

One More Gun to Silence



The life and death of a
fighter-bomber pilot over Italy
during World War II



One More Gun To Silence

The life and death of a
fighter-bomber pilot over Italy
during World War II

Assembled by Ted Krug
Edited by Debbie Krug

This book was written to provide Bob Orcutt's biological daughter (Ganeen), his grandchildren (Ted, Kathleen, Bob, Maria, and Matt) and future generations of his family with a better understanding of who he was and what he experienced during the last several years of his life.

We all missed the opportunity to know him personally. Very little information was shared with us. We find ourselves searching for any small piece of information or memory anyone has of him. It is my hope that this book will provide our children with a sense of who their great-grandfather was and the sacrifices he made for all of us.

I want to thank everybody that has helped us assemble this information. I have had the honor of speaking with pilots that flew with Bob, soldiers from the 10th Mountain Division that he flew missions over and historians from Italy that have provided a significant amount of information for this book.

Additionally, I want to thank the many individuals from the Air Force Historical Research Agency, the National Archives, and several research organizations that helped us find many of the documents used to assemble this book.

CONTENTS

Introduction	1
Background Information	4
Enlistment and Training Timeline	7
Overseas Duty Timeline	27
Disposition of Remains and Personal Effects Timeline	123
Additional Photographs	147
Places to Visit to Better Understand Bob and His Experiences	151
Additional Research – a task list of additional research still to be conducted	155

To the memory of

1st Lt. Robert (Bob) Brown Orcutt
57th Fighter Group, 66th Fighter Squadron
United States Twelfth Air Force
Italy
August 31, 1922 to April 20, 1945

and

all those that served that
have nobody to tell their stories

Introduction

Bob Orcutt is Ganeen Sprague's biological father and my biological grandfather. He was a fighter-bomber pilot during World War II. He flew the P-47 Thunderbolt as part of the 66th Fighter Squadron, one of three squadrons in the 57th Fighter Group. It was one of the best known fighter groups during the war. This group was the first Army Air Force group to enter combat during World War II, starting by flying with the British over North Africa. It helped turn the tide against the Germans and push them off the African continent. Bob Orcutt joined the group during November 1944. Their missions when Bob was with them were focused on eliminating the supply lines to the Germans that were occupying Northern Italy. The missions included eliminating rail and road transportation, troop concentrations, and also supporting the Allied troops that were fighting their way out of the Northern Appennines. Periodically they were asked to escort Bomber missions or transports. However, this was an infrequent occurrence for the 57th from late 1944 through the end of the war.



Casualties among P-47 Fighter-Bomber pilots were extremely high. Only five of the sixteen pilots that joined the 66th Fighter Squadron with Bob during November 1944 remained in the group when the war ended six months later. Based on information contained in currently available documents, it appears that four pilots were shot down and became Prisoners of War (POW.) Seven pilots were shot down and Killed in Action (KIA.) Of the five remaining pilots, two had been shot down at least once and returned through enemy lines to rejoin the squadron.

When at full strength, each of the three squadrons within the 57th Fighter Group had approximately thirty aircraft and forty pilots. With the high rate of casualties and large number of aircraft that received damage during missions, the squadrons were rarely at full strength. At times, only ten planes were operational due to losses and maintenance. This was the case when Bob flew his last mission.



Bob's plane went down supporting the troops on April 20, 1945. This was the day the Allies broke out of the Appennines and started pursuing the Germans across the Po Valley. They chased the Germans across the valley to the Alps, just north of Verona and Venice, over twelve days. The Army Air Force was used to bomb bridges used by the Germans during their retreat, strafe troop concentrations, and attack armor and artillery that was harassing our troops. Many aircraft were damaged and lost during this timeframe. However, the breakout that occurred on April 20 destroyed the German defenses and forced them to retreat and surrender. The Germans surrendered in Italy on May 2, 1945. On May 8, 1945 the Germans surrendered throughout the rest of Europe.

The following is the story of Bob's experiences. The information provided is based on official documents, interviews with pilots and ground troops that witnessed some of the events, interviews with civilians in Italy that had knowledge of the events, along with books and memoirs. Some of the recollections conflict with each other. All recollections are included in this document. I have provided my analysis based on all the information currently known. This story continues to evolve.

Ted Krug
Grandson



THE PICTURE THAT STARTED IT ALL

This is a picture I found on the Internet while looking at P-47s. The airplane tail in the background has a number on it that looked familiar. When I looked at the pictures I have of Bob's plane, I realized that the tail in this picture is the tail of Bob's plane. I contacted the webmaster and he put me in contact with people that helped me find information or pointed me to sources that could get it.

Background Information



Photo of Bob and Trudie Orcutt. Date is unknown. Bob and Trudie were married on December 7, 1941 (the day Pearl Harbor was attacked.) They eloped to Las Vegas. Bob's mother knew, but his father was not told until they returned.

Ten months later, Bob enlisted in the Army Air Corps. He enlisted in order to have a say on what his role would be in the war. If he was drafted, he would have had no choices.

Personal Information Obtained from Army Air Force Records

Bob enlisted as an Air Cadet. Air Cadets started as enlisted personnel with a serial number indicating they were not officers. After the successful completion of flight training, each Air Cadet was reenlisted as an officer. A new serial number was established to indicate this.

FATHER	Brown H. Orcutt Born in USA	MOTHER	Mary A. Orcutt Born in Hungary Naturalized Citizen
RESIDENCE	1654 W Gage Ave Los Angeles, CA Bob lived next door to his sister, who lived next door to their parents. When the war started, Bob's sister, her children, Trudie, and Ganeen all moved in with Bob's parents.	HIGH SCHOOL	Graduated 1940 Central High School (now known as George Washington High School) 10860 S Denker St Los Angeles, CA
EMPLOYER (prior to joining Army)	Western Pipe & Steel Company Los Angeles, CA	OCCUPATION	Payroll Clerk
HEIGHT	5' 9" or 5' 10"	SALARY	\$230 / month
SPORTS	Excellent in Football and Gymnastics. Member of high school gymnastics team that won the city championship during his senior year. Participates in Baseball	WEIGHT	156 lbs
		HOBBIES	Small Game Hunting Automobiles



Bob's Residence - 2007



Bob's Residence - 2007

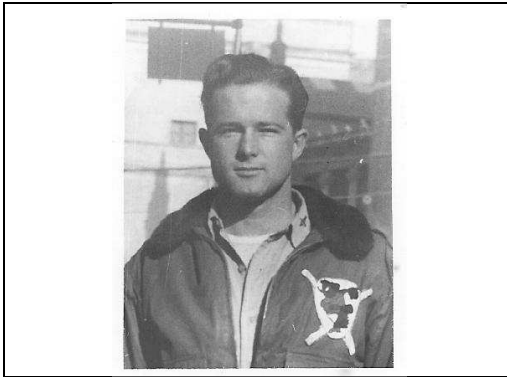


Photo of Bob in Italy. He is wearing his flight jacket. The logo is from his squadron, The Exterminators (66th Fighter Squadron.) It was painted on the front of each P-47 in the squadron.

**AIR CADET
SERIAL
NUMBER**

19162226

**DATE
ENLISTED**

10/15/42

**ENLISTMENT
GRADE**

Private

**DATE
TRAINING
STARTED**

2/26/43

**COMBAT
MISSIONS**

68

**OFFICER SERIAL
NUMBER**

O-774284

**BRANCH OF
SERVICE**

Air Corp

**GRADE AT TIME OF
DEATH**

1st Lieutenant

COMBAT HOURS 154 hours, 40 minutes

CITATIONS

- Air Medal with Three Oak Leaf-Clusters
- Distinguished Flying Cross
- Purple Heart
- Good Conduct Medal
- Marksman Badge – Pistol
- Expert Badge – Aerial Gunnery
- Honorable Service Lapel Button WWII
- American Campaign Medal
- European – African – Middle Eastern Campaign with one Bronze Star
- World War II Victory Medal

Enlistment and Training Timeline

The following is a timeline of from the time Bob finished high school until he completed his training in the Army Air Force.

EVENT	DATE(S)	DESCRIPTION
Civilian Employment Los Angeles, CA	8/13/40 to 2/6/43	Employed as a Payroll Clerk for Western Pipe and Steel Company in Los Angeles. Western Pipe and Steel built 32 large landing ships in San Pedro California. These ships were used during World War II. Each landing ship was 105 to 205 feet long. The company also produced oil tanks.
Enlisted Los Angeles, CA	10/15/42	Enlisted in the Air Corps. He was considered part of the Air Force Enlisted Reserve. He entered as a Private. Bob was 20 years old. His enlistment date was 10 months after Pearl Harbor was attacked.



Bob and Trudie
Tempe, AZ



Bob and Trudie
Tempe, AZ

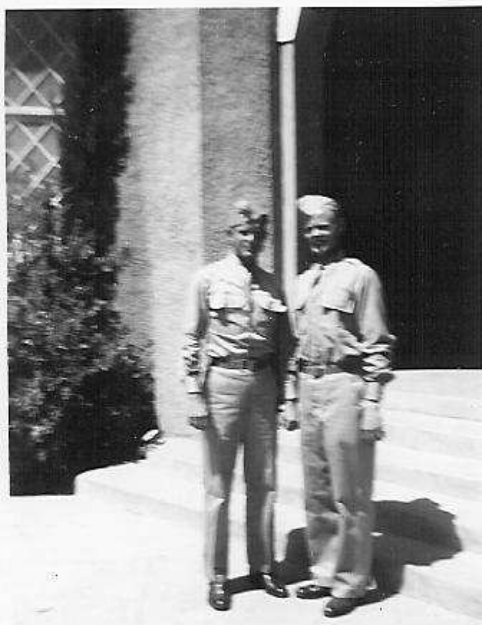
EVENT	DATE(S)	DESCRIPTION
College Training Tempe, AZ	2/26/43 to 7/3/43	<p>At the time World War II started, only officers were permitted to be pilots. To become an officer, some college coursework was required. The war effort demanded a significant increase in the quantity of officers. Air Cadets that scored very high on aptitude tests, but did not have any college coursework, were put through a form of college training. These training courses were typically conducted on college campuses. The training included academic, military, and physical training. Some historians suggest that the College Training Detachments were created to hold Air Service Candidates until the army was ready to put them through formal air training.</p> <p>As the war progressed and the shortage of officers grew more severe, the Army started promoting enlisted personnel that had no college coursework and had proven themselves in combat into officer positions.</p> <p>While attending his college training, Bob was part of the 315th Aircrew Training Detachment. The Training Detachment was located at what was called the Arizona Teachers College in Tempe, Arizona. This appears to be the location where Arizona State University is currently located.</p> <p>On June 25, 1943, a notation was made in Bob's records indicating that he had "completed his Type S1 and 2 flights as part of the 33rd ATU." Bob had ten hours of flight training during this period. Many air cadets completed this initial training in Piper Cubs.</p> <p>During his four months in Tempe, Bob had three sick days. His best grades (upper 80's lower 90's) were in Civil Air Regulations and Math. He scored in the upper 70's and lower 80's for Physics, English, History, and Medical Aid. He struggled with Geography and scored a 66.</p> <p>Trudie stated that she was also in Tempe for a short period of time. At the time she was four months pregnant with Ganeen. Pictures of Trudie in Tempe are on the previous and following pages.</p>



Olsons
Tempe, AZ



Trudie and Mickey
Tempe, AZ



Bob and Jonny
Tempe, AZ






Mickey and Jonny
Tempe, AZ

EVENT	DATE(S)	DESCRIPTION
Pre-Flight Training Santa Ana, CA	7/5/43 to 10/1/43	<p>At the completion of his college training, Bob was transferred to the Santa Ana Army Air Base (SAAAB) to attend Pre-Flight Training. SAAAB was a rapidly constructed air base established at the beginning of the war. It had no aircraft, runways, or hangars. The purpose of this facility was to conduct non-flight training for the large number of new air cadets being trained by the army. In some ways, it resembled boot camp.</p> <p>Pre-flight training was typically a nine-week program that focused on basic military training (marching, calisthenics, and drills) and some military-related coursework. Additionally, testing occurred during this timeframe to classify air cadets. This classification determined the flight training path each air cadet would take (bomber pilot, bomber co-pilot, bomber navigator, fighter pilot, etc.)</p> <p>The testing process was very rigorous. It included over seven hours of academic testing, a psychological test, and physical tests.</p> <p>When he arrived at SAAAB, Bob was assigned to Squadron 16. Two weeks later he was reassigned to another squadron. This was probably a result of the testing that classified Bob as a fighter pilot trainee. It was at this time that he was assigned to class 44-D. Class 44-D was the fourth class that was scheduled to graduate from flight training during 1944. Yearbooks for each class were published.</p> <p>On September 16, 1943 Bob was awarded a marksmanship medal for the pistol.</p> <p>The academic courses during this period were mathematics and physics. The remaining courses were military courses such as gunnery, maps, etc. Bob's average grade was 79.16% which placed him in the upper 10% of his class.</p>



**SAAAB
Aerial
Photo**

EVENT	DATE(S)	DESCRIPTION
Primary Flight Training Visalia, CA	10/2/43 to 12/5/43	<p>At the conclusion of Pre-Flight training, Bob was transferred to Visalia, CA, a town near Fresno. It was here that Bob started his dedicated flight training program.</p> <p>Bob logged 65 hours of flight time in a PT-22 during this program. The PT-22 is a small two-seat open-air monoplane that was used for primary training during World War II. Bob had 27 hours flying with an instructor and 38 hours of solo time. 173 landings were performed during this timeframe. Bob soloed after nine hours in this aircraft.</p>  <p>PT-22 in Visalia</p> <p>Ground training included five hours in a link trainer (an early flight simulator) and 148 hours of ground school. Bob's average grade across all courses was 78%. A grade of 70% was required to pass.</p> <p>Bob's daughter Ganeen was born on October 23, 1943 while he was in Primary Flight training.</p>

EVENT	DATE(S)	DESCRIPTION
Basic Flight Training Chico, CA	12/6/43 to 2/7/44	<p>Following Primary Flight Training, Bob was transferred north to Chico, CA for Basic Flight Training. Chico is north of Sacramento, CA.</p> <p>Bob logged 70 hours of flight time in BT-13's and BT-15's during Basic Flight training. These aircraft are closed cockpit training aircraft that appear similar to the AT-6 Texans used during Advanced Training. The BT-13 is a low-wing, metal airplane with fixed landing gear, 450-horsepower engine, complete instrument panels, radios, and sliding canopies. Bob flew 30 hours 55 minutes with an instructor and 39 hours 15 minutes solo. He soloed in these aircraft after 5 hours of flight time.</p>  <p>Example of a BT-13</p> <p>During Basic, Bob had 104 hours of ground school including more time in a link trainer. His average grade was 84%. A grade of 70% was required to pass.</p>  <p>Links trainer in Chico</p>

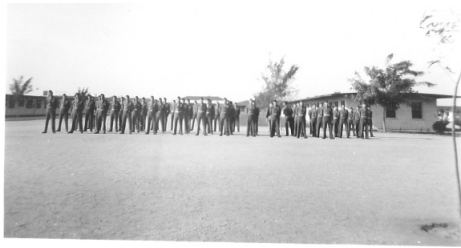
CHICO PICTURES



Cadet Parker(?)
Chico, CA



Cadet Parker(?)
Chico, CA



Chico, CA



Chico, CA



Cadet Omo(?)
Chico, CA

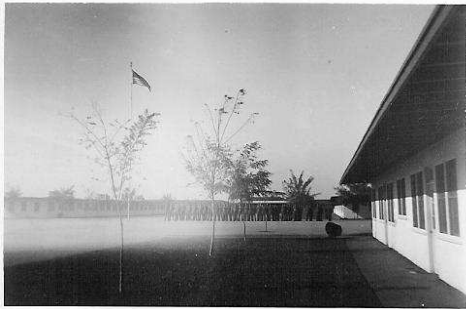


On the back, Bob stated "Omo, Parker, and me with our winter flying equipment on. Kind of a poor picture, eh?"
Chico, CA

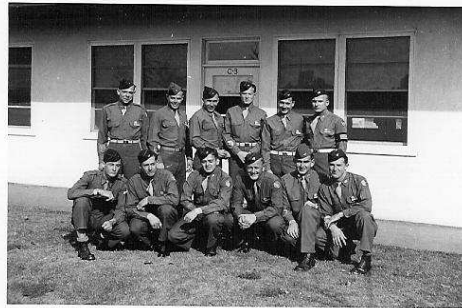


Cadet Parker(?)



Chico, CA

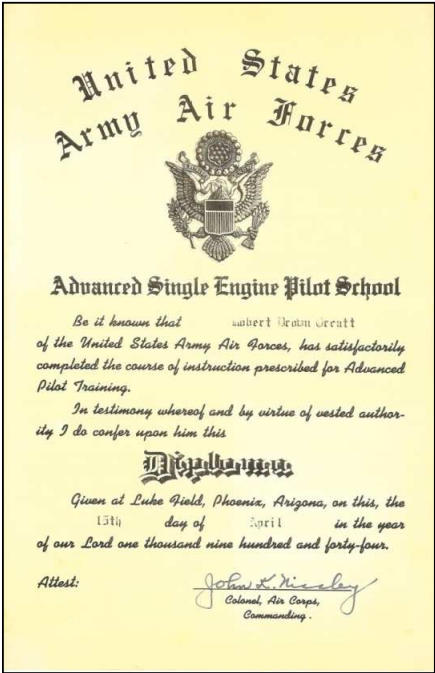


Chico, CA



Chico, CA

EVENT	DATE(S)	DESCRIPTION
<p>Advanced Single Engine Flight Training Luke Field Phoenix, AZ</p>	<p>2/9/44 to 4/14/44</p>	<p>At the conclusion of Basic, Bob was transferred to Luke Field, just outside Phoenix, AZ to complete Advanced Flight Training. This training was conducted in an AT-6C Texan aircraft that was significantly more powerful than any aircraft Bob had flown to date. It looks similar to the BT-13's and BT-15's previously flown, but was a substantially more advanced aircraft to fly. The AT-6C had a powerful 650-horsepower engine, retractable landing gear, and performance comparable to pre-war fighters.</p>  <p>On February 11, 1944, Bob was qualified for overseas duty.</p> <p>Bob completed 86 hours of flight time during this school. He flew 21 hours with an instructor and 65 hours solo. During this school, Bob also flew the P-40 Warhawk. This was his first experience in a combat aircraft.</p>  <p>During Advanced Flight Training, Bob had 90 hours of ground school. His average grade was 85%. A grade of 70% was required to pass.</p>

EVENT	DATE(S)	DESCRIPTION
<p>Advanced Single Engine Flight Training Luke Field Phoenix, AZ</p> <p>(continued)</p>	<p>2/9/44 to 4/14/44</p>	<p>During March 1944, Bob was qualified on the Carbine Rifle. In April 1944, Bob was awarded the Expert Medal in Aerial Gunnery. This was awarded to airmen that scored extremely high when firing their aircraft's machine guns at aerial targets. Most aerial gunnery training was conducted by mounting small machine guns on the AT-6's. A target was towed behind another aircraft. The trainees took turns making runs on the target. Different colored shells were used by each trainee. After returning to base, the target would be evaluated by counting the colored holes to determine how each trainee had performed. Bob received the most advanced rating a pilot can get in aerial gunnery.</p> <p>On April 14, 1944 Bob completed his Malaria course.</p> <p>As an Air Cadet, Bob completed a total of 221 hours, 15 minutes of flight time. Of that, 79 hours 15 minutes were with an instructor, 142 hours were solo.</p> <p>On April 15, 1944 Bob received his Advanced Single Engine Pilot School Diploma. He was then separated from the reserves and reenlisted as a 2nd Lieutenant in the Army Air Forces.</p> <div data-bbox="748 1098 1180 1766">  <p>The image shows a formal diploma from the United States Army Air Forces. At the top, it reads 'United States Army Air Forces' in a stylized font, with the Army Air Forces crest in the center. Below the crest, it says 'Advanced Single Engine Pilot School'. The main body of the diploma contains a certificate of completion for Robert Dean Orcutt, stating that he has satisfactorily completed the course of instruction prescribed for Advanced Pilot Training. It includes a date line: 'Given at Luke Field, Phoenix, Arizona, on this, the 13th day of April in the year of our Lord one thousand nine hundred and forty-four.' The diploma is signed by John L. Kinsley, Colonel, Air Corps, Commanding.</p> </div>



AT-6 Formation

Luke Field, AZ



AT-6 Formation

Luke Field, AZ



AT-6 Formation

Yuma, Arizona



Aerial Photo of Luke Field Auxiliary #6
(location of mid-air collision)
Luke Field #6, AZ - 1949

HEADQUARTERS
ARMY AIR FORCES WESTERN FLYING TRAINING COMMAND AGA 303-JH
1104 WEST EIGHTH STREET, SANTA ANA, CALIFORNIA

201

15 April 1944

ORCUTT Robert B
44-D Pilot (3-7-44)

SUBJECT: Temporary Appointment.

