

## CHAPTER VIII TO THE TOP OF THE FIFTEENTH AIR FORCE.

### (A) Narrative History.

The month of May proved to be one of excellent weather. Not many missions were stood down. With the combat crews improving with every mission, spirits in the Group as a whole were high.

The Group Navigator, Captain Marion M. Pruitt, became the first individual in the Group to go to rest camp when he left for the Isle of Capri on 8 May 1944. Following his return, an average of two crews and several members of the ground personnel were sent each week to Capri. Before the end of the month other personnel of the Group were sent to various rest camps in Italy.

On May 8<sup>th</sup> the name of "Liberaiders" was selected for the Group. This name was submitted in a contest by co-pilot, 2<sup>nd</sup> Lt. Paavo A. Koistinen of the 767<sup>th</sup> Squadron. Presently this name appeared in large yellow letters on a blue background centrally located at the top of the map of Europe in the Briefing Room. Still later it appeared on highway signs leading to Group Headquarters and on all of the motor vehicles of the Group.

A special Courts Martial was appointed on May 20<sup>th</sup>. The personnel of the court is as follows:

Major R. Foster Scott  
Major Leigh M. Lott  
Major Morris J. Drobeck  
Major John P. Joyce  
Major Sidney Rainen  
Major Herald D. Bennett  
Captain Walter G. Mitton  
Captain William F. Foster  
1<sup>st</sup> Lt. Robert A. Preciado  
1<sup>st</sup> Lt. Roy E. Huber  
2<sup>nd</sup> Lt. Harold Q. Danford  
1<sup>st</sup> Lt. Raymond L. Wilcovitz, Trial Judge Advocate  
2<sup>nd</sup> Lt. Robert F. Thorne, Assistant Trial Judge Advocate  
1<sup>st</sup> Lt. Fred F. Hill, Defense Counsel  
2<sup>nd</sup> Lt. Karl A. Pfister, Assistant Defense Counsel

Colonel Glantzberg returned from a trip to Headquarters of the Fifteenth Air Force on May 20<sup>th</sup> highly elated by the fact that for the past week the 461<sup>st</sup> had led the Air Force in the percentage of bombing accuracy and had carried the 49<sup>th</sup> Wing into second place in the Wing ratings. The following evening he conducted a big rally in the Group Theatre. There he revealed to the flying and ground personnel what he had learned at Air Force

Headquarters. In his remarks he expressed a firm belief in the ability of the Group to maintain its place at the top of the pile.

(B) Operations.

During the month of May the 461st Group's "Country Club Kids", who had first spread their wings over Europe in April, soared to the top of the Fifteenth Air Force in bombing accuracy. A total of twenty missions were flown. The major targets were Bucharest, Ploesti, and Wiener Neustadt.

On its missions the Group flew 742 sorties for a total of 8,753 combat hours. Early returns totaled 67 planes. Briefed targets were hit with a total of 1,477 tons of bombs. The Group lost seven planes and crews, had one officer and man wounded. Twelve enemy airplanes were destroyed, eight were probably destroyed, and six were damaged.

### **Missions**

#### **Mission No. 17, 1 May 1944 – Klagenfurt Components Factory, Austria (Cancelled)**

#### **Mission No. 17, 2 May 1944 – La Spezia Harbor, Italy**

Primary target was Parma Marshalling Yard, Italy. Alternate targets were any active marshalling yard in North Italy except Florence and Rimini. Colonel Glantzberg led the Wing. Formation ran into overcast at 21,000 feet short of target. After dropping to 18,000 feet to get under overcast, the Colonel lost part of his own Group formation and the remainder of the Wing formation in making a 360° turn at 15,000 feet. Colonel reassembled the eighteen planes left in his formation and bombed La Spezia Harbor with fair results.

Twenty other planes of the Group bombed a total of eight other targets in Northern Italy. Despite the fact that this was the second mission within a month on which the Colonel had lost his formation in weather, had reassembled it above the weather, and had gone on to bomb an alternate target, he was worried as to what the Fifteenth Air Force would think of the Group and Wing accomplishments for the day.

All was forgiven and forgotten when later reports showed that F/O Keith L. Fuller and his co-pilot, F/O Mac L. Lucas, making a single plane attack, had sunk their target of opportunity, a warship in the harbor of La Spezia. The navigator on the plane was 2<sup>nd</sup> Lt. Thomas E. Daly, Jr.; the bombardier was 2<sup>nd</sup> Lt. Rogue Gonzales.

#### **Mission No. 18, 3 May 1944 – Ploesti M/Y, Roumania (Cancelled)**

#### **Mission No. 18, 5 May 1944 – Ploesti M/Y, Roumania**

Major Knapp led the formation on the first mission this Group ever flew to Ploesti. About thirty enemy planes were seen and a few were encountered. There were no claims.

Flak at the target was intense, accurate, and heavy. Crew members were surprised at the amount of flak coming from guns placed in open fields outside the city limits.

Seeing that his target had been hard hit and was completely obscured by smoke, the lead bombardier, Lt. King, swung from his briefed target to the large South Marshalling Yard which was hit with fair results. This decision by Lt. King brought repercussions from the Group Commander, the 49<sup>th</sup> Wing, and the Air Force.

On the return route the formation passed over the defended Bor Mines area and was shot up badly by flak. As a result of this flak the Group brought back its first man killed in action, 2<sup>nd</sup> Lt. Joseph F. Meyers, a bombardier. Two other men were wounded and every airplane in the formation was hit.

### **COMMENDATION**

“FROM: LEE, CO, 49<sup>TH</sup> BOMB WING (H)  
“TO: COMMANDING OFFICER, 451<sup>ST</sup>, 461<sup>ST</sup>, 484<sup>TH</sup> BOMB GROUP.

“I WISH TO ADD MY CONGRATULATIONS TO THE FOLLOWING MESSAGE FROM GENERAL EAKER FOR THE BOMBING CARRIED OUT BY THE FIFTEENTH AIR FORCE THE PAST WEEK: ‘DURING THE PAST WEEK U.S. AND RAF FORCES UNDER YOUR COMMAND CONCENTRATED THEIR EFFORTS, NIGHT AND DAY, AGAINST COMMUNICATIONS AND INDUSTRIAL TARGETS IN BALKANS WITH MOST-SIGNIFICANT RESULTS. THE ENEMY POSITION HAS BEEN GREATLY WEAKENED BY THE SERIOUS INTERRUPTION OF HIS RAIL AND RIVER TRANSPORTATION. THE PRODUCTIVE CAPACITY OF THE GREAT PLOESTI OIL REFINING SYSTEM HAS BEEN REDUCED TO LESS THAN 25% OF ITS NORMAL OUTPUT. ON MAY 5<sup>TH</sup> THE TOTAL TONNAGE OF BOMBS DROPPED BY THE COMBINED AIR FORCES IN THIS THEATRE SINCE 8<sup>TH</sup> NOVEMBER, 1942, PASSED TWO HUNDRED THOUSAND TONS. THIS OCCASION WAS APPROPRIATELY MARKED BY YOUR ATTACK ON PLOESTI ON THAT DATE. PLEASE EXTEND TO THE FIFTEENTH AIR FORCE, AAF, AND 205<sup>TH</sup> GROUP RAF, MY CONGRATULATIONS ON THEIR EFFECTIVE OPERATIONS AGAINST THE GERMAN STRONGHOLDS IN THE BALKANS DURING THE FIRST WEEK IN MAY’”.

