

Missions Flown by Ralph Campbell's Crew



The 451st Bomb Group Association (H) has a very good historical website (<https://451st.org>) that may be of interest to you. Much of the wartime information that follows here is due to their efforts.

Two of the many interesting features of the 451st Bomb Group (H) records are the sections that detail the individual missions flown.

First, we can look at the pilots' "flimsies" (marked "secret"), explaining each mission in advance: The squadrons to be involved, which specific crews are to be assigned to specific aircraft, detailed instructions regarding the flight plan with its course coordinates, bomb loads to be carried, rendezvous points with other groups, timing, altitudes, plans for fighter escorts, call signs, code words and alternate targets and special instructions. Primary targets are described by latitude and longitude. Sometimes, things changed.

Secondly, we can see the "Daily Operations Reports" (also marked "confidential"), describing, after the fact, what happened during the missions themselves: The number of ships actually making it to the target, combat and weather conditions enroute and over the target and also returning home to Castelluccia, aircraft lost, damaged or MIA (missing in action); men killed, wounded or MIA, enemy resistance met, etc. Primary and alternate targets are identified here by name and location. There are no mentions of individual aircraft, unless the ship was destroyed, damaged or MIA.

Preface to Ralph's missions: In the letter home written on 20 November, 1944, Ralph stated that he had flown 18 missions since arriving at Castelluccia. We do not know the exact date of his arrival. We do know from 451st Bomb Group records that after 20 November he flew three more missions, including his last mission on the 11th of December, 1944.

That means that he was killed on his 21st mission. We have written records of only 14 of the 18 missions flown before 20 November, leaving 4 missions unaccounted for. I do believe that we can interpolate that he did fly on both the 12th and 13th of October, judging from the sheer total number of aircraft sent up by the 451st and noticing that he was called on regularly during that time period. Gil Fisher said that Ralph had also substituted for another pilot on a mission to Greece. That's one more. The unknown other mission was probably flown prior to 4 October, our 1st documented example. The letter he wrote on the 5th of October reads like maybe they had been at it a while.

What follows here is the result of some amateur detective work, comparing letters, flimsies, Daily Ops reports, memories of crew members, etc. I believe that I have it right, at least mostly right. I could be mixed up, but I'll bet I'm very close. Let's start with the first "documented" mission flown by Ralph's crew and the 451st on 4 October, 1944.

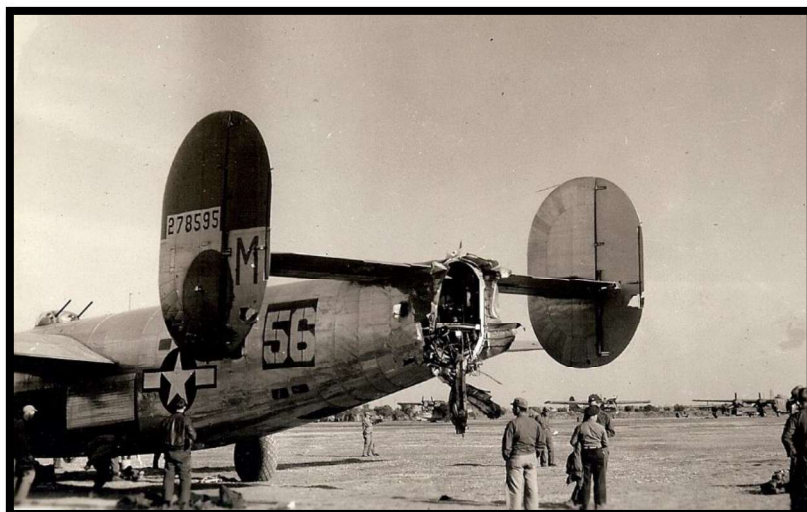
In Ralph's letter home written on 5 October, he refers to a rough mission flown "yesterday", using the term "yesterday" twice. Well, the flimsy shown on the 451st website doesn't show his crew flying that day as we might expect that it would. For a long time, I was having a problem reconciling the flimsy with Ralph's pretty detailed account of the mission he said he flew.

Then, I had the notion to look at the Daily Ops reports showing what actually occurred on 4 October. The flimsy I looked at had called for 18 aircraft to fly the mission. The corresponding Daily Ops report shows that 18 aircraft did, indeed, undertake a bombing mission to a destination at Latisana, Italy (the railroad bridge there).

Then, in a moment of epiphany, I scrolled down find that the 451st flew two missions, in two different directions that day. There are actually two daily Ops reports, one of which clearly details that 24 other B-24 aircraft of the 451st made a trip to Munich. There is no flimsy shown for this other mission on the 4th of October. Gil Fisher had lamented to me that flying on Munich was "bad". I think we can be sure that Ralph's crew was in one of the 24 ships that bombed the marshalling yards at Munich. You can check this out for yourself by going to the 451st website. So, here we go on with our missions flown summary:

Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
4 Oct 1944	Munich M/Y Germany	Unknown	Unknown	Unknown	24	None	3

Notes: The mission was escorted by 10 P-51's and 40 P-38's. Flak over the target was described as heavy, intense and accurate. No aircraft were lost, but 6 were damaged (including Ralph's according to his letter), some badly damaged. 3 crew members were killed in the air. All of this coincides perfectly with Ralph's account written on 5 October. No enemy fighters were sighted. The Daily Ops report states that: "Twenty-two planes attacked the target (two ships had mechanical problems that forced them to jettison their bombs somewhere else). The main railroad station was seriously damaged. One subsidiary station completely destroyed and one was damaged. Railroad yards were hit with damage to tracks and wagons. Adjacent buildings received hits. Mission was complete success."



