CAPT. RALPH A. RUDE

WORLD WAR II INFORMATION

Capt. Ralph A. Rude's B-24 Salty Dog Crew

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State Board of Health, Division of Vital Statistics **2** **1005** State Registered No. 3917

CERTIFICATE OF BIRTH

Local Registered No. 307

011236

1. PLACE OF BIRTH—
County: Multnomah State of Oregon
Township: — or Village:
City: Portland No. Mrs. Heacocks 10003 St. Foster Road Ward
(If birth occurred in a hospital or institution, give its name instead of street and number)
(If in country, give distance and direction from nearest town)

2. Full name of child: Ralph Arthur Rude If child is not yet named, make supplemental report, as directed

3. Sex of child: Male | To be answered ONLY in event of plural births. 4. Twin, triplet or other: 5. Number, in order of birth: | 6. Legitimate? Yes. | 7. Date of birth: 9-24-21 (Month, day, year)

8. FATHER	14. MOTHER
Full name: Arthur Rude	Full maiden name: Lillian Peterson
9. Residence (Usual place of abode) If nonresident, give place and State: Rt #3 Box 763 Portland	15. Residence (Usual place of abode) If nonresident, give place and State: Rt #3 Box 763 Portland
10. Color or race: White 11. Age at last birthday: 33 (Years)	16. Color or race: White 17. Age at last birthday: 26 (Years)
12. Birthplace (city or place): Eau Claire (State or country): Wisconsin	18. Birthplace (city or place): Portland (State or country): Oregon
13. Occupation: Carpenter Nature of industry:	19. Occupation: House wife Nature of industry:

20. Number of children of this mother (Taken as of time of birth of child herein certified and including this child.) (a) Born alive and now living: 2 (b) Born alive but now dead: none (c) Stillborn: none

CERTIFICATE OF ATTENDING PHYSICIAN OR MIDWIFE*

I hereby certify that I attended the birth of this child, who was alive (Born alive or stillborn) at 8 P.M. on the date above stated.

* When there was no attending physician or midwife, then the father, householder, etc., should make this return. A stillborn child is one that neither breathes nor shows other evidence of life after birth.

Signature: W. E. Thea
605 Journal Bldg
(Physician or Midwife)
Address: Portland, Oregon

Given name added from a supplemental report: (Month, day, year)

Registrar.

OCT 3 1921 Jerry Parrish
Registrar.

REGISTRATION CARD—(Men born on or after February 17, 1897 and on or before December 31, 1921)

SERIAL NUMBER	1. NAME (Print)	ORDER NUMBER
T 1712	Ralph (First) Arthur (Middle) Rude (Last)	T 11333

2. PLACE OF RESIDENCE (Print)

5505 S. E. 136th Ave. (Number and street) Portland (Town, township, village, or city) Multnomah (County) Oregon (State)

[THE PLACE OF RESIDENCE GIVEN ON THE LINE ABOVE WILL DETERMINE LOCAL BOARD JURISDICTION; LINE 2 OF REGISTRATION CERTIFICATE WILL BE IDENTICAL]

3. MAILING ADDRESS

~~408 North 25th Corvallis, Oregon~~ Rt 1 Box 1185 Portland

[Mailing address if other than place indicated on line 2. If same insert word same]

4. TELEPHONE	5. AGE IN YEARS	6. PLACE OF BIRTH
Corvallis	20	Portland (Town or county)
1724 (Exchange) (Number)	DATE OF BIRTH: 9 (Mo.) 24 (Day) 1921 (Yr.)	Oregon (State or country)

7. NAME AND ADDRESS OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS

Mrs. Arthur Rude, 5505 S. E. 136th Ave., Portland, Oregon

8. EMPLOYER'S NAME AND ADDRESS

Student Oregon State College

9. PLACE OF EMPLOYMENT OR BUSINESS

Oregon State College (Number and street or R. F. D. number) Corvallis (Town) Benton (County) Oregon (State)

I AFFIRM THAT I HAVE VERIFIED ABOVE ANSWERS AND THAT THEY ARE TRUE.

Ralph Rude (Registrant's signature)

D. S. S. Form 1 (Revised 1-1-42) (over) ☆ GPO 16—21630-1

REGISTRAR'S REPORT

DESCRIPTION OF REGISTRANT

RACE		HEIGHT (Approx.)		WEIGHT (Approx.)		COMPLEXION	
		6' ½"		185			
White	✓	EYES		HAIR		Sallow	
						Light	✓
Negro		Blue	✓	Blonde	✓	Ruddy	
		Gray		Red		Dark	
Oriental		Hazel		Brown		Freckled	
		Brown		Black		Light brown	
Indian		Black		Gray		Dark brown	
				Bald		Black	
Filipino							

Other obvious physical characteristics that will aid in identification ——

I certify that my answers are true; that the person registered has read or has had read to him his own answers; that I have witnessed his signature or mark and that all of his answers of which I have knowledge are true, except as follows:

Eva Blackwell
(Signature of registrar)

Registrar for Local Board 1 Benton Oregon
(Number) (City or county) (State)

Date of registration 2-16-42

Local Board No. 11 Multnomah County
7th FLOOR MEAD BLDG. 95
PORTLAND, OREGON 051
011

(STAMP OF LOCAL BOARD)

(The stamp of the Local Board having jurisdiction of the registrant shall be placed in the above space)

16—21630-1

RUDE, Ralph Arthur 1943

Huenergardt, Jacklyn Alba 2678

Casper

December 17, 1943

Chas. Hardesty, Minister

The Eugene Register-Guard
Lane County, Oregon
November 29, 1997

Ralph Rude

The graveside service will be Dec. 1 for Ralph Arthur Rude of Eugene, who died Nov. 28 of a heart attack. He was 76.

Ralph Rude

Rude was born Sept. 24, 1921, in Portland to Arthur and Lillian Rude. He married Jacklyn Huenergardt in Casper, Wyo., on Dec. 17, 1943.

He lived in Portland from 1921 to 1950 and was educated at Benson High School, Willamette University and Oregon State University. He piloted B24 aircraft in the U.S. Army Air Corps during World War II, flying 50 combat missions and earning the Silver Star, the Air Medal with four oakleaf clusters and the European, African and Middle-Eastern service medals with six bronze stars.

Rude was a self-employed contractor and manager of Kendall Ford Truck & RV. His interests included woodworking, gardening, family and walking with his wife. He was past president of the Lions Club and a member of Rotary International. He served on the Bethel School Board and coached for the Eugene Sports Program.

He was named state Lion of the Year in 1962 and Volunteer of the Year for the Eugene Sports Program in 1965.

Survivors include his wife; three sons, Jeffrey and Scott of Eugene and Stuart of Portland; a daughter, Janet Erwin of Portland; a brother, Ronald of Portland; a sister, Mildred of Portland; and two grandchildren.

Visitation will be Monday from 10 a.m. to noon at Musgrove Family Mortuary. Monday's service will be at 2 p.m. at Rest-Haven Memorial Park. Memorial contributions may be made to the American Cancer Society.

RALPH A RUDE
CAPT US ARMY AIR FORCES
WORLD WAR II
SEP 24 1921 NOV 28 1997
SILVER STAR
BELOVED HUSBAND AND FATHER

WAR DEPARTMENT
Form No. WD 384
Form Prescribed by the Comptroller General, U.S.
12 August 1944

WAR DEPARTMENT
OFFICERS' PAY, ALLOWANCE, AND MILEAGE VOUCHER

D. O. Voucher No. 486

THE UNITED STATES, *Dr.*,

1. Last name—First name—Middle initial	2. Army Serial No.	3. Grade	4. Branch	5. Component
Ruda, Ralph A.	O-689358	Capt.	A.C.	Aus

PAID BY
E. W. WOHLGEMUTH, Capt., F.D.
SYN 213-784
STA NO 4339
OCT 1945
SEP. CTR. FT. LEWIS, WASH
(For use of paying office)

DEPENDENTS

6. None	7. Lawful wife or unmarried child under 21 years of age (a)	8. Mother or father (b)	9. Adopted child or stepchild under 21 years of age (c)
	X		

PAY STATUS DATA

10. Date entered on active duty	11. Place from which ordered to active duty	12. Leave accrued Months	Days	13. Service over	14. Pay period	15. Years completed (d) Number	Date completed
30 Aug. 43	Randolph Field, Texas	0	17	3 Years	3	3	23 May 45

CREDITS

Pay for—	From— / To—	1 Sep / 30 Sep	1 Oct / 18 Oct	18 Nov	18 Dec				Total amount
16. Base and longevity (15)		$210.00	$126.00	$	$	$	$	$	$336.00
17. Foreign service									
18. Flying, aeronautical, rating (e)									
19. Flying, nonflying officer (f)									
20. Parachutist (g)									
21. Mustering out (h)			100.00	10000	100.00				
22.									300.00
23.									
Allowance for—									
24. Subsistence		42.00	25.20						
25. Rental (i)		90.00	54.00						67.20
26. Travel, mileage status (j)									144.00
27.									
28.									
29.									
Total Credits		342.00	305.20	100.00	100.00				$847.20

DEBITS

30. Class-B allotment—Bonds								
31. Class-D Government insurance								
32. Class-E allotment								
33. Class-N Nat'l serv. life insurance	6.60	6.60						
34.								13.20
35. Due United States for (*No.*) meals								
36.								
37.								
Total Debits	6.60	6.60						$ 13.20
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Net Balance	335.40	298.60	100.00	100.00				$ 834.00
38. Amount paid by cash	335.40							335.40
39. Amount paid by check on Treas., U. S.		298.60	100.00	100.00				498.60
40. Check No.								
41. Date of check								
42. Voucher No.								
43. Symbol No. (*For use by G. A. O.*)								

44. Mail check(s) to me at the following address:

Box 182 Oak Grove, Oregon

45. I Certify that the foregoing statement and account of moneys due and to become due me in accordance with existing law, including any accompanying certificates, statements and schedules (which are hereby made a part hereof), are to the best of my knowledge and belief true and correct; that payment therefor in full or in part, except as stated, has not previously been received; that I now have no assigned, transferred, or other pay accounts outstanding for the period for which pay is claimed on this voucher or for future months; that I am not in any manner indebted to the United States or its agencies or instrumentalities, except as stated; that on this and previous vouchers I have entered and had deducted all allotments made by me during the period of my military service; that I am not accountable or responsible for public property; and that payment as stated on the within pay voucher is not prohibited by any provisions of law limiting the availability of the appropriation(s) involved.

46. Rec'd in cash	47. Date cash rec'd	48. Signature of payee for cash received	Certification signature of payee
$ 335.40	OCT 1 1945	Sign Original Only: Ralph A. Ruda	Sign Original Only: Ralph A. Ruda

ACCOUNTING CLASSIFICATION

Appropriation, Limitation or Project Symbol	Appropriation Title	Appropriation (Amount)
212/60425	601-60 P411-01 S99-999	335.40

16—42280-1

(c) NAME OF DEPENDENT WIFE OR UNMARRIED CHILD UNDER 21 YEARS OF AGE	IF CHILD ENTER AGE	ADDRESS
Jacklyn A. Rude		Box 182 Oak Grove, Oregon

(b) DEPENDENT FATHER OR MOTHER (*Item 5*)
For the purpose of obtaining payment of certain allowances from the Government and in support of my contention that my father or mother is in fact dependent on me for his or her chief support, I CERTIFY that my father or mother is Mr. (*Mrs.*)_____ who lives at_____; that the amount required for my father's or mother's reasonable and proper living expenses is from $_____ to $_____ per month; that for the period from_____ to_____, I have contributed to the support of my father or mother, without any consideration therefor or hope or expectation of return therefrom, the sum of $_____; that the total gross income of my father or mother, from all sources (including in such income any payment or contribution of others toward his or her proportionate share of household or living expenses) other than my contributions has not exceeded and does not exceed $_____ per month or $_____ per year for the period from_____ to_____; and that the living expenses actually incurred by my father or mother during the period from_____ to_____, amount to from $_____ to $_____ each month.

(c) ADOPTED CHILD OR STEPCHILD (*Item 9*)
I CERTIFY that_____ is my adopted child and will be____ years of age at his or her next birthday; that he or she was adopted by me pursuant to the laws of_____, certified copy of adoption papers filed herewith (or filed with voucher No._____, _____, 19___, accounts of_____); that the child was_____ related to me by blood or marriage as my_____ before adoption; that the adoption by me was for the child's benefit; that the child was not adopted by me to secure any personal or pecuniary advantage, either in the way of increase in my pay or allowances, or otherwise; that the child is now residing with_____, _____, related to me by blood or marriage as my_____ and related to the child as_____; that the child is not possessed of property or income adequate of his or her support; that the child is not the beneficiary, either directly or through others, of any trust or estate entitling the child to income adequate for his or her support and education; that I actually and necessarily contribute from my own personal funds $_____ each month solely for the care, maintenance, support, and education of the said child.

(d) STATEMENT OF SERVICE FOR LONGEVITY CREDIT (*Item 15*)
I CERTIFY that I have held a commission; appointment as commissioned warrant officer, warrant officer, flight officer, or army field clerk; or have been enlisted as a member of the respective service(s) shown below for the inclusive periods indicated. I FURTHER CERTIFY that all National Guard service claimed hereon was federally recognized; that it was not in the inactive National Guard; that all officers' training camp service was in the capacity of an enlisted man and that all initial appointments are shown from the date of acceptance.

SERVICE OR COMPONENT	FROM—	TO—	SERVICE OR COMPONENT	FROM—	TO—
Aus-Enl.	24 May 42	29 Aug. 43			
Aus-Comm.	30 Aug. 43	date			

(e) FLYING PAY (*Aeronautical rating*) (*Item 16*)
I CERTIFY that I hold an aeronautical rating as_____; that during the period for which aviation pay is claimed on this voucher I was, by orders of competent authority, required to participate regularly and frequently in aerial flights; and, in consequence of such orders, I did participate in regular and frequent flights, while in a duty status, sufficient to meet the requirements of Executive Order No. 9195, 7 July 1942 (AR 35-1480).

(f) FLYING PAY (*Nonflying officer*) (*Item 19*)
I CERTIFY that during the period for which aviation pay is claimed on this voucher I was, by orders of competent authority, required to participate regularly and frequently in aerial flights as a nonflying officer; and, in consequence of such orders, I did participate in regular and frequent flights, while in a duty status, sufficient to meet the requirements of Executive Order No. 9195, 7 July 1942 (AR 35-1480).

(g) PARACHUTE DUTY (*Item 20*)
I CERTIFY that, during the period from_____, 19___, to_____, 19___, I was not in a flying pay status; that parachute jumping was an essential part of my military duty; that I held a rating as a parachutist or was undergoing training for such rating; and that I was engaged upon duty designated by the Secretary of War as parachute duty.

(h) MUSTERING-OUT PAY (*Item 21*) (Strike out the italicized words if inapplicable)
I CERTIFY that I am a member of the armed forces and have been engaged in active service in the present war; that I am being *discharged or relieved from active service* under honorable conditions; that I have not heretofore received a mustering-out payment under the Mustering-Out Payment Act of 1944; *that I performed active service for at least 60 days; that I served outside the continental limits of the United States or in Alaska;* and that I do not fall within any of the classes of persons to whom payment is prohibited by section I (b) of said act.

(i) RENTAL ALLOWANCES (*Item 25*)
I CERTIFY that, during the period for which rental allowance is claimed on this voucher, I was not assigned adequate quarters at my permanent station; if without dependents, I was not on field or sea duty; if with dependents, I did not occupy with them any public quarters assigned to me without charge at any station, nor did any of them occupy public quarters assigned to them or to any other officer or his dependents, except for bona fide social visits, or receive a monetary allowance in lieu thereof.

(j) AUTHORITY FOR DUTY AT PRESENT STATION AND STATEMENT OF TRAVEL (*Item 26*)
I CERTIFY that the following statement of travel was performed in compliance with orders attached and is correct; that payment therefor has not been received; and that no transportation was furnished by the United States, either in kind or on Government transportation request, except as stated.

On duty at pres. sta. per par. 9 S. O. 196 HQ. Kirtland Fld. dated 12 Sep. 49 rec'd at_____ on_____

Ordered home per par.____ S. O.____ HQ._____ dated_____ rec'd at_____ on_____

STATEMENT OF TRAVEL PERFORMED (to be filled in by traveler)					COMPUTATION OF AMOUNT DUE (To be filled in by administrative officer)			
DATE 19 (1)	FROM— (2)	DATE 19 (3)	TO— (4)	KIND OF TRANS. FURN. (See note) (5)	LAND GRANT INCL. IN RT. ROUTE AND DIST. (6)	TRANS. FURN. EXCL. LAND GRANT IN COL. 6 (7)	AUTHORIZED MILEAGE (8)	NOTATIONS
					Miles	Miles	Miles	
				TOTALS				
				Rate per mile	$0.03	$0.03	$0.03	
				Amounts				
				Deduct columns 6 and/or 7				
				Other deduction				
				NET AMOUNT TO BE PAID				

Transportation furnished by U. S. Government:
T/R—Gov't trans. request; rail, water, air, or highway. G/B—Gov't boat.
G/P—Gov't plane or airship. G/A—Gov't automobile.
No transportation furnished by U. S. Government—None.
Indicate method of travel used by inserting after "None" one of the following letters: Highway (H); Air (A); Water (W); Rail (R); Privately owned conveyance (P).

T/R No._____ Carrier(s)_____
T/R No._____ Carrier(s)_____
T/R No._____ Carrier(s)_____

U. S. GOVERNMENT PRINTING OFFICE 16—42250-1

D-30

RESTRICTED

SPECIAL ORDERS)
:
NUMBER 196)

HEADQUARTERS, KIRTLAND FIELD
Albuquerque, New Mexico
12 Sept 45

EXTRACT

5. CAPT (1093) NEUDORFER, JOHN A O 730 155 AC White RES MCO 00.999 2d AF 237th AAF BU (CCTS (VH)) Sq E) is reld of all further asgmt and dy this sta and is asgd and WP Separation Center, Ft Lewis, Wash, o/a 25 Sept 45, reporting to the CO thereat 28 Sept 45 for the purpose of being relieved fr active dy under provisions of WD RR 1-5. AR 35-4820 will apply. Off furn adequate qrs this sta. TO will furn nec T. PCS. TDN. 601-31 P 431-02-03-07-08 A 212/60425 S 99-999. Auth: 2d AF Reg 35-2, 11 Apr 44; TWX 2d AF GQ 4062, 18 Aug 45 and TWX 2d AF GQ 4553, 20 Aug 45. Clearance - TWX SPLPK 3866 8 SvC, Dallas, Texas, 9 Sept 45. Legal address: 2711 West Hartson Ave., Spokane, Wash. EDCMR 28 Sept 45.

6. Fol officers AC White 2d AF 237th AAF BU (CCTS (VH)) this sta are reld of all further asgmt and dy this sta and are asgd and WP Separation Center, Ft Lewis, Wash, o/a 16 Sept 45, reporting to the CO thereat ~~24 Sept 45~~ for the purpose of being relieved fr active dy under provisions of WD RR 1-5, AR 35-4820 will apply. Os not furn adequate qrs this sta. TPA. PCS. ~~TDN.~~ 601-31 P 431-02-03-07-08 A 212/60425 S 99-999. Auth: 2d AF Reg 35-2, 11 Apr 44; TWX 2d AF GQ 4062, 18 Aug 45 and TWX 2d AF GQ 4553, 20 Aug 45. Clearance - TWX SPLPK 3866 8SVC, Dallas, Texas, 9 Sept 45. EDCMR 24 Sept 45.

RANK MOS	NAME MCO	SQ	ASN COMP	LEGAL ADDRESS
MAJ ALAN L BLUM			0 298 020	740 35th Ave, Seattle 22, Wash.
4010	65.002	D	RES	
CAPT DARWIN K CARPENTER			0 428 806	3604 S E Oak St, Portland, Oregon
1093	00.999	E	ORC	
CAPT MERWYN E HORNSHUH			0 690 091	Rte 3 Box 155, Oregon City,
1093	05.810	E	AUS	Oregon
CAPT RALPH A RUDE			0 689 358	Box 182, Oak Grove, Oregon
1092	00.999	G	AUS	
1ST LT IVAN M DUNCAN			0 730 093	Burno, Oregon
1093	35.310	E	RES	
2D LT MELBOURNE B DAVIS			0 651 473	% R. W. Taylor, Klamath, Agency
6402	34.952	A	AUS	Oregon

BY ORDER OF COLONEL KURTZ:

DALE E TETTERINGTON
1ST LT, AC
Adjutant

OFFICIAL:

JOHN J. TUTSOCK
CAPT, AC
Assistant Adjutant

DISTRIBUTION "B"
Plus 8 - CO; WD Sep Ctr, Ft Lewis, Wash. (Airmail) 2 PO
1 - ACO (Officers Branch) (APO) Washington, D. C.

RESTRICTED

RESTRICTED

SPECIAL ORDERS

NUMBER 233

ARMY SERVICE FORCES
NINTH SERVICE COMMAND
HEADQUARTERS, SEPARATION CENTER
FORT LEWIS, WASHINGTON
30 September 1945

EXTRACT

11. The following named officers AP to their homes as indicated so as to arrive thereat on dates indicated at which time Os are granted terminal lv as indicated. DP Os will be reld fr AD on dates indicated at midnight of which dates Os will revert to and inactive status. Temp apmts in AUS will continue in force for the period of the present emergency and for six months thereafter unless sooner terminated DP. Relief fr AD is not by reason of physical disability. Os will be furnished AD AGO Form 53-96. Os will be carried on Sep Con M/R until date of relief fr AD. TDN PCS TPA 601-32 P 431-01-02-03-07-08 212/69425.

	Home	Date of Arr	Term Lv	Reld fr AD	Authority
MAJ ARVID W. ANDERSON, 0428789, AC	2123 5th St Bremerton, Wn.	1 Oct 45	2 months 6 days	7 Dec 45	RR 1-5
MAJ BRUCE D. JONES, 0391918, CE	*Portland, Ore.	1 Oct 45	4 months	1 Feb 46	RR 1-5
CAPT. MERVYN E. HORNSHUH, 0690091, AC	Rt 3, Box 155 Oregon City, Ore.	1 Oct 45	5 days	6 Oct 45	RR 1-5
CAPT. ROY N. BATHEN, 0916865, ORD	4727 Lake Washington Blvd Seattle, Wn.	1 Oct 45	1 month 14 days	15 Nov 45	RR 1-5
CAPT. RALPH A. RUDE, 0689358, AC	**Portland, Ore.	1 Oct 45	17 days	18 Oct 45	RR 1-5
CAPT. FREDERIC KAFFER, 01300048, INF	E.302 26th St, Spokane, Wn.	1 Oct 45	2 months 3 days	4 Dec 45	RR 1-5
1ST LT ALCK W. HILL, 0725154, AC	*** John Day, Oregon	2 Oct 45	2 months 7 days	9 Dec 45	RR 1-5
1ST LT ROBERT L. LEACOCK, 0867306, AC	114 Kenilworth Pl., Webster Groves, Mo.	11 Oct 45	5 days	16 Oct 45	RR 1-5
1ST LT PERLE D. VAN AUSDELL JR, 0732408, AC	336 Oak St Salem, Ore.	1 Oct 45	1 month 17 days	18 Nov 45	RR 1-5
1ST LT JOHN E. NEWTON, 01649564, SIG C	****Presido Texas	13 Oct 45	21 days	3 Nov 45	RR 1-5
1ST LT DOUGLAS A. BACON, 0806957, AC	6717 34th NW Seattle, Wn.	1 Oct 45	1 month 26 days	27 Nov 45	RR 1-5
1ST WALTER H. RIESS, 0724071, AC	Klickitat, Wn.	1 Oct 45	2 months 21 days	22 Dec 45	RR 1-5
2ND LT LEONARD J. KENNEDY, 0839526, AC	6210 35th Ave NE, Seattle, Wn.	1 Oct 45	8 days	9 Oct 45	RR 1-5

Par 11, SO 233, dtd 30 Sep 45 (Continued)

	Home	Date of Arr	Term Lv	Rptd Fr AD	Authority
2D LT HOWARD S. HEIDER, 02099516, AC	7317 N Van Houton, Portland, Ore	1 Oct 45	-------	1 Oct 45	NR 1-5
2D LT ERNEST L. HUBER, 02082699, AC	702 N Park Str., Pasco, Wash	1 Oct 45	8 days	9 Oct 45	NR 1-5
1ST LT JOHN A. FORSYTHE, 0673134, AC	# Ashland, Ore	2 Oct 45	28 days	30 Oct 45	NR 1-5
1ST LT HUGH E. DUNLAP, 0688179, AC	219 Sapphire St, Balboa Island, Cal, % P.O.Box 923.	6 Oct 45	19 days	25 Oct 45	NR 1-5
1ST LT ROBERT L. SCHUCK, 0757302, AC	1703½ 12th Ave S, Seattle, 44, Wn	1 Oct 45	29 days	30 Oct 45	NR 1-5
2D LT JERRY C. MOSSNER, 02066753, AC	46 Maple Str., Tiffin, Ohio	12 Oct 45	14 days	26 Oct 45	NR 1-5

FOR MAILING PURPOSES ONLY:

* 3707 Victor Ave., Oakland, Cal.
** Box 182, Oak Grove, Ore.
*** Box 611, Chico, California
****1520 Melrose Ave., Apt 404, Seattle, 22, Wash.
\# Box 587, Heppner, Ore.

BY ORDER OF LT COL TAYLOR:

OFFICIAL:

Emile L. Perey

EMILE L. PEREY,
Capt., CMP,
Asst Adj.

EMILE L. PEREY,
Capt., CMP,
Asst Adj.

DISTRIBUTION:

TAG (Attn: SPXPO-S). 33
TAG (Attn: SPXPO-AC). 19
TAG (Attn: SPXPO-A). 19
CG 9SC (ASB-MPD). 19
CG 8SC (ASB-MPD). 1
CG 7SC (ASB-MPD). 1
CG 5SC (ASB-MPD). 1
CG AAF (Class & Sup Br) 15
Chief of Engineers. 1
Chief of Ordnance 1
CG AGF (INF). 1
Chief Signal Officer. 1
Off Br Sup Center 190
Fin Sec Sup Center 133
M/R Sec Sup Center 3
Files (ADPC). 1
Files (Adj Sup Center). 1
Ba Off Concerned (6). 115
OEC Sup Center. 19

WAR DEPARTMENT
AAF FORM NO. 55
APPROVED DEC 7 1942

[redacted]

INDIVIDUAL FLIGHT RECORD
STUDENT

(1) SERIAL NO. 19047878 (2) NAME Rude, Ralph Arthur (LAST, FIRST, MIDDLE) (3) RANK A/C (4) AGE 21
(5) PERS. CLASS 62 (6) BRANCH A. C. (7) STATION Corsicana, Texas (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED 301st AAFCFS (P) (AIR FORCE, COMMAND, WING, GROUP, SQUADRON, DETACHMENT)
(9) ORGANIZATION ATTACHED (AIR FORCE, COMMAND, WING, GROUP, SQUADRON, DETACHMENT)
(10) FLYING CLASSIFICATION Student Pilot (Elim.) (11) RATINGS & DATES
(12) TRANSFERRED FROM SAACC (13) FLIGHT RESTRICTIONS
(15) TRANSFERRED TO AFFBFS, Perrin Field, Texas (14) TRANSFER DATE April 23, 1943

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	CLASS	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH April, 1943

DAY	AIRCRAFT TYPE, MODEL & SERIES	LANDINGS	STUDENT CO-PILOT TIME SC	STUDENT DUAL TIME SD DAY	STUDENT DUAL TIME SD NIGHT	STUDENT FIRST PILOT TIME SP (SOLO) DAY	STUDENT FIRST PILOT TIME SP (SOLO) NIGHT N OR NI	NON-PILOT DUTY			OTHER ARMS & SERVICES	OTHER CREW & PASS'GR	SPECIAL INFORMATION INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT OVER 400 H.P.	PILOT NON-MIL. AIRCRAFT UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
1	PT-19A	2		1:13		:45									:30		
2		4		1:23		1:09											
3		2		:45		:49									:30		
5		2		:51		1:00											
6		1				:55											
7		2		:57		1:01									:30		
10		2		:44		1:00									:40		
12		2		:47		1:02									:50		
13		2				1:55											
14		11		:24		2:01											
15		2		:23		:40											
15	(X-C)	1		1:00													
16		7		:42		1:39											
17		3		:23		:29											
18		1		1:00													
18	(X-C)	1				1:12											
19		3				2:28											
20		1				1:15											
	COLUMN TOTALS																

	(41) TOTAL STUDENT FIRST PILOT TIME	(42) TOTAL STUDENT PILOT TIME
(36) THIS MONTH		
(37) PREVIOUS MONTHS THIS F. Y.		
(38) THIS FISCAL YEAR		
(39) PREVIOUS FISCAL YEARS		
(40) TO DATE	Dual: 30:40 Solo: 34:22	65:02

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	LAND 20	CARD NO. 4 21	22	23	24	25	CARD NO. 5 26	27	28	29	30	CARD NO. 6 31	32	33	34	35

WAR DEPARTMENT
AAF FORM NO. 54
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD
STUDENT

(1) SERIAL NO. 19047878 (2) NAME Rude, Ralph A. (LAST, FIRST, MIDDLE) (3) RANK A/C (4) AGE 1921
(5) PERS. CLASS 62 (6) BRANCH Army Air Forces (7) STATION Perrin Field, Texas (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED FTC (AIR FORCE) AAFCCTC (COMMAND) 32nd FTW (WING) AAFBFS (GROUP) (SQUADRON) (DETACHMENT)
(9) ORGANIZATION ATTACHED FTC (AIR FORCE) AAFCCTC (COMMAND) 32nd FTW (WING) AAFBFS (GROUP) (SQUADRON) (DETACHMENT)
(10) FLYING CLASSIFICATION Aviation Cadet (11) RATINGS & DATES
(12) TRANSFERRED FROM Perrin Field, Sherman, Texas (13) FLIGHT RESTRICTIONS
(15) TRANSFERRED TO M A F A F S., Waco, Texas (14) TRANSFER DATE 26 June 1943

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	CLASS.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH From 26 Apr. 1943 to 26 June 1943

DAY	AIRCRAFT TYPE, MODEL & SERIES	LANDINGS	STUDENT CO-PILOT TIME SC	STUDENT DUAL TIME SD DAY	STUDENT DUAL TIME SD NIGHT	STUDENT FIRST PILOT TIME SF (SOLO) DAY	STUDENT FIRST PILOT TIME SF (SOLO) NIGHT N OR NI	NON-PILOT DUTY Obs	NON-PILOT DUTY	NON-PILOT DUTY	OTHER ARMS & SERVICES	OTHER CREW & PASS'GR	SPECIAL INFORMATION INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT OVER 400 H.P.	PILOT NON-MIL. AIRCRAFT UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
	BT-13A	128		31.1	1.0	32.1	7.3	4.7					14.5	8.3	11.0		
COLUMN TOTALS		128		31.1	1.0	32.1	7.3	4.7					14.5	8.3	11.0		

	(41) TOTAL STUDENT FIRST PILOT TIME	(42) TOTAL STUDENT PILOT TIME
(36) THIS MONTH		Primary 65.8
(37) PREVIOUS MONTHS THIS F. Y.		Basic 71.6
(38) THIS FISCAL YEAR		Total 136.9
(39) PREVIOUS FISCAL YEARS		
(40) TO DATE		

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	LAND 20	CARD NO. 4 21	22	23	24	25	CARD NO. 5 26	27	28	29	30	CARD NO. 6 31	32	33	34	35

WAR DEPARTMENT
AAF FORM NO. 59
APPROVED DEC. 7 1942

INDIVIDUAL FLIGHT RECORD
STUDENT

(1) SERIAL NO. 19047878 (2) NAME Rude, Ralph A. (LAST, FIRST, MIDDLE) (3) RANK Av/C (4) AGE 21
(5) PERS. CLASS 62 (6) BRANCH Air Corps (7) STATION BAAF, Waco, Texas
(8) ORGANIZATION ASSIGNED AAFGCTC (AIR FORCE) AAFFTC (COMMAND) 33rd Flying Training (WING) Cadet (ATTACHED FOR FLYING) (GROUP) (SQUADRON) (DETACHMENT)
(9) ORGANIZATION ATTACHED (AIR FORCE) (COMMAND) (WING) (GROUP) (SQUADRON) (DETACHMENT)
(10) FLYING CLASSIFICATION Student (11) RATINGS & DATES None
(12) TRANSFERRED FROM Perrin Field, Sherman, Texas (13) FLIGHT RESTRICTIONS None
(15) TRANSFERRED TO BAAF, Waco, Texas (14) TRANSFER DATE August 30, 1943

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	CLASS.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.