### **Mission No. 19, 6 May 1944 – Pitesti M/Y, Roumania**

When Major Applegate, the Group Leader, aborted, his Squadron operations officer, Captain Hoermann, took over the lead. This was the first time that a leader of this Group had aborted. The field order for this mission called for an axis of attack different than that for any other mission previously flown by this Group. Instead of hitting the marshalling yard at an angle, the formation dropped its bombs while flying along the tracks. With an intervalometer setting of 325 feet, the bomb strikes began at the briefed aiming point at one end of the marshalling yard and walked straight down the rows of

tracks a distance of 5500 feet. Because of the intervalometer setting, it was mechanically impossible to drop a large concentration of bombs within 1,000 feet of the briefed aiming point. This mission, nevertheless, was considered highly successful because of the many hits scored the whole length of the target.

**Mission No. 20, 7 May 1944 – Bucharest M/Y, Roumania**

Back to the familiar target area of the Chitila Marshalling Yard of Bucharest, the Group employed practically the same procedure in attacking this target as had been used the previous at Pitesti. The briefed aiming point was in front of a plot of rectangular buildings located near the round house near the northwest end of the marshalling yard. The mission was well led by Captain Goree but the bombs of the first section were somewhat scattered and many of them were to the right of the target. Lt. Faherty, lead bombardier of the second Section, however, rang the bell with a beautiful pattern on the briefed aiming point. Reconnaissance pictures showed the target was hard hit by concentration of 39 per cent of our bombs within 1,000 feet of the briefed aiming point. Only a few enemy airplanes were seen and only three of our bombers were damaged by flak.

**Mission No. 21, 8 May 1944 – Ploesti, Xenia Oil Refinery, Roumania  
(Cancelled)**

**Mission No. 21, 10 May 1944 – Wiener Neustadt Nord A/D, Austria**

Failure to recognize and hit the briefed target on the Group's first mission to the hot target of Wiener Neustadt robbed Lt. Col. Hawes, the Wing and Group leader, of rare distinction. The formation flew through showers over the Adriatic and ran into a front in Yugoslavia. Colonel Hawes led the Wing formation through this front and continued on course. At the initial point part of the formation was hit by enemy fighters, 1<sup>st</sup> Lt. W.C. Wallace, flight leader of the "B" Flight in Second Section, was knocked down and his flight was attacked aggressively by enemy fighters. This was the first airplane from the Group ever lost to fighters. The attack cost the enemy seven planes destroyed, seven probables, and three damaged. The long bomb run, made against a strong headwind, kept the formation eleven minutes in flak. As a result of this mission, Lt. Wallace and his crew were missing; S/Sgt. Joseph F. Nobile, a ball turret gunner, was killed; six other men were injured; and twenty six airplanes were damaged. All the crew members returning from this mission agreed that Wiener Neustadt was as hot as it had been reported.

**Mission No. 22, 12 May 1944 – Marina di Carrara M/Y, Italy**

In anticipation of this mission, Colonel Glantzberg, Lt. Colonel Hawes, Major Lott, and Major Burke attended a special conference conducted by Colonel Loe at Wing Headquarters on 11 May 1944. There they learned the following facts:

- a. "H" hour for the Italian Front had been set for 2300 o'clock of 11 May 1944.

b. All heavy Bomb Groups in the Fifteenth Air Force were assigned to fly two missions against marshalling yards in the Po River Valley area, one in the morning and one in the afternoon, on 12 May 1944.

c. The route out for these missions was planned in such a way as to take nineteen Groups over South-Central Italy to within sight of the bomb line, then west along the bomb line, and then north on the Anzio Beachhead.

In executing this mission, many of the Groups including the 461<sup>st</sup> did not fly the afternoon missions because of bad weather.

The target of the morning mission for our Group was the Castel Maggiere Marshalling Yard. Alternate targets were any active marshalling yard in North Italy except Florence and Rimini. For the third time since the Group became operational, Colonel Glantzberg, leading the Group, was forced to hit an alternate target because of bad weather at the primary. He made five 360° turns in an effort to find the target. Finally a run was made on the marshalling yard at Marina di Carrara. Not much damage was done to the target, but an aluminum plant near the target was hard hit with a beautiful pattern by a flight led by Captain Goree. Even more important, a concentration of enemy munition stores nearby was squarely hit with considerable damage resulting.

#### **Mission No. 23, 13 May 1944 – Imola M/Y, Italy**

Missions of the Fifteenth Air Force on this day followed the general pattern of those for the 12<sup>th</sup> of May. The target assigned to this Group was the marshalling yard at Faenza. From the initial point at Marradi the lead bombardier, Lt. Murphy, picked up the wrong target. As a result, the Group bombed the marshalling yard at Imola, which is but a short distance northwest of Faenza on the Rimini-Florence Railway Line. A beautiful bombing pattern covered the target with 28 per cent of the bombs within a 1,000 feet of the briefed aiming point. As was the case on the previous day, no enemy airplanes were seen. This was the first mission the Group had flown without one or more early returns.

#### **Mission No. 24, 14 May 1944 – Padua M/Y, Italy**

The whole Air Force was still hammering away at the marshalling yards in Northern Italy. The target for this mission was a marshalling yard at Padua that was heavily defended by anti-aircraft guns. The lead bombardier, Captain Leffler, turned in a superior job with 60 percent of the bombs dropped falling within a 1,000 feet of the briefed aiming point. Again no enemy aircraft were seen, but thirty-two of the thirty-six planes over the target were hit by flak and one man was injured.

#### **Mission No. 25, 17 May 1944 – Porto Ferrajo Steel Mill and Harbor (Elba Island)**

Continued good weather and good bombing marked this mission. From a coordinate in the Tyrrhenian Sea as an initial point, the bomb run resulted in a splendid pattern and a score of 29 per cent. The steel mill and some of the harbor installations were hard hit. Lt. Stiles was the lead bombardier on this mission.

### **Mission No. 26, 18 May 1944 – Belgrade Zemun A/D, Yugoslavia**

Strategy of the Fifteenth Air Force suddenly switched the Bomb Groups on this date from the marshalling yards in Northern Italy to the Oil Refineries at Ploesti. Bad weather prevented the Group from getting to their primary target, Xenia Oil Refinery at Ploesti, Roumania. The target selected for bombing was the now familiar alternate and last resort target, the Belgrade Zemun A/D in Yugoslavia. Above a solid undercast Colonel Glantzberg led the Group in such a way as to make it possible to drop the bombs on the center of the most concentrated flak area. The results were unobserved.

### **Mission No. 27, 19 May 1944 – Rocco Viaduct, Italy**

The Rocco Viaduct, on the main railroad line from Genoa to Rome, was the first bridge attacked by the Group as a primary target. Part of the bomb load for this mission was 2,000 pound general purpose bombs. This was the first time bombs this large had been used by the Group.

