. | Excellent | 8K-11W |
| 94 | 8-8-44 | Clastres, Fr. | Excellent | 0 |
| 95 | 9-8-44 | Saarbrucken | Fair | 0 |
| 96 | 11-8-44 | Strasbourg | Very Good | 0 |
| 97 | 12-8-44 | Mourmelon, Fr. | Fair | 0 |
| 98 | 13-8-44 | Seine River | Fair | 2W-1CM |
| 99 | 14-8-44 | Dole/Evaux, Fr. | Excellent | 0 |
| 100 | 15-8-44 | Vechta | Very Good | 0 |
| 101 | 16-8-44 | Magdeburg | Very Good | 1W-1CM |
| 102 | 18-8-44 | Moippy, Fr. | Excellent | 5K |
| 103 | 24-8-44 | Misburg | Very Good | 0 |
| 104 | 25-8-44 | Lubeck | Very Good | 0 |
| 105 | 26-8-44 | Dulmen | Good | 0 |
| 106 | 27-8-44 | Recalled | | |
| 107 | 1-9-44 | Recalled | | |
| 108 | 5-9-44 | Karlsruhe | Good | 0 |
| 109 | 8-9-44 | Karlsruhe | Good | 0 |
| 110 | 9-9-44 | Mainz, Wuma | Good | 0 |
| 111 | 10-9-44 | Ulm | PFF | 0 |
| 112 | 11-9-44 | Stendahl | PFF Poor | 0 |
| 113 | 3-10-44 | Gaggenau, Ger. | Good | 0 |
| 114 | 5-10-44 | Paderborn-Lippstadt-Hersford | Good | 0 |
| 115 | 6-10-44 | Wenzendorf - Stade | Fair | 0 |
| 116 | 7-10-44 | Magdeburg | Excellent | 1W |
| 117 | 9-10-44 | Coblenz | PFF | 0 |
| 118 | 12-10-44 | Osnabruck | Very Good | 0 |

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| Mission No. | Date | Target | P.I. Rating | Casualties |
|-------------|----------|---------------------------------------|--------------|------------|
| 119 | 14-10-44 | Cologne | PFF | 1K-11M |
| 120 | 15-10-44 | Monheim | Very Good | 0 |
| 121 | 17-10-44 | Cologne | PFF | 0 |
| 122 | 19-10-44 | Mainz | PFF | 3M |
| 123 | 22-10-44 | Hann | PFF | 0 |
| 124 | 25-10-44 | Neumunster | PFF | 0 |
| 125 | 26-10-44 | Minden | PFF | 0 |
| 126 | 30-10-44 | Harburg | PFF | 0 |
| 127 | 2-11-44 | Bielefeld | Very Good | 0 |
| 128 | 4-11-44 | Misburg | Poor | 1K |
| 129 | 5-11-44 | Karlsruhe | PFF | 0 |
| 130 | 6-11-44 | Menden | PFF | 0 |
| 131 | 9-11-44 | Metz | PFF | 0 |
| 132 | 10-11-44 | Hanau | PFF | 9M |
| 133 | 11-11-44 | Bottorf | PFF | 0 |
| 134 | 16-11-44 | Eschweiler | GH Good | 0 |
| 135 | 21-11-44 | Harburg | Excellent | 0 |
| 136 | 25-11-44 | Bingen | GH Poor | 1W |
| 137 | 27-11-44 | Offenburg | Very Good | 0 |
| 138 | 29-11-44 | Bielefeld | GH | 0 |
| 139 | 2-12-44 | Bingen | GH | 0 |
| 140 | 4-12-44 | Bebra | GH | 0 |
| 141 | 6-12-44 | Bielefeld | PFF Poor | 0 |
| 142 | 10-12-44 | Bingen | GH | 0 |
| 143 | 11-12-44 | Hanau | PFF | 0 |
| 144 | 12-12-44 | Hanau | Excellent | 0 |
| 145 | 18-12-44 | Coblenz | Nil | 0 |
| 146 | 24-12-44 | Daun-Gerolstein-Ober | Very Good | 0 |
| 147 | 25-12-44 | Neuhornich-Gerolstein--
Hallschlag | Poor | 2K-3M-11M |
| 148 | 26-12-44 | Niederlahstein | Very Good | 0 |
| 149 | 27-12-44 | Neunkirchen | Poor | 0 |
| 150 | 28-12-44 | Neunkirchen | GH | 0 |
| 151 | 29-12-44 | Frum | GH Poor | 15K-4W |
| 152 | 30-12-44 | Neuwied | GH | 0 |
| 153 | 31-12-44 | Engers | GH Poor | 0 |
| 154 | 1-1-45 | Guls | GH Excellent | 1W-1CM |
| 155 | 2-1-45 | Remagen | GH Excellent | 0 |
| 156 | 3-1-45 | Zweibrucken | GH | 0 |
| 157 | 5-1-45 | Cochem | GH | 0 |
| 158 | 7-1-45 | Rastatt | GH Fair | 0 |
| 159 | 10-1-45 | Schonberg | GH | 0 |
| 160 | 13-1-45 | Rudesheim | GH | 0 |
| 161 | 14-1-45 | Hallendorf | Excellent | 0 |
| 162 | 16-1-45 | Dresden | Good | 0 |
| 163 | 17-1-45 | Harburg | Excellent | 0 |
| 164 | 29-1-45 | Munster | PFF | 0 |
| 165 | 31-1-45 | Brunswick | Nil | 0 |
| 166 | 3-2-45 | Magdeburg | PFF | 1W |
| 167 | 6-2-45 | Magdeburg | PFF | 1W |
| 168 | 8-2-45 | Salzbergen | Nil | 0 |
| 169 | 9-2-45 | Magdeburg | PFF | 0 |
| 170 | 11-2-45 | Dulmen | M-H | 0 |
| 171 | 14-2-45 | Magdeburg | PFF | 0 |
| 172 | 15-2-45 | Magdeburg | PFF | 0 |
| 173 | 16-2-45 | Osnabruck | GH Fair | 9M |
| 174 | 19-2-45 | Meschede | Excellent | 0 |
| 175 | 21-2-45 | Nurnberg | PFF | 1W |
| 176 | 22-2-45 | Hildesheim | Very Good | 2W |
| 177 | 23-2-45 | Gera | PFF | 0 |
| 178 | 24-2-45 | Bielefeld | Very Good | 0 |
| 179 | 25-2-45 | Schwabisch-Hall | Excellent | 0 |

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| <u>Mission</u>
<u>No.</u> | <u>Date</u> | <u>Target</u> | <u>P.I. Rating</u> | <u>Casualties</u> |
|------------------------------|-------------|---------------|--------------------|-------------------|
| 180 | 26-2-45 | Eberswalde | PFF | 1W |
| 181 | 27-2-45 | Halle | Pff | 0 |
| 182 | 28-2-45 | Bielefeld | GH | 0 |
| 183 | 1-3-45 | Ingolstadt | PFF | 0 |
| 184 | 2-3-45 | Magdeburg | PFF | 9M |
| 185 | 3-3-45 | Muenburg | Excellent | 0 |
| | | Bielefeld | PFF | 0 |
| 186 | 4-3-45 | Stuttgart | PFF | 7K |
| 187 | 7-3-45 | Soest | GH | 0 |
| 188 | 8-3-45 | Dillenburg | GH | 0 |
| 189 | 9-3-45 | Osnabruck | GH Very Good | 0 |
| 190 | 10-3-45 | Arnsberg | GH | 0 |
| 191 | 11-3-45 | Kiel | PFF | 0 |
| 192 | 12-3-45 | Swinemunde | PFF | 0 |
| 193 | 14-3-45 | Gressen | Fair | 0 |
| 194 | 15-3-45 | Zossen | Good | 0 |
| 195 | 17-3-45 | Hanover | PFF | 0 |
| 196 | 18-3-45 | Berlin | Good | 2W-21M |
| 197 | 19-3-45 | Leipheim | Poor | 0 |
| 198 | 20-3-45 | Hemmingstadt | Poor | 0 |
| 199 | 21-3-45 | Hespe | Excellent | 0 |
| 200 | 22-3-45 | Kitzingen | Very Good | 0 |
| 201 | 23-3-45 | Osnabruck | Excellent | 1W |
| 202 | 24-3-45 | Nordham | Excellent | 0 |
| 203 | 24-3-45 | Kirtorf | Excellent | 0 |
| 204 | 25-3-45 | Hitzacker | Excellent | 0 |
| 205 | 30-3-45 | Wilhelmshaven | Unknown | 0 |
| 206 | 31-3-45 | Brunswick | PFF | 0 |
| 207 | 4-4-45 | Perleberg | Poor | 0 |
| 208 | 5-4-45 | Plauen | PFF | 0 |
| 209 | 6-4-45 | Halle | PFF | 0 |

The 200th sortie is numbered #209 because some of the missions that were recalled and consequently did not score as sortie credit were nevertheless assigned numbers.

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PART II

UNIT AND SECTION SUMMARIES

1. Office of the Ground Executive.

Lt. Col. Ion S. Walker, Ground Executive.

Maj. George W. Darnell, Station Adjutant.

M/Sgt Taylor L. Biggs, Station Sergeant-Major.

The first year at Rackheath has been a very educational and interesting one from every standpoint. Training as a group in the States had to be oriented to a station management set-up immediately upon arrival. This condition presented many problems, such as coordination of all departments, special details, manpower distribution, adequate airframe guard, etc. All personnel and sections cooperated in every way, and the rough spots were ironed out within a short time.

The two days of summer passed quickly, and the fuel shortage began to present several new troublesome angles. In that the winter was the most severe in several decades, local fuel rationing was supplemented by local wood distribution and the automatic scrounge of Sir Edward Stracey's valuable forest. In spite of the loss of blankets, overshoes, and other critical items of equipment to the ground units on the Continent, few cases of illness were encountered. The health of the command remained at an unusual high standard at all times.

Transportation has been handled in a superior manner, the Station having led the 2nd Air Division in the least number of accidents for 1944. A section citation was received from the Commanding General 2AD for this outstanding achievement. Every effort to conserve gasoline, tires, and vehicles has been made by all concerned.

The Officers Club has been improved with the comfort and convenience of the officers foremost in the program. The NCO Club has been a great morale builder for the first-four-graders. At present it serves 400 members.

The venereal rate has been a real problem from the first arrival in the U.K. Our rate has been below the 2AD average for the year, but the plague of the "Piccadilly Commandos" is ever present, and a constant educational program is maintained in order to keep the men cognizant of the pitfalls of VD.

Too much cannot be said of the cooperation of the service units with the Group. The 470th Sub Depot, 74th Station Complement Squadron, 862nd Chemical Co., 1229th QM Company, 207th Finance Detachment, 1226th MP Co., 2105th Fire Fighter Platoon, 1451st Ordnance Co., and the 259th Medical Dispensary unit have contributed materially in the furtherance of the mission of the Group. Long hours and few passes and furloughs have kept the organization functioning in high gear at all times. Their efforts have been of infinite value to the war effort.

The administration of all units has been well maintained at all times. Promotion of deserving officers and enlisted men have kept the morale high and the Station on the ball. The messes have improved in appearance and the preparation of food is continually being made more palatable, in spite of a controlled ration and powdered eggs. The local PX has handled rations of articles available in a most expeditious and efficient manner.

The Special Service has maintained a well-rounded program for the entertainment and education of the Station personnel. The "Airliners" dance band won the Division contest and is in constant demand for engagements. The Station was honored by having the AAF 85-piece band make the only 2AD appearance here. Also the premiere showing of the picture "My Reputation" at this station places Rackheath in high esteem by higher headquarters. Physical training, movies, baseball, swimming, track, and basketball have kept the men active and in good physical and mental condition.

The medical department has kept the health of the men in excellent condition in spite of the weather and complicated disease prevalent. Their efforts have been well rewarded by the splendid record made for the Station.

The administrative side of the Station has enjoyed the first year at Rackheath insofar as possible, and feel that the contribution to the great

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record made by the 467th Bomb. Group has been well worth the headaches and troubles encountered.

2. Group Operations.

Lt. Col. Walter R. Smith, Jr., Group Operations Officer.
T/Sgt Ralph E. Brosseau, Chief Clerk.

Just about one year ago Group Operations, Rackheath, England, opened for business - the business of getting bombs on the target. The first task of becoming organized into an operational unit took weeks of Non-Operational flying. Everyone guessing about when "The Day" would arrive. And in between the guesses of "when" were stories of the trip across. What so-and-so did at Marakesh; what he bought in Brazil; and what he still had with him. Until that early morning when the first Field Order came in.

That morning the sounds of the engines turning over meant that the 467th Bombardment Group was on its way - operationally.

From then on it was all as if in rehearsal for the next big day - "D" Day.

The night of the 5th and 6th of June, 1944, is a memorable one. The assembling of all the forces - army, navy, air force - into one massive, cohesive striking force.

The first mission off in those early hours, long before sunrise; the second, scheduled to take off on half hour before "Zero Hour". The telephone call, "Do not take off until further notice". What did it mean? Had something gone wrong? No, the all-clear came, and two missions were in the air at the same time - paving the way for those landings in France.

From then on the continued air push with consistantly poorer weather. Those "new" crews of early March becoming "old" crews in the routine of daily missions. And each mission getting closer to the "100 Mission Day".

Once more the daily flights to "Somewhere On The Continent". But now the line between friendly and occupied territory was pushing rapidly eastward, so rapidly that the need for supplies became a paramount necessity. Overnight the 467th Group converted from bombs to materiel. We were "Trucking".

One base in France, the other in England, and our crews shuttling between the two. Men with two-day passes en joying the prospects of buying champagne, perfume, etc. Each one returning with a new story of France and its people.

Again a job completed and back to the prime purpose - more bombs on more targets. Now working against the added problem of winter. Winter, which brought with it the break-through of our lines in the Ardennes salient. Winter, which as if in devilish consort with teh Enemy, grounded our aircraft day after day - until the 24th of December.

On that day Group history was made. Every available aircraft over the target - sixty-two of them - including "Pete The Pom Inspector" which, unarmed except for a .45 caliber automatic pistol, dropped its bombs on the assigned target.

And now, again heading for another milestone, its 200th Mission Rackheath Operations points towards Victory.

3. 788th Bombardment Squadron (H).

Major John J. Taylor, Commanding.
Captain Loren F. Kannenburg, Executive Officer.
1st Sgt. Owen K. Ball.

Most bombardment squadrons first breathe in cadre form, are nursed and babied through training phases and sent overseas as eager, inexperienced but mature striking units of the Army Air Forces. That's SOP -- but not for the 788th Bombardment Squadron which stormed into Rackheath 10 August 1945.

Born the 859th Bombardment Squadron, the NEW 788th was a hybrid with operationally experienced men ranging from zero to 150 missions, formed from the 733rd Bombardment Squadron, the 700th Bombardment Squadron, the 858th Bombardment Squadron and the original 859th Bombardment Squadron.

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These 136 officers and 532 enlisted men, headed by Lt. Col James J. Mahoney, came into the lair of Colonel Albert J. Shower, facing a super-intensive training program for combat crews, a saluting campaign and war bond drive for all, an atmosphere of officiousness and efficiency in Group, and the prospect of plenty of action.

Colonel Mahoney's men became operational 14 August, sending six aircraft to Dole-Tavaux, France. Specialists proceeded to work, some in squadron functions, others in group-handled set-ups, and Group started taking personnel from the large overage brought to Rackheath. Intramural hostilities lessened with the celebration of the Group's 100-mission party, to which the Squadron, now part of the 467th Bombardment Group (H), was unanimously invited.

Hope that the ill-luck which darkened the days at North Pickenham (former home) would disappear under a new name and new conditions diminished when disaster struck 16 August. Lieutenant Gayle Miller's crew failed to return from Magdeburg, Germany; and the same day Capt. John Taylor, the Squadron Operations Officer, together with his crew, were shot down while flying a training mission over the North Sea when they got in the arc of a run-away gun. The captain and four enlisted men were saved.

September brought furloughs to ground men, many of whom had had none in 18 months or more, and morale among mechanics, armorers, static chasers, bomb-loaders and chairborne troops brightened.

Colonel Mahoney moved to Group as Air Executive 11 October, and Captain Taylor, recently out of the hospital from his North Sea adventure, took command of the Squadron. Popular adjutant James Cole put on captain's bars, meanwhile running Colonel Shower's Combat Mess under the direct supervision of Executive Officer Major Dana E. Smith, Base Mess Officer.

Squadron Commander Taylor received his majority 12 October and assumed an increasingly important role in Group affairs.

Cold November days and ceaseless rain brought stand-downs and practice mission after practice mission. Crew Chief David B. Hill's aircraft No. 611 received a Second Division Inspector's commendation as the best-maintained aircraft in Division. Thanksgiving Day the first sergeant, master sergeants and technical sergeants kayped in Consolidated Mess, while Lt. McCowan's "happy warrior" crew and miscellaneous gunners did the honors in Combat Mess.

Little activity preceded Christmas Eve, but that day saw the greatest mission ever launched by the Eighth Air Force, and the Squadron put forth 18 crews and aircraft (including Pete the PGI Inspector, war-weary Group assembly ship) without mishap, besides embarking on the most prolonged period of operations since coming to Rackheath, flying combat eleven consecutive days.

Squadron headquarters moved into a new orderly room as the new year moved in snow and rumors on the Squadron, the rumors culminating 26 January with the shipment of 19 volunteers and draftees to the infantry. The personnel situation became acute, but section heads gradually accepted the inevitable and prepared to operate with fewer men. Another call for seven men came in the middle of February, paring down the Squadron to a severe T/O strength.

Time seems to solve all problems. In August, on arrival at Rackheath, an overage burdened the Squadron. Half a year later, departments demanded more men to meet operational requirements. Regardless of this difficulty the Squadron appeared to be operating smoothly, surmounting obstacles easily, accepting the inevitable gracefully and philosophically anticipating a rosier future.

4. 789th Bombardment Squadron (H).

Maj. Robert S. Seiler, Commanding.
Maj. Harry A. Caldwell, Executive Officer.
1st Sgt Joseph W. Hanson.

For the 789th Bombardment Squadron, a year at Rackheath is wrapped up in the "Flying Boxcar" insignia, which so aptly characterizes the B-24 aircraft to which all officers and men of the unit have devoted their best efforts.

A year ago, green as grass about combat, we viewed with somewhat nervous apprehension the task of "getting bombs on the target." After all, the Eighth

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Air Force was the "big league" and we comprised a brand-new squadron in a brand-new group with a lot of Second Air Force training poop fresh in mind. We had a lot to learn, but we were eager to get going and to start learning. We did. From 10 April 1944 on, combat missions became a part of the bloodstream of every bomb-loader, KP, refueler, personnel clerk, gunner, cook, medic, pilot, crew chief and M.P. From then on, the G.I. job each man was trained for was geared to the tempo of combat missions. ETO life, after the novelty of the first few missions wore off, settled down into a never-dull routine of work.

A year after Mission No. 1, the 789th Squadron can look back on nearly 200 missions crowded with all the pleasures, adventure, disaster, good fellowship and homesickness akin to any Air Force unit serving overseas. Every combat crew that either has flown its missions and returned to the States or has gone down in the supreme sacrifice has left its mark on the proud escutcheon of the Squadron. So too has every ground section performing its unsung, unheralded, unpraised duties.

The work of every officer and man in the Squadron could be the subject of praise in a squadron history. The story of a year at Rackheath, however, could be best summarized by mentioning a few who well illustrate the efforts of all in getting the job done, the job of "getting bombs on the target".

You could mention S/Sgt Dick Houlihan, who would admit to at least 32 years, who flew a combat tour in the Mediterranean and stretched his string of missions to 73 before calling it quits in the ETO. You could recall T/Sgt Bill Willis, who held the right bomb bay door open with his feet to permit bombs to fall clear. You could reminisce about Lt. Don Kessler's clear-headed crew when his plane's tail turret caught on fire and fell out. You could remember Lt. Ed Rudowske and his crew for being long interned in a neutral country after being shot down over "Big B". You could talk about S/Sgt Elbert Nason braving 30-below weather to crank open jammed bomb bay doors.

On the "paddlefoot" side of the ledger, there is much that will long stand as a source of proud inspiration. There was L/Sgt Cecil King, line chief, who kept the B-24's rolling for 201 consecutive missions without a single abort. There were Sgts Sam Urson, Archie Pittman, Charley Wagner and Bill Keller, who did a 30-hour engine change in 8½ hours during cold October. There were the 49 straight missions the Squadron flew without losing a crew or plane, an accomplishment cited by Second Air Division. There were Sgts Kaemmerer and Moss who so capably kept Squadron "ops" rolling. There was Pfc Don Gross, who kept the secret target intelligence in apple-pie order.

Of such men was the "Flying Boxcar" Squadron composed. Running the organization with rare skill and ability was Major Bruce Palmer who, before the year was out, completed his tour and returned to the States. He was succeeded by Major Bob Sellar, who had completed a tour, gone to the States and returned. Ably assisting as ground executive was Major Harry Caldwell, who has been further aided by a capable ground staff.

The roll of officers and men whose contributions to the success of the Squadron could go on and on until it included every name on the Squadron roster. Suffice it to say that all can take justifiable pride in their efforts, knowing that having done their jobs well they have accomplished the mission they set out to do - namely "getting bombs on the target."

5. 790th Bombardment Squadron (H).

Capt. Eugene W. Veverka, Commanding.
Maj. James F. Ritter, Executive Officer.
1st Sgt Theodore Lakowske.

On March 11, 1944, the first of the four Bombardment Squadrons to reach Rackheath was the sea-weary 790th. During the early weeks of typically unpredictable English weather, the tasks of readjustment and organization fell upon the Orderly Room, Major James F. Ritter and his staff. Everything was new and vastly different from the policies and practices used in the States. Nissen huts were made moneworthy and became the centers of inspiration for the unprecedented amount of mail that was to be written, censored, bundled

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and dispatched. The blackout was a strange and respected factor. These were the parlous days.

The transition from training to operation bonded the pattern of life evolved for the air and ground crews. Our first year and presence at Rackheath was interleaved with the greatest strategic and tactical achievements yet recorded in the annals of the Eighth Air Force history. Ours was the privilege of participation in that chapter which most vividly demonstrated the effectiveness of heavy bombardment through the campaigns of D-Day, Normandy, France and Germany. Under the eager, admirable and capable leadership of Major Fred E. Holdrege Jr., the officers and men of the air and ground team of the 790th Bombardment Squadron displayed the awareness of interest and service to the achievement and efficiency of the Group.

It would not seem fair to name one, without naming all, who contributed to the significant developments and achievements during the year. However, we note with personal pride the exemplary credits of the combine of the 790th Bombardment Squadron (H).

On 29 May 1944 Lt. Joseph G. Mulheran performed the remarkable feat of piloting his crippled bomber with two engines feathered and the ball turret fully suspended, safely home to earth. For this feat he was commended by Brigadier General Peck.

During June, July and August the greatest War Bond drive was launched by the Eighth Air Force and the 790th was the first of the Bombardment Squadrons to attain its quota, \$20,000.00.

On the mission to Hallendorf, Germany, 14 January 1945, the 790th Liberator "Witchcraft" carved itself a piece of 8th Air Force history by completing its one hundredth mission without once having a turnback due to mechanical failure. "Witchcraft" was crewed by M/Sgt Joe Ramirez since the plane was assigned to the Squadron at Wendover Field, Utah. This magnificent record of a 790th bomber and its ground maintenance crew has since continued to mount to the achievement of 122 missions to date, and the subsequent breaking of all existing records of performance and endurance for a United States Army Air Force heavy bomber.

Major Fred E. Holdrege Jr., Commanding Officer of the 790th Bombardment Squadron since October 1943 completed his tour of duty in the European Theater of Operations on the mission to Bielefeld, Germany, 24 February 1945. Major Holdrege was the first squadron commander in the Group to complete his missions. Captain Eugene W. Veverka became the Commanding Officer of the Squadron on 27 February 1945.

Many citations, decorations and commendations have been awarded combat members of the 790th Bombardment Squadron. A total of nine Bronze Star awards for meritorious performance of duty in an exceptional manner for ground echelon leads the number of the same award for the Squadron in the Group.

6. 791st Bombardment Squadron (H).

Lt. Col. Albert L. Wallace, Commanding.
Maj. Charles R. Boucher, Executive Officer.
1st Sgt. Harvey R. Parnley.

The 791st Bombardment Squadron, commanded by Lt. Col. (then Major) Albert L. Wallace, arrived at Rackheath, England, in March, 1944. The organization had successfully withstood the rigors of several months of ground and flight training in the United States; it had successfully passed its P.O.M. inspection and had arrived overseas intact, traveling by sea and air. The Squadron's training record was enviable. It had prided itself on its training standards and had not lost a single crew during its many months of O.T.U. flying.

After nearly a month of pre-combat training in the European theater, the Squadron faced its first operational mission full of confidence and eagerness. It was anxious to put into practical application all it had learned and worked for - bombing the enemy. Anticipation of the first mission over enemy territory, however, was not without considerable tension and nervousness. Everyone had heard, read, or seen in the movies how deadly Jerry's Luftwaffe could be; a look at the Flak overlay on the War Room ETO map was evidence

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enough that Germany's targets were well defended with anti-aircraft batteries.

The flying personnel were not the only ones in the squadron who wondered about combat. The ground personnel were concerned, too. True, they didn't have to face the deadliness of the Luftwaffe's 30 mm cannon or the 88's and 105's bristling from their gun batteries in the Ruhr or Hamburg or Berlin--- but they still had their responsibilities.

The engineering section could "crew" a B-24 aircraft. The maintenance record in training proved that. But "crewing" a combat aircraft was going to be different. Instead of a small load of practice bombs, it knew the Libs would be hauling tons of high explosives and incendiaries. Instead of two hour hops to drop practice bombs on the Salt Flats of Wendover, Utah, these 24's would be on 8 and 10 hours hauls over enemy territory, and they would be coming home full of holes in the metal skin and with engines, gas tanks, electrical and hydraulic systems shot up. That would mean more maintenance. It would have to be done more quickly, too. Division would want such-and-such a number of aircraft up for each day's mission. Maybe the aircraft would be pretty badly shot up and in need of repairs and adjustments from today's mission, but the war couldn't wait. The squadron would have to get the specified number "up in the blue," or somebody upstairs would want to know why.

Loading an airplane with live bombs would be a lot different from swinging a few practice bombs on the racks. Ordnance knew that. No telling when the Field Order from Division would come in, specifying the bomb load. Some of the old Groups over here said that they didn't give a guy much notice. No matter how short the notice, the planes had to be loaded by take-off time. You had to have bombs in a ship to have a mission, no matter how much notice the boys up at Pinetree or Ketteringham or Horsham gave.

Armament knew combat would make a difference in its section, too. A turret could go out and a gun could go hay-wire on the air to air gunnery range back in the States, and nobody got hurt. But over here somebody would get hurt, if the Luftwaffe were up.

And so it went with the other sections: the bombsights had to be right, or else...; the way the VHF or inter-phone system worked might make a difference between bombs on the I.C. Farbin works and a spring plowing job; the heated equipment had to work at altitude or somebody might come home with frostbitten hand or foot.

The Squadron, with the rest of the Group flew its first mission on April 10, 1944, to Bourge, France. Target: airfield. The Squadron dispatched aircraft, all got over the target, and all returned safely to base without encountering flak or the Luftwaffe. The results were very good.

Thus began the Squadron's first year of operational flying in the ETO. The 467th Bombardment Group and the 791st Bombardment Squadron had done its first combat job. There were many, many more to be done, but the organization had proved to itself that it could fulfill this assignment.

The Group drew its first wing lead on April 24, 1944, and the airfield at Leipheim, Germany was the target. 4791st crew, with Lt. Dave Swearingen as pilot and Col. Albert J. Shower, Group C.O., as command pilot, was chosen to lead the wing. Leipheim was left in ruins, and Col. Shower received the Distinguished Flying Cross for high standard of leadership.

The Group continued to enjoy success, and by the time it had been operational six months, it ranked first in bombing accuracy for the Second Division during the five months period, May through September. During that time the 791st strove to uphold its share of the Group's exceptional record. It based its efforts on the theory that good ground discipline makes for good air discipline, or respect for a superior officer may mean respect for a tech order, a verbal order, or a command. This was a combat zone all right, but a guy could still get a haircut and keep his shoes shined. No one could afford to get into the habit of being sloppy. Being careless in personal habits might result in carelessness when the chips were down. It might mean a missed target or somebody's life.

Maybe this policy of discipline has paid off. It's something that no one can prove scientifically, but the results have been good. At the conclusion of 200 mission by the Group, the casualty lists show that only four complete crews have been lost by the 791st Squadron, and 32 complete crews have finished their tour of duty without mishap. Those crews which did "get it" were lost through enemy action which the best trained crew in the world couldn't have avoided.

On October 15, 1944, the policy of lead crew supply was changed. Previously each squadron had available a certain number of crews to assume the

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responsibility of leading the Group and Squadrons on a mission. The policy was changed, pooling all lead crews into one squadron. It was designated that the duty of that squadron would be training lead crews and keeping them equipped with lead aircraft and equipment. This assignment was given the 791st Squadron.

On paper the system looked good, but at its conception it was on an experimental basis. Its success depended upon the efficiency of the squadron given the assignment. It meant a more careful and detailed training program; it meant superior maintenance of equipment, since all other ships of a squadron drop on the lead. A wing ship can have a few things wrong with it, and still get over the target to drop its load. A lead ship has to be letter perfect. There is a lot of equipment involved: GH equipment, H2X equipment, radio equipment, and the performance of the ship. If any one goes wrong, it way well mean a SNAFU mission.