Please refer to Ralph's letter home dated 5 Oct. 1944. This is the very aircraft he referred to, piloted by 1st Lt. Harvey Brown on that mission to Munich. Ralph's tail gunner friend was killed. Ralph left the grimmer details of the incident out of his letter home. I will do the same here, but you can read Lt. Brown's account of the mission in the Unit History of the 451st Bomb Group. It's very interesting, but it's also genuinely upsetting.

Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>7 Oct 1944</u>	Vienna, Austria Winterhafen Oil Depot	59-I	44-10632	None	24	2	12

Notes: 7 other aircraft were damaged, including #44-10629, the plane Ralph was killed in (nicknamed then, "BUZZ BABY"). 6 men seriously wounded. Flak over the target was judged to be heavy, intense and accurate. Mission was escorted by fifty P-38's. No enemy fighter planes encountered. Ralph's ship on this mission (44-10632) was built at Consolidated in Fort Worth, Texas and has a serial number just three units after 44-10629 ("BUZZ BABY"). This aircraft survived the war. No photos have been found, yet.

Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>10 Oct 1944</u>	Castel France M/Y, 35-F Italy	35-F	41-51682	BETTY JO	28	None	None

Notes: The entire mission returned to base without dropping bombs, due to heavy weather "undercast" with its resulting lack of visibility. 1 man was slightly injured by flak enroute. M/Y is an abbreviation for "marshalling yard", a railroad term for a collection and organizing site for rail car movements. This aircraft was reported as "crashed" on 23 October, 1944.

Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>11 Oct 1944</u>	Vienna, Austria Vosendorf Oil Refinery	61-C	42-78463	THE ROVER BOYS	18	None	None

Notes: Unable to reach their primary target in Vienna, Austria due to adverse weather encountered over the Adriatic Sea, they defaulted to and bombed a "target of opportunity" which turned out to be an "unidentified town" near Graz, Austria. This aircraft went MIA on 7 February, 1945.

Comments on the 451st missions of 12 and 13 October: The "flimsies" (showing the crews selected to fly) for both dates are missing from the Group records. However, I believe that it's a reasonable speculation to seriously consider that two of the 4 "missing" missions flown by Ralph's aircrew are these missions flown by the 451st on the 12th and 13th of October, 1944, for the following reasons:

1) These both seem to be "all hands on deck" missions where they sent up as many aircraft as they could get in the air. The 451st sent 42 ships each day. That's more than usual, and Ralph's crew was very active during this time period. They flew missions on the 4th, 7th, 10th, 11th, 14th and 16th of October as well.

2) We have this photo that Ralph sent home of the "BETTY CO-ED" saying "...a camera man in the lead ship snapped this picture of us, etc.". Several sources date this picture as having been taken on the 13th of October, although we do have a discrepancy in the description of the targets to deal with. My guess is that the Group photographer did not give Ralph his copy of the BETTY CO-ED photo for a long enough period of time that by then, one of them got mixed up in his memory. But, flying inside the BETTY CO-ED or not, I'll bet he was there on both days. Gil Fisher says that they bombed Vienna 10 times.



Jack Ward's family also has a copy of this same photo of the BETTY CO-ED, on the back of which he wrote: "....seems like there's a war on!"

A camera man in the lead ship snapped this picture of us as we came off the target, a big oil refinery at Blackhammer Germany.

Our no. 2 engine was burning and our rudder controls were shot out. It took 3 1/2 hrs. to get back. We landed with everyone in good shape.

This is the back of the same photo, not cropped, in Ralph's distinctive handwriting.

The photographer took a series of these photos (you will see them in several other places), showing the plane in various attitudes and positions.

I figure he was looking for parachutes.



This is what it looked like over
Bleckhammer that day.
Note airplanes and vapor trails
upper left; also formation center.
The black puffs are where flak
shells have burst into chunks
of steel ranging in size from
a half inch cube to a six inch
square an inch thick.
from C. Ralph Campbell - late 1944



Ralph mailed Mickey an actual
piece of German flak shrapnel about
3" long. Handled in person, with
razor sharp edges, it's a scary piece
of work, to say the least.

"This is what it looked like over Bleckhammer that day. Note airplanes and vapor trails upper left, also formation center. The black puffs are where flak shells have burst into chunks of steel ranging in size from a half inch cube to a six inch square an inch thick. C. Ralph Campbell"

I believe that the words "from" and "late 1944" next to Ralph' signature were written later by his older sister, Gladys Garner.

Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>12 Oct 1944</u>	Bologna Barracks Italy	Unknown	Unknown	Unknown	42	None	None

Notes: Flak over the target was described as heavy, moderately intense, but inaccurate. 1 lightly injured crewman. A successful mission that destroyed the target barracks. Thirty nine ships completed the attack.

Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>13 Oct 1944</u>	Vienna, Austria Osterreichische Motor Works & M/Y	57-F	44-41109	BETTY CO-ED	42	8	81

Notes: No fighter escort. No enemy aircraft encountered. 12 aircraft damaged. 3 men were wounded. The report writer describes the flak over the target as heavy, intense and accurate... “the most accurate flak ever experienced by this group”. New measures by the Germans “...seemed to indicate a new technique in enemy aircraft range finding”. 41 planes attacked the target. Mission a “complete success”. But it was expensive. Interestingly, the “BETTY CO-ED” was not listed among the damaged aircraft.



Continuing now with the other “known” missions flown:

Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>14 Oct 1944</u>	Odertal, Germany Synthetic Oil Plant	40-Y	42-51090	HEY MOE (LOIS M)	28	3	30

Notes: 3 aircraft damaged. 1 man wounded. A fighter escort originally scheduled for 50 P-38's and 70 P-51's was scaled back to 25 P-38's and 20 P-51's. Flak over the target was described as heavy, of moderate intensity and accurate. No enemy aircraft encountered. 24 planes attacked the target successfully. One of the ships not returning was lost in a fog bank and crashed into a mountain. Odertal is 8 miles distance away from the synthetic oil refinery at Blechhammer (one day after the Vienna mission).



Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>16 Oct 1944</u>	Linz, Austria Hermann Goering Benzol Plant	57-F	44-41109	BETTY COED	35	2	10

Notes: As happened fairly regularly, the 451st rendezvoused with the 484th and 461st Bomb Groups (the other two components of the 49th Bomb Wing) prior to attacking the target. 20 P-38's escorted the mission. One plane crashed on take-off. Bad weather resulted in only 19 planes attacking the target with help from the pathfinder aircraft. 14 more returned home without attacking and 1 plane dropped bombs on a target of opportunity (apparently, the city of Kotschach in southern Austria). No flak over the target.

Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>17 Oct 1944</u>	Vienna, Austria Vosendorf Oil Refinery	56-N	Unknown	Unknown	28	None	None

Notes: 20 plane escort of P-51's. No enemy fighters sighted. Unable to reach either the primary target or alternate targets due to adverse weather, 25 ships bombed a target of opportunity, which was an unidentified town in the Graz area. Bombs hit mostly on a railroad line passing through a nearby forest and on highways close to town.

Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>29 Oct 1944</u>	Regensburg, GER Winterhafen Oil Storage	56-Z	Unknown	Unknown	36	None	None

Notes: "Thirty six planes turned back before reaching target because of bad weather."

Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>1 Nov 1944</u>	Vienna, Austria South Ordnance Depot	39-B	42-51980	None	28	2	19

Notes: The mission was escorted by 10 P-51's and 40 P-38's. No enemy fighter planes sighted. Flak over the target described as heavy, intense and accurate. No bombs hit the exact target site due to cloud cover, but a later break in the clouds showed that other areas of value were heavily damaged. The mission was declared a success. 9 planes damaged. 7 men wounded. 25 B-24's attacked the general primary target area with 2 other ships attacking targets of opportunity. This aircraft survived the War and was later flown back to the States. #42-51980 is shown below in the foreground:



Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>4 Nov 1944</u>	Kufstein M/Y Austria	39-B	42-51980	None	36	Unknown	Unknown

Notes: The operations report for this mission is no longer complete. We do know that 30 aircraft attacked the primary target, with three other B-24's attacking other targets (Augsberg, Germany and the cities of Worgl and Spittal (M/Y) in Austria). This is the same aircraft as the plane flown 3 days earlier on the first of November. The 484th and 461st Bomb Groups were also involved.

Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>5 Nov 1944</u>	Vienna, Austria Florisdorf Oil Refinery	56-Z	Unknown	Unknown	28	Unknown	Unknown

Notes: We have the 451st flimsy, but not the Daily Operations Report for this mission. The 484th and the 461st were also assigned to this target and I did glean some information from their websites. The 461st was attacked by 25 German fighter planes enroute to the target. Flak over the target was "extremely light for Vienna". Both the 484th and the 461st flew a second mission that day to Sarajevo, Yugoslavia. The 451st may also have done that, but I judge from the flimsy (it had Ralph's name on it) that he flew to the Vienna site because the mission's I.P. Point is designated to be at Augenthal, which is just north of Vienna. P-38 and P-51 fighter escorts.

Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>11 Nov 1944</u>	Linz, Austria Benzol Plant	39-B	42-51980	None	28	Unknown	Unknown

Notes: Again, we have only the 451st flimsy, but not the Daily Operations Report for this mission. The 484th and the 461st were also assigned to this target and I did get some information from their websites. Fifty five P-38's were assigned to escort the mission. This is the third and last time that Ralph would fly this particular aircraft. This is probably the mission where they had to land the plane on a fighter strip.

Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>17 Nov 1944</u>	Blechhammer, Germany Synthetic Oil Refinery	56-N	Unknown	Unknown	28	Unknown	Unknown

Notes: Again, we have only the 451st flimsy, but not the Daily Operations Report for this mission. The 484th and the 461st were also assigned to this target and they both describe the weather over the target as "undercast", forcing them to bomb by instruments, with the results "unobserved".



Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>19 Nov 1944</u>	Vienna, Austria Vosendorf Oil Refinery	56-Z	Unknown	Unknown	28	Unknown	Unknown

Notes: Again, we have only the 451st pilot's flimsy, but not the Daily Operations Report for this mission. The 484th and the 461st were also assigned to this target and I did discern some information from their websites. The target was covered in clouds. Flak was still heavy and surprisingly accurate. We can see from the mission records of the 49th Bomb Wing (451st, 461st and 484th Bomb Groups), along with the records of much of the rest of the 15th Air Force, that many missions were flown against Nazi oil production and storage assets. One of the many payoffs, realized not long after these missions were performed, was when the advance of the German Wehrmacht during the Battle of the Bulge stalled out, largely due to their critical shortages of gasoline, oil and aviation fuels.

Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>22 Nov 1944</u>	Munich, Germany Munich West M/Y	56-Z	Unknown	Unknown	28	Unknown	Unknown

Notes: Again here, we have only the 451st pilot's flimsy, but not the Daily Operations Report for this mission. The 484th and the 461st were also assigned to this target and I did gain some information from their websites. Weather was very cloudy on the way to, from, and over the target. Bomb drops were made by "pathfinder methods" (instrument guided), and instrument operators expected that the results were good. This mission was led by the 451st, Col. Knapp in command. Flying home over the Alps was also done by instruments only, as the weather mandated.

Munich
1945



Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>10 Dec 1944</u>	Brux, Germany Synthetic Oil Refinery	36-X	Unknown	Unknown	34	None	None

Notes: During the gap of calendar days between this mission of 10 December and the missions prior to it, the whole crew went for a week's "R&R" (rest and relaxation) to the Isle of Capri. This particular mission on 10 December was recalled because of bad weather. No attack was made on the Nazis.

Date	Target	Aircraft Battle #	Aircraft Serial #	Aircraft Nickname	Total # Aircraft	Aircraft Lost/MIA	Aircrew Killed/MIA
<u>11 Dec 1944</u>	Vienna, Austria Maitzlendorf Goods Station	34-L	44-10629	BUZZ BABY	30	4	41

Notes: This is the mission when Ralph lost his life. The flimsy (shown below) is in error that day. He was flying #34-L "BUZZ BABY" (which nickname, I believe, is a good natured throwback to the incident at Hamilton Field) instead of #36-X. Fighter escorts of 30 P-51's and 20 P-38's. 1 enemy fighter, a ME-210 was hit and probably destroyed. 6 more B-24's were damaged. 3 men wounded. Daily Operations Report also shown below. The 451st was joined by the 461st. They described the flak over Vienna as "intense, accurate and heavy ... probably the worst ever experienced by this Group at Vienna". Enemy gunners were aided by the fact that the weather was in their favor, just partly cloudy. The flight takeoff from Castelluccia was at 7:50 AM. Scheduled arrival over target at approximately 12:11 PM. Actual arrival (and shoot down) was at approximately 12:39 P.M.



#44-10629
BUZZ BABY



The plane's nose
art looked like
this on 11 Dec.



This is the bomb
pattern laid down
by the 461st on
Vienna on 11
Dec. 1944.

PLAN ABLE 11 December 1944

* Denotes Camera Ships

724-Smallthum
726-Today
728-Wishwell
727-Judith

W1-I-Jackson-Wentberg-Gwinup
38-J-Carter-Jankari
41-J-Fisch
25-B-Vernon
24-K-Slabe
16-J-Alban

DOG FLIGHT
12-B-Harris-Calvin-Cedarbaum
16-Z-Carter
43-C-Amstett
47-O-Harris
52-M-Porter
41-A-Kayler

BAKEN FLIGHT
14-I-Ford-Erackson
* 7-I-Ferguson
9-F-Soren
17-I-Thomas
11-A-Merabla
6-J-Boberty

FOX FLIGHT
38-K-Campbell-Trimmer
34-L-Fish
33-T-Bassley
80-A-Thorne
* 57-P-Jeneen
58-H-Lydecker

EAST FLIGHT
* 40-L-Atterholt
44-B-King
48-W-Kissire
16-J-Fankell
18-B-Cameron
22-M-Pelertag

START ENGINES: 0740 TAKE: 0740 TAKEOFF: 0750

RENDEZVOUS: 484th will be in ready postangle from 0815 0830, entering at Candela and go around 15 miles leaving at 0840. 461st and 461st will follow 484th to ready with lead group.