Crews were briefed to hit this target by flights. When they arrived at the target area, they found the viaduct obscured by 9/10 undercast. No flak at the target permitted the flights to circle and make repeated bomb runs on the target. Lt. Colonel Hawes, who led the formation, made eight passes at the target, the last one from 3,000 feet. Some flights abandoned the target in search of targets of opportunity. No hits were scored on the target. Enemy fighters in Northern Italy were still conspicuous by their absence.

### **Mission No. 28, 22 May 1944 – Piombino Harbor Area, Italy**

Against the supply dumps and harbor installations at Piombino the Group carried incendiary clusters for the first time. The weather over the target was CAVU. Major Burke, the formation leader, maintained his record of leading highly successful missions when the crews laid down a superior formation pattern directly on the target. Only two enemy airplanes were seen on this mission. For the second time during the month there were no early returns.

1<sup>st</sup> Lt. James T. Bennett, who was being checked out as a flight leader by Flight Leader 1<sup>st</sup> Lt. Edward W. Peterson, and his crew were lost on this mission. The plane left the formation at the initial point in the Tyrrhenian Sea and was not seen again.

### **Mission No. 29, 23 May 1944 – Subiaco Road Junction, Italy**

The Group was assigned on a tactical mission in support of the Ground Forces in Italy who were pushing the enemy northward. The target was a highway junction at the foot of a steep hill in a deep narrow valley. Ground maps were used instead of target charts. Crossing over a series of mountain ridges, the Group found its target despite an eight-tenths undercast. Sixty-seven per cent of the bombs dropped on this target were within 1,000 feet of the center of impact.

### **Mission No. 30, 24 May 1944 – Wiener Neustadt Wollersdorf A/D, Austria**

Another mission to Wiener Neustadt, this time with Colonel Glantzberg leading the Wing. The possible success of this mission was ruined by excessive cloud coverage of the target plus the fact that oil, which had leaked from a line on the nose turret guns, froze and obscured the vision of Captain Leffler, lead bombardier. Overshooting the target on the first run, the Group made a 360° circle, lost the other Groups in the formation, and made another run. Because of crippled planes in the formation, the lead ship dropped its bombs rather than make a third run on the target.

Again there was fighter opposition and intense flak. Thirty planes were encountered and the following claims were scored: two destroyed, one probable and three damaged. Twenty-three of our planes were hit by flak and two were lost. Flight leader 1<sup>st</sup> Lt. Robert S. Bigelow with the 766<sup>th</sup> Squadron Operations Officer, Captain John W. Dickenson as co-pilot, was lost to flak over the target. 2<sup>nd</sup> Lt. William R. Diggs lost an engine to flak over the target, dropped out of formation, and was not seen again. The Wiener Neustadt target was still rough

#### **Mission No. 31, 25 May 1944 – Carnoules M/Y, France**

The Fifteenth Air Force suddenly swung to France for targets. In the absence of both flak and fighters with CAVU weather, the Group got 35 per cent of its bombs within 1,000 feet of the briefed aiming point on the marshalling yard and the roundhouse at Carnoules, France.

#### **Mission No. 32, 26 May 1944 – Lyon/Vaise M/Y, France**

Back again to France, this time to Lyon-Vaise Marshalling Yard. Again the weather was CAVU, there was no flak, only two enemy aircraft were seen, and Major Burke turned in another excellent mission when the Group dropped 54 per cent of its bombs within a 1,000 foot circle.

On this mission Flight Leader 1<sup>st</sup> Lt. Marion C. Mixson furnished a splendid example of the determined aggressiveness with which this Group was handing out damage to the enemy. Flying as co-pilot while checking out 2<sup>nd</sup> Lt. Robert G. Wester as a first pilot, Lt. Mixson was forced to turn back from the mission when he lost an engine over the Tyrrhenian Sea. Instead of dropping his bombs in the water or returning them to Base, he went looking for a target of opportunity. After passing up two targets, the navigator, 2<sup>nd</sup> Lt. Paul Dietrick, saw a long convoy of enemy vehicles. The bombardier, 2<sup>nd</sup> Lt. James Colavito Jr., threw a road block in front of the convoy which was then strafed by RAF spitfires.

#### **Mission No. 33, 27 May 1944 – Salon de Provence A/D, France**

This mission to France was different from the previous two in that extremely accurate heavy flak greeted the Group at landfall on the French Coast. This time the target was the airdrome at Salon de Provence, a nest for Ju-88s that had been raiding shipping in the Mediterranean.

The score for the mission was 24 per cent. 2<sup>nd</sup> Lt. Gerald J. Maroney's plane was damaged by flak and left the formation. When last seen, the plane was heading north over France.

**Mission No. 34, 29 May 1944 – Wiener Neustadt Werke 1, Austria**

Wiener Neustadt again. This was Lt. Colonel Hawes's second trip to this target as Group Leader, and Lt. Strong's second trip as lead pilot. The field order dispatched thirteen Groups of the Air Force to the airplane manufacturing and servicing installations on both the Nord and Wollersdorf Airdromes. Our target was Werke 1 on the Nord Field. The 461<sup>st</sup> Group was one of the last Groups to arrive over the target. After the Group was on its bomb run, it was necessary to change course because of the possibility of being dropped through by another group flying directly overhead. As Lt. Strong pulled the formation to the right, the lead bombardier Lt. King released his bombs on the four buildings nearest the line on Wollersdorf Field.

As a result of the bombing done by the thirteen Groups, Wiener Neustadt really burned. As combat crew members looked back when leaving the target area, they were convinced it would be a long time before they would have to return again to the target they disliked more than any other target to which they had been assigned. Again flak was intense, accurate, and heavy over a large area, and the enemy fighters were aggressive. Our gunners claimed three enemy airplanes destroyed without any losses to our Group. The combat crews flying the mission were enthusiastic about the coverage given by our fighter escort.

**Mission No. 35, 30 May 1944 – Wels A/C Factory, Austria**

At Wels, Austria, the Group had the new and pleasant experience of attacking an aircraft factory at which there was no flak. Neither were fighters seen on this mission. The lead navigator, Lt. Dusenberry, carefully kept the group out of range of the heavily defended areas close to the target. The lead bombardier, Lt. Murphy, completely sprayed the target with incendiaries to give the lead pilots, Major Applegate and Lt. Specht, a superior mission.

**Mission No. 36, 31 May 1944 – Concordia Vega Oil Refinery – Ploesti, Roumania**

On the last day of the month the Group made its second trip to the month to Ploesti. In defense of the target, the enemy added smoke screens to his aggressive fighter resistance and flak concentration. Despite this resistance Captain Leffler got a score of 27 per cent for the mission.

2<sup>nd</sup> Lt. Samuel N. Norris got his damaged plane back to the Island of Brac, where he and his crew were forced to bail out. 2<sup>nd</sup> Lt. George N. Ryder Jr. attempted to bail his crew out on the Island of Vis, but they missed the Island. The crew members landed in the water and all of them are believed to be lost.

**COMMENDATION**



“FROM: LEE, CO, 49<sup>TH</sup> BOMB WING (H), APO 520  
 “TO: COMMANDING OFFICER, 451<sup>ST</sup>, 461<sup>ST</sup>, 484<sup>TH</sup> BOMB GROUP (H), APO 520.