(17) MONTH 6-28-43 to 8-30-43 19

DAY	AIRCRAFT TYPE, MODEL & SERIES	LANDINGS	STUDENT CO-PILOT TIME SC	STUDENT DUAL TIME SD DAY	STUDENT DUAL TIME SD NIGHT	STUDENT FIRST PILOT TIME SF (SOLO) DAY	STUDENT FIRST PILOT TIME SF (SOLO) NIGHT N OR N2	NON-PILOT DUTY			OTHER ARMS & SERVICES	OTHER CREW & PASS'GR	SPECIAL INFORMATION INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT OVER 400 H.P.	PILOT NON-MIL. AIRCRAFT UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
			DUAL		16.9												
			SOLO		60.3												
			TOTAL		77.2												
			LINK		10.0												
COLUMN TOTALS																	

"CERTIFIED CORRECT"

Thomas H. Schnebly

THOMAS H. SCHNEBLY
Captain, Air Corps
Commanding

	(41) TOTAL STUDENT FIRST PILOT TIME	(42) TOTAL STUDENT PILOT TIME
(36) This report	60.3	77.2
(37) PREVIOUS MONTHS THIS F. Y.	39.7	136.9
(38) THIS FISCAL YEAR	100.0	214.1
(39) PREVIOUS FISCAL YEARS		
(40) TO DATE	100.0	214.1

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	LAND 20	CARD NO. 4 21	22	23	24	25	CARD NO. 5 26	27	28	29	30	CARD NO. 6 31	32	33	34	35

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-689358 (2) NAME RUDE, RALPH, A. (LAST / FIRST / MIDDLE) (3) RANK 2nd Lt. (4) AGE 1921
(5) PERS. CLASS 01 (6) BRANCH AAF (7) STATION FWAAF (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED AAFTC (AIR FORCE) AAFCFTC (COMMAND) 33rd (WING) 96th Hq & Hq (GROUP) (SQUADRON) (DETACHMENT)
(9) ORGANIZATION ATTACHED (AIR FORCE) (COMMAND) (WING) (GROUP) (SQUADRON) (DETACHMENT)
(10) PRESENT RATING & DATE Pilot 8-30-43 (11) ORIGINAL RATING & DATE Pilot 8-30-43
(12) TRANSFERRED FROM BAAF, Waco, Texas (13) FLIGHT RESTRICTIONS None
(15) TRANSFERRED TO FWAAF, Fort Worth, Texas (14) TRANSFER DATE 8-30-43

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: . :		

(17) MONTH September 1943

DAY 18	AIRCRAFT TYPE, MODEL & SERIES 19	NO. LANDINGS 20	FLYING INST. (INCL. IN 1ST. PIL. TIME) S 21	COMMD. PILOT C CA 22	CO-PILOT CP 23	QUALIFIED PILOT DUAL QD 24	FIRST PILOT DAY P 25	FIRST PILOT NIGHT P N OR NI 26	RATED PERS. NON-PILOT 27	28	29	NON-RATED OTHER ARMS & SERVICES 30	OTHER CREW & PASS'GR 31	SPECIAL INFORMATION INSTRUMENT I 32	NIGHT N 33	INSTRUMENT TRAINER 34	PILOT NON-MIL AIRCRAFT OVER 400 H.P. 35	UNDER 400 H.P. 36
14	B24-D	1			:45	:45							1:30					
15																:45		
17	B24-D	8			2:10	2:10												
18																:45		
19	B24-D				1:15	2:00								2:00	1:15			
20	B24-D-1	7			2:20	2:20									1:00			
20	B24-D-53	1			1:15										1:15			
21	B24-D-53	1			2:05	2:55								2:00				
22	B24-B-5	2			:30										:30			
23	B24-B-5	5			:30	1:00									1:30	:50		
25																:55		
26																:55		
27																1:30		
28																:50		
29																1:00		
		25																
COLUMN TOTALS					10:50	11:10							1:30	4:00	5:30	7:30		

CERTIFIED CORRECT:
Guy B. Gray
GUY B. GRAY
Captain, A.C.
1018th P.T.T.S.

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH			22:00
(38) PREVIOUS MONTHS THIS F. Y.			77:10
(39) THIS FISCAL YEAR	77:10		99:10
(40) PREVIOUS FISCAL YEARS	136:55		136:55
(41) TO DATE	214:05		236:05

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1: 21	22	23	24	25	26	CARD NO. 2: 27	28	29	30	31	CARD NO. 3: 32	33	34	35	36

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC 7 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-689358 (2) NAME RUDE (LAST) RALPH (FIRST) A. (MIDDLE) (3) RANK 2nd Lt. (4) AGE 1921
(5) PERS. CLASS 01 (6) BRANCH AAG (7) STATION FWAAF (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED AAFTC (AIR FORCE) AAFCFTC (COMMAND) 33rd (WING) Hq & Hq (GROUP) (SQUADRON) (DETACHMENT)
(9) ORGANIZATION ATTACHED (AIR FORCE) (COMMAND) (WING) (GROUP) (SQUADRON) (DETACHMENT)
(10) PRESENT RATING & DATE P-8-30-43 (11) ORIGINAL RATING & DATE P-8-30-43
(12) TRANSFERRED FROM BAAF, Waco, Texas (13) FLIGHT RESTRICTIONS None
(15) TRANSFERRED TO FWAAF, Fort Worth, Texas (14) TRANSFER DATE 8-30-43

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH October 1943

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMMD. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT DAY P	FIRST PILOT NIGHT P N OR NI	RATED PERS. NON-PILOT			NON-RATED OTHER ARMS & SERVICES	NON-RATED OTHER CREW & PASS'GR	SPECIAL INFORMATION INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL AIRCRAFT OVER 400 H.P.	PILOT NON-MIL AIRCRAFT UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
1																:50		
2																:45		
3																:45		
4																:20		
5																1:35		
8	B24-E-5	5			2:00	2:00								1:00				
9																3:15		
10																1:05		
11	B24-D-53	5			1:35	1:20								1:00				
12																:45		
13	B24-E-5	2			1:00	2:10								1:20	1:50			
14	B24-D-35	18			2:10	1:40	:30											
15	B24-D-53	6			:50		:50											
15	B24-D	6			1:10		1:05											
16	B24-E-5	8			2:15	1:30		:45						1:00	3:30			
17	B24-E	2			1:45	1:45												
19	B24-E	8			1:40	1:00		1:40						:30	3:50			
22	B24-E	1			2:00	2:30								2:15	2:15			
27	B24-E	1			2:00	1:00								1:00				
29	B24-D	1			2:55	1:45								1:15				
30	B24-E-25	1			2:15	2:10								1:50				
31	B24-D-53	1			3:00	2:00								2:00	3:00			
		65																
	COLUMN TOTALS				26:35	20:50	2:25	2:25						13:10	14:25	9:20		

CERTIFIED CORRECT:

Paul K. Blair

PAUL K. BLAIR
Captain, Air Corps
Flight VI

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH		4:50	52:15
(38) PREVIOUS MONTHS THIS F. Y.			99:10
(39) THIS FISCAL YEAR	77:10	4:50	151:25
(40) PREVIOUS FISCAL YEARS	136:55		136:55
(41) TO DATE	214:05	4:50	288:20

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1: 21	22	23	24	25	26	CARD NO. 2: 27	28	29	30	31	CARD NO. 3: 32	33	34	35	36

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-689358 (2) NAME RUDE (LAST) RALPH (FIRST) A (MIDDLE) (3) RANK 2nd Lt. (4) AGE 1921
(5) PERS. CLASS 18 (6) BRANCH AAF (7) STATION FWAAF (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED AAFTC (AIR FORCE) AAFCFTC (COMMAND) 33rd (WING) 96th (GROUP) Hq & Hq (SQUADRON) (DETACHMENT)
(9) ORGANIZATION ATTACHED (AIR FORCE) (COMMAND) (WING) (GROUP) (SQUADRON) (DETACHMENT)
(10) PRESENT RATING & DATE F-8-30-43 (11) ORIGINAL RATING & DATE F-8-30-43
(12) TRANSFERRED FROM BAAF, Waco, Texas (13) FLIGHT RESTRICTIONS None
(15) TRANSFERRED TO FWAAF, Fort Worth, Texas (14) TRANSFER DATE 8-30-43

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH November 1943

DAY 18	AIRCRAFT TYPE, MODEL & SERIES 19	NO LANDINGS 20	FLYING INST. (INCL. IN 1ST PIL TIME) S 21	COMMD. PILOT C CR 22	CO-PILOT CP 23	QUALIFIED PILOT DUAL QD 24	FIRST PILOT DAY P 25	FIRST PILOT NIGHT P N OR NI 26	RATED PERS. NON-PILOT 27	28	29	NON-RATED OTHER ARMS & SERVICES 30	OTHER CREW & PASS GR 31	SPECIAL INFORMATION INSTRUMENT I 32	NIGHT N 33	INSTRUMENT TRAINER 34	PILOT NON-MIL AIRCRAFT OVER 400 H.P. 35	UNDER 400 H.P. 36
2	RB24-E	1			:50	:50								:30				
4	B24-D-1	1			2:40	2:20								2:00				
5	B24-D-90	1			2:00	2:30								2:00				
6	B24-D-1	1			2:00	2:30								1:30	3:00			
7	RB24-E	1			1:00	1:50								1:50				
6	RB24-B25	1			2:25	2:25									4:50			
8	B24-D-75	1			2:10	2:10									4:20			
9	B24-D	2			3:20	3:50							1:50	1:30				
10	B24-D	1			2:00	2:00							2:00					
13	B24-J	1			:55	:55							1:15	:55				
		11																
COLUMN TOTALS					19:20	21:20							5:05	10:15	12:10			

CERTIFIED CORRECT
Paul K. Blair
PAUL K. BLAIR
CAPTAIN AIR CORPS
Flying Squadron VI

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH			40:40
(38) PREVIOUS MONTHS THIS F. Y.			151:25
(39) THIS FISCAL YEAR	77:10	4:50	192:05
(40) PREVIOUS FISCAL YEARS	136:55		136:55
(41) TO DATE	214:05	4:50	329:00

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1: 21	22	23	24	25	26	CARD NO. 2: 27	28	29	30	31	CARD NO. 3: 32	33	34	35	36

Instrument Check passed in accordance with AAF Regulation 50-3 this date, 13 November 1943, PAUL K. BLAIR, Captain, Air Corps.

WAR DEPARTMENT
AAF FORM NO. 1
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-699358 (2) NAME Rude, Ralph A. (FIRST, MIDDLE) (3) RANK 2nd Lt. (4) AGE 1921
(5) PERS. CLASS 3 (6) BRANCH Air Corps (7) STATION AAB, Casper, Wyo. (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED 2nd (FORCE) 15th (COMMAND) Prov. Gp. P
(9) ORGANIZATION ATTACHED 2nd (FORCE) 15th (COMMAND) 331st (WING) Combat Crew Trng School (GROUP) Sec IV (SQUADRON)
(10) PRESENT RATING & DATE Pilot 8-10-43 (11) ORIGINAL RATING & DATE None
(12) TRANSFERRED FROM 331st Combat Crew Trng School (13) FLIGHT RESTRICTIONS None
(15) TRANSFERRED TO (14) TRANSFER DATE

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH Dec. 1943

DAY 18	AIRCRAFT TYPE, MODEL & SERIES 19	NO. LANDINGS 20	FLYING INST. (INCL. IN 1ST PIL. TIME) S 21	COMMD. PILOT C CA 22	CO-PILOT CP 23	QUALIFIED PILOT DUAL QD 24	FIRST PILOT DAY P 25	FIRST PILOT NIGHT P N OR N 26	RATED PERS. NON-PILOT 27	28	29	NON-RATED OTHER AR'MS & SERVICES 30	OTHER CREW & PASS'GR 31	SPECIAL INFORMATION INSTRUMENT I 32	NIGHT N 33	INSTRUMENT TRAINER 34	PILOT NON-INS. AIRCRAFT OVER 400 H.P. 35	UNDER 400 H.P. 36
11-27	B-24E	1					1:00											
12-1	"	1					1:30											
4	Lk Tr.															1:45		
6	B-24E	3					3:00											
6	Lk Tr.															2:00		
7	B-24E	1					3:15	:40						2:00	:40			
10	Lk Tr.															2:00		
12	B-24E	2			1:00			3:50						1:00	2:50			
11	"	2					2:00											
11	"	3					:65	1:30							1:30			
15	"	1					3:00	1:50							1:50			
14	Lk Tr.															1:00		
16	B-24E	1						5:00						2:00	3:00			
19	"	1			:45		1:35								:45			
20	"	1						1:15							1:15			
23	"	1					2:30	2:00							2:00			
24	"	1						3:25						1:00	2:25			
27	"	1					3:45	1:00						1:00				
28	"	1						3:50						2:00	1:50			
30	"	1					4:20							1:20				
31	"	1			1:00		2:40	1:00						:40	1:00			
COLUMN TOTALS					2:45		29:30	25:20						11:00	19:05	6:45		

Certified Correct.

Willard H. Smith
WILLARD H. SMITH
CAPT., AIR CORPS
OPERATIONS OFFICER,
SECTION IV.

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH		54:50	57:35
(38) PREVIOUS MONTHS THIS F. Y.		4:50	192:05
(39) THIS FISCAL YEAR		59:40	249:40
(40) PREVIOUS FISCAL YEARS	214:05		136:55
(41) TO DATE	214:05	59:40	386:35

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NO. 20	CARD NO. 1: 21	22	23	24	25	26	CARD NO. 2: 27	28	29	30	31	CARD NO. 3: 32	33	34	35	36
B-24E	23			03		30	20										

New Case Begins

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-589358 (2) NAME Rude, Ralph A. RtHUR (LAST FIRST MIDDLE) (3) RANK 2nd Lt. (4) AGE 1921
(5) PERS. CLASS 01 (6) BRANCH Air Corps. (7) STATION AAB, Casper, Wyo. (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED 2nd (AIR FORCE) COMMAND WING 15th Prov. Group P. GROUP SQUADRON DETACHMENT
(9) ORGANIZATION ATTACHED 2nd (AIR FORCE) COMMAND WING 15th 331st Combat Crew Trng. Sch. S c. IV GROUP SQUADRON DETACHMENT
(10) PRESENT RATING & DATE Pilot 8-10-43 (11) ORIGINAL RATING & DATE Same
(12) TRANSFERRED FROM 331st Combat Crew Trng. Sch. Sec. IV. (13) FLIGHT RESTRICTIONS None
(15) TRANSFERRED TO (14) TRANSFER DATE

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH Jan. 1944.

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL IN 1ST PIL. TIME) S	COMMD. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT DAY P	FIRST PILOT NIGHT P N OR NI	RATED PERS. NON-PILOT			NON-RATED OTHER ARMS & SERVICES	NON-RATED OTHER CREW & PASS'GR	SPECIAL INFORMATION INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT OVER 400 H.P.	PILOT NON-MIL. AIRCRAFT UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
1	B-24E	1						3:30							3:30			
8	"	1					3:00	1:00						1:00				
9	"	1			1:00			3:45						2:00	2:45			
17	"	1					5:25											
15	Lk Tr.														2:00			
19	"														2:00			
18	B-24E	1					1:55	1:00							1:00			
19	"	1			1:00			3:00							4:00			
21	"	1					4:10											
22	"	1					2:10	1:00							1:00			
23	Lk Tr.															2:00		
27	B-24E	2						4:20							4:20			
31	"	1						3:45						1:00	2:45			
COLUMN TOTALS					2:00		17:10	21:20						4:00	23:20	2:00		

Certified Correct. Merrill F. Sargent

MERRILL F. SARGENT
CAPT. AIR CORPS
COMMANDING
SECTION IV

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH		38:30	40:30
(38) PREVIOUS MONTHS THIS F. Y.		59:40	249:40
(39) THIS FISCAL YEAR		98:10	290:10
(40) PREVIOUS FISCAL YEARS	214:05		136:55
(41) TO DATE	214:05	98:10	427:05

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1: 21	22	23	24	25	26	CARD NO. 2: 27	28	29	30	31	CARD NO. 3: 32	33	34	35	36
B-24E	11			02		17	21										

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-689358 (2) NAME Rude, Ralph A. (LAST, FIRST, MIDDLE) (3) RANK 2nd Lt. (4) AGE 1921
(5) PERS. CLASS 01 (6) BRANCH Air Corps (7) STATION AAB, Casper, Wyo. (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED 2nd (AIR FORCE) 15th (COMMAND) Prov. Group P.
(9) ORGANIZATION ATTACHED 2nd (AIR FORCE) 15th (COMMAND) 331st Combat Crew Trng. Sch. Sec. IV. (WING, GROUP, SQUADRON, DETACHMENT)
(10) PRESENT RATING & DATE Pilot, 8-10-43 (11) ORIGINAL RATING & DATE Same
(12) TRANSFERRED FROM 331st Combat Crew Trng. Sch. Sec. IV. (13) FLIGHT RESTRICTIONS None
(15) TRANSFERRED TO (14) TRANSFER DATE

DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.

(17) MONTH Feb. 19 44.

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMMD. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT DAY P	FIRST PILOT NIGHT P N OR NI	RATED PERS. NON-PILOT			NON-RATED OTHER ARMS & SERVICES	NON-RATED OTHER CREW & PASS'GR	SPECIAL INFORMATION INSTRUMENT I	SPECIAL INFORMATION NIGHT N	SPECIAL INFORMATION INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT OVER 400 H.P.	PILOT NON-MIL. AIRCRAFT UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
1	B-24E	1					2:50	1:00										
2	"	1						3:45							1:00			
3	"	1					5:00							1:00	2:45			
4	"	1					3:35	1:00										
6	"	1			1:00			6:40							1:00	2:00		
8	Lk Tr.													2:00	5:40			
13	B-24E	1														2:00		
15	"	1						:40							:40			
16	"	1					1:00											
16	"	1					4:30											
19	"	1			1:30		1:00											
21	"	1			1:00			3:00						1:00	3:00			
22	"	1					5:00							1:00				
23	"	1					3:00											
24	"	1					7:40											
27	"	1					7:05											
28	"	1					7:40											
29	"	1					3:20											
							5:00											
		17																
COLUMN TOTALS					3:30		56:40	16:05						6:00 / 5:00	14:05 / 14:05	4:00 / 4:00		

Certified Correct

William J. McComb

WILLIAM J. MC COMB
CAPT. AIR CORPS
OPERATIONS OFFICER.

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH		72:45	76:15
(38) PREVIOUS MONTHS THIS F. Y.		98:10	290:10
(39) THIS FISCAL YEAR		170:55	366:25
(40) PREVIOUS FISCAL YEARS	214:05		136:55
(41) TO DATE	214:05	170:55	503:20

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1: 21	22	23	24	25	26	CARD NO. 2: 27	28	29	30	31	CARD NO. 3: 32	33	34	35	36
B-24E	17			04		57	16										

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-669358 (2) NAME Rude, Ralph A. (LAST, FIRST, MIDDLE) (3) RANK 2nd Lt. (4) AGE 1921
(5) PERS. CLASS 01 (6) BRANCH Air Corps (7) STATION AAB, Casper, Wyo. (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED 2nd (AIR FORCE) 15th (WING) Prov Gp P. (GROUP) (SQUADRON) (DETACHMENT)
(9) ORGANIZATION ATTACHED 2nd (AIR FORCE) 15th (WING) 331st Com at Crew Trng. Sch. (GROUP) (SQUADRON) (DETACHMENT)
(10) PRESENT RATING & DATE Pilot 8-10-43 (11) ORIGINAL RATING & DATE Same
(12) TRANSFERRED FROM 331st Combat Crew Trng. Sch. (13) FLIGHT RESTRICTIONS None
(15) TRANSFERRED TO 3rd (H) Proc. Center AAB, Topeka Kan. (14) TRANSFER DATE 5 March 1944

DO NOT WRITE IN THIS SPACE

(16) PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH March 1944

DAY 18	AIRCRAFT TYPE, MODEL & SERIES 19	NO. LANDINGS 20	FLYING INST. (INCL. IN 1ST PIL. TIME) S 21	COMMD. PILOT C CA 22	CO-PILOT CP 23	QUALIFIED PILOT DUAL QD 24	FIRST PILOT DAY P 25	FIRST PILOT NIGHT P N OR NI 26	RATED PERS. NON-PILOT 27	28	29	NON-RATED OTHER ARMS & SERVICES 30	OTHER CREW & PASS'GR 31	SPECIAL INFORMATION INSTRUMENT I 32	NIGHT N 33	INSTRUMENT TRAINER 34	PILOT NON-MIL. AIRCRAFT OVER 400 H.P. 35	UNDER 400 H.P. 36
1	B-24E	2					6:55											
2	"	1					7:00											
COLUMN TOTALS		3					13:55											

Certified Correct.

Isaac L. Epperly Jr.
ISAAC L. EPPERLY JR.
CAPT. AIR CORPS
COMMANDING
SECTION III

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH		13:55	13:55
(38) PREVIOUS MONTHS THIS F. Y.		170:55	366:25
(39) THIS FISCAL YEAR		184:50	380:20
(40) PREVIOUS FISCAL YEARS	214:05		136:55
(41) TO DATE	214:05	184:50	517:15

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1: 21	22	23	24	25	26	CARD NO. 2: 27	28	29	30	31	CARD NO. 3: 32	33	34	35	36
B-24E	3					14											

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-689358 (2) NAME RUDE (LAST) RALPH (FIRST) A. (MIDDLE) (3) RANK 2nd Lt. (4) AGE 1921
(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION TAAB, Topeka, Kansas (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED (AIR FORCE) 2nd (COMMAND) (WING) 21st (GROUP) 3rd HRP Hq. (DETACHMENT)
(9) ORGANIZATION ATTACHED (AIR FORCE) (COMMAND) (WING) (GROUP) (SQUADRON) (DETACHMENT)
(10) PRESENT RATING & DATE PILOT, 8-30-43 (11) ORIGINAL RATING & DATE Pilot, 8-30-43
(12) TRANSFERRED FROM AAF, Casper, Wyoming (13) FLIGHT RESTRICTIONS None
(13) TRANSFERRED TO TAAF, Topeka, Kansas (14) TRANSFER DATE 3-2-44

DO NOT WRITE IN THIS SPACE

(16) PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH March 19 44

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMMD. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT DAY P	FIRST PILOT NIGHT P N OR NI	RATED PERS. NON-PILOT			NON-RATED OTHER ARMS & SERVICES	NON-RATED OTHER CREW & PASS'GR	SPECIAL INFORMATION INSTRUMENT 1	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT OVER 400 H.P.	PILOT NON-MIL. AIRCRAFT UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
16	B-24H	1					2:40											
16	B-24H	1					1:30											
					CLOSED OUT				CHANGE OF STATION									
		2					4:10											
COLUMN TOTALS																		

CERTIFIED CORRECT:
Ellis H. Moke
ELLIS H. MOKE,
2nd Lt., Air Corps.
Ass't. Dir. of Opns.

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH		4:10	4:10
(38) PREVIOUS MONTHS THIS F. Y.		184:50	380:20
(39) THIS FISCAL YEAR		189:00	384:30
(40) PREVIOUS FISCAL YEARS			136:55
(41) TO DATE	214:05	189:00	521:25

DO NOT WRITE THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1 21	22	23	24	25	26	CARD NO. 2 27	28	29	30	31	CARD NO. 3 32	33	34	35	36
B-24H	2					94											

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-689358 (2) NAME RUDE (LAST) RALPH (FIRST) A. (MIDDLE) (3) RANK 2nd Lt. (4) AGE 1921
(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION APO# 520 U.S. ARMY
(8) ORGANIZATION ASSIGNED 15th (AIR FORCE) 47th (COMMAND) 449th (WING) 719th (GROUP) (SQUADRON) (DETACHMENT) ATTACHED FOR FLYING
(9) ORGANIZATION ATTACHED (AIR FORCE) (COMMAND) (WING) (GROUP) (SQUADRON) (DETACHMENT)
(10) PRESENT RATING & DATE Pilot 8-30-43 (11) ORIGINAL RATING & DATE same
(12) TRANSFERRED FROM TAAB, TOPEKA, KANSAS (13) FLIGHT RESTRICTIONS none
(15) TRANSFERRED TO 449th Bomb. Gp.; 719th Bomb. Sq. (14) TRANSFER DATE

DO NOT WRITE IN THIS SPACE

(16) PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH April 1944

DAY 18	AIRCRAFT TYPE, MODEL & SERIES 19	NO. LANDINGS 20	FLYING INST. (INCL. IN 1ST PIL. TIME) S 21	COMMD. PILOT C CA 22	CO-PILOT CP 23	QUALIFIED PILOT DUAL QD 24	FIRST PILOT DAY P 25	FIRST PILOT NIGHT P N OR NI 26	RATED PERS. NON-PILOT 27	28	29	NON-RATED OTHER ARMS & SERVICES 30	OTHER CREW & PASS'GR 31	SPECIAL INFORMATION INSTRUMENT I 32	NIGHT N 33	INSTRUMENT TRAINER 34	PILOT NON-MIL. AIRCRAFT OVER 400 H.P. 35	UNDER 400 H.P. 36
March																		
21	B24H	1					7:15											
26	"	1					10:35											
27	"	1					7:15											
April																		
6	B24H	1					6:15											
9	"	1					10:15											
10	"	1					7:30											
11	"	1					6:10											
12	"	1					4:30											
14	"	1					1:40											
17	"	0			5:45													
18	"	1					2:10											
19	"	1					2:50											
20	"	1					6:45											
22	"	1					1:55											
23	"	1					8:20											
24	Link	0														1:00		
25	B24H	1					4:30											
26	"	1					:35											
27	"	1					2:00											
28	"	1					6:00											
30	"	1					8:00											
COLUMN TOTALS					5:45		104:20											

CERTIFIED CORRECT:

Robert D. Easters
ROBERT D. EASTERS
1st Lt., Air Corps
Operations Officer

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH		104:20	110:05
(38) PREVIOUS MONTHS THIS F. Y.		189:00	384:30
(39) THIS FISCAL YEAR		293:20	494:35
(40) PREVIOUS FISCAL YEARS	214:05		136:55
(41) TO DATE	214:05	293:20	631:30

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1 21	22	23	24	25	26	CARD NO. 2 27	28	29	30	31	CARD NO. 3 32	33	34	35	36

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-[illegible]89358 (2) NAME RUDE (LAST) RALPH (FIRST) A. (MIDDLE) (3) RANK 2nd Lt. (4) AGE 1921
(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION APO# 520, U.S. ARMY
(8) ORGANIZATION ASSIGNED 15th (AIR FORCE) 47th (COMMAND) 449th (WING) 719th (GROUP) (SQUADRON) (ATTACHED FOR FLYING) (DETACHMENT)
(9) ORGANIZATION ATTACHED (AIR FORCE) (COMMAND) (WING) (GROUP) (SQUADRON) (DETACHMENT)
(10) PRESENT RATING & DATE Pilot 8-39-43 (11) ORIGINAL RATING & DATE same
(12) TRANSFERRED FROM (13) FLIGHT RESTRICTIONS none
(15) TRANSFERRED TO (14) TRANSFER DATE

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH May 1944

DAY 18	AIRCRAFT TYPE, MODEL & SERIES 19	NO. LANDINGS 20	FLYING INST. (INCL IN 1ST PIL TIME) S 21	COMMD. PILOT C-CA 22	CO-PILOT CP 23	QUALIFIED PILOT DUAL QD 24	FIRST PILOT DAY P 25	FIRST PILOT NIGHT P N OR NI 26	RATED PERS. NON-PILOT 27	28	29	NON-RATED OTHER ARMS & SERVICES 30	OTHER CREW & PASS'GR 31	SPECIAL INFORMATION INSTRUMENT I 32	NIGHT N 33	INSTRUMENT TRAINER 34	PILOT NON-MIL. AIRCRAFT OVER 400 H.P. 35	UNDER 400 H.P. 36
1	B24H	1					2:20											
3	"	1					3:05											
3	"	1					1:35											
4	"	1					1:30											
4	"	1					3:20											
6	"	1					7:40											
7	"	1					:45											
10	"	1					5:10											
12	"	1					5:40											
12	"	1					1:00											
13	"	1					8:50											
15	"	1					1:50											
16	"	1					1:50											
17	"	1					6:20											
18	"	1					5:15											
19	"	1					8:35											
21	"	1					2:10											
23	"	1					5:40											
24	"	1					7:45											
26	"	1					8:30											
28	"	0			3:00													
29	"	1					7:45											
30	"	1					7:40											
31	"	1					7:45											
COLUMN TOTALS					3:00		112:00											

CERTIFIED CORRECT:

Robert D. Easters
ROBERT D. EASTERS
1st Lt., Air Corps
Operations Officer

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH		112:00	115:00
(38) PREVIOUS MONTHS THIS F. Y.		293:20	494:35
(39) THIS FISCAL YEAR		405:20	609:35
(40) PREVIOUS FISCAL YEARS			136:55
(41) TO DATE	214:05	405:20	746:30

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1 21	22	23	24	25	26	CARD NO. 2 27	28	29	30	31	CARD NO. 3 32	33	34	35	36

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-689158 (2) NAME RUDE (LAST) RALPH (FIRST) A. (MIDDLE) (3) RANK 2nd Lt. (4) AGE 1921
(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION APO# 520, U.S. ARMY (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED 15th (AIR FORCE) 47th (COMMAND) 449th (WING) 719th (GROUP) (SQUADRON) (DETACHMENT)
(9) ORGANIZATION ATTACHED (AIR FORCE) (COMMAND) (WING) (GROUP) (SQUADRON) (DETACHMENT)
(10) PRESENT RATING & DATE Pilot 8-30-43 (11) ORIGINAL RATING & DATE same
(12) TRANSFERRED FROM (13) FLIGHT RESTRICTIONS none
(15) TRANSFERRED TO (14) TRANSFER DATE

DO NOT WRITE IN THIS SPACE

(16) PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH June 1944

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMMD. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT DAY P	FIRST PILOT NIGHT P N OR NI	RATED PERS. NON-PILOT			NON-RATED OTHER ARMS & SERVICES	NON-RATED OTHER CREW & PASS'GR	SPECIAL INFORMATION INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT OVER 400 H.P.	PILOT NON-MIL. AIRCRAFT UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
2	B24H	1					2:00											
5	"	1					6:45											
6	"	1					8:30											
7	"2	1					3:00											
16	"	1					7:45											
17	"	1			1:15		1:00											
18	"	1					2:00											
20	"	1					3:00											
21	"	1					2:30											
22	"	1					6:45											
23	"	1					3:25											
26	"	1					8:00											
30	"	1					6:50											
COLUMN TOTALS					1:15		61:30											

CERTIFIED CORRECT:

Robert D. Easters
ROBERT D. EASTERS
Capt., Air Corps
Operations Officer

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH		61:30	62:45
(38) PREVIOUS MONTHS THIS F. Y.		405:20	609:35
(39) THIS FISCAL YEAR		466:50	672:20
(40) PREVIOUS FISCAL YEARS			136:55
(41) TO DATE	214:05	466:50	809:15

DO NOT WRITE IN THIS

AIRCRAFT 19	NL 20	CARD NO. 1 21	22	23	24	25	26	CARD NO. 2 27	28	29	30	31	CARD NO. 3 32	33	34	35	36

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-609358 (2) NAME RUDE (LAST) RALPH (FIRST) A. (MIDDLE) (3) RANK 2nd Lt. (4) AGE 1921
(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION APO# 520, U.S. ARMY (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED 15th (AIR FORCE) 47th (WING) 449th (GROUP) 719th (SQUADRON)
(9) ORGANIZATION ATTACHED (AIR FORCE) (COMMAND) (WING) (GROUP) (SQUADRON) (DETACHMENT)
(10) PRESENT RATING & DATE Pilot 8-30-43 (11) ORIGINAL RATING & DATE None
(12) TRANSFERRED FROM (13) FLIGHT RESTRICTIONS none
(15) TRANSFERRED TO (14) TRANSFER DATE

DO NOT WRITE IN THIS SPACE

(16) PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH July 1944

DAY 18	AIRCRAFT TYPE, MODEL & SERIES 19	NO. LANDINGS 20	FLYING INST. (INCL. IN 1ST PIL. TIME) S 21	COMMD. PILOT C CA 22	CO-PILOT CP 23	QUALIFIED PILOT DUAL QD 24	FIRST PILOT DAY P 25	FIRST PILOT NIGHT P N OR NI 26	RATED PERS. NON-PILOT 27	28	29	NON-RATED OTHER ARMS & SERVICES 30	OTHER CREW & PASS'GR 31	SPECIAL INFORMATION INSTRUMENT I 32	NIGHT N 33	INSTRUMENT TRAINER 34	PILOT NON-MIL AIRCRAFT OVER 400 H.P. 35	UNDER 400 H.P. 36
3	B24H	1					7:10											
4	"	1					7:15											
8	"	1					1:30											
9	"	1					8:20											
10	"	1					1:20											
10	"	1					1:40											
12	"	1					8:30											
21	"	1					6:00											
23	"	1					3:30											
24	"	1					3:00											
25	"	1					3:30											
29	"	1					1:30											
31	"	1						1:15										
COLUMN TOTALS							53:15	1:15										

CERTIFIED CORRECT:

Ralph A. Rude
RALPH A. RUDE
1st Lt., Air Corps
Operations Officer

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH		54:30	54:30
(38) PREVIOUS MONTHS THIS F. Y.		54:30	54:30
(39) THIS FISCAL YEAR		866:50	809:15
(40) PREVIOUS FISCAL YEARS		521:20	863:45
(41) TO DATE	214:05		

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1 21	22	23	24	25	26	CARD NO. 2 27	28	29	30	31	CARD NO. 3 32	33	34	35	36

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-689358
(2) NAME RUDE (LAST) RALPH (FIRST) A. (MIDDLE)
(3) RANK 1st Lt.
(4) AGE 1921
(5) PERS. CLASS 18
(6) BRANCH Air Corps
(7) STATION APO# 520, U.S. ARMY (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED 15th (AIR FORCE) 47th (COMMAND) 49th (WING) 719th (GROUP) (SQUADRON) (DETACHMENT)
(9) ORGANIZATION ATTACHED (AIR FORCE) (COMMAND) (WING) (GROUP) (SQUADRON) (DETACHMENT)
(10) PRESENT RATING & DATE Pilot 8-30-43
(11) ORIGINAL RATING & DATE same
(12) TRANSFERRED FROM
(13) FLIGHT RESTRICTIONS none
(14) TRANSFER DATE
(15) TRANSFERRED TO

DO NOT WRITE IN THIS SPACE

(16) PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.