Before October 15 each squadron had picked its lead crews on the basis of months of training and knowing what each crew could do. By October 15, however, most of the lead crews had completed or were nearing completion of their combat tours. It meant the 791st had to take relatively new replacement crews and pick those who were potential leaders. Once picked, they had to be trained. They had to be checked out in the intricacies of leading a squadron. They had to "savvy" a lot of new equipment. All in all, this responsibility of furnishing the Group with its leaders was going to be a tough job.

Out of 37 missions led by 791st crews, the results of which could be determined, the Group racked up 12 excellent ratings, 10 very good, four good, three fair, and eight poor. Five of the "poor" missions were runs using instruments to bomb through cloud cover.

During the five months period of October through February, the Group's bombing accuracy was on a par with that of the previous five months span, rating second in the Second Air Division. The 791st had take new crews and developed them into leaders equal to the Groups veteran, seasoned leaders of the past. The squadron had fulfilled its trust.

Key personnel changes during the first year were comparably few. Major Leonard MacManus, operations officer was transferred to the 788th Squadron as C.O., and his place was taken by Captain Griffin R. Beatty. Capt. Robert S. Soiler then succeed Capt. Beatty. His place was taken by Major John Conley. Captain Carl Fee continued as squadron adjutant. Major George W. Darnell was transferred to Group as adjutant, and his position as Squadron executive was filled by Major Robert Boucher.

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7. 470th Sub-Depot.

Lt. Col. Frank F. Creager, Commanding.
Lt. James L. FitzGerald, Adjutant.
1st Sergeant Orville L. Gott.

The 470th Sub-Depot was activated this station per paragraph (1), CO #64, Headquarters Eighth Air Force Service Command, 7 January 1944. A few days later the officers, Lt. Col. Frank F. Creager, Major Arthur K. Pilber, Capt. Harold G. Faust (now Major), Lt. James C. Keith (now Captain), and Lt. J. L. FitzGerald arrived. Lt. Col. Creager assumed command, Lt. FitzGerald was appointed Adjutant, Major Faust and Captain Keith Engineering Officers, and Major Pilber Technical Supply Officer.

Within the month most of the enlisted men came in. They were quickly interviewed and sent to the shop or job most closely related to their education, civilian training and army experience.

Much work had to be done, shops were incomplete, machinery and equipment had not arrived, streets had to be widened, additional buildings and an oxygen ramp had to be built, electrical fittings and wire had to be installed in the hangars and shops. Machinists, mechanics, clerks, men who had never mixed cement or laid bricks or carpentered, pitched in and with true American ingenuity quickly learned and had all in readiness for the arrival of the Group in March.

With the arrival of the 467th Bombardment Group, the work for which this organization is best trained began. Soon the machine shop, welding shop, instrument shop, supply section, etc., were going night and day, building, repairing, and supplying the needed parts and equipment so necessary to keep the bombers and the men who fly them in the air.

The organization has been far from idle, as the following figures prove. Here is a compilation of the average work orders received and completed by the various shops and the number of man-hours required to do the work from March 26, 1944, up to and including the week ending February 3, 1945.

For the week ending 26 March 1944:

| <u>Work Orders Received</u> | <u>Work Orders Completed</u> | <u>Man-Hours Worked</u> |
|-----------------------------|------------------------------|-------------------------|
| 85 | 25 | 169 |

For the week ending 3 February 1945:

| | | |
|----|----|-------|
| 73 | 73 | 4,757 |
|----|----|-------|

For the year:

| | | |
|-----|-----|--------|
| 452 | 430 | 19,689 |
|-----|-----|--------|

The organization is proud of its year at Rackheath and all that has been accomplished in Operations, Maintenance and Supply. One little outfit cooperating and doing its share for that all-American team - THE UNITED STATES ARMY AIR FORCE.

8. 74th Station Complement Squadron.

Maj. James A. Sommer, Commanding.
Lt. Robert M. Pratt.
1st Sgt. Louis A. Gardner.

The 74th Station Complement Squadron, under the command of Capt. James A. Sommer, arrived at Station 145 on 22 November 1943. It was the function of this squadron to take over the duties of preparing the Station for the arrival of the 467th Bombardment Group (H).

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The 331st Service Group under command of Major Cruikshank was at that time performing these duties.

On or about 29 November the 331st Service Group moved out and the 74th Station Complement Squadron assumed the duties assigned them. At this time Lt. Col. Cagle was transferred to Station 145 to assume command.

On 13 December 1943 Lt. Col. Cagle was transferred, and command of the base was delegated to the commanding officer of the 74th Station Complement Squadron.

Numerous duties were performed by the personnel of the Squadron, including operation of Base Headquarters, Telephone Exchange, Fire Department, Flying Control (only for diverted aircraft or aircraft forced down by weather conditions or mechanical troubles), Post Office, Electrical Installations and Utilities.

On 7 January 1944 Lt. Col. Creager arrived at Station 145 and assumed command of the Base.

On 11 March 1944 the 467th Bombardment Group arrived at the Base.

The personnel of the 74th Station Complement Squadron continued in the duties they were performing, greatly strengthened by personnel from the Group.

On 1 May 1944 Capt. Sommer was promoted to the rank of Major.

Duties of the organization continued as before up to the present date.

9. 1229th Quartermaster Company Service Group, Avn (RS)

Capt. Albert L. Touchette, Commanding.

Lt. John H. Hicks, Adjutant.

T/Sgt Richard K. Callen, Acting 1st Sgt.

In September 1943 the nucleus of the present 1229th QM Co. arrived at Rackheath. This consisted of a staff of one officer and three enlisted men. Upon their arrival they immediately assumed the duties of the Station Quartermaster.

In December 1943 the 1229th QM Co. was activated at Rackheath. Upon activation the strength of the company was two officers and twenty-one enlisted men. However, the personnel has been increased throughout the year until we now number three officers and forty-seven enlisted men. From the outset both the officers and enlisted men set about the tedious task of getting the station in readiness for the arrival of the Bomb. Group. Long tiring hours the Company labored to equip and supply the facilities required for the smooth functioning of the station. This job entailed such work as equipping living quarters for officers and enlisted men, mess halls, headquarters buildings, the Aero Club, Station Sick Quarters, and all other buildings and offices requiring Quartermaster property and supplies. During this six months period prior to the arrival of the Bomb. Group, additional difficulties were entailed by the vast turnover of transit personnel. Upon the arrival of the 467th Bomb. Group in March 1944, all necessary requirements had been attended to down to the minutest details, even to the supplying of solid fuel to all the living quarters and other buildings on the base.

During the year there were many problems of supply encountered due to the unavailability of certain supplies required by the Group, but through the diligent efforts of the entire company these problems were met and overcome.

Some of the duties performed by the company as their part in the operation of the Station are:

a. Class II and IV Supply - This section of the company devotes its time and efforts to the salvaging and replacing of QM clothing and equipment for all enlisted men on the station. They also issue such expendable items as stationery, office supplies, and cleaning and preserving materials. Another of their important functions is the handling of all post, camp and station property.

b. Class I and II Supply - (1) Subsistence - One of the important functions of the company is performed by this section whose duty it is to supply and deliver all the subsistence for the station. The subsistence is obtained from the Depot by QM personnel and it is then broken down into the proper rations for the various mess halls. (2) Petroleum Products - The Station

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Transportation Section depends wholly upon the QM for its supply of petroleum products. The QM personnel supply and fill all the vehicles on the station with the necessary gasoline and oil in order to "keep them rolling".

c. Solid Fuel - A detail of QM personnel deliver all the coke and coal on the station. This detail, working in the most inclement weather sees that all personnel on the station are supplied with their proper amount of solid fuel.

d. Laundry and Dry Cleaning - Upon this section lies the responsibility of seeing that all officers and enlisted personnel's clothing is laundered and dry cleaned. They receive the clothing to be cleaned from the officers and various organizations, deliver it to the plants contracted to do the work, and then return the clean clothing to the station and distribute it.

e. Local Purchase - A local purchase system is maintained by this organization to obtain the needs of the Bomb Group and other organizations on the station, when unable to supply them through the normal channels of supply.

f. Rail Transportation Section - One of the QM's most pleasant duties is the handling of the transportation for the personnel returning home after they have completed their tour of operations. This department also has charge of the transportation for replacement crews newly assigned to the station. Another function of this department is the tracing of lost or misssent baggage which is a frequent occurrence here in the United Kingdom. Due to the diligent work of the RTO officer and his assistants the QM is proud of the fact that most of the lost baggage has been found and the percentage of baggage not yet located is exceedingly low.

g. Salvage - The salvage section picks up and delivers to salvage depots all salvageable items as specified by directives.

In the Eighth Air Force War Bond Drive, the QM was given a quota of fourteen hundred dollars. Not only was this quota met and filled but at the end of the campaign it was found that the company had tripled the original amount asked for. This was made possible through one hundred per-cent participation of the personnel of the company.

In the stations carbine tournament the QM's first match was against the Station Chemical Company in which the QM emerged as victor, which we also did in the matches with the Station Defense and Transportation Sections. We then matched our skill in the finals against the 789th Bomb Squadron. Again the QM came out on top to win the Station carbine tournament. One of the members of our team was chosen as one of the members to represent the Station in the Division matches. The "Stars and Stripes" published this event.

Our year on the station would have been a pleasant one had it not been marred by the untimely death of one member of the company, who was fatally wounded due to enemy action at this station. During this same attack by enemy aircraft, another member of the company was seriously injured and it was necessary that he be returned to the States for treatment.

Thus ends the first year of activity for the 1229th QM Co at Rackheath.

10. 1286th Military Police Company (AVN)

Capt. Otis L. Garrison, Commanding
S/Sgt James E. Harris, Acting 1st Sgt.

The 1286th MP Co (AVN), commanded by 1st Lt., Charles S. Christenson, arrived at AAF Station 145 from the 1st Bombardment Division on 3 February 1944. The following day 2 officers and 50 enlisted men were ordered to AAF Station 120 and designated Det. "A" 1286th MP CO (AVN). The remaining 50 EM and 2 Officers composed the Company on this base.

These men were kept busy getting everything in order for the arrival of the 467th Bombardment Group (H). Beside guarding the five entrances to the base and otherwise providing security, the M. P. 's that were off duty helped to widen the roads and construct Picket Posts. On 2 March 1944, Lt. Christenson and Lt. Dodd were transferred and 1st Lt. O. L. Garrison and 1st Lt. William B. Stapleton were transferred into the company where they assumed the duties of Commanding Officer and Police and Prison Officer, respectively.

Special orders for the Guards, traffic regulations and security regulations, including the barring of roads and paths which were both hazardous to

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security and flying, were set up and put into operation by the time the Group arrived, about the middle of March 1944.

With the arrival of the Group it was the duty of the M. P. 's to see that the new men learned as soon as possible to conform to ETO Regulations and the English way of doing things. Some of these included: Driving on the left hand side of the road, walking on the right side and the blacking out of vehicles and barracks.

During the 13 months the 1286th MP CO (AVN) has operated on this station they have registered 3023 bicycles, checked the identity and issued passes (either temporary or permanent) to 490 civilian workmen and recovered 689 lost, stolen or borrowed bicycles. During this period the M.P. 's have also apprehended or reported 810 violators of regulations and have made numerous investigations of everything from shots in the dark to manslaughter. Beside their regular station duties the Military Police have been called upon to guard 26 crashed aircraft in the North Eastern part of Norfolk County in addition to crashes and forced landings on the airfield.

The maintenance and improvement of Anglo-American relations is one of the more important duties of the Military Police. When this company first arrived on the field and for a time thereafter petty complaints from civilians were numerous. By getting acquainted with the civilian populace and maintaining close liaison with the local civilian constabulary and impressing upon them our desire to cooperate to the utmost and by enforcing those rules regarding American behavior laid down by higher headquarters to improve relations, we now receive far fewer petty complaints and believe we can safely say Anglo-American relations are as good or better in the surrounding communities than anywhere in the ETO.

Although there have been few promotions in the company, it is only because the T/O is over in non-commissioned officers, as there are many deserving cases. However, ten men were promoted to PFC, Pvt Madajczyk was promoted to Corporal, Sgt Burnham was made 1st Sgt, and Lt. Garrison promoted to Captain.

Four men from the unit returned to the U.S.; they are Cpl Brown, Pvt Mallast, Pvt Girty and Pvt Kiggins.

Among other things, two of the men found time to marry English girls and three others have found the ones they want to marry and have requested permission.

It has been a very interesting year in which we have done our best to help "keep 'em flying".

11. Detachment "A", 862nd Chemical Company (AO).

Lt. Jeremiah J. Morrissey, Commanding.
Lt. Meral O. Rood, Adjutant.
1st Sgt. Curtiss J. Butts.

On 11 November 1943 Detachment "A" 862nd Chemical Co., consisting of two officers and sixty-five enlisted men, arrived at AAF Station 145. The organization was quartered in Site #3 and for approximately three months had that section of the station to itself.

No bicycles were on hand, and transportation was out of the question for a long time. To get anywhere you walked, and everybody did plenty of that.

Since there were few men on the station and all departments had to be started, the enlisted men of this organization were MP's, motor pool mechanics and drivers, PX clerks, labor details, and construction workers.

With so much work for everyone, it was impossible to get a twenty-four-hour pass, and a fellow was lucky to get to town one night a week on the liberty run.

There was no dry wood of any kind on the station for many weeks, and almost no paper to start a fire. Under these conditions it was almost impossible to get warm or dry, and after rebuilding a fire for the fifth or sixth time in an evening without so much as a glow to reward their efforts, most men gave it up as a bad job and went to bed early. Bed was the only warm place when not on duty.

In spite of all these difficulties, morale was high and the station was rapidly being made ready for the Group.

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One of the biggest jobs when not helping some of the other departments was to get the chemical section of the bomb dump ready for storing incendiary bombs.

By visiting other stations already in operation, the men learned how to do their jobs when the Group became operational, and they also found through experience the kind of chemical bomb dump wanted on this station. Based on what they had learned, the men of this unit poured over 13,000 square feet of concrete to make a chemical bomb dump as well laid out as any in 2nd Air Division.

The Company's job is to help haul incendiary bombs to this station, uncrate each bomb, prepare it for use, and store it so that it can be quickly moved from the dump to the planes. Fuzes, arming wire, and slings to accompany an incendiary bomb have to be prepared and packed in containers for immediate use. Sky markers and colored grenades are modified and stored in the chemical bomb dump for any mission in which they might be required.

By 1 February 1945 the 467th Bombardment Group had dropped one thousand five hundred and seventy-two tons of incendiary bombs on the enemy. A stock of over six hundred thirty-one tons of various incendiaries is held in the chemical bomb dump.

A motor pool of eight chemical trucks and trailers and three power-driven decontaminators is maintained in the chemical bomb dump.

Twenty-seven of the enlisted men of this detachment work with squadron ordnance sections loading bombs of all types on all missions that leave this field.

Although our work has not as yet involved the use of poison gas, we are well trained to handle it, and our chemical equipment for gas warfare is always ready for instant use.

12. 1451st Ordnance S&M Company (Avn).

Capt. Howard L. Ellison, Commanding.
1st Sgt. Rubin W. Mauth.

During the latter part of 1943 preparations were made to meet the increase in growth of the Eighth Air Force. War-time airdromes constructed by the Air Ministry, consisting of a skeleton framework necessary for operation and housing were made available to the expectant U.S. Air Force groups. In order to have these Air Force stations ready to house, feed, possess the necessary vehicles, and have on hand the bombs and ammunition required for operations, advanced echelons of service units were sent to prepare these fields.

On November 15, 1943, the 1451st Ordnance Supply and Maintenance Company (Avn) was activated by the Eighth Bomber Command, now Eighth Air Force, and was assigned to AAF Station 145 to prepare for the expected group. 1st Lt. H. L. Ellison, already a veteran of 14 months with one of the pioneer heavy bombardment groups in the U.K., was assigned as commanding officer. Lt. Ellison arrived at Rackheath Airdrome on 25 November 1943 with a cadre of 15 enlisted men. Since then the organization has grown to 4 officers and 76 enlisted men.

In the early days of activation, the personnel inspected and stencilled over 300 special- and general-purpose vehicles, ranging from jeeps to 4000-gallon gasoline trailers, stocked an ammunition area of approximately 2000 tons of filler explosives, and in addition, helped in the construction of Nissen huts and concrete roadways. It was often necessary for the personnel of this company to forsake their primary ordnance duties and training to aid in the general construction of the station, since the buildings and roads already completed by the Air Ministry were inadequate for the needs of the bombardment group.

During the pioneer days of the organization, filler personnel and organizational equipment arrived to bring the 1451st OSM Co. up to the strength of the authorized T/O & E. It was soon evident that the filler personnel from other branches of the service and fresh from recruit training were not sufficiently skilled to handle the new equipment or meet the demands made upon them. Immediate steps were taken to provide training, and through the efforts

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of the skilled men and the diligent work of the men as a whole, the percentage of skilled men rose from approximately 60% skilled - 40% semi-skilled, to 90% skilled - 10% semi-skilled. By the time the 467th Bomb. Group arrived on 11 March 1944, the Company had grown to almost full stature. Lt. Rothfeld, Lt. McGuire, and Lt. Kay had joined the Company in December 1943. On 1 April 1944, 1st Lt. H. L. Ellison was promoted to captain, thereby assuming full rank and responsibility as commanding officer. Until recently, this organization had operated under a T/O which allotted comparatively few ratings in relation to the qualifications and specialities required of the men. The new T/O, dated 28 October 1944, alleviated this situation, and as compared with 31 privates and privates first class in the old T/O, there are only 13 privates and privates first class in the new authorization.

This organization is charged with the third echelon maintenance and supply of Ordnance weapons, ammunition, and special- and general-purpose vehicles.

a. Ammunition Section. Lt. Joseph Kay.

As a functioning unit in the Company, the Ammunition Section is charged with the responsibility of supervising and controlling activities incident to the receipt, maintenance, storage, and supply of ammunition, bombs, fuzes and pyrotechnics. Lt. McGuire, section officer, and T/Sgt Robert R. Alter, section chief, were responsible for the training and functioning of the 17 men. The section has been handicapped by lack of sufficient personnel, and as a result, other sections of the company have been drawn upon to relieve this situation. To add to the section's problems, the increased operational requirements of the Group have increased the bomb stockage from 2000 tons to 2600 tons of filler explosive. Often this section has been compelled to work all hours of the night, and it is rather a commonplace sight to see bombs being unloaded from incoming convoys while bomb service trucks are loading up for an operational mission. Since the opening of the ammunition area, more than 11,500 tons of bombs have been handled by this section.

Bomb handling disasters are a matter of record of the history of the Eighth Air Force; careless bomb handling has resulted in putting bombardment groups out of operation for months, and in the more extreme cases have made stations permanently inoperational. The excellent bomb handling record, which men like Sgt Bowman and Sgt Feranec have helped maintain through constant vigilance, is an indication of the fact that their work requires more than just strong backs. Trained personnel are required to recognize the different types of bombs, since some explosive fillers are more sensitive than others; bombs must be inspected for defects, which might possibly cause an accident, dud, or low-order detonation; often bombs from 100 pounds up to 2000 pounds must be unloaded quickly and safely, in order that convoys will not be held up any longer than necessary.

In November 1944, Lt. McGuire was transferred to the Ninth Air Force. Lt. Kay then assumed responsibility as Ammunition Officer. Shortly thereafter a beautification and mud control program was instituted. Mud-control signs, road posts, directional traffic signs, and cooperation from the Squadron Ordnance personnel were instrumental in carrying out this program.

b. Armament Section. Lt. Joseph Kay.

The Armament Section is responsible for the maintenance, supply and inspection of aircraft weapons and small arms on the station. Lt. Kay, Armament Officer, and T/Sgt Hicks, section chief, direct the activities of this section. Regular inspections are made, not only on the guns on the aircraft, but also the rifles, carbines and pistols in the hands of the troops. All replacements for the calibre 50 machine gun, a/c, are inspected and issued for installation in the aircraft. Recently it was necessary to modify the firing pins on the aircraft weapons, numbering about 650. T/Sgt Hicks, collaborating with T/Sgt Lawrence, machinist of the Automotive Section, developed and constructed a jig to speed up the modification of these firing pins from about 40 to approximately 200 per day. Body armor, or flak suits, is another item handled by this section. And, of recent date, all fire extinguishers of the CO₂ type on the planes and ground installations are filled and winterized by the Armament personnel of this section. As a result of the section's servicing and inspect-

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ing these extinguishers, the time of these adjustments has been cut from two weeks to a possible two or three days.

c. Automotive Section. Lt. Leon S. Rothfeld.

The Automotive section assumes a major responsibility in the third echelon maintenance of all general - and special-purpose vehicles, including all Air Corps Refueling Units. Lt. Rothfeld, Automotive officer, and M/Sgt. Pezanowski are responsible for the section's carrying out it's job keeping the vehicles running. Often the men of this section have shown ingenuity and ability substituting for unobtainable parts from depots.

In the early days of activation, the Automotive section operated it's equipment in one of the hangers. With the arrival of the group, the automotive mechanics, vehicles, and equipment were forced to occupy a large empty plot of ground with a blue expanse of sky as it's only roof for the performance of it's duties. A convoy of six trucks travelled over 400 miles to secure material for the construction of the Automotive shop. Mingled together as if from one melting pot, mechanics, electricians, painter, carpenter, machinists, welders, and clerks opened an era of constructive ingenuity. Under the supervision of T/4 Robbins, the men began digging, grading, and laying approximately 6,000 feet of cement for the foundation of the 96 x 35 foot Remney hut, allied buildings and hardstands.

The Automotive shop began to grow according to blue print. Within a matter of weeks, the third echelon maintenance shop was officially ready to open up business and after one year's operation, some 1500 Job Request Orders passed through the hands of Sgt. Beaver, the automotive clerk. These 1500 completed job orders reflect the ever-constant effort and perseverance on the part of the Automotive section to keep the hundreds of vehicles on the station in operating condition. Since it's first day of functioning, the men have been inspired by the everpresent motto, "Keep 'em Rolling".

Due to numerous lectures and notices on the bulletin board on Safety Precautions and Safety Hazards, there has been only one minor accident in one year's operation. And the nightly "house-cleaning" has formed an early habit of cleanliness of work, tools and equipment.

d. Items of Interest.

To date, there have been three marriages of men in the Company, including the Commanding Officer, to English girls, and three more men have in applications for approval. On 18 August 1944, Cpl. Gross, now Sgt., and Cpl. Dow were awarded the Soldier's Medal by the Station Commander, Col Albert J. Shower, for heroism displayed in rescuing a drowning English boy. "Johnny on the Spot", Sgt. Maceda, is ever present at the scene of a crashed plane for the required Bomb Reconnaissance report to Second Air Division. 1/Sgt. Mauth's tolerant and patient handling of the men, T/Sgt. Hicks' pleasant personality and interest in wild life, T/Sgt. Rankin's stable force at Station Ordnance, all reflect the rank and file of the men not mentioned in this history. Such items of human interest are memories which will live long after the war is over.

e. In Conclusion.

After a year of operation, during which time the planes of the 467th Bombardment Group have completed almost two hundred (200) missions, the Group has established itself as one of the outstanding units in efficiency and bombing results of the Eighth Air Force. The officers and men of the 1451st. Ord. S&M Co. (Avn) take pride in having contributed to this commendable record.

13. 2105th Engineer (AVN) Fire Fighting Platoon

Lt. Matt E. O'Brien, Commanding.

S/Sgt. Charles P. Ratcliffe, Acting 1st Sgt.

On December 8th 1943 five (5) EM from the 74th Station Complement and four (4) RAF personnel comprised the first fire fighting unit on this base. During February 1944 ten (10) EM of the 2031st E.A.F.F.P. were assigned to this

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Station and the RAF personnel were relieved from duty with the fire fighters.

Before activation the members of this unit were engaged in line duty at the control tower, on road construction details and setting out fire extinguishers at all sites on the base.

On 10 April 1944 the 2105th Engineer (AVN) Fire Fighting Platoon was activated and 2nd Lt. I.G. Smith was assigned C.O. this organization. The unit consisted of sixteen (16) assigned EM and six (6) on special duty with the fire fighters from the 74th Sta. Comp.

The early stages of the unit were spent in extensive training of the men for fire fighting and setting up fire points and fire fighting equipment through out the base. Equipment was slow coming in and as it arrived it was put into service. Much time was spent working on this equipment to put all pumps and units into A-1 condition and use. Concrete hardstands were poured beside the Fire Station for the pumps and vehicles by the EM of this unit.

The duties were many and varied, sweating out-going and incoming missions, both operational and practice, putting out fires, digging out personnel killed in plane crashes, construction details, washing blood from insides of planes in which wounded flight personnel had returned from missions, checking complete base for fire hazards, inspecting all fire fighting equipment, maintenance of extinguishers, fire pumps and fire trucks, training all ground personnel on the base in basic fire fighting and practice dry runs with all fire fighting equipment for purpose of becoming expert and efficient in operation and procedure in any emergency.

To date the 2105th E.A.F.F.P. has handled successfully, sixty-four (64) reported fires and have also assisted the N.F.S. and nearby fire fighting platoons in putting out off the base fires.

All but five (5) EM this organization have been promoted since activation.

Since the early part of July 1944, 1st Lt. Matt E. O'Brien, CE, was assigned Commanding Officer of the 2105th E.A.F.F.P.

The new Cardox CO2 fire fighting equipment was received at this base in January 1945 and is now in operation.

The 2105th Fire Fighters have devoted long hours to duty in maintaining a highly efficient and effective unit in keeping with the high standard and superb record of the 467th Bomb Group (H).

14. 207th Finance Section.

Lt. James D. Bullard, Finance Officer.

The 207th Finance Section was activated at Rackheath per Section 1, GO 13, Hq, 8th Air Force dated 14 January 1944 effective 18 January 1944. The work load was very small at first due to the fact that the flying personnel of the group had not yet arrived. During the months of March and April the flying echelon arrived causing the peak of the work load due to the fact that they were due per diem for travel from the States. The load was so heavy that it necessitated the calling on the Fiscal Officer, 2d Bombardment Division for additional man power temporarily.

The Eighth Air Force War Bond Drive was brought to an end on 2 September. Our work in regard to the bond drive was retarded due to administrative changes that were being made in regard to processing of War Bonds. War Bond schedules, under the change, were now prepared for each Enlisted Men's Payroll, by the Personnel Officer or the Finance Officer, whichever was applicable, and on the basis of such certified schedules, War Bonds were issued by the War Bond Office in the States.

Major John Bogard, Assistant Fiscal Officer, 8th Air Force and Major Edson H. Cooper, Fiscal Officer, 2d Air Division visited this office on 5 December 1944 on a tour of inspection. They expressed their approval in the neatness of the office and the efficient way in which the finance work was being carried on.

The Christmas season around the Finance Office was a gala affair. All the men of the detachment saved their Christmas packages and everyone opened their boxes of goodies from home on Christmas Eve. High light of the season was a party held in the office on Christmas Eve night. All member of the organization agreed that it was the best Christmas ever spent in the Army.

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The following personnel of the 207th Finance Section are now on duty at this station:

| | | |
|---------------------------|------------------------------|----------------------|
| | 1st Lt. James D. Bullard, FD | |
| T/Sgt Roy E. Phillips | | Sgt Julius Machowitz |
| T/Sgt George L. Thornton | | Cpl Robert V. Fisher |
| S/Sgt Louis D. Ehret | | Cpl Elton L. Harris |
| S/Sgt Alexander P. Zanghi | | Pfc Frank C. Doda |

15. Base Defense.

Capt. Norman Kravitz, Base Defense Officer.

"The active and passive measures necessary to defend troops and installations against air attack are functions of every echelon of command." (Gen. Hodges).

Active defense measures include the organization and manning of defensive positions and the organization and employment of a mobile striking force.

Passive defense measures include air alert warnings, dispersion, cover and camouflage.

With these measures in mind, the defense section of AAF Station #145 was organized under the direction of Lt. Frank Kravitz in December 1943. Personnel were made available by transfer from other units present on the station.

After viewing an aerial photograph of this station, strategical locations for gun emplacements were selected. Then, working against time and adverse weather conditions, the men of this section set out to build these gun-pits. The necessary materials were at a premium, but after weeks of hard work and long hours, with everyone giving their all, they were completed, or so we thought at the time. Since then many improvements have been made in regard to camouflage, durability, etc., until now our gun-pits are regarded by many as the finest in the Second Air Division.

The problem of adequate training soon presented itself and was met and coped with successfully. Personnel were selected to attend the anti-aircraft gunnery school in KilKeel, N. Ireland, where they received thorough courses in machine guns, aircraft recognition and tow target firing. Let it be said here that the selection of men to attend this school was excellent, Attesting to this fact that not one of the twenty-four men attending this school failed to meet the necessary requirements for graduation.

Upon completion of their schooling, these men, now anti-aircraft gunners returned to this station and immediately assumed their duties and responsibilities as such. At the time we had in our possession nothing but .303 guns of a British design. These served the purpose, but at the end of four months we received four air-cooled cal. .50 machine guns. These were later supplemented by eight water-cooled weapons of the same caliber, until today our pits are armed with all water-cooled guns.

During those hectic days of a year ago the men of station defense slept when they could, as intruder warnings and mass raids by the German Air Force kept them on the alert most of the night. It was not uncommon to see the defense officer, or one of his assistants on the job at three o'clock in the morning after putting in a full day's work previously. Black coffee and sandwiches ("corn willy") was the standard diet for all connected with this section at the time, unless "Jerry" was considerate enough to permit a run down to midnight mess. After numerous feints and "close calls", "Jerry" made an appearance in the form of a Junkers 88 on 22 April 1944. In the opinion of higher headquarters, this station was adequately defended. However, it is maintained that had our own aircraft not been in the line of potential fire, this section would have received credit for at least one enemy aircraft.