TO : Second Lieutenant ROBERT BROWN ORCUTT
Army of the United States
(Los Angeles, California)
Luke Field, Phoenix, Arizona

A O-774284

1. The Secretary of War has directed me to inform you that the President has appointed and commissioned you a temporary Second Lieutenant, Army of the United States, effective this date. Your serial number is shown after A above.
2. This commission will continue in force during the pleasure of the President of the United States for the time being, and for the duration of the war and six months thereafter unless sooner terminated.
3. There is inclosed herewith a form for oath of office which you are requested to execute and return. The execution and return of the required oath of office constitute an acceptance of your appointment. No other evidence of acceptance is required.
4. This letter should be retained by you as evidence of your appointment as no commission will be issued during the war.

By command of Major General COUSINS:

- 1 Inclosure:
Form for oath of office.

THOS. A. LEE,
Major, Air Corps,
Actg. Asst. Adjutant General

Appointment accepted, Oath administered..... APR 15 1944

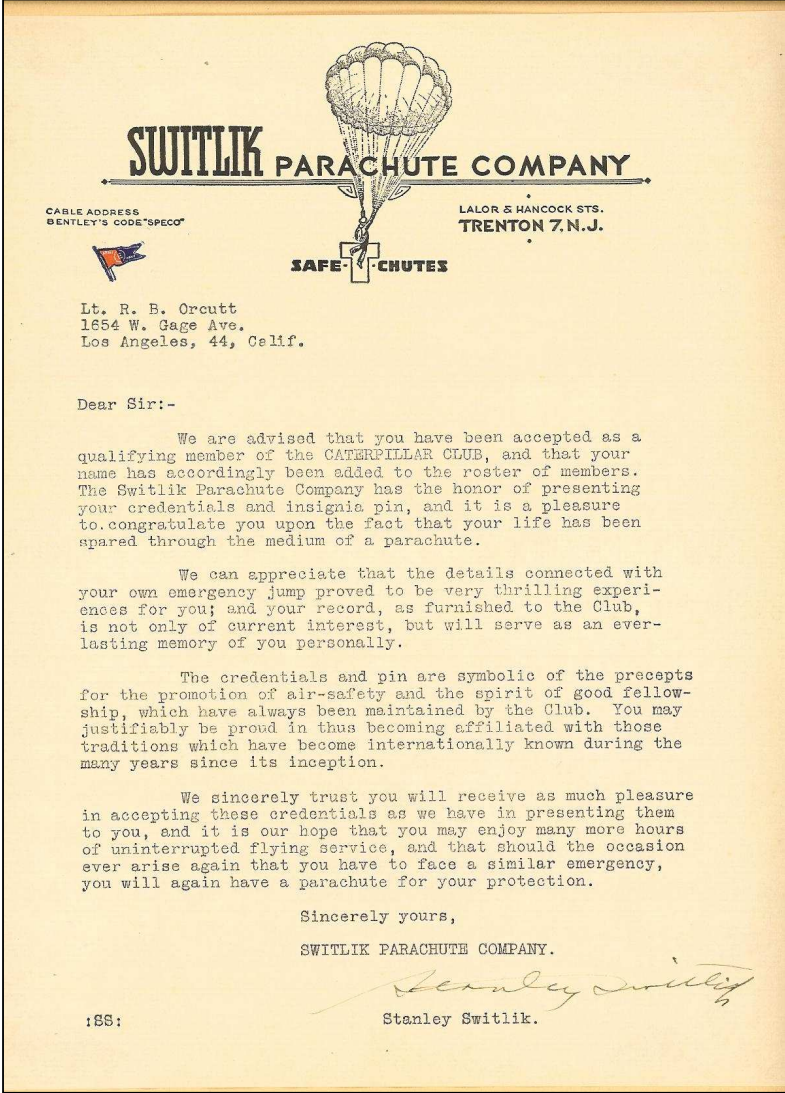
Ordered to active duty:

At..... LUKE FIELD, PHOENIX, ARIZONA
On..... APR 15 1944

3583—SANTA ANA—2-14-44—3,100 sets of 6

Second Lieutenant Appointment
April 15, 1944

EVENT	DATE(S)	DESCRIPTION
Mid-Air Collision	2/28/44	<p>During Advanced Flight Training, on February 28, 1944, Bob was participating in a training flight in an AT-6C Texan, Serial Number 41-33051. He was flying near Auxiliary Field 6 attached to Luke Field when he was involved in a mid-air collision. Auxiliary Field 6 is no longer in use, but pictures from 2002 clearly show the runways. It is located just east of Phoenix and just south of I-10. Bob was forced to bail out of the aircraft. The pilot of the other aircraft failed to bail out and was killed as a result of this accident.</p> <p>The following is an extract from the official accident report:</p> <p>“At 1030 MWT, two North American AT-6C airplanes collided in mid-air and crashed at Auxiliary Airfield #6 near Phoenix, Arizona, killing Air Cadet Alan D. McFarland aboard AT-6C #42-3986. Air Cadet Robert B. Orcutt parachuted to safety from AT-6C #41-33051. The airplanes were part of a flight that had taken off from Luke Field, Phoenix, on a routine student formation mission. Investigators stated, “Two, three-ship elements were engaged in formation flying at 5,500 feet. A steep right turn was made and the formation was leveled out. In this maneuver, Air Cadet McFarland lost his position and fell out of formation down and to the left. Air Cadet McFarland started to pull up to get back into position and as he did so, he came up slightly in front of the first element. 2nd LT W.T. Ferguson, leader of the second element, noticed Air Cadet McFarland's position and radioed him to go down, at the same time lowering his own element, hoping Air Cadet McFarland would follow. However, Air Cadet McFarland continued to pull up into the lead ship of the first element (Air Cadet Orcutt's ship) until the propeller of Air Cadet Orcutt's ship made contact with Air Cadet McFarland's ship behind the cockpit enclosure, shearing off the tail. Air Cadet Orcutt bailed out of his ship after the collision but Air Cadet McFarland failed to bail out and crashed with his airplane. Both airplanes were completely demolished.”</p>

EVENT	DATE(S)	DESCRIPTION
Mid-Air Collision (continued)		 <p>SWITLIK PARACHUTE COMPANY</p> <p>CABLE ADDRESS BENTLEY'S CODE "SPECO"</p> <p>LALOR & HANCOCK STS. TRENTON 7 N.J.</p> <p>SAFE CHUTES</p> <p>Lt. R. B. Orcutt 1654 W. Sage Ave. Los Angeles, 44, Calif.</p> <p>Dear Sir:-</p> <p>We are advised that you have been accepted as a qualifying member of the CATERPILLAR CLUB, and that your name has accordingly been added to the roster of members. The Switlik Parachute Company has the honor of presenting your credentials and insignia pin, and it is a pleasure to congratulate you upon the fact that your life has been spared through the medium of a parachute.</p> <p>We can appreciate that the details connected with your own emergency jump proved to be very thrilling experiences for you; and your record, as furnished to the Club, is not only of current interest, but will serve as an everlasting memory of you personally.</p> <p>The credentials and pin are symbolic of the precepts for the promotion of air-safety and the spirit of good fellowship, which have always been maintained by the Club. You may justifiably be proud in thus becoming affiliated with those traditions which have become internationally known during the many years since its inception.</p> <p>We sincerely trust you will receive as much pleasure in accepting these credentials as we have in presenting them to you, and it is our hope that you may enjoy many more hours of uninterrupted flying service, and that should the occasion ever arise again that you have to face a similar emergency, you will again have a parachute for your protection.</p> <p>Sincerely yours, SWITLIK PARACHUTE COMPANY. Stanley Switlik. Stanley Switlik.</p> <p>:SS:</p>
		<p>Caterpillar Club Membership Letter Earned as a Result of Training Flight Accident on 2/28/44</p>

EVENT	DATE(S)	DESCRIPTION
Fighter Pilot Indoctrination Harding Field, LA	5/3/44 – 5/25/44	<p>After receiving his commission as an officer in the Army Air Corp, Bob was transferred to Harding Field, LA for Fighter Pilot Indoctrination.</p> <p>Harding Field was near Baton Rouge, Louisiana. This base was a fighter pilot training facility where pilots were trained to fly combat missions in P-40's and P-47's.</p> <p>Indoctrination was usually a three-week program that was separate from the flight training aspects of the base. Major Inabinet commanded this group. Gunnery, malaria control, and aircraft identification classes were held during this timeframe. There was no flying during this time. Pilots were provided with equipment prior to departing for training in the appropriate fighter aircraft.</p> <p>On May 17, 1944, Bob was reprimanded by Major Inabinet under the 104th Articles of War. There are many possible reasons he was reprimanded. Some of the most likely possibilities are returning late from a leave from the base, misusing or losing equipment that was assigned to him, showing any form of disrespect to a superior officer or insubordination. The following is an explanation of the 104th Articles of War:</p> <p>The 104th Article of War grants commanding officers of all units disciplinary powers which they may use to enforce proper discipline, and trials by courts-martial are only used when the provisions of the 104th Article of War are not applicable to the situation. Each soldier is concerned primarily with the 54th to 96th Articles of War which are known as the Punitive Articles. The Punitive Articles describe the offenses of absence without leave, desertion, disrespect, insubordination, mutiny or sedition, misbehavior before the enemy, willful or negligible loss of military property, and many other crimes. Ordinarily a selectee who conducts himself properly at all times and in accordance with the customary military practices has little if anything to do with the Articles of War except that they should be read to him once every six months.</p>

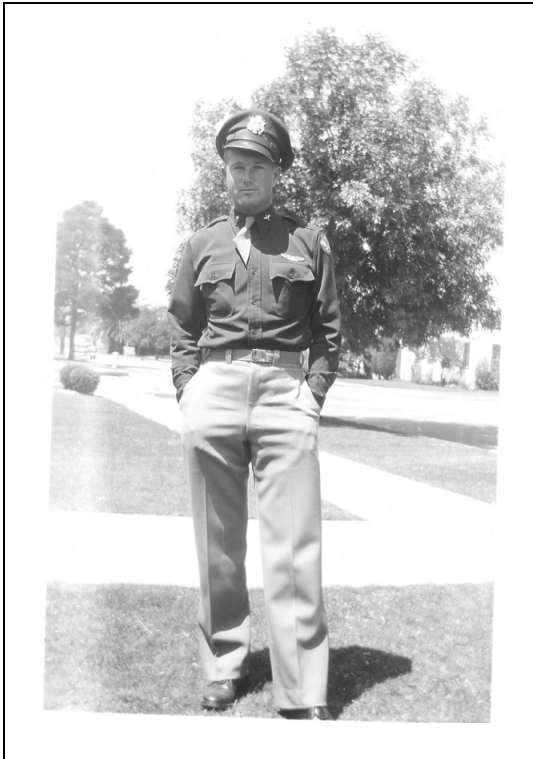
EVENT	DATE(S)	DESCRIPTION
Fighter Pilot Student Training Wendover, UT	5/26/44 to 7/17/44	<p>Bob was in Wendover, UT during a unique time in US history. Between April and September 1944 Wendover was used for P-47 combat training. Prior to and after this, much P-47 training was conducted at Harding Field, AL. However, during this short timeframe, the plan was to transition training to Wendover. In September 1944, P-47 training was rapidly returned to Harding Field when the US decided to use Wendover to train B-29 crews to drop the atomic bomb. Only three groups of pilots, 180 men, were ever trained on P-47's in Wendover.</p> <p>Bob was delayed enroute to Wendover and was able to stay with Trudie and Ganeen in Los Angeles prior to his departure.</p> <p>On July 6, 1944, Trudie and Ganeen took a train to Salt Lake City to join Bob while he was based in Wendover.</p>



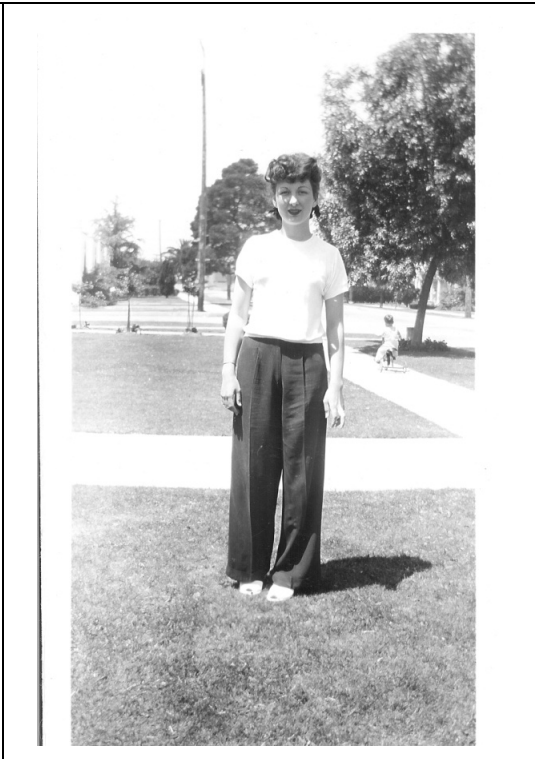
Delayed enroute to Wendover – Bob, Trudie, and Ganeen
Los Angeles, CA



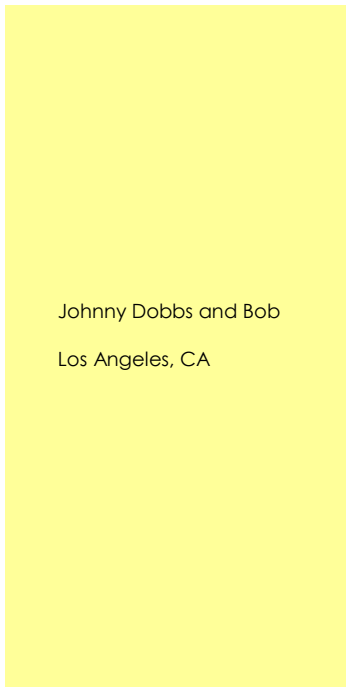
Bob and Ganeen
Los Angeles, CA



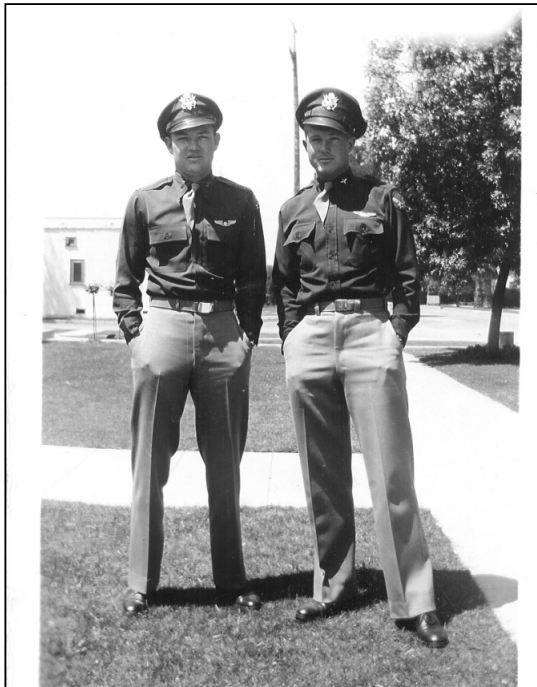
Delayed enroute to Wendover - Bob
Los Angeles, CA



Trudie
Los Angeles, CA



Johnny Dobbs and Bob
Los Angeles, CA



EVENT	DATE(S)	DESCRIPTION
P-47 Fighter Pilot Instructor Wendover, UT	7/18/44 to 8/27/44	<p>On July 18, 1944, Bob earned his qualifications in the P-47 Thunderbolt. He was then assigned as an instructor at the base, as part of the 216th Army Air Force Base Unit.</p> <p>Sometime between August 14 – 30, 1944, Trudie and Ganeen returned to Los Angeles. Bob also returned to Los Angeles at some point during this timeframe.</p> <p>Trudie stated that she was in a state of shock while living at Wendover. The bathrooms were ¼ block away from their living facility. There was a sink in the unit for water, but no cooking facilities. There was no refrigerator. An ice box was used to keep food cool. Since Ganeen was eating formula, a hot plate was used to sterilize bottles and make formula. A store and restaurant was across the street and this is where they ate dinner. It was extremely hot and there was no cooling in their living facilities.</p>
Transferred to Harding Field, LA	8/27/44 to 9/30/44	<p>On August 27, Bob flew Western Airlines from Los Angeles (via Salt Lake City) to Harding Field, LA. He was stationed at the Indoctrination Center for a month while awaiting shipment overseas.</p>



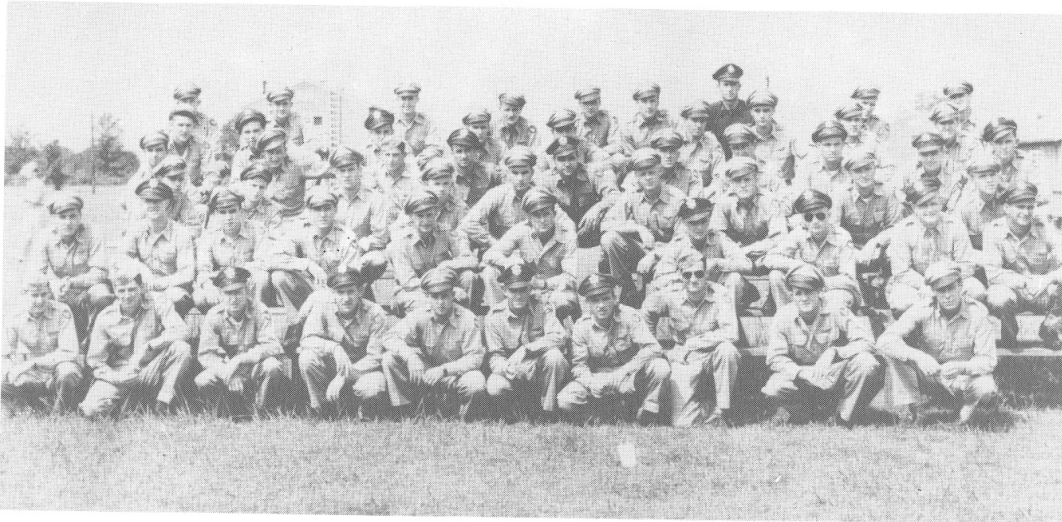
Wendover Tarmac - December 1943



Wendover Tarmac - December 1943

Picture of Flight Class at Harding Field, LA found in a Harding Field History Book
 Bob is the sixth pilot from the left in the second row
 Many of the pilots that joined the 57th Fighter Group with him are in this picture

August Flights P-47 GHI Shipment Number FJ-464-FT



Flight I:

1st Row:

L. J. KLEIN
 H. R. LLOYD
 R. E. LANGDON
 J. B. LUTH
 M. D. LOFTISS
 A. C. NATHIAS
 R. F. MALSBERGER
 E. L. PLANK
 D. B. PARRY
 H. P. SIMMONS

2nd Row:

Capt. E. H. ELLINGTON
 D. M. RISDON
 R. L. PLACE
 C. W. GOSS
 C. J. CASTERLINE
 R. B. ORCUTT
 C. H. HARRIS
 M. E. KLASSIE
 A. C. GOETTEL
 J. LANG, Jr.