“THE FOLLOWING TELETYPE IS QUOTED FOR YOUR INFORMATION. RECOGNITION OF YOUR ACCOMPLISHMENT BY THE COMMANDER IN CHIEF OF THE UNITED STATES STRATEGIC AIR FORCES IN EUROPE, LIEUTENANT GENERAL SPAATZ, IS PASSED TO YOU WITH MY MOST SINCERE CONGRATULATIONS ADDED THERETO. ‘WEIGHT AND EFFECTIVENESS OF YOUR ATTACKS DURING THE PAST MONTH REPRESENT FULL EXPLOITATION OF THE POWER WITHIN YOUR FORCE. THESE ATTACKS HAVE NOT ONLY CONTINUED THE EXCELLENT OPERATIONS OF PREVIOUS MONTHS IN WEARING DOWN THE GERMAN AIR STRENGTH, WHICH STANDS GUARD OVER THEIR WAR MACHINE, BUT HAVE STRUCK HEAVILY AT ITS HEART. PARTICULARLY SUCCESSFUL HAVE BEEN THE ATTACKS ON THE ENEMY’S LIMITED OIL RESOURCES, BOTH AGAINST PLOESTI REFINERIES AND THE SYNTHETIC OIL PLANTS IN GERMANY. PLEASE EXTEND MY COMMENDATIONS TO THE AIR CREWS AND ALL OTHER OF YOUR COMMAND RESPONSIBLE FOR THESE OPERATIONS’”.

“FROM: LEE, CO, 49<sup>TH</sup> BOMB WING (H), APO 520.  
 “TO: COMMANDING OFFICER, 451<sup>ST</sup>, 461<sup>ST</sup>, 484<sup>TH</sup> BOMB GROUP (h), APO 520.

“THE FOLLOWING TELETYPE IS QUOTED FOR YOUR INFORMATION. ‘CITE RAF BAKER 27 THE TERRIFIC DESTRUCTION INFLICTED ON THE ENEMY BY UNITS OF THE FIFTEENTH AIR FORCE ON 29 AND 30 MAY IS A RECORD WITHOUT PRECEDENCE ANYWHERE. LET US KEEP THIS HIGH STANDARD OF ATTAINMENT AS OUR GOAL. THE HUN CAN’T TAKE IT.’”

MISSING IN ACTION

<u>Rank</u>	<u>Name</u>	<u>Home Town</u>	<u>Date</u>	<u>Mission Target</u>
1 <sup>st</sup> Lt.	William C. Wallace	Los Angeles, Cal.	10/5/44	Wiener Neustadt
2 <sup>nd</sup> Lt.	Henry S. Towne	Ramsey, N.J.	10/5/44	Wiener Neustadt
2 <sup>nd</sup> Lt.	Virgil S. Miles	Dighton, Kans.	10/5/44	Wiener Neustadt
2 <sup>nd</sup> Lt.	William E. Ryder	Santa Cruz, Cal.	10/5/44	Wiener Neustadt
S/Sgt.	Alfred H. Allen	Henderson, Texas	10/5/44	Wiener Neustadt
S/Sgt.	Anthony Catalano	North Berger, N.J.	10/5/44	Wiener Neustadt
Sgt.	Joseph R. Baca	Santa Fe, N.M.	10/5/44	Wiener Neustadt
S/Sgt.	Edward E. Cussen	Sioux City, Ia.	10/5/44	Wiener Neustadt
Sgt.	Harry Chabin	Mahanoy Plane, Pa.	10/5/44	Wiener Neustadt
Sgt.	Robert E. Hogan	Columbus, Indiana	10/5/44	Wiener Neustadt
1 <sup>st</sup> Lt.	James T. Bennett	Janesville, Cal.	22/5/44	Piombino
1 <sup>st</sup> Lt.	Edward W. Peterson	Chicago, Ill.	22/5/44	Piombino

2 <sup>nd</sup> Lt.	Robert W. Owen	Spokane, Wash.	22/5/44	Piombino
2 <sup>nd</sup> Lt.	Albert A. Bartlett	Pagosa Springs, Colo.	22/5/44	Piombino
S/Sgt.	Richard C. Werner	Medfield, Mass.	22/5/44	Piombino
S/Sgt.	Otto W. Harzdorf	Detroit, Mich.	22/5/44	Piombino
S/Sgt.	Lloyd G. Ivy	London, Texas	22/5/44	Piombino
S/Sgt.	Carl J. Berends	Englewood, Kansas	22/5/44	Piombino
S/Sgt.	John E. Evans	Brookville, Pa.	22/5/44	Piombino
S/Sgt.	Don B. Frehulfer	Leighton, Pa.	22/5/44	Piombino
Capt.	John W. Dickinson	Memphis, Tenn.	24/5/44	Wiener Neustadt
1 <sup>st</sup> Lt.	Robert S. Bigelow	Roswell, N.M.	24/5/44	Wiener Neustadt
2 <sup>nd</sup> Lt.	Floyd E. Fisher	Ottunwa, Ia.	24/5/44	Wiener Neustadt
2 <sup>nd</sup> Lt.	William J. Muller	Louisville, Ky.	24/5/44	Wiener Neustadt
S/Sgt.	Edwin A. Rudisill	Long Beach, Cal.	24/5/44	Wiener Neustadt
S/Sgt.	Joseph P. Tarpey	Dunellen, N.J.	24/5/44	Wiener Neustadt
S/Sgt.	Robert C. Lane	Los Angeles, Cal.	24/5/44	Wiener Neustadt
S/Sgt.	John M. Hourican	Astoria, L.I., N.Y.	24/5/44	Wiener Neustadt
S/Sgt.	Frank P. Caron	Long Beach, Cal.	24/5/44	Wiener Neustadt
S/Sgt.	Michael T. Paccione	Brooklyn, N.Y.	24/5/44	Wiener Neustadt
2 <sup>nd</sup> Lt.	William R. Diggs	Harvard, Ill.	24/5/44	Wiener Neustadt
2 <sup>nd</sup> Lt.	Donald W. Hylton	Bakersfield, Cal.	24/5/44	Wiener Neustadt
2 <sup>nd</sup> Lt.	Kenneth S. Boggs	Altoona, Pa.	24/5/44	Wiener Neustadt
2 <sup>nd</sup> Lt.	David J. Ashby Jr.	Memphis, Tenn.	24/5/44	Wiener Neustadt
S/Sgt.	Walter E. Jazwa	Brooklyn, N.Y.	24/5/44	Wiener Neustadt
S/Sgt.	Mike G. Kuhar	Warren, Ohio	24/5/44	Wiener Neustadt
Cpl.	Gerals A. Bombardier	St. Albans, Vt.	24/5/44	Wiener Neustadt
Sgt.	Gust A. Karalis	Chicago, Ill.	24/5/44	Wiener Neustadt
Sgt.	Roy V. Allen	Hermliugh, Texas	24/5/44	Wiener Neustadt
Sgt.	Lester W. Shea Jr.	Stuyvessant, N.Y.	24/5/44	Wiener Neustadt
2 <sup>nd</sup> Lt.	Gerald J. Maroney	Jamaica, N.Y.	27/5/44	Salon
1 <sup>st</sup> Lt.	Winston J. Lawrence	Wellesley, Mass.	27/5/44	Salon
2 <sup>nd</sup> Lt.	Paul A. Golden	Archibald, Pa.	27/5/44	Salon
2 <sup>nd</sup> Lt.	Warren R. Mudge	East Norwalk, Conn.	27/5/44	Salon
S/Sgt.	Harold G. Steele	La Grange, Tex.	27/5/44	Salon
S/Sgt.	Donald E. Ellis	Audubon, N.J.	27/5/44	Salon
S/Sgt.	Alvin L. Raines	Ferguson, Mo.	27/5/44	Salon
S/Sgt.	Owen B. Streeper	Normal, Ill.	27/5/44	Salon
S/Sgt.	Benjamin H. Norrid	Union City, Pa.	27/5/44	Salon
Sgt.	Leon Zinner	Monticello, N.Y.	27/5/44	Salon
2 <sup>nd</sup> Lt.	George N. Ryder Jr.	Denver, Colo.	31/5/44	Ploesti
2 <sup>nd</sup> Lt.	Wayne A. Kretchmar	Venturia, N.D.	31/5/44	Ploesti
2 <sup>nd</sup> Lt.	Easton W. Duval Jr.	Austin, Texas	31/5/44	Ploesti
2 <sup>nd</sup> Lt.	Billy K. Isbell	Charleston, Ill.	31/5/44	Ploesti
S/Sgt.	Julius J. Bryson Jr.	Greensboro, N.C.	31/5/44	Ploesti
S/Sgt.	Raymond H. Bourgeois	Gramercy, La.	31/5/44	Ploesti
S/Sgt.	James H. Williams	Kingsland, Ark.	31/5/44	Ploesti
S/Sgt.	Robert D. McIntire	St. Louis Park, Minn.	31/5/44	Ploesti
S/Sgt.	Charles F. Doane	San Diego, Cal.	31/5/44	Ploesti
S/Sgt.	Bud W. Armstrong	Shattuck, Okla.	31/5/44	Ploesti
2 <sup>nd</sup> Lt.	Samuel N. Norris	Owensboro, Ky.	31/5/44	Ploesti
2 <sup>nd</sup> Lt.	Edwin Bauman	Sonoma, Cal.	31/5/44	Ploesti

