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E-3-5

HEADQUARTERS
416TH BOMBARDMENT GROUP (L)
Office of the Commanding Officer

Exh #1-Oct 1944

APO 140, U.S. Army
2 November 1944

SUBJECT: Conversion of 416th Bombardment Group (L) From A-20 Type Aircraft to A-26 Type Aircraft.

TO : Commanding General, 97th Combat Bombardment Wing (L),
APO 140, U. S. Army.

1. At approximately noon, 30 September 1944, this Group was notified that it was to be converted to an A-26 Group in the near future. That evening, at approximately 1800, sixteen A-26 airplanes, plus crews, arrived at Station A-55. During the next few days five more aircraft were destined to arrive. Although the newly arrived crews were not certain of their mission or status, plans were immediately laid for rapid conversion of the Group.

2. Because the Group was to remain fully operational, it was decided to divide the training load equally among the four Squadrons. One six-crew flight from each Squadron was taken off operations, and these flights were assigned to the A-26 Training Unit for conversion. In addition to the combat crews thus assigned, one-fourth of the engineering personnel from each Squadron were assigned to the A-26's for training. This meant the Group was to conduct a full time combat operations course while at three-fourths strength, conduct an A-20 indoctrination course for newly arrived replacement crews, and, in addition, conduct an operational training unit for rapid training of an A-26 Combat Group.

3. On 1 October 1944 a minimum standard of training was set up as follows:

- a. 4 hours cockpit familiarization.
- b. Complete Questionnaire.
- c. 5 hours transition, including a one-hour orientation ride.
- d. 5 hours of 3-plane formation.
- e. 2½ hours of 6-plane formation, including join-up and landing procedures.
- f. 2½ hours of 18-plane formation, to include evasive action, turns, and cross-overs.

4. In reference to (b) above, a Questionnaire was drawn up which included starting and operation of engines, airplane operation, propellers, superchargers, fuel systems, engine oil and dilution systems, and the air-speed system. All pilots were required to complete this Questionnaire, plus a blindfold cockpit check before they were allowed to solo the aircraft.

5. Expected A-26 Mobile Training Units had not yet arrived. Consequently, improvised lectures by A-26 personnel were given concerning the fuel system, flight characteristics, and emergency procedures.

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6. Thus, during the first day, in which training crews received familiarization lectures and cockpit time, the training program was organized. The next day, 2 October 1944, actual flight training was inaugurated with preliminary orientation rides. Good weather favored flying, and all pilots were ready to begin the next day with solo and transition flying. However, the dawn of the next day revealed a nemesis which was destined to plague us during the entire period of conversion--bad weather. Consequently, a total of only eight hours of flying time was logged. The next day, 4 October 1944, all of the transition pilots soloed in spite of poor weather conditions.

7. During all flying training, the extremely poor condition of the field and taxi strips was a constant handicap. The weather conditions were forcing us behind our training schedule. The location of the A-26 aircraft, which were dispersed on the grass at the south end of the field because no hardstands were available, magnified the difficulties in crew availability. The shortage of transportation made it extremely difficult to assemble the various ground crews, air crews, and equipment at the proper times. Consequently, it was decided that, when the first cadre of trainees had completed training, one entire Squadron would be taken off operations. This would necessarily increase the operational load on the other three squadrons, but would place all personnel and equipment of that squadron available for concentrated A-26 training.

8. During several days when the weather prohibited flying, Squadron C personnel were given familiarization lectures, Questionnaires, and cockpit time. Therefore, when a short spell of favorable weather allowed the completion of training for the first cadre, Squadron C was ready to start flying training immediately. Things went smoothly until 15 October 1944. At first light on this day our eager crews had all available aircraft airborne. Misleading weather information had assured us of favorable conditions. However, our old nemesis, weather, soon closed in so quickly that only one aircraft was able to get back into the field. Two days elapsed before our aircraft were able to return. One had crashed and one had crash-landed because of weather.

9. Squadron C completed training on 18 October 1944. Squadron D, having previously completed preliminary lectures, Questionnaires, and cockpit study, commenced training on this date. Bad weather limited flying for the period 20-25 October 1944 and totaled 22 hours; it was not until 29 October 1944 that D Squadron was able to complete its training.