Flight H:

3rd Row:

L. F. MARTIN
 A. D. HENEHAN
 A. M. MATTEWS
 A. R. LYTH
 H. T. LEEK, Jr.
 R. W. KRUSE
 R. W. LEE
 B. S. PALMER
 J. R. GREEN

4th Row:

R. J. GARCIA
 L. R. SHERWOOD
 A. V. SMITH
 R. J. PINKOWSKI
 E. J. PALOVICH
 E. F. SMITH
 H. J. CAVANAGH
 E. W. LAWSON
 R. W. DANBRUM
 C. H. HUGHES

Flight G:

5th Row:

K. R. LEWIS
 P. T. LEHMAN
 J. W. LOVETT, Jr.
 E. W. HOWARD
 R. L. HUBBARD
 C. B. KITOWSKI
 E. F. JONES
 W. H. HARSE
 L. E. FRASER


6th Row:

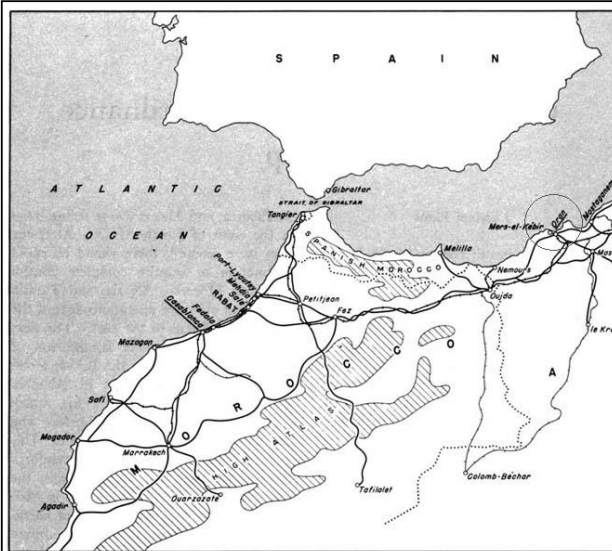
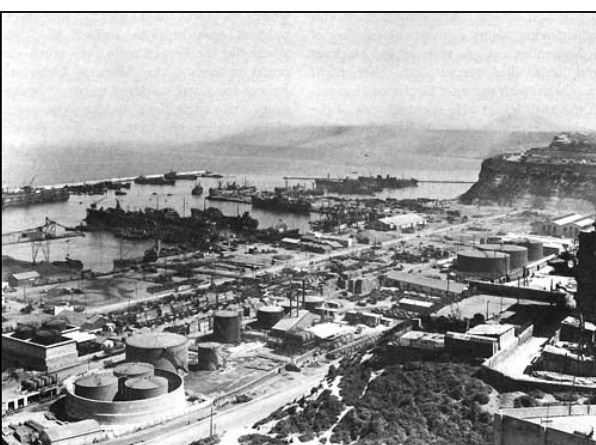
S. S. DURFEE
 F. L. FEARS
 J. L. HARP, Jr.
 G. H. KOELLING
 E. D. KANZUSH
 F/O A. A. KOWALSKI
 L. HALL, Jr.
 D. E. GALLAGHER
 F/O R. I. BRANSTROM


Overseas Duty Timeline

The following is a timeline from the time Bob left Louisiana until the time he was Killed in Action (KIA) in Northern Italy.


EVENT	DATE(S)	DESCRIPTION
Left Louisiana for Virginia	10/1/44	<p>The following information regarding Bob's trip to the 57th Fighter Group is from the personal diary of Ken Lewis. Ken was one of sixteen pilots assigned to the 66th Fighter Squadron with Bob. All of these pilots traveled together. Ken is pictured on in the 5th row of the group picture on the prior page.</p> <p>Bob left Louisiana with the other replacement pilots and traveled to Hampton Roads, VA by train. Trudie received a change of address card from Bob notifying her of his new APO address.</p>
Arrived in Hampton Roads, VA	10/3/44	<p>Bob and the other pilots arrived in Hampton Roads. The 49 pilots that were traveling together were notified that they were assigned to the 57th Fighter Group. They were then transported to Newport News, VA where they stayed at Camp Patrick Henry. According to Ken Lewis in his book, Grandpa's War, the camp was a zoo. Ken stated that "all kinds of outfits were there waiting to ship out – nothing to do but spend time at the bars, which inevitably led to some nasty fights between units. The fifty some of us pilots just stayed out of the way as best we could."</p>
Left Camp Patrick Henry and boarded ship	10/10/44	<p>After spending a week at Camp Patrick Henry (currently the Newport News International Airport), Bob and 31 replacement pilots boarded a train to return to Hampton Roads, VA. About 300 "colored" troops were also on this train. These troops were under heavy guard. The pilots were told that the colored troops on the train had previously participated in a race riot or had jumped ship.</p> <p>The 32 Air Corps Officers and 300 colored troops then boarded the Liberty Ship, Cornelius Gilliam. The officers were given quarters in the cabins between decks while the troops were quartered in the hold. This was a weather-beaten ship that looked older than its' age. When the escorting destroyers dropped their depth charges during submarine alerts, the ship felt like it was going to come apart. The Cornelius Gilliam (hull number 543) was launched on June 16, 1942. It survived the war and was not scrapped until 1970.</p> <p>The boat left the dock that evening and anchored off-shore.</p>

EVENT	DATE(S)	DESCRIPTION
Joined Convoy and Put Out to Sea	10/11/44	<p>In the morning, the ship put out to sea. Ninety ships joined up in the convoy across the Atlantic.</p> <p>The Air Corps Officers wore their .45's during the first several days. The "colored" troops were surly and the officers were nervous. However, with the exception of a few brawls among themselves, the troops calmed down. It is believed that these troops were headed to the 92nd Infantry Division. These troops were assigned to the left flank of the 10th Mountain Division in Italy. This was one of the few segregated colored units that performed poorly during World War II. This division's offensive actions were failures. When attacked by the Germans, they were forced to retreat on several occasions. Historians have mixed opinions on why this division performed so poorly. Some attributed it to poor morale among the troops. Others point to poor leadership among the white officers of the division.</p> <p>During the trip across the Atlantic, the pilots read, played cards, sun bathed on the deck, and slept.</p>  <p>Example of a similar Liberty Ship</p>
Sailed Past Gibraltar	10/28/44	<p>After seventeen days at sea, the Cornelius Gilliam passed Gibraltar on the night of October 28th. However, the pilots were unable to see it in the darkness.</p>

EVENT	DATE(S)	DESCRIPTION
Docked at Oran Harbor	10/30/44 to 11/3/44	<div data-bbox="649 325 1258 871">  </div> <p data-bbox="646 892 1193 955">On October 30, 1944, the ship docked at Oran Harbor in North Africa (see right side of map.)</p> <div data-bbox="649 976 1242 1417">  </div> <div data-bbox="868 1428 1015 1459"> <p>Oran Harbor</p> </div> <p data-bbox="646 1501 1258 1680">On October 31 and November 1, some of the pilots visited Oran. However, after indulging on a bar hopping trip, a group of pilots got involved in a knife fight and shooting incident when their watches and billfolds were stolen. Because of this, the pilots were no longer permitted to visit Oran.</p> <p data-bbox="646 1711 1218 1774">On November 2, several pilots visited an air base manned by South Africans.</p>


EVENT	DATE(S)	DESCRIPTION
Sailed to Naples	11/3/44 to 11/5/44	<p>On November 3, 1944, the pilots left the Cornelius Gilliam and boarded the English Transport Ship, the Arundel Castle. This was a very nice ship that made a rapid 36 hour dash across the Mediterranean.</p>  <p>Arundel Castle</p> <p>On 11/5/44, the Arundel Castle arrived in the port of Naples. The port of Naples showed obvious war damage. Sunken and battered ships were seen throughout the harbor. The dock area was flattened.</p> <p>The pilots were stationed at the 19th Replacement Battalion awaiting their squadron assignments. They were housed in tents between Naples and Caserta.</p>
Trudie received letter indicating safe arrival	11/9/44	<p>Trudie received a letter from Bob indicating that he had arrived safely at an undisclosed location. Research indicates that the letter was probably sent from Naples during the time he was awaiting his squadron assignment.</p>

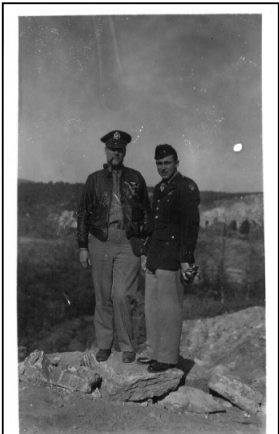
EVENT	DATE(S)	DESCRIPTION
Transported to air base in Grosseto, Italy	11/11/44	<p>After spending six days in tents at the Replacement Center, Bob boarded a C-47 with 15 other replacement pilots and flew to Grosseto Air Field. The air field had a single landing strip with repaired bomb crater holes, a burned out hangar, planes scattered across the field, tents staked out in the mud, a small town nearby, and scattered anti-aircraft (ack-ack) pits.</p> <div data-bbox="669 573 1219 961" data-label="Image"> </div> <div data-bbox="784 968 1092 999" data-label="Caption"> <p>Example of a similar C-47</p> </div> <p>The pilots were taken to their living quarters eight miles from the air strip. The living quarters were in two Italian Villas on a beach. The entire squadron, approximately 40 pilots, occupied these two buildings.</p> <div data-bbox="691 1178 1203 1734" data-label="Image"> </div> <div data-bbox="699 1740 1192 1772" data-label="Caption"> <p>Grosseto Airfield - 65 Squadron Flight Line</p> </div>


EVENT	DATE(S)	DESCRIPTION
Assigned to 57 th Fighter Group, 66 th Fighter Squadron	11/12/44	<p>Order #207 assigned sixteen replacement pilots to the 66th Fighter Squadron. This was the first group of replacement pilots during the month of November 1944. A second group arrived approximately one week later.</p> <div> <div>66th Fighter Squadron Logo</div> <div>"The Exterminators"</div> </div>  <p>For the next five days, the new pilots filled out paperwork, loafed around, and got acquainted with the other pilots. Some practice flights were also flown during this timeframe.</p>

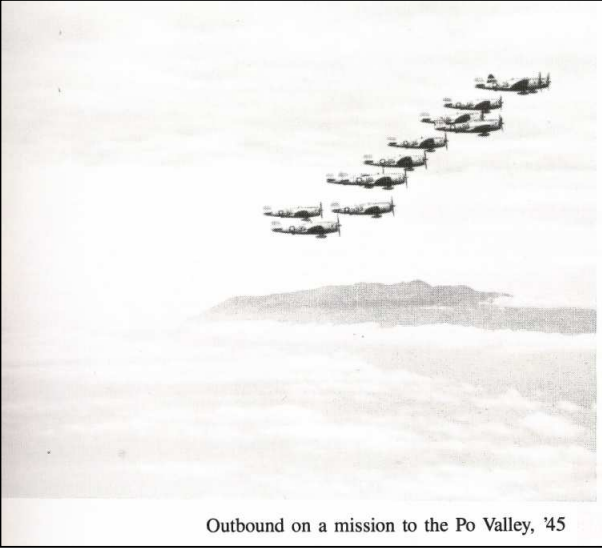
HEADQUARTERS 57TH FIGHTER GROUP, AAF APO 650	
12 November 1944	
SPECIAL ORDER) :) ORDER 207)	
1. The foll named personnel, having been asgd this Hq per per. 10, 10, 287, Hq 19th Repl Bn (Sep), dd 9 Nov 44, and rptd this date, are furth asgd to orgns as indicated and will rpt to the CO thereof for duty. No detail involved.	
65TH FIGHTER SQDN	
1ST LT EDWARD H. KILLINGTON, 0432189, AC	2ND LT THOMAS L. ALLEN, 0721936, A
1ST LT DAVID P. BLACK, 01222822, AC	2ND LT HAROLD P. BONNICK, 0778004, A
1ST LT HERBERT H. BROTHERS, 0719257, AC	2ND LT CLYDE J. CARTERLINE, 077401, A
1ST LT MURRY J. CAVANAGH, 0774019, AC	2ND LT OCTAVIO J. CONART, 0779136, A
1ST LT JAS A. CRAVENS, 0721985, AC	
66TH FIGHTER SQDN	
1ST LT GLENN H. KOELLING, 0720864, AC	2ND LT EUGENE D. KRANZUSH, 0720724, A
1ST LT RICHARD W. KRUSE, 0721437, AC	2ND LT RANDOLPH E. LEE, 0720873, A
1ST LT HENRY T. LEEK JR, 0721448, AC	2ND LT PHILIP T. LEHMAN, 0720875, A
1ST LT KENNETH R. LEMIS, 0720881, AC	2ND LT ALFRED R. LYTH, 0270887, AC
1ST LT ROBERT B. OLCUTT, 0774384, AC	2ND LT CHARLES T. PAINE, 0766669, A
1ST LT EDWARD J. PALOVICH, 0774290, AC	2ND LT ROBERT J. PIRKOWSKI, 077429, A
1ST LT EDWARD L. PLACE, 0710167, AC	2ND LT LINCOLN R. SHERWOOD, 077422, A
1ST LT ALBERT V. SMITH, 0774321, AC	2ND EUGENE F. SMITH, 0774332, AC
64TH FIGHTER SQDN	
1ST LT JACK P. DANO, 0719273, AC	2ND LT SAMUEL S. DUFFEE, 0721355, A
1ST LT FOREST L. FEARS, 0721364, AC	2ND LT LOUIS E. FRASER, 0721371, A
1ST LT DWIGHT E. GALLAGHER, 0774105, AC	2ND LT RAY J. GARCIA, 0721373, A
1ST LT ALBERT C. GOETTEL, 0721382, AC	2ND LT CALVIN W. GOSS, 0774122, AC
1ST LT JAMES R. GREEN, 0721385, AC	2ND LT LEROY HALL JR, 0721388, AC
1ST LT JAMES L. HARP JR, 0771015, AC	2ND LT CHARLES H. HARRIS, 0774145, A
1ST LT WILLIAM H. HARSE, 0721394, AC	2ND LT EDWARD W. HOWARD, 0919525, A
1ST LT ROBERT L. HUBBARD, 0721413, AC	2ND LT EDWARD F. JONES, 0714111, A
1ST LT CHARLES B. KITO-SKI, 0721429, AC	2ND LT JAMES T. KNIGHT, 0721931, A

EVENT	DATE(S)	DESCRIPTION
<p>Assigned to 57th Fighter Group, 66th Fighter Squadron</p> <p>(continued)</p>	<p>11/12/44</p>	<p>The following pilots were assigned to the squadron on this date:</p> <p>Glenn H. Koelling – Glenn survived his tour and was with the squadron at the end of the war.</p> <p>Richard W. Kruse – Richard was shot down and captured on February 26, 1945. While flying a mission over the Brenner Pass in aircraft #98, he was shot down and had to bail out. He became a POW in Stalag 13. His POW number was 314-227-1773. He was assigned to plane number 87, named "Maximum Cruise." However, he was not in this plane when he was shot down. He attended the 1996 57th Fighter Group Reunion held in Tulsa with his wife, Betty. He currently lives in Chesterfield, MO.</p> <div data-bbox="716 856 1214 1234" data-label="Image"> </div> <div data-bbox="716 1234 1214 1312" data-label="Caption"> <p>Grosseto Flight Line photo sent by Joe Angelone</p> </div> <p>Henry T. Leek Jr. – Henry was shot down on his third mission in December 1944. According to one book, the squadron believed he had been captured and was a POW. However, Leon Jansen, the flight operations officer during this time, indicated that he was KIA.</p> <p>Kenneth R. Lewis – Ken survived his tour and was with the squadron at the end of the year. He published his personal diary in a book titled "Grandpa's War." Much information regarding Bob's experiences were derived from this book.</p> <p>Robert B. Orcutt – Bob was shot down and KIA during his 68th combat mission on April 20, 1945.</p>

EVENT	DATE(S)	DESCRIPTION
<p>Assigned to 57th Fighter Group, 66th Fighter Squadron</p> <p>(continued)</p>	<p>11/12/44</p>	<p>Edward J. Palovich – Ed was shot down and captured on February 4, 1945. He was involved in an air-to-air battle with several German aircraft (ME-109s and FW-190s.) This was a rare occurrence in Italy during 1945. He bailed out and became a POW. He was a well-built professional dancer before becoming a fighter pilot. He currently lives in Phoenix, AZ.</p> <p>Richard L. Place – Richard was shot down and KIA on his first mission in either November or December 1944. He was despondent on the ship while crossing the Atlantic and was sure he was going to die. This was an accurate premonition.</p> <p>Eugene (Bud) D. Kranzush – Bud survived his tour and was with the squadron at the end of the war. He currently lives in Mountain Home, AR.</p> <p>Aiken V. Smith – Aiken was shot down and KIA. Bud Kranzush was his roommate. Bud said that Aiken bailed out over the Po Valley and was struck by the left wing of his own plane.</p> <div data-bbox="696 1031 1208 1335">  </div> <p>65th Fighter Squadron Flight Line Grosseto, Italy</p> <p>Randolph W. Lee – Randolph was shot down and seen to bail out on January 3, 1945. The group diary and Ken Lewis believed he had been captured and was a POW. Leon Jansen believed he was KIA. Prior to being shot down on January 3, 1945, he was involved in a crash while taking off on December 15, 1944.</p>

EVENT	DATE(S)	DESCRIPTION
<p>Assigned to 57th Fighter Group, 66th Fighter Squadron</p> <p>(continued)</p>	<p>11/12/44</p>	<p>Philip T. Lehman – Phil was shot down and KIA on March 3, 1945. His initial missions were extremely treacherous. On his first mission, he came back with holes in his plane. On his second mission, he returned with 32 holes in his aircraft. On his third mission, during December 1944, he was shot down. He was able to return and continue flying that month. He also crashed his aircraft during takeoff, but just got his hair singed during December 1944.</p> <p>Alfred R. Lyth – Alfred was shot down and KIA on February 8, 1945. He was shot down while strafing a train yard. He was able to bail out and was captured by the Germans. Rather than sending him to a POW camp, the Germans turned him over to the Italian Black-Shirts (Fascists.) The Black-Shirts executed him the following day.</p> <p>Charles T. Paine – On February 8, 1945, Charles had his canopy shot off during a mission. He was seriously injured and ended up in the hospital. There are conflicting reports regarding what happened to him. According to Ken Lewis's book, he was returned to the United States on April 25, 1945 to take some kind of gunnery instructor course. According to Leon Jansen, Charles was KIA. Many pictures of Charles Paine with Bob's assigned plane were found in Bob's personal effects. Charles was in a group picture of the pilots (elsewhere in this document) taken in late March 1945.</p> <div data-bbox="815 1278 1091 1709">  </div> <p>On the back, Bob wrote "Paine and our former Doc taken up by Sienna."</p>