(17) MONTH August 19 44

DAY 18	AIRCRAFT TYPE, MODEL & SERIES 19	NO. LANDINGS 20	FLYING INST. (INCL. IN 1ST PIL TIME) S 21	COMMD. PILOT C CA 22	CO-PILOT CP 23	QUALIFIED PILOT DUAL QD 24	FIRST PILOT DAY P 25	FIRST PILOT NIGHT P N OR NI 26	RATED PERS. NON-PILOT 27	28	29	NON-RATED OTHER ARMS & SERVICES 30	OTHER CREW & PASS'GR 31	SPECIAL INFORMATION INSTRUMENT I 32	NIGHT N 33	INSTRUMENT TRAINER 34	PILOT NON-MIL AIRCRAFT OVER 400 H.P. 35	UNDER 400 H.P. 36
3	B24H	1					8:30											
9	"	1					3:00											
12	"	1					8:30											
13	"	1					2:00											
14	"	1					7:00											
18	"	1					2:30											
20	"	1					2:30											
22	"	1					8:25											
27	"	1					6:30											
30	"	1					5:00											
COLUMN TOTALS							53:45											

CERTIFIED CORRECT:

Ralph A. Rude
RALPH A. RUDE
1st Lt., Air Corps
Operations Officer

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH		53:45	53:45
(38) PREVIOUS MONTHS THIS F. Y.		54:30	54:30
(39) THIS FISCAL YEAR		108:15	108:15
(40) PREVIOUS FISCAL YEARS		466:50	809:15
(41) TO DATE	214:05	575:05	917:30

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1: 21	22	23	24	25	26	CARD NO. 2: 27	28	29	30	31	CARD NO. 3: 32	33	34	35	36

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

0-487358

(1) SERIAL NO. ~~0-698358~~ (2) NAME RUDE (LAST) RALPH (MIDDLE) A. (3) RANK CAPTAIN (4) AGE 1921
(5) PERS. CLASS 18 (6) BRANCH AIR CORPS (7) STATION APO 529, U.S. ARMY
(8) ORGANIZATION ASSIGNED 15 (AIR FORCE) 47 (COMMAND) 449 (WING) (GROUP) 719 (SQUADRON) (ATTACHED FOR FLYING) (DETACHMENT)
(9) ORGANIZATION ATTACHED (AIR FORCE) (COMMAND) (WING) (GROUP) (SQUADRON) (DETACHMENT)
(10) PRESENT RATING & DATE PILOT, 8-30-43 (11) ORIGINAL RATING & DATE SAME
(12) TRANSFERRED FROM (13) FLIGHT RESTRICTIONS NONE
(15) TRANSFERRED TO (14) TRANSFER DATE

DO NOT WRITE IN THIS SPACE

(16) PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH SEPT. 19 44

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMMD. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT DAY P	FIRST PILOT NIGHT P N OR NI	RATED PERS. NON-PILOT			NON-RATED OTHER ARMS & SERVICES	NON-RATED OTHER CREW & PASS'GR	SPECIAL INFORMATION INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT OVER 400 H.P.	PILOT NON-MIL. AIRCRAFT UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
1	B-24J	1					4:15											
4	"	1					8:00											
6	"	1					4:00											
COLUMN TOTALS							16:15											

CLOSED OUT: CHANGE OF STATION

CERTIFIED CORRECT:

Ernest P. Mellor
ERNST P. MELLOR,
1ST LT., AIR CORPS,
OPERATIONS OFFICER

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH		16:15	16:15
(38) PREVIOUS MONTHS THIS F. Y.		~~108:15~~	108:15
(39) THIS FISCAL YEAR		~~124:30~~	124:30
(40) PREVIOUS FISCAL YEARS		466:50	809:15
(41) TO DATE	214:05	591:20	933:45

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1: 21	22	23	24	25	26	CARD NO. 2: 27	28	29	30	31	CARD NO. 3: 32	33	34	35	36

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

0-698358

(1) SERIAL NO. ~~0-698358~~ (2) NAME RUDE (LAST) R (FIRST) A. (MIDDLE) (3) RANK Capt (4) AGE
(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION Buckley Field, Colorado (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED (AIR FORCE / COMMAND / WING / GROUP / SQUADRON / DETACHMENT)
(9) ORGANIZATION ATTACHED 3702d AAF Base Unit, Section "B"
(10) PRESENT RATING & DATE Pilot, 30 August 1943 (11) ORIGINAL RATING & DATE Same as (10)
(12) TRANSFERRED FROM AFO 520 US Army (13) FLIGHT RESTRICTIONS
(15) TRANSFERRED TO Buckley Field, Colorado (14) TRANSFER DATE

DO NOT WRITE IN THIS SPACE

(16) PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH November 1944

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMMD. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT DAY P	FIRST PILOT NIGHT P N OR NI	RATED PERS. NON-PILOT			NON-RATED OTHER ARMS & SERVICES	NON-RATED OTHER CREW & PASS'GR	SPECIAL INFORMATION INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT OVER 400 H.P.	PILOT NON-MIL. AIRCRAFT UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
16	BT-13A	4				0:40	0:45											
17	BT-13A	4					2:00											
20	BT-13A	3					1:45											
24	BT-13A	2					1:30											
28	BT-13A	2					0:45							0:40				
		15																
		15				:40	6:45							:40				
	COLUMN TOTALS					0:40	6:45							0:40				

CERTIFIED CORRECT:

Clyde J. Morgantti

CLYDE J. MORGANTI,
1st Lt., Air Corps,
Asst Armament Opns. Of.

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME		(44) TOTAL PILOT TIME	
(37) THIS MONTH		6:45		7:25	
(38) PREVIOUS MONTHS THIS F. Y.		124:30	15:00	124:30	
(39) THIS FISCAL YEAR		131:15	15:00	131:55	
(40) PREVIOUS FISCAL YEARS	214:05	466:50	20:00	809:15	
(41) TO DATE	214:05	598:05	35:00	951:10	0:00

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1 21	22	23	24	25	26	CARD NO. 2 27	28	29	30	31	CARD NO. 3 32	33	34	35	36
BT-13A	15																

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 1, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. ~~0-098358~~ 0-429358 (2) NAME RUDE (LAST) RALPH (FIRST) A. (MIDDLE) (3) RANK Capt (4) AGE 1921
(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION Buckley Field, Colorado
(8) ORGANIZATION ASSIGNED (AIR FORCE, COMMAND, WING, GROUP, SQUADRON) (ATTACHED FOR FLYING) (DETACHMENT)
(9) ORGANIZATION ATTACHED Officers' Armament School, Section "B" (AIR FORCE, COMMAND, WING, GROUP, SQUADRON) (DETACHMENT)
(10) PRESENT RATING & DATE Pilot, 30 August 1943 (11) ORIGINAL RATING & DATE Same as (10)
(12) TRANSFERRED FROM (13) FLIGHT RESTRICTIONS
(15) TRANSFERRED TO (14) TRANSFER DATE
(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.

(17) MONTH December 1944

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMMD. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT DAY P	FIRST PILOT NIGHT P N OR NI	RATED PERS. NON-PILOT			NON-RATED OTHER ARMS & SERVICES	NON-RATED OTHER CREW & PASS'GR	SPECIAL INFORMATION INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT OVER 400 H.P.	PILOT NON-MIL. AIRCRAFT UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
11	BT-13A	2					1:35							0:45				
12	BT-13A	1				1:00	1:45							1:00				
14	BT-13A	5				1:15	1:15							1:00				
15	BT-13A	1					0:55							1:00				
17	BT-13B	1					1:00											
18	BT-13B	1					0:40											
16	BT-13A	1					0:20											
28	BT-13A	2				0:45	0:45							0:40				
		14																
COLUMN TOTALS						3:00	8:15							4:25				

CERTIFIED CORRECT:

Paul L. McQuary

PAUL L. MC QUARY,
Captain, Air Corps,
Asst. Opns. Officer.

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME		(44) TOTAL PILOT TIME
(37) THIS MONTH		8:15		11:15
(38) PREVIOUS MONTHS THIS F. Y.		131:15	15:00	131:55
(39) THIS FISCAL YEAR		139:30	15:00	143:10
(40) PREVIOUS FISCAL YEARS	214:05	466:50	20:00	809:15
(41) TO DATE	214:05	606:20	35:00	952:25

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1: 21	22	23	24	25	26	CARD NO. 2: 27	28	29	30	31	CARD NO. 3: 32	33	34	35	36
BT-13A	12																
BT-13B	2																

SPACER

SPACER

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0693358 (2) NAME RUDE (LAST) RALPH (FIRST) A. (MIDDLE) (3) RANK Capt (4) AGE 1921
(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION Buckley Field, Colorado (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED (AIR FORCE / COMMAND / WING / GROUP / SQUADRON / DETACHMENT)
(9) ORGANIZATION ATTACHED Officers' Armament School, Section "B"
(10) PRESENT RATING & DATE Pilot, 30 August 1943 (11) ORIGINAL RATING & DATE Same as (10)
(12) TRANSFERRED FROM (13) FLIGHT RESTRICTIONS
(15) TRANSFERRED TO (14) TRANSFER DATE

DO NOT WRITE IN THIS SPACE

(16) PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH January 19 45

DAY 18	AIRCRAFT TYPE, MODEL & SERIES 19	NO. LANDINGS 20	FLYING INST. (INCL. IN 1ST PIL. TIME) S 21	COMMD. PILOT C CA 22	CO-PILOT CP 23	QUALIFIED PILOT DUAL QD 24	FIRST PILOT DAY P 25	FIRST PILOT NIGHT P N OR NI 26	RATED PERS. NON-PILOT P-AI 27	RATED PERS. NON-PILOT RP 28	RATED PERS. NON-PILOT 29	NON-RATED OTHER ARMS & SERVICES 30	NON-RATED OTHER CREW 31	SPECIAL INFORMATION INSTRUMENT I 32	NIGHT N 33	INSTRUMENT TRAINER 34	PILOT NON-MIL AIRCRAFT OVER 400 H.P. 35	PILOT NON-MIL AIRCRAFT UNDER 400 H.P. 36
2	BT-13A	2				0:45	0:45							0:40				
~~7~~	BT-13A	2				0:55	0:55							0:45				
8	BT-13A	2				1:15	1:10							1:00				
10	BT-13A	2				1:45	1:05							1:35				
15	BT-13A	2				1:20	1:20											
	COLUMN TOTALS	10				6:00	5:15							4:00				

CERTIFIED CORRECT:

Fowler T. Wood

FOWLER T. WOOD,
Captain, Air Corps,
Asst. Opns. Officer.

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME		(44) TOTAL PILOT TIME	
(37) THIS MONTH		5:15		11:15	
(38) PREVIOUS MONTHS THIS F. Y.		139:30	15:00	143:10	
(39) THIS FISCAL YEAR		144:45	15:00	154:25	
(40) PREVIOUS FISCAL YEARS	214:05	466:50	20:00	809:15	
(41) TO DATE		611:35	35:00	963:40	0:00

WRITE IN	AIRCRAFT 19	NL 20	CARD NO. 1 21	22	23	24	25	26	CARD NO. 2 27	28	29	30	31	CARD NO. 3 32	33	34	35	36

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-698358 (2) NAME RUDE (LAST) RALPH (FIRST) A (MIDDLE) (3) RANK Captain (4) AGE 1921
(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION Buckley Field, Colorado (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED
(9) ORGANIZATION ATTACHED Officers' Armament School, Section B (AIR FORCE / COMMAND / WING / GROUP / SQUADRON / DETACHMENT)
(10) PRESENT RATING & DATE Pilot, 30 August 1943 (11) ORIGINAL RATING & DATE Same as (10)
(12) TRANSFERRED FROM (13) FLIGHT RESTRICTIONS
(15) TRANSFERRED TO (14) TRANSFER DATE

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH February 1945

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMMD. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT DAY P	FIRST PILOT NIGHT P N OR NI	RATED PERS. NON-PILOT P-AI	RATED PERS. NON-PILOT RP		NON-RATED OTHER ARMS & SERVICES	NON-RATED OTHER CREW PASS'GR	SPECIAL INFORMATION INSTRUMENT I	SPECIAL INFORMATION NIGHT N	SPECIAL INFORMATION INSTRUMENT TRAINER	SPECIAL INFORMATION PILOT NON-MIL. AIRCRAFT OVER 400 H.P.	SPECIAL INFORMATION PILOT NON-MIL. AIRCRAFT UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
1	BT-13A	2				0:35	1:40							0:30				
19	BT-13A	2				1:05	1:10							1:00				
		4																
COLUMN TOTALS						1:40	2:50							1:30				

CERTIFIED CORRECT:
Fowler T. Wood
FOWLER T. WOOD,
Captain, Air Corps,
Asst. Opns. Officer.

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME		(44) TOTAL PILOT TIME	
(37) THIS MONTH		2:50		4:30	
(38) PREVIOUS MONTHS THIS F. Y.		144:45	15:00	154:25	
(39) THIS FISCAL YEAR		147:35	15:00	158:55	
(40) PREVIOUS FISCAL YEARS	214: 05	466:50	20:00	809:15	
(41) TO DATE	214:05	614:25	35:00	968:10	0:00

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1 21	22	23	24	25	26	CARD NO. 2 27	28	29	30	31	CARD NO. 3 32	33	34	35	36
BT-13A	4																

AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-698158 (2) NAME RUDE (LAST) RALPH (FIRST) A (MIDDLE) (3) RANK Captain (4) AGE 1921
(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION Buckley Field, Colorado (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED (AIR FORCE, COMMAND, WING, GROUP, SQUADRON, DETACHMENT)
(9) ORGANIZATION ATTACHED Officers Armament School, Squadron B (AIR FORCE, COMMAND, WING, GROUP, SQUADRON, DETACHMENT)
(10) PRESENT RATING & DATE Pilot 30 August 1943 (11) ORIGINAL RATING & DATE Same
(12) TRANSFERRED FROM Buckley Field, Colorado (13) FLIGHT RESTRICTIONS
(15) TRANSFERRED TO Unknown (14) TRANSFER DATE 24 March 1945

DO NOT WRITE IN THIS SPACE

(16) PERS. CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH March 19 45

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMMD PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT DAY P	FIRST PILOT NIGHT P N OR NI	RATED PERS. NON-PILOT			NON-RATED OTHER ARMS & SERVICES	NON-RATED OTHER CREW & PASS'GR	SPECIAL INFORMATION INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT OVER 400 H.P.	PILOT NON-MIL. AIRCRAFT UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
1	BT-13A	2				1:10	1:05											
3	BT-13B	2					2:15											
		4																
COLUMN TOTALS						1:10	3:20											

CERTIFIED CORRECT:

Fowler T. Wood

FOWLER T. WOOD,
Capt., Air Corps,
Ass't Opns O.

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME		(44) TOTAL PILOT TIME	
(37) THIS MONTH		3:20		4:30	
(38) PREVIOUS MONTHS THIS F. Y.		147:35	15:00	158:55	
(39) THIS FISCAL YEAR		150:55	15:00	163:25	
(40) PREVIOUS FISCAL YEARS	214:05	466:50	20:00	809:15	
(41) TO DATE	214:05	617:45	35:00	972:40	0:00

DO NOT WRITE IN THIS

AIRCRAFT 19	NL 20	CARD NO. 1 21	22	23	24	25	26	CARD NO. 2 27	28	29	30	31	CARD NO. 3 32	33	34	35	36
BT-13A	2																
BT-13B	2																

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-589358 (2) NAME RUDE (LAST) RALPH (FIRST) A (MIDDLE) (3) RANK Captain (4) AGE 1921
(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION Kirtland Field, N.M.
(8) ORGANIZATION ASSIGNED 2nd (AIR FORCE) COMMAND 16th (WING) 237th AAF BU (GROUP) Squadron E (SQUADRON) ATTACHED FOR FLYING (DETACHMENT)
(9) ORGANIZATION ATTACHED (AIR FORCE) COMMAND (WING) GROUP SQUADRON DETACHMENT
(10) PRESENT RATING & DATE Pilot 8-30-43 (11) ORIGINAL RATING & DATE Same as 10
(12) TRANSFERRED FROM Buckley Field, Colorado (13) FLIGHT RESTRICTIONS None
(15) TRANSFERRED TO (14) TRANSFER DATE 24 March 1945

DO NOT WRITE IN THIS SPACE

(16) PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH April 19 45

DAY 18	AIRCRAFT TYPE, MODEL & SERIES 19	NO LANDINGS 20	FLYING INST. (INCL IN 1ST PIL TIME) S 21	COMMD. PILOT C CA 22	CO. PILOT CP 23	QUALIFIED PILOT DUAL QD 24	FIRST PILOT DAY P 25	FIRST PILOT NIGHT P N OR NI 26	RATED PERS. NON-PILOT PAI 27	28	29	NON-RATED OTHER ARMS & SERVICES 30	OTHER CREW & PASSGR CPAT 31	SPECIAL INFORMATION INSTRUMENT I 32	NIGHT N 33	INSTRUMENT TRAINER 34	PILOT NON-MIL. AIRCRAFT OVER 400 H.P. 35	UNDER 400 H.P. 36
21	BT-13B	1					:50											
25	B-29	1				1:15	~~1:35~~											
27	B-29	1			1:55													
					CERTIFIED CORRECT:													
					Emerson Tolle													
					EMERSON TOLLE, Major, Air Corps, Dir. of Flying Tng.													
COLUMN TOTALS					1:55	1:15	:50											

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME		(44) TOTAL PILOT TIME	
(37) THIS MONTH		:50		4:00	
(38) PREVIOUS MONTHS THIS F. Y.		150:55	15:00	163:25	
(39) THIS FISCAL YEAR		151:45	15:00	167:25	
(40) PREVIOUS FISCAL YEARS	214:05	466:50	20:00	809:15	00
(41) TO DATE	214:05	618:35	35:00	976:40	00

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1 21	22	23	24	25	26	CARD NO. 2 27	28	29	30	31	CARD NO. 3 32	33	34	35	36

WAR DEPARTMENT
AAF FORM NO. 1
APPROVED DEC. 5, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-68[illegible]358 (2) NAME RUDE (LAST) RALPH (FIRST) A (MIDDLE) (3) RANK Captain (4) AGE 1921
(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION Kirtland Fld, New Mexico
(8) ORGANIZATION ASSIGNED 2nd (AIR FORCE) 16th (COMMAND) 237th AAF BU (WING) Sq E (GROUP) (SQUADRON) (DETACHMENT) ATTACHED FOR FLYING
(9) ORGANIZATION ATTACHED (AIR FORCE) (COMMAND) (WING) (GROUP) (SQUADRON) (DETACHMENT)
(10) PRESENT RATING & DATE Pilot 8-30-43 (11) ORIGINAL RATING & DATE P. 8-30-43
(12) TRANSFERRED FROM (13) FLIGHT RESTRICTIONS None
(15) TRANSFERRED TO (14) TRANSFER DATE

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH May 1945

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMMD. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT DAY P	FIRST PILOT NIGHT P N OR NI	RATED PERS. NON-PILOT PAI	RATED PERS. NON-PILOT	RATED PERS. NON-PILOT X	NON-RATED OTHER ARMS & SERVICES	NON-RATED OTHER CREW & CRAFT	SPECIAL INFORMATION INSTRUMENT I	SPECIAL INFORMATION NIGHT N	SPECIAL INFORMATION INSTRUMENT TRAINER	PILOT NON-MIL AIRCRAFT OVER 400 H.P.	PILOT NON-MIL AIRCRAFT UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
16	B-29	1			1:30													
18	B-29	1				1:25												
23	B-29	1				1:20												
						CERTIFIED CORRECT:												
						Emerson Tolle												
						EMERSON TOLLE,												
						Major, Air Corps,												
						Dir. of Flying Tng.												
COLUMN TOTALS					1:30	2:45												

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME		(44) TOTAL PILOT TIME	
(37) THIS MONTH				4:15	
(38) PREVIOUS MONTHS THIS F. Y.		151:45	15:00	168:25	0:00
(39) THIS FISCAL YEAR		151:45	15:00	171:40	
(40) PREVIOUS FISCAL YEARS	214:05	466:50	20:00	809:15	0:00
(41) TO DATE	214:05	618:35	35:00	980:55	0:00

DO NOT WRITE IN THIS

AIRCRAFT 19	NL 20	CARD NO. 1 21	22	23	24	25	26	CARD NO. 2 27	28	29	30	31	CARD NO. 3 32	33	34	35	36

WAR DEPARTMENT
AAF FORM NO. 1
APPROVED DEC. 1, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-689358
(2) NAME: RUDE (LAST) RALPH (FIRST) A (MIDDLE)
(3) RANK Captain
(4) AGE 1921
(5) PERS. CLASS 18
(6) BRANCH Air Corps
(7) STATION Kirtland Field, N.M.
(8) ORGANIZATION ASSIGNED 2nd (AIR FORCE) 16th (WING) 237th AAF BU (GROUP) Squadron E (SQUADRON) (ATTACHED FOR FLYING) (DETACHMENT)
(9) ORGANIZATION ATTACHED (AIR FORCE) (COMMAND) (WING) (GROUP) (SQUADRON) (DETACHMENT)
(10) PRESENT RATING & DATE Pilot 8-30-43
(11) ORIGINAL RATING & DATE Same as 10
(12) TRANSFERRED FROM
(13) FLIGHT RESTRICTIONS None
(14) TRANSFER DATE
(15) TRANSFERRED TO

DO NOT WRITE IN THIS SPACE

(16) PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.

(17) MONTH June 19 45

DAY 18	AIRCRAFT TYPE, MODEL & SERIES 19	NO LANDINGS 20	FLYING INST. (INCL. IN 1ST PIL. TIME) S 21	COMMD. PILOT C CA 22	CO-PILOT CP 23	QUALIFIED PILOT DUAL QD 24	FIRST PILOT DAY P 25	FIRST PILOT NIGHT P N OR NI 26	RATED PERS. NON-PILOT 27	28	29	NON-RATED OTHER ARMS & SERVICES 30	OTHER CREW MEMBER PASSGR CPAI 31	SPECIAL INFORMATION INSTRUMENT I 32	NIGHT N 33	INSTRUMENT TRAINER 34	PILOT NON-MIL. AIRCRAFT OVER 400 H.P. 35	UNDER 400 H.P. 36
18	AT-6A	1				:45	:45											
22	B-29	1			1:20													
25	B-29	1					:55											
COLUMN TOTALS					1:20	:45	1:40											

CERTIFIED CORRECT:

John C. Park

JOHN C PARK,
Major, Air Corps,
Asst. Supr of Flying Tng.

And I further certify that the above named officer has successfully passed the Instrument Flying Check as prescribed under the provisions of Army Air Force Regulations No. 50-3, ch

Pa Picard

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME		(44) TOTAL PILOT TIME	
(37) THIS MONTH		1:40	0	3:45	
(38) PREVIOUS MONTHS THIS F. Y.		151:45	15:00	171:40	0
(39) THIS FISCAL YEAR		153:25	15:00	175:25	0
(40) PREVIOUS FISCAL YEARS	214:25	466:50	20:00	809:15	0
(41) TO DATE	214:25	620:15	35:00	984:40	0

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1 21	22	23	24	25	26	CARD NO. 2 27	28	29	30	31	CARD NO. 3 32	33	34	35	36

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-689358 (2) NAME RUDE (LAST) RALPH (FIRST) A (MIDDLE) (3) RANK Captain (4) AGE 1921
(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION Kirtland Field, N.M. (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED 2nd (AIR FORCE) 16th (COMMAND) 237th AAF BU (WING) Squadron E (GROUP) (SQUADRON) (DETACHMENT)
(9) ORGANIZATION ATTACHED (AIR FORCE) (COMMAND) (WING) (GROUP) (SQUADRON) (DETACHMENT)
(10) PRESENT RATING & DATE Pilot 8-30-43 (11) ORIGINAL RATING & DATE Same as 10
(12) TRANSFERRED FROM (13) FLIGHT RESTRICTIONS None
(14) TRANSFER DATE

DO NOT WRITE IN THIS SPACE

(16) PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH July 19 45

DAY 18	AIRCRAFT TYPE, MODEL & SERIES 19	NO. LANDINGS 20	FLYING INST (INCL IN 1ST PIL TIME) S 21	COMMD. PILOT C CA 22	CO-PILOT CP 23	QUALIFIED PILOT DUAL QD 24	FIRST PILOT DAY P 25	FIRST PILOT NIGHT F N OR NI 26	RATED PERS. NON-PILOT PAI 27	28	29	NON-RATED OTHER ARMS & SERVICES 30	OTHER CREW OD PASS'GR. PAI 31	SPECIAL INFORMATION INSTRUMENT I 32	NIGHT N 33	INSTRUMENT TRAINER 34	PILOT NON-MIL. AIRCRAFT OVER 400 H.P. 35	UNDER 400 H.P. 36
18	B-29	1					1:50											
19	B-29	1			1:20													
23	B-29	1			1:15													
COLUMN TOTALS					2:35		1:50											

CERTIFIED CORRECT
JOHN C. PARK
Major Air Corps
Asst. Supr. Flying Tng.

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME		(44) TOTAL PILOT TIME	
(37) THIS MONTH		1:50		4:25	
(38) PREVIOUS MONTHS THIS F. Y.					
(39) THIS FISCAL YEAR		1:50		4:25	
(40) PREVIOUS FISCAL YEARS	214:25	620:15	35:00	984:40	0
(41) TO DATE	214:25	622:05	35:00	989:05	0

DO NOT WRITE THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1 21	22	23	24	25	26	CARD NO. 2 27	28	29	30	31	CARD NO. 3 32	33	34	35	36

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-699358 (2) NAME RUDE (LAST) RALPH (FIRST) A (MIDDLE) (3) RANK Captain (4) AGE 1921
(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION Kirtland Field, N.M. (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED 2nd (AIR FORCE) 16th (COMMAND) 237th (WING) AAF BU Squadron E (GROUP) (SQUADRON) (DETACHMENT)
(9) ORGANIZATION ATTACHED (AIR FORCE) (COMMAND) (WING) (GROUP) (SQUADRON) (DETACHMENT)
(10) PRESENT RATING & DATE Pilot 8-30-43 (11) ORIGINAL RATING & DATE Same as 10
(12) TRANSFERRED FROM (13) FLIGHT RESTRICTIONS None
(15) TRANSFERRED TO (14) TRANSFER DATE

DO NOT WRITE IN THIS SPACE

(16) PER. CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH August 1945

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S.	COMMD. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT DAY P	FIRST PILOT NIGHT P N OR NI	RATED PERS. NON-PILOT PAI			NON-RATED OTHER ARMS & SERVICES	NON-RATED OTHER CREW & PASSGR. QD SPAI	SPECIAL INFORMATION INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT OVER 400 H.P.	PILOT NON-MIL. AIRCRAFT UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
21	B-29	1			1:35													
22	B-29	1			1:40													
23	B-29	1			1:05													
		3																
COLUMN TOTALS					4:20													

CERTIFIED CORRECT:

W. D. Fennell

W. D. FENNELL,
Captain, AirCorps,
Asst Supr of Flying Trng.

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME		(44) TOTAL PILOT TIME
(37) THIS MONTH				4:20
(38) PREVIOUS MONTHS THIS F. Y.		1:50		4:25
(39) THIS FISCAL YEAR		1:50		8:45
(40) PREVIOUS FISCAL YEARS		620:15	35:00	984:40
(41) TO DATE	214:25	622:05	35:00	993:25

DO NOT WRITE IN THIS SPACE

AIRCRAFT	NL	CARD NO. 1						CARD NO. 2					CARD NO. 3				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36

WAR DEPARTMENT
AAF FORM NO. 5A
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

~~XXXXXXXXXX~~ STUDENT

(1) SERIAL NO. 0-689358 (2) NAME RUDE (LAST) RALPH (FIRST) A. (MIDDLE) (3) RANK Captain (4) AGE 1921
(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION Kirtland Field, N.M. (ATTACHED FOR FLYING)
(8) ORGANIZATION ASSIGNED 2nd. (AIR FORCE) 16th (COMMAND) 237th (WING) AAF B.U. (GROUP) Squadron E. (SQUADRON) (DETACHMENT)
(9) ORGANIZATION ATTACHED (AIR FORCE) (COMMAND) (WING) (GROUP) (SQUADRON) (DETACHMENT)
(10) FLYING CLASSIFICATION Pilot 8/30/43 (11) RATINGS & DATES Same as 10
(12) TRANSFERRED FROM Kirtland Field, N.M. (13) FLIGHT RESTRICTIONS None
(15) TRANSFERRED TO Ft. Lewis, Washington, (Sepr Center) (14) TRANSFER DATE

DO NOT WRITE IN THIS SPACE

(16) PERS CLASS	RANK	CLASS.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.

