



*California Dreamin' 1943*



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Carl Montuori was an Aviation Cadet in the Reserves with the U.S. Army Air Corps. He enlisted July 28, 1942 at Bolling Field DC, entering duty on February 15, 1943 and attended training in Sioux Falls, SD and Harlingen, TX. The 461st Bombardment Group, 766th Bombardment Squadron was activated August 1, 1943. On Aug. 28, 1944 Carl was assigned to the 766 Squadron, Pilot Friedersdorf - #8/28. His jobs were Radio Operator–Engineer– Aerial Gunner.

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Carl first saw action with the 461st Bomb Group (H) - 766th Bomb Squadron, the (H) stands for heavy, in September 1944 as a crew member on Ship #54, he returned home to the USA in June 1945, and was Honorably Discharged as a Technical Sergeant on September 14, 1945 at Fort Mead, Maryland from the 245 AAF BU (a Base Unit).

We located Carl on the website 461st.org in one crew photo (attached below), listed on the 766 Roster under Pilot Friedersdof - #8/28 and the October 4, 1944, MACR report under Pilot Falkner- #8/29. At that time he had been promoted to Staff Sergeant. The missions recorded on 461st.org. match Carl's personal field journal. The website posts very detailed mission reports and you will notice that Carl's details are more colorful, cross-referencing can be done by date.

Some pictures of Carl are from his brother Warren Montouri's memorabilia. Aircraft and other pictures are from 461st.org and the Putt-Putt Newspaper, a few other websites are mentioned throughout. His grandson Ryan Lamberger received copies of Carl's journal pages from Warren as well as from other family members. The handwritten pages are in a second document named Original Field journal of SSgt C.F. Montuori.

Below is Carl's journal typed as written. He called the aircraft ships. Flak is the enemy artillery guns shooting at them from the ground and bursting in the air. A milk run was an easy mission, and one credit = one mission. Some missions earned two credits. The MACR #8932 is a Missing Air Crew Report.

In the photo below, Carl is kneeling in the white scarf and cap, pilots Falkner and Smith are standing in service caps. Carl flew at least 10 missions with Falkner as pilot. Often, they used the same aircraft as a background for group photos. Ship #42 was assigned to the 766 but was shot down in 1944.





Field journal of Staff Sergeant Carl Felix Montuori, World War II

# 1 No credit. Sept. 5, 1944. First mission, excited as hell and the plane blows a tire on takeoff. No one was hurt but landing gear was sheared off when ship swerved off runway and it was total wreck.

# 1 Sept. 6. Sava, Yugoslavia. Flew #54 the ship we brought over. Pilot had to drop bombs and they exploded in middle of Belgrade. Rest of flight knocked out railroad bridge. Saw first flak, picked up four holes, one in bomb bay. Damn black puffs were just 'interesting'. Interphone went dead as engine ran away. The pilot gave "Prepare to bail out" no one heard him, luckily he got ship back under control. Trouble was mechanical.



Ship #54, Liberator B-24 J SSN 42-51338. Did not have nose art. Lost October 10, 1944, crew of 10 parachuted out.

# 2 Lyon, France. Sept. 10. Supply with combat credit. Landed at Lyon, France with bomb ammo, gas, oil for tacticals. As we finished unloading, first ship of 50 in line caught fire. Wild series of events, British pulling bombs from under burning wing. Spitfire nosed over while taxiing, 24 taxied into bomb crater. Took off for home over crowd of cheering waving French at end of runway.

# 3 Sept. 22. Lyon, France. Supply with combat credit. Landed and unloaded bombs, etc. Saw P-47 strike B-24 in wing on ground. Took off wing. P-47 plowed into ground at end of runway, pilot walked away. None on B-24 hurt. Noticed French boy with FF1 badge. Took off same day over same crowd. Noticed one French girl on bike in middle of crowd of 40 GIs.

# 4 Athens, Greece. Sept. 25. Bombed submarines which were taking German 'wheels' out. Tiny ships in harbor were leaving curving wakes of evasive action, thinking we were after them. Flak after bombs away was exactly where we would have been on straight course, but we rallied and it wasn't close. Were in #54 engine ran away, interphone went dead. Saw another plane on fire before target, they put it out, aborted no chutes - first real scare in air.

Actual photo of Sept. 25 mission, (not from ship #54)





# 5 Oct. 4, Munich, Germany. We woke up too late for briefing. Was probably just as well, didn't worry about target. Air Force went after communications at Munich, ours was east marshalling yard in heart of flak, approx. 300 heavies. On way to target, saw flight B-17s down low going home, realized this was big raid. Got into heavy flak, ship to left spun in, one ahead blew up, saw red flash of bursting shells, engine ran away, interphone dead, came off target tailing formation. On way back across Alps two engines alternately running away, hydraulic fluid leaking in waist windows, went thru bomb bay in flak suit, reported it, came back to waist. Watched other plane streaming gas below us, felt sorry for him. Interphone came in, ordered "prepare to bail," couldn't leave interphone to prepare, jerked open camera hatch. Stood with tail and ball gunner around open hatch. "Pilot to crew, bail out." Motioned tail gunner out, he wouldn't go first. Shook hands with ball gunner (never saw him again) unhooked wires and oxygen, jumped, first man out of ship, over Northern Italy (German held) vicinity Gorizia.

Missing in Action (MIA) Mission #108 The War Department Missing Air Crew Report #4932 identified Carl and the crew of ship #54 missing. Statements and two Casualty Questionnaire observed the incident (included below).

Munich West Marshalling Yard, Germany from a ship Oct. 4, 1944



**[from the website <http://461st.org> ]**

### **Mission #108**

4 October 1944

Target: Munich West Marshalling Yard, Germany.

The first mission of the month of October was also part of the first "double header" mission ever to be flown by this Group. It was flown by "Force Able" and led by the Group Commander, [Lt. Colonel Hawes](#). It resulted in a superior bombing mission but was marked by disastrous losses over the target. The Group was second of sixteen Groups of the Fifteenth Air Force over West Marshalling Yard at Munich, Germany. Two of the twenty-eight airplanes taking off were early returns, the remaining twenty-six were over the target at 1155 hours at an altitude of 23,700 feet.

Despite the loss of seven planes out of the formation during the bomb run, the bombing was superior. Seventy percent of the bombs dropped were plotted within 1,000 feet of the briefed aiming point.