EVENT	DATE(S)	DESCRIPTION
<p>Assigned to 57th Fighter Group, 66th Fighter Squadron</p> <p>(continued)</p>	<p>11/12/44</p>	<p>Robert J. Pinkowski – Bob survived his tour and was with the 65th Fighter Squadron at the end of the war. He was also a well built professional dancer prior to becoming a pilot. He had a reputation for heavy drinking and fighting. He was transferred from the 66th Fighter Squadron to the 65th on January 22, 1945. On April 23, 1945 he was shot down during a mission. He was rescued by American tanks. Bob passed away in March 2007.</p> <p>Lincoln R. Sherwood – Lincoln was shot down on February 22, 1945. The squadron history indicates he was in friendly hands (either Italian Partisans or Allied Army) and that he was returned to the organization sometime in March. Ken Lewis indicates he did not see him and believed he had been sent back to the States after being returned. Bud Kranzush stated that Sherwood was his roommate and he never returned to the group. Bud heard that he was immediately sent back to the states.</p> <p>Eugene F. Smith – Eugene crashed during a mission in bad weather on April 29, 1945 and was KIA. Prior to this crash, he went down twice. The first time he went down was on December 10, 1944 when he was shot down by anti-aircraft fire (flak.) He was declared Missing In Action (MIA) as nobody was sure he had survived. However, he made it back through the lines and was returned to flight duty. On April 21, 1945 his aircraft was severely damaged due to action and he crash-landed his plane. He survived this crash landing and continued to fly until he was KIA eight days later.</p> <div data-bbox="646 1390 1263 1654">  </div> <div data-bbox="649 1654 1260 1759"> <p>57th Fighter Group B-25 used for administrative purposes Pop Heying in cockpit</p> </div>

EVENT	DATE(S)	DESCRIPTION
First Missions	11/17/44	<p>The replacement pilots started flying their first combat missions during November 1944.</p> <p>Bob's personnel records appear to indicate that he flew 30 – 40 hours of training missions during November and December 1944. It does not appear his combat missions began until December 31, 1944. Two other pieces of information appear to confirm this. First, Ken Lewis, who joined the squadron with Bob, had approximately 30 more missions than Bob as of the day Bob was lost. Additionally, George Blackburn indicated that Bob had gotten ill and was taken off flight duty for a period of time. Ken Lewis' and Jim Long's diaries talk about many pilots, including themselves, getting severe sinus infections during this timeframe. Pilots would be pulled off flight duty when the infection was severe enough. However, it is also possible the personnel records only reflect the evaluation timeframe (efficiency reports) for each pilot. Bob may have started his missions prior to December 31, 1944.</p>  <p>Outbound on a mission to the Po Valley, '45</p>

EVENT	DATE(S)	DESCRIPTION
Squadron Reorganized	11/44 or 12/44	<p>Each squadron was organized in a series of flights. Each flight grouping indicated how pilots were selected for missions. Most missions during this period were comprised of eight P-47's. When Bob arrived, there were four flights. This reorganization created six flights of 7 – 9 pilots each. Bob was assigned to "C Flight" with six other pilots. These pilots were:</p> <p>Arno "Pop" Heying – Bob has several pictures in his personal effects taken of and with Pop.</p> <p>Harold Swanson</p> <p>Wayne Dodds – Wayne was shot down on December 9, 1944. On January 15, 1945, he returned to the squadron. Wayne published a book in 1985 on the history of the 57th Fighter Group. In this book, there is a picture of Bob working on a boat with Wayne. After the war, Wayne became a scientist. He was responsible for the development of Maxwell House Instant Coffee. In 1996, Wayne took a trip to Italy with several members of the 66th Fighter Squadron. After this, Wayne developed heart issues and was also involved in a car crash. He passed away shortly after that.</p> <p>Charles Paine – Charles was a pilot that started with Bob and was in many of the pictures found in Bob's personal effects.</p> <p>Edward Palovich – Ed was a pilot that started with Bob.</p> <p>Truman Heron – Truman kept a personal logbook. He sent a copy of the entries for the dates of April 18 to April 20, 1945. Additionally, he sent a copy of General Order 25 dated March 20, 1945 that listed everyone awarded a medal recently. It lists Bob's first Air Medal Cluster award based on a mission dated February 21, 1945. Truman currently lives in Durant, OK.</p> <p>Bob Orcutt</p>

Here is the present duty roster.

COMMANDING OFFICER MAJOR LEAF, C.C.

OPERATIONS OFFICERS * CAPT. RICHARD L. JOHNSON
1ST LT. GEORGE S. IRBY

'A' FLIGHT

1ST LT. ANTHONY R. KNAUF
1ST LT. GEORGE A. MOSITES
1ST LT. JOSEPH ANGELONE
1ST LT. GLENN H. KOELLING
1ST LT. WALTER C. McCOLLUM
1ST LT. EUGENE O. KRANZUSH
1ST LT. RANDOLPH W. LEE

'B' FLIGHT

* CAPT. JAMES P. HARTWIG
1ST LT. LOUIS J. PERIVICKA
2ND LT. HAROLD E. Mc DONNELL
2ND LT. LOUIS O. HAYS
2ND LT. PHILIP J. HEHMAN
2ND LT. KENNETH R. LEWIS
2ND LT. ALFRED R. LUTY

'C' FLIGHT

1ST LT. ARNO 'Pop' HEYING
1ST LT. HAROLD A. SWANSON
1ST LT. WAYNE S. DODDS
2ND LT. ROBERT S. ORCUTT
2ND LT. CHARLES J. PAINE
1ST LT. EDWARD J. FAUGHN
1ST LT. THOMAS R. HERCZY

'D' FLIGHT

* CAPT. THOMAS H. CALLAN
1ST LT. THEODORE MATULA
1ST LT. DAVID T. HATTON
1ST LT. JAMES H. MOODY
1ST LT. CHARLES W. MAYBERRY
2ND LT. LINCOLN B. SHERWOOD
2ND LT. PHILIP V. SMITH
2ND LT. ROBERT J. PINNOWSKI
1ST LT. CHARLES S. DENNER

'E' FLIGHT

1ST LT. QUENTIN J. GOSS
1ST LT. GENE NORRIS
1ST LT. MILLER A. ANDERSON
2ND LT. RICHARD W. KAHSE
2ND LT. EUGENE F. SMITH
2ND LT. JOHN P. MILLER
2ND LT. DONALD C. SPALINGER
2ND LT. SAMUEL Z. HUNNICH

'F' FLIGHT

* 1ST LT. CHARLES E. McCREARY
1ST LT. ROBERT C. HOWN
2ND LT. CHARLES J. WEISBERGER
1ST LT. HARRY L. GOGAN
2ND LT. JAMES A. JONES
2ND LT. MATTHEW F. HELMAN
2ND LT. DONALD G. HERRICH



INTELLIGENCE OFFICER - AL APOSTOLAKI

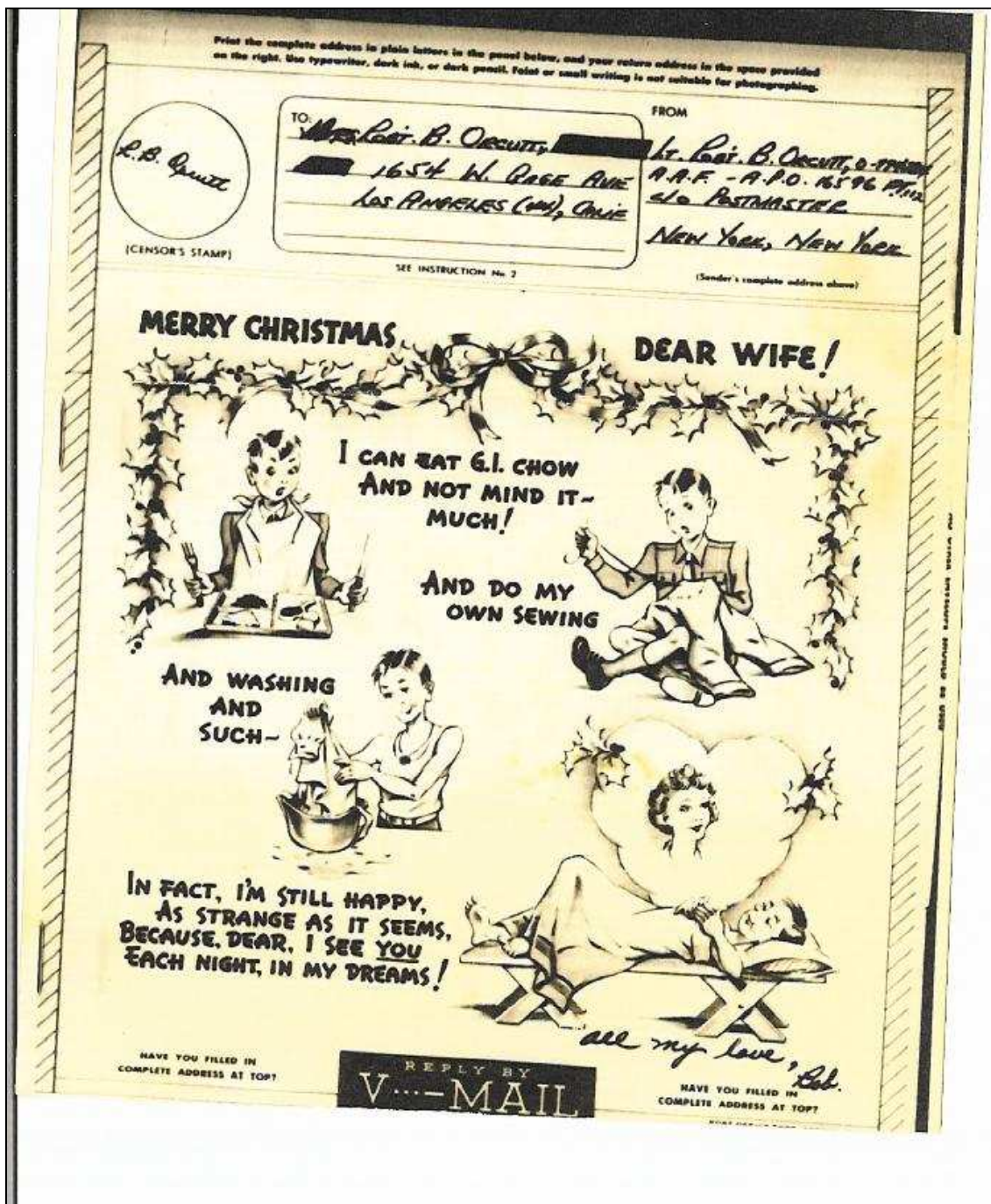
FLIGHT SURGEON - JOHN KELLEY

* NAMES WITH DOT BEFORE THEM WERE JUST PROMOTED!

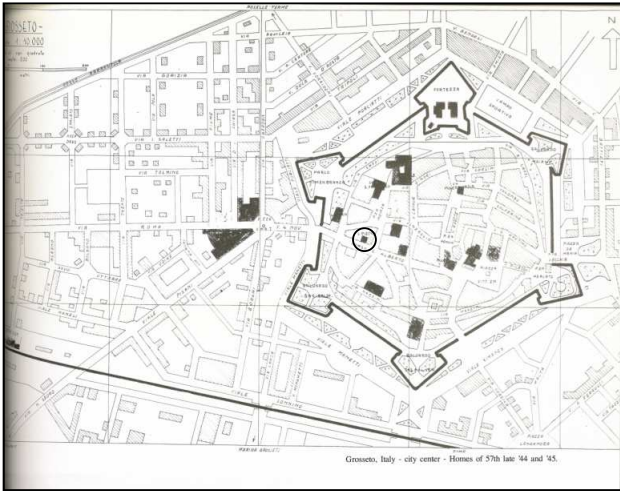

Duty Roster after Reorganization

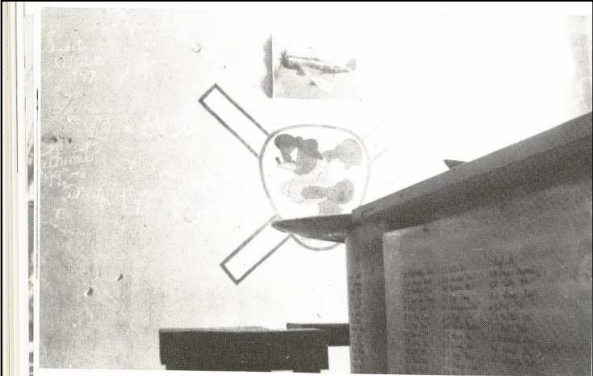

EVENT	DATE(S)	DESCRIPTION
George (Blackie) Blackburn Arrived in Squadron	11/44 or 12/44	<p>George "Blackie" Blackburn arrived in the squadron shortly after Bob did. During conversations with Blackie, he described his memories of Bob.</p> <p>Blackie recalled meeting Bob the day he arrived at the squadron. He believes Bob was the first pilot he met. Bob started a conversation with Blackie and was very nice. He said Bob was "Hollywood Handsome." He also recalled Bob telling him that everything would be all right as long as he listened to the pilots that had been there for a while.</p> <p>Blackie recalled thinking that Bob was very unusual in that he and "Pop" Heying were the only pilots that were married and each had a child (note: it is believed that Carl Weisenberger also had a child. By March 26, 1945 Carl had 78 missions and was suffering combat fatigue. He was taken off combat flight duty and hoping to go home.)</p> <p>He described Bob as having very high morals. Italy was a disaster and nobody had much food. There were plenty of hungry girls looking for a meal. However, Bob did not take advantage of the situation. Additionally, Southern France was full of girls and Bob was not "distracted" by them during his leave in Cannes during December 1944 or January 1945.</p> <p>He also said Bob was a quiet person. There were plenty of pilots that enjoyed being loud and rambunctious, but Bob was not one of them. Bob participated with the group in a quiet way. He said Bob had a very good sense of humor. Bob's sister Barbara said that Bob did not drink or smoke before the war.</p> <p>Blackie saw nine pilots go down during his missions. His assigned aircraft was #99, "Sweetheart." Blackie had a younger brother that flew P-38's. His brother was killed in an accident three weeks after the war ended.</p>



EVENT	DATE(S)	DESCRIPTION
Some Pilots Took Trip to Rome	12/9/44	<p>Alfred Lyth, Richard Kruse, and Glenn Koelling took a leave in Rome for a few days.</p> <p>Don Pirkel, a new intelligence officer, arrived in the squadron. He was from California.</p>
Sent Trudie Christmas Card	12/10/44	<p>A 66th Fighter Squadron Christmas card is sent to Trudie from Bob.</p>  



Bob also sent holiday wishes via a V-Mail card

EVENT	DATE(S)	DESCRIPTION
<p>Squadron Housing Moved</p>	<p>12/15/44</p>	<p>The squadron pilots were moved from their beach villas to a small hotel in the center of Grosseto on December 15, 1944. The hotel was on one of the main streets and was called the Hotel Giappone. A map of the different group facilities is located in Wayne Dodd's book. In the hotel, there was a restaurant that was used for a mess hall. A bar, a lounge, and 21 private rooms were shared by the pilots of the 66th Fighter Squadron. The hotel was most likely the building circled in the map below. The hotel was on that street and may have been any of the three buildings on that street.</p>  <p>Grosseto, Italy - city center - Homes of 57th late '44 and '45.</p> 

EVENT	DATE(S)	DESCRIPTION
<p>Squadron Housing Moved</p> <p>(continued)</p>	<p>12/15/44</p>	<div data-bbox="657 357 1247 789">  <p>66 Sqd Bar Room, Grosseto Hotel</p> </div> <p>According to George Blackburn, all the pilots were provided with cots to sleep on. Somehow, Bob was able to acquire a bed. He was the only pilot known to have a bed in this facility. According to Dave Hutton, another pilot with the squadron, he recalls that most pilots had beds in the hotel. Bob's room was across the hall from George Blackburn, Bob's wingman on his last mission. George "stole" Bob's bed after Bob was killed.</p> <div data-bbox="649 1119 1261 1482">  </div> <p>This is a picture found in Bob's personal effects, which were sent home. It is of someone asleep in a bed. It is likely that it is a picture of Bob sleeping in his bed at the hotel.</p>

EVENT	DATE(S)	DESCRIPTION
<p>Squadron Housing Moved</p> <p>(continued)</p>	<p>12/15/44</p>	<p>There was not much to do in the town of Grosseto. The pilots had no transportation and they were picked up to go to the field for missions. They were stuck in town the rest of the time. The pilots had a bar in the lobby of the hotel. It was made from the wing of a German ME-109. This wing had been with the squadron since they were fighting in North Africa. They also played a lot of ping-pong. Dave Hutton was one of the specialists in this area. Some Italian civilians recall pilots entertaining themselves by filling condoms with water and dropping them down to the street from their hotel.</p> <div data-bbox="649 676 1263 1035">  </div> <p>On back, Bob stated "The little park here in the town" Grosseto, Italy</p> <div data-bbox="649 1165 1263 1606">  </div> <p>On back, Bob stated "Outside on our veranda." The other pilot in this photo is Charles Mayberry. Charles had been grounded for over three months when he returned to flight status on April 16, 1945. He went on a training hop and was killed when he crashed while buzzing a truck. Grosseto, Italy</p>



6



Picture of outside of hotel- Balcony is part of the hotel
Grosseto, Italy

Bob in Town
Grosseto, Italy



On back, Bob stated "Taken from my room in the
hotel here."
Grosseto, Italy



On back, Bob stated "Picture of our bar taken at
night." This bar was in their hotel.
Grosseto, Italy



66th Fighter Squadron Officers Bar
(Made from part of a Messerschmidt 109 wing)
Bar patrons unknown



Church

Grosseto, Italy

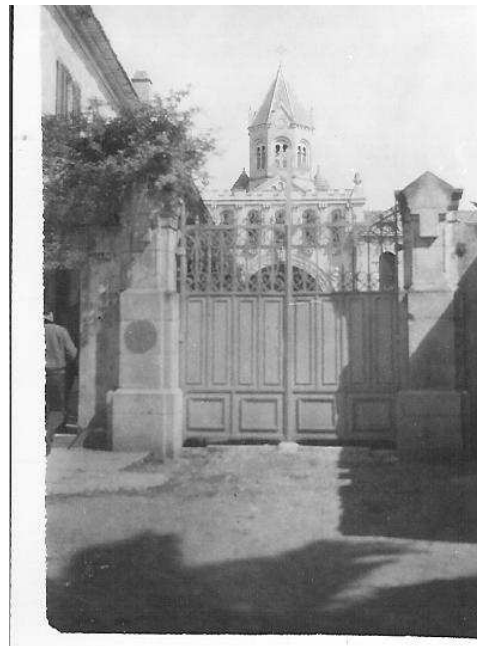


Town Center

Grosseto, Italy



On back, Bob wrote "The Catholic church I attend in this town."
Grosseto, Italy



Church

Grosseto, Italy



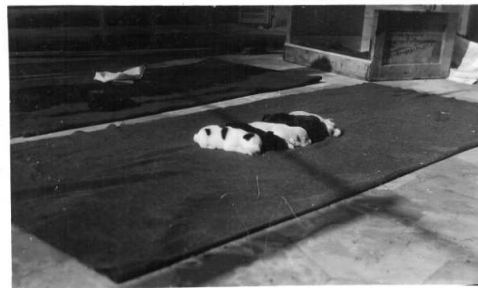
On back, Bob stated "Paine sitting on arm of chair and PirkI reading a book. Inside at night. Both California boys."
Grosseto, Italy