10. Squadron B started training on 30 October 1944, and, at the time of this writing, is in the process of conversion.

11. Next let us consider the ground phase of the training program. During the entire period of conversion, ground crew personnel of the Units undergoing training were assigned to A-26 aircraft for practical training and actual maintenance.

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12. The first A-26 Mobile Training Unit arrived on this base the night of 6 October 1944, and commenced functioning as a training unit the morning of 7 October 1944. Two Squadrons were assigned to this unit for training. The next two M. T. U's to arrive were each assigned to a Squadron, and the fourth Unit was assigned to the Service team. Thus, although only one Squadron at a time was conducting flying training, all personnel concerned with the conversion were undergoing ground training. This ground training, of course, was necessarily coordinated with air training and operational missions.

13. The following schedule was set up as a minimum required amount of instruction for various personnel by the Mobile Training Unit:

	Pilots	B/N	Gunners	Mech.	Arm.	Instr.	Elec.	Turret Specialists
Bombing and Armament	1	3	1	1	3			
Turret GSFC	2	1	3	1			4	12
Electrical	2	1	1	3				
Fuel System	1	1	2	2				
Instruments	1	1	1	1		3		
Flights and Flaps	1	1	1	1				
Hydraulics	2	1	1	4				
Power Plant	1	1	2					
TOTALS	11	10	10	15	3	3	4	12

At the completion of this training, specialist, repair, and trouble shooting courses were held at an A-26 airplane with groups from the various sections and an instructor from the M.T.U.

14. In addition to their course with the M.T.U., the gunners received practical turret training in the aircraft, and were required to fire one hundred rounds of ammunition in the turret trainer. For purposes of a turret trainer, one A-26 airplane, which was out for maintenance, with auxiliary power, was used as a trainer. Near-to-ground or air-to-air gunnery facilities were available.

15. Because the radio equipment in the same as that in A-20 aircraft, Communications personnel spent time in study of the wiring system of the A-26.

16. All Armament personnel were given a minimum of six hours practical work in loading different types of bombs in the A-26.

17. The following table indicates the average time which may be expected to be consumed in loading various types of bombs in a single aircraft. This time does not include fusing time.

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TYPE BOMB	NUMBER OF BOMBS	NO. OF PERSONNEL IN LOADING CREW	TIME
100#	22 (Bomb bay tank installed)	4	48 minutes
250#	12 (Tank installed)	5	40 minutes
250#	14 (Tank not installed)	5	45 minutes
260#	12 (single cluster)	5	30 minutes
M-81 Trng Bomb	18 (double cluster)	5	30 minutes
	16 (single cluster tank not installed)	5	40 minutes
500#	6	4	35 minutes
1000#	4	4	30 minutes

18. Training and conversion will continue along these lines until the entire Group is converted; it will then be necessary to carry on sustained training in all available aircraft. This sustained training will emphasize 18-plane formation, practice bombings, and night indoctrination.

19. During the entire period of conversion, several difficulties are outstanding. The poor condition of the airfield and taxi strips slowed down training and damaged equipment. The heavy flying schedule in favorable weather, plus the fact that ground crews were not entirely familiar with the equipment, was detrimental to proper maintenance. The urgency of the situation prevented the usual thorough acceptance inspections. Spare parts were scarce; consequently, mechanical difficulties were common.

20. However, the outstanding difficulty has proved to be the weather hazard. The constant threat of bad weather works havoc with our flying schedules. The total available flying time during the period 1-30 October 1944 was 140 hours. During this period, 972 training hours were logged with an average of ten available aircraft.

21. Nevertheless, the Group is now well on its way to being converted, and should be carrying on its usual outstanding operational efficiency with the new aircraft in the near future.

THEODORE R. AXLESWORTH,
Colonel, Air Corps,
Commanding.

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Exh #2-Oct 1944-Dedication of La France Libre at Le Bourget in Paris on Oct 27, 1944. L to R: Capt Monroe, T/Sgt Everts, S/Sgt Kidd, S/Sgt Risko, M. Tillon, Gen Strahm, Gen Duncan, Gen Backus, Col Aylesworth, and Gen Valin. The plane is in background

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Exh #3-Oct 1944-Gen Strahm making dedication speech. L to R: Capt Monroe, T/Sgt. Everts, S/Sgt Kidd, S/Sgt Risko, and Gen Strahm.