This attack had a beneficial effect on every member of station defense. It gave the men an added incentive which they hadn't previously possessed. This is mentioned due to the fact that there never has been a Table of Organization for members of station defense sections; consequently, promotions are few and far between. The men of station defense will not receive medals and decorations for their part in this war, but they have done and will continue to do a fine job against all odds. Few people realize what a strain it is on

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a man to watch and wait for impending danger for as long as twelve hours at a time. Yet that is just the men of station defense have been doing for over a year now. This is only one example of the tough job these men have. Almost all of these men were forced to sacrifice the jobs they were originally trained for, and liked! However, they soon resigned themselves to their fate and have conducted themselves in the best possible manner.

Next on our list came the organization of a mobile striking force or "alert detachment." As with our anti-aircraft section, personnel were made available by transfer from units present on the station. These men were trained under Lt. Frank Kravitz and Lt. Marnold Smith, the assistant defense officer. This unit was the nucleus for a large-scale ground defense organization. As we have observed previously, every echelon of command is responsible for the defense of an organization carrying out combat missions against the enemy. Therefore, everyone on the drome had to have his specific assignment in the event of a hostile attack. Training programs and drills were conducted by the designated units and the individual squadrons until an adequate defense plan had been achieved. This, plus the fact that the British Home Guard was ready to furnish troops and information, gave this station a workable defense against any form of hostile attack.

Late in 1944 Capt. Norman Kravitz was appointed to succeed Lt. Frank Kravitz as Station Defense Officer, in addition to his duties as Station Tech. Inspector. Lt. Kravitz is now the Assistant Defense Officer in addition to his duties as Station Transportation Officer.

Though the war in this theater seems to be drawing to a close there is still the possibility that the German Air Force will make one last effort to cripple our potential air power or carry out wanton bombing missions against this country. With this in view, the station defense section is conducting a series of refresher courses in aircraft recognition, mechanics of weapons, care and maintenance and test firing all their guns at least once per week. The men of station defense are still on duty night after night, watching and waiting in readiness, so that if "Jerry" does come over at any time they will be prepared for him.

16. Intelligence Section.

Major Edward M. Ogden, Group S-2.
M/Sgt Joe F. Clara, Section Chief.

The Intelligence Section of the Group and squadrons learned the hard way that Intelligence in the ETO called for an enormous quantity and a great variety of work, a great deal of which was not strictly within the normally accepted meaning of Military Intelligence.

After about four weeks of intensive training, during which all officers and enlisted men visited older and well established heavy-bombardment groups and attended numerous schools, some general and some specialized, the Section settled down to its functions under combat operation conditions.

In addition to mission work, which included briefing, interrogation, reports, records and critiques, mission photos and photo interpretation, prisoner of war, escape and evasion duties, officers of the Section carried the burden of Group security and censorship, history, operation of a crew reading room, and important functions connected with awards and decorations. They were responsible for dissemination of war and current news and operated one of the best war rooms in the Division, placed and kept up large-scale war maps posted in the Officers' Club, Aero Club, and War Room. Officers were called upon for outside duties of censorship of mail, Convoy Officer, Officer of the Day, Club Auditor, special investigations, dance chairmanships, and counsel for defendants under courtmartial procedures. Enlisted men of the Section are called upon for KP, squadron CO, airplane guard, and other duties.

In addition, a large-scale participation in crew training was rendered. Officer personnel were constantly called upon for lectures on Aircraft Identification, Security and Censorship, Escape and Evasion, Target Identification, H2X Identification, German Flak, Camouflage, Smoke Screens and Barrage Balloons, German Air Force Tactics and Disposition, Geography of England and Western Europe, Organization of Military Forces in the ETO, Bombing Records

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and Interpretation (visual, H2X and GH), Current Developments and Trends in Air Warfare and War News, Strategic Targets, Field Orders, Briefing and Interrogation, and Observation Reporting.

The Section produced a statistical analysis of the first hundred missions and a beautifully illustrated brochure covering the Group's activities. The Photographic Section has done a number of attractive photographic studies of typical Group activities. Graphic mission records have been maintained covering mission targets and statistics, casualties, prisoners of war, and similar records. It is responsible for collating and maintaining the mission target folders.

Because mission work occupies a great deal of the Section's time, a resume of Intelligence participation in the mission may be illuminating.

The Section has four briefing teams working on a regular schedule. The team is composed of two officers and four enlisted men, and the first day of their cycle is a 24-hour work day, in which they prepare and brief the mission. After getting what sleep is possible to recuperate from the strenuous 24-hour first day, on the second day they must interrogate and teach such classes as may be within their specialties and attend, prepare and report on the "Critique." On the third day they are responsible for interrogations and training missions, teaching, reports, and handling of specialized duties, besides studying and catching up on the reading of Intelligence publications. Then enlisted men run the target folder and map rooms, prepare flak maps, do drafting work, build special equipment, clean lecture rooms and offices, post maps, run balopticans for classes and critiques, study and read Intelligence material. On the fourth day interrogations, teaching, study, briefing extra combat missions, as well as the duties performed on the third day, fully occupy what time is available after performance of special outside tasks such as KP and CQ duties for enlisted men, and O.D., convoy duty, censoring mail, etc., for officers.

For missions the briefing officers must study all field orders and special mission material, make an exhaustive study of the target and routes, supervise the preparation of battle folders and baloptican material for briefing. All Wing and Division routes must be posted on the big map in the War Room, special flak maps prepared and photographed, target material posted for crew study, and similar details accomplished. The Section briefing teams participate in five briefings for each mission: pre-briefing of lead crews, gunners' briefing, main briefing, bombardiers and pilotage navigation briefing, and H2X briefing. The enlisted men prepare briefing exhibits for the baloptican and six complete combat folders for each squadron that participates in the mission. Maps must be put together, folded and accurately inserted, target pictures and flak maps put in all of these, most precisely marked with routes, and MPI's. Then the maps at the briefing room must be posted and the balopticans operated. PW escape kits, candy bars and now cartridge clips must be issued and personal belongings collected and accurate records kept. Battle folders must be distributed to the proper command pilot, bombardier or navigator, as the case may be. When briefing is over, all postings must be removed and all mission material carefully collected. Then the main briefing room must be prepared for interrogation. Typewritten interrogation forms must be readied for interrogation and briefing exhibits carefully marked and mission record folders set up. Interrogation follows, and escape kits and cartridges must be collected and accounted for. Reports of various lengths and character are compiled and forwarded to higher headquarters. The briefing room then is set up for briefing.

In the meantime strike photos are being collected, processed, interpreted and reports prepared for transmission to Wing and Division. Special strike photos are annotated and rushed to the briefing room and Col. Shower. A special bomb strike analysis is prepared and with annotated strike photographs placed on display for all interested personnel. At critique proper briefing maps and pictures and strike photos are prepared and shown in the baloptican and appropriate maps are placed on the critique map board. An S-2 officer takes down notes, and a full typewritten report of the critique is prepared and disseminated. The photo interpreter must be on hand to illustrate and describe the bombing results, and an S-2 officer summarizes the day's mission and presents such important enemy activities as may have recently developed.

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Among some of the functions performed by the Intelligence Section for which renown at Wing, Division and Air Force can legitimately be claimed are the following: general excellence in briefing, and efficiency and completeness of interrogation; three (in most groups only one) complete balopticon showing of target material before each mission; a program of target identification training which has been widely copied; the high number of complete battle folders prepared and issued; a flak map for all crews, which is considered the best system of flak presentation in the Division; an outstanding war room; conciseness and completeness of mission reports, with photo interpretation, photographic, H2X departments and S-2 training definitely rated as superior. It is also a matter of pride that the map and target folder departments, while procuring, storing and conveniently indexing tens of thousands of maps and hundreds of thousands of target pictures and maps, have never failed to have all available target material on hand for every mission.

Statistically the Section has participated in 1493 briefings, has operated the balopticon exclusive of use at lectures on 1576 occasions, has prepared 6626 combat folders with over 27,000 separate pieces of target material inserted and accurately marked. It has made over 1040 separate map postings. It has in stock well indexed and prepared for use 38,860 maps and 556,380 target pictures and maps. It has issued and collected over 75,000 escape kits.

Following is a list of personnel and their main Section functions:

| | |
|------------------------------|---|
| Major Edward L. Ogden | Group S-2 |
| Captain James F. Ashley | GAF, Briefing |
| Captain Richard I. Robinson | Target Identification, Briefing |
| Captain Charles W. Barrett | War Room, Briefing |
| Captain Morris J. Lipp | War Room, Awards & Decorations, Briefing |
| Captain Calvin P. Horn | Photo Officer |
| Captain Allan Healy | Photo Interpreter |
| 1st Lt Carl H. Swenson | P/W, Briefing |
| 1st Lt John Maccagnano | Aerial Photo Officer |
| 1st Lt Edward R. Novak | Security, Briefing |
| 1st Lt David N. Hill | A/C Recognition, Briefing |
| 1st Lt Howard H. Kleiner | H2X, Briefing, A/C Recognition |
| 1st Lt Thomas Goodyear | Enemy Ground Defenses, Gp Historian, Briefing |
| 1st Lt James B. Steere | Mission Reports |
| 1st Lt Willard H. Schultz | H2X, Briefing |
| M/Sgt Joseph F. Clara | Section Chief |
| S/Sgt Lawrence C. Kessler | Flak, Briefing Team Chief |
| S/Sgt Merlyn N. Augsburg | Special Art Projects, Briefing Team Chief |
| S/Sgt William R. Stapleton | Briefing Team Chief |
| S/Sgt Edward J. McCrystal Jr | Briefing Team Chief |
| S/Sgt Donald L. Tullsen | Photo Interpreter, Briefing Team |
| S/Sgt Frederick T. Yates | Combat Library, Group History |
| Sgt Wiley E. Orr | Clerk, Briefing Team |
| Sgt James E. Pearce | Clerk, Briefing Team |
| Sgt Leo G. Marsh | Target Folder Room, Briefing Team |
| Sgt Howard D. Hayes | P/W |
| Sgt Raymond E. Tyvand | Briefing Team |
| Cpl Robert M. Binford | Map Room, Briefing Team |
| Cpl Andy Santelik | War Room |
| Cpl Herschel D. Emmert | Target Folder Room, Briefing Team |
| Pfc Donald C. Gross | Target Folder Room, Briefing Team |
| Pfc Alfred L. Nash | Map Room, Briefing Team |
| Pfc George M. Scanlon | Briefing Team |
| Pfc Paul T. Payton | Briefing Team |

The following personnel have been transferred to other units:

Captain Marshall T. Oliphant, Lt. Meland B. Van Arsdale, Lt. Arden Davidson, Lt. James Stewart, S/Sgt. Constatine Canellopulus, Sgt. Joseph B. McCall, Sgt. Chester Neu, Sgt. Nathan Dinkin, Sgt. Richard I. Palmer, Cpl. Robert J. Sutherland, Cpl. Terrence P. Brennan, Pvt. Francis L. Stump.

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17. The Navigation Section.

Major Capers A. Holmes, Group Navigator

Arriving at Rackheath in March 1944, after the longest flight of their careers, the original navigators of the 467th felt pretty confident of their ability to navigate in combat.

Several hours of radio aids and procedure in the U.K. along with study of British pilotage maps and practice missions over England was the training given prior to the first combat mission on 10 April 1944. A few of the wonderful and mysterious "Gee Boxes" had arrived in the group and each navigator was given instructions on its use.

In spite of new aids to navigation in the ETO the majority of the navigators discovered on their first few flights that there was no substitute for basic Dead Reckoning. As the weather became better pilotage was used to good advantage and additional Gee sets arrived to aid the navigators over England and over water as far as the enemy coast. Occasionally Gee reception was good enough to reach into the target area on the short hauls down to the home of the buzz bombs in Pais de Calais area.

Following "D" day and the rapid advance of the ground troops, new Gee stations were erected on the continent from time to time until it is now possible to obtain Gee fixes almost anywhere in Germany.

The arrival of several "Mickey" ships in the late summer made it possible for the 467th to navigate with precision anywhere over enemy territory without depending on other groups to find the way.

All navigators in the group had an opportunity to brush up on their individual proficiency and low altitude navigation when the Group was stood down operationally for about a month to haul gasoline to the ground forces in France.

It was found advisable early in the operational period to have regularly assigned Pilotage navigators on each lead crew to aid the DR navigator and bombardier. Both navigators and bombardiers have been used for this position.

A number of bombardiers have been re-assigned as DR navigators and Mickey navigators after training in the group and at specialized H2X school.

A regular introduction to navigation in the ETO is given to all navigators when they arrive in the group before they become operational. Navigators are "checked out" in Gee and are given individual instruction by their squadron navigators.

Specialized briefings for navigators on all operational and practice missions are handled by the squadron navigators and assistant group navigators. Mission reports, preparation of logs to go to higher headquarters and routine office work have been handled by S/Sgt Elson S. Herrick for more than 200 missions, ranging from less than four hours in the Pais de Calais area to 9½ hours on the Dresden mission.

18. Medical Department.

Major Joseph L. Mann, Station Surgeon.

The first troops arrived on this base, 22 October 1943. They were a station complement squadron, and had the responsibility of preparation of the station for the bombardment group, the main contingent of which arrived 11 March 1944.

Inasmuch as the buildings assigned for the Station Sick Quarters were as yet under construction, a dispensary and sick quarters were established in Nissen huts. It was during these weeks that the epidemic of a disease similar to influenza was raging both in England and in the United States; consequently, the rather inadequate and improvised facilities of the Medical Department on this station were strained considerably. During this period, also, one entire organization upon arrival on this base, had to be detained in quarters and treated.

The Station Sick Quarters were ready for occupancy during the week ending 25 December 1943, and from time to time, more of its facilities were made available for use by the Medical Section, which, until 11 March 1944, consisted

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of one medical officer, Captain Robert G. Slusher, and eight enlisted men. One additional medical officer and one dental officer and technician were later assigned during this period.

On 11 March 1944, the ground staff of the 467th Bombardment Group arrived, and the medical section under the direction of Major Joseph L. Mann, Group Surgeon, set to work to provide as speedily as possible an efficient and competent medical service for both flying personnel and ground staff. The dispensary was quickly put into full operation, one uncompleted ward was finished, linoleum laid, and other equipment obtained.

The necessary supplies, expendable and non-expendable were obtained from the proper supply sources, and a supply level established which has been maintained since. New items of equipment, such as ultra-violet lamps, heat lamps, suction and pressure apparatus, x-ray dark room equipment, organizational and individual (OEL) equipment, obtained or requisitions placed therefor. The net result was that the Station Sick Quarters were soon able to function at top efficiency.

At the same time, duty assignments were given to officers and enlisted men, with the medical section as a whole being organized along the lines of a Station Hospital. Since the original duty assignments were made, a number of changes have been effected when indicated, with a view to placing men where their capabilities, training, and aptitude showed they would be of the most value to the Medical Department. The care with which personnel were assigned was especially notable when one squadron was detached from the group for reassignment to the Composite Command. Despite the loss of this squadron, the Medical Section was able to continue functioning smoothly. Later during the summer, another squadron was assigned to replace the former, and its medical personnel were absorbed into the units; each man being given a duty assignment in accordance with established procedures.

From time to time, new enlisted and officer personnel were assigned to the station. As a net result, we received two Medical Officers, one pharmacy technician, one laboratory technician, one dental technician, an x-ray technician, two (2) drivers, one clerk, one dental officers, and one medical technician.

During September 1944, the 259th Medical Dispensary Aviation (RS), was activated at this station. At the same time, there was a change in the Table of Organization for the Medical Section of the Headquarters Detachment and the Squadrons of the Bombardment Group. This required a reshuffling of the medical personnel with regard to their organizational assignment, although, of course, little or no change was made in their duty assignments.

As regards personnel matters in general, it is felt that considerable success has been secured in the assignment and placement of men where they are best suited, thus making it possible to coordinate the various functions of the medical service with a resultant maintenance of high standards of efficiency and service.

ADMINISTRATIVE

The Sick Quarters staff was organized along similar lines to those of a Station Hospital, with various services and departments. During the year, one of these departments received the commendation of the Commanding General, 96th Combat Wing; namely the Ambulance Department, S/Sgt. Edward Gudeker, 790th Bomb Sq (H), being the Non-Commissioned Officer in charge. Captain John R. Munger, 790th Bomb Sq (H), the Officer in charge. The administrative office was organized to handle all reports and records required by pertinent directives: a Medical Service, Surgical Service, Out-Patient Service, Laboratory Service; and various other such services were also set up with a view to obtaining and maintaining a high calibre of service.

Under Captain Robert P. Collins, 791st Bomb Sq (H), as Medical Supply Officer, a concerted effort was made to obtain the necessary expendable and non-expendable supplies. With the help of Corporal Miles of the R.A.F., we drew the remainder of the basic issue of the RAF equipment. Requisitions for the American items were submitted immediately to the Medical Supply Officer at the 3rd Strategic Air Depot, or to the Surgeon, 8th Air Force Service Command.

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Soon after the arrival of the group, the T/BA equipment, organizational and individual was received. Later during the year, when the Table of Equipment for the Group was revised, steps were taken to obtain the new items of equipment authorized. At the close of the year, it can be stated that a monthly supply level of expendable items is being maintained, and that the stock levels of non-expendable items is satisfactory.

GENERAL MEDICAL PROBLEMS:

During the operational period of this Group, relatively few battle casualties have been handled. Our upper respiratory rate has, at no time been excessive. The admission rate has been low, and the non-effective rate an average of ten throughout the year. The Venereal disease rate computed monthly has not been excessive and we have had a total of ninety cases for the year. Although our injury rate has been relatively high, we have had very few cases which resulted in partial or total permanent disability. To assist in the diagnosis of certain types of diseases, we have established a small clinical laboratory with two laboratory technicians, one of whom is a graduate of the laboratory school at the Lawson General Hospital, Atlanta, Georgia. In this laboratory, we are able to do most of the minor work indicated for such pathological conditions as gonorrhea, etc.

MISCELLANEOUS:

Early in the year, a Station Defense Plan was drawn up, and constant drills have demonstrated the proficiency of the Medical Service. An outline for the standing operational procedure for the care of casualties was also formulated and is the basis for crash line routine and evacuation of casualties.

Actual experience in operation under field conditions was obtained by the Medical Section during September when the Group was engaged in Air Transport work from England to the Continent.

Together with this short resume of the activities of the Medical Section at this station, there are included some photographs of offices, wards, clinics and personnel here.

In general, at the close of the calendar year 1944, one is compelled to note the efficient manner in which the Medical Section set about the tasks which were assigned to it, namely to establish in as short a time as possible and maintain at high operational standards, a medical service which would meet the exigencies of the Air Force at this particular station. The experience gained during the past year has given us confidence in our capacity to meet any conceivable emergency during the coming months.

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Dr. Robert H. Smith, Jr., President

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19. Communications Section.

Major Wayne W. Woodward, Communications Officer.

With the arrival of the 467th Bombardment Group (H) in England, the Communications Section of this Group was confronted with the problem of reorganization. Under the leadership of Capt. Wayne W. Woodward, Group Communications Officer, the task was quickly and efficiently accomplished, and the section was in complete readiness when the Group became operational.

For a period of approximately one month during the year, Captain Woodward was on detached service at Hq., 96th Combat Bombardment Wing, where he acted as Wing Communications Officer during the temporary absence of Major Hernandez. The Group Signal Supply Officer, Captain A. W. Wood was called upon to act as Communications Officer during the interval and dispatched his duties in a creditable manner. It was during this period that the section had received his majority, and he returned to his duties with the Group as Major Woodward.

With the four squadrons combining their efforts as Group Communications, the section was organized as follows:

Station Communications Officer: Lt. H. H. Kahn
Training and Briefing Officer: Lt. R. E. Endress
Radio Maintenance Officer: Lt. Cleo Jones
Cryptographic Section: Lts. F. J. Hriber and D. F. Byers.

The Station Maintenance Section (ground radio and land line communications) was charged with providing and maintaining adequate telephone service throughout the base, using both U.S. Signal Corps and G.P.O. equipment. The G.P.O. held the responsibility for all telephone cable work.

One of the greatest sources of trouble encountered was the field wire installations in sections where overhead wires were prohibited. These wires were constantly exposed to a great amount of dampness, and were continually being cut by grass cutters and vehicles, but the linemen persevered, and service was hindered very little by these troubles.

The switchboard, overburdened by twice as many phones as the board held accommodations for, has been manned by a staff of operators who deserve some special mention here for their patience and diligence under somewhat strained circumstances at times.

The teleprinter department was in operation when the group arrived, using British equipment. A short time after our arrival this equipment was replaced by U.S. Signal Corps equipment, including a machine called a "re-perforator and transmitter", which facilitated the sending of long and complicated outgoing messages, and also the recording of length incoming messages for duplicating purposes.

The VHF/DF station has been in operation eighteen hours per day, and during certain periods, continuous twenty-four hour watches were maintained. In like manner the Ground Radio Station has been held in readiness for any emergency and has monitored all missions flown by this Group.

During the month of May, 1944, the 788th Squadron left the Group, taking with it the officer in charge of Station Communications and some of the enlisted personnel. The vacancy left by Lt. Kahn was ably filled a short time later by Lt. J. G. Gable, a Signal Corps officer.

With the extensive program inaugurated in the Communications training and briefing section, it was necessary to add the services of another officer. Lt. Marshall Davis, Signal Corps officer of the 74th Station Complement Squadron was assigned to the section.

A study of the methods used in Communications training at other fields in the Eighth Air Force, soon led to an expanded program requiring the addition of another room in the training school and the installation of six Harwell Trainers. Approximately one hundred radio operators on active service are kept constantly in touch with the latest operating information and have their code and blinker speeds maintained at their required high level.

The 467th Group led the 96th Combat Wing in the number of hours of instruction for ten months out of the year. Complete and up-to-date records of each individual combat radio operator are kept in the improved filing system at the school office. It is undoubtedly a fact that the training program has been responsible for our radio operators' holding the best performance record of the Wing.

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For a period of a few weeks during the year, some of the instructors from the school were dispatched to France, where they operated a ground radio station in connection with Wing operations.

The senior officer of the section, Le. Endress, of the 790th Squadron, was advanced to first lieutenant and in due time again to the rank of captain.

The organization of Radio Maintenance on a Group-wide basis was initiated while the 467th was undergoing its final training at Wendover Field, Utah. The idea of working as a Group and not as squadrons was a novel one which entailed some difficulty. Chiefly, this was the working out of a special organization chart for the section combining the men assigned from the four squadrons according to the Squadron T/O. This chart envisaged the setting up of separate maintenance and inspection sub-sections.

A system of rotatable shifts was established, and each of the four section chiefs assumed the responsibility of supervising the whole section on one shift. An inspector was attached to each shift and given a schedule of ships to check each night. Also, one man from each squadron was designated line chief for the purpose of expediting the work of his squadron and being responsible for the condition of his ships at the end of each work period. The rest of the mechanics were divided among the shifts and constituted a pool from which the line chiefs could draw men as needed. Experience at Wendover has shown that eventually the men tend to work on a squadron basis and any attempt to enforce a Group-wide basis results in proving this fact.

A short time after arriving overseas, the organization in effect at Wendover proved to be inapplicable. Several changes were made among which were the abolition of the inspection section and the organization of a separate VHF section. The men worked primarily on a squadron basis out of a common radio shop.

Eventually the need for greater cooperation among the four squadrons became apparent, and shortly after the New Year a new organization was instituted. This one differed primarily in establishing the responsibility of the section chiefs for the supervision of Group Radio Maintenance on a shift basis, one section chief serving as general supervisor of maintenance and school activities. The actual work on the line being accomplished on a squadron basis. This organization differs from the others in that the natural inclination of the men to work as squadrons is recognized while at the same time responsibility for coordinating the work twenty-four hours a day is established.

The actual work of the section consisted of the following:

1. Pre-flighting, which might better be termed as preventive Maintenance.
2. Day maintenance, which is concerned with the repair of radio equipment in the plane and clearing the Form 1A.
3. Modifications to existing equipment and the installation of new equipment as directed by Group and higher headquarters.

The Signal Supply Department has indeed earned recognition for their services, performed under the direction of Lt. A. W. Wood, 789th B. Squadron. It was necessary for this department to anticipate, as far as possible, the needs of all the sub-sections of Group Communications and to produce new equipment and parts when called for. This entailed close cooperation with the British as well as the U.S. Signal Supply sources in the whole of England. With the frequent modifications and new developments in radio and radar, the department was continually on the alert to meet demands. In August 1944, the Signal Supply Officer, A. M. Wood, was promoted to the grade of captain.

Located in a remote corner of the Operations Block, is the Cryptographic Section. To the average person on the base its location is unknown, and the reason that very few people are aware of its existence is because of the necessary secrecy involved in the work. The strict security measures have not permitted the results of its labors to be publicized in the development and organization of the Group's first year of operations.

Upon arrival at the base, even the personnel who were to become an integral part of this small but efficient group were unaware of the vast amount of work which must be accomplished and furthermore of what the work consisted.

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The information in the States was so scanty and secret that it was almost a mystery! It was necessary therefore to work and fashion our future work on what they were doing along with any changes which we could see that would be of a more advantageous nature. This survey proved that there was far more to be accomplished than was visualized upon our arrival. The fact was that the departmental duties were no longer of a cryptographic nature only but had defeloped into a signals security department having entire responsibility of all signals information to be used by our airmen on all types of missions. It was at that time that we realized a consolidated form must be developed to transmit this signals information to the crews manning the planes.

After much research under the supervision of Lt. F. J. Hribar, Signals Security Officer, and Lt. D. F. Byers, Cryptographic Security Officer, and a staff of fourteen enlisted men under the section head, S/Sgt Nicholas J. Seifert, a flimsy was developed that was thought suitable to convey all of the available information to our airmen. Today one would hardly recognize this as being the same information that was originally issued to our combat crews, for it has undergone a vast number of changes, both in the information contained and the manner of assembly. It has proven itself, however, and the information has carried our airmen successfully over France, Belgium, Holland and Germany, as well as those well-known practice missions over Great Britain. It has furnished our crews with the desired radio navigational and communications information so essential to well organized tactical operations.

It is only proper to mention the fact that in May 1944, we had quite an upset in our organization, when suddenly approximately one-fourth of our personnel were transferred to another command, with the former 788th Squadron. It was only through complete cooperation of all personnel that our work was kept entirely up-to-date, although many nights the regular working force of four men was reduced to two, who carried on with never so much as one word spoken in the way of a "gripe". The arrival of the present 788th Bomb. Squadron relieved the situation to a great extent, however.

This was not the only time our force was called upon to work under trying conditions. It may be readily recalled that during our "Trucking" operations a group of our men were requisitioned to establish and maintain a Signals Security and Cryptographic section on the Continent. On other occasions we have been called upon to supply personnel for front line work, where they helped relieve the pressing situation in the field. Never at any time has this interfered with the constant drain on personnel for squadron detail.

With this brief resume of our first year of operations, it may well be said that although there is a small, inconspicuous room in the Ops Block, which very few people know exist, the unceasing amount of work accomplished there is the very pulse of the Base Operational Communications.

20. Radar Section.

Captain Gordon F. Tucker, Radar Officer.
T/Sgt Ralph E. Treadway, Section Chief.

The Radar Section arrived at Rackheath with a nucleus of sixteen mechanics and one officer. The mechanics, out of school many months, had been on duty assignments not remotely concerned with radar. Training and refresher instruction were a prerequisite for these men who had received intensive instruction in the theories of radar but with a dearth of practical application. Experienced mechanics assigned to this group from units overseas several years supplied mental food for these men, all so willing to learn. Classes and lectures were commonplace in the radar shop; technical orders, notes and circuit diagrams were available at all times; as many men as could be released at any one time were sent to schools for instruction in radar navigational aids. Two Signal Corps mechanics assigned previous to the arrival of the Group to supervise installation of radar shop utilities and power systems, took an active interest in disseminating their knowledge of third and fourth echelon maintenance.

Radar, shrouded with secrecy, required salesmanship; first, to correct erroneous opinions, and secondly, to orient the group in its principles and ever-increasing applications.

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July marked the advent of a long-awaited table of organization; the recognition of the expansion of radar to a field which required specialists in each of various types of equipment; realization that no longer could each mechanic be thoroughly experienced in all types.

In the intervening months, supply shortages were ameliorated; mechanics were gaining invaluable knowledge through experience and service schools, and the types of equipment maintained increased slowly. "Tinfoil specialists" and "Chiefs of Chaff", the familiar titles applied to the section, rapidly became a legend.

The section is now composed of fifty-nine enlisted men and four officers, each enlisted man having attended an average of three schools here in England, each officer having attended an average of six electronics schools in the army. Maintenance responsibilities have increased to include two types of precision-bombing radar, absolute altimeters, navigational aids, radar counter-measures and identification equipments. Problems encountered in maintenance have been overcome by brilliant analysis and experiment. Shop test equipment has been improvised and an interest in improvement and modification is nurtured by the realization of radar's infancy.

The various subsections of radar have undergone an expansion similar to that of the parent organization. In each case growth was rapid due to the eagerness of officers and enlisted men to learn and to put into practice what they had learned.

The first H2X aircraft were dispatched the 3rd of October. Through the 4th of February the Mickey section, under supervision of Lt. Stanley W. Dilley, dispatched 124 H2X aircraft. Of these 91.94% were suitable for bombing at the target.

Lt. William B. Cofield, on detached service to the 36th Bombardment Squadron since the 23 August, has established a school for training of radar counter-measures operators of the Second Air Division. Successful organization and training have resulted in expansion of the school to accommodate operators for the entire Eighth Air Force.

Lt. Marshall E. Deutsch, Radar Counter-measures Officer, served with the Operational Research Section of the Eighth Air Force for three months. During this time he assisted in organizing piecemeal reports of enemy radar activities, trends and effect of counter-measures. These have proved an invaluable aid for planning radar counter-measures tactics. The first carpet-blinker-equipped aircraft from this group were dispatched the 23rd of October. The program comprises seven aircraft and seventeen operators who have flown an aggregate of 151 carpet-blinker sorties. Two of these operators were killed in action.