Bob and Puppies on Hotel Veranda
Grosseto, Italy



On back, Bob stated "Off the wall at the soccer team of this community."
Grosseto, Italy



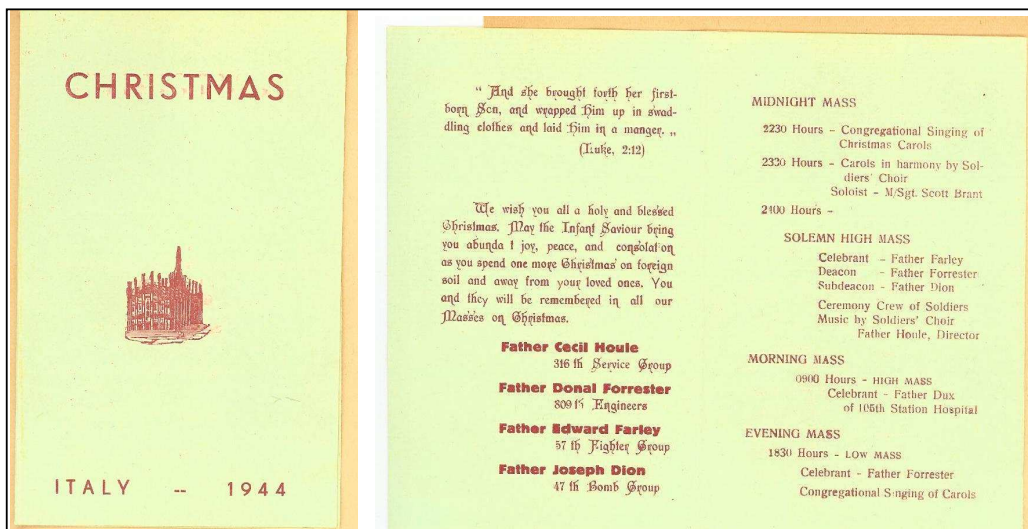
Puppies
Grosseto, Italy



Photo found in Bob's personal effects
Unknown location and individuals



Squadron Line – On back, Bob stated "Just before sunset at our field."
Grosseto, Italy




CHRISTMAS SERVICE
12/25/44



66th Fighter Squadron Christmas Party
1944

EVENT	DATE(S)	DESCRIPTION
Bob received his evaluation (efficiency report)	12/31/44	<p>Bob received his efficiency report from Major Charles C. Leaf, the commanding officer of the 66th Fighter Squadron. Colonel Archie Knight, the commanding officer of the 57th Fighter Group signed the efficiency report. Colonel Knight indicated that he did not know Bob personally, but trusted the judgment and evaluation made by Major Leaf.</p> <p>Major Leaf wrote that Bob was a reliable pilot. Bob could be depended upon to carry out any assigned additional duty. He had a pleasing personality and was a presentable officer at all times. Major Leaf marked that he had close daily contact with Bob. Bob was rated as excellent on a scale that included unsatisfactory, satisfactory, very satisfactory, excellent, and superior.</p>

EFFICIENCY REPORT									
USE TYPEWRITER IF POSSIBLE IF NOT, PLEASE PRINT		PREPARE THIS REPORT WITH FASTIDIOUS ACCURACY. ITS VALUE LIES IN ITS IMPARTIALITY AND SOUND CONSIDERED JUDGMENT DISPLAYED BY THE RATING.				OF OBJECTIVITY AND INSTRUCTIONS SEE AR 600-185			
THEATER OR COMMAND XXII Tactical Air Command		MTOUSA		ORGANIZATION AND UNIT 57th Ftr. Group, 66th Ftr. Squadron, APO 650		DATE REPORT 31 Dec 44			
LAST NAME—FIRST NAME—MIDDLE INITIAL Orcutt Robert B.		SERIAL NUMBER O-774284		GRADE 2nd Lt		ARM OR SERVICE AC		COM. POINT AUS.	
DATE OF BIRTH 31 Aug 22		SERVICE General		OFFICIAL STATUS OF OFFICER WITH RESPECT TO YOU Pilot in my squadron		PERIOD COVERED BY REPORT FROM 1 Jul 44 TO 31 Dec 44			
C. STATIONS AT WHICH OFFICER SERVED AND DUTY ASSIGNMENTS									
STATIONS		DUTY ASSIGNMENTS		DAYS		PLACE "X" IN BOX OR BOXES TO CLASSIFY DUTY			
1. Wendover Fld Utah		Pilot		18		COMBAT			
2. 210 AAF Base Unit, WPU		Pilot		43		COMBAT			
3. Harding Fld, IA.		Pilot		31		COMBAT			
4. Enroute from Z.I.		None		44		COMBAT			
5. 57th Ftr. Group		Pilot		18		COMBAT			
D. WHILE A BRIEF GENERAL ESTIMATE OF THIS OFFICER, REFER TO POINTS OF WEAKNESS AS WELL AS STRENGTH. UNFAVORABLE ENTRIES OF OPINION IN THIS ESTIMATE NEED NOT BE REFERRED TO THE OFFICER BEING RATED.									
A reliable pilot. Can be depended upon to carry out any assigned additional duty. Has a pleasing personality and is a presentable officer at all times.									
E. ALL ENTRIES ARE FORMULATED ON THE FOLLOWING		F. INDICATE YOUR ATTITUDE WOULD YOU		G. WHAT DEGREE OF SUCCESS HAS HE ATTAINED UNDER THE FOLLOWING? PLACE AN "X" IN THE APPROPRIATE SPACE TO DENOTE RATING. ENTER THE PROPER NUMERICAL VALUE IN THE APPROPRIATE COLUMN UNDER "TOTAL VALUE." NO VALUE SHOULD BE ENTERED FOR A RATING OF UNKNOWN. SEE INSTRUCTIONS ON THE REVERSE SIDE.					
BASED ON		ATTITUDE		RAT. UNUS. SEC. V. S. EXC. SUP. TOTAL VALUE					
INTIMATE DAILY CONTACT		PARTICULARLY DESIRE HIM?		1. Physical Activity and Endurance					
FREQUENT OBSERVATION OF THE RESULTS OF HIS WORK		BE PLEASED TO HAVE HIM?		2. Sublimity Under Pressure					
INFREQUENT OBSERVATION OF THE RESULTS OF HIS WORK		BE SATISFIED TO HAVE HIM?		3. Attention to Duty					
ACADEMIC RECORDS		PREFER NOT TO HAVE HIM?		4. Cooperation					
OFFICIAL REPORTS		DEFINITELY NOT WANT HIM?		5. Initiative					
				6. Intelligence					
				7. Force					
				8. Judgment and Common Sense					
				9. Leadership					
				10. Ability to Obtain Results					
H. Since last report has been received in official communication?		I. During the period covered by this report was he the subject of any disciplinary measure that should be included on his record? If so, enclose separate statement of nature and incident.		Yes or No		J. In case unfavorable entries have been made, other than in D and/or F, were the entries brought to the officer's attention while under your command and prior to preparation of this report?		Yes or No	
L. OUTSTANDING SPECIALTIES OF VALUE IN MILITARY SERVICE. MAKE NO ENTRIES EXCEPT WHERE STATEMENT IS BASED ON PERSONAL OBSERVATION OR OFFICIAL REPORTS. SHOW PILOT AND/OR OBSERVER RATINGS OF AIR CORPS OFFICERS.		Airplane pilot Single engine		M. Enter numerical rating using the following: (1) Enter numerical rating equals the net value (N) divided by total number of entries for which a numerical rating was given.					
				N. Enter numerical rating based on numerical rating (N). Use following code: Below 0.0 — Unsatisfactory 0.0 to 1.50 — Satisfactory 2.0 to 3.49 — Very satisfactory 3.5 to 5.49 — Excellent 5.5 to 7.0 — Superior					
O. I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF ALL ENTRIES MADE HEREON ARE TRUE AND IMPARTIAL AND ARE IN ACCORDANCE WITH AR 600-185.		SIGNATURE		TYPE NAME, GRADE AND ORGANIZATION		COMMANDING WHAT?			
NONE		Charles C. Leaf		CHARLES C. LEAF, Major, AC		66th Ftr. Sqdn.			
W. D. A. G. O. Form No. 67 27 September 1944				(This Form Supersedes W. D. A. G. O. Form No. 57, 2 July 1943, Which Will Not Be Used After Receipt of This Revision.)		1-10		16-50024-1	

EVENT	DATE(S)	DESCRIPTION
Bob assigned plane #72 sometime after Randy Lee was shot down	1/3/45	<p>On January 3, 1945 Randy Lee was shot down in aircraft #72. At the time, this plane was assigned to Philip Lehman. It was considered a bad luck plane, as it got shot up more than any other plane on the line.</p> <p>At some point after this, Bob was assigned plane #72 (a new replacement plane.) He named it the "Trudie Jeanne" after his wife. While Trudie was his wife's name, Jeanne was not. Bob's sister believed that Jeanne may have been one of his friend's girls. This aircraft was Serial Number 42-26820. The number on the tail of the aircraft was 226820 (the serial number without the 4.) The tail of the plane was found on a picture posted on the Internet, which prompted the research on Bob.</p> <div data-bbox="649 825 1263 1207">  </div> <p>On back, Bob stated "Me and my Trudie Jeanne, you can notice where the developer didn't take on the top of the picture."</p> <p>This aircraft was produced by Republic Aircraft in Farmingdale, NY on May 15, 1944. It was delivered to Newark on May 18. The aircraft departed the US on May 26. It was received overseas sometime between June 2 and June 16. The aircraft suffered a landing accident on June 23, 1944. The landing accident was at El Aquina Army Air Base in Tunisia. The pilot was Lowell C. Steward of the 100th Fighter Squadron, 332nd Fighter Group, 15th Air Force. The 332nd Fighter Group was the famous "Tuskegee Airman." The aircraft was assigned for use as a bomber escort by this group in Italy. The 332nd used the P-47 for a short time before they transitioned to P-51 Mustangs.</p>

EVENT	DATE(S)	DESCRIPTION
<p>Bob assigned plane #72 sometime after Randy Lee was shot down (continued)</p>	<p>1/3/45</p>	<div data-bbox="690 338 1216 1026" data-label="Image"> </div> <div data-bbox="695 1031 1211 1104" data-label="Caption"> <p>Bob in Front of His New Plane Prior to Painting "Trudie Jeanne" on It</p> </div> <p>Lowell Steward was in North Africa to test and ferry new aircraft. New P-47s were brought overseas disassembled. When they arrived in North Africa, they were reassembled. The test pilots would take them up and test them. Other pilots from the 332nd would then come down and ferry them back to their base in Italy.</p> <p>On June 23, 1944, this aircraft was being ferried from Algiers to Tunisia. Five aircraft were in the flight. New runways were being constructed at the El Aquina Army Airbase in Tunisia. The first aircraft in the flight landed in part of the construction zone accidentally, but was able to make a successful landing. The second aircraft in the flight aborted its landing and went around. Lowell Steward was in the third aircraft and misunderstood the instructions he received from the tower. He also landed in the construction zone and hit a ditch that was fourteen feet wide and three feet deep. The aircraft nosed up causing the propeller to dig in the ground. The left wing, left landing gear and tail wheel were</p>

EVENT	DATE(S)	DESCRIPTION
Bob assigned plane #72 sometime after Randy Lee was shot down (continued)	1/3/45	<p>completely damaged. The engine experienced a sudden stoppage and required replacement. The rudder and propeller received major damage and were required to be overhauled.</p> <p>It is likely that the aircraft was transferred to the 57th Fighter Group when it was repaired, rather than going to the 332nd as planned. By January 1945, when the aircraft was assigned to Bob Orcutt, the 332nd was flying P-51's.</p> <p>As of 2007, Lowell was the First Vice President of the Los Angeles Chapter of the Tuskegee Airmen. During March 2007, he was awarded the Congressional Gold Medal as one of the Tuskegee Airmen. He spent 15 months in combat and flew 143 missions.</p> <p>While this aircraft was assigned to Bob, it was not the aircraft Bob was lost in. Ken Lewis' diary stated that most "assigned" planes were for show purposes. They were for taking pictures with. However, pilots usually flew the "ready planes" that were available for the mission. If your "assigned plane" was ready, you would fly it.</p> <p>This aircraft survived the war and was taken out of service on 5/10/46. The Individual Aircraft Card indicates the aircraft was condemned as salvage (FEA) overseas by the 9th Army Air Force on that date.</p>

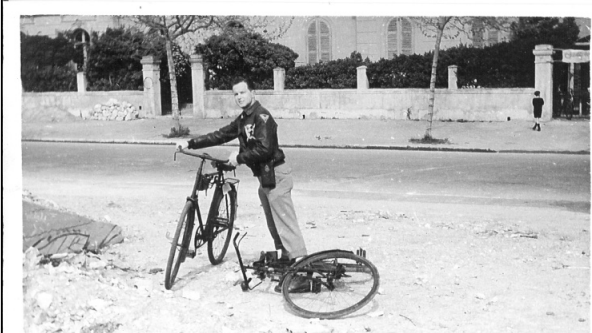


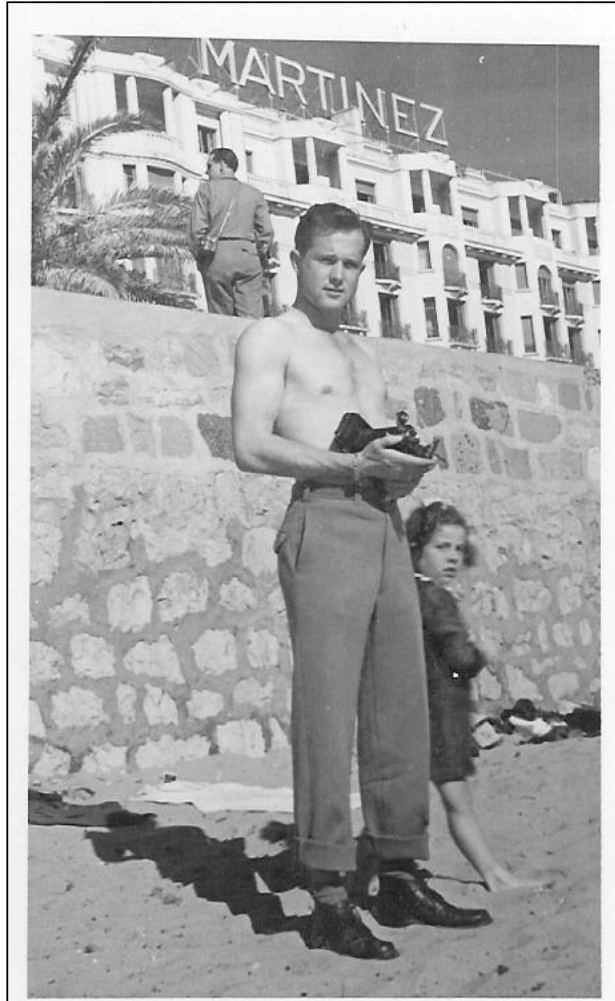
(l. to r. top): William R. Melton, Jr. (302), Maurice R. Page (100), Lowell C. Steward (100), Jack D. Holsclaw (100), and Buddy Lockett (100).

Lowell Steward in Middle of Group



On back, Bob stated "I'm eating donuts in this picture. The name hasn't been painted on my ship as yet."

EVENT	DATE(S)	DESCRIPTION
French Riviera Rest Leave	12/44 or 1/45	<p>Bob went on rest leave to Cannes on the French Riviera with several other pilots, including Joe Angelone. Joe was a more experienced pilot that may have been the flight leader during Bob's final mission.</p>  <p>Bicycles were the primary transportation in Cannes This photo was found in Bob's personal effects</p>



**Bob in Front of "Rest Hotel" In Cannes, France.
The Hotel Martinez still stands today.**



**This photo was found in Bob's personal effects.
It may be a picture of Cannes, France.**



Dive Bomb Run, Po Valley '44 - Arrows point to 2 planes coming off target, 3 going in to target.




On back, Bob stated "January. Pop and me when it was really rough. I'm not kidding. Our day off here."




Bob on his plane – “Trudie Jeanne” - #72
 “Your’s truly” written on the back





On back, Bob stated “A very poor picture of planes peeling up after mission is completed. Light leaks galore. (old picture)”

EVENT	DATE(S)	DESCRIPTION
Rome Visit	1/24/45	<p>Postage stamps from Rome, on a document dated January 24, 1945, were found with Bob's personal effects. Additionally, many pictures of Rome were found in his personal effects. Many pilots went on rest leave to Rome and it appears that Bob was in Rome on this date.</p>  <p>On back, Bob wrote "St. Peter's cathedral. See the little ball on top? It holds around 20 people." Rome, Italy</p>

		
Rome, Italy	Rome, Italy	Vatican – on back Bob states "1 st pictures, Light leak" Rome, Italy

EVENT	DATE(S)	DESCRIPTION
Charles McCreary crash landed plane	2/7/45	<p>Charles McCreary, who is in several pictures with Bob, crash landed his plane at the Grosseto Air Base after a mission. When landing P-47's, it was standard practice for the formation to fly at a high rate of speed on the deck over the airfield and then to individually "peel up" to bleed off speed and land. On this day, Charles was attempting to set a new time record for peel-off and landing. He had previously done it in 36 seconds. On this attempt he stalled out of his last turn into the field and ended up crashing the plane before the runway. He was seriously injured as a result of this crash.</p> 

	
McCreary Crash Grosseto, Italy	McCreary Crash Grosseto, Italy




McCreary Crash
Grosseto, Italy

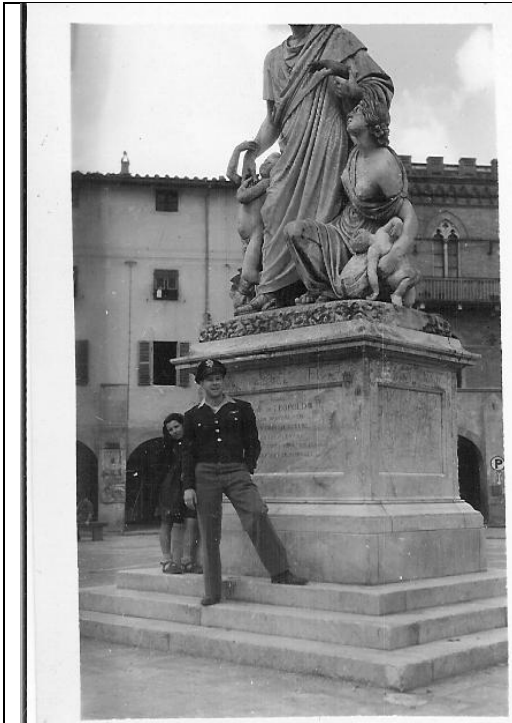


On back, Bob stated "dragging it in on the final approach."
Grosseto, Italy



On back, Bob stated "Peeling up before landing."
Grosseto, Italy

EVENT	DATE(S)	DESCRIPTION
Arno "Pop" Heying Bailed out near Airfield	2/7/45	<p>On the same day McCreary crashed, Pop had to bail out of his plane near the airfield. Pop's aircraft had been shot up on his dive bombing run. His control cables burned through and he only had aileron and trim-tab controls. Pop flew the crippled aircraft all the way back to the airfield. It was in such bad condition, he was unable to land. The only alternative he had left was to bail out. Bailing out during World War II was a very perilous activity. There were no ejection seats to keep the pilots away from the plane. Pilots either needed to climb out of the cockpit and jump or they turned their ship upside down and dropped out of the plane. In either case, many pilots were struck by the tail or other parts of the plane. Additionally, the chutes had no effective way to steer them. They landed wherever the wind took them. Many pilots were injured or killed when landing in trees or against buildings. Pop bailed out just off the airfield and Major leaf flew out and picked him up in the L-5.</p>  <p>On back, Bob states "Pop, the day he bailed. That's Sgt. Miller the parachute man."</p>