The bomb pattern started on the south edge of the central portion of the western half of the Marshalling Yard and continued across the center of the Marshalling Yard. Some hits were scored on the rail lines, other bombs fell on the Marshalling Yard tracks and goods wagons, while still others fell on the highway underpass through the center of the Marshalling Yard.

Sixteen of the nineteen planes which returned were damaged by flak, but there were no casualties. A total of seventy-two officers and enlisted men were missing in action in the seven planes lost to the intense, accurate, and heavy flak over the target. The losses over this target were the heaviest ever sustained by this Group from flak.

One of the officers missing in action was Major William H. Tallant, the Operations Officer of the 764<sup>th</sup> Squadron, whose promotion to Major was dated the same day as the mission. He was flying co-pilot with 1<sup>st</sup> Lt. Douglas T. Herrin. The pilots of the other planes were: 1<sup>st</sup> Lt. Robert T. Chalmers; 2<sup>nd</sup> Lt. Walter J. Chester; **2<sup>nd</sup> Lt. Robert D. Falkner**; 2<sup>nd</sup> Lt. William M. Powell; 2<sup>nd</sup> Lt. John L. Turner; and 2<sup>nd</sup> Lt. William W. Waggoner.

**[From the MACR Report [461st.org](http://461st.org)]**

WAR DEPARTMENT  
HEADQUARTERS ARMY AIR FORCES  
WASHINGTON

The MISSING AIR CREW REPORT

8932

IMPORTANT: This report will be compiled in triplicate by each Army Air Forces organization within 48 hours of the time an aircraft is officially reported missing.

1. ORGANIZATION: Location Torretta, Italy Command or Air Force 15<sup>th</sup> AF  
Group 461<sup>st</sup> Bomb Gp (H) Squadron 766<sup>th</sup> Bomb Sq (H)
2. SPECIFY: Place of departure Torretta, Italy Course 350\*  
Target Munich, Germany Type of mission Combat
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
Heavy overcast
4. GIVE: [a] Date 4 Oct. 1944 Time 1300 Last known position Zolla, Italy  
[b] Specify whether: [] Last sighted, [] Forced down, [] Seen to crash,  
[] Last contacted by radio, [] No information
5. AIRCRAFT [LOST] [~~BELIEVED LOST~~] AS A RESULT OF: [Check one only]  
[] Enemy aircraft, [] Enemy anti-aircraft, [] Other
6. AIRCRAFT: Type, model & series B-24 J AAF Serial Number 42-51338
7. NICKNAME OF AIRCRAFT: none
8. ENGINES: Type, model & series P&W R-1830-43A AAF serial number [a] 31-5719  
[b] 31-5659 [c] 31-5728 [d] 31-5754
9. INSTALLED WEAPONS: [Make, type and serial number] All Browning Cal. 50
- |                       |                      |                      |
|-----------------------|----------------------|----------------------|
| <u>[a] LN 1235242</u> | <u>[e] LB 986508</u> | <u>[i] LT 986996</u> |
| <u>[b] RN 986586</u>  | <u>[f] RB 986116</u> | <u>[j] RT 986024</u> |
| <u>[c] LU 986596</u>  | <u>[g] LW 986520</u> |                      |
| <u>[d] RU 986290</u>  | <u>[h] RW 986620</u> |                      |

10. PERSONNEL LISTED BELOW REPORTED AS: [] Battle Casualty, [] Non Battle Casualty

11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10; Passengers 0; Total 10

[If more than 12 persons aboard aircraft, use separate sheet]

CREW POSITION	FULL NAME [Last, First, Initial] RANK, SERIAL NUMBER	CURRENT STATUS	NEXT OF KIN, RELATIONSHIP AND ADDRESS
[1] Pilot	Falkner, Robert D., 2 <sup>nd</sup> Lt. 0-437116	MIA	Mrs. Doris M. Falkner (Wife) 21080 Lorain Ave., Fairview Village, Ohio c/o Rocky River Post Office
[2] Co-pilot	Rail, Walter O., 2 <sup>nd</sup> Lt. 0-1302196	MIA	Mrs. Mary Rail (Mother) Beacon Road, Bathany, Connecticut
[3] Bomb	Beckman, Verner R., 2 <sup>nd</sup> Lt. 0-776498	MIA	Mrs. Mary Beckman (Mother) 724 Conrad Avenue, North Charleroi, Pennsylvania
[4] Nav	Black, William B., 2 <sup>nd</sup> Lt. 0-2056527	MIA	Mr. Paul S. Black (Father) 121 N. Court Street, Luray, Virginia
[5] TTG	Moritz, Robert E., S/Sgt. 17120895	MIA	Mrs. June Moritz (Mother) 308 Spring Street, Quincy, Illinois
[6] NTG	Webb, Theodore R., Sgt. 15108685	MIA	Mrs. Edith Costac (Mother) 259 Park View, Indianapolis, Indiana
[7] TTG	Bacon, Floyd A., S/Sgt. 17099963	MIA	Mrs. Maude Bacon (Mother) RFD #3, Lincoln, Kansas
[8] BTG	Davis Robert E., Sgt. 34700197	MIA	Mrs. Ellen Davis (Mother) Post Office 423, Atmore, Alabama
[9] LWG	Lehman, Jay W., S/Sgt. 33503258	MIA	Mr. Benjamin K Lehman (Father) 117 South Mt. Street, Elizabeth Town, Pennsylvania
[10] RWG	Montuori, Carl F., S/Sgt. 13082182	MIA	Mrs. Drusilla Montuori (Mother) 1244 Rockville Pike, Rockville,

765TH BOMBARDMENT SQUADRON (H)  
461ST BOMBARDMENT GROUP  
APO 520 US ARMY  
STATEMENT

4 October 1944

There was a heavy overcast as we were coming back. As we were passing over northern Italy, I saw 10 parachutes coming down. I could not see which plane they were from, but I believe they were from ship 54 as they came from the position this ship was flying in.

/s/ William E. Glover  
Sgt., 34855119.