2 <sup>nd</sup> Lt.	Everette Kamps	Richmond Hill, N.Y.	31/5/44	Ploesti
1 <sup>st</sup> Lt	Edmund F. Stefenson	Richmond Hill, N.Y.	31/5/44	Ploesti
S/Sgt	Joseph S. Curtin	Brooklyn, N.Y.	31/5/44	Ploesti
S/Sgt	Harry P. Raniere	East Orange, N.J.	31/5/44	Ploesti
S/Sgt	Jefferson L. Ferrell	Nashville, Tenn.	31/5/44	Ploesti
S/Sgt	Arthur L. Bindrim	Miami, Fla.	31/5/44	Ploesti
S/Sgt	Bufort E. Cullen	Pinnacle, N.C.	31/5/44	Ploesti
S/Sgt	Glen P. DeSpain	New London, Ia.	31/5/44	Ploesti

Missing in Action Reports (returned)

<u>Name</u>	<u>MIA Date</u>	<u>Target</u>	<u>Returned Date</u>
Oscar R. Ives	2 April '44	Bihac	12 May '44

When M/Sgt. Ives returned, he reported as dead the following members of Lt. Zumsteg's crew: Co-pilot, 2<sup>nd</sup> Lt. John C. Fuller Jr.; navigator, 2<sup>nd</sup> Lt. Joseph J. Repko; bombardier, 2<sup>nd</sup> Lt. George M. Felber; gunner, S/Sgt. Woodrow P. Clayton. M/Sgt. Ives knew nothing concerning the other five members of the crew.

Missing in Action Reports (Prisoners)

<u>Rank</u>	<u>Name</u>	<u>MIA Date</u>	<u>Target</u>
2 <sup>nd</sup> Lt.	Sidney S. Wilson	2 April '44	Bihac
S/Sgt.	Earl B. Blalock	13 April '44	Budapest
2 <sup>nd</sup> Lt.	Philip J. Caroselli	13 April '44	Budapest
S/Sgt.	Clayton A. Childs Jr.	13 April '44	Budapest
S/Sgt.	Harry E. Bean	13 April '44	Budapest
2 <sup>nd</sup> Lt.	Robert D. Hovey	13 April '44	Budapest
Cpl.	Charles A. Humphress	13 April '44	Budapest
Sgt.	Standley A. Kosierowski	13 April '44	Budapest
S/Sgt	Richard G. Lyke	13 April '44	Budapest
2 <sup>nd</sup> Lt.	Ralph M. McKinney	13 April '44	Budapest
Sgt.	Even G. Modellin	13 April '44	Budapest
S/Sgt	John V. Moreno	13 April '44	Budapest
2 <sup>nd</sup> Lt.	George E. Reed	13 April '44	Budapest
S/Sgt	John F. Reynolds	13 April '44	Budapest
2 <sup>nd</sup> Lt.	Jack R. Severns	13 April '44	Budapest
2 <sup>nd</sup> Lt.	Kay B. Steele	13 April '44	Budapest
Sgt.	Merle A. Troup	13 April '44	Budapest
Sgt.	Myron T. Yaw	13 April '44	Budapest
S/Sgt	Joseph B. Zippilli	13 April '44	Budapest
T/Sgt.	John F. Gibbons	16 April '44	Belgrade
2 <sup>nd</sup> Lt.	James Love	16 April '44	Belgrade
S/Sgt	Buren H. Storts	16 April '44	Belgrade
Sgt.	Joseph C. Brlansky	24 April '44	Bucharest
Sgt.	John H. Householder	24 April '44	Bucharest

S/Sgt	Charles M. Martin Jr.	24 April '44	Bucharest
1 <sup>st</sup> Lt.	Forrest D. Nixon Jr.	24 April '44	Bucharest
Sgt.	Leonard E. Slayton	24 April '44	Bucharest
Sgt.	Edward P. Ward	24 April '44	Bucharest
2 <sup>nd</sup> Lt.	Sammy A. West	24 April '44	Bucharest

(C) Photo Section.

The enclosed photographs accompany this History for the month.

(D) Special Accounts.

a. Awards and Decorations.

HEADQUARTERS  
FIFTEENTH AIR FORCE  
APO 520

GENERAL ORDERS

7 May 1944.

NUMBER 376

EXTRACT

SECTION III – AWARDS OF THE SILVER STAR

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

DAVID P. McQUILLAN, 0-793139, Captain, Air Corps, 767<sup>th</sup> Bombardment Squadron, 461<sup>st</sup> Bombardment Group, United States Army. For gallantry in action as pilot of a B-24 type aircraft. On 13 April 1944, enroute to bomb an important enemy industrial center in Hungary, Captain McQuillan encountered severe mechanical difficulties rendering one (1) engine inoperative, but in spite of this he continued to the target. Over the objective intense enemy opposition was met, and despite heavy anti-aircraft fire and persistent attacks from approximately fifty (50) enemy fighters, he remained on course for a highly successful bombing run inflicting grave damage to enemy installations. Leaving the target area, Captain McQuillan observed a seriously damaged ship drop from the formation ahead of his, and under constant attack from enemy aircraft, still in the flak area, he dropped behind to give the stricken ship the support of his available firepower. Not until the damaged aircraft disappeared into the safety of the clouds, and his gunners destroyed one (1) enemy aircraft, did Captain McQuillan rejoin his formation for a safe return to base without further damage. By his conspicuous gallantry, professional skill, and devotion to duty, Captain McQuillan has reflected great credit upon himself and the Armed Forces of the United States of America. Residence at appointment: Norristown, Pennsylvania