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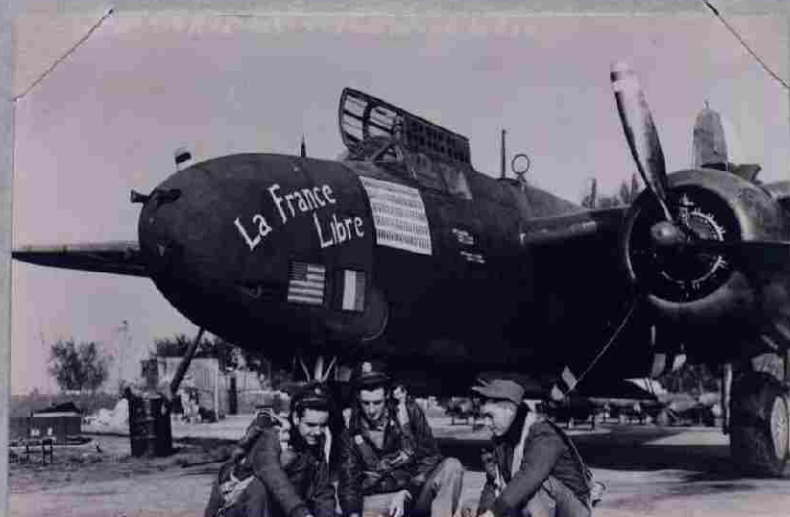
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Exh #4-Oct 1944-La France Libre dedication ceremonies at Le Bourget. L to R: S/Sgt. Kidd, S/Sgt Risko, Mme. Rolland, M. Tillon, Capt Monroe, and T/Sgt Everts.

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Exh #5-Oct 1944-Checking their route to ceremonies in Paris are S/Sgt Risko, Capt Monroe, and S/Sgt Kidd, the crew.

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Exh #6-Oct 1944

HEADQUARTERS
9TH BOMBARDMENT DIVISION (M)

R2-3-2

APO 140, U S Army,
11 October 1944

330.13

SUBJECT: Commendation.

TO : Commanding Officer, 416th Bombardment Group (M), APO 140, U S Army.

1. It is a great pleasure to commend you, the members of your staff, your Squadron Commanders, and every member of your organization for the splendid condition in which AAF Station 170 was left following your recent move.

2. A careful inspection by this Headquarters two days after departure of the Rear Echelon to the far shore disclosed that the station was in excellent condition. Buildings and grounds were left in such a manner that no further preparation was necessary for transfer.

3. The thoroughness with which you handled the numerous and complicated problems involved in leaving this station indicates careful and adequate planning, proper execution, and whole-hearted cooperation on the part of all personnel.

s/ SAMUEL E. ANDERSON
t/ SAMUEL E. ANDERSON
Major General, USA
Commanding

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SECRETHEADQUARTERS
NINTH AIR FORCE

Exh #7-Oct 1944

GENERAL ORDERS)

NUMBER.....242)

APO 696, U S Army,
12 October 1944.E X T R A C T

SECTION XI : AWARDS TO THE 416TH BOMBARDMENT GROUP (L).

SECTION XI

1. By direction of the President, under the provisions of the Act of Congress approved 2 July 1926 (Sull. 8, WD, 1926), and in accordance with authority delegated by the War Department, a DISTINGUISHED FLYING CROSS is awarded to the following named officers:

HIRSH F. CONANT, O-397619, Captain, 668th Bombardment Squadron (L), 416th Bombardment Group (L). For heroism and outstanding achievement while participating in aerial flight in the EUROPEAN THEATRE OF OPERATIONS. On 4 June 1944 Capt Conant piloted an A-20 aircraft on a combat operational mission over occupied territory. While making the bombing run Capt CONANT'S plane sustained a series of anti-aircraft bursts which damaged the instrument panel and bomb-sight, punctured the gas tanks and left engine, and severed control cables and the hydraulic lines. Fully cognizant of the imminent danger of fire throughout the ship, Capt CONANT nevertheless exercised calm courage and superior technical ability in keeping his plane on course, enabling the Bombardier to dispatch his bombs with telling effect on the target. Capt CONANT'S brilliant demonstration of professional skill and gallant perseverance contributed considerably to the success of the mission, as well as the safe landing of his battered aircraft in the face of almost insuperable obstacles. His resolute determination and unstinting devotion to duty are exemplary of the highest traditions of the Service. Entered military service from Cambridge, Massachusetts.