Bob in front of Monumento di Leopoldo
Grosseto, Italy



Bob at airfield
Grosseto, Italy



Bob in his plane. On back, he stated "Light leak special."
Grosseto, Italy



In #72 – believed to be Bob
Grosseto, Italy



Bob in his "Assigned Plane"



In #72 – Bob
Grosseto, Italy



Bob and crewchief in #72
Grosseto, Italy



Bob and crewchief in #72
Grosseto, Italy



Bob Orcutt and Bob Pinkowski in front of P-47 being
assembled – 65 Squadron ship
Grosseto, Italy



2 unknown pilots on #72
Grosseto, Italy



Unknown crewchief on #72
Grosseto, Italy



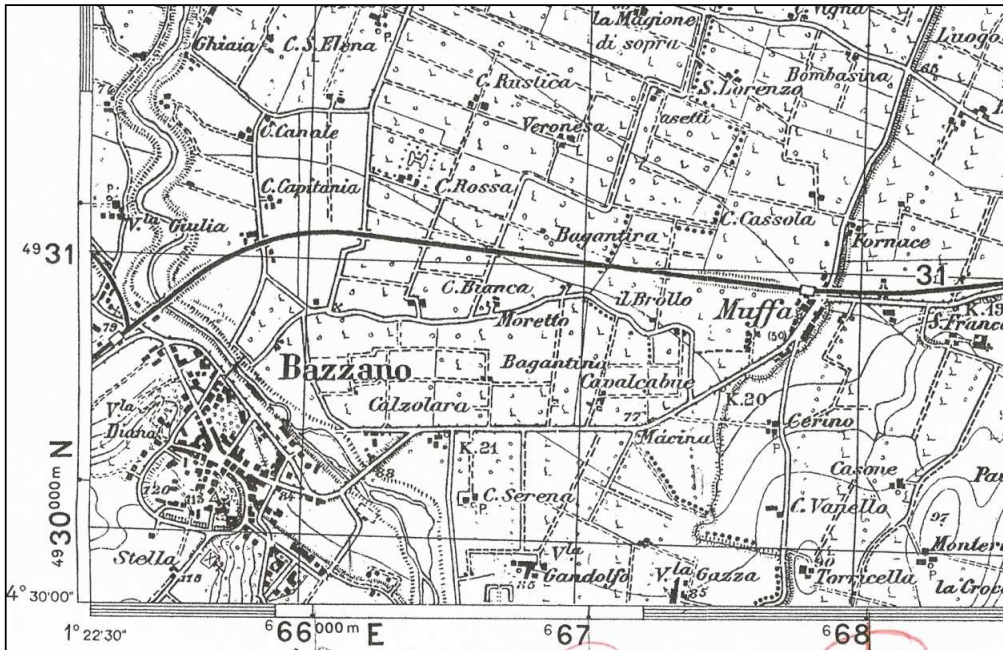
Mack, new plane, and our dog –
could be McCreary
Grosseto, Italy



Bob cropped from pilots
group photo on page 72
Grosseto, Italy

EVENT	DATE(S)	DESCRIPTION
<p>Awarded Air Medal</p>	<p>2/11/45</p>	<p>On February 11, 1945, 2nd Lieutenant Bob Orcutt was awarded an air medal for his performance on his assigned mission. The citation states that the formation was ordered to attack a highway bridge at Bassano, Italy. Bob dropped two bombs during a daring low-level attack. He scored a direct hit on the southern end of the bridge and knocked out the span.</p> <div data-bbox="646 604 1263 1102"> </div> <p style="text-align: center;">Citation</p> <div data-bbox="646 1176 1263 1585"> </div> <p style="text-align: center;">Picture of air medal, pistol marksmen medal, aerial gunnery expert medal, and wings displayed in a case</p>

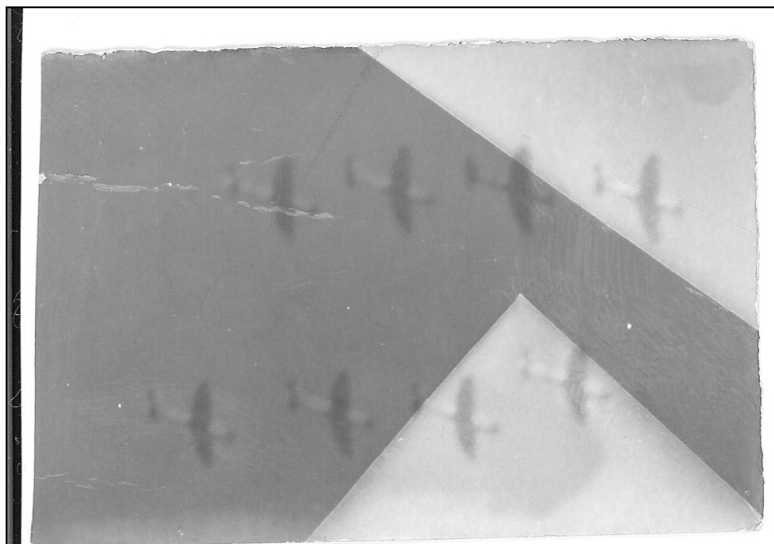
EVENT	DATE(S)	DESCRIPTION
<p>Awarded Air Medal</p> <p>(continued)</p>	2/11/45	<p>The official Mission Log (contained on microfilm) from the 57th Fighter Group history states:</p> <p>Mission Number 13, 1445 – 1710 (2 hrs, 25 minutes)</p> <p>8 P-47's of 66th Squadron were ordered up to attack Bassano Highway Bridge (about 4 miles from where Bob went down on April 20.) All aircraft had 2 500 lb general purpose bombs. 1/10 sec nose and 1/40 sec tail fuses. Two bombs were jettisoned. Formation flew out at 11,000 feet and bombed from 1,000 feet at 1520 hours. As a result of the attack, the south end of the bridge was knocked down rendering it unserviceable. Two other direct hits were scored on the bridge, effecting holes. Four aircraft strafed during the bomb run. 30 railroad cars in good condition were seen at the Bassano Motor Yard. Intense, accurate Light Anti-Aircraft weapon fire from target. Weather very hazy in the Po. No enemy aircraft. All aircraft down safely.</p>



This is a copy of a map received from a former soldier with the 10th Mountain Division. It was in use during the time of these attacks by the Allies. The bridge that was bombed was most likely the bridge over the river near the cross sections of line 30 and line 66.



Aerial image of the bridges as they exist today



On back, Bob stated “a small picture of our formation – line astern – over the field either coming home or going out on a mission. Called a show formation.”

EVENT	DATE(S)	DESCRIPTION
<p>Awarded Air Medal First Oak Leaf Cluster</p>	<p>2/21/45</p>	<p>Bob was awarded an Air Medal First Oak Leaf Cluster for his performance on this day's mission. Since many pilots received multiple medals in the course of their career as combat pilots, the Army Air Force awarded Oak Leaf Clusters for each medal received beyond the first one. The Oak Leaf Clusters were pinned to the ribbon that was awarded along with the medal. Bob received three Oak Leaf Clusters with his Air Medal.</p> <div data-bbox="641 646 1263 1150"> </div> <p>The citation states that Bob was the element leader of the mission. Any missions with more than three aircraft participating were split into two sections. The Flight Leader was responsible for the safety of all aircraft, for navigating to the target, and for identifying and being the first to attack the target. The element leader was responsible for the second group of aircraft and was the first in that group to attack the target. The element leader was usually the second most combat-experienced pilot on the mission.</p>

201
3/10/45
ORCUTT
GENERAL ORDERS
NUMBER 25

R E S T R I C T E D
HEADQUARTERS
XXII TACTICAL AIR COMMAND

E X T R A C T

20 March 1945

SECTION IV - AWARD OF AIR MEDAL AND/OR OAK-LEAF CLUSTER THERETO.

2. Under the provisions of AR 600-45, as amended, and pursuant to authority contained in Circular 89, Headquarters MATCUSA, 10 July 1944, the Air Medal and/or Oak-Leaf Cluster thereto, in the categories listed, is awarded to the following named personnel, 57th Fighter Group, Air Corps, United States Army, for meritorious achievement while participating in aerial flight as pilots of P-47 type aircraft in attacks upon enemy communication and supply lines and military installations; location, date, and residence as indicated. The personal courage, professional skill, and devotion to duty displayed by each crew member reflects great credit upon the military service of the United States:

AIR MEDAL

GEORGE S. CARLTON, O-2059735, 2d Lt., 66th Fighter Sq. Vidor, Italy on 21 February 1945. Portland, Oregon.

EDWARD W. HOWARD, O-819525, 2d Lt., 64th Fighter Sq. Near Vergato, Italy on 20 February 1945. Bangor, Maine.

IGNATIUS R. MARKOWSKI, O-2059806, 2d Lt., 66th Fighter Sq. Montepastore, Italy on 3 March 1945. Pueblo, Colorado.

FIRST CLUSTER

TRUMAN L. ALLEN, O-721936, 1st Lt., 65th Fighter Sq. Near Ala, Italy on 27 January 1945. Greenville, Texas.

DAVID P. BLACK, O-1292822, 1st Lt., 65th Fighter Sq. Rovigo, Italy on 30 January 1945. Silver Springs, Maryland.

JOHN A. BOWMAN, O-2059216, 2d Lt., 66th Fighter Sq. South of Milan, Italy on 27 February 1945. Wauwata, Nebraska.

HARRY J. CAVANACH, O-774019, 1st Lt., (then 2d Lt), 65th Fighter Sq. Cittadella, Italy on 30 January 1945. Phoenix, Arizona.

OCTAVIO J. COMART, O-799136, 1st Lt., 65th Fighter Sq. Near Ranicci, Italy on 28 January 1945. Montgomery, Alabama.

JACK P. DANO, O-719273, 2d Lt., 64th Fighter Sq. Mantova, Italy on 25 February 1945. White River, South Dakota.

SAMUEL S. DUFFEE, O-721355, 2d Lt., 64th Fighter Sq. Near Bassano, Italy on 26 February 1945. Wickford, Rhode Island.

RAY O. FANDEL, O-1998902, 2d Lt., 66th Fighter Sq. Cosignao, Italy on 6 March 1945. Lacon, Illinois.

CARL L. GREENER, O-722055, 1st Lt., 65th Fighter Sq. Near Calcinato, Italy on 30 January 1945. Allentown, Pennsylvania.

JAMES L. HARP, JR., O-771015, 2d Lt., 64th Fighter Sq. Near Verona, Italy on 26 February 1945. Quincy, Illinois.

WILLIAM H. HARSE, O-721394, 2d Lt., 64th Fighter Sq. Near Ala, Italy on 26 February 1945. Hastings, Nebraska.

ELVAUGHN E. JOHNSON, O-2057634, 2d Lt., 66th Fighter Sq. Nervesa, Italy on 24 February 1945. Wausa, Nebraska.

JOE H. KEITH, O-661774, Captain, 65th Fighter Sq. Ala, Italy on 18 February 1945. Cape Girardeau, Missouri.

CHARLES B. KITOWSKI, O-721429, 2d Lt., 64th Fighter Sq. Near Ala, Italy on 26 February 1945. San Antonio, Texas.

→ ROBERT B. ORCUTT, O-774284, 2d Lt., 66th Fighter Sq. Vidor, Italy on 21 February 1945. Los Angeles, California.

JAMES B. RICHARDS, JR., O-2057025, 2d Lt., 66th Fighter Sq. Mount Belvedere, Italy on 20 February 1945. Auburn, Alabama.

- 1 -

R E S T R I C T E D

Copy of the Air Medal order provided by Truman Heron

R E S T R I C T E D

SECOND CLUSTER

GEORGE M. BLACKBURN, O-2057536, 2d Lt., 66th Fighter Sq. Montese, Italy on 3 March 1945. Nashville, Tennessee.

SYLVESTER H. HENDRICKS, O-706388, 1st Lt., 65th Fighter Sq. Near Parma, Italy on 8 February 1945. Columbus, Wisconsin.

TRUMAN R. HERON, O-722073, 2d Lt., 66th Fighter Sq. Montebello, Italy on 9 March 1945. Grant, Oklahoma.

EUGENE D. KRANZUSH, O-720724, 2d Lt., 66th Fighter Sq. Nervesa, Italy on 28 February 1945. Portage, Wisconsin.

BRADLEY A. MUHL, O-827251, 1st Lt., 65th Fighter Sq. Near Rovigo, Italy on 30 January 1945. Buffalo, New York.

JOHN F. MURPHY, O-827254, 1st Lt., 65th Fighter Sq. Near Ala, Italy on 27 January 1945. Granston, Rhode Island.

AIKENS V. SMITH, O-774331, 2d Lt., 66th Fighter Sq. Thiene, Italy on 7 March 1945. Joseph City, Arizona.

THIRD CLUSTER

WILBUR C. GROWE, O-707615, 1st Lt., 65th Fighter Sq. Near Ala, Italy on 22 February 1945. Mt. Savage, Maryland.

WAYNE S. DODDS, O-694131, 1st Lt., 66th Fighter Sq. Cassalpusterlengo, Italy on 5 March 1945. Grand Rapids, Iowa.

DAVID T. HUTTON, O-704679, 1st Lt., 66th Fighter Sq. Vicenza, Italy on 6 March 1945. East Cleveland, Ohio.

STANLEY J. MORROW, O-799232, 1st Lt., 65th Fighter Sq. Near Aulla, Italy on 20 February 1945. Houston, Texas.

CARL J. WEISENBERGER, O-710837, 1st Lt., 66th Fighter Sq. Cassano, Italy on 7 March 1945. Tiffin, Ohio.

FOURTH CLUSTER

RICHARD L. COLEMAN, O-818341, 1st Lt., 65th Fighter Sq. Cittadella, Italy on 8 February 1945. Manchester, Georgia.

JAMES E. HOFFMANN, O-792835, Captain, 64th Fighter Sq. San Maria, Italy on 23 February 1945. Washington, D. C.

HAROLD E. MC DONNELL, O-827477, 1st Lt., 66th Fighter Sq. Calliano, Italy on 23 February 1945. New York, New York.

GEORGE A. MOSITES, O-434526, Captain, 66th Fighter Sq. South of Bologna, Italy on 6 March 1945. Mt. Lebanon, Pennsylvania.

FIFTH CLUSTER

*MILLER A. ANDERSON, O-707607, 1st Lt., 66th Fighter Sq. Pradure, Italy on 20 February 1945. Harshaw, Wisconsin.

JOSEPH ANGELONE, O-707637, 1st Lt., 66th Fighter Sq. South of Bologna, Italy on 3 March 1945. Alliance, Ohio.

JAMES C. HARE, O-675927, Captain, 65th Fighter Sq. Villafranca, Italy on 24 February 1945. Columbia, South Carolina.

* * *
BY COMMAND OF BRIGADIER GENERAL CHIDLAW:

OFFICIAL:

s/ J. A. Chase
t/ J. A. CHASE,
Lt Col., A.C.,
Actg Adj Gen.

J. F. WADMAN,
Colonel, G.S.C.,
Chief of Adm Staff.

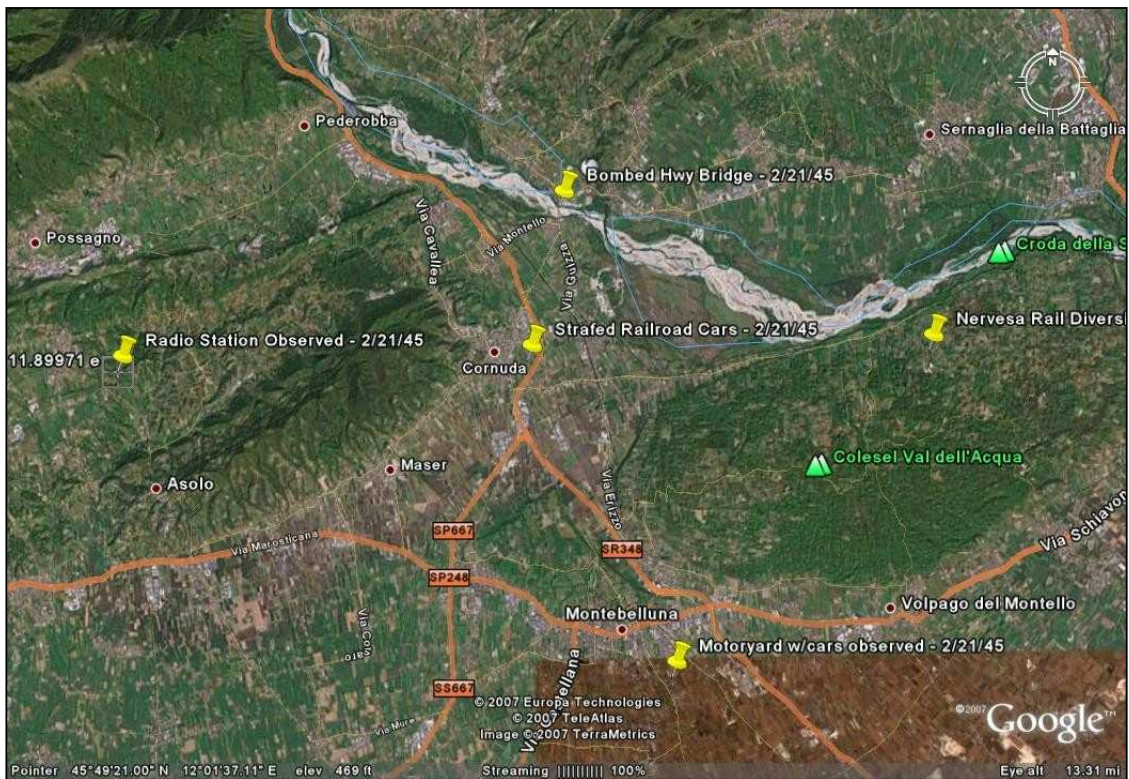
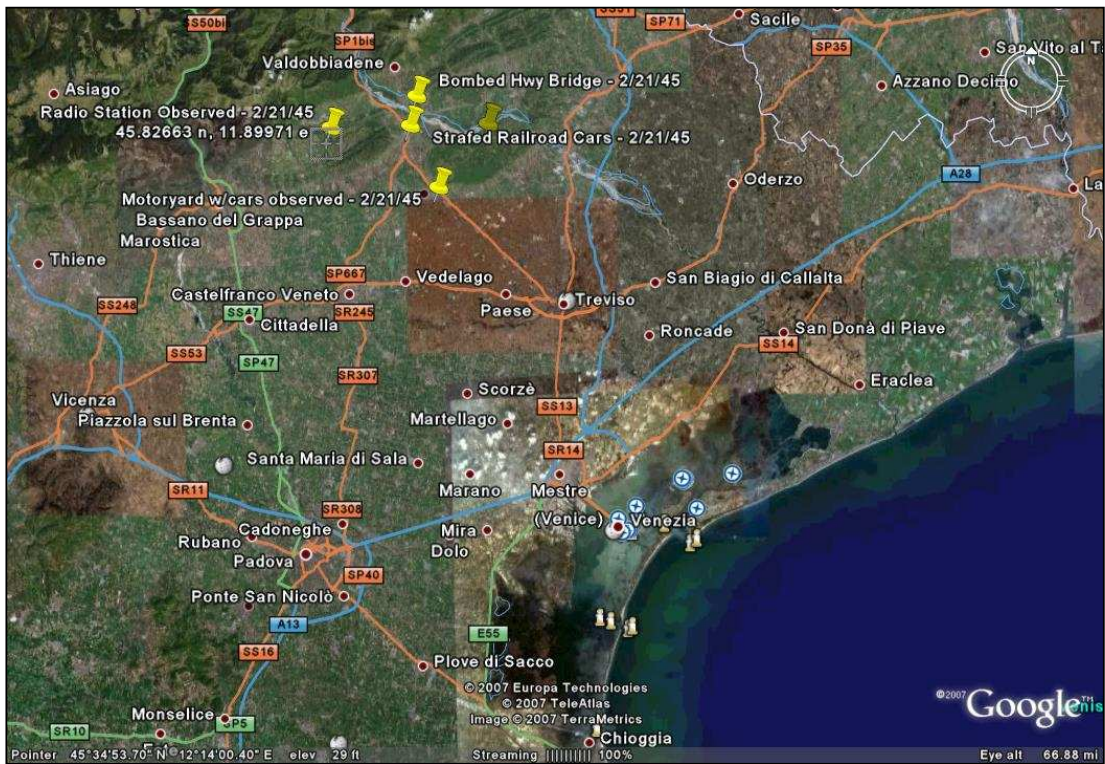
"A TRUE EXTRACT COPY"

J. H. MILLER, II
Major, Air Corps.

*Pilot no longer with unit.