Introduction of Gee-H and training of operators and mechanics has provided another method of precision bombing by radar. The Radar Training Department, maintained for eleven months, provided orientation for all crews and trained navigators for Gee navigation. The latest supplement has been the installation of Loran to train navigators for the transition from Gee. Loran, with its added complexities, has the advantage of increased range.

21. Photo Section

Capt. Calvin F. Horn, Photo Officer.
T/Sgt Hugh Larkin, Section Chief.

During the first year of operational photography, the photo section has endeavored to secure photographs not only to satisfy a camera-conscious group but also a photography-minded Air Force. The most important job of the Photo Section has been securing photographic coverage on operational missions. During the year the Photo Section has covered the bombing of the 467th Bomb. Group with a total of over 1500 successful camera sorties. The Photo Section up to 7 February 1945 had 945 successful vertical camera sorties, 110 successful H2X sorties, and 405 oblique sorties. Approximately 81,600 photographs were printed from these sorties. The Section has twice received commendations on camera coverage.

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The first commendation was from the 96th Wing Commander, Brigadier General Walter R. Peck, dated 11 August 1944: "The 467th Bombardment Group (H) led the 2nd Bombardment Division in camera sorties with the outstanding achievement of 98% successful strike photo coverage. This accomplishment reflects great credit of the Photo Section and the efficiency of the Group in maintaining the cameras and other equipment in excellent operating condition."

The Commanding General of the Second Air Division, Major General W. E. Kepner, on the 15th of October 1944 commended the 467th Bombardment Group: "During the period of July, August and September 97% of the camera sorties performed by the 467th Bombardment Group were successful. This enviable record is indicative of the high state of efficiency and organization of your photographic section and undoubtedly represents a substantial contribution to the improvement of your operational efficiency during this period. I commend the officers and men whose initiative, energy and technical ability were responsible for the outstanding results achieved."

Two enlisted men in the Photo Section have received the Bronze Star for meritorious achievement, Tech Sergeant Hugh Larkin and Staff Sergeant John L. Farmham. Sgt. Larkin has been Photo Section head since the Group became operational. Sgt. Farmham has been responsible for the installation and repair of cameras.

There are several camera modifications devised by the Section which are now SOP with photo sections in the Second Air Division. One is a camera hatch skirt which prevents cold air from entering the airplane because of the camera opening and also prevents a gunner from placing something in front of the camera eye. Also, a bomb bay switch connecting the bomb, which automatically starts the camera when the bombs are released, is generally used. One worthwhile modification is a microphone switch in the magazine of K-22 cameras which automatically shuts the camera off after the desired number of photos have been taken. In all modifications the Photo Section has striven to relieve the crew members of camera responsibility. With the modifications now in use the bombing cameras work completely automatically with no crew member having to start or stop the cameras.

In addition to the operational photography, the Photo Section has worked in training crews. The Section installs more cameras for camera-bombing in England than are installed on operational missions. Every important industrial target in this section of England has been camera-bombed.

The photo laboratory has attempted to be more than an aerial photo laboratory this first year in the ETO. Photographs of nearby scenes, historical landmarks in England, shots of Scotland, and Ireland have been taken. Photographs of bomb damage for the Commanding General have been taken by the photo personnel in France and Belgium. Many of these photographs have been returned to the States by higher headquarters for publication. During stand-down days portraits and enlargements have been made.

22. Engineering Section.

Maj. Walter R. Giesecke, Engineering Officer.
S/Sgt Philip D. Moore, Chief Clerk.

The function of the Engineering Section of a bomb group consists of maintaining airplanes for operational flights and training flights. Various problems that are encountered in this function are coordination of all sections helping maintain the aircraft, selecting the most efficient personnel to head crews, and coordination of the Engineering Section with other functions of the base.

Difficulties that have been encountered in the earlier part of operations have for the most part been counteracted. These difficulties were primarily those resulting from lack of coordination. Experience has taught the men working on the airplanes how to handle trying situations with little excessive effort. More efficient organization has played an important part in making engineering work successful. Statistics show that the 467th Bombardment Group Engineering Section is one of the best in the 2nd Air Division.

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Capt. Walter R. Giesecke became Group Engineering Officer in May 1944, replacing 1st Lt. Russell B. Edmond, who was transferred to another organization. Squadron Engineering Officers are: 1st Lt. Albert S. Ashmead, 788th Bomb. Sqdn.; 1st Lt. Edward L. Karas, 789th Bomb. Sqdn.; Capt. Charles F. Taylor, 790th Bomb. Sqdn.; and Capt. Kenneth R. Kleinman, 791st Bomb. Sqdn. Capt. Kleinman is the only engineering officer still in the organization that came overseas with the Group.

Records that have been established by maintenance personnel include one aircraft that has completed 104 consecutive combat missions to date without returning early for either mechanical or personnel failure. This record is an all-time ETO record for B-24 airplanes. M/Sgt Joseph Ramirez of the 790th Bomb. Sqdn. is the crew Chief of the airplane, "Witchcraft" and has been awarded the Bronze Star with Oak Leaf Cluster.

Other all-time ETO records established by the maintenance sections include dispatching sixty-one aircraft on a single mission. The sixty-first airplane was the assembly ship, "Pete the POM Inspector," which flew over the target loaded with bombs and armed with only one carbine. She laid her eggs on the target with the rest of the formation. During the month of December, this Group flew combat missions on eleven consecutive days to establish a record for consecutive missions in the month of December. Expert maintenance was a contributory factor in the establishment of these records.

The high standard of our engineering section is proved by the number of Bronze Stars that have been awarded maintenance personnel for the outstanding work that they have accomplished. Bronze Stars have been awarded the following personnel: Capt. Walter R. Giesecke, Group Engineering Officer; M/Sgts. Cecil D. King, Harry J. Walker, Line Chiefs; Samuel Emerson, Jr., Hubert C. Burke, Wm. T. Barnes, Jr., Joseph R. Ramirez (with cluster), Wm. D. Conner, Clarence D. Self, Madison E. Dickerson, Milton G. Harder, LeRoy Cook, Wm. H. Swatts, Jack D. Stratton, Wayne G. Mountford, J. C. Blackford, Robert J. Pinter, Neel J. Pearson, Roy B. Kirkpatrick, Crew Chiefs.

23. Bombardiers Section.

Captain William C. Evans, Group Bombardier.

The Bombardiers of the 467th Bombardment Group left the shores of the U.S. in February 1944 for overseas duty with a determined effort to achieve the highest standards in the art of precision bombing.

During the phase training at Wendover Field, Utah, the the Group Bombardier was Lt. John Low, who endeavored to impress upon the minds of the bombardiers the important tasks which lay before them. The squadron bombardiers at that time were as follows: 788th Lt. Pou; 789th Capt Segler; 790th Capt Cedergren, 791st Capt Gerringer.

After numerous practice missions at Rackheath the Group was declared operational on April 10, 1944. During the first missions it was quite evident that the bombing of the 467th definitely needed some improvement. On one of the early missions the Gp Bombardier, Lt. John Low was listed as missing (after a year of missing he is now in the states) and Lt. Dolan, 790th Bombardier became the Group Bombardier. Also at this time the original 788th Sqdn was transferred from the 467th to a Composite 8 AF Group and a new squadron joined the Group using the previous 788th designation. The squadron bombardier of the squadron was Capt Alexander.

Lt. Dolan served as Group bombardier for a few weeks and was replaced by Capt. Gerringer, who later was sent to 96th Wing. During Capt. Gerringer's tour as Group bombardier all efforts were made to improve the technique of bombing and to elevate it to a higher standard. It was at this time that the bombing began to be of a much higher calibre. Upon leaving for 96th CFW Capt. Gerringer was replaced by Capt. Evans. At the present time we find the following individuals serving as squadron bombardiers: 788th Lt. Maris, 789th Capt. Rhoads, 790th Lt. Brown, 791st Lt. Landers.

The bombardiers not only served in the capacity as a bombardier but many attended a DR navigation school conducted by the Group Navigation and assumed

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From 12 March to the first operational mission on 10 April 1944, an intense period of training in the loading of aircraft ensued. This was done, not to teach Ordnance men how to load bombs - they knew that from their long experience - but rather to allow them to become coordinated in the loading of aircraft on a larger operational scale, since it was decided that Ordnance would deliver, load, and fuze bombs - a digression from the standard Ordnance function, wherein they only delivered and fuze the bombs.

In addition to this training, key men from each section were sent to bases already operational to study accepted methods and be generally indoctrinated in the service expected from Ordnance in this theater. At these bases, men learned how to double and triple load bombs - a method heretofore entirely new to them. They learned that by loading this way the pay load of a B24 could be doubled.

In this pre-operational preparation, much credit must be given to the 1451st O.S. and M. Co. and to the 862nd Chemical Co. These two organizations offered willingly the knowledge of their experience in anticipating potential problems and finding solutions therefor. Beyond a doubt, the smoothness of subsequent operations can be attributed in part to the help of these organizations. The Chemical Company helped also by augmenting the manpower of the Ordnance sections by operationally assigning men from that company to assist in the loading of all types of munitions.

2300 hours, 9 April 1944, was a memorable time for the group. It was at this time that Ordnance received the information for the loading of aircraft for the Group's first operational mission. It was at this time that Ordnance was informed to load eight 1000-pound bombs on each of 38 aircraft in time for take-off at 1100 hours the following morning. This was going to be a cinch. However, it didn't remain a "cinch" very long. Three hours after receiving the initial loading, the bomb load was changed from eight to six and the time of take-off from 1100 to 0600 hours. It was a rush job, but the "bomb Jockeys" were equal to the task.

The Ordnance personnel of the 467th are well justified in feeling proud of their efforts on this first mission. It was at the completion of the mission that Col. Shower informed Ordnance that the 467th was the only group in the Wing to be able to take off on time by having the planes loaded on time - a feather in the Ordnance cap, since the other groups in the Wing were already operational.

As missions accumulated, the Ordnance sections became more closely knit and more efficient to the point that they feel quite safe in their ability to meet any bomb loading requirement on time. In fact, in almost 200 missions, no aircraft has ever failed to meet a formation because of failure in bomb loading. Also in this period there have been many times that planes had to be loaded with but a minimum advance notice. One mission was loaded in as little as two and a half hours. In such cases, Armament, Engineering and combat crews also rallied to the job by helping load aircraft so that the 467th could get off on time.

In May of 1944 the 788th Bomb. Squadron left the Group. Still flying in most cases as many aircraft as before, the three remaining Ordnance sections loaded aircraft for three missions on the same day.

In August the Group was enlarged when the 859th Bomb. Squadron of the 492nd Bomb. Group joined the 467th and were redesignated the 788th Bomb. Squadron. The new Ordnance Officer, Lt. Baker, brought with him an experienced section which in very short time became coordinated with the Group. They have been so much a part of the 467th since that one feels as if they had always been with us.

The fact that Ordnance may be called upon to perform any task was exemplified in September 1944, when the Group "trucked" more than 600,000 gallons of 80-octane fuel to the Continent for the use of the armies. For this special work, Ordnance was given the responsibility of assuring that there was sufficient gasoline on the station. Ordnance personnel also transferred the fuel from British lorries into refueling trailers for delivery to the planes. Ordnance personnel also worked hand-in-hand with the Engineering sections to help in the refueling of aircraft during this period.

Another responsibility foreign to bomb loading given to Ordnance is that of assuring that sufficient flak equipment is available for use by the combat crews. They must deliver the flak suits to the planes and must also maintain flak equipment.

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Subsequent missions were loaded, flown, recalled, or scrubbed as the situation required. The work remained normal and uneventful until the 23rd of December. It was on the night of that day that "bomb jockeys" loaded not only all operational aircraft, but all flyable aircraft (even the assembly ship) for the Group to put up the largest effort (61 aircraft) ever dispatched by any group in the division.

For statistical purposes, "bomb jockeys" have loaded approximately 22,000 tons of bombs and incendiaries for the completion of over 200 missions. In comparison to the tonnage of bombs dropped, this figure indicates that two tons of bombs were loaded for every ton of bombs dropped on the enemy. Many tons loaded had to be again unloaded because of scrubbed missions, but nevertheless it is indicative of the work done. Of course, in addition to this work, Ordnance men were subject to KP, cement details, guard duty, and all other details involved in the operation of a base. A new problem now enters since the Ordnance sections have lost an average of one seventh of their strength to the infantry.

In the performance of their duty the following Ordnance men have been awarded certificates for meritorious achievement:

T/Sgt Smith and Sgt Ferguson of the 788th Bomb. Squadron.

T/Sgt Cross and S/Sgt Brennan of the 789th Bomb. Squadron.

T/Sgt O'Connor of the 791st Bomb. Squadron.

In summation, there is no doubt that the Ordnance "bomb jockeys" have played and will continue to do so, a vital role in the overall success of a group such as ours. Whenever a job had to be done, Ordnance was there to do its best.

26. Group Armament Section.

Capt. Robert H. Peters, Group Armament Officer.

Shortly after arriving in the ETO this department made several visits to other groups to obtain ideas on operation and to avoid as many of the pitfalls of a new group as possible. Training of maintenance personnel had just begun instead of being finished. It was arranged with several veteran groups for representatives of each squadron armament section to spend a week with them to gain operational experience. Training in new equipment and refresher courses for maintenance personnel has been a continuous process since that time.

From the very first combat mission armament has never prevented a mission from taking off on time. Numerous modifications have been accomplished which have simplified and improved the equipment both from the maintenance standpoint as well as from the combat crew standpoint. One of the outstanding modifications came from Corporal Coyte of the 788th Squadron, who developed a new method of loading 2,000-pound bombs which saves over five hundred man-hours of work for such missions and which has been adapted by the 2nd Air Division. This group has maintained an average of less than one mechanical (armament) malfunction per mission. T/Sgt O'Brien of the 790th Squadron developed an adapter for the G-9 solenoid which is superior to any yet developed. S/Sgt Anderson of the 799th Squadron has contributed many excellent suggestions and ideas, meriting a Group citation. S/Sgt Le Baron of the 791st Squadron achieved a superior degree of maintenance by rigidly enforcing a policy of preventive maintenance. Complete turrets have been installed overnight to make airplanes available for the next day's mission.

Lt. Brooker and Lt. Lipsie are new officers in the squadrons. T/Sgt Bohme recently took over the section chief's job in the 791st. The new 783th Squadron has set an enviable record since its arrival. The Group Turret and Armament Supply Shop, which is manned by squadrons and Sub-Depot personnel, has rendered great service to the squadrons. The Bomb Sight and Auto-Pilot Shops have had to change over completely from Sperry to Norden equipment and are now working hard to retain the maintenance and combat personnel. At present they are equipping a link trainer with C-1 Auto-Pilot and formation stick in addition to a new mock-up.

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the role of DR navigator on various crews.

During the last year at Rackheath in which 200 missions were recorded, the bombardiers have dropped approximately 12,448 tons of bombs on enemy targets and installations. It has been and will be the determined effort of the Group and Squadron bombardiers to achieve the highest possible standard of bombing until victory is achieved.

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24. Weather Section.

Capt. Roy C. Lindstrom, Weather Officer.

The inner workings of the "Trainmaker's Department", as it is fondly called by the combat crews, is in reality a minor mystery on this field. It can be safely stated that fewer than twenty-five percent of the personnel of Rackheath are aware that the 18th Weather Squadron maintains a small but hardworking detachment here. In two map-lined rooms in the lower floor of the control tower they maintain a twenty-four hour vigil and supply all using organizations with the latest weather observations and forecasts.

Before the 467th Bomb. Group arrived, on 2 March 1944 to be exact, one officer, two enlisted forecasters and five observers began a program of building and scrounging around which resulted in a well-equipped weather station where but a short time before were bare walls. Each of these men had been in the ETO for from three to six months and were fully cognizant of the vagaries of the English climate. Thus they were able to indoctrinate the crews when they began to arrive the first week in April, so that they could start their training flights thereafter. When the boys went out on their first operational mission on 19 April, they returned with nothing but praise for the fine weather forecast they had received. Since that date, weather training for combat crews has been just one of the many services provided by this office. These weather lectures have naturally undergone many changes and refinements until today they form an integral part of the total training program of the Bomb. Group.

The physical aspects of the weather station have likewise seen many improvements and additions. New desks, map racks and even a doorway have been designed and built with the characteristic resourcefulness of weather men. Our streamlined office is the pride and joy of the detachment because every member thereof has contributed something to its construction.

Though all weather information is recorded on the ground by various instruments, the boys occasionally go into the blue for additional data. The forecasters fly a regularly scheduled weather ship for the Second Air Division and it's their job to fly through and report whatever type of weather they encounter regardless of its severity. This is one flight that is rarely scrubbed, as the success of assembly for an operational mission may be dependant on these reports.

The final decision on weather for operational missions rests with Eighth Air Force Headquarters, but forecasts for all local practice and cross-country missions are made by the forecaster personnel on this field. Sharing equal responsibility and honors for the accuracy of these forecasts are Capt. Roy C. Lindstrom, Group Weather Officer; Lt. William F. Lytle, Station Weather Officer; Lt. Paul J. Morehead, Assistant Station Weather Officer; T/Sgt Edwin H. Horning; and S/Sgt Robert D. Edelstein. They are immeasurably aided in their fine work by the observers, S/Sgt William R. Routh, Sgt Arthur J. Pelander, Sgt Hugh W. Nevin, Sgt James R. Oard, Cpl Russell J. Evans, and Cpl Edmund C. Albrecht, with Sgt William R. Brown doing a fine clerical job.

25. Group Ordnance Section.

Capt. Paul E. Geske, Group Ordnance Officer.

Rackheath! New country, new people, new base, new equipment, and new methods of operation - everything new but experience. Such was the situation facing the Ordnance personnel of the 467th Bomb. Group as they arrived at Rackheath, England, 12 March 1944. Even the mode of transportation, bicycles, was new to many. Still, the consoling factor in all this "newness" remained the experience of "old Ordnancemen", which was probably as high as could be found in any new group.

Upon their arrival at Rackheath, the various Ordnance sections began immediately to establish themselves in the huts assigned to them as shops. This process involved building benches (usually with brick and mortar), cutting new roads, laying cement, installing lighting systems with borrowed generators and generally setting up housekeeping preparatory to their real Ordnance work.

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27. American Red Cross.

Mr. Ralph E. Adams, Field Director.

The American Red Cross is one of the oldest of Rackheath's institutions. Red Cross service was first brought to the personnel of Rackheath on 18 October 1943, when Mr. R. E. Adams, Field Director, reported here from the States. At that time the Red Cross physical plant was just being started, and until it was possible for his office facilities to be available in the Aero Club, he carried on his activities from an office in the Station Headquarters Building.

The Station at this time had no Special Service Officer, and these duties were also delegated to the Field Director by the Commanding Officer. Mr. Adams procured movie projection equipment and set up a temporary base theater, handled the distribution of the "Stars and Stripes" newspaper, set up a skeleton library and acted in all matters concerning the morale of the personnel of the Station. He relinquished his Special Service duties when an acting Special Service Officer was appointed in the person of Lt. Wilson, about the middle of November 1943.

The physical plant assigned for the use of the American Red Cross as an Aero Club is situated in the Communal Site and is one of the largest single installations on the base. It is a combination of nissen huts, with a floor area of over sixteen thousand square feet. It comprises a large snack-bar, 30x110 feet which, by the addition of a complete stage and special lighting equipment furnished by Special Service, makes it most adaptable to all of the larger base functions, such as USO shows and enlisted men's dances. The installation also comprises a large games-room, lounge, library, writing-room, kitchen, offices and store-rooms. Mr. Adams personally supervised the adaptation of the building from the original plan to conform to the operating plan of the American Red Cross. The original plans were altered to include fire-places in the lounge and library, Field and Club Directors' offices in the building, new decorating schemes and linoleum. Heavy draperies were also added to make its interior as pleasant and home-like as possible.

On 25 December 1943 the staff quarters in the rear of the Aero Club had been completed and Mr. Adams and Lt. Wilson, acting Special Service Officer, moved their offices into this building. They remained there until the fore part of February 1944, at which time their offices were moved into the Aero Club.

On 16 February 1944 the Aero Club was officially opened. A key presentation ceremony and dance opened the building, at which time the keys were turned over by Lt.-Colonel Creager, who was then Commanding Officer of the base, to the ranking officer of the 467th Bomb. Group, Lt.-Colonel Herzberg, who had arrived a few days previously with the advance party. Colonel Herzberg in turn presented the keys, on behalf of the Group, to the ranking Red Cross representative, Mr. Adams, who then turned them over to Sgt Robert F. Helmling, representing the enlisted men of the Station. The opening ceremony was also attended by Head Office representatives of the American Red Cross, Miss Irene Heacock, Club Director, and Miss Virginia Dowdell, Staff Assistant.

The Aero Club was staffed, in addition to the American personnel, by Mrs. E. Masterson, serving as Secretary-accountant, Mrs. Ronnie Riches as Manageress, Mrs. Gwendoline Kenton as head cook, with an understaff of some thirty British civilians.

In the ensuing months many changes were made in personnel. Miss Heacock, in her capacity of Club Director, was followed by Miss Jeanne Howarth who, after two months at Rackheath, was assigned to a 9th Air Force unit moving to the Continent. She was replaced by Miss Mary Haynsworth, who spent about three months at this Station, turning over her duties to Miss Helen Crum. Miss Crum was followed by Miss Helen Wilber who, at this writing, is still in charge of the direction of the Aero Club facilities. For some time after the opening of the Club a shortage in American personnel did not permit the assignment of a Staff Assistant. Miss Christine Remers, a British girl, took over these duties and remained in that position until she was relieved by Miss Winifred Hafele in June 1944. After Miss Hafele departed for an assignment in

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France, Miss Ona Ready was assigned as Staff Assistant and is still acting in this capacity.

One of the outstanding things to which some notice should be given is the splendid cooperation between the American Red Cross and the Special Service and Information Section on this Station, headed by Lt. Rex Floyd. By their complete cooperation, they have been able to foster a program that has done much for the morale of all the Station personnel. Mr. Adams states that no commendation that he might make of Lt. Floyd and his office staff could compensate for the assistance which they have given in promoting the activities of the Aero Club. One of the things that he feels should receive special mention is the splendid dance band that has played for most of the Aero Club dances with no remuneration except the supplying of a few instruments to them by the American Red Cross Headquarters.

Probably one of the most appreciated services rendered by this institution to the flying personnel of this Station is the serving of food and hot coffee to them after a long and laborious air mission. It is a sight most welcome to walk into the briefing room and, before the interrogation, be met by an American girl and given a badly needed sandwich and a hot drink, which stave off hunger and arrest nerves.

This in brief is the history of the American Red Cross at Rackheath. Certainly the personnel of this Station must have an ever-present feeling that this civilian institution representing their folks at home have done everything possible to make their existence at Rackheath more pleasant. No matter whether they are in need of a train schedule, a reservation at a Red Cross Club, a package wrapped, some sewing or mending done, a cup of coffee and a sandwich after a mission, a loan to carry them over an emergency, a problem, either personal or family, to present to someone with understanding and the ability to give proper advice and assistance, or a few hours of relaxation at the Aero Club, the American Red Cross personnel are always there, anxious and willing to help.

28. Group Gunnery Department.

Capt. Anthony M. Valdez, Group Gunnery Officer.

When the 467th departed from Wendover, there was no Gunnery system in existence in the Group. Up to that time, Armament sections were expected to handle the project of supervising the use of all equipment related to Gunnery, but their time was taken up by other tasks, and their information did not include the specialized material which gunners so vitally needed. They were not directly connected with flying, hence they could not appreciate the problems of a flying crew member and they did not speak the same language. While gunnery had passed through its infancy and was now entering the "long pants" stage, there was still the period referred to as the "problem child" phase which had to be taken into consideration. Although still looked down upon as the orphan of the operational combination, it was now fully realized that Gunnery formed an integral part of the aerial combat program. Its worth had been proven in the early days of the Eighth Air Force as the "Clenched Fist of Bomber Defense." Still, many contingents were of the belief that Gunnery instruction given in Gunnery School and Phase Training was adequate, and there seemed to be no plausible reason for dwelling on the idea of further training. It remained that gunners were apt to become rusty in the utilization of their knowledge between the times of leaving the training area and arriving in a combat zone. There was no provision for "post graduate" work once they reached an operational theater and, for the most part, keeping abreast of improvements and modifications in ideas and equipment was left to the initiative of the individual. Even though the gunner had been in "the class that won the Bible," results proved that if he had no occasion to keep familiar with his turret, his guns, or the correct application of gunnery principles, he would, in time, become slower and less effective in the execution of his part in defending the bomber formation. There was a definite need for additional training to increase or supplement the ability of the average gunner, and here the Eighth pioneered another outstanding "first" when, in the early spring of 1944, a new system of such training was inaugurated.

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The history of gunnery at Rackheath dates from April of that year, when 1st Lt. Theodore G. Gerringer was appointed to the post of Gunnery Officer of the 467th Group. Starting from scratch, Lt. Gerringer set about laying the foundation of our present Gunnery Section. Through his efforts, this station has access to one of the better regulation stationary skeet ranges in the area. The following month, Lt. Gerringer (now Capt. Gerringer, 96th Combat Wing Bombardier) was relieved of his duties pertaining to gunnery in order to accept an appointment as Group Bombardier. He was succeeded by 1st Lt. Anthony M. Valdez, who had previously occupied the position of Gunnery Officer of the 790th Squadron. At that time, there existed an acute lack of supplies and materials necessary for the project, and the availability of trained instructor personnel was sharply limited. The ensuing struggle to get things in gear was an uphill battle all the way. The school of hard knocks had nothing on Rackheath, and all concerned soon learned the meaning of the word "improvise". Lt. Valdez started his career as Group Gunnery Officer by adding several new training devices. First in this series, was the addition of a dome turret trainer - a building employing four turrets and incorporating a dual-projector, motion-picture idea which provides instruction in turret tracking, turret operation, and extra instruction in the various turrets used in the B24 airplane. Using the dome system, it is possible for the gunner to practice tracking attacking aircraft in much the same manner that he would in case of an actual fighter attack on his formation. The film is flashed on a large hemispherical screen, creating an effect similar to the pursuit curve and relative speeds of the fighter and bomber. The free gunnery of "Jam Handy" trainer was next in succession and involved most of the methods employed in the dome idea, except that dummy flexible or hand-held guns replaced the turrets. It is a simple matter to check the ability of each gunner in the exercising of sighting and position firing rules in either of the trainers described.

Another effective trainer which has been set up under the supervision of Lt. Valdez (now Captain) was the mobile skeet range. Consisting of four skeet trap houses, arranged along the perimeter track, and with the use of a standard weapons carrier, mobile skeet allows the gunner to shoot at moving targets while traveling at speed up to 30 miles per hour. This represents more coaching in the use of deflections necessary in the accurate firing of weapons from one moving platform to another. One more twist was given the turret department when turret trailers were brought into use. By mounting standard turrets on bomb trailers, it was possible to allow the gunners fully to acquaint themselves with the accepted manner of installing, checking and firing their guns in the gun positions they are to fly against the enemy. The firing-in butts, located near No. 2 Hangar, were brought into play at this point, eliminating the necessity of flying special check-out missions.

Now that an efficient trainer program was in operation, the only problem which remained unsolved was the shortage of instructors. Heretofore, they were chosen from among the number of those who had finished their tour of missions and were awaiting shipment back to the Zone of Interior. The turnover under this arrangement was the toughest obstacle to overcome, since few stayed more than one or two months. It cannot be denied that several of these men proved to be competent and valuable instructors - S/Sgt Edwin W. Brannaman, T/Sgt Charles Harris, S/Sgt James A. Ogilvie, to name a few. Their present activities have shown their caliber - Sgt Brannaman (now 2nd Lt. and the Gunnery Officer of the 791st Squadron) will soon complete special schooling in the States and return to join the Squadron with which he flew as an enlisted gunner. Sgt Harris has met the necessary requirements leading to a commission and is now working as assistant to the Gunnery Officer of the 789th Squadron - pending the paper work involved necessary to make him the Gunnery Officer of that organization. Sgt Ogilvie is still connected with Group Gunnery as an instructor. Another man who is considered a "happy warrior", although we often wonder if he is, is S/Sgt Nathan L. Nelson. The victim of an unfortunate accident on his 13th trip over Hurland, Sgt Nelson has been grounded in favor of passing on the information he has learned first-hand to those who are just beginning their combat careers.

S/Sgt Charles V. Prue and Sgt Francis R. Gemoets were the first C.I.S. (Central Instructor School) graduates to join the Group. Arriving early in

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June, they were instrumental in aiding Capt. Valdez in the formation of the department. Following this, early in July, came Sgt. Joseph S. Lightner. The latter part of August, S/Sgt. Glen D. Sims was entered on the roll. The month of October saw the arrival of Sgt. Gerald A. Crabbe and Sgt. Earl W. Jarnagin, and November meant the addition of Sgt. Rex A. Brawley. The latest member to join the fold is Sgt. Raymond McDowell. Assigned as permanent instructors and on regular flying status, these men fly on operational, practice, and gunnery practice missions as instructors and crew check-riders. The combined efforts of these men have greatly increased the effectiveness of the department as a whole. More organized instruction has been the aim, toward giving the Gunner the theories and principles behind their duties. Supervised lectures in the various subjects has been the highlight of their endeavor - including Sighting, Position Firing, familiarization and operation of Compensating and Computing sights and Cal. 50 machine guns, over and above the mentioned training devices. Each new replacement crew is given a complete comprehensive review of the different aspects of Gunnery and general information on procedures of the Group. It is also the responsibility of this office to supervise and regulate all briefings for gunners before they depart on operational and practice missions. The briefings are accomplished by the Gunnery Officers of the various Squadrons: Lt. J.D. Yashkas of the 788th; Lt. J.E. Wisner of the 789th; Lt. R.A. Keyes of the 790th; and Lt. W.J. Robinson of the 791st. These Officers, working with Capt. Valdez, have aided in the development of the latest angle of practical training - Low Altitude Gunnery "Splash" Missions. Flying over a water range on the North Sea, at altitudes ranging from 300 to 500 feet, the crew will fire at smoke pots dropped from their plane. Firing at floating targets, the gunner is able to see the results of his application of the principles he has learned, and at the same time, he can evaluate the correct operation of all equipment he will later use in action against the enemy.