ME

KSU-2684

4 Oct. 1944 At 1430 Liberator

At the Yugoslavian border (PB) 765

Anti aircraft (PB) 461 Gr

Unit Wels

P 2nd Lt. Falkner

CP " Rail

N " Black

B " Beckman

E S/Sgt. Lehman

**R " Montuori**

G Sgt. Webb

G " Davis, Robert Earl

## CASUALTY QUESTIONNAIRE

1. Your name **Beckman, Verner B. Rank 1st Lt. Serial No. 0-776498**
  2. Organization 461st Gp Commander Hawes Rank Col Sqn CO Ward Rank Major
  3. What year 1944 month Oct day 4 did you go down?
  4. What was the mission, Bombing, target, Munich, Germany, target time, 1205, altitude, true 8,000 ft route scheduled, direct, route flown as briefed.
  5. Where were you when you left formation? On 180 degree heading leaving Munich.
  6. Did you bail out? Yes.
  7. Did other members of crew bail out? Yes
  8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts.  
If you don't know, say: "No knowledge". **Tail gunner, ball gunner, radio operator, and left waist gunner bailed out from rear camera hatch and I, personally, saw all chutes pop. Nose gunner and navigator bailed out through nose wheel door. I, personally, saw their chutes pop. Co-pilot and upper turret gunner preceded me through bomb-bay and I, personally, saw their chutes pop. Following bailing out myself the pilot bailed out and I witnessed the opening of his chute. No major injuries were sustained by any of the crew prior to bailing out..**
  9. Where did your aircraft strike the ground? 15 miles northwest of Gorizia in the Italian Alps.
  10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) None.
  11. Where were they in aircraft?.
  12. What was their condition?
  13. When, where, and in what condition did you last see any members not already described above? Eight members of our crew were picked up by Italian partisans immediately and brought through their lines to Allied control. Sgt. Robert Davis and Sgt. Floyd Bacon were picked up by enemy forces and held prisoners of war until cessation of hostilities in Europe.
  - 14 Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information.
- I, hereby certify that the information given above to be true to the best of my ability to recall the facts surrounding our casualty status.

## CASUALTY QUESTIONNAIRE

1. Your name **Walter O. Rail Rank 2nd Lt. Serial No. 0-1302196**
2. Organization 461st Gp Commander Hawes Rank Col Sqn CO Ward Rank Maj.
3. What year 1944 month Oct day 4 did you go down?
4. What was the mission, Munich, target, Wels Marshalling yard, target time, 1205, altitude, 24,000 ft route scheduled, Foggia, Italy to Munich, route flown same
5. Where were you when you left formation? Over Munich or immediate vicinity.
6. Did you bail out? Yes.
7. Did other members of crew bail out? Yes
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts.  
If you don't know, say: "No knowledge". **All members of crew bailed out. Counted nine chutes in air – ten counting mine.**
9. Where did your aircraft strike the ground? In vicinity of Locla, Italy north of Goritzia.
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) Unreadable.
11. Where were they in aircraft?.
12. What was their condition?
13. When, where, and in what condition did you last see any members not already described above? Eight members including myself returned to 15 th Air Force after xx days MIA. Ball gunner Davis and tail gunner Bacon were taken prisoner. I did not witness capture. The last I saw of them was their chutes.
- 14 Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information.

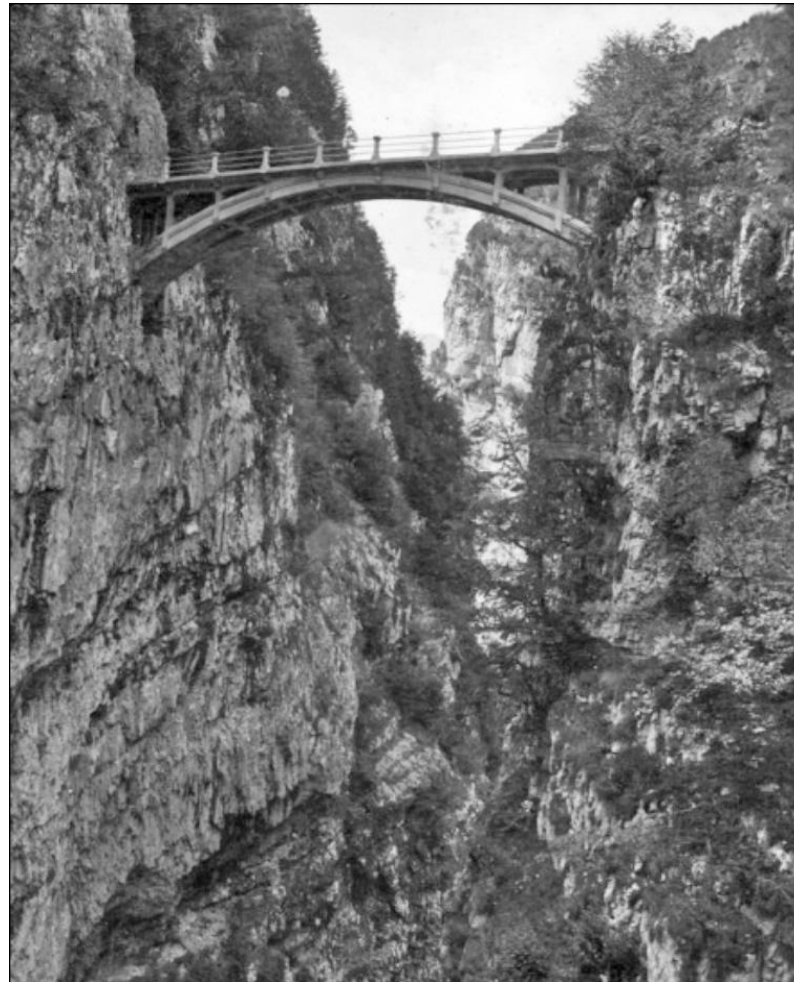
# 6 Dec. 20 Rosenheim, Germany. Combat again after 2 ½ months on ground, 4 replacements (gunners). Briefed for Rosenheim, took off through winter overcast, lost own group out over Adriatic. Joined 451st (redball) formation, bombed Linz, Austria, dropping off PFF. Flak light on group we were with, but we flew through flaming pieces of ship of previous group over target.





# 7 Dec 28, Venzone, Italy. Briefed for viaduct 1000 ft. long in valley in north Italy. Flight day before missed. Group went into trail, made three passes before lead bomb. Picked up target in sight, dropped, blew hell out of ancient thing, with 1000's. No flak, enemy fighters at low altitude didn't come up. Saw 2000 ft. plume of smoke in distance rising from other group's target.

Picture of Colombar Arch in viaduct, 1944 prior to bombing and rebuild.



# 8 Jan 5 1945 Zagreb, Yugoslavia. Briefed for marshalling yard important to Germans in Yugo, Vis only target, made one pass, no flak, 2nd pass, light flak, 3rd pass kitchen stove came up at us, took off for home, landed with bombs.