(17) MONTH Sept. 19 45

DAY 18	AIRCRAFT TYPE, MODEL & SERIES 19	LANDINGS 20	C CA ~~XXXXXX~~ STUDENT ~~XXXXX~~ TIME ~~XXXX~~ 21	~~XXXXXX~~ STUDENT DUAL TIME ~~XXX~~ DAY 22	NIGHT 23	~~XXXXX~~ FIRST PILOT TIME ~~XXXXX~~ DAY 24	NIGHT N OR NI 25	NON-PILOT DUTY 26	27	28	OTHER ARMS & SERVICES 29	OTHER CREW & PASS'GR 30	SPECIAL INFORMATION INSTRUMENT I 31	NIGHT N 32	INSTRUMENT TRAINER 33	PILOT NON-MIL. AIRCRAFT OVER 400 H.P. 34	UNDER 400 H.P. 35

NO TIME ACCOMPLISHED AT THIS STATION DURING MONTH OF SEPTEMBER

CERTIFIED CORRECT:

W.D. Fennell

W.D. FENNELL,
Captain, Air Corps,
Asst. Supr of Flying Tng.

COLUMN TOTALS

	(41) TOTAL ~~XXXXX~~ FIRST PILOT TIME		(42) TOTAL ~~XXXXX~~ PILOT TIME
(36) THIS MONTH			
(37) PREVIOUS MONTHS THIS F. Y.	1:50		8:45
(38) THIS FISCAL YEAR	1:50		8:45
(39) PREVIOUS FISCAL YEARS	620:15	35:00	984:40
(40) TO DATE 214:25	622:05	35:00	993:25

AIRCRAFT 19	LAND 20	CARD NO. 4 21	22	23	24	25	CARD NO. 5 26	27	28	29	30	CARD NO. 6 31	32	33	34	35

Front Row (L to R): Mallory (B); Neipling (N); Sylvester (CP); Rude (P). Back Row (L to R): Anderson; Elsea (BG); Foushee; Cook; Esparza; Ocskowski

- **RUDE, Ralph A, Pilot**
- **SYLVESTER, Arthur S., Co-Pilot**
- **MALLORY, Galon H., Bombardier**
- **NEIPLING, Joseph E., Navigator**
- **FOUSHEE, Earl G, Flt/Eng, Top Turett**
- **COOK, William J, Radio/Op**
- **ESPARZA, SR, Joseph I., Top Gunner**
- **OCZKOWSKI, Walter J, Tail Gunner**
- **ELSEA, Henry O, Ball**
- **ANDERSON, Jesse D, Nose Gunner – POW 13 Oct 44 Mealey**

719TH SQUADRON

David Councill was the original C.O. from July ‘43 to 8 December ’43 when he and his crew were lost during the movement overseas. Most of the 719th officer and NCO staff were among the 14 men lost aboard Councill’s aircraft. This placed the 719th in dire straits in January ’44. Arthur B. Swan took over as C.O. and began sorting things out in January ’44. He served as the C. O. until he received a serious combat wound on 23 April ‘44. Charles E. Harton from the 717th

Squadron was selected to be the acting commander until Art Swan could reassume the position. When Swan was promoted to higher echelon, Harton continued as the acting C.O. until July ‘44. Harold R. Loughran, a lead crew pilot from the 717th became the 719th C.O. in July ‘44 and remained through September ’44. In September ‘44, William Allen became the C.O. and remained so until May ‘45.

41-28864

Flown overseas by Rude’s crew from Topeka, KS, arriving in 449th on 12 April ’44. Sent to Gioia Depot in the Fall of ’44.

PICTURES OF SALTY DOG

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Salty Dog
456

CONFIDENTIAL

719TH BOMBARDMENT SQUADRON (H)
OFFICE OF THE OPERATIONS OFFICER
A.P.O. # 520
U.S. ARMY

EPM/BHR

7 SEPTEMBER 1944

SUBJECT : OPERATIONAL PERFORMANCE RECORD

TO : WHOM IT MAY CONCERN

FOLLOWING IS THE OPERATIONAL PERFORMANCE RECORD CONCERNING CAPT. RALPH A. RUDE, ASN O-689358, PILOT AS PERFORMED THIS STATION AND HELD ON RECORD THIS HEADQUARTERS:

MISS.NO.	TIME	DESTINATION	DATE
47	5:45	SOFIA, BULGARIA	4-17-44
48	6:45	TREVISO M/Y, ITALY	4-20-44
49 (DOUBLE)	8:20	SCHWECHAT A/C FCTY., AUSTRIA	4-23-44
51	6:00	ORBETELLO, ITALY	4-28-44
53	8:00	ALLESSANDRIA M/Y, ITALY	4-30-44
55 (DOUBLE)	7:40	BRASOV M/Y, ROUMANIA	5- 6-44
57	5:40	PORTO SAN STEPANO HARBOR, ITALY	5-12-44
58	8:50	PIACENZA, ITALY	5-13-44
60	6:20	ORBETELLO, ITALY	5-17-44
61	5:15	BELGRADE, YUGOSLAVIA	5-18-44
62	8:35	LA SPEZIA, ITALY	5-19-44
64	5:40	GROTTAFERRATA, ITALY	5-23-44
65 (DOUBLE)	7:45	WEINER-NEUSTADT A/C FCTY., AUSTRIA	5-24-44
67	8:30	VAR R.R. BRIDGE, FRANCE	5-26-44
69 (DOUBLE)	7:45	WALLERSDORF A/D, AUSTRIA	5-29-44
70 (DOUBLE)	7:40	SALLENAU-POTTENDORF, AUSTRIA	5-30-44
71 (DOUBLE)	7:45	PLOESTI, ROUMANIA	5-31-44
74	6:45	BALZANO M/Y, ITALY	6- 5-44
75 (DOUBLE)	8:30	PLOESTI, ROUMANIA	6- 6-44
81 (DOUBLE)	7:45	BRATISLAVA-OPOLLO OIL REFINERY, CZECH.	6-16-44
82 (NON-EFF.)	6:45	LATISANA, ITALY	6-22-44
85 (DOUBLE)	8:00	SCHWECHAT A/C FCTY., AUSTRIA	6-26-44
87 (NON-EFF.)	6:50	ZAGREB, YUGOSLAVIA	6-30-44
89 (DOUBLE)	7:10	GIURGIU O/S/D ROUMANIA	7- 3-44
90	7:15	PITESTI, ROUMANIA	7- 4-44
95 (DOUBLE)	8:20	PLOESTI, ROUMANIA	7- 9-44
96	8:30	VAR RAILROAD BRIDGE, FRANCE	7-12-44
101 (NON-EFF.)	6:00	HORSCHING A/D, AUSTRIA	7-21-44
103	3:30	BERAT-KUCOVE OIL REF., YUGOSLAVIA	7-23-44
107	7:35	AVISSIO, ITALY	8- 3-44
111	8:30	TOULON, FRANCE	8-12-44
113	7:00	GENOA (GUN POSITIONS), ITALY	8-14-44
118 (DOUBLE)	8:25	VIENNA-LOBAU OIL BLEND PLANT, AUSTRIA	8-22-44
122	6:30	FERRARO RAILROAD BRIDGE, ITALY	8-27-44
126	4:15	MITROVIC RAILROAD BRIDGE, YUGOSLAVIA	9- 1-44
125	5:00	CAPRIJO RAILROAD BRIDGE, YUGOSLAVIA	8-30-44
128	8:00	TRENTO M/Y, ITALY	9-4-44
130	4:00	LESKOVAC, YUGOSLAVIA	9- 6-44

TOT MISS: 50 TOTAL SORTIES: 38 TOT COMPLETED SORTIE HRS: 266:50

FOR THE COMMANDING OFFICER

49

P.R.C. OCCS3039

Classification ~~cancelled~~ or
changed to RESTRICTED
of JACK L RANDOLPH
(Name)
COL MAY 8, 1945
(Grade) (Date)

15-4-51

GP-449-SU-OP-S
20 APRIL 1944

IRIS Public Record

Key Information

Main: GROUP/0449/BOMBARDMENT (HEAVY)

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Title Extensions:

Abstract CONTAINS MISSION REPORT.

Descriptive Notes:

Title Added Entries MISSION NUMBER 48

Author:

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Major Command:

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Administrative Markings

No Administrative Markings Listed

Security Review Information:

HEADQUARTERS 449TH BOMBARDMENT GROUP (H) USAAF E-WAT/wa
APO 520, U S Army

21 April 1944.

MISSION ORDERS)
:
NO.....29)

Crews of the following aircraft will be credited with one (1) sortie for operational mission 48 performed 20 April 1944.*

716th Sq	717th Sq	718th Sq	719th Sq
55 Silverstein(N)	35 Marten (N)	775 Gent (E)	4 Easters(N)
53 Kennelly(N)	45 Wiemer (N)	28 CarterHM(E)	8 Harton(N)
54 Hanley (N)	34 Scroggs(N)	30 Webb (N)	14 Geisel(N)
51 Isgrigg (N)	46 Samuelson(N)	27 CarterDA(E)	6 Liddycoat(N)
56 Dacey (N)	39 Lawrence (N)	23 McLeod (E)	1 Widness (N)
48 Messenger(N)	41 Morton (N)	21 Rouse (E)	7 Fergus (N)
59 Goad (E)		17 Silvers(E)	16 Davis (N)
57 Foote (N)		26 Harper (N)	11 Rude (N)
8	6	31 Kirkland(E)	3 Blomgren(N)
		25 Staley (N)	9
		10	

By order of Lieutenant Colonel GENT:

William A. Tope
WILLIAM A. TOPE,
Major, Air Corps,
Operations Officer

DISTRIBUTION:

1 ea Sq Opns
1 Stat O
1 File

00093039

P.R.C.

*This order subject to cancellation by higher Headquarters.

HEADQUARTERS 449TH BOMBARDMENT GROUP (H) USAAF
APO 520, U S Army

20 April 1944

ATTACK SHEET

1. Target - Padova.
2. Initial point - None.
3. Intervalometer setting - 70 feet.
4. Approach altitude - 21100 feet.
5. Bombing altitude - 21100 feet.
6. Bombing speed - 160.
7. Autopilot or PDI - Pathfinder bombing.
8. Method of sighting - Pathfinder.
9. Rally direction - Left.
10. Rendezvous time and place - Rendezvous at Manduria at 1043B.
11. Course to target - As briefed.
12. Return course - As briefed.
13. Cruising speed - 165.
14. Point of climb - San Vito di Normanni, speed of climb 160.
15. Position in wing - Cruising 1st Gp 1st Wave, Bombing 1st Gp 1st Wave.
16. Target Time - 1327B.
17. Omitted.
18. Length of bomb run in seconds - 120.
19. Number of bombs salvoed on target - None.

CRUISING FORMATION ATTACK FORMATION

Same as shown on briefing sheet minus two planes.

WEATHER DATA

a. Over southern Italy 2/10 altocumulus at 10000', with 1/10 low cumulus along coast line tops at 3000'. Visibility 15 miles in slight haze. Near Spur no clouds whatsoever but still hazy thru all levels, over central Adriatic near 4250N, low stratus observed to west near Italian coast. Near 4320N over central Adriatic began running into a deck of middle clouds at 10000'. This deck increased northward. At 4430N 3/10 altocumulus at 10000'. Over Treviso a large (50 mile) patch of alticumulus forming an overcast at 10000'. Near Chioggia there were only 4/10 at this deck. Vapor trails in this area persisted near 25000'. On return heavy banks of clouds were observed over both Yugoslav and Italian coasts but only lightly scattered cumulus over water. Temperatures: 9000' 0° C, 11500' -5° C, 13000' -8° C, 16000' -14° C, 19000' -20° C.

b. No evasive action taken to avoid weather.

c. Completely undercast over target.

Incl 2

HEADQUARTERS 449TH BOMBARDMENT GROUP (H) USAAF
APO 520, U S Army

20 April 1944

BRIEFING SHEET

1. Target - Treviso M/Y.
2. Initial Point - Railroad Junction (4540N 1155E).
3. Intervalometer Setting - 70 feet.
4. Approach altitude - 21500.
5. Bombing altitude - 21500.
6. Bombing speed - 160.
7. Autopilot or PDI - PDI.
8. Number and type bombs per ship (with fuse settings) - 10, 500lb GP bombs with .1 and .025 fusing.
9. Method of sighting - Lead bombardiers sight for course and rate and all other bombardiers drop on box leaders.
10. Rally direction - Right.
11. Rendezvous time and place - Manduria at 0944B.
12. Course to target - Manduria to San Vito di Normanni to 4400N 1400E to Piove to IP to Target.
13. Return course - Target to 4500N 1300E to Base.
14. Cruising Speed - 160.
15. Position in wing-cruising 1st Gp 1st Wave, bombing 1st Gp 1st Wave.
16. Point of climb - San Vito di Normanni, speed of climb - 160.
17. Target time - 1216B.
18. Omitted.

CRUISING FORMATION	ATTACK FORMATION
T T T T T T T T T T T T	Same as Cruising
T T T T T T T T T T T T	
T T T T T T T T T T T T	

Incl 1

2. Times: Briefing - 0630
Stations - 0720
Start Eng- 0820
Taxi out - 0830 Take-off.
Rendezvous - 0944 at 6000 over Manduria with 450th. 449th is wing lead. Wing rendy line Manduria to San Vito Di Normanni. Fighters will rendy before Key Point.

3. Route:

FROM	TIME	TC	DIST	ALTITUDE
Manduria	0944	12	18	6000
San Vito	0950	321	299	
Key Point (4400N 1400E)	1128	312	132	17000
Piove (4517N 1202E)		350	27	
IP 4540N 1155E		92	16	
Target	1225	141	59	21500
4500N 1300E		144	380	
Base				

Secondary: Any active M/Y in North Italy except Florence and Rimini.
376 will lead on route back

4. Target Time - 1225B
Bombing altitude: A Unit - 21500, B Unit - 22000, C Unit - 21000.

5. Rally - Right. North of Venice.

6. Alternate Landing Field - Amendola.

7. Communications: VHF - Channel "B"
Command - 5190 for interplane and tower.

GROUP	CALLSIGN	FLARE	ALDIS LETTER
449	Lacework One	YY	"A"
450	Lacework Two	RG	
376	Lacework Three	GG	"N"
98	Lacework Four	G	

Fighters - Tankstop.

8. Notes: 1. Taxi slowly, and stay on taxi strip.

2. Lead navigator must plan to hit bombing altitude at least 30 minutes before IP.

Following dog leg on route out will be executed to allow closure of wing formation: On course from San Vito Di Normanni for 15 minutes, turn 30 degrees right for two minutes, then turn 60 degrees left for two minutes, then 30 degrees right on course to Key Point. Wing route formation will consist of groups echelon left in waves.

TIME TICK

A-1
GENT - MINOW
775

A-3
MCINVALE
47

WEBB
30

A-4
D.A.CARTER
19

TOMPKINS
28

A-2
SILVERS
17

MARTEN
35

ANDERSON
40

ROUSE
21

MCLEOD
23

KIRKLAND
31

HARPER
26

B-1
STALEY
25

B-3
WEIMER
45

HARTON
8

B-2
GEISEL
14

EASTERS
4

B-2
FERGUS
7

SAMUELSON
46

SCROGGS,JF
34

WIDNESS
1

LIDDYCOAT
6

RUDE
11

DAVIS
16

C-1
SILVERSTEIN
55

C-3
LAWRENCE
39

FOOTE
57

C-4
ISGRIGG
51

KENNELLY
53

C-2
MESSENGER
48

MORTON
41

WILES
43

Hanley
54

DACEY
56

ROBERTS
50

goad
59

Blomgren
3.

MISSION 48 20 April 1944 For F[illegible].

	Ap	Pilot	Time	Time	
1	775	Gent	0940	1602	
2	28	Carter	0940½	1557	
3	30	Webb	0941	1558	
4	27	Carter,D.A.	0942	1604	
5	23	McLeod	0942	1605	
6	21	Rouse	0943	1607	
7	17	Silvers	0944	1600	
8	26	Harper	0944	1601	
9	31	Kirkland	0945	1602	
10	47	McInvale	0945	1304ER*	717 #3 Gas Leak
11	40	Anderson	0946	1105ER*	717 Co-Pilot had attack of Sinus.
12	35	Marten	0946	1559	
13	25	Staley	0947	1605	
14	4	Easters	0948	1606	
15	8	Harton	0948	1607	
16	14	Geisel	0949	1603	
17	6	Liddycoat	0950	1613	
18	1	Widness	0950	1606	
19	7	Fergus	0951	1556	
20	16	Davis	0952	1608	
21	11	Rude	0953	1609	
22	45	Weimer	0953	1610	
23	34	Scroggs	0954	1609	
24	46	Samuelson	0955	1611	
25	55	Silverstein	0955	1612	
26	53	Kennelly	0956	1615	
27	54	Hanley	0957	1613	
28	51	Isgrigg	0958	1614	
29	56	Dacey	0958	1620	
30	48	Messenger	0959	1616	
31	59	Goad	0959	1617	
32	50	Roberts	1000	1125ER	Oil Rocker - 716
33	39	Lawrence	1000	1618	
34	41	Morton	1001	1619	
35	43	Wiles	1002	1031ER	Gas Leak *
36	3	Blomgren	1003	1619	
37	57	Foote	1024	1615	

~~42 Sass (Air Disc Officer)~~

U.S. RESTRICTED EQUALS BRITISH RESTRICTED

DAILY OPERATIONS REPORT
SCOR FORM 34

DESIGNATION OF UNIT: 449th. Bombardment Group

SQUADRONS INCLUDED IN THIS REPORT: 716th., 717th., 718th., 719th.

1. a. 24-Hr. Period Ending 2000 Hrs. 20 April 1944 b. Mission No. 48

2. a. Number and Type of A/C Airborne 36 Time of Take-off 0940

Time of Landing 1556 Time over target 1327

For XII Bc and XII ASC only
(b. No. A/C notreaching enemy lines (reason) 3
1. Oil leak. 2. Co-Pilot sinus attack.
3. Gas leak.
(c. No. A/C crossing enemy lines but failing to attack (indicate reason) 15 Weather bad.
9 jettisoned, 6 brought bombs back.

For XII Ftr Command
(d. No. A/C not completing mission (indicate reason)

3. TARGET: a. Name and Location Treviso, Italy

b. Pinpoint or Precise Aiming Point N/Y

4. MISSION: a. Type TPM Bombing

b. Escorted by 3-40's 20-30 P-51's 12 P-47's (Unit, No. & Type A/C) c. Escorting 0 (Unit, No. & Type A/C)

d. (For Fighter Bombers Only)
No. of A/C carrying bombs ___ Duty of A/C carrying no bombs

5. ENEMY RESISTANCE:

	TYPE	INTENSITY	ACCURACY
a. A/A Over Target	Heavy	Moderate	Inaccurate
b. A/A Enroute	Heavy	Slight	Inaccurate

c. No. & Type E/A Encountered (indicate where)

6. WEATHER: (Over Target) Complete overcast Enroute 1/10-4/10

7. ALTITUDE AND RANGE OF ATTACK 21,100 by NRP

8. TOTAL FLYING HOURS: (to nearest five minutes) 432:35

9. AMMUNITION:

Caliber	Rounds Carried	Rounds Expended	Rounds Lost on Missing and Destroyed A/C
50	162,000	4,130	None

10. BOMBS, TORPEDOS, DEPTH CHARGES AND PYROTECHNICS:

Type	Fusing	Number Carried	Number Expended	Jettisoned	Lost on Missing and Destr. A/C
		360			

1. a. 24-Hr. Period Ending 2000 Hrs. 20 April 1944 b. Mission No. 48

2. a. Number and Type of A/C Airborne 96 Time of Take-off 0940

Time of Landing 1556 Time over target 1327

For XII Bc and XII ASC only

(b. No. A/C notreaching enemy lines (reason) 3
1. Oil leak. 2. Co-Pilot sinus attack.
3. Gas leak.

(c. No. A/C crossing enemy lines but failing to attack (indicate reason) 15 Weather bad.
9 jettisoned, 6 brought bombs back.

For XII Ftr Command

(d. No. A/C not completing mission (indicate reason)

3. TARGET: a. Name and Location Treviso, Italy

b. Pinpoint or Precise Aiming Point M/Y

4. MISSION: a. Type Bombing

b. Escorted by 3-40's 20-30 P-51's 12 P-47's (Unit, No. & Type A/C) c. Escorting (Unit, No. & Type A/C)

d. (For Fighter Bombers Only)
No. of A/C carrying bombs ____ Duty of A/C carrying no bombs

5. ENEMY RESISTANCE:

	TYPE	INTENSITY	ACCURACY
a. A/A Over Target	Heavy	Moderate	Inaccurate
b. A/A Enroute	Heavy	Slight	Inaccurate

c. No. & Type E/A Encountered (indicate where)

6. WEATHER: (Over Target) Complete overcast Enroute 1/10-4/10

7. ALTITUDE AND RANGE OF ATTACK 21,100 by MPI

8. TOTAL FLYING HOURS: (to nearest five minutes) 332:35

9. AMMUNITION:

Caliber	Rounds Carried	Rounds Expended	Rounds Lost on Missing and Destroyed A/C
50	162,000	4,130	None

10. BOMBS, TORPEDOS, DEPTH CHARGES AND PYROTECHNICS:

Type	Fusing	Number Carried	Number Expended	Jettisoned	Lost on Missing and Destr. A/C
500# GP	.1 & .025	~~390~~ 360	180	90	None

U.S. RESTRICTED EQUALS BRITISH RESTRICTED

11. VICTORIES (indicate gun-position credited with victory, not individuals name):

a. Destroyed - Credit b. Probable - Credit c. Damaged

12. Own AIRCRAFT LOSSES: Destroyed Missing Damaged Cat. 1 Cat. 2
(on Combat Mission)

a. By enemy action
(indicate cause) None

b. Not by enemy action:
(indicate cause) None

c. Returned from Missing_____ Reported Missing on Mission #__
(date

13. CREW CASUALTIES:
a. Specialty Crew Position (K,MIA,SW,or LW) Cause

None

b. Returned, previously Reported Missing:
Specialty Crew Position Reported Missing on Mission No. & date Wounded? (SW or LW)

None

14. Short Narrative, including Results, Sightings, and Facts of Interest: 37 acft took off to bomb Treviso M/Y. Because of a large patch of altiumulus (50 miles) over Treviso, bombs were not dropped here except by one ship. The lead ship bombed Padua M.Y by IRT and 13 others toggled on the lead. 2 acft bombed Mestre, 1 acft on a fleet of small craft. 9 acft jettisoned and 19 returned bombs to base including all early returns. Credit for 18 effective and 15 non-effective sorties claimed.

15. Any other Aircraft Losses (destroyed on the ground, on Training Flights, etc. Explain)

16. Has Weekly Letter of "Remarks and Recommendations", as of Sat. 2000 hours, been forwarded through channels?_____

17. CONSUMPTION TABLE, week ending_____
(To be submitted only each Saturday of 2000 hours. Include expenditures for all purposes.)

a. Total Hours Flown_____ b. Total Gas Consumed_____

c. No. & Type of Long Range Tanks Jettisoned, Lost or Destroyed._____

d. BOMBS, TORP., D. C., PYRO
Type Number

e. AMMUNITION
Caliber Rounds

THOMAS J. GANT, JR.
Lt. Col., Air Corps
(Signature of Commanding Officer)

(on Combat Mission)

a. By enemy action
(indicate cause) None

b. Not by enemy action:
(indicate cause) None

c. Returned from Missing_____ Reported Missing on Mission #__
(date

13. CREW CASUALTIES:
a. Specialty Crew Position (K,MIA,SW,or LW) Cause

None

b. Returned, previously Reported Missing:

Specialty	Crew Position	Reported Missing on Mission No. & date	Wounded? (SW or LW)
None			

14. Short Narrative, including Results, Sightings, and Facts of Interest: 37 acft took off to bomb Treviso M/Y. Because of a large patch of altocumulus (50 miles) over Treviso, bombs were not dropped here except by one ship. The lead ship bombed Padua M.Y by IFF and 19 others toggled on the lead. 2 acft bombed Mestre, 1 acft on a fleet of small craft. 9 acft jettisoned and 19 returned bombs to base including all early returns. Credit for 18 effective and 15 non-effective sorties claimed.

15. Any other Aircraft Losses (destroyed on the ground, on Training Flights, etc. Explain)

16. Has Weekly Letter of "Remarks and Recommendations", as of Sat. 2000 hours, been forwarded through channels?_____

17. CONSUMPTION TABLE, week ending_____
(To be submitted only each Saturday of 2000 hours. Include expenditures for all purposes.)

a. Total Hours Flown_____ b. Total Gas Consumed_____

c. No. & Type of Long Range Tanks Jettisoned, Lost or Destroyed._____

_____

d. BOMBS, TORP., D. C., PYRO
Type Number

e. AMMUNITION
Caliber Rounds

THOMAS J. GANT, JR.
Lt. Col., Air Corps
(Signature of Commanding Officer)

U.S.RESTRUCTED EQUALS BRITISH RESTRICTED

CONFIDENTIAL

HEADQUARTERS 449TH BOMBARDMENT GROUP (M)
APO 520 U S Army

D/AM/TCR/rgd

20 April 1944

SPECIAL NARRATIVE REPORT No. 48
MISSION: 20 April 1944 - TREVISO M/Y

I. CHRONOLOGY

36 B-24 G, H, & J's took off at 0940 - 1024 hours to bomb TREVISO M/Y. Three returned early; one had a gas leak in #3 engine, one had an oil line leak in #2 engine and the other ship returned because the Co-Pilot was ill. Weather over the target was 10/10 overcast but 11 dropped 27.25 tons of 500 lb GP bombs with .1 and .025 fuzeing from 1306 to 1330 hours at 21,500 ft. 4 dropped 10 tons on PADUA, 2 over MESTRE dropped 5 tons, one dropped 2½ tons over a fleet of scattered small boats 10 miles east of CHIOGGIA. 6 returned 15 tons to the base and 9 jettisoned 22.75 tons in the Sea. 33 returned to base about 1613 hours. None were lost and none are at friendly fields.

14

II. ROUTE AND ASSAULT

Rendezvoused with 450th Group over MANTUNIA about 0944 Baker at 6,000 ft and lead on course to SAN VITO DI NORMANNI. From here this Group went to Key Point (44°00' N - 14°00' E) to FIOVE thence to the IP (45°40' N - 11°55' E). Here they made a right turn on to target on a true course of 92° and dropped on E.T.A. as the Radar system was inoperative. Rallied right and went over PADUA to 45°00' N 13°00' E and returned to base. Escort was met on flight line before the Key Point and provided cover over the target and upon withdrawal.

used PFF

III. RESULTS

The target area was 10/10 covered and it was impossible to determine any hits from the air. One ship dropped its bombs on a fleet of scattered small boats 10 miles East of CHIOGGIA at 1337 hour from 20,000 ft on a heading of 140° True, but reported only near misses.

IV. ENEMY RESISTANCE

A. Fighters

There was no enemy fighter interception, but one crew did report what appeared to be a dog fight in the target area at a distance too far for details. Another crew reported they saw bombs dropping in the water below them and later spotted 2 elements of 4 single engine fighters. They had red noses and black on the bellies which they took to be either belly tanks or bomb racks. They reported that about 1430 hours while they were off the coast at

CONFIDENTIAL

SPECIAL NARRATIVE REPORT No. 48 (Continued)
MISSION: 20 April 1944 - TREVISO M/Y

IV. ENEMY RESISTANCE

A. Fighters (Continued)

ANCONDA flying at 10,000 ft these same fighters were flying above them 8 to 10,000 ft. At this time 12 bombs went through a formation of six B-17's flying off at 5 o'clock some distance from this Group and 2 or 3,000 ft below. They could see these bombs in the air and observed them hit the water in a circular pattern. No hits were observed in this attack.

B. Flak

Over the target this Group experienced Moderate, Inaccurate, Heavy flak. However, it should be noted that window was being used at the time and there was a complete overcast. Slight, Inaccurate, Heavy flak was also reported over PADUA and MESTRE, and one battery at CHIOGGIA. Intense, Inaccurate, Heavy flak was encountered over FIOVE.

V. SIGNIFICANT OBSERVATIONS

A. Communications: None.

B. Flak: None.

C. Smoke Screens: None.

D. Naval

1. One large ship in the harbor at VENICE that had been bombed by B-17's today with near misses. Also 78 small boats in the bay at CHIOGGIA at 1250 hours from 21,000 ft. At 1253 hours from 21,500 ft 4 - 5 ships were reported in harbor at VENICE, one of which was a M/V, another appeared to have a flat top.

VI. CONCLUSIONS

A. Total Losses: None.

B. Damage: None.

C. Casualties: None.

D. Victories: None.

E. Corrections on telephone Mission Report not included above: None.

Arthur Harvey
ARTHUR HARVEY,
Major, A. C.,
Group S-2.

719th SQUADRON

MISSION NO 48 — 21 APRIL 1944 DATE

AIRCRAFT LOADING LIST — 41-38864 ACFT NUMBER

See Reverse Side for Instructions. — 11 GP ACFT NO.

It will be the responsibility of the Airplane Commander to personally check and ascertain that all information contained hereon is accurate and in accordance with 'Instructions' listed on the reverse side of this Loading List.

PILOT	RUDE, R.A. 2ND LT	RT WAIST GUN	COOK, W.J. S/SGT
CO PILOT	SYLVESTER, A.S. 2ND LT	LT WAIST GUN	ESPARZA, J.T. SGT
NAVIGATOR	NEIPLING, J.E. 2ND LT	PHOTOGRAPHER	
BOMBARDIER	MALLORY, G.H. 2ND LT	OBSERVER	
NOSE GUNNER	ANDERSON, J.D. PVT	PASSENGER	
TOP TURRET	FOUSHEE, E.G. S/SGT	PASSENGER	
BALL TURRET	ELSEA, H.A. SGT	PASSENGER	
TAIL TURRET	OSZKOWSKI, W.J. SGT	X	

I CERTIFY THAT I HAVE CHECKED THE ABOVE PERSONNEL LIST AND FOUND IT TO BE CORRECT. I FURTHER CERTIFY THAT ALL MEMBERS OF THE CREW HAVE PARACHUTES READILY AVAILABLE AND ADJUSTED PROPERLY IN ACCORDANCE WITH AAF REG NO 60-5, AND THAT THE INTERPHONE SYSTEM AND WARNING SYSTEMS ARE FUNCTIONING PROPERLY AND THAT THE OPERATION OF THESE SYSTEMS IS UNDERSTOOD BY ALL CREW MEMBERS.