By order of Major General TWINING:

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

OFFICIAL:

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

GENERAL ORDERS

19 May 1944.

NUMBER 539

EXTRACT

SECTION X – AWARDS OF THE Soldier's Medal

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

3. For heroism at voluntary risk of life at an Allied airfield in Italy on 20 April 1944. These officers noticed a B-24 type heavy bombardment aircraft crash on take-off and catch fire. Rushing to the scene, they effectively extinguished the fire and rescued the remaining crew members despite the danger of imminent explosion from a full load of high explosive bombs and gushing fuel from the ruptured gasoline tanks of the wrecked plane. It was later ascertained that six (6) of the heavy demolition bombs had torn loose from the racks and were in fully armed position, greatly adding to the hazards involved. By their heroism in gallantly risking their lives to save the lives of others, together with their courage and devotion to duty, these officers have reflected great credit upon themselves and the Armed Forces of the United States of America.

JAMES C. DOOLEY, 0-431130, Captain, Air Corps, 766<sup>th</sup> Bombardment Squadron, 461<sup>st</sup> Bombardment Group. Residence at appointment: Dilley, Texas.

ROWLAND A. BOONE, 0-504353, First Lieutenant, Air Corps, 766<sup>th</sup> Bombardment Squadron, 461<sup>st</sup> Bombardment Group. Residence at appointment: Henet, California.

By order of Major General TWINING:

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

OFFICIAL:

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

NUMBER 758

EXTRACTSECTION III – AWARDS OF THE DISTINGUISHED FLYING CROSS

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

For extraordinary achievement and heroism while participating in aerial flight. On 6 April 1944, these men were flying as Command Pilot, Pilot and Engineer of a B-24 type aircraft on a particularly hazardous mission against vital enemy aircraft factories and installations in Yugoslavia. While over the target, a malfunction developed in the bomb racks which made it necessary to retain the load until the ship reached the Yugoslav coast where the bombs could be safely jettisoned in the sea. As the bombs were released, several exploded in the bomb-bay and one (1) under the nose, forcing three (3) men to bail out and perforating the fuel lines, which filled the bomb-bay with gasoline and hydraulic fluid. In seconds, the escaped gas and fluid ignited and the entire waist section was engulfed in flames. Completely disregarding the grave danger and personal risk involved, Sergeant McGaugh, after ascertaining that the other gunners were safe, coolly and efficiently fought the fire, finally extinguishing it, thus enabling the pilot and co-pilot, by means of expertly accomplished maneuvers, to keep the ship aloft. Fighting to retain control of the crippled aircraft, with complete cooperation, the pilot and co-pilot skillfully brought their ship to friendly territory, where, after ascertaining that a safe landing could not be made, all members parachuted to safety. By their outstanding courage, professional skill and devotion to duty, as evidenced throughout their combat careers, these men have reflected great credit upon themselves and the Armed Forces of the United States of America.

ROBERT E. APPLGATE, 0-22933, Major, Air Corps, 765<sup>th</sup> Bombardment Squadron, 461<sup>st</sup> Bombardment Group, United States Army. Residence at appointment: Cincinnati, Ohio.

JOHN K. SPECHT, 0-745968, First Lieutenant, Air Corps, 765<sup>th</sup> Bombardment Squadron, 461<sup>st</sup> Bombardment Group, United States Army. Residence at appointment: Oxnard, California.

EVERETT D. MCGAUGH, 18168340, Staff Sergeant, Air Corps, 765<sup>th</sup> Bombardment Squadron, 461<sup>st</sup> Bombardment Group, United States Army. Residence at appointment: Fayetteville, Arkansas.

By order of Major General TWINING:

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

OFFICIAL:

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

b. Promotions.

ENLISTED MEN

Headquarters 461<sup>st</sup> Bombardment Group (T/O 1-112 as amended)

1 May 1944

<u>MOS</u>	<u>NAME</u>	<u>ASN</u>	<u>GRADE</u>
(070)	Cole, Leonard O. Jr.	37606072	Pvt to Pfc
(521)	Ward, Kenneth J.	32777669	Pvt to Pfc
(060)	Dixon, Walter E.	37324158	Pfc to Cpl
(405)	Tober, Norman F.	36595486	Pfc to Cpl
(405)	Lazuk, Alexander (nmi)	31342125	Sgt to S/Sgt

15 May 1944

(502)	Spagnoletti, Andrew A.	11045189	S/Sgt to T/Sgt
(898)	Martin, Gerald (nmi)	39529220	S/Sgt to T/Sgt

OFFICERS

17 May 1944	John A. Wagener	Group Communications Officer	From Captain to Major
17 May 1944	Sydney S. Spivack	Assistant Group Combat Intelligence Officer	From First Lieutenant to Captain
17 May 1944	Stanhope E. Elmore	Group Weather Officer	From Second Lieutenant to First Lieutenant

c. Changes in Personnel.

Hq., 461<sup>st</sup> Bomb Gp, APO 520, U.S. Army, 2 May 1944, SO No 21, Par 4. "1<sup>ST</sup> LT (4000) MORTON R. ZUCKER, 0919908, is reld fr asgd to the 767<sup>th</sup> Bomb Sq and is reasgd to Hq 461<sup>st</sup> Bomb Gp." (Lt. Zucker had been on DS from the 767<sup>th</sup> Squadron to Headquarters where had served as Assistant S4. After his assignment to the Group he continued in that capacity.)

Hq, 461<sup>st</sup> Bomb Gp, APO 520, U.S. Army, 21 May 1944, SO No 31, Par 7. "nder the provisions of SEC V, NATOUSA, Cir No. 100, 30 May 1943, LT COL EDWIN W. GROGAN, 0274185, Hq 461<sup>st</sup> Bomb Gp, is designated as investigating officer for this Headquarters, to investigate and report upon all accidents and incidents referred to him

for investigation by the Commanding Officer, 461<sup>st</sup> Bomb Gp, except investigations under the provisions of Article of War 70 and Patagraph 35 a, Manual of Courts-Martial, 1928. LT COL EDWIN W. GROGAN, 0274185, is also designated as the board of one officer in any case within the provisions of Article of War 105, and will likewise constitute the investigating officer, the board of officers or surveying officer required by Army Regulations for the investigation of any accident involving death, personal injury, or property loss or damage. Each investigation will be conducted with complete and careful compliance with provisions of Section VI, NATOUSA, Cir No. 100 and Par 8, AR 25-20. /Par 5, SO 6, cs, this Hq, is hereby terminated/.”