# 9 Jan 19 Brod, Yugoslavia. Briefed for marshalling yard protected by 80 guns. (heavies) Jay earned title "one fourth of a pilot" rode flight deck entire mission controlling engine which acted up. Flak accurate, heavy, dropped and got the hell out of it. Picked up holes but no ships went down.

# 10 Feb 15 Vienna, Austria. Flew squadron "sad apple". Engines (turbo trouble) started acting up just before target, went over, dropped, flak light on us, group ahead caught hell. Came off target alone, losing altitude, called for escort. Colored pilot in P-51 picked us up "I'se right heah" (VHF). Stripped airplane on way out of Austria, guns, ammo, flak suits, radio parts. Crew scared, working like hell. One man detail-stripped gun bolt, throwing it out piece at time (rattled). Made Yugo, then water, engine ran away, hatches and bomb bay open, chutes on, ready to bail. Pilot got control of ship, made Vis, engine wound up on final approach, pilot controlled it again, all prepared for crash landing in waist with A3 bags piled around, pilot made beautiful landing with power from 2 engines.

Feb 18 No Credit. Waist window smashed when putting it in after take off. Group flew out 2:00 hrs. Turned back by weather over Adriatic. Lucky. Wind through window (open) would probably have frostbitten waist, tail men. Landed with bombs.

# 11 Feb 19 Fiume, Italy. Briefed for rough one, weather forced us to hit alternate dock area of German held Fiume. No flak, all bombs landed in water. Fiume tiny town on edge of deep blue water. Odd feeling of dissatisfaction about dropping on it because so defenseless.

# 12 Feb 27 Augsburg, Germany. Route to target took us in large circle around Munich, where flak gunners threw up wasted barrage for solid hour. Made Augsburg bomb run from north, got into moderate very accurate flak. Few holes, one, in one side of waist, out other, would have killed both waist gunners if had struck split second later.

# 13 March 1 Moosbierbaum, Austria. Dropped off PFF, flak moderate, very accurate, few holes, one a foot across came up through horiz, stabilizer to tail gunners left, blew out metal of skin like giant flower.

# 14 Mar 9 Graz, Austria. Flak after bombs away and on rally burst in fours just to right, picked up few holes, one in bomb bay stopped just short of tanks, pilot got it.

# 15 Mar 13 Regensburg, Germany. Dropped through undercast off PFF. Pure milk

# 16 Mar 15 Wiener Neustadt, Austria. Bombs away, light flak, few holes milk run.

# 17 Mar 19 Muhldorf, Germany. Bombed marshalling yard. Milk run.

{mission details for 19 March 1945, details for all missions are found on <https://461st.org/Missions/> by month and year}

#### **Mission No. 196**

**19 March 1945**

**Target: Muhldorf Marshalling Yard, Germany**

**One hundred pound general purpose bombs were used by the Group in attacking the marshalling yard at Muhldorf, Germany, on 19 March. A great deal of damage was done to the target, but the bomb pattern was scattered over a comparatively large area. Of the thirty-five planes led over the target by Captain Thackston, only one was hit by flak. Unfortunately, however, a man was injured in the damaged airplane. Colonel Lawhon, flying in the tail end position of the formation, finished his tour of combat duty with this mission.**

# 18 Mar 21 Graz, Austria. Weathered out of primary, hit this alternate. Accurate flak, ("Those bastards have been checked out on their guns") few holes. Milk.

# 19 Mar 24 Budejovice, Czechoslovakia

# 20 Mar 31 Linz, Austria. Attacked on dual bomb run with other wing. Two barrages in open between wings on run. Bombs away, no rally, blam! The flak was right in there. One burst only feet over my turret, Panther operator hit (minor) in back, 26 holes in ship, aileron control cut, # 1 engine mount damaged. Wounded on other ships in formation, none went down.

Actual photo from this bombing run below, unsure of the ship # photographer was in but was part of the 461st.



# 21 Apr 6, Brescia, Italy.

# 22 Apr 9, Lugo, Italy. Direct support of 8th army jump off on spring offensives. Air force fragged troop concentrations with help of elaborate ground markings, friendly flak (!) Made run too late, held our bombs and landed with them. Milk for us, other outfits caught hell in flak.

# 23 Apr 10, Lugo, Italy. Repeat on ground support, dropped at advanced line. Smoke and haze obscured ground action except for artillery fire muzzle blasts.

# 24 Apr 12 St. Veit, Austria. Dropped on railroad cars. Blew hell out of them. No flak.

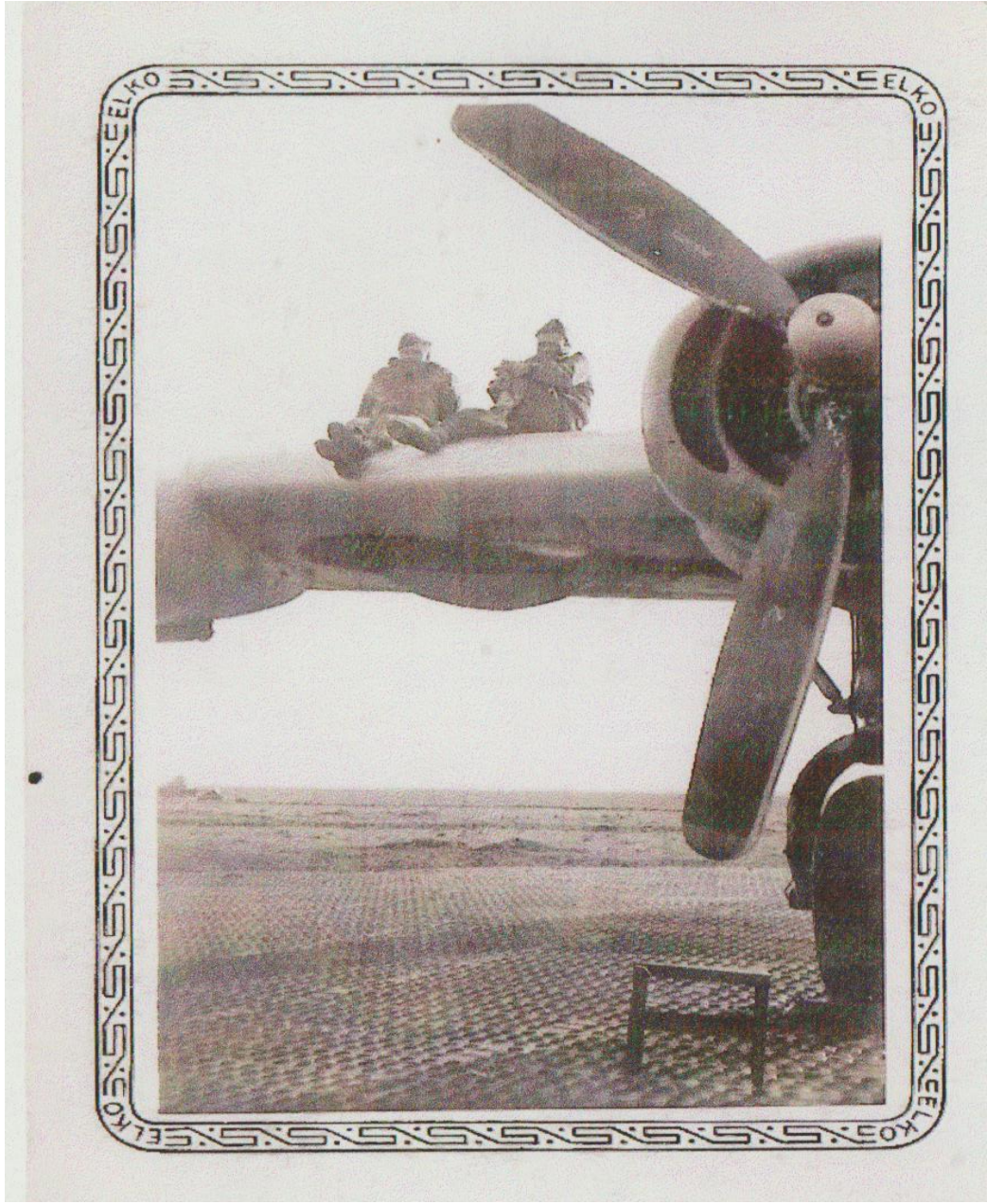
# 25 Apr 15, Nervesa, Italy.