Ralph A. Rude 2nd Lt
PILOTS SIGNATURE

* * SEE REVERSE SIDE FOR INSTRUCTIONS * *

Gp Opns Form No 10 (Revised 2/24/44

INSTRUCTIONS

PILOT - Prior to take-off, the following will be accomplished by the pilot:

1. Personally check with each crew member to assure himself that all crew members and/or extra passengers have interphone communication and fully understand the emergency signal and "Abandon Ship" procedure.

2. Ascertain that a parachute is available, assigned and fitted for each person making the flight and that occupants are familiar with the operation of parachute equipment.

3. Ascertain that occupants have knowledge of the operation of emergency exits and their locations.

4. Ascertain that all crew members understand the function and proper use of oxygen equipment and the precautionary measures to be followed in regard to movement about the airplane at high altitudes. Make sure that sufficient oxygen is aboard.

ENGINEER - Listing and checking of personnel is delegated to the engineer who is responsible to the Pilot for accuracy. The engineer is also responsible that the completed form is turned over to a reliable member of the Ground Crew prior to take-off.

GROUND CREW - The member of the Ground Crew receiving the form from the engineer is charged with filling in time of departure to nearest ascertainable minute and turning form in to Operations Office without delay.

GP-449-SU-OP-S
14 APRIL 1944

MICROF

2-5095-33
~~372-326~~

DECLASSIFIED
DOD DIR 5200.9, 27 Sep 58

00093035

P.R.C.

IRIS Public Record

Key Information

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Abstract

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Title Added Entries MISSION REPORT

Author:

Subject:

Major Command:

Doc Link:

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No Administrative Markings Listed

Security Review Information:

HEADQUARTERS 449TH BOMBARDMENT GROUP (H)
APO 520 U. S. ARMY

17 April 1944

SPECIAL NARRATIVE REPORT No. 47:
MISSION: 17 April 1944 - SOFIA M/Y

I. CHRONOLOGY

37 B-24 G,H, and J's took off at 0906 - 0931 hours to bomb SOFIA M/Y. Two returned early. Thirty-one dropped 47.2 tons 100 lb. clustered bombs of .1 and .01 fusing at 1214 - 1220 hours on the target. The early returns brought back 3.2 tons. Four jettisoned 7.8 tons. None lost.

II. ROUTE AND ASSAULT

Rendy with 450th at MANDURIA at 0800 feet at 1019 Baker on course to SAN VITO DI NORMANNI, continued on course to LAKE SCUTARI, to LESKOVAC to the IP from which the target was attacked on an axis of 150 degrees true. The rally was right and the course on return to base was substantially as briefed. Escort on route out was met at 1053 hours as briefed.

III RESULTS

Visual observations of results was good. Returning crews claimed the M/Y was well hit. One aircraft attacked the NW M/Y and claimed hits on it. One plane attacked a train, freight cars and some oil tanks. Two oil tanks were hit and smoke shot up to 8000 feet. The attack was made from 2,000 feet with 50 caliber MG and took place at 4245 N - 2105 E. Bomb strike photos show considerable smoke over the M/Y and disclose some bursts in SOFIA. Fifty bursts appear in the railroad yard repair shops.

IV. ENEMY RESISTANCE

A. FIGHTERS
Six to ten enemy fighters were seen. Two were FW 190's. Four to eight Me-109's were seen. Three Me 109's made one pass from the rear at this formation. They attacked from down under the formation and did not return.

B. FLAK
Moderate, inaccurate, heavy flak, both barrage and aimed, was experienced at the target.

V. SIGNIFICANT OBSERVATIONS

A COMMUNICATIONS
1. At 4105N - 2030E, 25 - 30 trucks in convoy were seen heading in a NW direction.

2. At co-ordinates of 4143N - 2148E, there were 100 - 150 wagons in the M/Y at VELES. Eight rows of tracks.

3. A long freight train headed West and was observed just before the IP.

4. Two long trains near PRISTINA 4240N - 2110E. Observation was made at 1212 hours from 21,000 feet.

5. Locomotive and 25 wagons headed NE at approximate co-ordinates 4148N -2200E.

6. At 1245 hours from 10,000 feet at co-ordinates 4147N - 2152E a train of 15 - 20 wagons was observed heading East.

7. 18- 20 trucks in town of BABIE, 4109N - 2018E.

8. 100 trucks in a convoy at 4108N - 2026E, heading North.

9. In general all feeder M/Y's in Yugoslavia appeared very active.

B FLAK POSITIONS

1. 41° 05' N - 20° 07' E S - I - H

2. 41° 22' N - 20° 25' E M - I - H

C. SMOKE SCREENS - None reported.

D. NAVAL

1. 40° 45' N - 18° 40' E DD or light cruiser headed South from 6,000 feet.

2. 3 ships at 41° 00' N - 18° 15' E

E. AIR

1. 20 - 30 planes on A/D NW of target.

2. 12 s/e fighters on A/D East of target.

F. MISCELLANEOUS

1. At 1131 hours a fire was observed at 4230 N - 2003 E from 19,000 feet.

2. 1132 hours from 20,000',co-ordinates 4225N - 2010E. Two burned spots on ground. They may have been A/C remains.

3. Roads leading out from SOFIA were said by one crew to be streaming with traffic. They thought people were leaving town after hearing air raid sirens.

VI CONCLUSIONS

A - TOTAL LOSSES

From Flak	0
From Fighters	0
Other Reasons	0

B - DAMAGE

From Flak	0
From Fighters	0
Other Reasons	0

C - CASUALTIES

From Flak	0
From Fighters	0

D. VICTORIES

One probable Me 109 is claimed.

E - CORRESTIONS on telephone mission report not included above: None.

ARTHUR HARVEY,
Major, Air Corps,
Group S-2.

4. Mission No. 47.

1. Formation positions.

2. Times: Briefing: 0700
Stations: 0745
Start Eng: 0845
Taxi out: 0900 and take-off to [illegible].

Rendezvous: 1019 ahead of A50 at Manduria at 8000 feet in second wave on course to San Vito Di Normanni. Ring randy line San Pancrazio to San Vito Di Normanni. Time at San Vito Di Normanni 1024A. Rendezvous fighters: Mustangs provide close escort and target cover for 47th Wing. Mustangs interceptor bombing near PUNTA PENNA.

3. Routes:

FROM	TIME	TO	MH	ALTITUDE
Manduria	1019	12	13	8000
S. Vito Di Normanni	1024	34	133	
Key Pt. L Scutari 4216N 1910E	1102	71	150	12000
Lesharne 4458N 2157E		95	61	
IP Tower (4254N 2309E)		150	17	
Target.	1200	221	64	21500
4200N 2330 E		249	284	
Base				

SECONDARY TARGET, Rin M/T. Knjazevak XXXXXXXXXX. 4334N 2216. Axis of attack [illegible]. Target time [illegible].

Bombing Altitudes: A unit 21500, B unit 22000, C unit 21000

5. Rally: Right. Airspeed on withdrawal will not exceed 165 MPH, using 25 inches and 2000 RPM.

6. Alternate landing fields: Amendola and Bari.

7. Altimeter setting on return: [illegible]

8. Communications: a. VHF: Beher.
Command: Normal.
ADF: B Channel.

Callsign	Flare	Aldis Lamp
Company one one	OX	Able
Company one two	O	
Company one three	YY	Nan
Company one four	RO	

Fighters: Channel A. Mission

9. NOTES: 1. Window will be dispersed from three minutes before IP until three minutes after bomb away.
2. Unassigned targets in Yugoslavia will not be bombed.
3. Use dust filters for taxi and take-off.
4. Use turin strips all the way to end of runway.
5. Flares will be used at wing and wave rendy points.

1. Formation

MISSION NO 47

A

A1-1

Tope and Kennelly
55

MESSEnger
48

Roberts
50

A-3

A-2

A-4

Staley
25

Drinan
58

Isgrigg
49

D.A.Carter
31

Silvers
21

Weeks
51

Hanley
54

Goad
57

Dacey
56

B

B-1

Loughran
33

Martin
35

Brown
42

B-3

B-2

B-4

Martin
19

Minow
23

Lawrence
39

Kirkland
26

McCleod
22

Davidson
47

Greenhalgh
45

Fees
46

McInvale
47

C

C-1

Swan
4

Geisel
14

Gentry
15

C-3

C-2

C-4

O'Connor
59

Fergus
7

Widness
1

Liddycoat
9

Davis
16

Eaton
8

Blomgren
3

Rogers
12

Jacoby
11

H.M. Carter
30

Samuelson
34

OPNO FOR 17 APRIL 1944

FIFTH WING ATTACK BELGRADE MARSH YARD AT 1200 BAKER PD FIVE FIVE WING ATTACK BELGRADE ZEMEN AIRDROME AT 1220 BAKER PD FOUR NINE WING ATTACK BELGRADE ZEMEN AIR DROME 1210 BAKER PD THREE ZERO FOUR WING ATTACK SOFIA MARSH YARDS 1210 BAKER PD

TARGET SOFIA MARSH YARDS

SECONDARY NIS MARSH YARDS CMA INITIAL POINT KANJAZEVAK (4334 NORTH 2216 EAST) CMA AXIS 232 DEGREES TRUE CMA RALLY RIGHT PD

RENDEZVOUS 376 AND 98 RENDY SAN PANCRAZIO 8000 FT 1018 BAKER ON COURSE TO SAN VITO DI NORMANNI PD 449 AND 450 RENDY MANDURIA 8000 FT 1019 BAKER ON COURSE TO SAN VITO DI NORMANI PD WING RENDY LINE SAN PANCRAZIO TO SAN VITO DI NORMANNI PD TIME AT SAN VITO DI NORMANNI 1024 BAKER

LEAD 376

ROUTE OUT SAN VITO DI NORMANNI TO KEY POINT SCUTARI LAKE (4216 NORTH 1910 EAST) AT 12,000 FT AT 1102 BAKER TO TURN POINT LESKOVAC (4258 NORTH 2157 EAST) TO INITIAL POINT TO TARGET PD

INITIAL POINT PONOR (4254 NORTH 2309 EAST)

AXIS OF ATTACK 150 DEGREES TRUE

TARGET TIME 1200 BAKER

BOMBING ALTITUDE 376 AT 21,000 FT CMA 98 AT 22,500 FT CMA 449 AT 21,500 FT CMA 450 AT ~~XXXXX~~ 23,000 FT PD

RALLY RIGHT

ROUTE BACK TARGET TO 4200 NORTH 2230 EAST TO BASE PD

A. 376 AND 98 WITH 36 AIRCRAFT EACH PLUS SPARES LOAD 100# CLUSTERED BOMBS WITH .1 AND .01 FUSING CMA ATTACK SOFIA MARSH YARDS PD FOR AIMING POINTS SEE ANNOTATED TARGET MATERIAL PD

B. 449 AND 450 WITH 36 AIRCRAFT EACH PLUS SPARES LOAD 100# CLUSTERED BOMBS WITH .1 AND .01 FUSING CMA ATTACK SOFIA MARSH YARDS PD FOR AIMING POINTS SEE ANNO-TARGET MATERIAL PD

C. MAXIMUM PETER DASH FIVE ONE MUSTANGS PROVIDE CLOSE ESCORT AND TARGET COVER FOR FOUR SEVEN WING PD MUSTANGS INTERCEPT BOMBERS ~~XXXXXX~~ ~~NEAR KEY POINT~~ Penna Point PD

X. PATHFINDERS WILL LEAD THE 450 GROUP AND BOMBING WILL BE DONE BY PATHFINDER METHOD REGARDINGS OF WEATHE R CMA MAXIMUM PHOTOS OF BOMB ~~STUINGS~~ STRIKES WILL B E TAKEN PD 376 CMA 98 AND 449 WILL NOT USE PATHFINDERS PD WITHDRAWAL WILL BE IN ACCORDANCE WITH STANDARD OPERATIONS ORDERS AND AIRSPEED ON DESCENT WILL NOT EXCEED 165 MPH PD WINDOW WILL BE DISPENSED IN ACCORDANCE WITH SOP FROM THREE MINUTES BEFORE INITIAL POINT UNTIL THREE MINUTES AFTER BOMBS AWAY PD UNASSIGNED TARGETS IN YUGOSLAVIA WILL NOT BE BOMBED PD

5. VHF BAKER CHANNEL
376 - GOWAY ONE ONE
98 - GOWAY ONE TWO
449 - GOWAY ONE THREE
450 - GOWAY ONE FOUR
FIGHTERS-CHANNEL ABLE - KIDDIES PD

ALDIS LAMPS
376 - ABLE
449 - NAN
FLARES WILL BE USED AT WING AND WAVE RENDY POINTS PD

SECRET

HEADQUARTERS 47TH WING
APO 520

D: FHL/sc

16 April 1944

INTELLIGENCE ANNEX TO OPERATIONS ORDERS FOR
17 April 1944.

PLAN "A"

I. PLAN. The recently adopted policy of attacking important Balkan communication centers in conjunction with the Russian advance in the Southern area has undoubtedly been of inestimable value in weakening the enemy's defense on the Russian front. In addition such attacks have increased dissatisfaction amongst the Balkan peoples with their Axis alliance, thereby tending to reduce the effectiveness of collaberation by the Balkan satellite Governments with the enemy. Plan "A" provides for a continuation of this policy by an attack on SOFIA and BELGRADE. The M/Y's of the former city since the attack of 30 March has been undergoing extensive repairs, while the latter city has not previously been subjected to Allied air attacks.

II. TARGETS and MISSIONS.

A. 47TH WING.

1. B-24's of the 98th, 376th, and 449th Groups will attack the M/Y at SOFIA at 1200 hours.

2. B-24's of the 450th Group will attack the center of SOFIA by P.F.F. at 1200 hours.

3. Alternate target for 98th, 376th, and 449th: NIS M/Y #2.

B. 5TH WING.

1. B-17's of 4 Groups will attack the BELGRADE/Sava M/Y at 1200 hrs.

2. B-17's of 1 Group will attack the Rogozarski Aircraft Components Factory at BELGRADE at 1200 hours.

3. B-17's of 1 Group will attack the Ikarus Aircraft Components Factory at BELGRADE at 1200 hours.

4. Alternate: SARAJEVO M/Y.

C. 304TH WING.

1. B-24's of 4 Groups will attack SOFIA M/Y at 1210 hours.

2. Alternate: NIS M/Y #2 and adjacent supply dump to N. of yard.

D. 55TH and 49TH WINGS. (Composite Wing).

1. 3 Aircraft will attack the RR lines between ANCONA and RIMINI.

2. 1 Group of 55th Wing will attack the A/D installations on BELGRADE/ZEMUN A/D.

3. 2 Groups of 49th Wing will attack the parked a/c at BELGRADE/ZEMUN A/D.

Target time: 1210 hours.

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Target time: 1210 hours.

E. 306TH WING.

1. One Group of P-51's will provide close escort for the 47th Wing in penetration and withdrawal.

2. One Group of long-range P-38's will provide close escort for 304th Wing in penetration and withdrawal.

 SECRET

INTELLIGENCE ANNEX TO OPERATIONS ORDERS FOR 17 April 1944 (continued):

3. Two Groups of P-38's will provide close escort for the 5th Wing on penetration and withdrawal.

4. One Group of P-47's will provide close escort for the 55th and 49th Wings.

5. Sixteen P-38's will provide close escort for the 3 B-24's bombing the rail communications between ANCONA and RIMINI.

III. TARGET INFORMATION.

A. SOFIA.

1. The targets are the M/Y which lies to the North of the central part of the city and runs generally East and West, and the center of the city.

2. Photo recce of 9 April discloses that the through line from ISTANBUL to NIS is cut as well as the loop line to MEZDRA. In addition to severe damage which the M/Y suffered, photo recce reveals heavy and widespread damage to the commercial and residential areas.

3. Target chart 10-3A-NA, annotated to designate attack area, is inclosed.

B. NIS.

1. NIS is an important junction on the BELGRADE-SOFIA line and as such comprises some of the most active M/Y's in the Balkans.

2. The repair shop or South sidings (#2 on briefing chart 8-102-NA) were bombed 5 April by 30 B-24's and 39 B-17's. The main station building was half destroyed, the railway works were heavily damaged, tracks were cut, wagons wrecked, and stores destroyed in sidings and yard. There were also other incidents of damage both in the yards and in the town.

3. Photo recce of 8 April revealed that the through lines in the South yards were open and that 100 undamaged wagons were present on the sidings off the main line; 3 locomotives were also present. On the same date the North yards (#2A on briefing chart 8-102-NA) contained 520 wagons and 17 locomotives, and the West yards (#2B on briefing chart 8-102-NA), partially covered, in the nieghborhood of 400 wagons.

4. The results of the attack on 15 April have not been reported.

5. Target chart 8-102-NA, designating aiming points, is inclosed.

IV. DEFENSES.

A. GROUND.

1. SOFIA.

a. Photo recce as of 31 March discloses presence of 46 heavy guns.

b. Refer to report #E/1073 for specific positions.

c. On 30 March, B-17's and B-24's reported moderate accurate heavy flak of barrage and tracking type in SOFIA Area.

2. NIS

bombing the rail communications between ANCONA and RIMINI.

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b. Refer to report #E/1073 for specific positions.

c. On 30 March, B-17's and B-24's reported moderate accurate heavy flak of barrage and tracking type in SOFIA Area.

2. NIS.

a. Photo recce of 1 Dec. 1943 does not disclose presence of any heavy guns. However 15th Air Force on 5th and 15th of April experienced moderate accurate heavy flak in NIS Area.

SECRET

SECRET

INTELLIGENCE ANNEX TO OPERATIONS ORDERS FOR 17 April 1944 (continued):

B. AIR.

1. Since the substantial reduction in fighter strength at NIS interception, if any, should be minor in JugoSlavia. In the target area, the enemy is probably not capable of more than 50 to 75 sorties. The Bulgarian Air Force is composed of Me-109's and Dw-520's.

2. On 31 March, 15th Air Force on mission to SOFIA encountered 50 to 70 enemy aircraft including Me-109's, Fw-190's, and Dw-520's. Generally the fighters appeared aggressive but not experienced.

V. BRIEFING INSTRUCTIONS.

A. Crews should be briefed not to drop bombs on unassigned targets in YugoSlavia.

THOMAS, A-2.

INCLOSURES: (To 98th, 376th, 449th Groups).
1 ea. target chart 10-3A-NA.
1 ea. target chart 8-102-NA.
(To 450th Group)
8 ea. pathfinder chart #3 - SOFIA.

(1.)

Mission #46 Briefing Notes S-2 Lt. Turner

1.- Target: Sofia M/Y

A.- The Recently adopted plan of attacking important Balkan communications centers in conjunction with Russian advance has weakened enemy's defense on Rumanian ~~sector~~ Front. Also increased dissatisfaction among Balkan peoples with Axis Alliance. Plan calls for continuation of policy with attacks on Sofia and Belgrade

B.- 47th Wing attacks M/Y at Sofia at 1200 hrs

C.- 5th Wing attacks Belgrade [redacted]

D.- 304th Wing attacks Sofia M/Y at 1210 hrs.

E.- One Group of P-51s provides close escort [redacted] on penetration and withdrawal. Note silhouettes. I will return to this matter.

2.- Target Details

A.- Targets are the M/Y which lies to North of Central part of city and runs generally East to West, and center of city. Photo Recce of 9 April discloses severe damage to M/Y and widespread damage to commercial and residential areas.

B.- Our target is the main M/Y just North of Industrial area the group attacked on March 30th.

C.- You will be parallelling a road in to Sofia. Main part of town beyond the yards. Field North of yards (before you reach them) Railroads and roads form arrow pointing to bottom of M/Y

D.- Group of well defined bldgs at foot of M/Y and to right

(2)

E. - Hub ~~at~~ beyond M/Y points to aiming point.

F. - Shops in center of M/Y

G. - Recapitulate

(1.) - M/Y North of center of Sofia. Run E-W

(2.) - Parallel road

(3.) - Field on left

(4.) - Bldgs Bott on + right

(5.) - Hub Road and shops

3. - I. P. - Ponor

A. - Small town ~~on~~ about 15 miles from Sofia - few check points

B. - On a highway which will lead to your target

C. - To your right is a second highway which passes Bojourishte A/D

D. - Flat plain

E. - Sofia looms up ahead

4. - Alternate Target - Nis M/Y

A. - Nis an important junction on the Belgrade - Sofia line and as such comprises some of the most ~~imp~~ active M/Ys in the Balkans. Nis has been attacked on 5th and 15th April with good results

B. - Yards on West edge of town

(3)

5. - ~~Route out~~ Rendezvous

A.- 449 and 450 Rendy Manduria 8000 Feet 1019 Baker on course to San Vito di Normani

B.- Wing Rendy line San Pancrazio to San Vito di Normanni.

Time at San Vito di Normanni 1024 Baker.

C. - Lead : 376

6.- Route out

A.- San Vito di Normanni to Key point Scutari Lake (4216N-1910E) at 12000 Ft at 1102 Baker to Turn Point Les Kovac (4258N-2157E)

B.- Axis of attack 150 degrees True

C.- Target Time 1200 Baker

D. - Bombing Altitude 21500 Aunit, Bunit 22000, Cunit 21000

E. - Rally : Right

7. - Route Back

A. - Target to 4200N-2230 East to Base

8.- Enemy Defenses

A.- Sofia

(1.) 46 Heavy guns

(2.) 30th March B-17s + B-24s reported moderate, accurate heavy flak of barrage and tracking type in Sofia area

(4.)

(3.) – fighter strength should be minor in Yugoslavia. In target area enemy probably not capable of more than 50-75 sorties. Bulgarian AF ME109s and DW-520s.

(4.) – on 31 March 15 AF to Sofia encountered 50-70 enemy a/c including ME109s, FW-190s and DW-520s. Fighters appeared aggressive but not experienced

(5.) – Nis flak 5th + 15th April M-A-H

(6.) – ~~A~~ M-H flak at Podgorica just North Lake Scutari – possible flak at Skoplje on withdrawal

9.– Escort

A. – One Group of P-51s at Penna Point. P-51 new in theatre escort work. One shot down yesterday by B-24.

B. – Refer to silhouette

C. – ME109 has superficial resemblance to P-51

D. – stress high triangular tail against ~~bulky~~ ME109 smaller tail – P-51 clean, square off wings and tail

E. – In Head on view ME109 tail low – P-51 high

F. – All Bombardiers will stress this to ~~all~~ Gunners before T.O.

G. – Directly after mission a P-51 will land at field. All combat crews will look this a/c over

(5)

10.- Escape

A.- Regular procedure - Head for Yugoslavia or Greece

B.- Avoid large cities

C.- Ask for British liaison officer

D.- Do not engage in political discussions. No reference to Partisans or Chetniks

11.- Special Instructions

A.- Do not bomb unassigned targets in Yugoslavia. Jettison in Adriatic. Yugo situation very fluid

12.- Observations

A.- All military or naval movements possible to observe.

B.- Activity in M/Ys and rail lines

C.- Tactics of E/A

S-2	Lt. Turner	C.O.	Col. Gent
S-3	Lt. Lincoln	Chaplain	McNamara
Bomb.	Lt. Buford		
Nav.			
Weather	Lt. Chrysler		

U.S. CONFIDENTIAL Equals British CONFIDENTIAL

7

INTERROGATION FORM

Date 4/17/44

Squadron: 719 Group 449 A/C No. 7 Bomb Load

Position in formation: 641 Target

Pilot:	FERGUS	T.T.G.	CALDWELL	7
Co-Pilot:	RUDE	Waist (R)	WALKER	
Nav.	TRUEMPER	Waist (L)	BOLDON	
Bomb'dier	MALLORY	B.T.G.	ELSEA	
Radio	LITTLEJOHN	Tail G.	COOLEY	8 3
		Photo.	KELLEY	

Time Off: 0922 Time Landed 1428

Escort (Number, type) 65 Escort 1105 Group all bunch after

Rendy with Fighters: Time & Place - Departed: (Time & Place)

Route:

Rounds Fired: 150

Bombs jettisoned or brought back:

Bombs dropped on Target: Time 1218 Alt 21000 Heading 165 T

Results observed: good. target covered front part blung up. & rear were little late. Had to swing after target.

Heavy Flak (Intense, Moderate, or Slight): Accuracy:

Light Flak (Intense, Moderate, or Slight): Accuracy:

Location of Flak (as precise as possible):

Observations (ships, Military Installations, Troops, Movements What when, and Where as to Each observation):

#12 turned back 1207

Weather and Visibility en-route; hazy

Weather and Visibility over Target: hazy

Enemy A/C encountered (Type, number, when, where seen, and altitude):

Tactics (enemy and own(:

Enemy A/C claimed (as to each claim, give exact time, place, altitude, and full name endhome address of crew member making claim)

Destroyed:_____

Probable_____

Damaged:_____

Observations confirming claims of others:

Aircraft losses observed:

Crew injuries (Name, Rank, and Serial No):

Damage to own Aircraft: none

Other Comments or Suggestions (Include Radio and Armament Deficiencies etc):

right - nose, gun glass
oxygen leak in tail & T.T.

Interrogated by Powell

Time_____

X	Ship	ON TGT	Bombs Time	Altitude	Jett'd	Return	Reason
X	3	32	1218	20500	✓	✓	
X	4	32	1218	20400	✓	✓	
X	7	✓	1218	21100	32	✓	Bombs hung up + dropped late
X	8	32	1218	21000			
X	9	32	1218	20000			
X	1	32	1219	20500	✓	✓	
ER X	11	ER ✓	ER ✓	ER ✓	ER ✓	ER 32	ER No oxygen mask for Bomb. lost after T/O
X	12	✓	✓	✓	32	✓	Salvoed 5 min. before Tgt. - to keep up with Formation
X	15	32	1218	20500			
X	16	32	1218	20100	✓	✓	
X	19	32	1219	21800	✓	✓	
X	21	32	1218	20300	✓	✓	
X	22	32	1219	21800	✓	✓	
X	23	32	1218	22000	✓	✓	
X	25	32	1218	20400	✓	✓	
X	26	✓	1232½	✓	32	✓	42 10 N 22 45 E ~~[illegible]~~ Select lever linkage broke.
X	30	26	1218	21000	6	✓	6 Bombs dropped 5 mi SW of Tgt.
X	31	32	1215	21000	✓	✓	
X	33	✓	1156	✓	32	✓	42 57 N 21 45 E oil leak + couldn't keep up
X	34	32	1218	20900	✓	✓	
X	35	32	1214	21550	✓	✓	
X	39	32	1219	21900	✓	✓	
X	40	32	1218	21100	✓	✓	
X	42	16	1218	20500	16	✓	In Yugo Slavia (emergency)
X	46	32	1219	21600	✓	✓	
X	47	32	1218	22000	✓	✓	
X	45	32	1220	22000	✓	✓	
X	48	32	1219	21500	✓	✓	
X	49	32	1218	21000	✓	✓	

449historian@gmail.com

449TH BOMB GROUP (WWII)
Fluing Horsemen

Select Page

719TH SQUADRON

David Councill was the original C.O. from July ‘43 to 8 December ’43 when he and his crew were lost during the movement overseas. Most of the 719th officer and NCO staff were among the 14 men lost aboard Councill’s aircraft. This placed the 719th in dire straits in January ’44. Arthur B. Swan took over as C.O. and began sorting things out in January ’44. He served as the C. O. until he received a serious combat wound on 23 April ‘44. Charles E. Harton from the 717th Squadron was selected to be the acting commander until Art Swan could reassume the position. When Swan was promoted to higher echelon, Harton continued as the acting C.O. until July ‘44. Harold R. Loughran, a lead crew pilot from the 717th became the 719th C.O. in July ‘44 and remained through September ’44. In September ‘44, William Allen became the C.O. and remained so until May ‘45.

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449TH BOMB GROUP (WWII)
Fluing Horsemen

Select Page

MISSION 127

I. CHRONOLOGY
28 B-24's took off at 0715 to 0746 to bomb KRALJEVO M/Y. No early returns. 28 a/c over target at 1009 – 1015 hours dropping 69.5 tons of 500 lb RDX bombs with .1 nose and .o25 tail fuses from 17,800 to 19,000 feet. 2 bombs or .5 tons fell from lead a/c near I.P when bomb bay doors were opened. 28 returned to base at 1148 hours. None lost. None missing. None at friendly fields. There were 28 effective sorties.

II. ROUTE AND ASSAULT
Rendezvoused at San Vito on course at 8,000 feet at 0833 hours as briefed. Proceeded to turnpoint at Lake Scutari (4210N-1920E), to turnpoint Mataruge (4342N – 2036e), to turnpoint (4350N – 2015E), to IP, Cacak (4355N – 2021E), to target, attacking on a heading of 119 degrees true. Bombing was done visually and by individual boxes, each of which had a separate aiming point. Rallied right to turnpoint Belo Polje (4314N-2057E), thence to turnpoint Lake Scurati, to base. Except for a few low clouds over Adriatic, entire route and target area was free of clouds. Visibility over Jugoslavia and target was 15 miles, else where on rout it was 10 miles. While no escort was assigned, 6 P-51's were met at 4350N-2010E at 1000 hours at 18,000 feet, and they left at 4156N-1909E at 1056 hours at 13,100 feet. No radio jamming reported.

III. RESULTS
Visual obseration claimed 3 of the boxes had very good patterns on or near their respective aiming points while the other (lead) box dropped somewhat to the right of its aiming point in a good pattern. Three explosions were seen, and the railroad roundhouse was severely damaged. There were many less cars in the M/Y tha

briefed. (probably dispersed). Photographic cover confirms visual observation, indeed shows somewhat better results than claime. Even in the lead bos the majority of bombs fell within the 1,000 feet radius of the aiming point. ◆

IV. ENEMY RESISTANCE
A. Fighers. No E/A were sighted.
B. Flak. No flak was reported on route or over target.

[No losses. No Damage. No Casualties.]

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449th made its final contribution to “Big Week” as the Group attacked the Prufening Messerschmitt complex at Regensburg. The 37-1/2 tons of 500-pound bombs hit “right in the middle of the target. Immediately thereafter, a huge column of very black smoke rose to a height of 4,000 to 5,000 feet.” As soon as the bombers rallied off the target and emerged from the flak, the formation came under heavy attack from a mixed enemy fighter force. The enemy fighters were “extremely aggressive,” and “attacked in pairs, threes, fours and fives.” The attacks were “continuous from the target to the mountains at the Austrian border” and “were pressed home with great vigor.” Three 449th B-24’s were lost to the enemy fighters.

The 449th paid a heavy price for its contribution to “Big Week” — eleven B-24’s were lost. The 716th Squadron bore the brunt of the losses having lost seven planes. A total of fortythree 449th airmen died during the course of “Big Week,” and seventeen became POWs. Thirty-one other airmen successfully evaded capture after bailing out over enemy territory.