FLIGHT PLAN

	LIST	G.C.	ETA	ALT.
Bovino to Casalmorbo	25	328	0949	12,000
XP Vis(4303N,1611E)	98	28	1021	16,000
TP #1 Paljevima(4603E,1643E)	170	04	1113	20,500
TP #2 Fishbach(4752N,1635E)	109	329	1150	22,000
TP #3 Mariasella(4742N,1618E)	34	330	1156	24,500
IP Wilhelmshurg(4808N,1607E)	23	19	1204	26,000
Target(4811N,1321E)	30	26	1211	26,000
TP #4 Cifer(4816N,1730E)	47	86	1223	24,000
TP #5 Rederwer(4750N,1728E)	28	194	1232	21,000
TP #6 H.Bukowas(4617N,1644E)	90	216	1307	20,000
XP	194	193	1411	16,000
Base	109	206	1453	8,000

RESCUE: SAILOR - SAILOR RECALL: QUAKER

EX L-100, 3: Route out - FIXIE 1 Route back - FIXIE 2

CODE WORDS: 484th - CLEARGUM 1 461st - CLEARGUM 2 461st - CLEARGUM 3

FLARE: 1st Red - Rendezvous Yellow-Yellow - Level off
Green-Yellow - Descent Red-Yellow - Climb

WINDOW: 2 sections dispensing to begin 3 minutes before IP at the rate of 3 bundles every 20 seconds until clear of flak.

NOTES: 1. PFF A/C in lead and deputy lead of both attack units.
2. Groups will go into left echelon and be at bombing alt at TP #3.
3. Ball turrets will be lowered as soon as planes reach cruising alt.
4. Carpet turned on 10 minutes before IP.
5. Green flare fired at IP. Red flare on bomb run means abandoning bomb run and target proceeding to alternate.
6. Leri, Falconara, Rimini in emergency only.
7. #1, #2, #3 of Able flight stand by on "C" channel. All #4 ships stand by on "A" channel. Rest stand by on "B" channel.

ALT: 1st - Wiener Neustadt M/Y(4746N,1613E) IP - Gutenstein(4752N,1653E)
Axis-107° Rally sharp right off target Bomb alt - 24,000 ft.
2nd - Kapfenburg Tank Works(4727N,1617E) IP - Eisenor(4732N,1453E)
Axis - 110° Rally right off target. Bomb alt - 24,000 ft.
3rd - Bruck M/Y(4726N,1617E) IP - Eisenor(4732N,1453E) Axis - 114°
Rally right off target. Bomb alt - 24,000 ft.
4th - Graz M/Y(4703N,1624E) IP - Koflach(4703N,1605E) Axis - 89°
Rally left then right off target. Bomb alt - 23,000 ft.
5th - Villach M/Y(4637N,1350E) IP - Hermagor(4638N, 1322E)
Axis - 93° Rally left off target Bomb alt - 21,000 ft.

451st B. G.Pilots'
"flimsy"

11 Dec 1944

15th AF-SCU Form 34
1 June 1944

C O N F I D E N T I A L

DAILY OPERATIONS REPORT

DESIGNATION OF UNIT: 451st Bomb Group (H) Group (or separate squadron)

SQUADRONS INCLUDED IN THIS REPORT: 724th, 725th, 726th, 727th

1. a. 24 Hr. Period Ending 2000 Hrs 11 Dec 1944 Mission Number 105

2. Name and Location of Assigned Target Vienna Matleinsdorf Goods Station, Austria

3. MISSION: a. Type Bombing b. No. & Type A/C Airborne 4 B-24D 1 PB-24H

c. Escorted By 30 P-51 d. Escorting 10 B-24D 1 PB-24H

(Unit, No. & Type A/C) (Unit, No. & Type A/C)

e. (FOR FIGHTER-BOMBERS ONLY)
No. A/C Carrying Bombs Duty of A/C Carrying No Bombs

4. a. AIRCRAFT ATTACKING ASSIGNED OR ALTERNATE TARGET:

No. A/C	Name of Target	Aiming Point	No. & Type of Bombs Carried	Type Number	Fuse	Number Dropped	Number Returned
24	Vienna Matleinsdorf Goods Station, Austria	Center of Goods Station	150-500# HMX	.1, .01		90	0
				.025	1 hr	19	0
					2 hr	27	0
					30 hr	1	0
					72 hr	1	0

b. AIRCRAFT ATTACKING TARGETS OF OPPORTUNITY: 4-50# PLS 48.6 sec

No. A/C	Name of Target	Aiming Point	No. & Type of Bombs Carried	Type Number	Fuse	Number Dropped	Number Returned
1	Graftweil, Austria	Railroad	12-500# HMX	.1, .01		8	0
1	Feldbach, Austria	Bridge		.025	1 hr	2	0
					2 hr	2	0

c. AIRCRAFT CROSSING ENEMY LINES BUT FAILING TO ATTACK TARGET:

No. A/C	Reason For Failure	No. & Type of Bombs Carried	Type Number	Fuse	Number Lost	Number Returned
1	Ship received direct hit by flak prior to bombing	6-500# HMX	.1, .01		4	0
			.025	1 hr	1	0
				2 hr	1	0

d. AIRCRAFT NOT REACHING ENEMY LINES:

No. A/C	Reason For Failure	No. & Type of Bombs Carried	Type Number	Fuse	Number Lost	Number Returned
3	2-Superchargers out 1-oil leak	16-500# HMX	.1, .01		0	2
			.025	1 hr	0	3
				2 hr	0	3

5. SUMMARY OF BOMBS EXPENDED IN COMBAT: 1 50# PLS 48.6 sec

Type	Fuse	Total Carried	Total Dropped	Total Jett.	Total Lost on Missing & Destroyed A/C	Number Returned Base
500# HMX	.1, .01	112	90	2	4	8
	.025				1	0
	1 hr	26	21	3	1	0
	2 hr	33	29	3	1	0
	30 hr	1	1	0	0	0
	72 hr	1	1	0	0	0
50# PLS	48.6 sec	5	4	0	0	1

451st B.G.