CHESTER R. JACKSON, O-736226, Captain, 670th Bombardment Squadron, 416th Bombardment Group (L). For outstanding achievement while participating in aerial flight in the European Theatre of Operations on 5 June and 6 August 1944. On the former occasion Capt JACKSON led a formation of A-20 type aircraft on an attack on a heavily fortified headquarters installation. An intense barrage of anti-aircraft fire was encountered which inflicted severe damage on Capt JACKSON'S plane, incapacitating one engine and disabling all but two of the instruments. Although the left aileron control was severed and the plane was vibrating violently, Capt JACKSON by dint of extreme tenacity and distinctive flying skill, piloted the damaged aircraft back to an emergency landing field. On the latter occasion Capt JACKSON served as a flight leader on an attack against a vital bridge in enemy occupied territory. Accurate fire from ground batteries damaged the hydraulic system, left tire, punctured the gas tanks, and injured the turret gunner. Despite the extreme difficulty of continued flight Capt JACKSON gallantly maintained his position at the head of the formation, making a successful crash landing at the home base with no further injury to aircraft or crew. The superior professional ability and unflinching devotion to duty exhibited by Capt JACKSON on these occasions are in keeping with the highest traditions of the Army Air Forces. Entered military service from Philadelphia, Pennsylvania.

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Par 1, Sec XI, GO No 242, Hq, Ninth Air Force, 12 October 1944, cont'd.

ARTHUR E. OSBORNE, JR., O-684403, Captain, 668th Bombardment Squadron, 416th Bombardment Group (L). For heroic and outstanding achievement while in action against the enemy. On 6 August 1944 Capt OSBORNE served as lead Pilot on a light bombardment mission against a heavily defended enemy railroad bridge. Before reaching the target his plane sustained a near burst of anti-aircraft which riddled the fuselage and damaged the right engine. Realizing his responsibility as lead pilot, however, Capt OSBORNE, by dint of sheer courage and extraordinary flying skill, succeeded in holding his position in formation. Capt OSBORNE's resolute determination and superior technical proficiency were largely responsible for the completion of the mission and the safe return of his plane and crew to an emergency landing field, and are in keeping with the highest traditions of the Army Air Forces. Entered military service from Chicago, Illinois.

WARREN FORMA, O-749633, First Lieutenant, 668th Bombardment Squadron, 416th Bombardment Group (L). For heroic achievement against the enemy while acting as lead bombardier-navigator in a medium bombardment mission in the European Theatre of Operations on 6 August 1944. On the approach to the objective the formation encountered intense, accurate anti-aircraft fire which inflicted severe damage to the lead plane. Despite bursts of anti-aircraft fire which shook the plane violently, Lt FORMA, with gallant determination and exceptional technical skill, completed his calculations and directed the bomb release so accurately that the enemy ground installation was totally destroyed. The superior professional ability and calm fortitude displayed by Lt FORMA resulted in the successful completion of the mission, and are exemplary of the highest traditions of the Service. Entered military service from New York, N.Y.

ARVID R. HAND, O-748066, First Lieutenant, 668th Bombardment Squadron, 416th Bombardment Group (L). For outstanding achievement while participating in aerial flight in the European Theatre of Operations. On 8 July 1944 Lt. HAND served as lead bombardier-navigator on a combat operational mission in occupied territory. Concealment of the target by clouds of smoke from nearby artillery made it necessary to estimate the aiming point, but Lt HAND, with calm judgment and superior technical ability directed the bomb release with such accuracy that direct hits inflicted extensive damage to the installation. Lt HAND's superb performance in the face of extremely difficult obstacles contributed in a large measure to the success of the mission, and is exemplary of the highest traditions of the Army Air Forces. Entered military service from Hempstead, Texas.

LUTHER E. HILL, O-806064, First Lieutenant, 668th Bombardment Squadron, 416th Bombardment Group (L). For extraordinary achievement while participating in aerial flights in the European Theatre of Operations from March to August 1944. During this period Lt HILL has shown superior courage and distinctive flying skill while piloting A-20 type aircraft on light bombardment missions against vital and strongly fortified installations in enemy occupied territory. On numerous occasions anti-aircraft fire has inflicted severe damage to his aircraft and, although suffering intensely from painful wounds, he has demonstrated determination and technical ability of the highest type in bringing aircraft and crew safely back to the home base. The gallant perseverance, eminent flying ability and unstinting devotion to duty exhibited by Lt HILL are exemplary of the highest traditions of the Army Air Forces. Entered military service from Oklahoma City, Oklahoma.