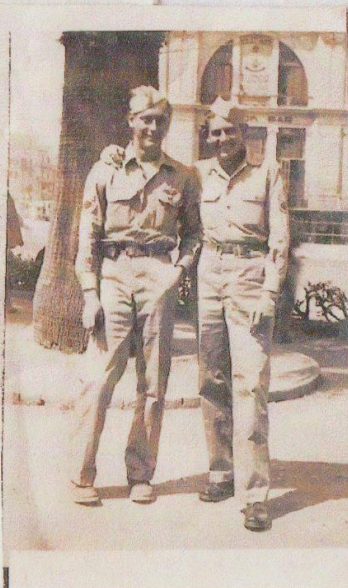
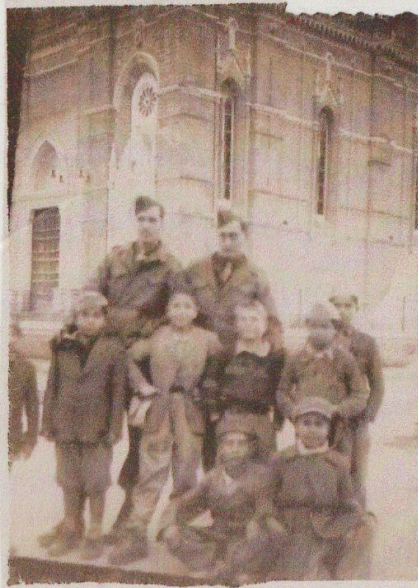
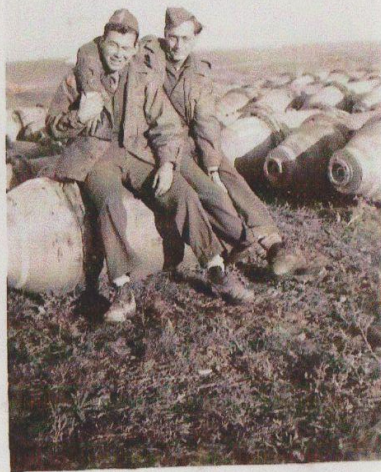
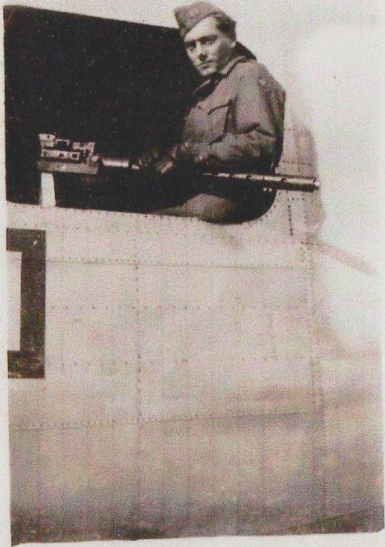
# 26 Apr 19, Avisio, Italy.

# 27 Apr 21, Attnany, Austria.

# 28 Apr 24, Rovereto, Italy.

# 29 Apr 25, Linz, Austria. Flew with strange crew for the first time. Briefed for 90 enemy fighters (possible), intense accurate flak. Aborted at IP with turbo trouble watched formation go through seven barrages of flak, saw unidentified fighters below us, went home alone finally picking up 4 P-51 escort. Last actual mission of war for my group.







Pictures of Carl, planes and his wingmen in Italy.



## **Flying Home**

Left Torretta for last time 1:20 PM May 31, 1945.  
Landed at Gioia half an hour later. Field full of hundreds of B-24s and B-17s parked almost up to runway, some war-weary, most on way home.

**June 1** Laid around for whole day doing nothing but play softball.

**June 2** Spent part of day processing; loaded ship at night for trip. Picked up two mechanics making 12 man load. Slept in plane - first guard. From here to states someone will be with ship at all times.

**June 3** TAKEOFF for long hop to Marrakesh, passing over TUNIS BONE ALGIERS ORAN MEKNES OUJDA

**June 4** Marrakesh had changed a little since last year. Is still a very clean base. Left 4th for long haul across part of the Sahara Desert to Dakar, Senegal, French West Africa. 9 hour trip, about 1500 miles.

**June 5** Dakar was well established little base with excellent food. Laid over one day for tire change on nose wheel. Started for beach but were sent back when walking through native town by MP. MP stopped commander for us and we rode back to camp like "wheels"

**June 7** Took off early for long hop to Natal, Brazil 10 hours 15 minutes in air, 3 radio contacts enroute to boats which serve as ASR (air-sea rescue) and as course check points. Bad weather off coast. Dropped down to buzzing level and hunted for base. Shot QDM (related to SOS transmission), (unnecessary) finally made it in with gas to spare. Natal base large, very nice. Low boots on sale in PX went like hot cakes. We laid over next day for 25 hour inspection and by 2 o'clock 420 pairs had been sold. (most of white project B-24s grounded there for 1 day, same reason) Natal is below equator, climate swell, sky & trees etc. look much different from other continent, giving impression of being washed clean.