Ops Report
(P.1)

11 Dec. 1944

6. AMMUNITION AND LONG RANGE TANKS (Combat Expenditure):

Type	Rounds Carried	Rounds Expended	Rounds Lost on Missing & Destroyed Aircraft	Long Range Tanks Lost or Detached
50 Cal				
API&T	143,200	3,680	21,800	
4-1				

7. WEATHER: (Over Target) CAVY Enroute 7/10ths to CAVY

8. ALTITUDE AND RANGE OF ATTACK 24,000 to 26,000 ft.

9. TIME OF TAKE OFF 0720 TIME OVER TARGET 1230-1235 TIME OF LANDING 1550

10. Total Flying Hours (To Nearest 5 minutes) 222:30

11. ENEMY RESISTANCE:

	TYPE	INTENSITY	ACCURACY
a. A/A over Target	<u>Heavy</u>	<u>Intense</u>	<u>Accurate</u>
b. A/A Enroute to	<u>None</u>		
c. A/A Enroute From	<u>Heavy</u>	<u>Scant</u>	<u>Accurate</u>
d. No. & Type of E/A Encountered (Indicate where)	<u>1 ME210 west of Lake Malaita</u>		

12. VICTORIES IN THE AIR (Indicate gun position credited with victory.)

Destroyed	Credit	Probably Destroyed	Credit	Damaged
<u>None</u>		<u>1 ME-210</u>	<u>UG</u>	<u>None</u>

13. OWN AIRCRAFT LOSSES:

	DESTROYED		LOST		DAMAGED	
	By Enemy Action	By Other Cause	By Enemy Action	By Other Cause	CAT. I	CAT. II
a. By Enemy Action	<u>B-24J 44-41114</u>	<u>A/A</u>	<u>B-24J 44-10629</u>	<u>B-24J 44-41335</u>	<u>B-24J 42-78274</u>	<u>B-24J 42-50908</u>
(Indicate cause)	<u>A/A</u>		<u>B-24J 42-51665</u>	<u>B-24J 4123760</u>	<u>B-24J 42-50908</u>	<u>B-24J 42-51677</u>
b. Not by Enemy Action	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
(Indicate cause)	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
c. Non-Combat	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
(Indicate cause)	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
d. Returned from Missing	<u>Reported Missing on Mission No. _____ Date _____</u>					

14. a. CREW CASUALTIES: Killed 0 MIA 41 Serious Wound 0 Light Wound 3

b. Returned previously reported missing: None

Reported MIA on Mission No. _____ Date _____ Number Returned SW LN

15. NARRATIVE: (Include results of mission and facts of interest)

Twenty-four planes attacked the primary target. Some bombs were observed to fall in the target area. Two planes bombed targets of opportunity with undetermined results. Four planes landed at other fields.

For the Group Commander:

HENRY D. RICHARDSON
Captain, Air Corps
Assistant Adjutant

SIGNATURE _____

451st B.G.Ops Report
(P.2)