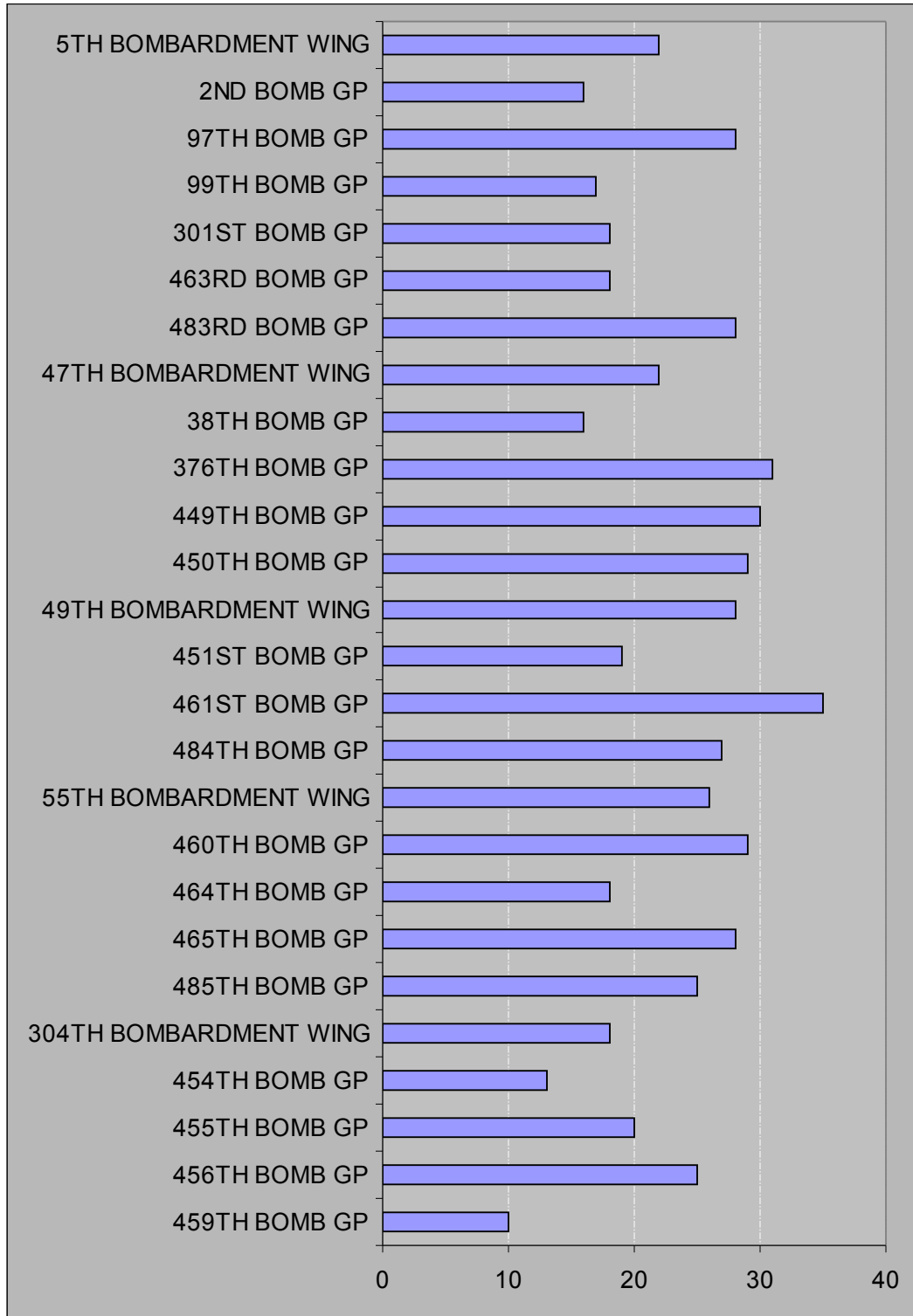
Hq, 461<sup>st</sup> Bomb Gp, APO 520, U.S. Army, 21 May 1944, SO No 31, Par 2.  
“Pursuant to Par 2, SO 43, Hq 49<sup>th</sup> Bomb Wing (H), dtd 19 May 44, 1<sup>st</sup> Lt. (4532) DONALD L. STANFORTH, 01554978,, Ord, is asgd to Hq 461<sup>st</sup> Bomb Gp and is hereby designated asst gp Ord O.”

Hq, 461<sup>st</sup> Bomb Gp, APO 520, U.S. Army, 24 May 1944, SO No. 32, Par 5.  
“Pursuant to Par 1, SO 41, Hq 49<sup>th</sup> Bomb Wing (H), dtd 15 May 44, 1<sup>st</sup> Lt. HANLEY M. NORINS, 0-2044554, is asgd to Hq 461<sup>st</sup> Bomb Gp(H).: (Lt. Norins became Base Flight Control Officer).

Hq, 461<sup>st</sup> Bomb Gp, APO 520, U.S. Army, 25 May 1944, SO No 33, Par 1. “S SGT (612) WILLIAM E. SHIFFERMILLER, 35134590, 767<sup>th</sup> Bomb Sq, is hereby placed on DS with Hq 461<sup>st</sup> Bomb Gp and will report to CO thereof for dy.” (On 30 May S Sgt Shiffermiller was placed on DS at Hq Fifteenth Air Force for four (4) days to receive special instruction in gunnery. Upon his return he was eventually made the Non-Commissioned Gunnery Officer of the Group.)



FIFTEENTH AIR FORCE  
**BOMBING ACCURACY**  
 (PERCENT OF BOMBS DROPPED FALLING WITHIN 1,000' OF BRIEFED AIMING POINT)  
 MAY 1944



	MAY				
	764TH	765TH	766TH	767TH	GROUP
<b>SORTIES</b>					
NO. AIRCRAFT AIRBORNE	186	187	178	191	742
LESS NON-EFFECTIVE SORTIES	24	22	20	22	88
NO. EFFECTIVE SORTIES	162	165	158	169	654
% AIRBORNE EFFECTIVE	87%	88%	89%	88%	88%
AVE. NO. ACFT. AIRBORNE PER MISSION	9.3	9.4	8.9	9.1	36.7
<b>EARLY RETURNS</b>					
MECHANICAL FAILURES	19	13	14	12	58
PERSONNEL FAILURES	1	0	0	0	1
WEATHER	0	0	0	0	0
% AIRBORNE RETURNING EARLY	9	7	8	6	8
<b>BOMB TONNAGE</b>					
NO. AIRBORNE	415	414	399	432	1660
DROPPED OVER TARGET	364	368	358	387	1477
% AIRBORNE DROPPED O/T	88%	89%	90%	90%	89%
<b>VICTORIES</b>					
DESTROYED	9	6	1	1	17
PROBABLES	4	3	1	2	10
DAMAGED	1	0	1	0	2
VICTORIES PER LOSS	2.2	3.3	1.0	0.5	4.1
VICTORIES PER 100 SORTIES	5.6	3.6	0.6	0.6	2.6
<b>LOSSES</b>					
TO ANTI-AIRCRAFT	1	1	1	1	4
TO ENEMY AIRCRAFT	1	0	0	0	1
OTHER COMBAT LOSSES	0	1	0	1	2
TOTAL	2	2	1	2	7
TO A/A PER 100 SORTIES	0.6	0.6	0.6	0.6	0.6
TO E/A PER 100 SORTIES	0.6	0	0	0	0.2
<b>FLYING TIME</b>					
COMBAT HOURS FLOWN	1271	1309	1227	1368	5175
NON-COMBAT HOURS FLOWN	83	156	93	103	435
TOTAL	1354	1465	1320	1471	5610
HRS. PER OPER. ACFT	149	158	136	121	140
HRS. PER OPER. CREW	85	86	93	105	92
COMBAT HRS. PER OPER. CREW	79	77	88	98	85
<b>AIRCRAFT</b>					
AVERAGE NO. ASSIGNED	15.7	15.0	14.4	15.4	60.5
AVERAGE NO. OPERATIONAL	9.1	9.3	9.7	12.1	40.2
% OPERATIONAL	58	62	67	79	66
NO. EFFECTIVE SORTIES PER ACFT. ASGD.	10.3	11	11	11	10.8
<b>CREWS</b>					
AVERAGE NO. ASSIGNED	17	18	16	17	68
AVERAGE NO. OPERATIONAL	16	17	14	14	61
% OPERATIONAL	94	94	87	82	90
NO. EFFECTIVE SORTIES PER CREW ASGD.	9.5	9.2	9.9	9.9	9.6