- 2 -

R E S T R I C T E D



EVENT	DATE(S)	DESCRIPTION
<p>Awarded Air Medal First Oak Leaf Cluster</p> <p>(continued)</p>	<p>2/21/45</p>	<p>The formation was ordered to attack enemy communication arteries (normally transportation arteries such as bridges) across the Piave River in Italy. The Piave River starts in the Dolomites (Italian Alps) north of Venice and then ends in the Adriatic near Venice. The formation attacked a six-span bridge at Vider, Italy. Bob scored a direct hit knocking out one of the spans. The balance of the planes in his formation also hit the target. After dive bombing the bridge, the formation made strafing attacks on rail cars. Bob damaged four cars during his strafing attack.</p> <p>The following is the text from the official 57th Fighter Group Mission Log:</p> <p>Mission number 4, 0900 – 1130 (2 ½ hours)</p> <p>8 P-47's of 66 Squadron were ordered up to dive bomb Nervesa railroad diversion. Each aircraft carried 2 500 lb general purpose bombs. Formation flew out at 11,000 ft and bombed from 1500 ft at 1020 hours. Target being weathered in, aircraft dive bombed highway bridge, six span, at G-4798 (about 10 miles from original target near Vidor Italy, north of Venice.) 4 bombs knocked out the second span from the north, rendering bridge unserviceable. Effected 2 craters on road south approach to bridge. 2 aircraft strafed 12 railroad cars and damaged 4 (3 of them smokers) at G-4695 (1-2 miles from bridge.) 6 aircraft strafed 2 locomotives at same location. Both locomotives were badly damaged and smoke was observed. Observed 12 railroad cars in Castelfranco motoryard. Observed 20 cars in motoryard at G-4988 (about 6 miles from bridge.) Apparent radio station with marks of considerable activity was observed at G-3795 (6-8 miles from motoryard above.) Moderate and accurate fire from heavy anti-aircraft weapons was received Padova – Treviso – Nervesa (entire area north of Venice.) Moderate, but inaccurate light anti-aircraft weapon fire was received at G-4695 (area where railcars were destroyed.) No enemy aircraft. Weather very poor. Solid overcast over assigned target, icing in clouds from 9000 feet up. 2 aircraft damaged due to flak. All aircraft down safely.</p>

EVENT	DATE(S)	DESCRIPTION
Several Pilots Sent Home	3/11/45	<p>Captain "Pop" Heying, who was in many pictures with Bob, had 70 missions as of this date. He was suffering from combat fatigue (Flight Doctor said Pop had "had it.") This was fairly common among pilots due to the stresses of combat. Fighter-bomber pilots flew close to the ground and engaged the enemy on a personal level. The odds of surviving the normal 100 missions without becoming a casualty were quite poor. Aircraft were shot up more frequently in this role than aircraft that escorted bombers and engaged other aircraft. Pop also had a wife and child back home. The decision was made to send him back home with his 70 completed missions.</p> <p>Quentin Goss and Captain Hartwig were also sent back home today. It is believed Quentin had completed his 100 missions. Bob, Quentin, Pop, and Charles McCreary are together in a picture found in Bob's personal effects.</p> <p>Don PirkI (intelligence) was waiting to go home after a bout with malaria. A new intelligence officer, Frederick Dose, arrived. Dose gathered Bob's personal effects after he was lost.</p>



On back, Bob stated "Left to Rt. Me, Pop on cycle, Goss, and McCreary. Pop is called Pop because he's fairly bald and is only 27 years old."

At the farm (66th Operations Center)



This is a photo found in Wayne Dodd's book on the 57th Fighter Group History. The 57th Fighter Group had a history of "scrounging" items they needed for operations and entertainment purposes. This is a scrounged boat they had in Grosseto that they worked on and were able to use to keep them occupied. The picture shows the Commanding Officer (CO) Charlie Leaf, the author of the book, and several other pilots including Bob Orcutt. The date the photograph was taken is unknown.

EVENT	DATE(S)	DESCRIPTION
Pilot Group Photograph Taken	3/45	A photograph of 48 pilots with the 66 th Fighter Squadron was taken sometime between March 11 and March 26. Bob was in the photo on the right wing.



Sitting on Left Wing (As Viewer Faces):

Robert (Bob) G. Clay, James B. Richards Jr., Aiken V. Smith, Eugene (Bud) D. Kranzush, James E. Kizzlar, Charles E. McCreary, Arno (Pop) H. Heying, Samuel (Sam) Z. Hunnicutt, Kenneth (Ken) R. Lewis, James A. Jones

Prop Cowling:

George S. Carlton (standing), Harold A. Swanson (below Carlton), Charles T. Paine (on blade), Harold E. McDonnell (on hub)

Sitting on Right Wing (As Viewer Faces):

George (Blackie) M. Blackburn Jr., Matthew F. Heiman, Louis O. Hays III, Raymond J. Hanrahan, Robert (Bob) Brown Orcutt, Ignatius R. Markowski, Vernon R. Peterson, Paul F. Schryer, Harry B. Monsell, Roye E. Gregg, Roland E. Lee

Standing in front of wings:

Charles (Charlie) C. Leaf (Commanding Officer), Dr. Harold O. Tattersall (Doctor), Richard L. Johnson, George A. Mosites, Joseph (Joe) Angelone, Alexander N. Apostolou, Robert E. Grubaugh, John B. O'Donoghue

Kneeling:

O. J. PirkI, William F. Cunningham, Truman R. Heron, Leon E. Jansen, W. B. Strains, Richard F. Sweeney, Charles W. Mayberry Jr., Carl J. Weisenberger, David (Dave) T. Hutton, Miller A. Anderson, Frederick P. Dose (he collected Bob's personal effects), Kenneth B. Skorpowski (now Conrad), David S. Ketchum, James W. Wray, Arthur S. Robinson

EVENT	DATE(S)	DESCRIPTION
Promoted to 1 st Lieutenant	3/20/45	Bob was promoted from 2 nd Lieutenant to 1 st Lieutenant. A copy of the order that promoted Bob and several other pilots is shown below from page 194 of Ken Lewis' book, "Grandpa's War."

frank **RESTRICTED** *To 1st Lt.*

HEADQUARTERS TWELFTH AIR FORCE
APO 650

SPECIAL ORDERS) *The Promotion!* 20 March 1945.
NUMBER 73) **EXTRACT**

1. By direction of the President and pursuant to authority contained in Cir 19, Hq MTOUSA, 5 Feb 45, the following officers having clearly demonstrated their fitness for promotion by outstanding performance in actual combat are temporarily promoted in the Army of the United States to grades indicated, effective this date. Date of rank is date of this order unless otherwise indicated after name. These promotions, unless sooner vacated, terminate automatically at the expiration of the emergency and six months thereafter, at which time the officers will revert to their permanent grade. No oath of office or acceptance is required. In accordance with provisions of Public Law 746, 77th Congress, promotion is deemed to have been accepted as of date of this order, and under the provisions of the same law, officers are entitled to receive pay and allowances of the higher grade from such date.

2D LT TO 1ST LT

EDWARD M ADAMS 0767056 AC	JOHN D BAKER JR 0755839 AC
HOWARD L BARTON 0770087 AC	JAMES E CHILTON 0766208 AC
CHARLES C EDDY JR 0774068 AC	EUGENE A FRANCO 0774100 AC
ORIN K GOODRICH JR 0763559 AC	THOMAS J GREENFIELD 0763569 AC
LOUIS O HAYS III 0722067 AC	ALVA D HENTHAN 0774153 AC
EUGENE D KRANZUSH 0720724 AC	PHILIP T LITMAN 0720875 AC
<u>KENNETH R LEWIS 0720881 AC</u>	JAMES A MILNER 0710149 AC
ROBERT B ORCUTT 0774284 AC	GLENN L PARISH 02059821 AC
DONALD B PARRY 0774292 AC	PHILIP L PROFFES 02057013 AC
EDWIN L PLANK 0720929 AC	WILLIAM L SHEFTALL JR 02057690 AC
HENRY P SIMMONS 0720941 AC	RALPH V SLATER 0720946 AC
ALIKENS V SMITH 0774331 AC	GERALD TELDON 0721558 AC
	WELDON C NORRIS 0824192 AC

* * * * *

BY COMMAND OF MAJOR GENERAL CANNON:

Promotion Order



This is a reconnaissance photo of a bomb attack on a railroad bridge by Bob's Squadron. The attack was on March 20 at 1330. It is not known who was flying this mission.

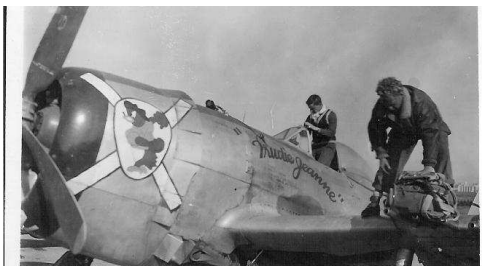
EVENT	DATE(S)	DESCRIPTION
<p>Awarded Second Oak Leaf Cluster to his Air Medal</p>	<p>3/29/45</p>	<p>Bob was awarded a second oak leaf cluster to his air medal. The citation reads:</p> <p>For meritorious achievement while participating in aerial flight as pilot of a P-47 type aircraft in an attack upon an enemy railway diversion at Nervesa, Italy on 29 March 1945. His proficiency in combat and selfless devotion to duty have reflected great credit upon himself and the Military Service of the United States.</p> <p>The fighter group history mission log states:</p> <p>Mission #2 – 0730 – 0930</p> <p>12 P-47's of 66th Squadron were ordered up to dive bomb NERVESA RAIL DIVERSION at G548950 (north of Venice on Piave River.) 8 aircraft carried 2 500 lb general purpose bombs 1/10 second nose and 1/100 second tail fuses and 4 aircraft carried 2 234 butterflies (anti-personal bombs.) Formation flew out at 10,000 feet and found the designated target obscured by 10/10 at 2000 feet. Rhubarb (radar control) vectored the formation to an ammo dump at G5396 (on river 1 ½ miles northwest) which was bombed from 2000 feet at 0850 hours. The general purpose bombs caused 2 explosions and a fire which sent up grey and black smoke. The butterflies hit light anti-aircraft (20 mm) and heavy anti-aircraft (88 mm) positions at G-5397 (1/2 mile north of ammo dump.) The dumps seem active with several buildings and revetments with stores piled up – possibly ammo. 11 aircraft strafed in their bomb run. Light anti-aircraft weapons were moderate and accurate and heavy anti-aircraft weapons were scant and accurate from the target. No enemy aircraft. Weather as above. 8 plus flat barges were seen in canals at M-6893 (canal off Po River near Adriatic south of Venice.) 1 aircraft was category #2 when its wing was hit because of improper release of bombs. All aircraft down safely.</p>



Overview Map of Location of Mission – current aerial photos
Venice is on the water near center of the map



Detail map of mission – aerial photos are current



Preparing for Mission – It may be Bob in the cockpit
Grosseto, Italy



Bob's Plane running on the Flight Line
Grosseto, Italy



Bob's Plane –on the left, Bob is taking a picture of Charles Paine (on the back of the picture Bob took it states "Paine, taken by my plane")
Grosseto, Italy



Bob on a P-51. On back he stated "Light leaks still."
Grosseto, Italy



On back Bob stated "Still have a mouthful of donuts – That's my crew chief on the prop assembly. He's from Joisey."
Grosseto, Italy



65 Squadron – on back Bob stated "Around sunset and another day gone by."
Grosseto, Italy



Bob stated on back, "5 minutes before we're starting out to give the Jerries he__! I needed a shave here, eh? Yeah!!!"
Grosseto, Italy



2 pilots in front of #87 (it appears to be Pop and Bob)
Grosseto, Italy



Bob's Crew Chief Goode with Dave Hutton's plane behind – back of photo states "Goode my crew-chief."
Grosseto, Italy



On back, Bob stated "Major Leaf out of the plane after 200 missions against the wiley hun."

Grosseto, Italy



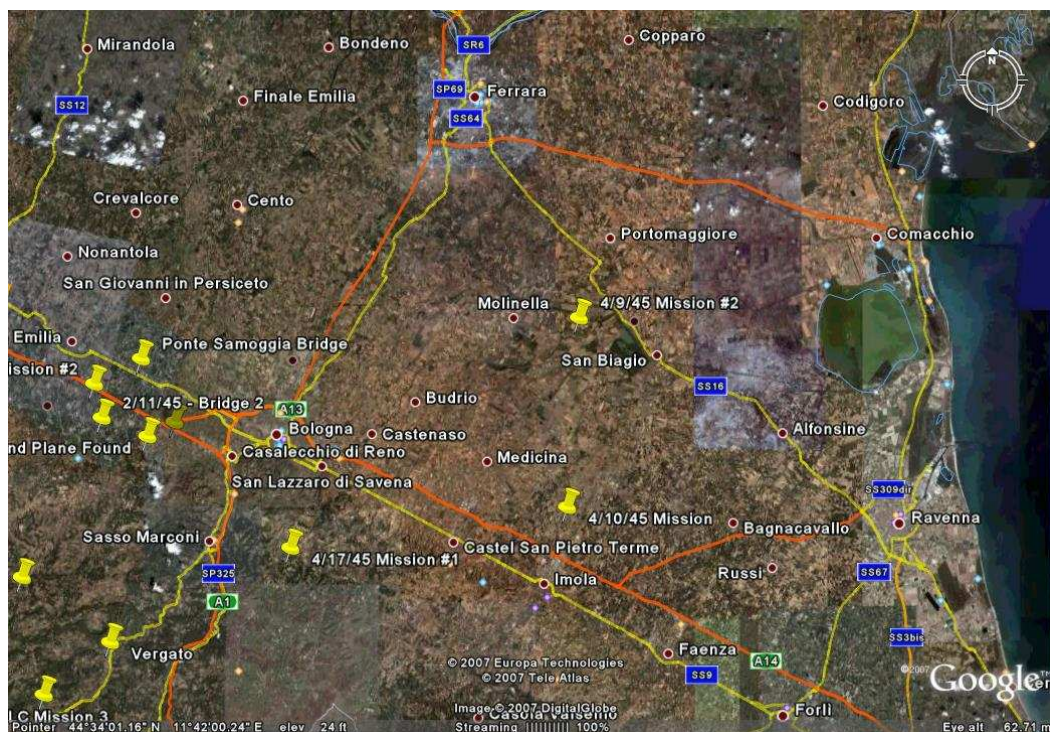
Pop's Ladies – on back of photo they wrote "This is your women. Dear, we four are anxiously waiting your return." Bob then writes "Honey, This is Pop's Wife (Dotte Heying), Mother, Mother-in-law, and, last but not least, his daughter. Wilma Jean looks so darn serious doesn't she? Pop has quite a few pictures of his family. Try to get some film and send me back pictures."



Bob. On back he stated "Still me."

Grosseto, Italy

EVENT	DATE(S)	DESCRIPTION
Flew 55 th Combat Mission	4/1/45	<p>Bob's flight records were shipped to Trudie along with his personal effects. To date, they have not been located. However, the National Archives were able to locate his flight records from April 1945.</p> <p>On April 1, Bob flew a 2 hour and 30 minute dive-bombing mission. There were four missions the 66th Fighter Squadron flew this day that Bob may have participated in. The most likely missions were two dive bombing missions targeting bridges and escorting B-25 bombers in the Brenner Pass and the Dolomites. There was also a weather reconnaissance mission and an armed reconnaissance mission that he may have participated in.</p>



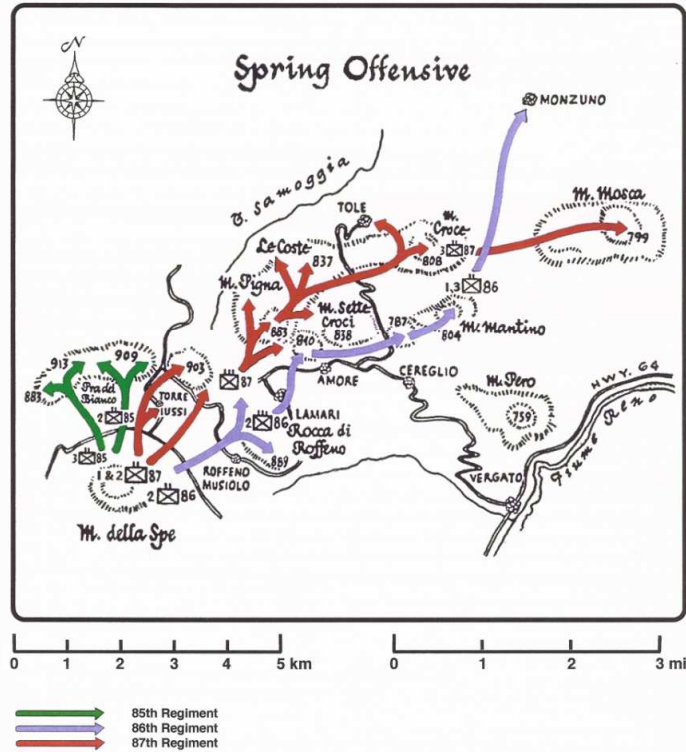
April 9th Second Mission and April 10th Mission Marked on Right Side of Map

EVENT	DATE(S)	DESCRIPTION
Flew 56 th and 57 th Combat Missions	4/9/45	<p>On April 9, Bob flew two dive-bombing missions. His first mission lasted 1 hour and 55 minutes. His second mission lasted 2 hours and 10 minutes.</p> <p>Mission #3 (0700 – 0910)</p> <p>8 P-47's of 66 Squadron were ordered up to dive bomb Nervesa railroad diversion at G-649931 (see map on page 77.) Each aircraft carried 2 500 lb general purpose bombs. Formation flew out at 10,000 feet and bombed from 5,000 feet at 0810 hours. Previous to bombing, observed that both diversion bridges appeared serviceable. 1 direct hit cut tracks between bridges, 1 near miss damaged fill between bridges, and 1 direct on south bridge probably knocked 1 span out. All aircraft strafed flak pits in bomb run – no results observed. Heavy anti-aircraft weapons fire (88 mm) scant and accurate from Padova. Heavy anti-aircraft weapons scant and accurate at G-6357 and light anti-aircraft weapons (20 mm) intense and inaccurate from target. No enemy aircraft. All aircraft down safely.</p> <p>Mission #9 (1520 – 1715)</p> <p>8 P-47's of 66 Squadron were ordered up to dive bomb 98 Division Headquarters at M-219598. Each aircraft carried 2 500 lb general purpose bombs. Expended 24 rockets. Formation flew out at 10,000 feet and bombed from 1500 feet at 1615 hours. 2 bombs were jettisoned in the sea. Scored 10 bombs in target area severely damaging 2 large buildings and 24 rockets in or very near target area, no results observed due to smoke and dust. 3 aircraft strafed in bomb run. Light anti-aircraft weapon fire was moderate and inaccurate from target area. No enemy aircraft. All aircraft down safely.</p>