11 Dec. 1944

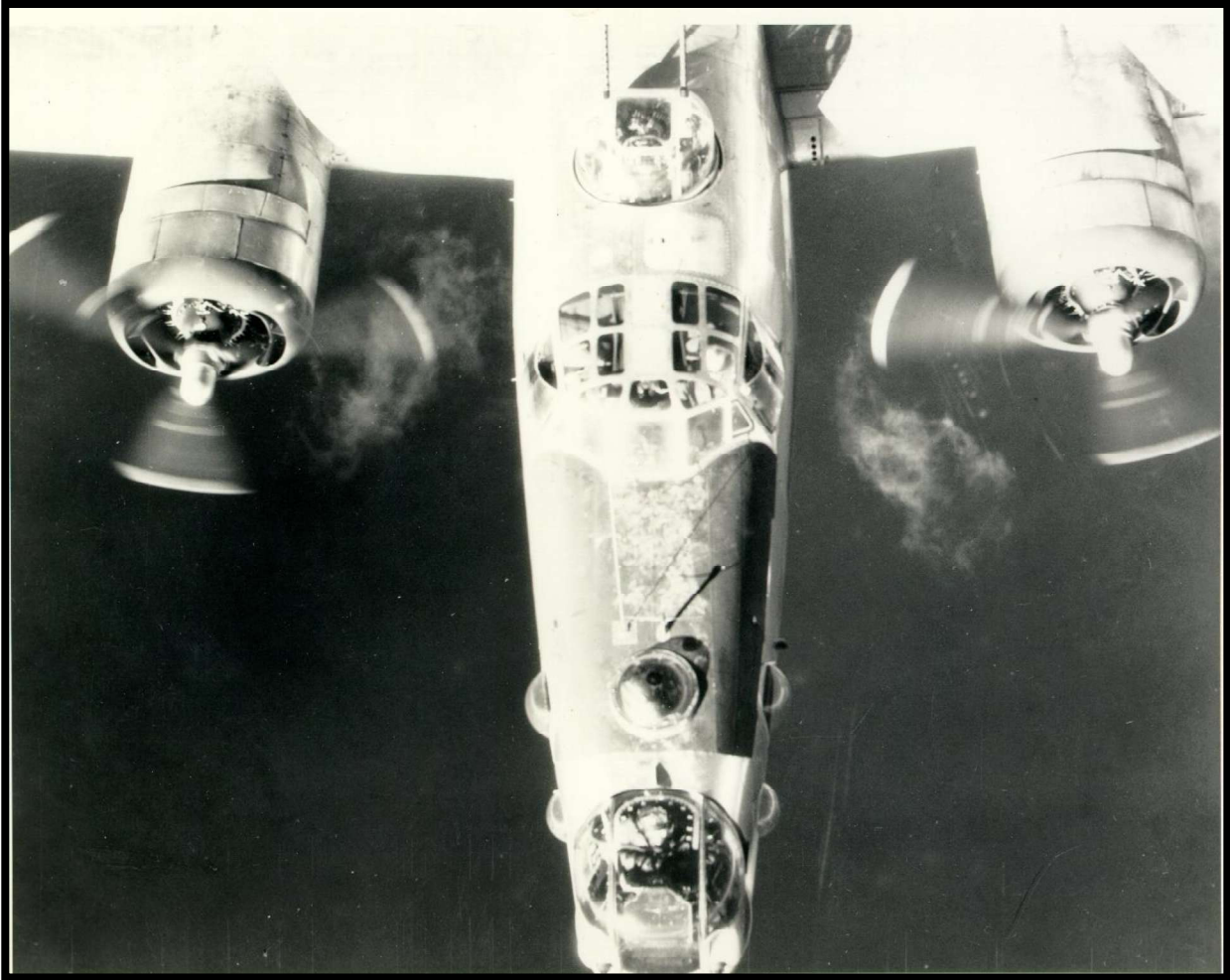


Photo taken of #44-10629, piloted here on 17 November, 1944 by Lt. Fish.