The narrative reports, filed on the day of each mission, listed the total number of victories scored by Group gunners against the enemy fighters. For the three missions the results were thirty-one enemy fighters destroyed, eleven probably destroyed, and three damaged. — Bill Shepherd, 2nd Generation, Nephew of Charles Shepherd, Porter’s Crew, 718th SQ,

[table id=24 /]

Notes:

1 – Crew bailed out over friendly territory
2 – Crashlanded on return near Foggia, Italy
3 – Crashed on take off

THE PLOESTI MISSIONS

“Ploesti, Ploesti, Ploesti! Among the combat crew members this bugaboo target awakened many from their sleep” — this was the way the 449th War Diary recorded the effect of Ploesti at the early morning mission briefs. Ploesti was the chief petroleum producing center for the Axis. No less than thirteen oil refineries were located in the Ploesti area. The refineries and the marshalling yards of the railroad system were thus principal targets for the 15th Air Force. Between April 5th and August 19th, 1944, the 449th flew twelve missions against targets at Ploesti — four

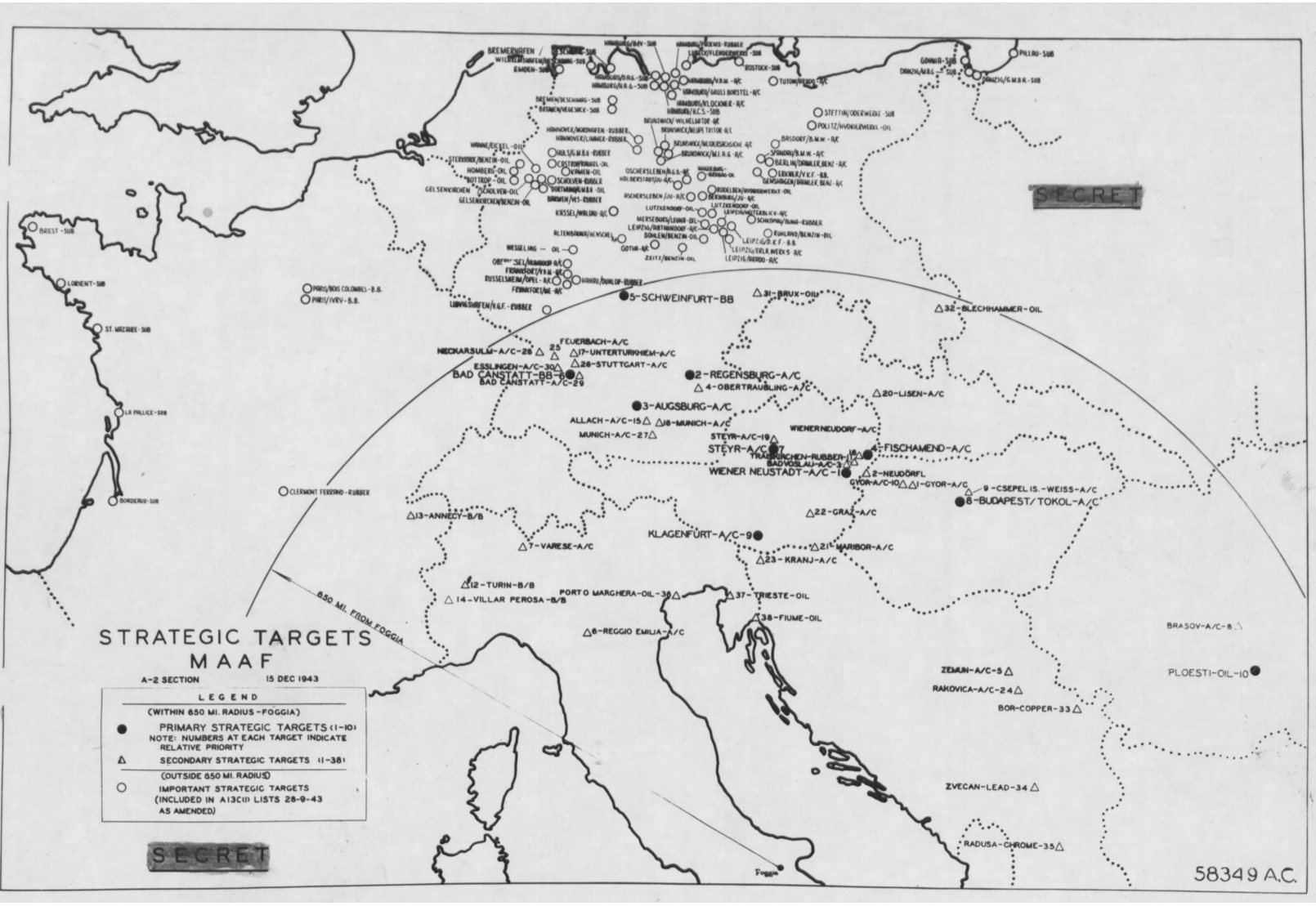
against the marshalling yards and eight against the oil refineries. Among the 449th flyers, a mission to Ploesti was known as a “Big One.” It was an eight-hour mission fraught with danger from flak and fighters. At the height of the campaign during May, June and July, the enemy was capable of sending as many as 100 fighters against Fifteenth Air Force formations. In addition, more than 200 heavy, anti-aircraft guns defended the area, together with an effective, large-scale smoke screen. The campaign against the Ploesti oil refineries, distribution system and infrastructure was one of the epic battles of the war. A mission to Ploesti was a “double credit” mission until the latter part of July 1944 when it was removed from the list of double-credit mission targets — the rationale being that the enemy fighter threat had by then become almost negligible. The flak, however, remained formidable. The absence of enemy fighters over the target did not lessen the displeasure of the combat crews for the single-sortie rule. This collective displeasure was perhaps best summed up by J. F. Scroggs’ crew during the post-mission debrief following the July 15th mission: “We invite the General to visit Ploesti on our next mission — single sortie! No flak vest will be issued.”

The 449th lost a total of 14 B-24s from all causes during the twelve trips to Ploesti with total casualties being: 24 KIA, 60 POW, and 38 Evaded. [Source, Book II Database]

[table id=25 /]

Notes:

1 – Turned back before target
2 – Crashed approaching Gioia
3 – Crashed approaching Grottaglie


STRATEGIC TARGETS
MAAF
A-2 SECTION
15 DEC 1943
LEGEND
(WITHIN 650 MI. RADIUS - FOGGIA)
PRIMARY STRATEGIC TARGETS (1-10)
NOTE: NUMBERS AT EACH TARGET INDICATE RELATIVE PRIORITY
SECONDARY STRATEGIC TARGETS (1-38)
(OUTSIDE 650 MI. RADIUS)
IMPORTANT STRATEGIC TARGETS (INCLUDED IN A13C(1) LISTS 28-9-43 AS AMENDED)
650 MI. FROM FOGGIA
SECRET
SECRET
5-SCHWEINFURT-BB
31-BRUX-OIL
32-BLECHHAMMER-OIL
FEUERBACH-A/C
HECKARSULM-A/C-28
17-UNTERTURKHEIM-A/C
ESSLINGEN-A/C-30
26-STUTTGART-A/C
BAD CANSTATT-BB-6
BAD CANSTATT-A/C-29
2-REGENSBURG-A/C
4-OBERTRAUBLING-A/C
20-LISEN-A/C
3-AUGSBURG-A/C
ALLACH-A/C-15
18-MUNICH-A/C
MUNICH-A/C-27
WIENER NEUDORF-A/C
STEYR-A/C-19
STEYR-A/C-7
4-FISCHAMEND-A/C
TRASKIRCHEN-RUBBER-11
BADVOSLAU-A/C-3
WIENER NEUSTADT-A/C-1
2-NEUDÖRFL
GYOR-A/C-10
1-GYOR-A/C
9-CSEPEL IS.-WEISS-A/C
8-BUDAPEST/TOKOL-A/C
22-GRAZ-A/C
KLAGENFURT-A/C-9
21-MARIBOR-A/C
23-KRANJ-A/C
13-ANNECY-B/B
7-VARESE-A/C
12-TURIN-B/B
14-VILLAR PEROSA-B/B
PORTO MARGHERA-OIL-36
37-TRIESTE-OIL
38-FIUME-OIL
6-REGGIO EMILIA-A/C
BRASOV-A/C-8
PLOESTI-OIL-10
ZEMUN-A/C-5
RAKOVICA-A/C-24
BOR-COPPER-33
ZVECAN-LEAD-34
RADUSA-CHROME-35
Foggia
58349 A.C.

THE PLOESTI MISSIONS

“Ploesti, Ploesti, Ploesti! Among the combat crew members this bugaboo target awakened many from their sleep” — this was the way the 449th War Diary recorded the effect of Ploesti at the early morning mission briefs. Ploesti was the chief petroleum producing center for the Axis. No less than thirteen oil refineries were located in the Ploesti area. The refineries and the marshalling yards of the railroad system were thus principal targets for the 15th Air Force. Between April 5th and August 19th, 1944, the 449th flew twelve missions against targets at Ploesti — four against the marshalling yards and eight against the oil refineries. Among the 449th flyers, a mission to Ploesti was known as a “Big One.” It was an eight-hour mission fraught with danger from flak and fighters. At the height of the campaign during May, June and July, the enemy was capable of sending as many as 100 fighters against Fifteenth Air Force formations. In addition, more than 200 heavy, anti-aircraft guns defended the area, together with an effective, large-scale smoke screen. The campaign against the Ploesti oil refineries, distribution system and infrastructure was one of the epic battles of the war. A mission to Ploesti was a “double credit” mission until the latter part of July 1944 when it was removed from the list of double-credit mission targets — the rationale being that the enemy fighter threat had by then become almost negligible. The flak, however, remained formidable. The absence of enemy fighters over the target did not lessen the displeasure of the combat crews for the single-sortie rule. This collective displeasure was perhaps best summed up by J. F. Scroggs’ crew during the post-mission debrief following the July 15th mission: “We invite the General to visit Ploesti on our next mission — single sortie! No flak vest will be issued.”

The 449th lost a total of 14 B-24s from all causes during the twelve trips to Ploesti with total casualties being: 24 KIA, 60 POW, and 38 Evaded. [Source, Book II Database]

[table id=25 /]

Notes:

1 – Turned back before target

2 – Crashed approaching Gioia

3 – Crashed approaching Grottaglie

THE SECOND PRESIDENTIAL UNIT CITATION MISSION: 9 JULY 1944

EXCERPT FROM "OF MEN AND WINGS"

July 9: Ploesti, Rumania

"Ploesti, Ploesti, Ploesti! Among the combat crew members this bugaboo target awakened many from their sleep." So it was again on the morning of the July 9 when 449th flight crews were awakened shortly after 0300 hours and told to be in the war room by 0345 hours for the mission briefing. As crews filed into the war room, they were jolted from whatever drowsiness still lingered as they traced with their eyes the long, red line which slashed across the map from Grottaglie to PLOESTI.

The Fifteenth Air Force campaign against Ploesti had began back on April 5. When it became obvious to the enemy that the combination of fighters and flak could not protect the vast complex against the American heavy bombers, the Germans resorted to the extensive use of a smoke screen to obscure the main portion of the refinery complex. The smoke screen had proven to be extremely effective. Now, after ten attacks by the Fifteenth Air Force, two refineries the Xenia and the Concordia Vega were still operating at near full capacity.

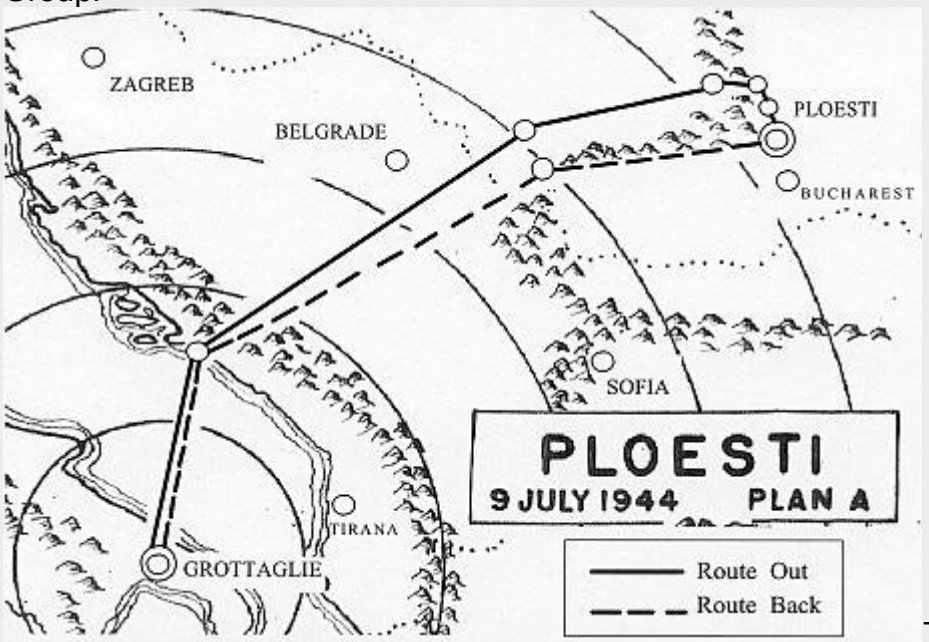
In preparing for the day's mission — knowing that the smoke screen would certainly be encountered — the Fifteenth had embarked upon an intensified training regimen to ensure the perfection of PFF bombing techniques. To further prepare the bombardiers, extensive photographic reconnaissance of the entire oil-field complex had been conducted by the reconnaissance squadrons, and, based upon these photographs, highly-accurate, target-identification materials had been prepared.

As the war room briefing proceeded, Capt. Westlake, Group S-2, spelled out the mission details:

"The 47th and 5th Wings have been assigned the task of wiping out a major portion of the remaining oil refining capacity at PLOESTI. Both the Fifteenth and Eighth Air Forces have struck hard at Germany's oil refining capacity in recent raids. It is estimated that the annual petroleum producing capacity of the enemy is now only half of what is required to sustain his military operations. Approximately one-third of this remaining capacity is located in Ploesti. Destruction of the two refineries being attacked [today] will push the German war machine a long step closer to collapse. … Only our wing and the 5th with escort are flying today. Both are hitting Ploesti at different refineries. We attack 15 minutes after the 5th at 1015 hours. All other Wings stand down. We fly with the 98th and the 450th leads the Wing. … Two groups of fighters will provide penetration, target, and withdrawal cover for each of the Wings. Three groups of fighters will free lance the target area from 0955 to 1030 hours. …Your aiming points are the distillation plants, cracking plants and boiler house. …There are a total of 241 heavy guns in the Ploesti-Campina area. … It is estimated that a total of 100 to 110 single-engine fighters, mostly ME-109's, and 15 to 20 twin-engine fighters, ME-110's and JU-88's, are likely to be encountered in the target area. Initial contact probably will occur within 50 miles west of the target."

At 0600 hours, ship #60 — with Lt. Colonel Gent in the command seat — lifted off Grottaglie for what would prove to be an eight-hour mission. The twenty-eight 449th B-24's rendezvoused with the other groups of the Wing, and the combined formation headed eastward toward Yugoslavia. Before the day was finished, the flak over Ploesti

would again take a toll on 449th B-24's. The 449th, sandwiched in between the 376th and 98th Groups, was the third group in the Wing formation being led by the 450th Group.



The formation crossed Yugoslavia and into southern Rumania without meeting any significant resistance. Some fifty miles out from the target, the lead elements of the Wing formation got a good look at the target area. A high column of black smoke towered to over 20,000 feet above the Ploesti area. The lead elements of the 5th Wing had scored direct hits on the Xenia refinery.

Well before the IP was reached, flak began bursting in the sky around the 449th.

At 1000 hours, just before the twenty-four aircraft in the formation reached the IP, ship #21 — Drigger's Crew — was caught squarely by a flak burst. Fragments from the flak struck the number-2 engine making it necessary to feather it. At the same time both ailerons were almost totally destroyed. Other shell fragments severed control cables and wiped out the hydraulic system. Gas lines were cut, immediately filling the entire ship with highly-explosive fumes. Drigger's crew knew immediately that they were in serious trouble. The only question was how far back along the return route could they get before being forced to bail out, assuming of course that enemy fighters did not find them and finish the job. The bomb load was immediately jettisoned as Drigger's crew began their struggle to stay airborne, and to stay with the formation as long as possible.

A red flare arched across the sky indicating that the formation had reached the IP. On the bomb run the flak increased in intensity and accuracy. The seven minute bomb run amidst the very accurate flak seemed an eternity for the men aboard the big bombers. The smoke screen, as expected, thoroughly obscured the entire target area. The PFF operators aboard the lead aircraft leaned intently over their displays searching for the telltale features that would positively identify the Concordia Vega refinery hidden below the white smoke screen. At 1018 hours, 58-1/4 tons of 500-pound, GP bombs were dropped on the Concordia Vega plant.

As soon as the bombs were released, the formation rallied sharply to the right and began evasive action.

By the time the formation emerged from the flak, three other aircraft — ships #6, #42, and #66 — had suffered a similar fate as ship #21. All were heavily damaged. Ten other aircraft had received lesser damage. Although ten ME-109's and three FW-190's were seen in the target area, none attacked the 449th. As the 449th departed the target area, four columns of black smoke could be seen rising to 10,000 feet over the Concordia Vega site.

Aboard the damaged B-24's, crews worked to keep airborne and to stay with the formation. Ten minutes after the target, the radio operator aboard ship #42 — Van Schoor's crew — called over the command frequency, and said that the rudder cable was "half way shot out," and that "part of the electrical system was out." Ship #42 was last seen falling behind the formation about half-way back across Yugoslavia. In the post-mission debrief, none of the returning crews would be able to say with certainty what had become of ship #42.

At 1105 hours, and a little more than one hundred miles short of the Yugoslavian coast, Drigger's crew aboard ship #21 was observed "throwing equipment out of the ship" in a futile attempt to remain airborne. Shortly thereafter, the crew "started bailing out." Nine chutes were seen before the ship crashed. The entire crew would become POW's.

Westbrook's crew aboard ship #66, and McGlasson's crew aboard ship #6, were successful in keeping their big bombers airborne as the formation headed across Yugoslavia, and out over the Adriatic Sea. Both crews elected to stay with their ships rather than bail out. Crossing the Italian coast, both ship #6 and ship #66 diverted toward the field at Gioia. McGlasson's crew succeeded in reaching Gioia Field where they safely crash landed their ship. For Westbrook's crew, however, the attempt to reach Gioia ended in tragedy. Ten miles east of Gioia Field, ship #66 "crashlanded and burned, killing 5 and injuring 5 of the crew."

By 1343 hours, nineteen B-24's were safely back at Grottaglie Field. Streicher's crew was known to have landed ship #22, Harper's Ferry, at Bari where they were being refueled. This left only Van Schoor's crew aboard ship #42 unaccounted for. An Evasion Aid Report was prepared and forwarded to Wing headquarters. Shortly thereafter, it was learned that Van Schoor's crew had safely landed their B-24 at the British field on the Island of Vis. Van Schoor's crew would return to Grottaglie on the following day.

AP NO.	PILOT	TIME UP	TIME DOWN	COMMENTS
60	Gent	0557	1341	Nav: Howard; Bomb:Kohmiescher
76	Johnson	0557	1348	
66	Westbrook	0558	Crashed at Gioia -- 3 crew members killed	
25	Krawiec	0559	1347	
45	Blanton	0559	1345	
53	Zink	0600	1335	
56	Carter	0601	1349	
41	Baughman	0601	1346	
22	Streicher	0602	1556	Landed at Bari
21	Driggers	0602	Bailed out over Yugoslavia	
26	Isaac	0603	1350	
33	Dorton	0604	1430	
30	Morris	0605	0945 (Note 1) ER Gas Leak	
32	Progar	0605	1046 (Note 2) ER #2 Eng cutting out	
20	Blomgren	0606	1359	
11	Rude	0607	1356	
16	Davis	0608	1102 (Note 3) ER Excessive gas consumption	
6	McGlasson	0609	Crashlanded Gioia -- Crew okay	
72	Hoyt	0609	1358	
75	Cunningham	0610	1141 (Note 4) ER Turbo out & fluctuating	
10	Wood, N. S.	0611	1401	
5	Eaton	0612	1401	
4	Holland	0613	1337	
67	Stovall	0613	1400	
55	Scroggs, J. F.	0614	1357	
42	Van Schoor	0615	Landed on Vis -- return tomorrow	
48	Wright	0615	1404	
71	Belton	0616	1359	

Note 1: Turned back 4338N-1904E -- Gas leak in right wing
Note 2: Turned back 4338N-1901E -- No. 2 cutting out, losing oil
Note 3: Turned back 4046N-2132E -- No. 2 out--fuel consumption high
Note 4: Turned back 4422N-2143E -- Turbo out, tail turret out

24 double credit
4 single credit

(Copied from HRA document)

Time-Up/Time-Down Log: 9 Jul 1944

It had been a costly mission. The report to Wing Headquarters summarized the cost as “1 lost, 1 missing, 1 crashed at friendly field.” Due to a “very effective smoke screen,” the strike photos “showed little” except four columns of smoke rising over the target area. For the last time, returning crews received double-mission credit for a Ploesti mission. Before the 449th again visited this dreaded target, Ploesti would be removed from the list of targets for which double-mission credit could be earned.

The outstanding success of the mission would not become known until reconnaissance photographs could be taken. These photographs showed that the 449th had indeed scored a direct hit, and had inflicted major damage on the Concordia Vega refinery. As the details began to emerge in succeeding days, it became evident that the attack had far exceeded expectations. As a result, the 449th received its second Presidential Unit Citation. The citation summarized the mission and the results as follows:

449th BOMBARDMENT GROUP. For outstanding performance of duty in armed conflict with the enemy. During a period of sustained operations against vitally important strategic targets, this Group was ordered to attack and destroy the Concordia Oil Refinery at Ploesti, Rumania. As the second largest refinery in Rumania, the Concordia Oil Refinery contributed large amounts of fuel to the Axis war machine, making its destruction of paramount importance. Realizing that the enemy was utilizing smoke screens as a defense for their important targets, the Group trained diligently in order

that they might overcome this handicap. While still continuing on regular operational missions, they carefully prepared the lead crews and undertook practice missions to perfect the use of synchronous PFF methods. Through special briefings, the crews were given additional target instruction to assist them in overcoming this newest obstacle to the successful completion of their mission. Prior to the operation, the ground crews worked determinedly and skillfully to have their aircraft in excellent mechanical condition to insure the ultimate success of the attack. On 9 July 1944, twenty-eight (28) B-24 type aircraft, heavily loaded with maximum tonnage, were airborne and set course for their destination. Long before approaching the target the profuse smoke screen that the enemy was using became visible. Because of its effectiveness, other units were unable to bomb successfully and thus it became of prime importance that the 449th Bombardment Group succeed. Approaching the target, an intense, heavy and accurate barrage of enemy antiaircraft fire was encountered by the entire Group from this heavily defended target which destroyed three of the bombers. Despite this heavy and relentless enemy opposition, displaying outstanding courage and determination, the gallant crews fought their way through the heavy enemy defenses over the smoke covered target, where the planes employed synchronous PFF methods and successfully hit the target. By overcoming the defensive measures of the enemy, together with the heavy enemy fire encountered, they succeeded in inflicting grave damage to vital enemy installations and supplies at a time when they were of the utmost importance to the enemy. Photographic reconnaissance revealed that the Concordia Vega Plant was very heavily damaged thus dealing a heavy blow to the enemy and hastening the collapse of the Axis in the Balkans. By the outstanding gallantry, professional skill and determination of the combat crews, together with the exceptional skill and devotion to duty of the ground personnel, the 449th Bombardment Group has upheld the highest traditions of the Military Service, thereby reflecting great credit upon itself and the Armed Forces of the United States of America. By command of Major General Twining.

AIR MEDAL DECORATION

RUDE, RALPH A. 0 689 358 2d Lt
G. O. No537/44 , Hq. Fifteenth Air Force.
Oak Leaf Clusters awarded by Hq. Fifteenth Air Force:
1 - 970/44
2 - 1479/44
3 - 2664/44
4 - 3427/44

Portland, Oregon

Ralph Rude

Ralph A Rude served his country in World War II with the 449th Bombardment Group .

Information on Ralph Rude is gathered and extracted from military records. We have many documents and copies of documents, including military award documents. It is from these documents that we have found this information on CAPT Rude. These serviceman's records are not complete and should not be construed as a complete record. We are always looking for more documented material on this and other servicemen. If you can help add to Ralph Rude's military record please contact us.

09/16/1944	CAPT
AM/4OLC	GO: 3427
	PORTLAND OR

The information on this page about Ralph Rude has been obtained through a possible variety of sources including the serviceman themselves, family, copies of military records that are in possession of the Army Air Corps Library and Museum along with data obtained from other researchers and sources including AF Archives at Air Force Historical Research Agency and the U.S. National Archives.

This information is by no means complete, we are adding information based upon documentation in our possession.

If you have more information concerning the service of Ralph Rude, including pictures, documents and other artifacts that we can add to this record, please Contact Us.

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★ SILVER STAR DECORATION

RUDE, RALPH A. (O-689358), 2nd Lt., Air Corps
GO #2156, Hq. 15th Air Force, July 28, 1944

Oak Grove, Ore.

Ralph A. Rude

Silver Star

AWARDS BY DATE OF ACTION:

1 of 1

Silver Star

AWARDED FOR ACTIONS
DURING World War II

Service: Army Air Forces

Division: 15th Air Force

GENERAL ORDERS:

Headquarters, 15th Air Force, General Orders No. 2156 (1944)

CITATION:

(Citation Needed) - SYNOPSIS: Ralph A. Rude, United States Army Air Forces, was awarded the Silver Star for conspicuous gallantry and intrepidity in action while serving with the FIFTEENTH Air Force in the Mediterranean Theater of Action during World War II.

SEE MORE RECIPENTS OF THIS AWARD

Back to Recipient List

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SPECIAL ANNIVERSARY ISSUE

GAB

FROM GI's... FOR GI's

VOL. 1, NUMBER 3 | 449th BOMB GROUP (H) | FEBRUARY 24, 1945

449th Completes 200th Mission

The completion of 200 missions marks an outstanding milestone in the history of the 449th Heavy Bombardment Group. To all the members who make up this unit, it is with pride that we can review our achievements and know that all had an integrel part in the making of history

When demands were issued that the enemy's Luftwaffe must be destroyed early in 1944, not merely by shooting from the sky Nazi fighters in operations at the time, but the systematic destruction of the air, craft factories and industrial plants no matter how remotely connected- our group, though mere fled glings in combat, undertook such missions as Regensburg, Steyr, and many others -- proving ourselves worthy to fly alongside veteran outfits like the old 376th and the 98th Over Regensburg an epic battle took place with our group embroiled in a slugfest against countless German fighters, who used rockets, machine guns and cannons. The enemy also inovated air to air bombing. This lasted through the better part of an hour and a half, but the ships returned with the satisfaction of not only destroying the target but whipping Goering's finest.

With the smashing of the Luftwaffe came demands that this group was to participate in the all out effort to deprive and destroy all source of fuel to the Axis. "Ploesti Bound" became a byword and soon the 449th was roaming the skys pulverizing synthetic oil refineries from Bleckheimer to Munich, on to Vienna and Ploesti--resulting after months of hammering that the German's 1944 output decreased by 60% in comparison to what it was in 1943.

This unit also was active and highly successful in the complete destruction of rail facilities, the destruction of airbases and submarine pens, and participated in the all out effort in nullifying the heavy gun emplacements of Toulon prior to the invasion on D-Day in Southern France.

The 449th won two Distinguished Unit Citations during our first year of combat-- the first was for an attack on the railway facilities at Bucharest, Roumania. During this mission the group had its largest bag of Nazi fighters; 40 ME-109s, FW-190s and JU 88s fell victims to our gunners. We lost 7 planes to the 140 enemy interceptors and the anti-aircraft fire. It was a small percentage considering our 28 planes were

con't. to page 8

Group CO Lauds Service Units

"Yes, I fear that in spite of our well trained Crews technically skilled specialists, and our superior equipment, without the constant assistance of the service units attached to the group, our record would be far short of the 200 mark."

Thus, in a few words, our 449th Commander, Lt. Col. Jack L. Randolph, has summed up the extent members of the group recognize the invaluable assistance of the various service units on the field. For the men of the 449th realize that with out the cooperation of these seldom publicized outfits, our efforts would be for naught.

To the 1627th Base Ordnance lies the vast undertaking of supplying the necessary tonnage of munitions with out which our efforts would be in vain, along with the numerous other duties assigned to ordnance.

The 1917th Aviation transportation squadron has earned its niche In the successful completion of our 200 missions, for with out their facilities and devotion to duty 24 hours a day our success would have been nil.

In the 348th Service Squadron we have recognized the true value of specialist technicians, for there was at no time a too difficult job to be repaired be it a riddled plane that limped home from enemy action, or a hurried call for a special job of carpentry.

To the vigilance of the 909th headquarters squadron we owe our lack of worry in the fear of depredation with or with out the instagation of the enemy.

Wing Commander Congratulates Group

The following is a letter received from Brigadier General Hugo P Rush, veteran commander of the 47th Wing:

"It is with no little pleasure that I congratulate the 449th Group on the completion of 200 missions as a tactical unit of the 47th Wing. Your organization's history since coming to Italy has been replete with fine achievements and co-operation that is playing a vital part in the successful fulfilment of our common task-the destruction of our enemy and his machines of war.

"The fact that the 449th Group in its first year of combat has been awarded the Distinguished Unit Citation twice for extraordinary achievements, is of particular pride to the Wing Commander.

"To all the personnel who did their part in contributing to the Group's successful record, I extend my sincere congratulations and appreciation.

HUGO P. RUSH
Brigadier General
Air Corps."

MIRACULOUS MICKEY

Our own 449th Bomb Group was a pioneer in "Mickey," the sensational radar device which "sees" thru darkness, clouds, and artificial smoke. One of the most important developments of the war, "Mickey," as the airmen call it, has been guarded as zealously as the American bombsight. It was "Mickey" which did the job on many of our 200 missions.

'Group Should Feel Proud' -- Randolph

Men of the 449th:

Thirteen months ago the 449th Bombardment Group embarked upon its combat career. At that time the enemy held all of Central Europe and maintained a great air force with which to oppose attacks upon his fortress. The Flying Horsemen became part of the newly organized 15th Air Force which set out to destroy the enemy's communication lines, his oil plants, his aircraft factories and his Air Force. During this thirteen month period the Group has flown over 200 missions against the enemy and is now prepared to

con't. page 8

Group's Gallantry Rewarded by Citations

The 449th Bombardment group received its first Distinguished Unit Citation July 9, 1944, for its outstanding performances against the enemy over Bucharest, Roumania.

The group flew maximum effort that eventful day toward the target, its purpose was to destroy all rail facilities in the city, and demolish the Nazi Air Force in the air. Prior to take off all personnel of the group labored to insure a successful mission.

Winging their way to Bucharest 449th became separated from the other sections of the air force due to extremely adverse weather conditions. This group continued on with extraordinary gallantry to the target. With added misfortune the fighter escort was unable to fly cover due to limited range.

Entering enemy territory our planes were attacked by over a hundred fighters. The crews joined in battle with the enemy achieving one objective of the day and this sky duel lasted one hour and a half with our gunners blasting with their 50 Cal., against the Nazi's cannons, rocket guns, air bombs, machine guns and flak. While still engaged in deadly combat this group heroically bombed its target and inflicted terrific damage to the rail facilities, succeeding in its second objective of the day.

The returning planes were credited officialy with destroying 40 enemy planes, with 13 probables and 6 damaged, while losing 7 of our liberators.

***

Over Ploesti, Roumania, the 449th Bomb Group achieved its second Distinguished Unit Citation on July 9, 1944. During the sustained activities against the Axis oil centers, this group was ordered to destroy the second largest oil refinery in the Balkans; The Concordia Vega Oil Refinery at Ploesti.

The enemy's effectiveness in the use of smoke screens deprived the other groups of their accuracy, so it became all important that we should destroy this source of oil. With unfailing skill and courage our planes weathered it through very heavy screens of anti- aircraft fire, and though the target was invisible the group employed the use of radar, successfully hitting the target and completely destroyed this mammoth refinery as of futher use to the Germans.

Cinema Americana

Films for the week of 26 February 1945 are as follows:

"Gambler's Choice"-- certainly not the critic's. Stay home and read a good book. Chester Morris, Nancy Kelly and Russell Hayden help to make things dull. "Christmas Holiday"--starring Deanna Durbin and Gene Kelly. "Minstrel Man"--a low budget film which stars Benny Fields and Gladys George.