Camera Gunnery, which involves the use of cameras mounted on or near the gunsight to be used, will be adopted in the near future - pending the ironing out of a few "bugs" which have developed. The 361st (Mustang) Group, stationed nearby, has agreed to furnish the necessary attacking fighters, to make this form of training the most practical yet introduced. After the Gunner has "fired" his film, he can be called back to view the mistakes he has made, through the medium of motion pictures.

Within the next month or two, the new Blister Hanger, located near the Dome Trainer Building, will be completed and ready for use. Lacking only the finishing touches, the building will include nine turrets and two flexible tail positions similar to the latest modification on the 'L' model of the B-24. All turrets and gun positions will be in working order, and the facilities of Dome and Jam Handy will be available to check each crew member on his strong points, and to strengthen him on phases in which he shows tendency to be weak.

One of the younger operational branches to take shape within the Army Air Forces, Gunnery has now progressed to the point where it can stand alone. It can now demand the respect which it rightly deserves. The Gunnery section of the 467th will compare with any Group in the Eighth, and in spite of the fact that 'our men who fly the big ones', have had little opportunity to display their prowess, we feel certain that the results of our efforts will be proven when the 'chips are down'.

29. The S-4 Section.

Lt. Robert M. Saunders, Station S-4.

The organization of the S-4 section was initiated by the arrival in the E.T.O. of Lt. Robert M. Saunders, present S-4 Officer, as advance representative of the section together with the other members of the Overseas advance party.

The responsibilities of the section representatives at that time were to make all possible contacts with higher echelons with a view toward preparing the new station for the arrival of the main body of the Group, particularly

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as applied to supply, housing and maintenance problems.

To accomplish this, visits were made to other stations in the 2nd Division for ideas in setting up our own station. These ideas were discussed with representatives of A-4 section at 2nd Division and suitable changes made to suit our own particular station.

I feel it of importance at this point to call attention to the fact that every person contacted, both at 2nd Division and at other station was very hospitable and went out of his way in giving aid and advice. This fact alone was largely responsible for the elimination of many early problems and the simplified solution to many others. The hospitality and helpfulness shown the advance party on visits through out the Division was outstanding.

Housing was of course of primary importance. It was necessary to set up housing arrangements for personnel as well as for the technical and administrative sections. This was done with a minimum of effort due to the close cooperation exhibited by the service units which were already at the station and had somewhat settled themselves before our arrival.

Supply and maintenance problems were the next in line and many anticipated problems had to be considered so that proper maintenance facilities could be coordinated with the Sub-Depot and higher echelons. Fuel servicing, dispersal of aircraft, maximum utilization of technical manpower, Turret maintenance, Armament and Ordnance shops, Tech supply rooms, etc. all had to be considered in anticipation of the arrival of the Group, so that precious time would not be wasted in getting the ground support to a high degree of efficiency necessary to assure an early operational status.

The arrival of the Group on March 11 was a red letter day, since the main flight of the air echelon and the ground echelon both arrived on the same day. All the aircraft had to be modified to meet theatre operational requirements, and this entailed quite an extensive modification campaign to put as many aircraft as possible into operational status.

Upon the arrival of the Group, Lt. Saunders was appointed Group and Station S-4 officer and relieved of the former duty of Asst. Group Technical Inspector. The section was not organized in complete accord with the Table of Organizations, since it seemed customary in the Theatre to operate the Group Engineering section independently of the S-4 section. In spite of the separate setup, very close liaison has always been maintained between S-4, Engineering and Armament, so much so that, except for the absence of one supervisory head, the three have operated very much as one section.

The principle function of the S-4 section has been one of coordination between Supply and Maintenance activities and supervision over all supply activities. Early obstacles to be surmounted were, quite naturally, shortage of supply of various necessities. These obstacles were taken in stride and the situation corrected with little loss in time and with a resulting minimum number of grounded aircraft. Aircraft parts and equipment, tools and maintenance equipment, mechanics and flying clothing, and individual clothing and equipment, have all had their chance at being in short supply and took every advantage of it. Close liaison between S-4 and higher echelons of supply and administration overcame the problems in due course.

Since the functions of the section were those of coordination and supervision, it was obvious that S-4 was "in the middle" on all occasions of shortage of supply, and since the S-4 officer has been on the station longer and made more contacts on various subjects than most group personnel, the S-4 office has been a sort of information bureau and clearing house for all sorts of troubles. During the period from May to September C.W.O. Saunders was given the additional duty of Group Personal Equipment Officer.

The section was initially staffed with one officer and two enlisted men, C.W.O. Saunders, Sgt. Stanley Bekeritis and Pvt. Zaven Avedisian. For the first three months the S-4 office and the Group Engineering office were in the same building and the clerks were using the same room for their activities. The group Engineering Officer, Lt. R.B. Edmond, was replaced by Capt. W.R. Giesecki at which time the S-4 section moved to another building. Personnel of the section was changed somewhat by the transfer of Sgt. Bekeritis to the Air Inspectors office and the acquisition of the S-4 section of Sgt. Kraft and Pvt. Stanz. Pvt. Avedisian had advanced to Staff Sergeant and was chief clerk of the section. On December 24 C.W.O. Saunders was given a direct commission as 2nd Lieutenant.

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One of the duties of the section was the approval of and subsequent following up of all requisitions on the R.A.F. for supplies and equipment not available through U.S. Supply channels. The R.A.F. Equipment Liaison Officer with his clerical staff was stationed at Backhoath and his office and the S-4 office were in close contact at all times in order to coordinate the procurement of needed equipment. In this connection C.W.O. Saunders was appointed Reciprocal Aid and Lend Lease Reporting Officer as an additional duty and was charged with the responsibility of reporting to higher Headquarters all Reciprocal Aid received from the British Government.

At present writing the reorganization of the section to conform more nearly with the provisions of the T/O & E is being considered, with the Group Engineering Officer, now Major Giesecki in supervisory control. It is believed that closer coordination between all sections on the station will be effected by this reorganization to the end that a more highly efficient organization will be gained.

30. Technical Inspection.

Capt. Norman Kravitz, Technical Inspector.

The purpose of the Technical Inspection section is to insure that Army Air Forces equipment and materials are operated, maintained, stored and inspected in accordance with existing directives.

To accomplish this purpose it is necessary to maintain a master set of Technical Orders, Technical Maintenance Instructions, Stock Lists and Stock List Changes as well as distribute these directives to all sections on the Station to which they are applicable.

During the first days of operation the only problem was to establish the master set of directives. After numerous requisitions had been submitted, the publications began to arrive and the continuous task of sorting, distribution, and filing began.

The section was supervised by Lt. NORMAN KRAVITZ who has since been promoted to Captain.

Three enlisted men, M/Sgt. Herbert Nichols, Engineering Inspector, T/Sgt. Romeo Godbout, Communications Inspector, and T/Sgt. Carl Tupper, Armament Inspector were assigned to this section from Group Headquarters, and supplemented the two men S/Sgt. Jack Rowe, clerk, and Cpl. Chester Bienkowski, Engineering Inspector already assigned to the section from the Station Complement.

The only change in personnel occurred shortly after the section was organized when T/Sgt. Frank Holzhauer replaced M/Sgt. Nichols as Engineering Inspector.

Since the section was organized there has been no promotion of enlisted men which is explained by "T/O trouble" rather than the men not deserving promotions.

Regular inspections were started in March 1944. Discrepancies and irregularities noted during an inspection are included on the written report that is routed through the Commanding Officer or officer in charge of the unit inspected for corrective action and indorsement before being forwarded to the Station Commander for his information.

Once monthly the following listed technical activities are inspected: the Engineering, Armament, Communications, and Ordnance sections of each Bombardment Squadron, Flying Control, Fire Department, Station Ordnance, Transportation, Chemical Co., Group Armament, Group Engineering, Group Communications, Personal Equipment, Operations, and Sub-Depot.

In addition to these regular inspections it is often necessary to make special inspections for the Commanding Officer.

Though much equipment on the Station is becoming old, it has been gratifying to this section to note the gradual but steady improvement of operating and maintenance methods for equipment and materials.

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31. Flying Control.

Lt. John W. Galvin, Flying Control Officer.

The USAAF adopted the RAF control system when they invaded England in 1942. The system embraces ideas from both air forces as it stands, as the British felt that we had some points superior to theirs.

Rackheath control was born on a cold January day in 1944, approximately two months before the Group arrived. The Control Tower had one slightly used table with a second-hand transmitter and receiver in it when the advance party of Flying Control arrived. The field was in fair shape, with excellent runways and dispersal areas.

Flying Control got away to a bang-up start when Lt. Beaney arrived at Rackheath with a shiny new B-24 fresh from the States and landed down-wind on a short runway. The aircraft was "washed out", and Rackheath had another pilot.

When the Group started operations in April the Control Tower still had its second-hand transmitter and receiver along with the used table but had added another table along with more radio equipment. Blackboards and maps had also gone up.

On 24 June 1944 Lt. Schmidt, who had been senior Flying Control Officer, turned the controls over to Lt. John William Galvin, and things really began to happen. (Lt. Galvin comes from Brooklyn.) The second-hand transmitter and receiver and the two used tables were removed, and new equipment was installed. By the end of August the Tower ranked with the best in the UK in appearance.

In September, when the Group was trucking gasoline, Flying Control had quite a task trying to keep up with the 105 aircraft based on the field. With only 3 officers and 19 enlisted men working in the tower, 1 officer and 4 enlisted men were sent to the advance base on the Continent. Things at Rackheath were moving at a swift pace, causing a great deal of confusion. It was a case of the airfield controller calling the tower and saying a B-24 had just taken off or had landed.

In February 1945 the Control Tower contributed its bit towards the post beautification program. Concrete was poured, grass and flowers were planted, fancy fences were built, and practice bombs were nicely painted and installed to add to the attractiveness of the area.

Looking back over its first year of combat operations, Flying Control might well adopt as its theme song, "My Heart Stood Still"! Down-wind landings, burning brakes, dangerous cross winds, returns from combat on two engines, planes landing simultaneously on intersecting runways or up-wind and down-wind on the same runway, mission landings with 300-foot ceilings and 1000-yard visibility, ground loops with the proctor, and other incidents brought gray hairs to the personnel of Flying Control. But with or without its fingers crossed, the section still carries on.

32. Transportation Section.

Lt. Marnold J. Smith, Transportation Officer.

The Transportation Section of the 467th Bombardment Group was inaugurated at Wendover Field, Utah, in November 1943.

Upon the Group's arrival in the ETO in March 1944, the Section was immediately confronted with the problem of organizing for operations.

One transportation problem was the fact that England was then unknown country to the drivers. After several months of map studying and actual road experience, all drivers became fairly well acquainted with the country. At present this section can furnish transportation to any part of England, Wales or Scotland.

Another problem was to accustom oneself to driving on the left-hand side of the road according to English traffic rules.

England's road network is made up of narrow, winding roadways and streets designed for the use of small passenger cars and lorries. Our trucks are very large for the roads they must use in England. This offers quite a problem

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for Transportation personnel, especially after having acquired their driving habits on the wide, straight highways and roads of the United States.

Of foremost importance was the providing of transportation for combat crews in taking off and returning from missions, both for combat and practice. Regardless of the hour of the day or night they are called upon or the number of hours of duty they are required to be on the alert, the members of the Transportation Section must always be on the job to take their active part in scheduled operations.

Other never-ending duties of transportation are the hauling of rations, fuel, clothing, salvage, laundry, cleaning, and the routine transporting involved in satisfying recreational demands, liberty runs, men on travel orders, furnishing operational supplies and other necessities required by organizations on this base.

During the past year of operation the men of the transportation Section have driven 1,527,720 miles and have had only five accidents. This in itself, showing outstanding performance, brought about praise and commendation from the Divisional Commanding General.

The mechanics of the Transportation Section must not be overlooked. The section's fine record would not have been possible without excellent service from the mechanics. They have been handicapped by lack of parts and the proper garage space in which to work. All facilities have been very inadequate compared to those in the United States; but in spite of this fact and the adverse weather conditions generally prevailing, the mechanics have "kept them rolling" and deserve a great amount of praise for their efforts.

The Transportation Section is proud of its past record and is now bending every effort toward the improvement of this record in the months ahead.

33. Personal Equipment Section.

Lt. Leo E. Duffner, Personal Equipment Officer.

Personal Equipment's primary duty consists of the proper instruction in the correct use of equipment which is worn on the person of the combat crewmen while on an operational mission. This also includes all types of protective equipment such as flak suits and Air-Sea Rescue equipment.

The Group Personal Equipment Section is relatively new to the Group. Its need was created due to theater characteristics, mainly climatic conditions. Back in March of '44 when the Section was first created, many difficulties were met and overcome. However, up to the present time, two major problems are still to be confronted: (1) lack of a table of organization; and (2) frequent turnover in personnel.

Due to the lack of a table of organization, there is little if any change to report from the Section up to the present time in respect to enlisted promotions. These enlisted grades which are prevalent today have been transferred in from other departments on the base.

Personnel changes have been quite frequent. One reason for this is due to the fact that many of the enlisted men have been combat crewmen who have finished their tour of operations and are awaiting return to the Zone of Interior.

In respect to officer personnel, the Section has been under the supervision of four different officers since its initiation. Lt. Church, the first Group Personal Equipment Officer, has since left the station. Lt. Jones, now Squadron Supply Officer for the 791st Bombardment Squadron, was the second Personal Equipment Officer. Lt. Saunders, the Station S-4, then took charge of the Section until a suitable officer could be transferred to the Group. Lt. Duffner, the present PEO, arrived at Rackheath in late August of last year, and as such, is now the officer in charge of this important section in Group activities.

The Air Sea Rescue section, now under the direction of Lt. Harmonowski, is an integral part of Personal Equipment. It is charged with the responsibility of correct instruction, supply, and maintenance of all Air Sea Rescue equipment such as dinghys, emergency packs, dinghy radios, and the like.

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In spite of its present difficulties, this section is considered one of the best of its kind within the division. Improvements are being made daily to smooth over rough spots which have arisen out of Personal Equipment's two main problems - lack of a table of organization, and frequent personnel changes.

34. Public Relations Office.

Lt. Robert C. Triplett, Public Relations Officer.

On April 4, 1943, in accordance with directives of the 8th Air Force, Captain Willard B. Treadwell was appointed Public Relations Officer for the 467th Bomb. Group.

It was necessary to requisition all supplies and equipment in order to set up the office. Temporary office space was found in the operations building of the 789th Bombardment Squadron, and Sgt Reid A. Jewell of the 789th Bomb. Squadron was assigned to the staff. On April 15th Cpl Nathan Kuser became the second enlisted member of the Public Relations staff.

With the advice and assistance of Major (then Captain) H. A. Cody, Public Relations Officer of the 2nd Air Division, the Group Unit began its operations.

Foremost among its "morale building" duties was the disseminating of news of the activities, outstanding deeds of heroism, devotion to duty and skill of both combat and ground personnel to their home-town newspapers. Towards this objective, first-hand quotes were sought from combat crewmen, returning from each day's missions, through direct interviews made in the lounge of the main briefing room as the men were awaiting interrogation. These quotes were phoned directly to Second Air Division Public Relations Office for transmittal to Eighth Air Force P.R.O. and release to the American press. Outstanding news stories were followed up as quickly as possible and released, through channels, to the press.

Stories of awards, decorations, promotions and factual accounts of the duties of ground personnel, stressing the importance of their jobs with relation to the Group's success as a whole, were released to the home-town newspapers.

"Labor morale" stories, giving due credit to the exceptional service of durability of certain pieces of equipment that had stood up under great stress, were included, whenever possible, among the releases.

A number of men were selected and dispatched to London for the purpose of making radio broadcasts, some of which were beamed directly to the United States and others to Germany and enemy-occupied countries. These requests, coming at odd times and often with but little notice, have been met promptly and without fail.

On August 11, 1944, 2nd Lt. Robert C. Triplett joined the Group, succeeding Captain Treadwell as Public Relations Officer. Continuing with the same program, he augmented the staff on August 14, 1944, with Cpl Dean W. Boggs of the 788th Bombardment Squadron and introduced several new features, among which were "CONDENSNOOZ", a tabloid-form mimeographed summary of news features currently released to the press and the "CLIPPER", a photographic reproduction of a board mounting a number of newspaper clippings concerning the personnel of the Group.

During this time the courtesy of the base was extended to a number of war correspondents, and the facilities of the Public Relations Office were placed at their disposal.

Conducted tours of this station by various organizations included the Aviation Training Cadets, the Air Scouts, the Yarmouth Home Guard, and the Royal Norfolk Regiment.

On the occasion of the completion of the Liberator bomber "Witchcraft" 100th consecutive mission without an abortion, the Public Relations Office was instrumental in securing the attendance of Major General William E. Kepner, Commanding General of the Second Air Division, Brigadier General Walter R. Peck, Commander of the Ninety-sixth Combat Wing, and full motion picture coverage by a camera crew of the "Combat Camera Unit". A reporter of "Stars and Stripes" also flew the mission with the bomber.

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Religious services, dedicating a carved stone tablet to the memory of four fallen American airmen of the 467th Bombardment Group and held at nearby Kirby Bedon Church, were among the events covered by this office in the year 1944.

On February 1, 1945, Lt. Triplett was appointed "Awards and Decorations" Officer for the Group.

35. Personnel Section.

Capt. James E. Griggs, Personnel Officer.

On 12 March 1944 it was decided that S-1 Section of Station 145 should be responsible for the maintenance of all the base personnel records. With this thought in mind all records pertaining to both officers and enlisted men were consolidated and transferred to Headquarters.

Sufficient Personnel clerks from the units were sent to Headquarters for the maintenance of the records. Although it was undecided as to who was to be in charge of this department, Capt. J. E. Griggs, then first Lieutenant, was appointed Base S-1 Officer. Since the initial set-up of this department, there have been but a few changes in personnel, the biggest being the period of absence of the 788th Squadron.

The following is a breakdown of the sections of S-1, but it will be kept in mind that besides these normal duties additional functions are performed, such as the preparation of the proceedings of the Enlisted Men's Reclassification Board, Board for the Appointment of Second Lieutenants from Flight Officers, Flying Evolution Board, Enlisted Men's Board for their Reduction for Inefficiency, and all matters pertaining to the assignment, reassignment and transfer of personnel.

Personnel Sergeant-Major's Section

The personnel of this section consists of T/Sgt Edwin J. Krance, Personnel Sergeant-Major, and S/Sgt Russell W. Hardick and Sgt William R. Snoddy. All correspondence, directives and matters pertaining to personnel clear the Personnel Sergeant-Major's Office for notation and check before being forwarded to the S-1 subsection concerned for necessary action. Likewise all matters that are emitted from S-1 are distributed and forwarded, after careful scrutiny by the Personnel Officer and the Personnel Sergeant-Major.

One of the important duties of the Personnel Sergeant-Major's Office is to answer tactfully all requests for casualty information from families and friends of MIA and KIA personnel. The amount of information which can be given these individuals is limited by regulations and instructions from higher headquarters. All casualty information is classified and must go forward through channels. Letters of condolence written by the chaplains are forwarded from this office through channels to the next of kin.

Records of all KIA and MIA personnel are forwarded to this office for compilation, final checking, and processing before forwarding to higher headquarters. Missing Air Crew reports, consisting of statements, eyewitness accounts, general information regarding plane and crew members, and maps are compiled and forwarded to the War Department.

Responsibility for submission of names of personnel to 2nd Air Division for relief from Operational Tour and subsequent transfer to Zone of Interior is charged to S-1. Arrangements for clearance and final instructions are given to Personnel prior to departure from this station. 2340 individuals have been transferred from this station since March 1944. Records are compiled from all subordinate sections and given a final check before forwarding with individuals.

All incoming personnel records are processed by S-1 before being forwarded to proper sections and squadrons. Since March 1944, 2800 individuals have arrived for assignment to organizations on this station.

The 201 files for all enlisted personnel, with the exception of 470th Sub-depot have been kept in this office. All correspondence and pertinent papers which refer to the individual or which govern entries into the service

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record and Form 20 are filed in these 201 files. All matters which may have a bearing on the individuals or their future status are filed in 201 for ready and future reference.

Schools: Responsibility for taking full advantage of training schools offered in the UK rests with this office. A close check is kept to assure that the maximum number of individuals attend schools available, in order to keep personnel of this station in stride and up to the minute on latest developments and improvements.

The expediting and facilitating the sending of Personnel Transfer Accounts and War Bonds for Personnel of this station was assumed by this office from the time of arrival at this station until December 1, 1944. During this period several thousand dollars were sent by PTA and Bonds totaling approximately \$15,000 were purchased.

Records and personnel matters pertaining to all escape, P.O.W. or former interned personnel are cleared and brought up to date at this office. All possible assistance and consideration is given to personnel of this category who have temporarily returned to this station prior to shipment to Zone of Interior from Replacement Depot.

All details of miscellaneous nature are coordinated through S-1. A careful check is kept on the numerous fatigue details to assure a fair and even distribution among the various organizations.

Personnel Statistical Section

The enlisted personnel of this section consists of S/Sgt Donald T. Reagan, Sgt Roy F. Benson, Sgt John A. Quinn, Sgt Wilbur L. Grogan, Cpl Levi L. Lane, and Pfc Leonce J. Malus.

The principal duties of this section include the maintenance of all Form 20's of enlisted men of the station and officers' Qualification Forms 66-2, which number about 2400 Form 20's and over 500 66-2's. All classification and reclassification procedures are carried out, together with all personnel statistical reporting, which includes the preparation of 127 reports and the correction and audit of Monthly Personnel Rosters, for all personnel of the station. Informational Rosters and Personnel Statistical Charts are maintained and prepared for information of unit commanders concerned.

Information which is necessary to transfer personnel between units of the station, and information on all new personnel reporting to the station is prepared for appearance on station Special Orders, by this section.

Form 20's and 66-2's are also completely finished on all personnel leaving the station, which during the past year has averaged well over 100 per month.

Officers Evaluation Reports and Officers Efficiency Reports are prepared by this section for the commanding officers of the units concerned, and are forwarded to higher headquarters.

Sortie Records are maintained on all flying personnel and recommendations for their awards are made to higher headquarters.

Prior to February 1, 1945, all recommendations for awards were handled by this section, but on that date 2nd Lt. Robert Triplett was appointed Awards and Decorations Officer, and all special awards are now handled by him.

Approximately 30 Oak Leaf Clusters to D.F.C.'s, 699 D.F.C.'s, 3590 Oak Leaf Clusters to Air Medals, 1228 Air Medals, 53 Purple Hearts, 2 Soldiers Medals, and 23 Bronze Stars were awarded during the past year to personnel of this station. It is also the responsibility of this section to maintain completely and correctly all sorties flown, and entries made on personnel records as to date of mission and the target.

Due to the perseverance and stability of the personnel concerned, this section is now a smooth running and efficient organization.

Morning Report Section

The Morning Report Section is manned by T/Sgt George D. Feil and S/Sgt Robert E. Tillet.

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Each unit at this station submits their morning report daily and they are then checked and analysed before being transmitted to the machine records unit of the Eighth Air Force. From the analysis of these reports, daily consolidated reports are prepared. Further analyses are made showing a breakdown between combat and ground personnel. From these analyses reports or figures are submitted to the station hospital, ration breakdown, clerk of works, Quartermaster, PX, and Red Cross. Besides the above reports, the enlisted personnel for the entire station is analysed for the Personnel Activity Chart which shows the duty status of personnel in each department or section.

The station locator is also maintained by this section. The locator file is divided into two sections, one showing all personnel on the base and the second section all transferred personnel. Each card shows the name, rank, serial number, classification number and organization. In the case of transferred personnel in addition to the above information, each card shows unit to which transferred and authority therefore. During the past year in the Bomb Group 2532 officers and enlisted men have joined and 2133 were transferred out. In the base units for the same period there was a turnover of about 40 officers and 300 enlisted men.

Ration report forms are prepared by this section. During the past year over one million rations were ordered and consumed in addition to over 43,000 special combat rations and 70,000 augmented rations for combat and repair personnel.

Officers leaving the base receive their clearance papers here. 650 officers cleared this base last year.

A monthly report of rations consumed by officers is prepared and submitted to Finance and Officers Personnel Section.

In special cases a letter is forwarded to the new organization when the transfer is not out of this theatre of Operation.

Battle and non-battle Casualty Reports are prepared by this section. During the year 72 Battle Casualty Reports were submitted reporting 81 KIA, 236 MIA, 13 seriously wounded in action, 9 slightly wounded in action, 16 seriously injured in action and 7 slightly wounded in action for the Base Units. Of the 236 MIA there has been a change in status of 7 to KIA, 70 to POW and 27 interned with 20 internees escaping, leaving 132 unaccounted for. For the same period 19 non-battle casualty reports were submitted for 16 deaths and 3 missing.

Officers Section

The personnel of the officers section consist of S/Sgt Peter DeRose and Sgt William F. Goodlow Jr.

All correspondence pertaining to allotments, war bonds, rations, statements of charges and reports of survey: personnel records and other administrative work pertaining solely to officers is handled here. During the past year this section has successfully processed five hundred and forty one promotions, consisting of three lieutenant colonels, seventeen majors, seventy-one captains, four hundred twenty one first lieutenants and twenty-nine second lieutenants. Records are maintained showing status of recommendations at all times. Upon receipt of orders promoting officers extracts are cut and distributed to Group Operations, Station Morning Report Section, Squadrons and also for officers' 201 files which are set up and maintained by this section. Two copies are retained for current pay voucher and proper entry is made on pay card.

Class E allotments, Class N allotments and Class B allotments are also processed here. An average of thirty allotments have been processed each month.

Vouchers for all payments to officers are prepared in this section. During the past year an average of five hundred monthly vouchers with flight certificates and dependency certificates (as applicable) and forty partial payment vouchers have been prepared each month. Numerous vouchers for Per Diem, Reimbursement for travel in the United Kingdom, and reimbursement for travel of dependents have been prepared.

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Applications for direct appointment to second lieutenant in the Army of the United States are processed by this section. Twenty-seven Flight Officers one Warrant Officer and one enlisted man received direct appointments during the past year.

The processing of new crews is handled here and Officers are required to complete Informational Questionnaires, Pay date sheet, Public Relations Questionnaire and WD AGO Forms 41 and 43. The information obtained is used to set up headquarters files.

Service Record Section

Personnel of the Section consist of Sgt Wayne W. Breeze in immediate charge of Service Records section and S/Sgt Leonard R. Laves, Pfc Edward J. Brock, Pfc Bernard Lieberman, Pfc Seymour Aledort as personnel clerks. The chief function of the section is the maintaining of approximately 2000 Service Records.

Any change that affects the status of an enlisted man is made record of by entry in the service record. These changes consist of Vaccinations, Change of address, Nearest relative or beneficiary, Awards of medals and decorations, reductions and promotions, foreign service, time lost by AWOL, Confinement, Sick not in line of duty, Changes in allotments, Court Martials, Furloughs, Laundry Indebtedness, Statement of Charges, Placed on or removed from flying status, attendance of military schools, dental inserts and record of present pay status on enlisted men. Each Enlisted Man has an average of 2 changes per month which makes a total of approximately 4000 entries to be entered correctly and properly by Army Regulations.

The section maintains a sortie file consisting of a record on each Enlisted Man on Flying or combat status. In this file is the number of missions with date and target that EM has participated. At time of transfer the record is attached in Service Record. This requires an average of 3000 entries per month.

Many problems arrive by correspondence that require careful consideration and examination and many times the service record is the solution to our problem. These correspondence problems arrive and are solved and returned at the rate of 30 per month. This is a duty of the typist with the addition of furloughs and 2d Air Division passes. Furloughs are typed at the rate of 175 per month.

The clerks of this section are responsible for the compiling and proper indorsing of personnel records of EM transferring from this station. This averages 125 men per month and as replacements are received on new personnel they are properly indorsed to the Organization to which they are assigned. This is a duty we consider as shipping and receiving of Enlisted Men's records.

The allotment and Insurance department is attached to Service Record Section of which all functions are hadled by Cpl Harold E. Kosowsky.

The allotment and insurance department handles all deductions from EM's pay including, deductions for government insurance, War Bonds, and dependency allotments. One of the major functions of this department and one of which has proved invaluable is the liaison between the service record and payroll section which has proved to be necessary for the difficient operations of both departments. During the past year all the transactions and adjustments on financial problems have been successfully concluded.

Enlisted Men's Payroll Section

The payroll section is composed of five clerks with S/Sgt Beverly in charge and assisted by S/Sgt Gerke, S/Sgt Buske, Sgt Thomas, and Sgt Simcox. This group of men work as a unit and are responsible for the typing of all enlisted payrolls of this Base. They have found that many mistakes and errors on payrolls, due to incomplete remarks, can be avoided by closer coordination between the Finance Clerks and the Payroll Clerks, saving the time of both Departments and avoiding "Red-lining" the payee. Before coming to this Base it was the correct procedure for each organization to take care of it's own payrolls but by the newer method of working as a unit, we have found that the same work can be accomplished in this Headquarters with much closer coordination as well as the saving of manpower and equipment.