STATION		ORGANIZATION	RECIPIENT	NEXT DESTINATION	CRATED OR FLT ARRY	CONDITION	DATE	ACTION	REMARKS
STATION	ORGANIZATION	RECIPIENT	NEXT DESTINATION	CRATED OR FLT ARRY	CONDITION	DATE	ACTION	REMARKS	
Ft. North	Consolidated		9	Accepted	7-1	7-1	7-1	7-1	7-1
			1	Available	7-1	7-1	7-1	7-1	7-1
			2	Delivered	7-1	7-1	7-1	7-1	7-1
			3	Delivered	7-1	7-1	7-1	7-1	7-1
			4	Delivered	7-1	7-1	7-1	7-1	7-1
			5	Delivered	7-1	7-1	7-1	7-1	7-1
			6	Delivered	7-1	7-1	7-1	7-1	7-1
			7	Delivered	7-1	7-1	7-1	7-1	7-1
			8	Delivered	7-1	7-1	7-1	7-1	7-1
			9	Delivered	7-1	7-1	7-1	7-1	7-1
			10	Delivered	7-1	7-1	7-1	7-1	7-1
			11	Delivered	7-1	7-1	7-1	7-1	7-1
			12	Delivered	7-1	7-1	7-1	7-1	7-1
			13	Delivered	7-1	7-1	7-1	7-1	7-1
			14	Delivered	7-1	7-1	7-1	7-1	7-1
			15	Delivered	7-1	7-1	7-1	7-1	7-1
			16	Delivered	7-1	7-1	7-1	7-1	7-1
			17	Delivered	7-1	7-1	7-1	7-1	7-1
			18	Delivered	7-1	7-1	7-1	7-1	7-1
			19	Delivered	7-1	7-1	7-1	7-1	7-1
			20	Delivered	7-1	7-1	7-1	7-1	7-1
			21	Delivered	7-1	7-1	7-1	7-1	7-1
			22	Delivered	7-1	7-1	7-1	7-1	7-1
			23	Delivered	7-1	7-1	7-1	7-1	7-1
			24	Delivered	7-1	7-1	7-1	7-1	7-1
			25	Delivered	7-1	7-1	7-1	7-1	7-1
			26	Delivered	7-1	7-1	7-1	7-1	7-1
			27	Delivered	7-1	7-1	7-1	7-1	7-1
			28	Delivered	7-1	7-1	7-1	7-1	7-1
			29	Delivered	7-1	7-1	7-1	7-1	7-1
			30	Delivered	7-1	7-1	7-1	7-1	7-1
			31	Delivered	7-1	7-1	7-1	7-1	7-1
			32	Delivered	7-1	7-1	7-1	7-1	7-1
			33	Delivered	7-1	7-1	7-1	7-1	7-1
			34	Delivered	7-1	7-1	7-1	7-1	7-1
			35	Delivered	7-1	7-1	7-1	7-1	7-1
			36	Delivered	7-1	7-1	7-1	7-1	7-1
			37	Delivered	7-1	7-1	7-1	7-1	7-1
			38	Delivered	7-1	7-1	7-1	7-1	7-1
			39	Delivered	7-1	7-1	7-1	7-1	7-1
			40	Delivered	7-1	7-1	7-1	7-1	7-1
			41	Delivered	7-1	7-1	7-1	7-1	7-1
			42	Delivered	7-1	7-1	7-1	7-1	7-1
			43	Delivered	7-1	7-1	7-1	7-1	7-1
			44	Delivered	7-1	7-1	7-1	7-1	7-1
			45	Delivered	7-1	7-1	7-1	7-1	7-1
			46	Delivered	7-1	7-1	7-1	7-1	7-1
			47	Delivered	7-1	7-1	7-1	7-1	7-1
			48	Delivered	7-1	7-1	7-1	7-1	7-1
			49	Delivered	7-1	7-1	7-1	7-1	7-1
			50	Delivered	7-1	7-1	7-1	7-1	7-1
			51	Delivered	7-1	7-1	7-1	7-1	7-1
			52	Delivered	7-1	7-1	7-1	7-1	7-1
			53	Delivered	7-1	7-1	7-1	7-1	7-1
			54	Delivered	7-1	7-1	7-1	7-1	7-1
			55	Delivered	7-1	7-1	7-1	7-1	7-1
			56	Delivered	7-1	7-1	7-1	7-1	7-1
			57	Delivered	7-1	7-1	7-1	7-1	7-1
			58	Delivered	7-1	7-1	7-1	7-1	7-1
			59	Delivered	7-1	7-1	7-1	7-1	7-1
			60	Delivered	7-1	7-1	7-1	7-1	7-1
			61	Delivered	7-1	7-1	7-1	7-1	7-1
			62	Delivered	7-1	7-1	7-1	7-1	7-1
			63	Delivered	7-1	7-1	7-1	7-1	7-1
			64	Delivered	7-1	7-1	7-1	7-1	7-1
			65	Delivered	7-1	7-1	7-1	7-1	7-1
			66	Delivered	7-1	7-1	7-1	7-1	7-1
			67	Delivered	7-1	7-1	7-1	7-1	7-1
			68	Delivered	7-1	7-1	7-1	7-1	7-1
			69	Delivered	7-1	7-1	7-1	7-1	7-1
			70	Delivered	7-1	7-1	7-1	7-1	7-1
			71	Delivered	7-1	7-1	7-1	7-1	7-1
			72	Delivered	7-1	7-1	7-1	7-1	7-1
			73	Delivered	7-1	7-1	7-1	7-1	7-1
			74	Delivered	7-1	7-1	7-1	7-1	7-1
			75	Delivered	7-1	7-1	7-1	7-1	7-1
			76	Delivered	7-1	7-1	7-1	7-1	7-1
			77	Delivered	7-1	7-1	7-1	7-1	7-1
			78	Delivered	7-1	7-1	7-1	7-1	7-1
			79	Delivered	7-1	7-1	7-1	7-1	7-1
			80	Delivered	7-1	7-1	7-1	7-1	7-1
			81	Delivered	7-1	7-1	7-1	7-1	7-1
			82	Delivered	7-1	7-1	7-1	7-1	7-1
			83	Delivered	7-1	7-1	7-1	7-1	7-1
			84	Delivered	7-1	7-1	7-1	7-1	7-1
			85	Delivered	7-1	7-1	7-1	7-1	7-1
			86	Delivered	7-1	7-1	7-1	7-1	7-1
			87	Delivered	7-1	7-1	7-1	7-1	7-1
			88	Delivered	7-1	7-1	7-1	7-1	7-1
			89	Delivered	7-1	7-1	7-1	7-1	7-1
			90	Delivered	7-1	7-1	7-1	7-1	7-1
			91	Delivered	7-1	7-1	7-1	7-1	7-1
			92	Delivered	7-1	7-1	7-1	7-1	7-1
			93	Delivered	7-1	7-1	7-1	7-1	7-1
			94	Delivered	7-1	7-1	7-1	7-1	7-1
			95	Delivered	7-1	7-1	7-1	7-1	7-1
			96	Delivered	7-1	7-1	7-1	7-1	7-1
			97	Delivered	7-1	7-1	7-1	7-1	7-1
			98	Delivered	7-1	7-1	7-1	7-1	7-1
			99	Delivered	7-1	7-1	7-1	7-1	7-1
			100	Delivered	7-1	7-1	7-1	7-1	7-1

A record like this followed every aircraft from date of manufacture to final disposition. This card for #44-10629 shows that manufacture of the plane was complete on the 1st of July, 1944 at Consolidated in Ft. Worth, Texas. Ralph trained at the airfield next door not many weeks earlier. The last few entries on this record show the aircraft going MIA on 11 Dec, 1944.