JOHN P. HILLERMAN, O-805457, First Lieutenant, 670th Bombardment Squadron, 416th Bombardment Group (L). For heroic and outstanding achievement while participating in aerial flights in the European Theatre of Operations on 3 June and 1 September 1944. After successfully completing the mission on the first occasion his left engine was set afire by an anti-aircraft shell. Although obliged to return

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1, Sec XI, GO 242, Hq, Ninth Air Force, 12 October 1944, cont'd.

through heavily protected areas at zero visibility, Lt. HILLERMAN manifested superb piloting ability and steadfast determination in safely returning the badly damaged aircraft by instrument flight to the home base. On the latter occasion the A-20 type aircraft which Lt HILLERMAN was piloting developed engine trouble shortly after take-off, but Lt HILLERMAN by exercising great technical proficiency, completed the entire mission in single engine flight. The eminent fortitude and distinctive technical skill displayed by Lt HILLERMAN on these occasions are in keeping with the highest traditions of the Service. Entered military service from Tulsa, Oklahoma.

VERNON H. POWELL, O-748029, First Lieutenant, 670th Bombardment Squadron, 416th Bombardment Group (L). For outstanding achievement while participating in aerial flight in the European Theatre of Operations on 6 June 1944. On that date Lt POWELL served as lead bombardier on a medium bombardment attack on heavily defended marshalling yards in occupied France. Extremely heavy anti-aircraft fire was encountered which damaged the right engine, causing the aircraft to shake violently, but Lt. POWELL, exercising calm resolution and aggressive tenacity, completed the eighting operation, directing the release of the bombs with devastating effect upon the target. The gallant perseverance and distinctive technical skill manifested by Lt POWELL were largely instrumental in the successful completion of the mission, and are in keeping with the highest traditions of the Army Air Forces. Entered military service from Birmingham, Alabama.

ROBERT J. ROONEY, O-26102, First Lieutenant, 670th Bombardment Squadron, 416th Bombardment Group (L). For heroic and outstanding achievement while participating in aerial flight in the European Theatre of Operations. On 18 July 1944 Lt ROONEY piloted an A-20 type aircraft on a medium bombardment mission in occupied France. Due to intense anti-aircraft fire encounters enroute to the target, the right engine was incapacitated, the hydraulic lines were cut, and Lt ROONEY sustained a severe wound from a shell fragment. Severely handicapped by the crippled condition of the aircraft and the pain of his wound, Lt ROONEY nevertheless maintained control of his plane and, since one of his gunners was seriously injured, he headed the damaged aircraft back to the home base. With gallant determination and superior flying skill he brought the injured aircraft in for a successful crash landing. The calm courage and distinctive professional ability demonstrated by Lt ROONEY on this occasion are exemplary of the highest traditions of the Service. Entered military service from New Orleans, Louisiana.

By command of Major General VANDENBURG:

W. W. MILLARD
Colonel, GSO
2 of 3

Official:

/s/ O. M. Seebach
/s/ O2 M. SEEBACH
Colonel, AGD
Adjutant General

THIS IS A TRUE EXTRACT COPY.

Frank M. Hoppe
FRANK M. HOPPE,
1st Lt., A. C.,
Group Historical Officer

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Exh #8-Oct 1944

HEADQUARTERS
9TH BOMBARDMENT DIVISION (M)

C/GM/19

GENERAL ORDERS)

NO.....13)

APO #140, U. S. Army,
10 October 1944.

SECTION I: AWARDS OF THE SOLDIER'S MEDAL.
 SECTION II: AWARDS OF THE BRONZE STAR MEDAL.
 SECTION III: AWARDS OF THE PURPLE HEART.
 SECTION IV: AMENDMENT TO GENERAL ORDERS.

EXTRACTSECTION II

1. By direction of the President, under the provisions of Executive Order No. 9419, 4 February 1944 (Sec II, Bull 3, WD 1944), and in accordance with authority delegated by the War Department, and contained in Circular No. 56, Hq, ETOUSA, dated 27 May 1944, a BRONZE STAR MEDAL is awarded to the following named enlisted men, organizations indicated:

416TH BOMBARDMENT GROUP (L)

Horace L. Joyner, 34098484, Technical Sergeant, For meritorious service in connection with military operations from 23 March 1944 to 27 July 1944 inclusive.