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The responsibility for correct deductions of allotments of pay for support of dependents, Monetary allowances in Lieu of Quarters, Soldier Deposits, Appointment and reduction of Non-Commissioned Officers and Privates First Class, Furloughs, Final Statements, Flying Status of Enlisted men, Vouchers for payment and partial payment, Court Martial Forfeitures of Enlisted men, longevity pay, Foreign Service Pay, Travel in the UK and Bond Issuance Schedules are the main functions of this section.

36. The N.C.O. Club.

Lt. Robert M. Saunders, Custodian.

During June 1944 the ranking Non-Commissioned Officers, feeling the need for a spot in which to relax in their off duty hours, decided to do something about it. They secured approval to use an old contractors buildings on the hospital site road near WAAF Site #1. T/Sgt. Moulitis of the 789th Bomb Squadron with several other of the most enthusiastic N.C.O.'s set out to get the building cleaned up, painted, repaired and redecorated thruout. A bar was built, a constitution drawn up and approved by the Station Commander, and the membership solicited.

At the first meeting of the members, club officers were elected and the institution was formerly initiated and named the First Three Graders Club. The club officers elected were as follows: T/Sgt. Frank Moulitis, President, T/Sgt. Norwood, Secretary and M/Sgt. Porter, Treasurer. Prior to the election of the officials, a Special Services show was put on at the club for its official opening on July 14, 1944. Colonel Shower and his Staff and the Unit Commanders and their Staff Officers were invited to the opening and enjoyed the show and hospitality of the Non-Coms for the evening.

Major Robert Boucher, then Captain, was put in charge of the activities of the club as custodian by Colonel Shower. Captain Boucher was also Club Officer at the Officers club and Station Utilities Officer, and was kept quite busy with those duties to the detriment of the N.C.O. Club. It was then decided that a full time steward was needed to properly carry out the necessary services for the club. Cleaning had to be supervised, procurement of beverages and other facilities for the comfort and convenience of the members, and collection of dues and membership fees not to mention keeping books, all served to make necessary a full time man. Corporal Adam Matusa of the 791st Squadron was hired for the stewardship. Shortly afterward, about the middle of August, C.W.O Robert M. Saunders, Station S-4 officer, was appointed Club custodian to relieve Captain Boucher.

By this time the membership roster boasted nearly Three Hundred active members. The club featured plenty of easy chairs, and tables, a radio, numerous games, and magazines. For refreshments, plenty of beer and fresh fried potato chips were on hand. The chips were prepared in the club kitchen by Mary and Betty (Mrs. Mary Bidwell and her daughter) who were employed for that purpose and to give the club a homey touch.

The club was now making money and ways and means were sought to give it back to the boys in the favor of additional benefits, such as entertainments, free beer nites and the like. In this connection the club sponsored at different times, two stage shows (featuring strip teasers, of course), free War Bonds to the lucky number holders, and numerous free beer nites, with music being contributed by talented members.

The need for more space and added attractions was prompted by a falling off of patronage - It looked as if there were only a few boys interested enough to come to the club in the evenings and a desire to see bigger crowds of members enjoying the facilities of their club became the ambition of the more active members. After several discussions with regard to plans for an additional room, several of the more active members together with C.W.O. Saunders took the bull by the horns and took over the next adjoining building. A covered passage way was constructed between the two buildings joining them together. Interior decorations were made, linoleum laid, light fixtures purchased and installed and additional furniture secured. In a very short time the new room was ready for use, the boys having worked nite and day to complete it.

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On October 14 a general election was held to install a new set of club officers, since the constitution called for a term of officer of only 3 months. At this election M/Sgt. Joe Clara was put in the Presidents chair, M/Sgt. Perc De Table, elected Secretary, and T/Sgt. Tiron, was elected Treasurer. These three men were largely responsible for the construction of the new room, having devoted all their spare time to the project, and were elected to office by popular vote.

A shortage of beer at one period was the cause of much concern since that was the initial drawing card and the only competition the club had to offer against the local pubs in the neighborhood of the station. This dilemma was overcome by opening an account with a brewery in London. The purchase of an electric record player and radio combination and the construction of poker tables served their purpose in offering a variety of pastimes.

Christmas and New Years saw quite a lot of activity about the club, which was lavishly decorated with fresh holly, chaff, cotton and spruce trees. On January 15 the general election was again due and Sgt. Clara relinquished the presidency to M/Sgt. Joe Rose, currently officiating, and S/Sgt. Novis and T/Sgt. Callen took over the jobs of Secretary and treasurer respectively. At this time interest in the club had increased and also it was decided to open the membership to the sergeants. This move resulted in an excess amount of responsibility thrown on the steward, Cpl. Matusa, who by the way, was anxious to get back into his Army job. It was decided then to employ two club members whose military duties were not too confining to allow them to spend some time during the day in the interest of the club and their evenings were devoted entirely to club activity. These two men, T/Sgt. Kalyvas and Sgt. Snyder, were employed as joint stewards and are currently serving in that capacity.

Some of the projects the club has participated in are as follows: Two 25 £ donations to the Special Services Athletic and Recreation Fund, a 25 £ donation to the Station Beautification program, a 25 £ donation to the 2nd Air Division memorial, and the purchase of condiments for the tables in all the enlisted men's mess halls. We are now looking forward to the celebration of our 200th combat mission and it is anticipated that the N.C.O. club will play its part in giving the enlisted men of the station a bang up party.

37. Post Utilities.

Capt. William A. Bedingfield, Utilities Officer.

Post Utilities has the custodial responsibility under the commander for all buildings, fixtures and grounds at the post, including liaison with the British Clerk of Works and Garrison Engineer, or the Air Ministry Section who is charged with proper upkeep of the fixed equipment and property of the post. That is our summary. However, in addition, we perform and have performed so many different types of duties on this Station that our work order lists for separate request number around five thousand.

Our department has grown from one of the first on the Station, (months prior to the groups arrival) to a section respected and admired for it's efficiency and for it's remarkable aid in making "Rackheath Aerodrome" one of the cleanest and most commendable.

In the early stages this section endeavoured to establish a Utilities Work Shop under Sgt. Grover E. Braxdale, who at the time had hardly more equipment than a hammer and saw. That was soon short lived and while under Captain Charles R. Boucher (Now Major) supplies began to accumulate and the department grew as well as the demands.

Under Captain Boucher was Section Chief T/Sgt. James Kalyvas, Chief Clerk, S/Sgt. Magne Smedvig, Shop Chief, Sgt. Grover E. Braxdale, Duty NCO S/Sgt. Harold Erickson, Draftsman Sgt. Robert L. Reithmayer, Carpenters, Cpl. Aldus A. Antle and Pfc. Paul D. Henry, Painter Cpl. Thomas Kelly, Electricians Cpl's. William C. Shoaf and Norman B. Carr. Cpl's. Shoaf and Carr and Pfc. Henry are now receiving training in the Infantry.

During this time one of the largest jobs yet, was undertaken by Utilities in conjunction with the Engineers, the project of road widening, hardstand and parking area construction, of which this station has the finest.

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On the 1st July 1944 Captain William A. Bedingfield was appointed Utilities Officer, the time when our runways and perimeter were receiving some of their heaviest use by aircraft. Our maintenance program was stepped up in an undertaking to prevent any serious damage to these paths of operations. This effort can now be greatly appreciated as this station has never suffered the loss of any operational flight for failure of runways.

Captain Bedingfield relieved the Department of Billeting and Lt. Marnold J. Smith and T/3gt. James Kalyvas assumed these responsibilities under their own office. S/Sgt. Magne Smedvig was placed as Section Chief in Utilities and Sgt. Braxdale was recommended by Captain Bedingfield for promotion to Staff Sergeant and the recommendation was approved.

In August 1944 electrical maintenance became lighter and all duties were left with the Station Engineer under coordination with Utilities. After this change, Cpl. Shoaf was placed as clerk in the Utilities Office and Cpl. Carr as carpenter in the Utilities Work Shop. In November 1944 Cpl. Walter P. Jarvis was assigned to the section also as clerk and upon transfer of Cpl. Shoaf, Cpl. Jarvis assumed his duties.

We feel obligated to mention the splendid work and cooperation in which the Squadron Carpenters, Corporal's Robert J. Grosse of the 790th Bombardment Squadron, Clarence Connatser of the 789th Bombardment Squadron, and Einar A. Ohman of the 791st Bombardment Squadron, has afforded this section.

Then, as now, our responsibilities are: Buildings, fixtures and equipment installed, roads and grounds. Your Utilities.

38. The Rackheath Officers' Club.

Major Charles R. Boucher, Club Officer.

The Rackheath Officers' Club was as embryonic as could be when the advance units, which now comprise the 467th Bombardment Group and its' supporting services, arrived and started setting the station up and preparing for operations. There wasn't a lot to work with by the way of improving the Club and its' facilities--personal or finances. The R.A.F. enlisted men of the Construction and Maintenance party were messing in what we ultimately set up as a lounge and what is now the Game Room was the mess for all Officers--there being no rated flying officers on the station at that time.

There was a keg of beer put out occasionally, very occasionally, and it was dispensed in the small fireplace room from a small table just about where the 'Salhouse 51' phone now reposes. We had one hundred eight casual Quarter-master Officers, just consuming time, nothing more, and they made the fullest use of what was tenderly referred to as a Club.

Well, the R.A.F. enlisted men were finally ousted and there was the space if only that, for use as a lounge and the casual C.M. Officers strength dwindled and dwindled until there was a very meager attendance at the Club. There was a period of relative quietness prior to the arrival of the advance party of the Group and finally the Group, itself.

Club Administration changed as did the weather--there was a small dance every now and then and in those days the attendance was so slim that the small barroom with a radio sufficed.

Came the Group! The financial aspect of the entire picture changed, now was the time to get cracking and produce a Club which would be a haven of mutual pleasure and relaxation for all Officers. Furniture started appearing from nowhere, a radio sprung up, the walls blossomed into pictures of this and that, the bar was renovated and a large fireplace appeared as if by magic. The office was improved, a reception room, the best in the Division by many qualified admission, was arranged for the use of the Station Commander and his invited guests.

A century of missions was completed. Naturally, a celebration was in order, so additional improvements, even a new bar in the Game Room, were accomplished--a large bouquet to the Sub Depot! The Club looked more like the Douglas Aircraft factory just before the big party started but it certainly set the stage for a fine celebration, and it was exactly that.

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By this time the wonders and accomplishments of Rackheath were known to all the ladies of Norwich and environs, and our parties showed it in no uncertain manner. The "Airliners" played for most of the dances and developed into a top-flight aggregation. The beautiful grand piano graced the Club by this time and didn't hinder good musical operations at all.

The day came when there wasn't too much remaining to be accomplished to make our Club as good as any around. The mission has been completed and now, as in nearly all the station functions, we are equal if not a little better than that which any other station has to offer.

If the next stop is the South Pacific, Siberia or some such place, the memories of Rackheath Officers' Club will without doubt inspire a Club as good or better than other stations', no matter what the limitations may be.

39. The Educational Program.

Lt. Thomas E. Hoyer, Information-Education Officer.

The Educational Program of the 467th Bombardment Group (H) is well under way with twelve classes meeting twice a week for an hour and a half each session. New classes are scheduled as books and places to hold the classes in are found.

The Educational Program really began when 1st Lt. Thomas E. Hoyer, Assistant and Special Service Officer, was sent to the Army Information-Education Staff School (UK) 5-11 November 1944. He was appointed Information-Education Officer 10 January 1945 on Special Order 10, this Headquarters.

Before any classes could be started it was necessary to canvass the field. This was done by means of a questionnaire which was distributed at the pay table, thus insuring a complete survey.

Next the Form 20's of the enlisted men and the 66-2's of the officers were scrutinized and prospective instructors were interviewed by Lt. Hoyer.

Major D. E. Smith, 788th Bombardment Squadron Executive Officer, was appointed instruction officer, and classes for instructors were held in the Aero Club library under the direction of S/Sgt William J. McIlrath.

Monday 22 January 1945, saw the first three "On the Base" classes. They were "Business Law", "Soil Conservation", and "Public Speaking." By the 14th of February there were twelve classes: American Government, Bookkeeping and Accounting, Business Law, French, Personnel Management and Labor Relations, Psychology and Life, Public Speaking, Salesmanship, Soil Conservation, and Small Business 1 and 2. Combined attendance was 176.

The classes are held in the annex to the Consolidated Mess Hall, the Combat Enlisted Men's Mess Hall, the Red Cross Library, and the Barber Shop. With a growing curriculum, the problem of finding adequate schoolroom space is becoming acute.

Since classes presuppose study, and study necessitates research, a library was needed. The only building available was a Nissen hut designated in the architect's plans as a "ration breakdown" hut. This was commandeered and cleaned up. The reference books installed, a librarian, Sgt David Segorson, was appointed. The Red Cross contributed their collection of fiction and the Special Service Council books will be distributed from there.

The Orientation Program, under the direction of Lt. Johnson, 788th Bombardment Squadron, is correlated with the Educational Program. Unit orientation officers and discussion leaders have been appointed in the various squadrons and units on the base.

We feel rather pleased in finding excellent instructors for the program. Capt. Kannenberg, who teaches Personnel Management and Labor Relations, was a personnel man in civilian life. S/Sgt John C. Witherspoon is a graduate in forestry and agriculture and teaches Soil Conservation. Sgt Joseph Lerner, who teaches Business Law, was a lawyer before entering the army. Lt. Steere, the S-2 Statistical Officer, an accountant in civil life, teaches Bookkeeping and Accounting. S/Sgt McIlrath, a crypto man in the army, finds that his eight years as a psychologist comes in handy when he teaches the class in Psychology and Life. Small Business #1 is taught by a practical small businessman, Cpl Maxwell Breeden; and Salesmanship by Capt. Charles W. Barrett, who could sell iceboxes to Eskimos. We have tried to get an expert in each subject taught.

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The other members of the section include Cpl Thomas J. O'Connor, who handles the distribution of "Stars and Stripes", outside speakers and debates, and Sgt Richard I. Palmer, clerk and general factotum.

40. Special Services.

Lt. Rex W. Floyd, Special Service Officer.

Entertainment for enlisted men, welfare, recreation, athletics for all personnel of Station 145 has been the keyword of the newly-named Special and Information Services, which includes all special service and information and education facilities.

In rounding out a year of activity in the ETO, a summary of events includes dances, athletics, shows, organized teams (basketball, tennis, track, swimming, badminton, horseshoes, football, baseball and softball), all of which placed high in both division and 8th Air Force competitions.

The outstanding feature and entertainment for the enlisted men are the dances held weekly at the Aero Club on Wednesday evenings. Service girls form the nucleus of the feminine attraction.

Outstanding accomplishment of this year has been the organization and building of the cup-winning musical organization, the "Airliners". This band has played for British service personnel, benefit dances and shows for British charities; also shows, dances for officers and enlisted men over the entire U.K., and engagements at the Stage Door Canteen and Queensberry Club in London. 185 engagements have been played, and 92,320 people have either danced or heard music played by the Airliners. The band is composed of both enlisted men and officers.

The Base Theater, which has its capacity seating of 400 filled at almost every performance, has been titled "Theatre Trans-Lux". A matinee schedule is set up every other day, with two evening performances regularly.

A policy of at least one USO show and one local British concert party monthly on the Base to provide variety and dramatic entertainment for all personnel is maintained. Two variety shows have been produced by personnel of this station, one entitled "You've Had It", and the other "Flak Happy".

Organization and opening of the new NCO Club on this station took place Friday 14 July 1944. This club is directed and run as one of the best NCO clubs in the Division.

In the realm of physical training and competitive sports this station has rated highly. A well organized physical training program was conducted during the summer of 1944. Sports competition found this station winning first places in badminton, singles and doubles, and swimming. In baseball, softball, football and basketball the final tally showed this station near the top. Softball, tennis, basketball, badminton and two touch-football league series were run off. Skeet and rifle competitions were also highlights of the inter-station leagues.

A large Christmas party was held on both the 1943 and 1944 holidays for local children, having games, movies, food and presents for their enjoyment.

A world premiere highlighted the week of 27 February 1945 as the new Barbary Stanwick film, "My Reputation," was shown to Base personnel.

In the rounding-up summary, other activities that found personnel of this station busy on off-duty time, aside from the educational off-duty classes, were learn-to-dance classes, bingo, ping pong, hayrides, horseback riding, picnics, parties, song fests, snooker, darts, weight-lifting, boxing, handball, golf and volleyball.

Upon arrival of Lt. Thomas E. Hoyer at this station 14 August 1944, Special Service had a complete staff of officers: Lt. Rex W. Floyd, Special and Information Services Officer; Lt. Marnold J. Smith, Physical Training Officer; and Lt. Hoyer, Information and Education Officer.

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41. Office of the Catholic Chaplain.

Capt. Cornelius A. Sharbough, Catholic Chaplain.

On June 21, 1944, pursuant to orders issued by 8th Air Force Headquarters, Father Sharbough arrived at Backheath, the home of the 467th, to take over the duties of Chaplain to the Catholic Personnel. Hitherto, there had been no Catholic Chaplain assigned to the Group.

Early days of operations were somewhat restricted because of the lack of a suitable chapel, but subsequently a chapel was provided and activity began to round itself out. Daily briefing devotions which are a tremendous morale factor as well as spiritual benefit to the combat men, were very well received. Each morning before the Catholic men soar into the skies, they are fortified spiritually by the reception of "The Bread of Life".

Daily Mass, Novena Devotions weekly, Rosary and Benediction have always been well attended. Attendance figures for these devotions have grown steadily since their inception.

Shortly after arrival a Holy Name Society was organized among the Catholic men, and this organization has been sponsoring trips to places of historical and religious interest to the men. Contact has been made with a group of Catholics at an English fighter base, and Sunday evening socials have been held alternately at each base. This affords a splendid opportunity to meet personnel of the British nation and exchange ideas and views. The Society has also sponsored outstanding English speakers here on the base. Plans are being drawn for a large dance, and the resumption of field trips is being planned with the return of nice weather. The Society receives Holy Communion on the second Sunday of the month in a body.

Outside speakers at Novena Devotions on Tuesday evenings have played a great part in the religious development of the men. Speakers have talked about outstanding places of interest such as the Shrine of Lourdes in France, the growth of Catholicism in England and other varied subjects.

The interest, integrity and the spirit of cooperation among the men here on the station, which has surmounted all obstacles in their path, has led to the completion of a very beautiful little chapel. The chapel has steadily been improved since its inception until today it is a fitting tribute to the religious spirit of the 467th.

THE STATE OF NEW YORK
IN SENATE
January 10, 1901.
REPORT
OF THE
COMMISSIONERS OF THE LAND OFFICE
IN RESPONSE TO A RESOLUTION
PASSED BY THE SENATE
MAY 1, 1899.
ALBANY:
J. B. LIPPINCOTT & CO. PRINTERS.
1901.

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PART III

BIOGRAPHIES

N.B. The Awards and Decorations of the men described below are listed in the section of the History provided for that purpose (Part V).

1. Colonel ALBERT JOSEPH SHOWER, Group Commander, was born in Madison, Wisconsin on June 16, 1910. He studied at the University of Wisconsin during 1930-31, and then went to the United States Military Academy at West Point, where he received the degree of B.S. and a commission as 2nd Lt. on June 12, 1935. From 1936 to 1939 he served in Hawaii, performing tactical Squadron duties. From 1939 to 1942 he was assigned to Chanute Field, where he performed squadron administrative and Air Corps Supply duties. During 1942 to 1943 he was on the staff of General Harmon in the South West Pacific, and in the summer of 1943 he became a Provisional Group Commander in the Second Air Force. He took this Group to Africa, and was able to observe operations there before joining the 467th. Col. Shower was the first officer assigned to the 467th Group. As a Lieutenant Colonel, he received his orders on August 28, 1943, before the Group was activated, and at the time he was the Air Executive. He joined the Group at AAFSAT in Orlando, Florida in mid-September of 1943, and assumed command on October 25 of the same year. Col. Shower, therefore, has been with his Group since its activation, and has commanded it most of the time, a rare distinction among Group Commanders in the ETO. Col. Shower's wife and two children live in Madison Wisconsin.
2. Colonel ALLEN FORREST HERZBERG, former Air Executive, was born on October 2, 1913 in Denver, Colorado. He attended the University of Missouri from 1932 until 1935, and received the degree of B.S. and a commission as 2nd Lt. from the United States Military Academy in 1939. He was on duty with the Training Command until 1943, when he transferred to the Second Air Force. He joined the 467th as a Lt. Col. on 3 November 1943, and came overseas a month ahead of the Group in charge of it's advance party. He left the Group to become Wing Operations Officer at the 96th Combat Bombardment Wing, and in that position was promoted to the rank of Colonel. He is now serving as Commanding Officer of the 458th Bombardment Group at Horsham St. Faith. Col. Herzberg is married, and the father of two children. His permanent residence is Denver, Colorado.
3. Lt. Col. JAMES JEREMIAH MAHONEY, Air Executive, was born in Newton, Massachusetts on February 4, 1917. He received his A.B. from Boston College in 1940, and in his civilian days, served in the National Guard. He was commissioned as a 2nd Lt. on 29 May 1941. For some time, he served as Flight Commander in the Anti-Sub Command. Before joining the 467th Lt. Col. Mahoney commanded the 859th Squadron of the 492nd Bombardment Group, Second Air Division. On August 10, 1944, his squadron was transferred as a body to the 467th, where it was renamed the 788th. Later, when a vacancy arose for the position of Air Executive, he was appointed to fill it. Lt. Col. Mahoney's wife and son are living in Upper Montclair, New Jersey.
4. Lt. Col. ION SESSIONS WALKER, Ground Executive, was born in Oliver, Michigan, on December 12, 1906. He received the degree of A.B.E. from the University of Florida in 1931, and in civilian life worked in the paper manufacturing industry. He was called to active duty as a Captain on 28 August 1940, and served in various capacities in the Gulf Coast Flying Training Command. He joined the 467th as a Lt. Col. on 19 September 1943, and has been its Ground Executive ever since. Lt. Col. Walker is married, has no children, and his permanent address is Mobile, Alabama.
5. Lt. Col. WALTER RAY SMITH, JR., Group Operations Officer, was born in Kalamazoo, Michigan on August 31, 1918. Upon his graduation from the University of Minnesota in 1940, he received a degree of B.C.E. and a commission as 2nd Lt. C.A.C. (M). He took a step down to become an

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Aviation Cadet, and was re-commissioned as a 2nd Lt., this time in the Air Corps, upon the completion of his training at Brooks Field in February of 1941. Since that time, he has served as Operations Officer of a Provisional Group overseas. He also was for some time the Operations Officer of an R.T.U. Group. He joined the 467th on 13 December 1943 as a Major, and has been Group Operations Officer ever since. Lt. Col. Smith's wife lives in St. Paul, Minnesota, and they have one son, since he came overseas with this Group.

6. Lt. Col. GRANK FANCHER CREAGER, Commanding Officer of the 470th Sub Depot, was born on June 5, 1896 in Seattle, Washington. In World War I, he drove an ambulance as a Private in the Medics. He received a Reserve Commission in 1927, and by 1935 was a Captain in the Reserves. In civilian life, he was in the truck transportation business. He was called to active service as a Captain on July 1, 1941, and was in the Service Command until he came overseas in August of 1943. He arrived at Rackheath on January 5, 1944 as a Lt. Col. Lt. Col. Creager is married, and the father of a boy and a girl. His permanent home address is Seattle, Washington.
7. Major GEORGE WILLIAM DARNELL, Station Adjutant, was born on May 24, 1911 at Cordell, Oklahoma. He attended Oklahoma A & M. for two years, and entered the Regular Army, in which organization he holds a permanent warrant as Staff Sergeant. He went on active duty as a 2nd Lt. on March 6, 1941, and following that was assigned administrative duties at Tucson, Arizona. He was later C.O. of a Satellite air base at Lewiston, Montana, and Administrative Inspector at Rapid City, South Dakota. He joined the 467th on January 15th 1944 as a Captain, and until after the Group came overseas was Executive Officer in the 791st Squadron. Major Darnell is married, has one child, and his permanent residence is Oklahoma City, Oklahoma.
8. Major ROBERT L. SALZARULO, formerly Commanding Officer of the 788th Squadron, was born in Indiana on November 14, 1919. He graduated from Indiana University in 1940, and was commissioned a 2nd Lt. in 1941. Major Salzarulo was a member of the original cadre of the Group, having joined it as a Captain on September 9, 1943. He was lost on 29 April 1944, just 19 days after the 467th flew its first mission. Since that time, he has been reported as a prisoner of war.
9. Major JOHN JAY TAYLOR, Commanding Officer of the 788th Bomb. Squadron, was born in Chippewa Falls, Wisconsin on January 29, 1920. He attended Stevens Point Teachers' College for three years before joining the Army, and he was commissioned as a 2nd Lt. on July 12, 1941. Subsequently he served for some time in the Anti Sub Command. Having come to the ETO with the 492nd Bomb. Gp., he joined the 467th on August 10, 1944 as Operations Officer of the squadron he now commands. At that time, his rank was Captain. Major Taylor is not married, and his permanent address is Stevens Point, Wisconsin.
10. Major GARNET BRUCE PALMER, former Commanding Officer of the 789th Bombardment Squadron, was born on August 27, 1920 in Dahlonega, Georgia. He attended North Georgia College for two years, and worked for some time as an insurance salesman before entering the Army. He was commissioned as a 2nd Lt. on October 31, 1941. Subsequently he served as Operations Officer, Squadron C.O. (of a Recon. Sq.), and was attached to the Infantry School at Ft. Benning for tests and demonstrations of the A-20. He was Group Operations Officer in the original cadre of the 467th which was activated on September 9, 1943, and at that time he held the rank of Captain. Shortly before transfer overseas, he became C.O. of the 789th. Major Palmer completed his tour in the ETO, and has returned to his wife and son in the States. His permanent address is Dahlonega, Georgia.
11. Major ROBERT STUART SEILER, Commanding Officer of the 789th Squadron, was born on July 30, 1919 in San Francisco, Cal. Before entering the Army, he spent one year at Cornell University. Between August 1941 and July 1942, he

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graduated from the Army Cooks' and Bakers' School, and served in the QMC as cook and Mess Sergeant. He was commissioned as a 2nd Lt. on April 22, 1943, and he joined the Group as a pilot of one of its original crews on November 9, 1943. After arriving overseas with the 791st Sq., he subsequently became asst. Operations Officer and Operations Officer of that Squadron. He finished his first tour in the E.T.O., and, after spending a leave in the States, returned to the U.K. to start a second tour of combat duty. It was upon his return that he was assigned to the 789th Sq. as C.O. Major Seiler is not married, and his permanent home is in Washington, D.C.

12. Major FRED ERNEST HOLDREGE, JR., former Commanding Officer of the 790th Squadron, was born in Thermopolis, Wyoming, on September 3, 1917. He attended the University of Colorado for one year, and graduated from the U.S. Military Academy at West Point on May 29, 1942, at which time he was commissioned as a 2nd Lt. After getting his wings, he served for some time as an Operations Officer, until he joined the 467th on October 18, 1943. At that time he was a 1st Lt., and throughout his assignment with the Group he was the C.O. of the 790th. Major Holdrege has completed his tour in the E.T.O., and is now working as Training Officer with the 96th Combat Bombardment Wing. He is not married, and his home is in Denver, Colorado.
13. Captain EUGENE WILLIAM VEVERKA, Commanding Officer of the 790th Squadron, was born on February 9, 1918, in Cleveland, Ohio. He received the degree of B.A. from Oberlin College in 1940. He was commissioned as a 2nd Lt. on September 26, 1941, and from October of that year until June 1943 he served as a pilot of B-24s and B-17s on patrol in Panama, Ecuador, and Peru. Since joining the Group on December 23, 1944, Capt. Veverka served as an Asst. Gp. S-3 and as Asst. S-3 in the 788th Squadron before being assigned to his present position. He is married, has no children, and his permanent address is Cleveland, Ohio.
14. Lt. Col. ALBERT LOUIS WALLACE, JR., Commanding Officer of the 791st Squadron, was born in Cleveland, Ohio, on December 19, 1917. He studied Mechanical Engineering at Oregon State College for three years, and was commissioned as a 2nd Lt. in the Army on April 25, 1941. As a member of the original cadre of the 467th, he joined the unit in September 1943 as a Captain, and has commanded the 791st Squadron ever since. Lt. Col. Wallace is married has one child, and his home is in Portland, Oregon.
15. Major EDWARD MIKELS OGDEN, Group S-2, was born in Keosauqua, Indiana on August 1, 1897. In World War I, he was a flyer in France and Italy for two years, ending up with the rank of 1st Lt. In 1920, he received his A.B. from the University of Rochester (N.Y.) and three years later received his LL.B. from the Harvard Law School. He practiced law in Rochester, New York until he was commissioned as a Captain in May of 1942. In the Army Air Forces, he served as Director of Combat Intelligence at the Army Air Forces Air Intelligence School in Harrisburg, Penna., and also as assistant to the A.C. of S., A-2 at Headquarters Second Air Force in Colorado Springs. He joined the Group as a Major on December 13, 1943. Awaiting his return at his home in Rochester are a wife and five (5) daughters.
16. Major CAPERS ANDREW HOLMES, JR., Group Navigator, was born in Culloden, Georgia, on February 1, 1917. He graduated from the University of Georgia in 1938, attaining the degree of A.B.J., and at that time was commissioned as a 2nd Lt. in the Cavalry. In civilian life, he worked in public relations at the University of Georgia. He was called to active duty with the Air Corps in March of 1941, and for some time did administrative work at various air bases in the States. He went through Navigation School as a Captain, and upon graduation in March of 1943, was actually transferred to the Air Corps. He served as navigator in a number of R.T.U. units in the Second Air Force until he joined the original cadre of the 467th on 9 September 1943. Major Holmes is not married, and his permanent address is Culloden, Georgia.