GAB

Published for and by the GI's of the 449th

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Vol. 1, Number 3

The Editor GABs

Recently, as you will find evidence elsewhere in this paper, we completed our 200th mission against the enemy. For the last month, members of the GAB Staff have been planning a special anniversary number to commemorate this outstandiug operational record. There were many discussions as to how the material should be presented. These eight pages are the result of those discussions and hard work. We hope you enjoy and appreciate our efforts, and we only ask that you judge our issue, not on the basis of news content, but upon how well have chronicaled YOUR activities over the last 14 months.

Due to Base censorship we were unable to print a number of desiderable articles -- a chronilogical list of the missions and certain escape stories.

449th Men Earn 5,459 Decorations

While compiling over 200 missions, men of the 449th have also acquired 5,459 personal decorations. Air Medals have been awarded more than any other citation. The 4,907 Air Medals (ncluding Oak Leaf Clusters) represent the bulk of the awards. To date 179 Purple Hearts, 27 Soldier's Medals, 36 Bronze Star, 261 Distinguished Flying Crosses, 42 Silver Stars, five Legion of Merits and two Distinguished Service Crosses, the nation's second highest award, have been made to men of the group.

Lt. Gerald S. Witt and Capt. John B. Wright were the recepients of the DSC (the former posthumously).

LEGION OF MERIT

M/Sgt Dominic G. Cafarelli, Lt. Col. Wade M. Fleischer, Major George M. Howard, Lt. Richard C. Noel Jr., Lt. Frederick C. McNulty.

SILVER STAR

Lt. Robert C. Anderson, Lt. Bernard F. Armstrong, Lt. John E. Asbury, Lt. Vivian Baxter, Lt. Merlyn L. Beischer, Lt Col George H. Blase, Lt. Bruce R. Brian, S/Stg. Adolph M. Commers, Lt. Frank A. Cooper, Lt. Harry B. Crisman, Capt Henry P. Rinch, Col. Thomas J. Gent Jr., Lt Ralph P. Gentry, Lt Samuel Goldenburg, T/Sgt Robert A. Heylum, S/Sgt Marvin C. Hunt, S/Sgt Joseph R. Ieraci, Lt Robert J. Knapp, Capt Norman L. Kohmescher, S Sgt Robert K. Kruse, S/Sgt Edward Kwit, T/Sgt Kenneth A. Leonardi, T/Sgt Willard C. Livingston, Lt Henry J. MacInvale Jr, Lt Elmer C. Meade, Lt Alfred C. Morton, T/Sgt James O'Neal, Lt David A. Rasbach. Lt Ralpb A. Rude, S/Sgt Edward J. Shnurstein, T/Sgt Donald W. Schwartz, Lt. Bernard V. Sermersheim, T/Sgt Sheldon S. Silverman, Lt Henry N. Silvers Jr. Lt Col Arthur B. Swan, S/Sgt Harold L. Tombre, Lt Col William A. Tope, Lt. Stanley C. Trivett, T/Sgt Wayne A. Walther, T/Sgt Robert E. Whiteside, Lt Elie M. Williams, S/Sgt Donald D. Zumwalt.

DISTINGUISHED FLYING CROSS

Holders of DFC are Lt. Jack M. Abbott, Sgt Leonard R. Adler, T/Sgt Frederick E. Albright, Capt Raymond R. Aldrich, Lt. Louis Alexander, Lt. William C. Alexander, Colonel Darr H. Alkire, Lt. James G. Allen Jr, Major William G. Allen, Lt. Olaf A. Anderson, T/Sgt John E. Aulner Jr., Capt George F. Babits, Lt. William L. Bache Jr., Lt. Bernard L. Ball, S/Sgt Kenan A. Barrett, Lt. John B. Beam, Lt. Robert F. S. Bischer Jr., S/Sgt Joseph F. Beaulieu, T/Sgt Robert C. Behrens, Capt Jess C. Bennett, Capt Lloyd M. Bentsen, S/Sgt Robert C. Best, S/Sgt Paul S. Biggart, Lt. Williard F. Bills, T/Sgt Eli G. Bird, T/Sgt Jack W. Black, Lt. James S. Black, Lt. Lester H. Blackwell, Lt. Richard C. Blaisdell, Lt. A. O. Blanton, Lt Col George H. Blase, Lt. Norman E. Blomgren, Capt William P. Bolt, Lt. Robert S. Boren, Lt. Gilbert Bradley, S/Sgt John D. Brady, Lt. Robert N. Brady, S/Sgt Reginald W. Brown, Lt. James H. Bunger. Lt. Ross L. Bush, Lt. Henrion P. Buser, T/Sgt Oliver E. Cameron, Lt. Duffey A. Carter, Lt. Harry M. Carter, S/Sgt Benny E. Cellilli, S/Sgt. Clyde C. Chafin, T/Sgt Glenard O. Chapman, Major Tedo R. Christian Jr. Lt. Carleton C. Clabaugh, S/Sgt Donald Clark, S/Sgt Joseph F. Clark, T/Sgt Richard T. Clark, S/Sgt Andrew Clem, S/Sgt Herbert R. Clements, Lt. Wallace A. Coburn, Lt. Benjamin F. Coffey Jr., Lt. James C. Conroy, Sgt John T. Conwell, Lt. Paul D. Corkill, Lt. Francis L. Creighton, Capt J. Thomas Cunningham, T/Sgt Richard J. Daignault Capt Raymond J. Daugherty, Lt. Leroy L. Davidson, Lt. Lelând A. Davis, Lt. Edward G. Deren, Lt. George I. Ditzhazy, Lt. Clyde E. Driggers, Lt, Ambrose F. Dudley, Lt. Joseph N. Dunfee, Lt. Robert D. Easters, Lt. Donald S. Eaton. Lt. Kenneth E. Ebersole, Capt Costney R. Egan, Lt.

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MAKE SENSE!

Col. Alkire

Colonel Darr H. Alkire, became commandant of the 449th Bombardment Group July 30, 1943. He came to this group from an assignament as chief of Staff at the First Bomber Command then located at Biggs Field, El Paso, Texas. It was obivious from the outset that he intended to realize an ambition--to lead a group into combat.

His credo was always, "Make sense," Col. Alkire was a colorful character. He worked hard, flew hard and played hard. He was a strict disciplinarian and brooked no excuses, but fought for his men, specially through out the days of Almogordo, N.M., and Brunning, Neb. He knew hts assignment and also the duties comprising the many departments which make for a successful group. His biting tongue concealed a deep affection for his men and amongst his enlisted men there was a deep feeling of respect for "the Old Man." He knew what they were to face, he had no illusions about what might be the outcome if fate frowned, and it was a proud Col. who returned from Topeka, Kansas, to personally thank the thousand men of the ground echelon, for he personally recognized the fact it was through their effort a fighting machine was molded and only through tireless efforts in the struggle to come would this group achieve its goal.

During the month of January 1944 his true leadership came to the fore; It is there we remember him sweating out chow lines with us all, regardless how damp and cold-- or miserable the food, for he shared alike be it good or bad. come hell or high water.

As a combat leader he had no peer and his only fault if it may be called as such, he wanted to fly them all. He flew 12 out of the first nineteen and it was over Aviano that fate dealt our leader his last mission. Consternation struck us all, but a spontaneous tribute was paid him when the general comment through out the base was "I'll bet the Jerries are regretting already that they ever captured the Colonel."

Good Luck Darr Alkire! When the liberating armies set you and other gallant airmen free from your prison camps we only ask that you do not pass us by.

Group Cagers Lose In Overtime Tilt

The 449th, 47th Wing basketball champs, were ousted from the running for the 15th Air Force championship Wednesday, Feb. 14 at the 98th Bomb Group gym when they fell before the quintet from the 332nd Fighter Squadron in an overtime period 52-51.

The Flying Horses built up a commanding halftime lead of 28-17 on the shooting of Al Prieto and Bill Kor but blew it in the closing quarters and the score at the end of the regulation playing time was 45-45.

In the five-minute extra period the Fighter five chucked in seven points and the Bomber quintet was one short. The winners were paced in the scoring column by Forward M. C. Long who tallied 17 markers. Prieto contributed 18 for the losers and Kor counted 14.

Col. Fleischer Begins 3rd Year Overseas

Lt. Col Wade M. Fleischer, Salem, Va., veteran of foreign service since Dec. 21, 1942, has ably carried the duties of Group Executive Officer, with wisdom gained by the practical experience of his past affiliations.

A graduate of Blackstone University, Ill., with a LLB degree, he later attended Georgetown Uni., Wash., D. C., taking a Post Graduates course.

He became group adjutant of the 376th Bomb Group, March 14, 1943, through the intesive campaigns of North African and the Mediterranean. Early in January 1944 Col Fleischer assumed his present post with the 449th Group.

He has been awarded the Legion of Merit, the Soldier's Medal, and the Distinguished Unit Badge with 3 Oak Leaf Clusters.

ATTENTION

At the present time GAB is restricted.

Until such time that it is approved by the censors, its passage thru the mails is prohibited.

Group Adjutant Began Army Career As EM

Major James C. Petersen, group adjutant, has been with the group since date of activation, May 1, 1943. The bulk of the paper work involved in the extensive training program required in order to clear the group for foreign service was vested in his competent hands and through his efforts the Group has been able to maintain an exceedingly high administrative record of efficieny in the 47th Wing.

Major Petersen has worked up to his present position, the hard way through the ranks, having enlisted April 13, 1941, served as an enlisted man up to August 5, 1942, at which time he was commissioned a 2nd Lieutenant after three months training at Miami OCS.

Prior to his assignment with this group he served as Adjutant with the 39th Bomb Group, Tucson, Arizona.

717th

RAMBLINGS

DID YOU KNOW

Our present C. O. Major Shelby McArthur flew as first pilot with Col. Darr H. Alkire over Mostar, Jan. 8, 1944--S/Sgt John Curr was first to complete his missions. Classy Chassis was first to complete 50 missions without an early return in the group. T/Sgt F. Greenhalgh ex-ordnance chief was the only man in the squadron to volunteer for the paratroopers, now is a platoon leader fighting in Belgian. Transportation averages 30,000 miles per month. The squadron's enlisted men have proven themselves one of the most efficent to come overseas, statistics prove it. Col. Alkire flew Lurching Urchin over Aviano when enemy flak told; now all of the crew are P. O. Ws. Lt. R. Anderson and his crew received all the outrageous treatment you might have read about, by Bulgarians before they were freed by the Russians. A 105 M.M. shell smashed into '43 exploding between waist gunners T/Sgt English and T/Sgt Milon with no damage to either but a 9 ft. section out of the midsection of the ship. This squadron has participated in the destruction of the Luftwaffe industry during early '44 was one of the main cogs in the devastating attacks on the Nazi oil source, making 11 missions over Ploesti (all synthetic oil refineries within range, hit Bleckheimer day and night, our planes initiating n ght precision bombing... Three of our operations officers, Lt. Col. Arthur Swan, Major Harold R. Loughran, and Major Lloyd Benson became squadron C.Os. in the group. Our squadron area was formerly a class 4 munition dump, mainly dangerous American, English, German and Italian munitions, Capt. John B. Wright on his last mission though seriously wounded and his co-pilot fatally wounded over the target brought his crew and plane back safely, receiving the D.S.C., our nation's second highest award. This makes him the only living member of the group to attain this honor. Capt. Edwin B. Gammell, squadron medic, not only has treated men in a crashed plane with ships taking off a few feet above the smashed Lib, but various sick calls included pets, proving himself a humanitarian. Janka is the only original 1st Sgt. still in the group. Capt. Wm. E. Reynolds was first officer and PFC Walter J. Kramarczyck the first enlisted man to be eligible for rotation with 24 months continuous service overseas. T/Sgt Robert R. Crimmings was one of the few to pass the W/O exams in administration. Both the E.M. and Officer's Clubs are among the finest in the group. We have three men who experienced Tojo's sneak, Dec 7, 1941, M/Sgt Marion Turner, T/Sgts Joe Wood and John English. (Turner has flown over 130 missions against the Japs). Capt. J. I. Reznik, group navigator, S/Sgt. Ray Copley, gunner, and Major McArthur are all original crew members still on operational status. T/Sgt Herbert Reeve has completed 75 missions with this squadron and is still active as chief gunnery instructor. We still hold the lowest buzz job flown on this field. The turret men have seldom been stumped. by mechanical difficulty, right Mac? Weh ave manhandled the most tonnage of bomb in this group. Our outfit leads the group in effective sorties 1943, have sent 1640 ships out on missions, lead the group with the least percentage of early returns, 5.1 % Sgt Wm. Duke is responsible for the fine carpentry work in the squadron area yes, BUT FOR A WEE BIT OF TARNISH WE HAVE HAD A FINE SILVER LINNING IN OUR OVERSEAS CLOUD.

MAJORS SASS, McARTHUR HAVE COMMANDED VERNON SQUADRON

Our Squadron Commander have proven themselves worthy leaders throughout the past 200 missions not only in combat where they been to Regensburg, Munich, Ploesti, Toulon, Steyr and numerous others; but in the multiple duties involved in such a command.

Major Edward J. Sass Jr., who became squadron commander at its activation in Tucson, carried the burden of O. T. U. training, with the result that no serious injury was sustained by the personnel through its final phases. He received his Captain's bars prior to leaving the states, later after several months of combat attained his majority.

At the completion of his 50 missions, Major Sass was transfered to Group Headquarters where he became group training officer. He recently has been assigned to the AAF Sub Commission of the Allied Control of Italy.

He has been awarded the D.F.C. and the Air Medal with 4 Oak Leaf Clusters, Also has been authorized the Distinguished Unit Citation Badge with one Oak Leaf Cluster.

Major Shelby MacArthur became squadron C. O. following the tranfer of Major Sass. He carried on the tradition of leadership set by his predessor along with a few innovations of his own, Carrying the squadron to top honors in its many duties.

He is one of the few men remaining of the combat echelon who arrived as an advanced unit on Dec. 21, 1943, at that time he was assigned to the 719th squadron where he flew the group's first mission with Col. Alkire over Mostar, Yugoslavia.

MacArthur then was transferred to the 716th to become their operations officer; Shortly after he stepped further up the ladder by being appointed commanding officer of the 717th,

He received the D. F. C. for his gallantry over Steyr, Austria when the luftwaffe was smashed. He also has received the Air Medal with four oak leaf clusters, and also The Distinguished Unit Badge with one oak cluster.

Cadets Change Commanders Twice

Since its activation in May 1943, only twice have the Commanding Officers of the 716th Bomb Sq. changed.

Maj. "Smilin" Jack Silverstein, ex-hotel desk clerk and the initial CO, led the fightin' 716th thru phase training and commanded the still green squadron during her first 109 missions against the enemy. He directed the "Cadets" when they were going thru their most glorious and truly toughest period. He CO'd the squadron on the tragic Regensburg raids and the citation missions over Bucharest and the Concordia Oil Refinery. In August 1943, missions completed, he returned to the states, later becoming Operations Officer of the Army Air Base at Tonapah, Nevada.

Early in August of 44, Maj. Charles E. Harton (then Capt.) transfered from the 719th to take over the duties as CO of the 716th. A tall, blonde, North Carolinian from Charlotte, he ably and effectively assumed command. Cheerful, unassuming, indeed unique, Maj. Harton was instantly at home in his new surroundings. Whereas Maj. Silverstein had seasoned crews under his command, Maj. Harton found his combat personnel to be almost totally replacements who had not the benefit of being trained as a Squadron unit. He successfully tutored the squadron thru 69 attacks over enemy territory before completing his combat tour. For his outstanding professional ability and leadership on the Budapest raid of June 26, 44, he was awarded the Distinguished Flying Cross. In honor and remembrance of Maj. Harton, a separate area of the squadron is now known as Harton Heights.

The present commander, Maj. Lloyd M. Bentsan Jr., moved into the pilot's seat and grasped the 716th "stick," just as the squadron celebrated its first year overseas. No stranger to the 716th, altho being transferred in from the 717th, for he was a member of the 16th during the latter part of July and the early days of August 44. While as-

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Reeve Holds Group Mission Record, Tallies 75

A glutton for flying the enemy's skyways seems to prevail within T/Sgt. Herbert G. Reeve, La Salle, Ill., who holds the group record in the number of missions while a member of this group. Reeve has completed 75 missions over enemy installations with out returning to the Zone of the Interior.

He arrived early in March, 1944 as a replacement, flying as an armorer gunner over such targets as Styer, Bucharest, Ploesti and numerous others, when enemy fighters along with flak were hazards to be reckoned with.

Upon completing his fifty missions with nary a scratch but many near misses, became gunnery instructor and flew the perils of the gunnery range for several months. Soon the monotonous grind with out thrills palled on him. For he listened to fellow gunners relate the anecdotes of the day's mission and soon became eager to be a part of it again. He found himself volunteering for an additional 25 missions as an aerial photographer. Reeve completed these with the same nonchalance that typified his every day routine. Upon finishing his 75 mission he followed his usual pattern and refused a trip home and became his squadron gunnery instructor. His only comment is, "Might as well fly here as elsewhere," which does make sense in a way.

716th

It was a cold, wet Italy that confronted the small handful of advance ground echelon and the flight echelon of the 716th when they arrived to commence operations against the enemy. Faced with the task of keeping fifteen planes in the air both ground and crew men pitched in.

Eight combat missions were accomplished under such adverse conditions before the ground crews themselves arrived. Every man on the field was busy during those eight trips over enemy territory. Loading, repairing, maintaining, guarding and flying the ships were all in a day's (and night's) work those first days. More often than not the crews returned from one mission only to start immediately preparing for the next. Oft-times without sleep the crew-men would finish loading bombs, refueling, repairing, of checking the ship just before time for take off on the next mission.

Finally, the ground echelon arrived, bringing sorely needed tools, equipment and men. Sleeping on the cold stone corridor floors of the Group building the first night, they awoke to find no brick barracks or even tents awaiting them. Each man shifted for himself, building shacks of sheets of tin and baggage racks or living in bomb shelters or pup tents.

The first squadron kitchen was a small lean-to consisting of six sheets of corrogated tin. The mess hall was located in a vineyard with tables of planks resting on barrels and winter winds chilling the steaming coffee and permeating the bones of the men.

Then in February 44, fortune smiled upon them and they were ordered to move to an area vacated by a Night Fighter outfit. Wood barracks, stone buildings, a motor pool and all. Morale increased by leaps and bounds. Squadron welders soon had double-deck metal beds in production and the nights of tossing on cold floors and ground were over. Gradually as their ingenuity grasped each problem and solved it, the squadron area took shape and maximum comfort was attained.

Then in November, the catastrophic fire leveled four of the five barracks. Rebuilding projects occupied spare hours for several weeks as the area rose from the ashes to become once again a comfortable home for the men of the 716th. Many times the squadron has been commended for the appearance of the area and of the quarters of its personnel.

Thru the 200 missions flown by the squadron, the combat crew men of the 716th have consistently excelled in the performance of their duties. Ample proof is found of their quality when one appraises the record they have accumulated during the past fourteen months. The gunners are proud of their own and their crew's score in numbers of fighters shot down The many combat crew men of the 716th who have been awarded the Distinguished Flying Cross, the Silver Star or the Legion of Merit and the ground personnel who have been presented the Soldier's Medal or Bronze Star are further examples of the high standards of professional skill and courage.

GIBBERISH

By Sgt. Don Minnich

TODAY THIS column will diverge from the usual "Gibberish" and confine itself strictly to to facts about the 449th Bomb Group. It is believed that the following anecdotes are unknown to the majority of the personnel of the group and so we bring them to you in this, our 200 mission issue.

DURING THE PAST year quite a number of our boys were delivered from prison camps located in Ploesti and Bucharest and the stories they had to tell were sometimes, but not often, amusing. Such as the Nazi-controlled Roumanian officials who wore very large gold belt buckles. It seems that they had been warned that American airmen sighted on those buckles, so when our boys would pay a little air visit, these same officials would unstrap their belts and hide them, thinking our bombers would be unable to hit the target.

THEN THERE WAS the one about the time when we were bombing Bucharest and the Nazis were looking for the nearest German fox hole. Ten German soldiers spotted an open sewer hole and piled into it and were immediately followed by one of our 500 pound bombs. Precision bombing?

OR THE TIME that the Germans captured one of our bombsights but they did not know how to operate it. So they called in one of their prisoners, a 449th Bombardier, and ordered him to show them how. He agreed and proceeded to take the bombsight completely apart. After spreading the parts (about 7,000 of them) all over the place he saluted sharply and told the Nazis that he wouldn't put it together again.

AND THE TIME the Russians entered Bucharest and a tankful of Russians piled into a restaurant and after finishing their meal started walking out without paying. The owner protested quite loudly but the Russians said "We don't pay for anything. Haven't we just captured this place?" And they marched proudly out the door and into their tank. The owner rushed out of his place shouting "Help, Help, Police." So the Russians calmly backed up their tank and drove it right through the restaurant. Now we know why the Germans keep retreating.

ON THE OTHER hand there was the story about one of the 717th boys who had to bail out over Bucharest and when he landed he had 113 wounds. Yes, 113 wounds. The Nazis picked him up and brought him to the place marked "Next batch to be buried." However, some of the prisoners took care of him and patched him up pretty efficiently. As a result he is alive today and itching to get back in the fight as soon as he recuperates in the U. S. A.

ONE OF OUR Intelligence boys was interrogating a crew during the early part of 1944 and one of the questions asked was "Did you encounter any flak?" The reply "Sure we did and plenty of it-right over Bari." It seems the pilot had forgotten his briefing instructions and was almost shot down over Bari, which at that time was not taking any chances with any type plane.

THE ABOVE WILL give you an idea of some of the incidents which brightened the hours of some of us in the past year. Let us hope they do the same for you.

Facts and Figures

For this special 200-Mission issue, this column is serving as a clearing house for the facts and figures, culled from all Departments comprising the group. In these data our 13 months of operations are revealed in a new light-- not only information of a technical nature, but also little odds and ends, all important, yet too little noticed.

During our first 13 months:

About 6,000 sorties were flown.

Gas consumed on operational flights alone equaled the capacity of three good-sized tankers, enough to displace in weight a battleship the size of the Texas plus a destroyer thrown in for good measure.

Air mileage covered was over 8,000,000.

There were 22,908,000 pounds of bombs dropped on enemy targets, with railroad installations and communications absorbing the lion's share.

Our gunners scored 200 victories in the air, the ratio of wins to losses being 8 to 1 in our favor.

Mechanics' note: There were 600 engine changes accomplished.

S-1 used up over 5,000 reams of paper (2,500,000 sheets).

There were over 6,000 medals and awards for valor (of course, Air Medals and clusters figured for over 5,500) including two DSCs.

Non buono note: There were about a hundred courts martials, ten of them being General fortesques.

Mail and Chow Hounds, please note, so you'll do less barking: There were approximately 2,700,000 meals dished out, the total weight of which equaled the capacity of fifty 40 and 8's (box cars to you).

The 449th's third commander overseas, Lt.Col. Jack L. Randolph, has been serving since October 26. A Regular Army soldier, he has been in uniform since 1931.

Over 3,000,000 letters were received during this period, 70,000 packages and close to 150,000 newspapers.

Outgoing mail breakdown: There were over a million and a half letters plus 40,000 parcels sent home (would you like to be a censor, knowing this?

Training Notes: Jam Handy, since starting operations, has run enough film through its machine to stretch from the base to Regensburg.

Over a million rounds of a 50 cal. shells have been used in the training of new crews.

Here's a special note for your fellows who worry yourselves about the national debt:

Did you know that over 3,000,000 dollars has been paid to members of the group during the past 13 months?

What cigarette shortage are you talking about? The PX has distributed over 1,120,000 packs of butt.

Over 2,000,000 miles have been covered by the transportation boys of the group or the equivalent of 80 trips around the world.

Approximately 6,000 publicity items were sent home to newspapers.

This column took longer to write than you might think.

Wright Earns DSC Over Vienna

Captain John B. Wright, leading the 717th over Vienna, brought "Miss-N-Moan" on the bomb run when suddenly a barrage of flak blanketed his plane, ripping out vital instruments, smashing the nose of the ship, knocking out No. 2 and 3 engines. During the barrage his co-pilot, Lt. Robert W. Eaton, was fatally injured, and Capt. Wright suffered gaping holes in left arm and side, but kept his flight intact dropping the bombs on the target. He then called S/Sgt. Brady his tail gunner to assist him in place of his co-pilot.

During the return flight he was in agony but still refused morphine and at times flew the ship in a semi-conscious condition. Not knowing his co-pilot was beyond help, he notified his crew that he was going to try to land at a friendly field. Though his ship was riddled and two of his engines were out he disregarded his own wounds and heroically set the plane down with no further damage to his crew, himself collapsing when Miss-N-Moan rolled to a stop.

For this epical flight Capt. Wright was honored with the Distinguished Service Cross, our nation's second ranking award. Capt. Wright remains the only living member of our group to receive this distinguished honor.

A PICTORIAL HISTORY OF THE GROUP

1. Original Sgt Majors
2. Control tower
3. Our Libs in flight
4. Preparation of briefing maps in S 2
5. USO honey, Fausta Bentini
6. Repairing a flak riddled tail
7. Major Lincoln, Col. Blase, Gen. Rush, Col. Fleisher
8. Red Cross doughnut time
9. Pretty contortionist with Jack Haley show
10. General Twining at our Bucharest citation
11. Bomb strike
12. Squadron conflagration
13. Same squadron as it looks today
14. Precision bombing
15. 718th squadron library
16. Headquarters volley ball game
17. Orientation battle progress maps in S-2 lobby
18. Jack Haley
19. More bomb strikes
20. Mud, Nuf said
21. Loading frag bombs
22. One of the rest camps
23. No photo but a vote of thanks to Tiny Florsheim and the group Photo boys for a swell job
24. Rhapsody in blue premiere
25. Color guard at the group's Ploesti citation
26. Our choice for a plane jane
27. Over the Alps
28. Interrogating crew after mission
29. And some more bomb strikes
30. Joe E. Brown with Thad, one of our Photo boys
31. Guard checking a trip ticket
32. Mud (ugh) continued
33. 348th Service Squadron men at work
34. Roubia, another USO long low whistle
34a. That well known FLAK
35. Shell torn 43
36. 1627th men on the job
37. Libs heading home

Group Checked Enemy Advance at Anzio

Another red letter day for the 449th Bomb Group was Jan. 22, 1944, when its big bombers came to the aid of our hard pressed troops who were battling for every inch of ground but found themselves against numerically superior enemy hordes, forcing them toward the beach and its precious foothold at Anzio.

Our planes were called upon to alter the situation if humanly possible. The yroared north to bomb the coastal road at Te racina, Italy, and the adjoining hillsides. Disregarding the intense flak they bombed with such pinpoint accuracy that the broken up highway and land slides tumbling from the hillsides, caused by the devastating missles, stopped the Nazi armored forces from advancing to check the beach head.

It was with pride the men received notice at a later date commending their cooperation and accuracy for destroying the enemy's chances at Anzio.

The AC defines an "ace" as "one who shoots down five or more enemy aircraft, "and so the definifits 449th Gunner, S/Sgt. F. A. Crumbaugh of the 716th. Grumbaugh became "ace" when he downed 6 Nazi planes last spring.

718th

EAGLE TALK

Two hundred missions ago is a long time... and many bombs have been dropped... Things have happened... sometimes fast sometimes not so fast... The 718th, a finished product of the A.A.F., left the good old USA to become a spark in the big flame and and has been burning it's way toward V day for the past fourteen months. All departments of the 718th have, like the other squadrons, experienced many trials and tribulations and it is with jealous pride that we look back with a feeling of a job well done. Each department has had it's highlights and all have gone toward the making of a smooth running machine; therefore, the spotlight cannot rest upon a single department or person. For this reason we have selected the means of reminiscing with the belief that more of what has gone before may be covered in this manner.

JUMBLED MEMORIES

The day we arrived cold, hungry and with foot long hangovers... Our first night in the grove... Welch and his makeshift kitchen... The long chow line under a blanket of stars at god knows what hour in the morning... Those nightly urinations when the frost was on the vine and the damn dampness was damp... Doc Conway's warnings about utilizing the area when some were lucky to even make it past the door... Smitty and his whistle... Early morning breifings and long hours of labor at night... The "EYETIES" along the track selling "PURPLE DEATH," lamps, eggs, nuts and oranges... The issue of an additional blanket but still cold as the well known welldigger's buttocks... Our first casualty... 606... Machinegun Worthington and his fifteen paratroopers... Lt. Bullis' famous midnight dash on our first red alert... The day tragedy struck with a heavy hand... 605, 217, 730 blasted from the blue and only a few chutes seen to open... Followed the next day by the loss of Col. Alkire... 19 missions in 23 days.

REMEMBER ?

Palm Sunday and "YE OLDE RUGGED CURSE"... John Black and his circus... WOODSCHOPPER and the LOVELY HEADS... Jim Wade and his 100 octane "BOOM-BOOM"... The BY-FONG CLUB... The four nights in succession when Jerry flew over... When Kilpalla fell in the well... When Capt. Chudyk took over the line... DeHass coming home natural with O'Hara helping him .. BIG NOISE FROM KENTUCKY, RACY TOMATO and QUEEN BEE... The night the squadron club opened... The time Joe Schwartz mistook Major Ogden for Saffa.

BUIE

MAJOR ALLEN, FOURTH TO SERVE AS 719th COMMANDING OFFICER

Every bomb group has its introductions, memorable characters and backgrounds that live throughout the reflecting pages of Army Life. Thus continuing with the 719th Bomb Squadron story in its participation of the 200th Bombing Crusade from this Italian Theater of Operations is added another incident in the personage of Major William C. Allen, a former University of Georgia student, Squadron Commander number 4, who in his matter of fact way and down to earth characterization among the "Primo cum Multi" has blended together the closing pages of the treasurous highlights in the 719th for the year 1944.

Major Allen, who originally was assigned to this Squadron with his own crew directly from U. S. A. in Sept 29, 1944, followed shortly after in the footsteps of former CO Major Harold R, Loughran (on rotation) who previousy succeeded Lt Col Arthur B. Swan, presently administering his duties at MTOUSA Headquarters. Incidently Lt Col Swan during his time was a well-liked personality and received high praise for the organizational functioning Par Excellence of the 719th after the tragic death of the original Commanding Officer Captain David E. Councill, who was killed enroute to this theater.

Considering the short intervals that former commanding officers performed their duty in the 719th Bomb Squadron, Major Allen has practically equalled the months in command. His aggressiveness and intimate concern for the personnel along with his colorful manner of performance has rated considerable attention.

Prior to his entry into the Army, Major Allen held a civilian Pilots License, for the years 1939 to 1941. He received his commission as 2nd Lieutenant in the Reserve August 16, 1942, completing 4 engine transition training at Maxwell Field, Alabama. He was promoted to the grade of Major, February 19, 1944.

The 719th Squadron's Orientation Study Hall under the guidance of Captain Raymond B. Nelson, squadron adjutant and orientation officer, and Cpl. Joseph Stephens, orientation NCO; made its initial debut this week.

Editor-Gunner Makes His Own News

When an editor makes his own news, perhaps it's like a man biting a dog, but if such is the truth, Staff Sgt. Fred E. Clever, of the GAB staff, did it the hard way-getting himself injured by flak on the Group's mission to Zagreb last week.

Clever's plane, from the 718th squadron, had just deposited its bombs on the target when Clever involuntarily made himself newsworthy. A piece of flak, roughly two inches in diameter, whizzed past the bombardier, knocking off his helmet in its flight and then buzzed towards Clever's nose turret position.