**June 9** Took off for Georgetown, Atkinson Field, British Guiana but were called in at Zandary, Surinam, Dutch Guiana by Flight Control because of weather at destination. Zandary is small base cut out of jungle about 60 miles from coast. Climate was hot but not unpleasant. Base was well established, nice PX, mess hall, club. Row of large combat planes with colorful, varied, tail markings looked out of place against peaceful green jungle background. Former prison camp for men in colonial army was near camp. Caretaker with two nieces and pretty small child lived there. Went through all buildings including solitary. Row of 5 x 5 cells with concrete floor, small hole in door. Bed was hinged shelf which could be locked against wall as further punishment. Double eight foot barbed wire fence and watch towers around. One niece Caucasian featured, dark brown other Negroid but sisters. Surinam marriage consists of living with woman. When separated man pays 5 dollars each child, stops when women lives with someone else. Dutch dollar 53/100 American dollar. PX girls white, Netherlands emigrants speak English (as do natives) shacking with guys on base. Caretaker 61 years old, straight and younger looking, said never sick in life. Served 5 years in army, on pension now. Got fresh pineapple - they grow from shoots broken off other pineapples stuck in ground.

**June 10** Took off for Puerto Rico, flying up coast to Aikinson, then out over water raising island early in afternoon. Puerto Rico very pretty from air, everything green. Base on tip of island and traffic pattern over water. Base incredible after overseas life. Barracks look like small modern office buildings, PX like department store, bus service. All types of planes on field including B-29 which is really an airplane. Our ship #48, has been running since leaving squadron. Has 38 missions on it - work of art in form of flying, out house painted on side. Thought for few minutes # 1 engine would ground at PR but minor trouble.

**#:** Last hop - PR to Savannah, Georgia, raising Florida at Palm Beach and continuing up coast. Briefed time 7 hours. Perfect flying weather.

Returned home on Ship #48, Captain Smith in picture, unsure who Carl's pilot was on the return home flight.



Captain Flakner on the scaffolding had started painting the flying potty on Ship #48.



Ships would target where flak grenades exploded and drop bombs on targets to stop the firing

A 1944 education video on 1944 FLAK, targets and flight paths is linked below, it is very accurate and interesting.

[https://www.youtube.com/watch?v=yRd\\_AW1aZ8M](https://www.youtube.com/watch?v=yRd_AW1aZ8M)



<https://www.wearethemighty.com/articles/what-happened-to-all-the-flak-fired-at-aircraft-during-world-war-ii/>

The 88mm cannon was Germany's main heavy anti-aircraft - or "flak"- gun during World War II. When an 88mm projectile exploded at altitude, it sent out jagged metal fragments that tore through nearby aircraft.



Information on the gunner positions in the ships is below:

<https://www.nationalmuseum.af.mil/Visit/Museum-Exhibits/Fact-Sheets/Display/Article/1519669/gunners/>

<https://aad.archives.gov/aad/print-record-detail.jsp?dt=893&mtch=1&tf=F&q=montuori+carl&bc=&rpp=10&pg=1&rid=733342>

From the Putt-Putt Newspaper

### THE FLIER'S TRANSLATION OF THE 23RD PSALM

The Lord is my Pilot; I shall not want any good thing, for he supplieth my every need. He helps me when I set my plane down in the green pastures or in barren deserts and stays by my side while I sleep. He pilots me over the still waters, or over the raging sea and through the storm. He is the restorer and preserver of my soul; He is my navigator as well as my pilot, therefore I will trust in the One who is skilled in the management of my ship, that I may magnify His name. Yea, though it fall my lot to fly over the valley, or over the mountains where my enemy lay in wait for me, I will fear no harm, for he will be my radio operator, my gunner and my bombardier, though I fly through the valley of the shadow of death, He is at my side and protects me and I find in Him a comfort for my soul. Thou hast always a table spread before me, even when my enemies are present, and I have spiritual food to eat that they know nothing of. Thou anointest my head with the oil of gladness and praise, and thanksgiving continually flows from my heart. Rev. A.L. Emmert



Crew identification card example





Air Medal (2)  
Good Conduct Medal, EAME Campaign Medal, Army Service Ribbon



The 461<sup>st</sup> flew a total of 223 missions. Of these, seven were supply missions flown during September 1944 in support of General Patton's move through southern France. Of the 216 combat missions flown, 47 missions saw 813 enemy fighters.

An average of 29 bombers were dispatched on each mission with a minimum of 3 and a maximum of 43.

727 personnel were listed as Missing In Action (MIA).  
123 personnel were listed as Killed In Action (KIA).

A total of 6,168 aircraft were sent over enemy territory in the 216 missions flown by the 461<sup>st</sup>. Of these, 811 were damaged. 5,521 successfully returned to base. 79 were shot down and 568 had mechanical issues and returned to base without completing the mission.

### **Aircraft**

- Boeing B-17 Flying Fortress, 1942-1943, 1945
- Consolidated B-24 Liberator, 1943-1944
- Boeing B-29 Superfortress, 1945-1946
- Curtiss C-46 Commando, 1946







**Display Full Records**

**File Unit:** Electronic Army Serial Number Merged File, ca. 1938 - 1946 (*Enlistment Records*)  
**in the Series:** World War II Army Enlistment Records, created 6/1/2002 - 9/30/2002, documenting the period ca. 1938 - 1946. - *Record Group 64* ([info](#))

**Brief Scope:** This series contains records of approximately nine million men and women who enlisted in the United States Army, including the Women's Army Auxiliary Corps.

 This series does not contain records of all World War II Army enlistees. You may wish to [View the FAQs](#) for this series.