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17. Major WAYNE WILBUR WOODWARD, Group Communications Officer, was born in Jarrell, Texas on January 17, 1910. In his few civilian days, he worked with the Santa Fe Railroad, and on August 20, 1931, he enlisted in the Army. As an enlisted man, he spent three years in Panama. He became a Warrant Officer on May 15, 1942, and a 2nd Lt. on June 13, 1942. He then served as Station Communications Officer at a number of fields in the States, and joined the Group on December 26, 1943 as a 1st Lt. Major Woodward is married, has no children, and his permanent address is Kerrville, Texas.
18. Major JOSEPH LEE MANN, Group Surgeon, was born on July 14, 1914 in Hampton, Virginia. He received his B.S. degree from William and Mary, in 1934; and his M.D. from the University of Virginia four years later. On May 11, 1942, he was commissioned as a 1st Lt., and subsequently served with the Air Corps in the South-east Flying Training Command. He joined the 467th with its original cadre in September 1943 as a Captain, and has been the Group Surgeon ever since. Major Mann is married, has no children, and his permanent home is in Hampton, Virginia.
19. Major WALTER RALPH GIESECKE, Group Engineering Officer, was born on January 10, 1919 in Marble Falls, Texas. In civilian life, he was a rancher in his home state. From 1941 to 1943, he was a crew chief and instructor in the Air Corps, attaining the rank of 1/Sgt. before he went to school to get his commission. On April 12, 1943, he became a 2nd Lt., and subsequently served as Engineering Officer in heavy bomber Groups in the States. He was a member of the 392nd Bomb. Gp. while they flew their first 100 missions from the U.K., and he joined the 467th as a Captain on May 28, 1944. Major Giesecke is married, has one son, and his home address is Marble Falls, Tex.
20. Major JAMES ADAM SOMMER, Commanding Officer of the 74th Station Complement Squadron, was born on April 7, 1901 in Mount Carmel, Penna. For 19 years he served in the Army as an enlisted man, and he became a 1st Lt. on August 14, 1942. As C.O. of his Squadron, he came overseas in November 1943. During two months in 1944, he served as Air Inspector in the 467th Group, and then went back to command his Squadron. Major Sommer is married has no children, and his permanent address is Hampton, Virginia.
21. Captain WILLIAM CHARLES EVANS, Group Bombardier, was born on November 8, 1921 in Wilkes-Barre, Penna. Before joining the Army, he was a machinist. He received his commission as 2nd Lt. on July 15, 1943 and on November 20 of the same year, he joined the Group as a member of one of its original crews. After some experience in the E.T.O., he became the 791st Squadron Bombardier, and finally rose to the position of Group Bombardier. Capt. Evans is not married, and his permanent address is Wilkes-Barre, Penna.

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IV - CASUALTIES

a. CASUALTIES EN ROUTE TO UNITED KINGDOM

On 17 March 1944 one aircraft of the 790th Bomb. Squadron crashed into the Atlas Mountains between Dakar and Marrakech, Killing all of the crew:

| | | |
|------------------------|-------|-----|
| Mosser, Edward J. | 2 Lt | KIA |
| Houghton, Earl L. | 2 Lt | " |
| Ford, Thomas M., Jr. | 2 Lt | " |
| Deaves, Robert H. | 2 Lt | " |
| Massey, Luther E. | T/Sgt | " |
| Waterman, Robert P. | S/Sgt | " |
| Detwiler, John K. | S/Sgt | " |
| Gorczewski, Anthony J. | S/Sgt | " |
| Green, Gene S. | Sgt | " |
| Kelly, Howard J. | Cpl | " |

Another crew, ferrying a B-24 for the ATC, suffered casualties on the take-off and crash at Dakar:

| | | |
|---------------------|------|--------------------|
| Bragdon, Ellwood L. | 2 Lt | SIA (lost one eye) |
| Skidmore, Curtis C. | 2 Lt | LIA (ear injury) |
| Rubin, Albin M. | F/O | KIA |
| Johnson, Richard B. | 2 Lt | LIA |
| Pullaro, Sam | Sgt | LIA |
| Bertch, David | Sgt | KIA |
| Ritchey, Ernest M. | Sgt | KIA |
| Wallingham, Earl | Sgt | KIA |
| Steinhagen, John C. | Sgt | SIA |
| Clasbey, Sam H. | Sgt | SIA |

b. KILLED IN LINE OF DUTY IN U.K. (Practice Missions)

| | | |
|-----------------------------|-------|--------------|
| Pendergast, James R. | F/O | Jan. 22 1945 |
| McArthur, John P. | E/O | " |
| Stokes, Otto W. | F/O | " |
| Rachword, Clarence J. | S/Sgt | " |
| Rostkowski, Leonard | Sgt | " |
| Erickson, Floyd W. | Sgt | " |
| Walker, William E. | Sgt | " |
| Wasson, Frank | Sgt | " |
| O'Malley, John F., Jr. | Sgt | " |
| Prewitte, William V. | 1 Lt | Aug. 16 1944 |
| Hall, William H. | 2 Lt | " |
| Pattangall, Malcolm N., Jr. | 2 Lt | " |
| Godshalk, George R., Jr. | 1 Lt | " |
| Grooms, Edward C. | 1 Lt | " |
| Meredith, Oliver E., Jr. | S/Sgt | " |
| Dadig, Albert S., Jr. | Sgt | Aug. 22 1944 |
| Wuprich, Arnold A. | F/O | Nov. 9 1944 |
| Allen, Raymond V. | T/Sgt | " |
| Ostrander, Lyle M. | T/Sgt | " |

c. OPERATIONAL LOSSES

1. Killed in Action:

| | | |
|---------------------------|-------|--------------|
| Van Thess, Harold P., Jr. | 1 Lt | Mar. 18 1945 |
| Mills, George W. | 1 Lt | " 4 " |
| Hatkoff, Nathan M. | 2 Lt | " 4 " |
| Missiras, Theologos | F/O | " " |
| Grinkiarious, Michael | T/Sgt | " " |
| Dick, James A. | T/Sgt | " " |
| Rinesmith, John W. | S/Sgt | " " |
| Ulerick, James E. | S/Sgt | " " |
| Cassels, Hugh R. | S/Sgt | " " |

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| | | |
|------------------------|-------|--------------|
| Gore, Joseph A. | Sgt | Feb. 3 1944 |
| Schellhas, Kurt F. | 2 Lt | Dec. 29 1944 |
| Pheneger, Clifford A. | F/O | Dec. 29 1944 |
| Hagist, Richard S. | F/O | Dec. 29 1944 |
| Fearon, Joseph F. | Sgt | Dec. 29 1944 |
| Montick, Albert | Sgt | Dec. 29 1944 |
| Ryers, Lewis E. | Sgt | Dec. 29 1944 |
| Koller, Karl J. | Sgt | Dec. 29 1944 |
| Materewicz, Edward R. | Sgt | Dec. 29 1944 |
| Williams, Robert L. | Sgt | Dec. 29 1944 |
| Ketchel, Dale K. | Sgt | Dec. 29 1944 |
| Foster, David W. | 1 Lt | Dec. 29 1944 |
| Christian, Lewis C. | 2 Lt | Dec. 29 1944 |
| Masiak, Robert J. | S/Sgt | Dec. 29 1944 |
| Close, Duane E. | Sgt | Dec. 29 1944 |
| Vaught, Bertie M. Jr. | Sgt | Dec. 29 1944 |
| Ellefson, John M. | S/Sgt | Dec. 25 1944 |
| Hardick, Peter Jr. | S/Sgt | " |
| Onischuk, Alek | Sgt | " |
| Morehouse, Roland L. | Sgt | " |
| Koley, Stanley P. | Sgt | " |
| Walinski, Walter | Sgt | " |
| Sefca, Martin Jr. | 1 Lt | " |
| Hanks, Weldon M. | 2 Lt | " |
| Loberg, Denver | Sgt | Dec. 24 1944 |
| Woods, Willard T. Jr. | S/Sgt | Nov. 5 1944 |
| Smith, John | 2 Lt | Oct. 14 1944 |
| Worby, Henry J. | T/Sgt | Aug. 13 1944 |
| Sherrill, William M. | 2 Lt | Aug. 18 1944 |
| Lifschitz, George | T/Sgt | " |
| Pontius, Darlton W | T/Sgt | " |
| Snyder, Philip A. | S/Sgt | " |
| Burns, Rufus R. | 2 Lt | Aug. 13 1944 |
| Manley, Leo J. | Sgt | " |
| Wilkins, William F. | S/Sgt | " |
| Sakrison, Albert E. | S/Sgt | " |
| Chilver, Harold R. | 1 Lt | Aug. 7 1944 |
| Schlomowitz, Sol | 2 Lt | " |
| Rainault, Rodger B. | 2 Lt | " |
| Wickerham, George B. | 2 Lt | " |
| Bishop, Carl S. | S/Sgt | " |
| Finger, Samuel | S/Sgt | " |
| Ezancich, Frank G. | Sgt | " |
| Lloyd, Howard A. | Sgt | " |
| Doole, Roy J. | 2 Lt | Aug. 6 1944 |
| Schneider, Norman E. | S/Sgt | Aug. 5 1944 |
| Collins, Richard J. | 2 Lt | Aug. 3 1944 |
| Sanderford, Dan M. | 2 Lt | " |
| McCamish, Benjamin F. | S/Sgt | " |
| Coven, Albert B. | S/Sgt | " |
| Price, Arthur D. | S/Sgt | Jul. 11 1944 |
| Mikulin, John | S/Sgt | " |
| Perreault, Joseph V. | T/Sgt | Jun. 25 1944 |
| Luna, Paul D. | S/Sgt | Jun. 21 1944 |
| Ludka, Richard J. Jr. | 2 Lt | " |
| Harrison, Charles D. | 2 Lt | May 8 1944 |
| Teague, Eugene J. | 2 Lt | " |
| Pitzjarrell, Edmond M. | T/Sgt | " |
| Creighton, Richard C. | S/Sgt | " |
| Hamilton, George S. | S/Sgt | " |
| Sager, Leonard George | S/Sgt | Apr 29 1944 |
| Hinkebein, Glen L. | S/Sgt | " |
| Millinon, George W. | 2 Lt | " |
| Condon, Edward H. | 2 Lt | " |

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| | | |
|-----------------------|-------|--------------|
| Dreksler, Edward J. | S/Sgt | Apr. 29 1944 |
| Boucher, James R. | S/Sgt | " |
| Hill, LeRoy M. | S/Sgt | " |
| Peters, Richard C. | S/Sgt | " |
| Williams, Floyd D. | S/Sgt | " |
| Reid, Stalie C. | 1 Lt | Apr. 22 1944 |
| Mason, Warren W. | 2 Lt | " |
| Ferguson, James G. | 2 Lt | " |
| Alier, Louis A. | 2 Lt | " |
| Dery, Sylvia L. | T/Sgt | " |
| Hope, Edward W. | Sgt | " |
| Kovalenko, Walter W | T/Sgt | " |
| Roden, James A. | 2 Lt | " |
| Maxey, J.H. | 2 Lt | " |
| Landis, Wellington E. | 2 Lt | " |
| Wilson, Robert E. | 2 Lt | " |
| Violette, Louis J. | S/Sgt | " |
| Carter, George E. | S/Sgt | " |
| Korak, Richard E. | S/Sgt | " |
| Howe, James R. | S/Sgt | " |
| McGonigle, Charles D. | S/Sgt | " |
| Orr, Riley E. | S/Sgt | " |
| Snook, Oliver W. | 2 Lt | Apr. 20 1944 |
| Caluorai, Ernest | 1 Lt | Apr. 13 1944 |
| Williams, Abel J. | S/Sgt | " |
| Skinner, Jack M. | 2 Lt | Apr. 11 1944 |
| Stuckman, Charles L. | 2 Lt | " |
| Wilder, Emmett L. | 2 Lt | " |
| Dahlin, Axel R. | 2 Lt | " |
| Eaton, Raymond J. | T/Sgt | " |
| Harahbarger, K.H. | S/Sgt | " |
| Reed, Russell E. | S/Sgt | " |

2. Seriously Wounded in Action

| | | |
|---------------------|-------|--------------|
| Gloskey, Carl R. | F/O | Mar. 23 1945 |
| Samyn, Achiel J. | S/Sgt | Feb. 22 1945 |
| Voyles, Ross E. | Capt | Feb. 21 1945 |
| Szypula, Felix S. | S/Sgt | Feb. 26 1945 |
| Darer, Windferd D. | S/Sgt | Jan. 1 1945 |
| Pettit, Harvey P. | 1 Lt | Dec. 6 1944 |
| Honn, Glenn J. | S/Sgt | Nov. 25 1944 |
| Marques, Walter M. | S/Sgt | Oct. 19 1944 |
| Perkins, Fay E. | S/Sgt | Jul. 17 1944 |
| Caudreau, Alfred J. | Sgt | Jun. 28 1944 |
| Schmitt, Norman F. | Cpl | Jun. 21 1944 |
| Molson, Nathan L. | Sgt | " |
| Paik, Richard | T/Sgt | May 8 1944 |

3. Lightly Wounded in Action

| | | |
|---------------------------|-------|--------------|
| Scharrschmidt, William P. | 2 Lt | Aug. 16 1944 |
| Segler, Thomas F. Jr | Capt | Aug. 13 1944 |
| Shaughnessy, Thomas V. | 1 Lt | Jun. 25 1944 |
| Zbikowski, Joseph M. | F/O | " |
| Been, Delbert T. | 2 Lt | May 8 1944 |
| Bond, Richard N. | 2 Lt | Apr 22 1944 |
| Leashek, Peter | S/Sgt | |

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4. Seriously Injured in Action:

| | | |
|--------------------------|-------|---------------|
| Whitham, Challenger | 1 Lt | Dec. 25, 1944 |
| Salen, John V. | S/Sgt | " |
| Smith, Frank M. | 2 Lt | " |
| Plaskiewicz, Clement V. | F/O | " |
| Thompson, Truman S., Jr. | Sgt | Nov. 4, 1944 |
| Bales, John F., Jr. | 2 Lt | Aug. 18, 1944 |
| Matzek, Neil C., Jr. | S/Sgt | " |
| Person, William J. | Sgt | Aug. 3, 1944 |
| Krzny, John A. | S/Sgt | July 11, 1944 |
| Lockens, Edwin B. | 1 Lt | " |
| Dupree, Joseph A. | 2 Lt | " |
| Curran, Robert J. | 2 Lt | " |
| Miller, Warren J. | F/O | " |
| German, Howard H., Jr. | S/Sgt | " |
| McElveen, Joseph P. | Sgt | " |
| Stanfill, Walter C. | Sgt | " |
| Hornsby, James E. | Sgt | " |

5. Lightly Injured in Action:

| | | |
|-----------------------|-------|---------------|
| Berman, Marvin R. | Sgt | Aug. 25, 1944 |
| Gray, Verner W. | Sgt | " |
| Grinnell, Charles D. | Sgt | " |
| Troy, Robert B. | T/Sgt | June 12, 1944 |
| Gilbert, Richard A. | S/Sgt | " |
| Solinsky, Bernard E. | T/Sgt | " |
| Branaman, Edwin W. | S/Sgt | May 8, 1944 |
| Mastandrea, Philip J. | S/Sgt | Apr. 11, 1944 |

6. Missing in Action:

| | | |
|------------------|-------|---------------------|
| Haines, L. M. | S/Sgt | Apr. 13, 1944 |
| Moore, B. F. | Lt | Apr. 29, 1944 |
| Kilgore, W. T. | S/Sgt | " |
| Braun, W. G. | S/Sgt | " |
| Atley, D. E. | Lt | " |
| Russell, R. T. | S/Sgt | " |
| Davis, R. C. | S/Sgt | May 8, 1944 |
| Vogel, R. D. | S/Sgt | " |
| Brannan, G. H. | S/Sgt | " |
| Stephens, R. B. | Lt | May 29, 1944 |
| Peacock, C. | T/Sgt | " |
| Jenkins, F. C. | S/Sgt | " |
| Walther, G. | S/Sgt | " |
| Carchietta | S/Sgt | " |
| Halton, E. M. | Lt | June 21, 1944 |
| Borchick, F. | T/Sgt | " |
| Gensert, T. A. | S/Sgt | " |
| Brezowski, S. | S/Sgt | " |
| Marglosso, C. | S/Sgt | " |
| Knowles, C. L. | S/Sgt | " |
| Greble, W. E. | Lt | June 29, 1944 (KIA) |
| Robinson, J. E. | Lt | " |
| Van Veen, F. P. | S/Sgt | " |
| Fisher, R. C. | S/Sgt | " |
| Murphy, J. J. | S/Sgt | " |
| Kennedy, J. J. | S/Sgt | " |
| Davis, H. P. | S/Sgt | " |
| Underwood, J. F. | Lt | July 11, 1944 |
| Gillett, T. R. | Lt | " |
| Zielinski, E. | S/Sgt | " |
| Younkin, L. E. | Lt | Aug. 5, 1944 |
| Kalienko, S. | S/Sgt | " |
| Kells, S. L. | Sgt | " |

S E C R E T

S E C R E T

| | | |
|-------------------|-------|---------------|
| Dore, J. A. | Sgt | Mar. 2, 1945 |
| Watson, J. T. | Sgt | " |
| Gibbs, E. N. | Sgt | " |
| McGlynn, B. A. | Sgt | " |
| Fuller, G. E. | T/Sgt | Mar. 18, 1945 |
| Shinn, W. E. | Lt | " |
| Micko, K. C. | P/O | " |
| Janess, A. H. | P/O | " |
| Williams, R. L. | Sgt | " |
| Wilson, W. B. | Sgt | " |
| Watkins, J. F. | Sgt | " |
| Cisco, R. L. | Sgt | " |
| Galbreath, E. C. | Sgt | " |
| Simpson, S. P. | Sgt | " |
| Appel, C. S., Jr. | S/Sgt | " |

7. Prisoners of War

| | | |
|-------------------|-------|---------------|
| Fisher, C. A. | Lt | Apr. 13, 1944 |
| Evans, H. R. | Lt | " |
| Bush, W. S. | Lt | " |
| Strout, G. C. | T/Sgt | " |
| Bigelow, E. L. | T/Sgt | " |
| Robb, S. C. | S/Sgt | " |
| Ellison, J. A. | S/Sgt | " |
| Prokop, F. P. | Lt | Apr. 29, 1944 |
| Pittman, R. J. | Lt | " |
| Burgelin, J. | S/Sgt | " |
| Salzarulo, R. L.* | Major | " |
| Coslett, F.* | Lt | " |
| Powell, E. J. | Lt | " |
| Verbosky, E. | Lt | " |
| Watts, C. L. | T/Sgt | " |
| Allen, H. H. | S/Sgt | " |
| Gavin, J. P. | Lt | " |
| Billiter, F. L. | Lt | " |
| Allen, L. A. | Lt | " |
| Kuhns, E. J. | T/Sgt | " |
| Baize, V. M. | S/Sgt | " |
| Angus, J. B. | S/Sgt | " |
| Pentis, H. | Lt | May 8, 1944 |
| Torgerson, H. | Lt | " |
| Baker, J. W.* | T/Sgt | " |
| Beasley, E. A.* | Lt | May 29, 1944 |
| Mitchell, W.* | Lt | " |
| Clark, C. | T/Sgt | " |
| Robenold, J.* | S/Sgt | " |
| McCracken, K.* | S/Sgt | " |
| Counts, W. H. | Lt | June 29, 1944 |
| Hale, W. L. | Lt | July 11, 1944 |
| Ruff, E. C. | Lt | " |
| Manders, R. E. | S/Sgt | " |
| McCarson, W. H. | Sgt | " |
| Maine, C. L. | Sgt | " |
| Richardson, G. H. | Sgt | " |
| Kunz, G. D. | Sgt | " |
| Sullivan, F. R. | Lt | July 12, 1944 |
| Sacks, M. D. | Lt | " |
| Walker, J. L. | Lt | " |
| Pollock, C. M. | Lt | " |
| Lund, J. R.* | S/Sgt | " |
| Ryan, R. J. | S/Sgt | " |
| Baker, W. H. | Sgt | " |

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| | | |
|---------------------|-------|--------------------|
| Coltey, E. Z. | Lt | Aug. 5, 1944 |
| Kramer, W. R. | Lt | " |
| O'Hara, J. H. | S/Sgt | " |
| Klemas, J. J. | S/Sgt | " |
| Besney, J. M. | S/Sgt | " |
| LeBar, B. C. | S/Sgt | " |
| Kotraba, G. J. | Lt | Aug. 6, 1944 |
| McCartney, S. A. | Lt | " |
| Kirby, J. W., Jr. | F/O | " |
| Gage, D. R. | Cpl | " |
| Jez, T. F. | Sgt | " |
| Corbin, S. R. | Sgt | " |
| Herring, A. I. | S/Sgt | Aug. 13, 1944 |
| Montgomery, R. E. | S/Sgt | " |
| Steinbrenner | S/Sgt | " |
| Hudson, D. J. | Lt | Oct. 14, 1944 |
| Ostrander, L. M. | T/Sgt | Nov. 9, 1944 |
| Allan, R. V. | T/Sgt | " |
| Weinrick, A. A. | F/O | " |
| Ungerer, M. M. | Lt | Nov. 10, 1944 |
| MacDonald, J. G. | Lt | " |
| Winebrenner, F. J. | Lt | " |
| Young, L. C. | S/Sgt | " |
| McGrath, U. J., Jr. | Sgt | " |
| Quigley, J. | Sgt | " |
| Weindel, A. L. | Sgt | " |
| Reeves, C. F. | Sgt | " |
| Swanberg, A. M. | Sgt | " |
| Truxes, W. W. | Lt | Dec. 25, 1944 |
| Sullivan, J. E. | Lt | " |
| Countey, J. J. | F/O | " |
| Hurwitz, D. | S/Sgt | " |
| Kilmeyer, Fred J. | Lt | " |
| Sanders, Frank E. | T/Sgt | " |
| Yarnell, Roy L. | T/Sgt | " |
| Holter, A. | Lt | Jan. 1, 1945 |
| Geschl, W. | F/O | " |
| Smith, J. W. | Capt | " |
| Feidler, C. A. | Lt | " |
| Berner, R. E. | T/Sgt | " |
| Della Rocca, D. | T/Sgt | " |
| Hird, R. A. | S/Sgt | " |
| Hurst, W. A. | S/Sgt | " |
| Mulligan, J. D. | Lt | Feb. 16, 1945 |
| Young, J. S. | Lt | " |
| Caselton, W. J. | F/O | " |
| Sies, W. M. | Sgt | " |
| Levin, M. | Sgt | " |
| Pratt, C. R. | Sgt | " |
| Breltich, M. J. | Sgt | " |
| Willis, W. H. | Sgt | " |
| Tomaski, L. E. | Sgt | " |
| Porter, L. F. | Lt | Feb. 17, 1945 |
| Wells, R. A. | Lt | " |
| Gallagher, J. M. | F/O | " |
| Shepherd, R. E. | S/Sgt | " |
| Wilt, J. T. | S/Sgt | " |
| Byers, F. E. | Sgt | " |
| Cardin, F. P. | Sgt | " |
| Geddes, D. A. | Sgt | " |
| Martin, G. R. | Sgt | " |
| Reid, A. H. | Lt | Mar. 2, 1945 (KIA) |
| Shurtz, G. F. | F/O | " (KIA) |
| Guzik, C. M. | Sgt | " |

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| | | |
|--------------------|-------|---------------|
| Golisch, R. J. | Sgt | July 12, 1944 |
| Janovich, G. L.* | Sgt | " |
| Taylor, A. M. | Sgt | " |
| Langenfeld, W. A. | Lt | Aug. 5, 1944 |
| Whitacre, C. E. | Lt | " |
| Vittitoo, J. A. | Sgt | " |
| Love, D. E. | Lt | " |
| Collins, J. D. | S/Sgt | " |
| Gamble, J. R., Jr. | Lt | Aug. 6, 1944 |
| Manning, J. E. | S/Sgt | " |
| Biggs, J.* | S/Sgt | " |
| Johnson, G. W. | S/Sgt | " |
| Murray, D. J. | Lt | " |
| Staudt, B. A. | Lt | " |
| Pulver, F. W. | Lt | " |
| Mettler, E. S. | Sgt | " |
| Knott, L. J. | Sgt | " |
| Garetto, J. C. | Sgt | " |
| Docouto, J. D. | Sgt | " |
| Hartney, C. W. | Sgt | " |
| Sane, W. C. | Sgt | " |
| Leyes, C. J. | Lt | Aug. 13, 1944 |
| Coolidge, M. | Lt | " |
| Curran, R. J.* | Lt | Oct. 14, 1944 |
| Bereskin, B. A. | Lt | " |
| Buttner, F. | T/Sgt | " |
| Pucillio, G.* | T/Sgt | " |
| Barndt, E.* | S/Sgt | " |
| Potsklan, J. | S/Sgt | " |
| Hix, L. E.* | S/Sgt | " |
| Carrito, D. J.* | S/Sgt | " |
| Estes, B. R. | Lt | " |
| Donovan, R. | Cpl | " |
| Ehrlich, | Lt | Dec. 29, 1944 |
| Morgan, L. | Lt | Jan. 1, 1945 |
| Hine, R. P. | S/Sgt | " |
| Connor, F. W. | S/Sgt | Feb. 16, 1945 |
| Herrmann, R. E. | F/O | Mar. 2, 1945 |
| Sharkey, B. R. | Sgt | " |

8. Internees

| | | |
|-----------------|-------|---------------|
| Ford, R. W. | S/Sgt | June 21, 1944 |
| Andersen, J. M. | S/Sgt | " |

a. Escaped Internees

| | | |
|-----------------|-------|---------------|
| Shoup, W. T. | Lt | May 11, 1944 |
| Ayers, P. F. | Lt | " |
| Reno, R. R. | Lt | " |
| Pollock, J. | T/Sgt | " |
| Malin, H. G. | T/Sgt | " |
| McClellan, P. | S/Sgt | " |
| Jones, G. R. | S/Sgt | " |
| Kester, W. E. | S/Sgt | " |
| Kenney, G. E. | S/Sgt | " |
| Rudowske, E. F. | Lt | June 21, 1944 |
| Johnson, R. W. | Lt | " |
| Robertson, J. | Lt | " |
| Hudak, V. J. | Lt | " |
| North, H. K. | S/Sgt | " |

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| | | |
|----------------|-------|---------------|
| Brucciana, F. | S/Sgt | June 21, 1944 |
| Rood, D. T. | S/Sgt | " |
| Evans, R. E. | Lt | July 12, 1944 |
| Sanders, R. T. | Lt | " |
| Elber, G. A. | Lt | " |
| Rawhouser, W. | T/Sgt | " |
| Vinson, J. | T/Sgt | " |
| Allen, G. H. | S/Sgt | " |
| Batman, E. M. | S/Sgt | " |
| Wise, L. E. | S/Sgt | " |
| Mason, H. R. | S/Sgt | " |

d. GROUND FORCE CASUALTIES (Result of GAF intruder attack on the base)

| | | | |
|---------------------|-----|----------------|-----|
| Miney, Daniel E. | Pvt | April 22, 1944 | KIA |
| Mahoney, Michael P. | Pvt | " | LWA |

V.--AWARDS AND DECORATIONS

a. PURPLE HEART AWARDS

The following men received Purple Heart Awards for injuries suffered in combat operations during the past year on the dates indicated:

| | | |
|------------------------|-------|----------------|
| Mastrandrea, Philip | S/Sgt | April 11, 1944 |
| Miller, Meyer | Sgt | " |
| Toland, Ray | Sgt | April 22, 1944 |
| Mahoney, Michael | Pvt | " |
| Bond, Richard | Lt | " |
| Lyvers, Joseph | S/Sgt | " |
| Liashek, Peter | S/Sgt | " |
| Shank, Mervin | S/Sgt | " |
| Been, Daniel | Lt | May 11, 1944 |
| Piak, Richard | T/Sgt | May 8, 1944 |
| Branaman, Edward | S/Sgt | " |
| Hornsby, James | S/Sgt | May 11, 1944 |
| Solinsky, Bernard | T/Sgt | June 12, 1944 |
| Nelson, Nathan | Sgt | June 21, 1944 |
| Reynolds, Robert | Sgt | " |
| Schmitt, Norman | Cpl | " |
| Shaughnessy, Thomas | Lt | June 25, 1944 |
| Gandy, William | Cpl | June 21, 1944 |
| Gaudreau, Wilfred | Sgt | June 28, 1944 |
| Zibikowski, Joseph | F/O | June 25, 1944 |
| Skidmore, Curtis | Lt | July 7, 1944 |
| McCombs, Doyle | Sgt | " |
| McElveen, Joseph | Sgt | July 11, 1944 |
| Stanfill, Walter, | Sgt | " |
| Lackers, Edwin | Lt | " |
| Curran, Robert | Lt | " |
| Dupree, Joseph | Lt | " |
| Miller, Warren | F/O | " |
| German, Howard | S/Sgt | " |
| Perkins, Fay | S/Sgt | July 17, 1944 |
| Pearson, William | Sgt | " |
| Dunning, Herbert | Lt | July 28, 1944 |
| Segler, Thomas | Capt | Aug. 13, 1944 |
| Laszlo, Goza | Lt | Aug. 3, 1944 |
| Nemeyer, Mathew | Lt | " |
| Karavish, John | Sgt | " |
| Cosgriff, John H. | Sgt | Aug. 1, 1944 |
| Scharrschmidt, William | Lt | Aug. 16, 1944 |