SECTION III

416TH BOMBARDMENT GROUP (L)
669th Bombardment Squadron (L)

y. JOHN H. KENOE, O-758184, SECOND LIEUTENANT, Air Corps, United States Army. For wounds received as a result of enemy action on 29 September 1944, while serving as Pilot on an A-20 airplane.
 Entered military service from Schenectady, New York.

670th Bombardment Squadron (L)

z. RALPH EUSTLER, 38463862, Staff Sergeant, Air Corps, United States Army. For wounds received as a result of enemy action on 29 September 1944, while serving as a gunner on an A-20 airplane.
 Entered military service from Bartlesville, Oklahoma.

aa. RAYMOND F ADDLEMAN, 13125060, Staff Sergeant, Air Corps, United States Army. For wounds received as a result of enemy action on 29 September 1944, while serving as a Gunner on an A-20 airplane.
 Entered military service from Spring Mills, Pa.

By command of Major General ANDERSON:

OFFICIAL:

/s/ C. O. Vega, Jr.,
 /t/ C. O. VEGA, JR.,
 Lt. Col., A G
 Adjutant General

RICHARD C SANDERS,
 Brig Gen, U S A,
 Chief of Staff.

THIS IS A TRUE EXTRACT:

Frank M. Hoppe
 FRANK M. HOPPE,
 1st. Lt., A. G.
 Group Historical Officer

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Exh #9-Oct 1944

HEADQUARTERS
9TH BOMBARDMENT DIVISION (M)

O/GM/A

APO 140, U S Army,
18 October 1944.

GENERAL ORDERS)

NO..... 18)

EXTRACT

SECTION I: AWARD OF THE SOLDIER'S MEDAL.
 SECTION II: AWARDS OF THE BRONZE STAR MEDAL.
 SECTION III: AWARDS OF THE PURPLE HEART.
 SECTION IV: AWARD OF THE OAK LEAF CLUSTER TO THE
 PURPLE HEART.
 SECTION V: AMENDMENT TO GENERAL ORDERS.

SECTION II

1. By direction of the President, under the provisions of Executive Order No. 9419, 4 February 1944 (Sec II, Bull 3, WD 1944), and in accordance with authority delegated by the War Department, and contained in Circular No. 56, Hq. ETOUSA, dated 27 May 1944, a BRONZE STAR MEDAL is awarded to the following named enlisted men, organizations indicated:

416th Bombardment Group (L)

Wade H Butcher, 12039601, Technical Sergeant. For meritorious service in connection with military operations from 3 March 1944 to 1 September 1944 inclusive.

Mike Dzandzel, 57379966, Technical Sergeant. For meritorious service in connection with military operations from 30 April 1944 to 28 August 1944 inclusive.

Hugo A Gehrels, 58278084, Technical Sergeant. For meritorious service in connection with military operations from 10 April 1944 to 25 July 1944 inclusive.

Mahlon E Seese, Jr., 53249103, Technical Sergeant. For meritorious service in connection with military operations from 7 May 1944 to 26 August 1944 inclusive.

SECTION III

1. Under the provisions of AR 600-45, 22 September 1943, and pursuant to authority contained in Sect I, Cir 32, Hq ETOUSA, 20 March 1944, the PURPLE HEART is awarded to the following named individuals:

416th Bombardment Group (L)671th Bombardment Squadron (L)

ab. ALVIN D GARRETT, 34649222, Staff Sergeant, Air Corps, United States Army. For wounds received in action against an enemy of the United States on 12 October 1944, while serving as Gunner on an A-20 airplane. Entered military service on Piedmont, South Carolina.

SECTION IV

1. Under the provisions of AR 600-45, 22 September 1943, and pursuant to authority contained in Sect I, Cir 32, Hq. ETOUSA, 20 March 1944, a BRONZE OAK LEAF CLUSTER is awarded to wear with the PURPLE HEART, the following named officers and enlisted men having been awarded the PURPLE HEART, per competent authority:

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Sect IV, Go 18, Hq, 9th Bombardment Division (M), 18 Oct 1944. contd.