Field Title	Value	Meaning
<a href="#">ARMY SERIAL NUMBER</a>	13082162	13082162
<a href="#">NAME</a>	MONTUORI#CARL#F#####	MONTUORI#CARL#F#####
<a href="#">RESIDENCE: STATE</a>	#1	Undefined Code
<a href="#">RESIDENCE: COUNTY</a>	031	Undefined Code
<a href="#">PLACE OF ENLISTMENT</a>	9029	SANTA ANA AAB CALIFORNIA
<a href="#">DATE OF ENLISTMENT DAY</a>	15	15
<a href="#">DATE OF ENLISTMENT MONTH</a>	02	02
<a href="#">DATE OF ENLISTMENT YEAR</a>	43	43
<a href="#">GRADE: ALPHA DESIGNATION</a>	AV#C	Aviation Cadet
<a href="#">GRADE: CODE</a>	9	Aviation Cadet
<a href="#">BRANCH: ALPHA DESIGNATION</a>	AC#	Air Corps
<a href="#">BRANCH: CODE</a>	20	Air Corps
<a href="#">FIELD USE AS DESIRED</a>	#	#
<a href="#">TERM OF ENLISTMENT</a>	5	Enlistment for the duration of the War or other emergency, plus six months, subject to the discretion of the President or otherwise according to law
<a href="#">LONGEVITY</a>	###	###
<a href="#">SOURCE OF ARMY PERSONNEL</a>	5	Enlisted Reserve or Medical Administrative Corps (MAC) Officer
<a href="#">NATIVITY</a>	34	DIST OF COLUMBIA
<a href="#">YEAR OF BIRTH</a>	20	20
<a href="#">RACE AND CITIZENSHIP</a>	1	White, citizen
<a href="#">EDUCATION</a>	6	2 years of college
<a href="#">CIVILIAN OCCUPATION</a>	050	Laboratory technicians and assistants
<a href="#">MARITAL STATUS</a>	6	Single, without dependents
<a href="#">COMPONENT OF THE ARMY</a>	3	Reserves - exclusive of Regular Army Reserve and Officers of the Officers Reserve Corps on active duty under the Thomason Act (Officers and Enlisted Men -- O.R.C. and E.R.C., and Nurses-Reserve Status)
<a href="#">CARD NUMBER</a>	#	#
<a href="#">BOX NUMBER</a>	0123	0123
<a href="#">FILM REEL NUMBER</a>	1.123	1.123

B ENLISTED RECORD AND REPORT OF SEPARATION  
HONORABLE DISCHARGE

1. LAST NAME - FIRST NAME - MIDDLE INITIAL MONTUORI CARL F		2. ARMY SERIAL NO. 13 082 162	3. GRADE T SGT	4. ARM OR SERVICE AAF	5. COMPONENT AUS
6. ORGANIZATION 245TH AAF BU		7. DATE OF SEPARATION 14 SEP 45	8. PLACE OF SEPARATION SEPARATION CENTER FT GEO G MEADE MD		
9. PERMANENT ADDRESS FOR MAILING PURPOSES 1244 ROCKVILLE PIKE ROCKVILLE MD		10. DATE OF BIRTH 10 NOV 20	11. PLACE OF BIRTH WASHINGTON D C		
12. ADDRESS FROM WHICH EMPLOYMENT WILL BE SOUGHT SEE 9		13. COLOR EYES GRAY	14. COLOR HAIR BLONDE	15. HEIGHT 5'11"	16. WEIGHT 160 LBS
17. NO. DEPTED	18. MARITAL STATUS SINGLE	19. RACE WHITE	20. U.S. CITIZEN YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		21. CIVILIAN OCCUPATION AND NO. STUDENT COLLEGE X-02


MILITARY HISTORY

22. DATE OF INDUCTION 28 JUL 42	23. DATE OF ENLISTMENT 28 JUL 42	24. DATE OF ENTRY INTO ACTIVE SERVICE 28 JUL 42	25. PLACE OF ENTRY INTO SERVICE BOLLING FLD D C
26. SELECTIVE SERVICE DATA YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	27. LOCAL P.S. BOARD NO. NONE	28. COUNTY AND STATE NONE	29. HOME ADDRESS AT TIME OF ENTRY INTO SERVICE SEE 9
30. MILITARY OCCUPATIONAL SPECIALTY AND NO. RADIO OPERATOR MECH GUNNER AAF 757		31. MILITARY QUALIFICATION AND DATE (i.e., Infantry, Aviation and marksmanship badges, etc.) AERIAL GUNNER 21 OCT 43	
32. BATTLES AND CAMPAIGNS G033WD45: ROME ARNO NORTHERN FRANCE RHINELAND NORTH APENNINES PO VALLEY AIR COMBAT BALKANS			
33. DECORATIONS AND CITATIONS AIR MEDAL GO 1727 HQ 15 AF 45 GOOD CONDUCT MEDAL SO 144 44 1ST OAK LEAF CLUSTER TO AIR MEDAL GO 1727 HQ 15TH AF 45; 2ND OAK LEAF CLUSTER TO AIR MEDAL GO 2651 HQ 14 AF EUROPEAN AFRICAN MIDDLE EASTERN			
34. WOUNDS RECEIVED IN ACTION NONE			

35. LATEST IMMUNIZATION DATES		36. SERVICE OUTSIDE CONTINENTAL U.S. AND RETURN	
SMALLPOX	TYPHOID	TETANUS	OTHER (specify)
3 FEB 45	3 FEB 45	29 JAN 44	YLW FVR 20 APR 44 TYPHUS 16 DEC 44
37. TOTAL LENGTH OF SERVICE		38. HIGHEST GRADE HELD	
CONTINENTAL SERVICE		FOREIGN SERVICE	
YEARS	MONTHS	DAYS	YEARS
2	3	10	0
39. PRIOR SERVICE		39. HIGHEST GRADE HELD	
NONE		T SGT	
40. SEASON AND AUTHORITY FOR SEPARATION CONVENIENCE OF THE GOVERNMENT RR 1-1 (DEMOBILIZATION) AR 615-365 15 DEC 44		41. SERVICE SCHOOLS ATTENDED AAFTTC SIOUX FALLS SD ROM 43 AAF HARLINGEN TEXAS FLEX	
42. EDUCATION (Years)		43. EDUCATION (Years)	
Elementary		High School	
6		4	

PAY DATA			
44. MONTHS FOR PAY PURPOSES 3	45. MONTHS OUT PAY 1	46. SOLDIER REPORTS 17	47. TOTAL AMOUNT, NAME OF DISBURSER \$300.00 THIS PAYMENT \$100.00 NONE \$1.20 \$710.96
			48. NAME OF DISBURSER PEARSON CAPTAIN FD