461 <sup>ST</sup> BOMB GP (H) MISSION SUMMARY MAY 1944																									
MISS NO	DATE	TARGET	1 <sup>ST</sup> ATTACK UNIT LEADERS	1 <sup>ST</sup> ATTACK UNIT DEP	2 <sup>ND</sup> ATTACK UNIT LEADERS	AC TO	BELLY KINS	AC	W/LA	SPZSA	BOBT	TONS DMT	W/N	WEATHER	AA	EAC	CLAIMS	A/C	A/C	A/C	MA	CASUALTY	RATING	REMARKS	
17	5-24	LA SPEZIA HARBOUR, ITALY	COL GLANTZBERG LT DONOVAN LT BERNAN LT FRISBERG CAPT FRUIT	CAPT DOOLEY LT BERNAN LT FRISBERG LT SULLIVAN	CAPT BERGMANN LT FRISBERG LT FRISBERG LT FRISBERG	39	1	34	NO	NO	38	NO	NO	NO	NO	0	0	0	0	0	0	0	0	FAIR	6-17 TONS OR OTHER TARGETS WAGERED POOR
18	5-24	ROUMANIA	CAPT DOOLEY LT ALBERT LT FRISBERG LT SULLIVAN	CAPT DOOLEY LT ALBERT LT FRISBERG LT SULLIVAN	CAPT DOOLEY LT DELAMETER LT FRISBERG LT FRISBERG	36	2	34	NO	NO	34	NO	NO	CAVU	EA-H	38	0	0	0	0	0	0	0	FAIR	FRESH FATALITY
19	5-24	PRISTINA, ROUMANIA	CAPT BERGMANN LT DELAMETER LT FRISBERG LT FRISBERG	CAPT DOOLEY LT LUCAS LT FRISBERG LT DALY	CAPT DOOLEY LT MADDOGALL LT FRISBERG LT FRISBERG	38	4	34	NO	NO	34	NO	NO	CAVU	EA-H	10	0	0	0	0	0	0	0	EXCELLENT	MAJ APPLICANT'S REPORTS ADMIRABLE INTERVALMENT BETWEEN RETURN OF 22
20	5-24	BUCHAREST, ROUMANIA	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT MCQUELLAN LT FRISBERG LT FRISBERG LT FRISBERG	36	1	33	NO	NO	33	NO	NO	BAZE	EA-H	1	0	0	0	0	0	0	0	EXCELLENT	
21	5-24	WIESEN NEUSTADT, AUSTRIA	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT DOOLEY LT MADDOGALL LT FRISBERG LT FRISBERG	MAJ APPLICATE LT FRISBERG LT FRISBERG LT FRISBERG	37	4	33	NO	NO	33	NO	NO	BAZE	EA-H	68	7-3	0	0	0	0	0	0	POOR	
22	5-24	SAVONA, ITALY	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	36	4	32	NO	NO	32	NO	NO	CAVU	EA-H	0	0	0	0	0	0	0	0	FAIR	
23	5-24	ANGRA, ITALY	CAPT WOOD LT FRISBERG LT FRISBERG LT FRISBERG	CAPT WOOD LT FRISBERG LT FRISBERG LT FRISBERG	CAPT WOOD LT FRISBERG LT FRISBERG LT FRISBERG	38	0	38	NO	NO	38	NO	NO	CAVU	EA-H	0	0	0	0	0	0	0	0	GOOD	TWO WALS FABRICA
24	5-24	PANNA, ITALY	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	38	2	36	NO	NO	36	NO	NO	CAVU	EA-H	0	0	0	0	0	0	0	0	EXCELLENT	
25	5-24	PORTO FERRADO, ITALY	CAPT DOOLEY LT FRISBERG LT FRISBERG LT FRISBERG	CAPT DOOLEY LT FRISBERG LT FRISBERG LT FRISBERG	CAPT BERGMANN LT FRISBERG LT FRISBERG LT FRISBERG	39	6	33	NO	NO	34	NO	NO	CAVU	EA-H	0	0	0	0	0	0	0	0	GOOD	
26	5-24	BEGLAZE ZEMIN, AUSTRIA	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	38	6	32	NO	NO	32	NO	NO	CAVU	EA-H	0	0	0	0	0	0	0	0	POOR	
27	5-24	TRICO VAUDET, ITALY	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	31	4	27	NO	NO	27	NO	NO	CAVU	EA-H	0	0	0	0	0	0	0	0	POOR	NOT ALL AC HIT PT
28	5-24	PROBINO BARROT, ITALY	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	40	0	39	NO	NO	39	NO	NO	CAVU	EA-H	2	0	0	0	0	0	0	0	EXCELLENT	
29	5-24	HERLACIO, ITALY	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	39	1	38	NO	NO	38	NO	NO	CAVU	EA-H	0	0	0	0	0	0	0	0	EXCELLENT	
30	5-24	WIESEN NEUSTADT, AUSTRIA	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	37	4	35	NO	NO	35	NO	NO	CAVU	EA-H	0	0	0	0	0	0	0	0	EXCELLENT	
31	5-24	CARANTULUS, FRANCE	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	38	2	36	NO	NO	36	NO	NO	CAVU	EA-H	0	0	0	0	0	0	0	0	EXCELLENT	
32	5-24	STONWATER, FRANCE	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	38	4	34	NO	NO	33	NO	NO	CAVU	EA-H	0	0	0	0	0	0	0	0	EXCELLENT	
33	5-24	SALON DE, FRANCE	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	38	1	36	NO	NO	36	NO	NO	CAVU	EA-H	0	0	0	0	0	0	0	0	GOOD	
34	5-24	WIESEN NEUSTADT, AUSTRIA	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	37	4	33	NO	NO	37	NO	NO	CAVU	EA-H	3	3-0	0	0	0	0	0	0	GOOD	
35	5-24	WIESEN NEUSTADT, AUSTRIA	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	33	3	39	NO	NO	38	NO	NO	CAVU	EA-H	0	0	0	0	0	0	0	0	EXCELLENT	FLAK AT ST MICHAELS
36	5-24	TRICO VAUDET, ITALY	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	CAPT OGBRE LT FRISBERG LT FRISBERG LT FRISBERG	36	1	34	NO	NO	34	NO	NO	CAVU	EA-H	28	0	0	0	0	0	0	0	GOOD	SMOKE SCREEN