The gunner-editor was looking at the ozone, contemplating another safe trip home, his face pressed close to the turret glass. The flak fragment came so close to his face that it left scratches on his right cheek, and expended itself in whistling out of the turret window, leaving a sizable hole in its wake.

Outside of a scare--naturally--and a face which gave every indication of being scratched by a sharp-clawed cat, Clever was none the worse for his experience.

(Editor's Note: This item was scooped out at the interrogation of crews and was in no way instigated, suggested or otherwise fathered by the aforesaid Clever, who would rather forget it all. His wife might have other ideas about the scratched face.)

Cadets Change..

con't. from page 3

signed to the 717th his unusual leadership and ability proved his worth as he soon was designated as a flight commander and promoted to the grade of Captain. A quiet, imperturbable Texan, his very manner solicits the respect of the personnel under his command. Thus far over 25 sorties over Nazi installations have been made by the 716th under his experienced leadership. Maj. Bentsen also has been awarded the Distinguished Flying Cross, his for extraordinary professional skill and devotion to duty while on a mission over St. Valentines on 16 Oct. 44.

Three COs Have Led 718th

The 16th Day of August, 1944 was an ill-fated one for the men of the 718th for the squadron's first commanding officer, Major William Nosker, gave his life in the invasion of Sourthern France on that day. While flying as an instructor pilot with the 98th Bomb Group, the B-24 in which he was flying crashed and every man aboard lost.

Major Nosker was a former All-American guard for Ohio University and an all around athlete — a popular leader, well liked by both the enlisted men and by his fellow officer.

His wife resides with his brother, Robert Nosker, who has just recently arrived in this theater of war as a co-pilot on a 777th squadron liberator.

During the previous July, Major Rexford E. Tompkins had succeeded Major Nosker as commanding officer and the squadron continued to progress along its usual "ALL OUT LINE." Major Tompkins is a native Pennsylvanian He joined the squadron back in Bruning, Nebraska as Operations Officer, succeeding Captain Reirson at that post. After completing his tour of duty, he became an Assistant to the Assistant of Staff 15th Air Force.

Major Charles E. Jordan, our present CO, arrived from the states in September and took charge of the squadron on October 18. Born in Brooklyn and reared in Pittsburgh, Major Jordan has more or less lived the life of a nomad. At present his wife is residing in Dumount, New Jersey with their two children, one of whom was born after the Major assumed charge of the 718th. Through his affable manner and unquestionable fairness he is held in esteem by his men and bids fair to become the most popular commanding officer the squadron has yet had.

719th

BUT DEFINITELY

You all remember the S. S. Harvard-nightly strolls around the deck as ship plodded its course slowly and quietly-the Rock of Gibralter-The eager faces expressed as you scrambled from below deck to gaze at the isle of Capri-Warlike feeling influenced by the numerous explosions while docked in the harbor of Naples-the unforgettable *marble* floors at the staging area accompanied by the wierd groans and snoring tunes of 449ers cramped in the open-air rooms-Ooh my back-The colorful indians who slept on the floor above and who violated all the rules of "etiquette" all ovah the building-Connosieurs of crabs-Sgt Tiny Florsheim directing a symphony of lost voices in "My Coney Island Rose" as the Indians sat down in a circle on the floor having a bull session-Usual expression used "35 miles from the front"-Everyone talked about spaghetti-Capt Raymond B. Nelson, (Adjutant) and S/Sgt Jessie (well done) Pope introduced the Italian Lira that afternoon.

The convoy to the base under the direction of Major Rabedeau, exec officer, with Lt. Cromwell driving "lead truck" - K rations knocking the hell out of sensitive stomachs-Arrival at the field-MUD everywhere-Raining like hell-The urge to pack up and go home-The flowing streams passing through our tents as the "rains came." No stoves-just your unmentionables to keep you warm.

The sweating out of chow lines for hours at a time with various rank no differ-ounce-Orderly room set up in clerks living quarters-Mess Sgt Goulart serving his customers in his open-air diner-Original crews flying daily missions, and setting up their tents in spare time-rough. The colorful Capt Gentry, Lt Fergus, Capt Meade, Woodle and Capt Polink, former operations officer who bailed out over Ploesti and returned in that greatly publicized "Escape From Bucharest."

That sorrowful day when five of our ships did not return-That one summer night when a plane exploded with its bombs and rocked the enture area into foxholes-Time really made some changes too much to get all in print-Lt Grommon on DS to the states for gunnery purposes-That likeable Lt. St Johns, bombsight officer transferring to the paratroopers because life was too easy-Bomb loading at night Enlisted man's club finally becoming a reality-A new mess hall-officer's club everything booming with activity-719th really activated-Lt Col Swan trfd to MTOUSA headquarters-1st Sgt Wiess completes missions, now an avn cadet New crews-some going some coming-Capt Hicks engineering officer succeeded by Lt Norwood-Lt Anderson trfd to another wing-The former baldheaded Archer of ordnance now at 450th-Dec 5th remembered by all ground crew members as a sad day when M/Sgt Parrish and Sgt Nosse crushed to death in an accident. The first 200 missions stores up many memories for one to speak about in the 719th-rough were the days endured by all. What is accomplished now took effort and time. Sgt. Walt[illegible]xon

Strong Spokes Make a Strong Wheel

(Editor's Note -- Due to lack of time and space we regret that we can not list a chronological account due to each section and name all members of each staff be they enlisted men or commissioned officers, past and present.)

The completion of the group's 200 missions has been accomplished only through the effort and cooperation of every department in the group.

The engineering department has earned sincere commendation from the General Staff many times for their excellent efficiency in returning and repairing planes so that this group always maintained maximum effort. Captains Bolton, Cope, Chudyk, Hicks, Norwood and their complete staffs may well be proud of their record.

To operations and their complex assignments with out which the missions could uot have been accomplished, Lt. Col. Knox, Major Babits, Captains Johnson, Bosworrth, Pulley, McKee and their respective personnel, the group's success owes much.

Commuuications, which started from scratch and kept pace with the rapid improvement of radio and its sensitive counterparts, along with its many other duties to numerous to mention, reflects great credit upon Capt. Donovan, Jones, Kessler, Valdez, Sherman and their competent crews of technicians.

Indirectly responsible for the target's destruction due to the lethal cargo flown by our liberators, is Ordnance, comprised of bomb specialists and weapons mechanics who have not only given the enemy complete blast affect through their knowledge of H. E., but achieved a remarkable feat during the past many months by not having a single accident due to the mishandling of these tons of destruction. Capt. Runkle, Lts. Dunn, Brown, McNulty, Hake and all their ordnance men may well be proud.

The intricate structure of the plane's turrets and protective armament and the placing of bombs in bays, has been armament's work. Combat men have owed their safety to the turret specialists and armorers when enemy planes were roaming the skies. Capts. Cline, White, Kreps, Beckley, Lt. Barbour and the night owls of armament are but other spokes in the 449th wheel.

The medics have always been unfarly considered holders of cushy jobs in the army, but again our group personnel have maintained the high standard featured by other branches of the armed forces. Medical sections have proven their courage beyond a doubt, to cite a instance -- when a plane crashed D-Day of southern France, the medics were on the scene and amidst thousands of gallons of high octane gas roaring into an inferno and exploding bombs, they entered this hell and rescued a survivor. They fly combat missions and have suffered losses. All this and sick calls too. Major Petterson, Capts. Scott, Cammell, Conway, Badami and their staffs have been the main factor of our physical well being.

Many men which have become chief factors in the success of the group and without which this unit could not have existed as an organized outfit: Deputy Group C. O. Lt. Col. Edward L. Van Allen; Squadron Executive Officers, Majors Fichte, Yandle, Ogden and Rabideau; The group chaplain, Capt. Thos. J. McNamara; Mr. George M. Kennedy of the ARC; The men in the orderly rooms; To the men who have daily fed and sustained us, for theirs was no easy task in the bleak months following our arrival. All transportation units who are on call 24 hours a day and manage to keep all vehicles in running condition are not spectacular in their efforts but are a vertabrae in the backbone of that which harassed the enemy from the air. To S-2 and the Photo section along with Headquarters (the hub round which all squadrons must revolve), to the officers and Enlisted men, the group is definitely a symbol of your astuteness. Strong spokes make a strong wheel.

The Saga of Pistol Packin' Mama

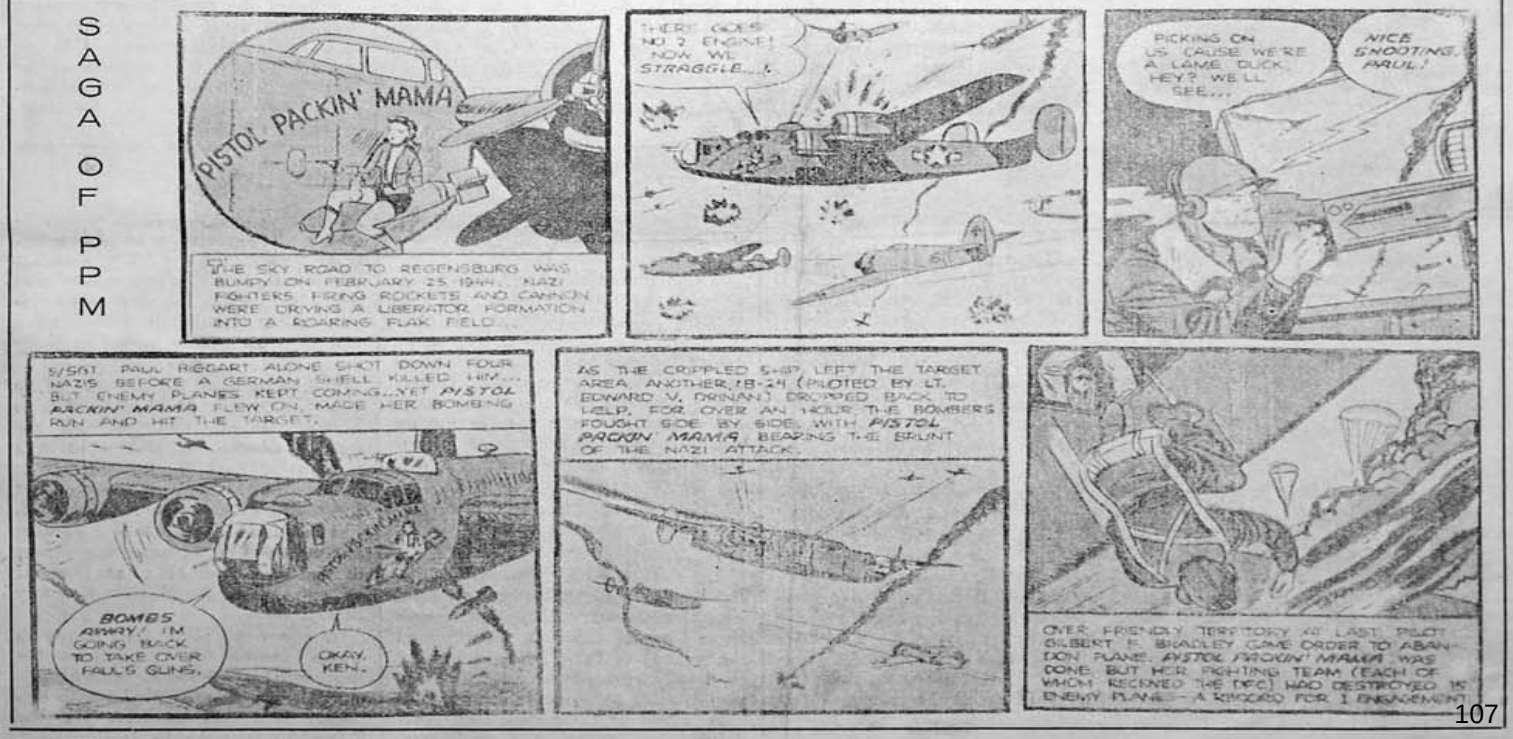
Her guns knocked out, one by one, two engines disabled, the Liberator bomber "Pistol Packin' Mama" kept firing until she had written a flaming valedictory across German skies. The saga of her crew has been hailed as a record aerial feat of the war. The gallant crew knocked 15 Nazi planes out of the sky in one engagement. As befits her name, Pistol Packin' Mama went down fighting, but only after she had fought off every enemy attack and carried her crew to friendly territory.

The date was February 25 of last year and the target was Regensburg, site of Nazi aircraft factories. Set upon by swarms of enemy fighters and hit by rockets and cannon-firing enemy planes, she, nonetheless, flew on to the assigned target-an aircraft factory. Her bombardier loosed explosives which destroyed enemy planes in the making. Then, escorted by another Liberator which shot down 3 more tormentors, "Pistol Packin Mama" headed for home, but couldn't quite make it and her crew was forced to bail out.

This is her honor roll crew: Pilot: 2nd Lt. GILBERT F. BRADLEY; co-pilot: 2nd Lt. ANSON F. HUGHES; navigator: 2nd Lt. JOSEPH P. McMENTEMEN; bombardier: 1st Lt. KENNETH E. EBERSOLE; gunners: S/Sgt. HERBERT R. CLEMENTS, S/Sgt. IRVING J. MILLS, S/Sgt. ROLAND J. PRESCHER, T/Sgt. JOSEPH W. MONTAGNA, PAUL S. BIGGART, FRANKLIN A. CRUBAUGH.

And this is what "Pistol Packin' Mama" and her boys went thru on that fateful day: Approaching the target the bomber was set upon by rocket and cannon firing fighter. Below, Nazi anti-aircraft batteries sent up a curtain of steel. No. 2 engine was disabled, the bomber lost speed and enemy fighters were closing in hungerily on the straggler for the kill. But the guns of the Lib blazed away with all they had. Biggart methodically picked of 3 Ju 88's and one Me 210 as the bomber started her run over the target. A Nazi shell pierced Biggart's compartment and he was killed. In a matter of seconds another shell exploded inside the plane under Clements seat. It knocked out Clements' guns and the turret operating system. Then Prescher was hit. All the while Mills fought off a score of enemy planes. He was holding his own until another shell disabled the tail turret hydraulic system. A machine gun bullet pierced Mills' coveralls and struck the door. Undaunted, Mills left the disabled turret and took up Prescher's unmanned gun in the waist. After dropping his bombs, Lt. Ebersole manned Biggart's gun. Montagna leaned down from his top turret to check his ammunition. At that moment an enemy shell tore away half the turret dome -- where Montagna's head had been the instant before. Another shell struck the ball turret elevation gear. Miraculously it didn't explode, but disabled the automatic mechanism in the turret -- the last one in operation -- but Grubaugh kept firing away by operating the turret manually.

A Liberator piloted by 1st Lt. EDWARD V. DRINAN had completed its run, and observing that "Pistol Packin' Mama" was in trouble dropped back to offer what protection he could. The two bombers fought side-by-side for more than hour with enemy planes swooping down like buzzards for the kill. Then the heroic bomber's number 1 engine gave out. Limping along on only 2 engines "Pistol Packin' Mama" lost altitude rapidly, but by now she was over friendly territory. There her crew was forced to bail out. Moments later "Pistol Packin' Mama" died like the great lady she was."



449th Men Earn 5,459 Decorations

continued from page 2

Frank E. Elliot Jr., Lt. Richard Engelhardt, T/Sgt John H. English, Sgt George Epremian, S/Sgt Byron F. Erwin, Lt. Julius Fabian, Lt. Ray R. Faust Jr., Lt. Hartford Fees, T/Sgt Arthur A. Ferraro, Capt Henry P. Finch, Lt. Michael R. Fiordaliso, T/Sgt Richard J. Foley, Lt. Joe B. Foster, Capt Felix C. Fowler,* Lt. William M. Friedberg, Lt. William F. Froebig, Lt. Chester D. Gage, Sgt. Angelo Galletta, Colonel Thomas J. Gent. Jr.*, T/Sgt Earl P. Gorman, Capt Martin E. Gormley, Lt. Byrce Gray Jr., Capt Herbert W. Greenbalg Jr., S/Sgt Franklin A. Grubagh, Sgt Thomas R. Guinan, T/Sgt Raymond W. Guinn, S/Sgt Thomas T. Hager, Lt. John Halvorsen, Lt. Alphonse F. Hanley, Lt. George W. Harlan Jr., Lt. George Hartman, Lt. Paul R. Harper, Lt. Robert C. Hartman, Capt Charles E. Harton, Lt. Floyd H. Haywood Jr., T/Sgt Wilburn M. Henley, Lt. Harold F. Henry, TiSgt George H. Higgins, Major George M. Howard, Lt. William H. Hoyt, Lt. Anson F. Hughes, S/Sgt Marvin C. Hunt, Lt. Joseph R. Hydar, Lt. Albert H. Isaacs, Lt. Vincent K. Isgrigg, Lt. Marvin Ivers, Lt Arthur C. Jacoby, Lt. Victor B. Jensen, Lt. Hila K. Johnson, Lt. Wilson H. Jones, Lt. Kenneth E. Kaplar, S/Sgt. Albin C. Karlik, Lt. Manuel Kauffman, Lt. Robert A. Kennelly, Lt. Cecil E. Kinerd, Lt. Kenneth E. Kinsinger, Lt. Arnold Kohler, Capt Norman L. Kohmescher, Lt. Edward M. Kolek, Lt. Stephen Kuszpit, S/Sgt Thomas Lambie, Sgt Walter J. Larcombe, S/Sgt Cornelius A. Lauve, Lt. Norman L. Lawrence, T/Sgt John Ledbetter, Lt. Robert L. Levenson, Lt. Justin S. Levy, Lt. Donald P. Liddycoat, Major Dale Lincoln, Major Harold R. Loughran, Lt. Harry Mahoney, Capt Frank W. Meark, Lt. Galon H. Mallory, Lt. Bertram Mann, Lt. Raymond A. Mann, Lt. William K.Mann, Capt Herbert D. Mortin, Lt. George P. Mason, S/Sgt. Ivan Maynard, Major Shelby McArthur, Lt. Lawrence R. McCool, Lt. Robert R. McGlasson*, Lt. William F. McGrath, Lt. Earl McLeod, Lt. Joseph F. McMenimen, T/Sgt Lloyd R. McNeil, Lt. Elmer C. Meade, Lt. Ernest P. Mellor, Lt. Marvin J. Messenger, S/Sgt Clarence L. Mezo, S/Sgt Donald E. Miller, Lt. John J. Miller, Lt. John W. Miller, Lt. Robert K. Miller, Lt. Edward D. Mills, S/Sgt Irving J. Mills, T/Sgt William Milon, Capt. James W. Minow, Lt. Alexander B. Molmar, T/Sgt Joseph W. Montagna, Lt. Alfred C. Morton, Lt. Warren F. Mugler, Lt. Morton R. Naftulin, Sgt Louis M. Newland, Lt. Raymond E. Nicholson, S/Sgt Einar O. Niklason, T/Sgt Thoralf N. Nilson, Lt. Richard C. Noel Jr., Major William C. Nosker Major Paul R. Nugent, Lt. Harold A. Oien, Lt. William S. Oliver, Lt. John W. Olson, Lt. Hward E. Orgera, S/Sgt Robert K. Parsons, Capt Stephan Pater, T/Sgt Milton Peisher, Lt. Anthony Perdicas, Lt. Harold Perkins, Capt Willtam R. Perks, Lt. Baryl Peterson, Lt. John P. Plaocko, Lt. Gordon E. Powers, S/Sgt Roland J. Preshher, T/Sgt. Joseph F. Price, Sgt Jesse W. Priest, Lt. Col Jack L. Randolph,* T/Sgt Herbert G. Reeve, S/Sgt Andrew E. Reis, Lt, Cornelius A. Reisdorf, Frank J. Rezsk, Cpt. Joseph I. Reznick, Lt. Glenn E. Rogers,* Lt. Norman C. Rogers, Lt. Arnold Ross, Lt. Marvin T. Ross, Lt. Martin S. Rouse, Lt. Paul J. Russell, Lt. Vernon M. Samuelson, S/Sgt Walter C. Sanders, S/Sgt Nick Santos, Major J. Sass,* S/Sgt Charles J. Schroer, Lt. Jack C. Schulz, Lt. Jerry F. Scroggs, Lt. John E. Scroggs, S/Sgt Lester E. Seebeck, S/Sgt William W. Sheldon, Capt Richard S. Shlomberg, Lt. Henry C. Sivewright, Lt. Walter Siewert, S/Sgt William A. Simmerman, T/Sgt Ben B. Smith, Lt. Lloyd J. Smith Jr., S/Sgt Vernon L. Smith, Lt. Robert E. Sondeen, T/Sgt Isaac M. Spence, Lt. Ray C. Staley, Lt. Stanley A. Steineamp, Lt. Harold A. Strack, T/Sgt James I. Stuart, Lt. Robert D. Sundfor, Lt. Col Arthur B. Swan, T/Sgt. John Szablinski, Lt. Frank Temchhulls Jr., Lt. James S. Thomas, Major Rextord E. Tompkin, Major William A. Tope,* Capt Floyd H. Trogdon, Lt. Thomas N. Turner, Capt Donald P. Ulman, T/Sgt Edgar R. Van Keuren, Capt Cornelius G. Van Schoor, T/Sgt Frank E. Visciglia, S/Sgt John S. Walters, Lt. Wallis L. Webb, Lt. Howard K. White, Lt. Andrew C. Widness, Lt. Carl W. Wiles, Capt Robert L. Willding, S/Sgt Robert W. Williams, Capt John W. Wood Jr., Joseph E. Zink.

SOLDIER'S MEDAL

Sgt Malcom. O. Adams, S/Sgt J. C. Alexander, Sgt John R. Allen Sgt Sherman F. Ashby, Capt William H. Conwey, Sgt Emil M. Donato, S/Sgt Sherman W. Dreiseszon, Lt. Joseph N. Dunfee, S/Sgt Louis E. Fritz Lt. Robert L. Gettens, Cpl Wallace S. Huegel, Cpl Herman Ingram, Pfc Edward G. Lutek, Cpl Alton P. Lee, T/Sgt Charles W. Manion, Cpl Ralph A. Mariflano, T/Sgt Richard E. Marshall, Sgt Milo E. McDowell, T/Sgt Barthomlo Peluso, Lt. William R. Perks, Lt. Edward A. Rabbitt, T/Sgt Richard L. Rutledge, Pfc Joseph C. Saccone, T/Sgt Sebastian P. Salustro, Capt Earl S. Scott, Sgt Anthonx J. Senatore, S/Sgt Carroll Smith.

BRONZE STAR

M/Sgt Bill Baker, Major Edward A. Bartlett, Pvt Victor U.Bayers, Lt. Otis J. Bolton, T/Sgt Henry M. Bordin, M/Sgt Mart B. Bowen J., M/Sgt William G. Braden, T/Sgt Melvin S. Cook, M/Sgt Milton B. Coon, Capt Eddje A. Cope, Lt. Charles J. Crowe, Lt. Edward V. Drinan, M/Sgt A P. DuPont, T/Sgt Edward Forrest, M/Sgt Paul F. Floyd, Lt. Glen B. Hake, M/Sgt Charles M. Herzog, Capt Howard W. Hicks Jr., M/Sgt Morris P. Johnson, M/Sgt Bernard Kessler, T/Sgt Victor R. Krick, T/Sgt TerryJ. Lavergne, T/Sgt Melvin W. Littleton, Capt Chester F. Lorillaad, T/Sgt Loren W. Massey, M/Sgt Harry E. May, M/Sgt William D. Parrish, Sgt Charles W. Putnam, T/Sgt George F. Rothenqurg, M/Sgl Donald R. Sharff, T/Sgt Alfred H. Sildar, M/Sgt William F. Treadway, T/Sgt Nunzio Tripaldi, M/Sgt Earl O. Vian, Lt. Hollie A. Wilkes, Sgt Joseph H. Yengst.

COLONEL GENT, GROUP CO DURING CITATION ATTACKS

Col. Gent

Colonel Thomas J. Gent, Jr., the group's second commanding officer, now on detached service back home, assumed command of the 449th on Feb. 2, 1944. He was our leader during the action filled days of last spring and summer, personally leading the missions to Ploesti and Bucharest, for which our Distinguished Unit Citations were awarded.

A career soldier Col. Gent. was born at Mt. Vernon, N. Y. on March 12, 1911. He graduated from the National Preparatory School in 1930 and from West Point, where he participated in track, fencing, squash and swimming, with the class of June, 1935. He won his wings at Randolph Field, Tex., in 1936, after which he commenced a long and illustrious career as a pilot and administrative officer

He was aide to Major Gen. George H. Brett, commander of the USAAF in the Carribean, based at Panama, from 1936 to 1939, and then served as executive officer of the Victorville, Calif., Army Air Base. He was later Assistant A-3 of the West Coast Training Command and executive to the Assistant Secrerary of War for Air.

A graduate of the Royal Air Force Empire Central Flying School, Col. Gent commanded the 302nd Bomb Group at Clovis, N. Mex., and Langley Field, Va., prior to coming overseas.

His decorations include the Silver Star, Distinguished Flying Cross with one Oak Leaf Cluster and the Air Medal with three clusters.

Col. Gent's wife, the former Jeanne Godshall, California's woman's champion rodeo star, lives at the C Bar G Ranch, Victorville, Calif.

Completes 200...

con't from page 1

the only ships to go over the target and with no fighter escort.

The second unit citation was awarded for the destruction of the Concordia Vega oil refinery the second largest in the Balkaus. As our attacking forces flew over Ploesti the heavy smoke screen and clouds of flak bursts, plus fighter opposition caused other units to seek alternate targets. The 449th stayed on its course and dropped its bombs without visual aid on the the refinery with exceptional, devastating accuracy, writing off the largest refinery left to Ploesti. Three bombers were lost due to anti-aircraft fire.

The 449th has had three commanding officers during its illustrious stay in Italy. The first was Col. Darr H. Alkire who brought the group to Italy and went down a fighting leader over Aviano and later was reported a prisoner of war. Second to command the group was Col. Thomas J. Gent Jr., now on detached service, and the current commanding officer, is Lt. Col. Jack L. Randolph.

The group has had many interesting experiences but one that will remain uppermost in our minds will be the condition of the base when we took over, it was almost unbelievable to think a B-24 could take off. They did, and repeated the task dey by pay until a suitable runway wa built. Remarkable as it may ssem, there was never a serious accident under those conditions.

ARC Runs Snack Bar

Two American Red Cross lasses, Kitty Kitchell and Lillian O'Brien, who both hail from New York City, have recenty taken over the supervision of the thriving port city snack bar. Sgt. Marvin Stewart will continue as manager.

One of the three rooms comprising the cafe has been given over to a lounge where visiting GIs can write letters or read magazines. The feminine touch--in the form of curtains, etc.--will soon be apparent, promises the ARC.

Group Should Feel Proud...

con't. from page 1

administer the final blows to the remainder of his holding.

Every member of the Group, past, present and future should feel justifiable pride in the acheivements of the Flying Horsemen, who have brought home to the enemy the full meaning of total war. With victory within our grasp we will endeavor to continue our record breaking attacks upon our targets and equal if not surpass our past performances.

JACK L. RANDOLPH,
LT. COL., AIR CORPS,
COMMANDING

***

Lt. Col. Jack L. Randolph, the third of the 449th's overseas commanding officers, has been in charge since October 26. He first joined the group on June 20 and served as deputy commander and air inspector prior to assuming command.

A native of California, Col. Randolph was graduated from Porterville High School and Porterville Junior College. He entered the Regular Army in July, 1931, and has had continuous service since that date. He was in the first class instituted at Randolph Field, Tex., and won his pilot's wings at Kelly Field, Tex., in June, 1932.

Col. Randolph served for many years at Luke Field, Hawaii, and in that romantic place married the former Cherie A. D'Arcy, now a resident of Fort Worth, Tex. From 1932 to 1941 he was stationed at Luke and at Hamilton Field, Calif.

His last assignment before coming overseas was as commanding officer of Tyndall Field, Fla., as Director of Training at the Flexible Gunnery School there.

A command pilot, Col. Randolph wears among his decorations the Distinguished Flying Cross with one cluster and the Air Medal with two bronze oak leaf clusters. He has Flown 39 missions to date.

Gmail martin hall <mshft1111@gmail.com>

also, if you happen to know your dad's military service number, that would be helpful....

3 messages

martin hall <mshft1111@gmail.com> Sun, Aug 20, 2023 at 12:18 PM
To: Scott Rude <R29rudedog@aol.com>

Go Easy,

Martin Hall
Well, I *used* to be cool.
1810 Tabor Street
Eugene, OR 97401
541.954.3113
mshft1111@gmail.com

Aol/Verizon <r29rudedog@aol.com> Tue, Aug 22, 2023 at 10:33 AM
To: martin hall <mshft1111@gmail.com>

Thanks for your interest in my father. I coincidently had googled him that night and found a few pictures and a little information. I'm sure you could do better. Here's what I know..... Ralph Alfred Rude dob. 9/24/21 Captain 15th bomb group. 449th squadron. at Grataglia air base, Italy, from 4/15/44 to October +- ASN 0-689358. Not sure if that is his service number or not? Thanks again Marty and always good to see you.

[Quoted text hidden]

---

martin hall <mshft1111@gmail.com> Tue, Aug 22, 2023 at 5:38 PM
To: Aol/Verizon <r29rudedog@aol.com>

Thanks, Scott. Let me see what I can dig up. Love you guys . . .

Go Easy,

Martin Hall
Well, I *used* to be cool.
1810 Tabor Street
Eugene, OR 97401
541.954.3113
mshft1111@gmail.com

Farragut, Idaho

213 W. Parker
Slater, Missouri

N14599161

N

Sn 866-94-63 Died

AA

Born 9-7-13

A

Enl 10-18-43 Dis 11-24-45

VETERANS ADMINISTRATION
Form 7203a

MASTER INDEX CARD

RUDE, RALPH ARTHUR

AVIATION CADET SAACC
San Antonio, Texas

C 5-604.974

K

5505 SE 136th St.,
Portland, Oregon

N

N6146671

Sn 19-047-878 Died
0-689998

AA

Born 9-24-21

A

Enl 10-11-42 Dis 10-18-45

VETERANS ADMINISTRATION
Form 7203a

MASTER INDEX CARD

RUDE, RALPH EDWARD

AS USNR V6 Co. 1194-43
USNTS, Great Lakes, Ill.

C 810 0844

K

137 Ashland Avenue
Michigan City, Ind.

N N14099084

Farragut, Idaho

N14599161

213 W. Parker
Sister, Missouri

N

No 666-94-63 Died

AA

Born 9-7-13

A

Enl 10-18-43 Dis 11-21-45

VETERANS ADMINISTRATION
Form 7307a

☆ GPO 10—18060 1

MASTER INDEX CARD

MEER, RALPH ARTHUR

AVIATION CADET SAACC
San Antonio, Texas

C 5-502-990

K

2408 SE 16th St.,
Portland, Oregon

N

N6146671

No 19-047-878 Died
6-6 8 7 5 18

AA

Born 9-21-21

A

Enl 10-11-42 Dis 10-18-45

VETERANS ADMINISTRATION
Form 7307a

MASTER INDEX CARD

10—11002 GPO

MEER, RALPH EDWARD

AS USNR V6 Co. 1194-43
USNTC, Great Lakes, Ill.

C 8108844

K

137 Ashland Avenue
Michigan City, Ind.

N N14089084

Rude's flight logs are included in the packet and these records show every unit assignment, station, and flight that he took. The flight logs also show his cadet training and the types of planes he flew when he was in the air.

Of four missions listed on Rude's flight logs, 2 were credited and one was likely practice. The third was described on paper and located through a manual search of the containers. However, since there were no combat details it is likely that this mission was aborted after takeoff.

The results of the search of the Air Force Award Cards series is included in this packet as well.

His personnel records were lost in the fire but we have included the auxiliary file that stands in place of the personnel records at the National Archives.

Enjoy!