INSURANCE NOTICE			
IMPORTANT: IF BENEFIT IS NOT PAID WHEN DUE OR WITHIN FIFTY DAYS AFTER SEPARATION, INSURANCE WILL LAKE. MAKE CHECKS OR MONEY ORDERS PAYABLE TO THE ORDER OF THE U. S. AND FORWARD TO COMMISSIONERS SUBDIVISION, VETERANS ADMINISTRATION, WASHINGTON 25, D. C.			
49. KIND OF INSURANCE U.S. Govt. None	50. NOW PAID Allocation <input checked="" type="checkbox"/> Direct <input type="checkbox"/>	51. EFFECTIVE DATE OF ADJUST. (Month and year)	52. DATE OF NEXT PREMIUM DUE (One month after 50)
		31 AUG 45	30 SEP 45
		53. PREMIUM DUE \$6.60	54. INTENTION OF VETERAN TO Continue <input checked="" type="checkbox"/> Discontinue <input type="checkbox"/>

 14.	15. REMARKS (This space for completion of above items or entry of other items specified in W. D. Directives)
	LAPEL BUTTON ISSUED NO TIME LOST UNDER AW 107 (33) SERVICE RIBBON (35) CHOLERA 15 APR 44 ASR SCORE - 86
16. SIGNATURE OF PERSON BEING SEPARATED <i>Carl F. Montuori</i>	17. PERSONNEL OFFICER (Type name, grade and organization - (Signature)) JOSEPH FILIPSKI CWG USA <i>Joseph Filipski</i>

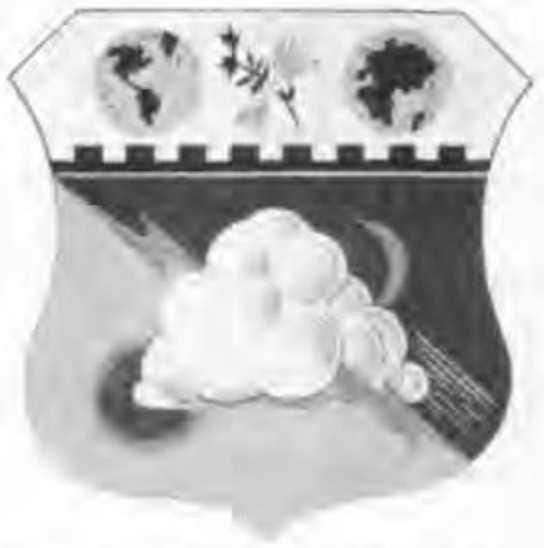
NO. 430 FORM 53, 35  
November 1944

This form superseded all previous editions of  
W. D. AGO Forms 53 and 55 for enlisted persons  
entitled to an Honorable Discharge, which  
will not be used after receipt of this revision.

<https://www.afhra.af.mil/Portals/16/documents/Studies/101-150/AFD-090529-056.pdf>

#### 461st BOMBARDMENT GROUP

Constituted as 461st Bombardment Group (Heavy) on 19 May 1943. Activated on 1 Aug 1943. Moved to the Mediterranean theater, Jan-Feb 1944, the air



echelon flying B-24s via the South Atlantic and stopping in North Africa before

joining the ground echelon in Italy. Began combat with Fifteenth AF in Apr 1944. Engaged chiefly in bombardment of communications, industries, and other strategic objectives in Italy, France, Germany, Czechoslovakia, Hungary, Austria, Rumania, Yugoslavia, and Greece. Supported Fifteenth AF's counter-air operations by bombing enemy airdromes and aircraft centers, receiving a DUC for a mission on 13 Apr 1944 when the group battled its way through enemy defenses to attack an aircraft components plant in Budapest. Participated in the effort against the enemy's oil supply by flying missions to such oil centers as Brux, Blechhammer, Moosbierbaum, Vienna, and

Ploesti. Received second DUC for a mission against oil facilities at Ploesti in Jul 1944 when, despite flak, clouds, smoke, and fighter attacks, the group bombed its objective. Also operated in support of ground forces and flew some interdiction missions. Hit artillery positions in support of the invasion of Southern France in Aug 1944 and flew supply missions to France in Sep. Aided the Allied offensive in Italy in Apr 1945 by attacking gun emplacements and troop concentrations. Dropped supplies to prisoner-of-war camps in Austria during May 1945. Returned to the US in Jul. Inactivated on 28 Aug 1945. Redesignated 461st Bombardment

Group (Light). Activated on 23 Dec 1953. Assigned to Tactical Air Command. Trained with B-26s and later converted to B-57s. Redesignated 461st Bombardment Group (Tactical) in Oct 1955. 765th: 1943-1945; 1953-. 766th: 1943-1945; 1953-. 767th: 1943-1945. STATIONS. Wendover Field, Utah, 1 Aug 1943; Gowen Field, Idaho, 29 Jul 1943; Kearns, Utah, 11 Sep 1943; Wendover Field, Utah, 30 Sep 1943; Hammer Field, Calif, 30 Oct 1 ~ 3 - Jan 1944; Torretta Airfield, Italy, c. 20 Feb 1944 - Jul 1945; Sioux Falls AAFM, SD, 22 Jul-28 Aug 1945. Hill AFB, Utah, 23 Dec 1953. COMMANDERS. None, 1 Jul-12 Aug 1943; Lt Col Willis G Carter, 12 Aug 1943;

Col Frederic E Glantzberg, c. 25 Oct 1943;  
Col Philip R Hawes, 22 Sep 1944; Col  
Brooks A Lawhon, 20 Dec 1944; Col  
Craven C Rogers, 16 Apr 1945-unkn. Maj  
Gordon Baker, c. Dec 1953; Lt Col Donald  
F Blake, 4 Feb 1954; Lt Col Robert F Price,  
20 Feb 1954; Col Maxwell W Roman, c. 14  
Jul IW; Lt Col John A McVey, c. 16 May  
1955; Lt Col William F Furman, c. 1 Aug  
1955-.

CAMPAIGNS. Air Combat, EAME Theater;  
Air Offensive, Europe; Rome-Arno;  
Normandy; Northern France; Southern  
France; North Apennines; Rhineland;

Central Europe; Po Valley.

DECORATIONS. Distinguished Unit Citations:  
Budapest, Hungary, 13 Apr 1944;  
Ploesti, Rumania, 15 Jul 1944.

INSIGNE. Shield: Per bend azure and  
light blue, superimposed over the bend a  
thunderbolt, bendwise, or, piercing  
through a cloud formation proper, over  
an increscent moon to the sinister chief,  
and a sun to the dexter base of the third;  
on a chief argent, over a bar to base of  
chief, embattled gules, an olive branch and  
seven arrows in saltire, between two  
spheres all proper. (Approved 4 Aug 1955)