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S E C R E T

| | | |
|---------------------------|-------|---------------|
| Scharrschmidt, William | Lt | Aug. 16, 1944 |
| Leister, Roger | Lt | Aug. 18, 1944 |
| Duff, Jess | S/Sgt | " |
| Matzek, Neil | S/Sgt | " |
| Bales, John | Lt | " |
| Gilruth, James | Lt | Sept. 8, 1944 |
| Pettit, Henry | Lt | Oct. 7, 1944 |
| Doenges, Robert | Major | Oct. 19, 1944 |
| David, Harold L. | S/Sgt | Dec. 25, 1944 |
| Davidson, Jerrold K. | 2 Lt | " |
| Silfies, Harold | T/Sgt | " |
| Hogarth, James T. | S/Sgt | " |
| Smith, Frank M. | 2 Lt | Dec. 29, 1945 |
| Plaskiewicz, Clement V. | E/O | " |
| Fishman, Benjamin T. | Sgt | Feb. 6, 1945 |
| Skeen, Wallace R. | Cpl | Feb. 15, 1945 |
| Voyles, Ross E. | Capt. | Feb. 21, 1945 |
| Brunner, Harry F. | S/Sgt | Feb. 22, 1945 |
| Samyn, Achiel J. | S/Sgt | " |
| Sammetinger, Frederick C. | 2 Lt | Feb. 26, 1945 |
| Szypula, Felix S. | T/Sgt | " |
| Cadick, Danby E. | S/Sgt | Mar. 15, 1945 |
| Jensen, Earl S. | Capt | Mar. 18, 1945 |
| Priest, Ralph E. | Cpl | " |
| Gloskey, Carl R. | F/O | Mar. 23, 1945 |

b. SPECIAL AWARDS AND DECORATIONS

The following awards and decorations were given for leadership:

| | | | |
|-----------------------|----------|---------|----------------|
| Herzberg, Allen F. | Lt. Col. | DFC | July 25, 1944 |
| Smith, Walter R. | Lt. Col. | DFC | " |
| Doenges, Robert W. | Major | DFC | " |
| Simpson, Truman D. | 1 Lt | OLC DFC | " |
| Konefeldt, Leonard H. | Capt | DFC | Aug. 5, 1944 |
| Sheehan, Robert D. | Capt | DFC | " |
| Swearingen, James D. | Capt | DFC | " |
| Volk, Douglas B. | Capt | DFC | " |
| Holmes, Capers A. | Major | DFC | Aug. 8, 1944 |
| Deck, Billy G. | Capt. | DFC | " |
| Segler, Thomas F. | Capt | DFC | " |
| Torretti, Paul | Capt | DFC | " |
| Bram, Denny E. | 1 Lt | DFC | " |
| Lukeman, Robert P. | 1 Lt | DFC | " |
| Smolar, Anthony R. | 1 Lt | DFC | " |
| Keynor, Donald D. | 1 Lt | DFC | " |
| Wallace, Albert L. | Major | DFC | Sept. 4, 1944 |
| Brooks, Jesse E. | 1 Lt | DFC | Aug. 10, 1944 |
| Stuart, Aurel E. | 1 Lt | DFC | " |
| Pencyer, Kenneth S. | 1 Lt | DFC | " |
| Looman, Anton J. | 1 Lt | DFC | " |
| Torre, Gary S. | 1 Lt | DFC | Aug. 8, 1944 |
| Shetlar, John A. | 1 Lt | DFC | Sept. 14, 1944 |
| Deutsch, Morton | 1 Lt | DFC | " |
| Stewart, Robert E. | 1 Lt | DFC | Oct. 9, 1944 |
| Mahoney, James J. | Lt. Col. | DFC | " |
| Doren, Roland J. | 1 Lt | DFC | Oct. 21, 1944 |
| Hanna, Lowell J. | Capt | DFC | " |
| Shower, Albert J. | Col. | OLC DFC | Nov. 1, 1944 |
| Campbell, Richard | Capt | DFC | " |
| Dolan, Robert E. | 1 Lt | DFC | " |
| Soblotney, Elbert | 1 Lt | DFC | Nov. 24, 1944 |
| Russell, Sidney M. | 1 Lt | DFC | " |
| DesJardins, Ernest | 1 Lt | DFC | " |
| Johnson, Carl W. | Capt | DFC | " |

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| | | | |
|-------------------------------|-------|---------|---------------|
| Holdrege, Fred E. | Major | DFC | Nov. 27, 1944 |
| Manning, Addison B. | Capt | DFC | Dec. 6, 1944 |
| Stevens, Everett R. | 1 Lt | DFC | " |
| Good, Charles J. | 1 Lt | DFC | " |
| Rhoads, Louis P. | 1 Lt | OLC DFC | " |
| Paul, Marvin M. | Capt | DFC | Nov. 27, 1944 |
| Evans, William C. | Capt | OLC DFC | Dec. 23, 1944 |
| Bornfleth, Edwin | 1 Lt | DFC | Jan. 12, 1945 |
| Roush, Loren L. | 1 Lt | DFC | " |
| Tibbetts, Donald C. | 1 Lt | DFC | Jan. 28, 1945 |
| Abolafia, Jacob | 1 Lt | DFC | " |
| Kouchoukos, George J. | 1 Lt | DFC | " |
| Soltan, Edward H. | 1 Lt | DFC | " |
| Schade, J. C. | 1 Lt | DFC | " |
| Palmer, Garnet B. | Major | OLC DFC | Feb. 9, 1945 |
| Manning, Addison B. | Capt | OLC DFC | " |
| Cramer, Maurice B. | Capt | DFC | " |
| Whitsel, Travis S. | Capt | DFC | " |
| Brown, Forrest D. | 1 Lt | DFC | " |
| Whitham, Challenger, Jr. | 1 Lt | DFC | " |
| Brothers, Earl P. | 1 Lt | DFC | " |
| Skoll, Peter | T/Sgt | DFC | " |
| Brown, Henry A. | S/Sgt | DFC | " |
| Simon, Henry H. | S/Sgt | DFC | " |
| Hallowell, George B. | 1 Lt | DFC | Feb. 16, 1945 |
| Sherrard, James L. | 1 Lt | DFC | " |
| Woodside, Lee S. | 1 Lt | DFC | " |
| Gehring, Joseph M. | 1 Lt | DFC | " |
| Good, Charles J. | 1 Lt | OLC DFC | " |
| Holdrege, Fred E. | Major | OLC DFC | " |
| Schulze, Clarence W. | 1 Lt | DFC | Feb. 23, 1945 |
| Balog, John A. | 1 Lt | DFC | " |
| Fraser, Donald W. | 1 Lt | DFC | " |
| Feldman, Robert J. | 1 Lt | DFC | " |
| Landers, Alfred G. | 1 Lt | DFC | " |
| Green, Frank R. | Major | DFC | Mar. 10, 1945 |
| Littleford, James W. | Capt | DFC | Mar. 25, 1945 |
| Kessler, Donald L. | 1 Lt | DFC | " |
| Rothchild, Aubrey E. | Capt | DFC | Mar. 30, 1945 |
| Sturgis, Malcolm B. | Capt | DFC | " |
| Malone, Leslie W. | 1 Lt | DFC | " |
| Conley, John E. | Major | OLC DFC | " |
| Kingston, Thomas J. | 1 Lt | DFC | Apr. 8, 1945 |
| Sablotney, Elbert T. | 1 Lt | OLC DFC | " |
| Hudson, James D. | Capt | DFC | Apr. 12, 1945 |
| Alexander, Edwin J. | Capt | DFC | " |
| Girdling, Vance E. | 1 Lt | DFC | " |
| Leister, Roger L. | 1 Lt | DFC | " |
| Mills, George W. (Posthumous) | 1 Lt | DFC | " |
| Williams, Billy | Capt | DFC | Apr. 20, 1945 |
| Cravens, Joseph W. | 1 Lt | DFC | " |
| Franklin, Charles B. | 1 Lt | DFC | " |
| Hicks, Robert E. | 1 Lt | DFC | " |
| Parvin, Donald L. | 1 Lt | DFC | " |
| Pearson, Wilbur R. | 1 Lt | DFC | " |
| Nash, David H. | 1 Lt | DFC | " |
| Patton, Nolan G. | 1 Lt | DFC | " |
| Wild, Troy E. | Capt | DFC | Apr. 26, 1945 |
| Austin, Arthur F. | 1 Lt | DFC | " |
| Beyer, John | 1 Lt | DFC | " |
| Conrow, Samuel | 1 Lt | DFC | " |
| Hodge, Joseph A. | 1 Lt | DFC | " |
| Lepson, Sol | 1 Lt | DFC | " |
| Regnier, Paul P. | 1 Lt | DFC | " |

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S E C R E T

The following awards and decorations were made as a result of meritorious service on the missions indicated:

| | | | | |
|---------------------------------|-------|---------|---------------|---------------|
| Volk, Douglas B. | Capt | OLC AM | Siracourt | Apr. 20, 1944 |
| Shower, Albert J. | Col. | DFC | Leipheim | Apr. 24, 1944 |
| Looman, Anton J. | 1 Lt | OLC AM | Liese | May 1, 1944 |
| Ellison, Henry W. | T/Sgt | OLC AM | Siracourt | Apr. 27, 1944 |
| Stephenson, Dore D. | 2 Lt | DFC | Brunswick | May 8, 1944 |
| Murphy, Thomas H. | 1 Lt | DFC | " | " |
| Schmitz, Charles J. | T/Sgt | DFC | " | " |
| Been, Delbert T. | 1 Lt | AM | " | " |
| Jenkins, Malcolm W. | 1 Lt | OLC AM | " | " |
| Simpson, Truman D. | 1 Lt | DFC | Bohlen | May 12, 1944 |
| Mulheran, Joseph G. | 1 Lt | DFC | Zwischenahn | May 30, 1944 |
| Grace, Charles W. | 1 Lt | DFC | Evreux | June 6, 1944 |
| Prichard, Arthur L. | 2 Lt | DFC | " | " |
| Zbikowski, Joseph N. | 2 Lt | DFC | Pont a Vendin | June 25, 1944 |
| Palmer, Garnet B. | Major | DFC | Berlin | June 21, 1944 |
| Nussbaumer, Joe J. | 2 Lt | DFC | Munich | July 11, 1944 |
| Smith, Carlton W. | S/Sgt | OLC AM | Brunswick | May 8, 1944 |
| Manion, Thomas W. | S/Sgt | OLC AM | " | May 19, 1944 |
| Whited, Burl E. | S/Sgt | OLC AM | " | " |
| Good, Donald F. | S/Sgt | OLC AM | Berlin | Apr. 29, 1944 |
| Branaman, Edwin W. | S/Sgt | DFC | Lille | Oct. 4, 1944 |
| Segler, Thomas F. | Capt | OLC DFC | Seine R. | Aug. 13, 1944 |
| Smith, John (Post.) | 2 Lt | DFC | Cologne | Oct. 14, 1944 |
| Prewitte, William V.
(Post.) | 1 Lt | DFC | Training | July 16, 1944 |
| Taylor, John J. | Major | DFC | " | " |
| Pettit, Harvey | 1 Lt | DFC | Magdeburg | Oct. 1, 1944 |
| Smith, Hershel | Capt | DFC | Poltitz | June 20, 1944 |
| Ostrander, L. M. | T/Sgt | OLC AM | Brunswick | May 29, 1944 |
| Clawson, R. D. | S/Sgt | OLC AM | " | " |
| Nixon, J. R. | S/Sgt | OLC AM | " | " |
| Nickolson, Thomas | S/Sgt | OLC AM | Pont a Vendin | June 25, 1944 |
| Ford, Richard W. | S/Sgt | DFC | Berlin | June 21, 1944 |
| McGowan, Delmer D. | 1 Lt | OLC AM | Minden, | June 11, 1944 |
| Ramirez, Joe R. | M/Sgt | OLC BS | Maintenance | Jan. 12, 1945 |
| Bathke, Henry R., Jr. | S/Sgt | OLC AM | " | Dec. 25, 1944 |
| Parodi, Natale F. | 1 Lt | DFC | Nienberg | Mar. 3, 1945 |
| Andrews, James R. | 1 Lt | DFC | " | " |
| Shower, Albert J. | Col. | OLC DFC | " | " |

The following men were cited by the 467th Bomb. Group (H) for special achievement in their duties:

| | |
|---------------------------|--------------------------|
| Capt Robert T. Doanges | 2 Lt Richard C. Randall |
| 1 Lt Leonard H. Monefeldt | S/Sgt James W. Jones |
| 1 Lt Billy G. Deck | Sgt David Kurtz |
| 1 Lt Robert P. Lukeman | Sgt Louis E. Richardson |
| 2 Lt Anton J. Looman | Sgt Acheil J. Samyn |
| Capt Griffin R. Beatty | Sgt Ralph W. Davidson |
| 1 Lt Charles W. Grace | Sgt Philip M. Saliba |
| 2 Lt Bruce W. Owen | Capt Robert S. Seiler |
| 2 Lt William A. Buchecker | Capt George E. Tormoen |
| 1 Lt Arthur R. Kirsis | 1 Lt John K. Gile |
| 1 Lt Baxter W. Monsley | 1 Lt David B. Mazer |
| 1 Lt Robert D. Sheehan | 1 Lt Herbert M. Dunning |
| 1 Lt Jesse E. Brooks | S/Sgt Elbert M. Nason |
| S/Sgt John J. Fornols | M/Sgt Samuel Urnson, Jr. |
| Sgt Robert E. Baker | T/Sgt Archie C. Pittman |
| T/Sgt William C. Willis | T/Sgt Charles R. Wagner |
| 2 Lt Donald F. Kessler | Sgt William L. Keller |
| 2 Lt Joseph L. Casey | Major John J. Taylor |
| 2 Lt Colin Garrity | Capt Addison B. Manning |

S E C R E T

S E C R E T

1 Lt Charley J. Good
1 Lt Loren L. Roush
1 Lt Everett R. Stevens
1 Lt James W. Holt
E/Sgt Peter Skoll
T/Sgt Allan C. Whitehead
S/Sgt Julius G. Gavin
S/Sgt Henry A. Brown
S/Sgt Henry G. Simon
2 Lt Oliver O. Carver
2 Lt Eugene E. Garrett
2 Lt Stanley A. Spitzweber
Sgt Walter P. Bogusz
Sgt Richard Fletcher
Sgt John R. Kindra

Sgt Luther J. Hallman
Sgt Isaac W. Fesmire
Sgt Frank Giosta
Sgt Howard M. Smith
Sgt Joe O. Bartolacci
Sgt George W. Cromer
Sgt Thomas J. Ford
H/Sgt Luther C. Minor
Cpl Andrew Kapi
1 Lt Ralph H. Elliot
1 Lt Arnold R. Thompson
1 Lt James R. Andrews
1 Lt Natale F. Parodi
1 Lt George J. Kouchoukos

Bronze Stars were awarded to the following officers and men of the organizations indicated:

| | | |
|-----------------------|-------|-------------------|
| Giesecke, Walter R. | Capt | 467 Bomb. Gp. Hq. |
| Geske, Paul E. | Capt | " |
| Coyte, Donald S. | Sgt | 788th Bomb. Sq. |
| Burke, Hubert C. | M/Sgt | 789th Bomb. Sq. |
| Umson, Samuel | M/Sgt | " |
| Barnes, William T. | T/Sgt | " |
| King, Cecil C. | M/Sgt | " |
| Pittman, Archie C. | M/Sgt | " |
| Woods, Walter L. | M/Sgt | " |
| Bland, Travis E. | M/Sgt | " |
| Wagner, Charles R. | T/Sgt | " |
| Conner, William D. | M/Sgt | 790th Bomb. Sq. |
| Cook, L. R. | M/Sgt | " |
| Dickerson, Madison E. | M/Sgt | " |
| Harder, Milton B. | M/Sgt | " |
| Ramirez, Joe R. | M/Sgt | " |
| Self, Clarence D. | M/Sgt | " |
| Swatts, William H. | M/Sgt | " |
| Walker, Harry J. | M/Sgt | " |
| Larkin, Hugh | T/Sgt | " |
| Schwab, Conrad F. | M/Sgt | " |
| Steranko, Thomas | M/Sgt | " |
| Arnold, James R. | T/Sgt | " |
| Blackford, J. C. | M/Sgt | 791st Bomb. Sq. |
| Pinter, Robert J. | M/Sgt | " |
| Farnham, John L. | S/Sgt | " |
| Mountford, Wayne G. | M/Sgt | " |
| Pierson, Neal J. | M/Sgt | " |
| Stratton, Jack D. | M/Sgt | " |
| Quinn, Jacques D. | M/Sgt | " |
| Kirkpatrick, Roy B. | M/Sgt | " |
| Henke, Lyle V. | S/Sgt | 862nd Chem. Co. |
| Clausen, William L. | M/Sgt | 470th Sub-Depot |
| Parish, Auburn | S/Sgt | " |
| Gill, Herbert F. | M/Sgt | " |

S E C R E T

ENEMY FIGHTER CLAIMS

Claims of enemy fighters destroyed, probably destroyed or damaged by members of this Group have been authenticated by 2AD as follows:

Destroyed:

| Name | Rank | Position | Pilot | Mission No. | Date | Type A/C |
|-------------------|-------|-------------|------------|-------------|----------|----------|
| Donald F. Good | S/Sgt | L. Waist | Stevens | 16 | 29-4-44 | Me 109 |
| Carlton W. Smith | Sgt | Tail Turret | Murphy | 22 | 8-5-44 | FW 190 |
| Thomas W. Manion | T/Sgt | Top Turret | Stephenson | 28 | 19-5-44 | Me 109 |
| Burl E. Whited | S/Sgt | Tail Turret | Harris | 28 | 19-5-44 | Me 109 |
| Henry R. Batke | S/Sgt | L. Waist | Beatty | 147 | 25-12-44 | FW 190 |
| Robert J. Perkins | Sgt | Tail Turret | Winger | 210 | 7-4-45 | Me 109 |

Probably Destroyed:

| | | | | | | |
|-------------------|-------|-------------|---------|-----|----------|--------|
| Roy L. Rainwater | T/Sgt | Top Turret | Beaney | 16 | 29-4-44 | FW 190 |
| William R. McNeil | S/Sgt | Tail Turret | Dwart | 28 | 19-5-44 | Me 109 |
| Herbert Simmerly | S/Sgt | Tail Turret | Mugole | 147 | 25-12-44 | FW 190 |
| Jess A. Duff | S/Sgt | Tail Turret | Sefca | 147 | 25-12-44 | FW 190 |
| Albert J. Looby | S/Sgt | Left Waist | Schulze | 147 | 25-12-44 | FW 190 |

Damaged:

| | | | | | | |
|-------------------|-------|------------|---------|----|---------|--------|
| Herbert A. Vaughn | S/Sgt | Top Turret | Stevens | 16 | 29-4-44 | FW 190 |
| Robt. G. Stitely | Cpl | Left Waist | Moore | 22 | 8-5-44 | FW 190 |

AFTER THE MISSION'S OVER

After the mission's over,
After we all get back,
We get interrogated -
"Where did you see that flak?
How were those German fighters?
When were your bombs away?
Does anyone have any bitches?
That's all for today."

We like the Liberator,
We think it handles well.
We like to fly formation -
We're all as nuts as hell.
We like that fighter peel-off.
It'll kill us all some day.
You land it in thirty seconds
Or Al will have to say -

"Condy, you straggled all day.
Tibbetts showed poor technique.
Huston, you had your head up.
We'll have a short critique.
You missed the D.A.L., Jones.
Johnson, you will report.
Why you thought that one wing off
Was reason to abort - "

--F. J. Jansen
E. F. Jenkins

RACKHEATH AGGIES

Rackheath Aggies,
Rackheath Aggies,
Out to do or die.
Rackheath Aggies,
Rackheath Aggies,
Fumbling through the sky.
Our Formations are sensations.
We're not easily cowed.
We'll drop our bombs
Until those fields are plowed.

Peter, the POM Inspector

From the Nation's Capitol there came a man
Whose job was rather tough.
He took one look at our fine group
And said, "That's not enough."
So in formation our group did fly,
Bombs were dropped all over the place,
And not a man got sick or did die,
But you should have seen the look on the Colonel's face.

But 'twas nothing compared to the look on the face
Of Peter, the POM Inspector.

Peter pondered AGO's, dog tags, and from fives
He read more poop about this group
Than we could all our lives.
He scrutinized with a practised eye
Our take-offs and formations
To see if we could really fly according to Regulations.
He interviewed most every flier that he could find, and then
He told the group of his desire to fly with them again.

So, S-2 briefed the Group like mad,
While every crewman dozed.
Then Base called up and said, "Too bad;
This goddam field is closed."

He would never never lie;
He would very much rather die;
A very upstanding guy was he,
Was Peter, the POM Inspector.

So, without hesitation or procrastination
Our Group took off once more.
With good navigation and coordination
They hoped to win the War.
With determination this big congregation
Went winging over the blue.
Their fine adaptation to the whole situation
Was really something new,

But an investigation at interrogation
Proved Fate's revenge is sweet.
The whole demonstration of good tight formation
Was entirely missed b. Pete.

It had not been reported
His Dam' ship aborted.
He was never uninspired,
He was never overtired.
An enthusiastic man was he,
Was Peter, the PQI Inspector.

This is the end of the song.
(It's already much too long).
We wondered if Pete would ever say,
"This Group can now be on its way."

But he would not state at all
If we were or were not on the ball.

A most non-committal man was he,
A most observant man was he,
A thoroughly reticent man was he,
Was Peter, the PQI Inspector.

(P.S. - We passed!)

SECRET

"Postscript"

Index

1. Narrative.
2. Statistics.
3. Mission #215.
4. List of Last Missions in the E.T.O.

1. Narrative.

a. Though this publication has been called "A Year at Rackheath", much of the information contained in it is not based on an exact year from the time of arrival on 11 March 1944. The section summaries, for instance, were in some cases submitted in early March. With the 200th sortie being flown on a date so near to the year from the date of the first operation, most of the material that has been included covers the period up to 6 April 1945. Thus has been the term "year" acquired a loose meaning, and unfortunately it was impossible to compile a history as operations proceeded and to obtain an accurate count as of a certain date.

Hostilities with Germany have terminated, and on 8 May 1945, the 467th was officially "stood down" operationally by higher headquarters. It seems fitting, therefore, to bring the history up to date with this appendix, and to add to it such statistics and information as are pertinent during the last operational days in the E.T.O. The last operational mission was flown on 25 April 1945, and the target was Traunstein, Germany. Since the 200th sortie, no aircraft has been lost by this Group, but information has become available concerning one aircraft which was damaged over Germany and whose crew bailed out over friendly territory. The pilot was Lt. Robert M. Winger, and his difficulties were encountered on 7 April 1945 on a mission to Krummel, Germany. The Group was attacked by fighters on this trip. When an Me 109 was destroyed, it disintegrated, and a portion of it fell on Lt. Winger's ship, knocking off the right fin and rudder. Under control, the pilot guided the aircraft to friendly territory, where he ordered his crew to abandon the ship. The entire crew is back with the Group now, in the 791st Squadron.

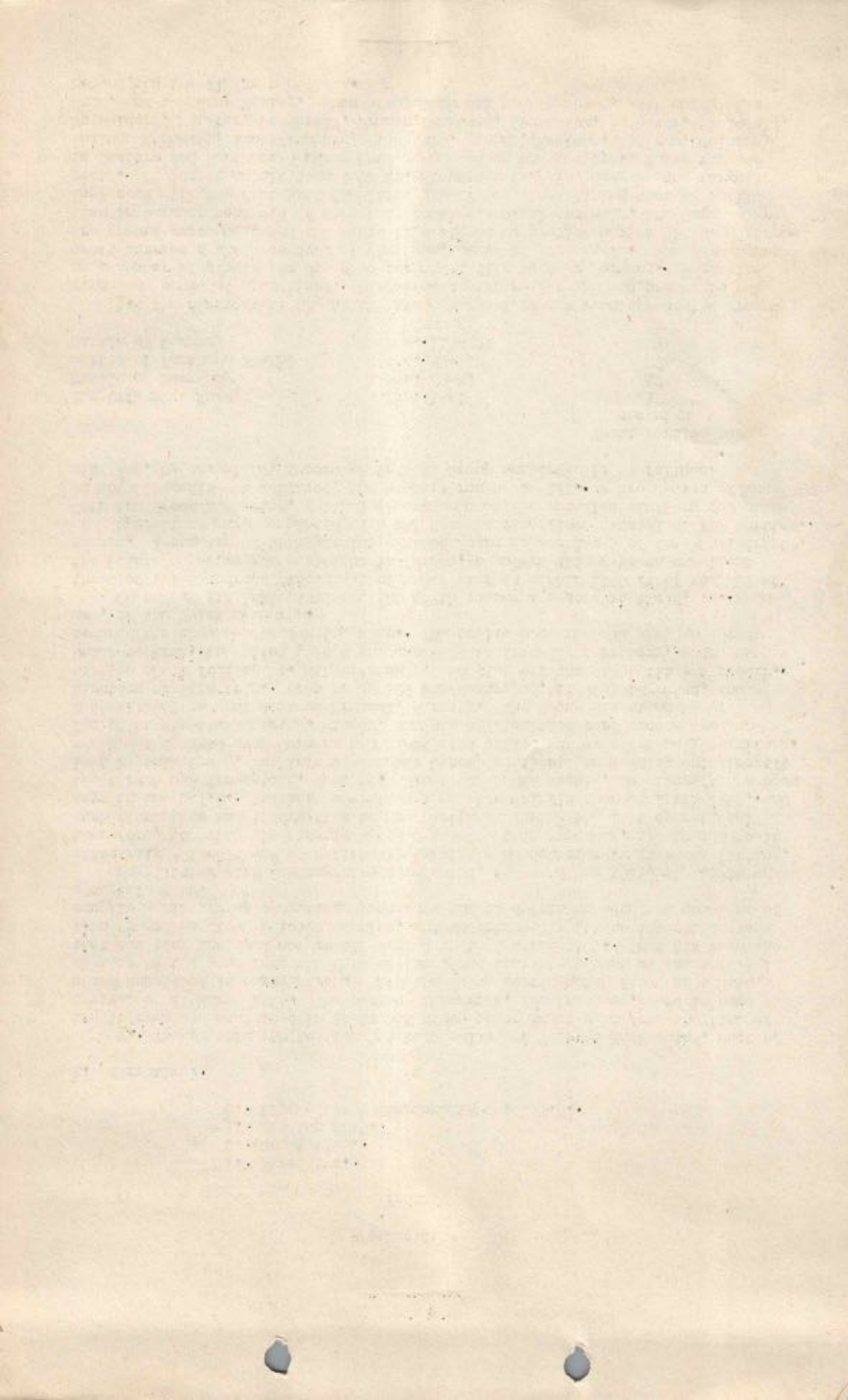
On one of its last missions, the 467th scored a record in the E.T.O. when three of its Squadrons placed all of their strikes within 1000 ft of the MPI at the Pointe de Grave gun positions in France, a superb climax to an excellent record. A summary of this mission will be found in section 3 of the "Postscript".

Operations were completed with the Group having flown a total of 212 sorties. With the Group numbering, which includes some of the recalled missions for which no sortie credit was achieved, the numbers run up to 221. A break-down of the missions, by campaigns, according to this Group numbering is as follows:

| | | Total sorties per
campaign |
|---------------------------|--------------|-------------------------------|
| Air Offensive Europe | Nos. 1-41 | 38 |
| Battle of Normandy | Nos. 42-83 | 40 |
| Battle of Northern France | Nos. 84-112 | 27 |
| Battle of Germany | Nos. 113-221 | 107 |

b. the aircraft of the 467th have nevertheless not remained on the ground since the close of operations. Higher headquarters have issued orders to put up a number of planes per day on observation flights over Germany. Each aircraft carries a skeleton crew of five men, plus 10 passengers. The passengers are ground personnel, and the route is designed to provide a view of the destruction in Germany achieved by strategic bombing. Simultaneously, the Germans are impressed with the fact that the force capable of disciplining them is still great. Flying at an altitude 1000 ft. above the terrain, many of the targets in Western and Northern Germany have been seen on these trips. These targets include Mannheim, Aschaffenburg, Frankfurt, Bingen, Koblenz, Remagen, Cologne, Dusseldorf, Munster, Osnabruck, Bremen, Hamburg, Brunswick, Hannover, Bielefeld, Hamm, and the Ruhr Valley. Much enthusiasm has been aroused, both among the ground and the flying personnel.

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placed 50% within 500ft. The entire Group's bomb load dropped within 1000 ft. of the MPI, a record never before achieved by any Eighth Air Force Unit.

This was the one definite feather in the cap of the 467th. Its record had always been good. Many times its bombing had excelled among Groups of the Second Division, but this mission to Pointe de Grave is one definite triumph to which every man at Rackheath can point with pride, and with the knowledge that his Group did better than any Eighth Air Force unit had ever done.

4. List of last Missions in the E.T.O.

| Mission No. | Date | Target | P.I. Rating | Casualties |
|-------------|---------|------------------------------|--------------|------------|
| 210 | 7-4-45 | Krummel, Germany | Good | 0 |
| 211 | 8-4-45 | Unterschlausersbach, Germany | Good | 0 |
| 212 | 9-4-45 | Lechfeld, Germany | Very Good | 0 |
| 213 | 10-4-45 | Rechlin/Larz, Germany | Very Good | 0 |
| 214 | 11-4-45 | Regensburg, Germany | Excellent | 0 |
| 215 | 14-4-45 | Pointe de Grave, France | Excellent | 0 |
| 216 | 15-4-45 | Royan, France | Unobserved | 0 |
| 217 | 16-4-45 | Landshut, Germany | Good | 0 |
| 218 | 17-4-45 | Karlsbad, Czech | Very Good | 0 |
| 219 | 20-4-45 | Zwiesel, Germany | Excellent | 0 |
| 220 | 21-4-45 | Salzburg, Austria | Nil(Recalled | 0 |
| 221 | 25-4-45 | Traunstein, Germany | Very Good | 0 |

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1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

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