416th Bombardment Group (L)
670th Bombardment Squadron (L)

c. ALFRED H MALBY, O-747669, First Lieutenant, Air Corps, United States Army. For wounds received against an enemy of the United States on 29 September 1944, while serving as Bombardier-Navigator on an A-20 airplane. Entered military service from Hastings, Florida.

By command of Major General ANDERSON:

RICHARD G SANDERS
Brig Gen, U S A
Chief of Staff

OFFICIAL:

/s/ S. L. Parmenter,
/t/ S. L. PARMENTER,
Captain, Air Corps,
Asst Adj General.

THIS IS A TRUE EXTRACT COPY:

FRANK M HOPE,
1st Lt, A. C.,
Group Historical Officer.

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HEADQUARTERS

9TH BOMBARDMENT DIVISION (M)

Exh #10-Oct 1944

GENERAL ORDERS)

NO ... 21)

APO 140, U S Army,
23 October 1944.

SECTION I : AWARDS OF THE BRONZE STAR MEDAL.
 SECTION II : AWARDS OF THE PURPLE HEART.
 SECTION III : AWARD OF THE BRONZE OAK LEAF CLUSTER TO
 THE PURPLE HEART.
 SECTION IV : AMENDMENTS TO GENERAL ORDERS.

E X T R A C TSECTION II

1. Under the provisions of Army Regulations 600-45, 22 September 1943, and pursuant to authority contained in Sect I, Circular 32, Headquarters, ETOUSA, 20 March 1944, the PURPLE HEART is awarded to the following named individuals:

416TH BOMBARDMENT GROUP (L)
668th Bombardment Squadron (L)

i. S P Newell, 14014441, Sergeant, Air Corps, United States Army. For wounds received in action against an enemy of the United States on 13 October 1944, while serving as a gunner on an A-20 airplane on a combat operational mission, over enemy occupied territory. Entered military service at Bushnell, Fla.

671st Bombardment Squadron (L)

j. GENTRY L. MILHORN, 0760648, Second Lieutenant, Air Corps, United States Army. For wounds received in action against an enemy of the United States on 13 October 1944, while serving as Pilot of an A-20 airplane on a combat operational mission over enemy occupied territory. Entered military service at Long Beach, Calif.

* * * * *

By command of Major General ANDERSON:

RICHARD O SANDERS,
 Brig Gen, USA,
 Chief of Staff.

OFFICIAL:

/s/ S.L. Parmenter,
 /t/ S.L. PARMENTER,
 Capt., Ait Corps,
 Asst. Adj. General.

THIS IS A TRUE EXTRACT COPY:

Frank M. Hoppe
 FRANK M. HOPPE,
 1st Lt., A. G.,
 Group Historical Officer.

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Exh #11-Oct 1944

HEADQUARTERS
9TH BOMBARDMENT DIVISION (M)

G/GM/4

GENERAL ORDERS)

APO 140, U S Army,
25 November 1944.

NUMBER 26)

SECTION I : AWARD OF THE BRONZE STAR MEDAL.
SECTION II : AWARD OF THE PURPLE HEART.
SECTION III : AMENDMENTS TO GENERAL ORDERS.EXTRACTSECTION I

1. By direction of the President, under the provisions of Executive Order No. 9419, 4 February 1944 (sec II, Bull. 3, WD 1944), and in accordance with authority delegated by the War Department, and contained in ETUSA Circular #56, dated 27 May 1944, a BRONZE STAR MEDAL is awarded to the following enlisted men, organizations indicated, in recognitions of meritorious service in connection with military operations against the enemy.

416TH BOMBARDMENT GROUP (L)

Charles G Thompson, Jr., 15019351, Technical Sergeant. For meritorious service in direct support of military operations from May 1944 to August 1944.

By command of Major General ANDERSON:

RICHARD G SANDERS
Brig Gen, U S A
Chief of Staff

OFFICIAL:

/s/ C. C. Vega, Jr.,
C. C. VEGA, JR.,
Lt. Col, Air Corps,
Adjutant General.

THIS IS A TRUE EXTRACT COPY:

Frank M. Hoppe
FRANK M. HOPPE,
1st Lt., A. C.,
Group Historical Officer.

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Missing Exhibit # 12 – October, 1944

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Exh #13-Oct 1944-Strike photos of bombing
of warehouses at Trier on 7 October 1944.

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Exh #14-October 1944-Strike photos of bombing of town of Linnich on 8 October 1944.

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