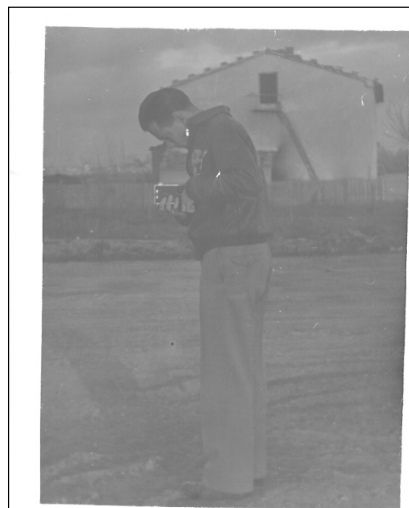
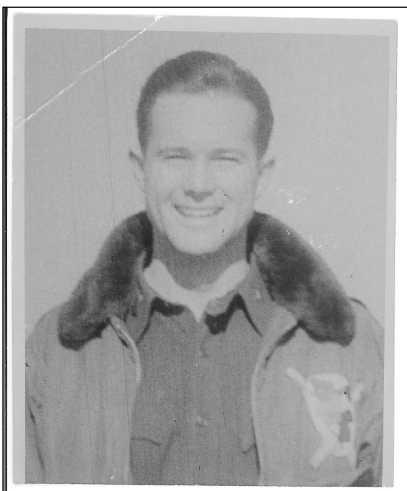
EVENT	DATE(S)	DESCRIPTION
Flew 58 th Combat Mission	4/10/45	<p>On April 10, Bob flew a dive bombing mission. The mission lasted 1 hour and 40 minutes.</p> <p>Mission #5 (0805 - 0945)</p> <p>8 P-47's of 66 Squadron were ordered up to dive bomb Headquarters of the 4th Paratroop Division at M-2039 (20 miles ESE of Bologna, 4 miles north of Imola.) All aircraft had 2 napalm bombs. Formation flew out at 10,500 feet and bombed the central area from 200 feet at 0840 hours. All bombs hit in target area but results could not be observed because of smoke and dust. Entire area was covered with smoke and at least 3 buildings were burning. 7 aircraft made 2 strafing passes causing additional damage. Light anti-aircraft weapon fire (20 mm) was moderate and accurate from the target causing one aircraft to be damaged (Category 2.) No enemy aircraft. Weather cloudless but hazy. All aircraft down safely.</p>
Flew 59 th and 60 th Combat Missions	4/11/45	<p>On April 11, Bob flew two missions. The first was a weather recce mission that lasted 2 hours and 40 minutes. These were normally the first mission of the day to the area that was to be attacked. The flight went to the area and reported on the weather conditions over the target. At the completion of this part of the mission, the formation would attack targets of opportunity before returning to base.</p> <p>Mission #1 (0630 - 0910)</p> <p>4 P-47's of 66 Squadron were ordered up to execute weather recce in the Po Valley. Formation flew out at 11,000 feet and carried no bombs. Reported weather cloudless but hazy over the mountains, Po Valley, and the Brenner Line area. Strafed Motor Transports and Horse-Driven Vehicles with the following results: 4 Horse-Driven Vehicles destroyed, 1 Horse-Driven Vehicle damaged, 1 Horse-Driven Vehicle at K-3544 destroyed (near Milan.) Light anti-aircraft weapon fire (20 mm) moderate and inaccurate at K-3829 (just south of location where vehicle was destroyed.) No enemy aircraft. All aircraft down safely.</p> <p>The second mission of the day was a dive-bombing mission that lasted 2 hours and 30 minutes. There were two missions flown by the 66th Fighter Squadron that Bob may have participated in. Both missions bombed bridges in the Brenner Pass.</p>

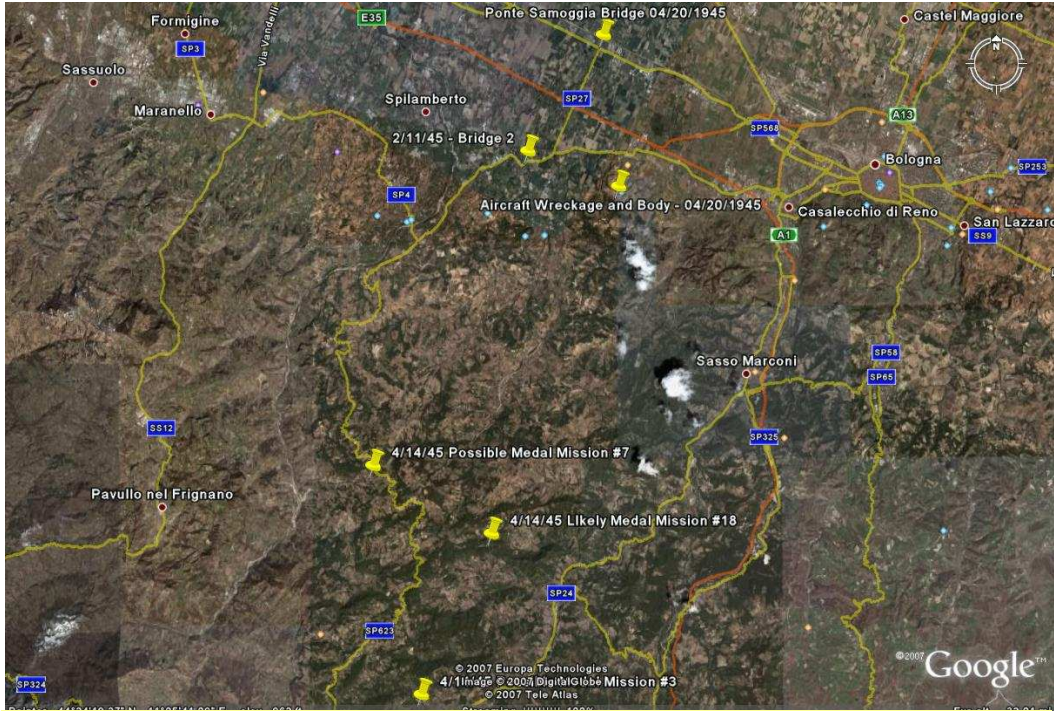
EVENT	DATE(S)	DESCRIPTION
Flew as co-pilot of a B-25D	4/13/45	The 57 th Fighter Group had a B-25 used for administrative purposes. On this day, Bob flew as co-pilot on a B-25D for a cross-country flight of 3 hours and 55 minutes.
Flew as co-pilot of a B-25D	4/14/45	On this day, Bob flew as co-pilot on the B-25D for 3 hours and 25 minutes. This was probably a return trip after spending the night at an unknown location.
Flew 61 st and 62 nd Combat Missions. Awarded Third Oak Leaf Cluster to his Air Medal.	4/15/45	<p>On April 15, Bob flew two dive-bombing missions. The first one lasted 1 hour and 45 minutes. The second mission lasted 1 hour and 30 minutes.</p> <p>Bob was awarded a third oak leaf cluster to his air medal based on one of these missions. The citation reads:</p> <p>For meritorious achievement while participating in aerial flight as pilot of a P-47 type aircraft in a four aircraft flight attacking an enemy strongpoint west of Vergato, Italy on 15 April 1945. His courage and devotion to duty reflect credit upon himself and the Armed Forces of the United States.</p> <p>Due to inconsistencies in the official records, it is difficult to identify the exact missions Bob participated in on April 15, 1945. There were three missions that day that Bob may have flown his medal mission on. The most likely mission is Mission #18. Mission #18 was 2 ½ miles directly west of Vergato. However, it was a three aircraft mission, not four aircraft as specified in the citation. The other two possible missions were Mission #3 that attacked a location 5 ½ miles Southwest of Vergato and Mission #7 that attacked a location 7 ½ miles Northwest of Vergato.</p> <p>There were five missions flown by the 66th Fighter Squadron on April 15, 1945 that lasted 1 hour 30 minutes and two missions that lasted 1 hour 45 minutes.</p>

MAP 10. SPRING OFFENSIVE BATTLE DIAGRAM
April 14 - 16

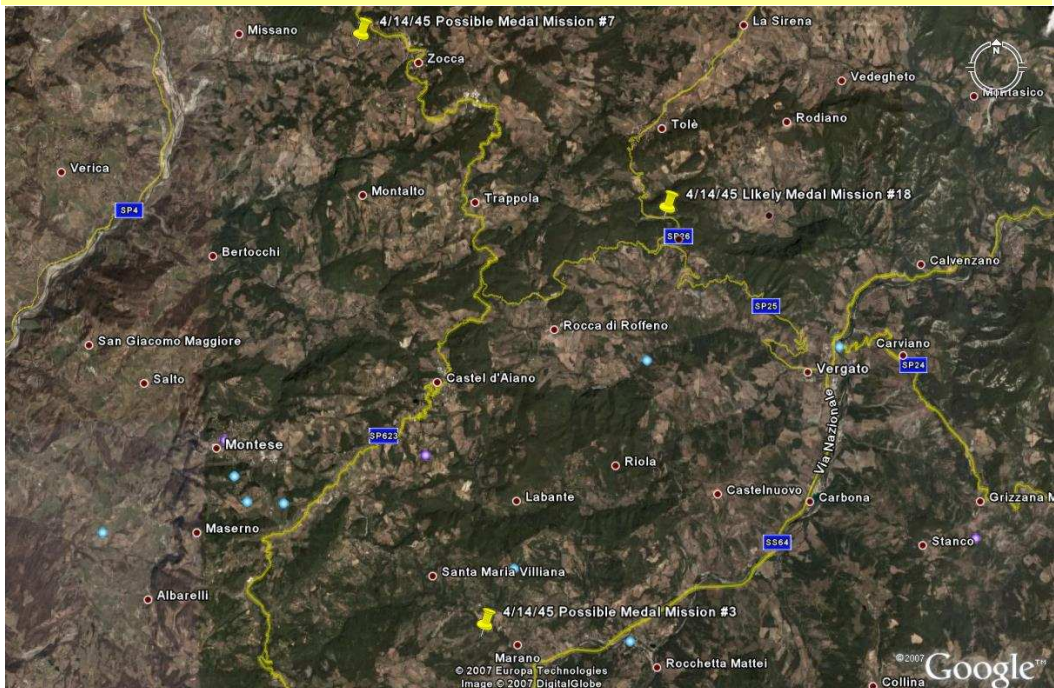


This mission was in support of the ground troops that had opened a several mile hole through the German defensive lines in the Apennines. The 10th Mountain Division was leading the breakout.





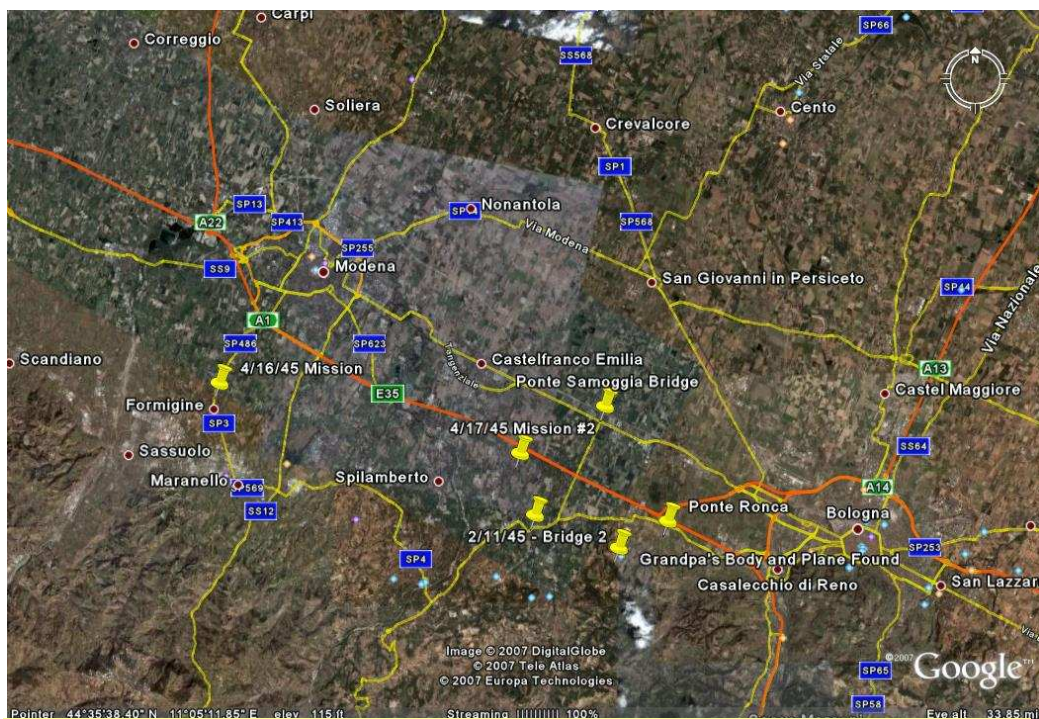
This map provides an overview of the possible medal missions on 4/15/45. The locations of Bob's final mission are shown to provide some perspective of the location of this mission.



This is a closer view of the mission locations. To compare this to the ground war map, note Rocca di Roffeno and Tole that appear on both maps.

EVENT	DATE(S)	DESCRIPTION
<p>Awarded Third Oak Leaf Cluster to his Air Medal</p> <p>(continued)</p>	<p>4/15/45</p>	<p>The fighter group history mission log for the three missions that may have been the medal mission state:</p> <p>Mission #18 – 1515-1700 (most likely mission)</p> <p>3 P-47's of 66 Squadron were ordered up to execute FFC (Forward Fighter Control) mission. PRUNEFACE #5. Each aircraft carried 2 FTI's (napalm bombs.) Formation flew out at 5000 feet and bombed from 50 feet at 1615 hours. HORSEFLY directed flight to target at L-6629 (between Rocca di Roffeno and Tole just west of Vergato) which was a gulch full of gun positions and 6 buildings forming a triangle to the Northeast in area. The gulch area was set afire from 3 direct hits and HORSEFLY commended it a good show. 3 aircraft strafed and damaged the 6 houses observing smoke and debris from them. 3 aircraft strafed in bomb run. No flak. No enemy aircraft. All aircraft down safely.</p> <p>Mission #3 – 0645-0830</p> <p>4 P-47's of 66 Squadron were ordered up on a FFC (Forward Fighter Control) mission. All aircraft carried 2 500 lb general purpose bombs instantaneous nose and no-delay tail fuses. Formation flew out at 10,000 feet and bombed a town with 8 buildings at L617201 (5 ½ miles SW of Vergato, 4 miles south of Rocca di Roffeno) from 1000 feet at 0740 hours as directed by HORSEFLY PETE. 6 bombs hit in the target area and 2 fell short. There was much smoke and debris. 24 rockets expended on the target produced no fires. 6 strafing passes were made, no results observed. K-25 photos were taken. HORSEFLY PETE commended the flight for a very good show. Light anti-aircraft weapons fire (20mm) accurate from target caused 1 aircraft to be category 1. No enemy aircraft. Over the target it was 5/10 at 4000 feet and hazy. All aircraft down safely.</p>

EVENT	DATE(S)	DESCRIPTION
<p>Awarded Third Oak Leaf Cluster to his Air Medal</p> <p>(continued)</p>	<p>4/15/45</p>	<p>Mission #7 – 0830-1000</p> <p>4 P-47's of 66 Squadron were ordered up on a FFC (Forward Fighter Control) mission. All aircraft carried 2 napalm bombs. Formation flew out at 8000 feet and bombed 3 clusters of buildings at L595330 (7 ½ miles northwest of Vergato, 4 ½ miles northwest of Rocca di Roffeno), 3 buildings in each cluster, from 50 feet at 0915 hours. 2 hits on 1 cluster left the roof of 1 building aflame. HORSEFLY PETE was not operating at the time. Light anti-aircraft weapons (20mm) intense and accurate from target. No enemy aircraft. Over the target it was 2/10 at 6000 feet. All aircraft down safely.</p>
<p>Bob Flew his 63rd Combat Mission</p>	<p>4/16/45</p>	<p>Bob flew a dive-bombing mission that lasted 1 hour and 40 minutes.</p> <p>Mission #24 – 1700 - 1840 hours</p> <p>4 P-47's of 66 Squadron were ordered up on a Forward Fighter Control (FFC) mission. All aircraft had 2 napalm bombs, 12 rockets expended. Formation flew out at 6,000 feet and because of radio transmission chatter on 'B' channel advised Rover Pete that they would hit alternate target. A group of buildings on Northwest side of Formigine town, L-5059 (6 miles south of Modena), was bombed from minimum altitude at 1800 hours. Large fires started in at least 3 buildings. 12 rockets hit in same building area damaging at least 1 building. No flak. No enemy aircraft. Target was cloudless but extremely hazy. All aircraft down safely.</p>



April 16th Mission on Left Side of Map

EVENT	DATE(S)	DESCRIPTION
Bob Flew his 64 th and 65 th Combat Missions	4/17/45	<p>Bob flew two dive-bombing missions on April 17.</p> <p>FIRST MISSION – 1010-1225 hours</p> <p>4 P-47's of 66 Squadron were ordered out on an armed reconnaissance south of Highway #9. Each aircraft carried two 500 lb general purpose bombs. The formation flew out at 7,000 feet and bombed from 1,000 feet at 1045 hours. Rover Joe directed the flight to bomb a house in area at L-893354 (8 miles south of Bologna – see map on page 80.) 1 hit on house previously damaged. 1 hit 50 feet west of the house. 2 hits in area within 50 to 75 feet from the house on the east side of target area. 4 aircraft made 3 strafing passes in target area. No Results Observed. Observed no movement in area. Observed black smoke in the area near Pianora as a result of a 65 Squadron aircraft going in at this point (2nd LT James L Matt.) No flak. 1 enemy aircraft observed. The jet was observed circling East to Southeast of Bologna at 1130 hours at 20,000 feet. All aircraft down safely.</p>

EVENT	DATE(S)	DESCRIPTION
<p>Bob Flew his 64th and 65th Combat Missions</p> <p>(continued)</p>	<p>4/17/45</p>	<p>SECOND MISSION – 1505-1655 hours</p> <p>4 P-47's of 66 Squadron were ordered up to dive bomb occupied buildings at L-679548 (the same location the paperwork indicated Bob was originally believed to have gone down 3 days later – see map on prior page.) Each aircraft carried two 500 lb general purpose bombs. Formation flew out at 9,000 ft and bombed from 1500 ft at 1555 hours. Smoke was observed from one of the buildings prior to the attack (65 Squadron bombed same location twenty minutes earlier.) Two buildings were destroyed with a direct hit and one building was damaged. An additional building was destroyed by a hit and the highway was cratered by a bomb. Two rockets damaged the corner of a building and six rockets destroyed a building with a secondary explosion. The aircraft made ten individual strafing passes. Four ambulances were moving north near location. K-25 photos were taken of building (see photo on next page.) Light anti-aircraft weapon fire was scant and inaccurate. No enemy aircraft. All aircraft down safely.</p>



57-66-92-5-M75-9
17 APR 1555 - Ccc. Bldg - L-679-548 4

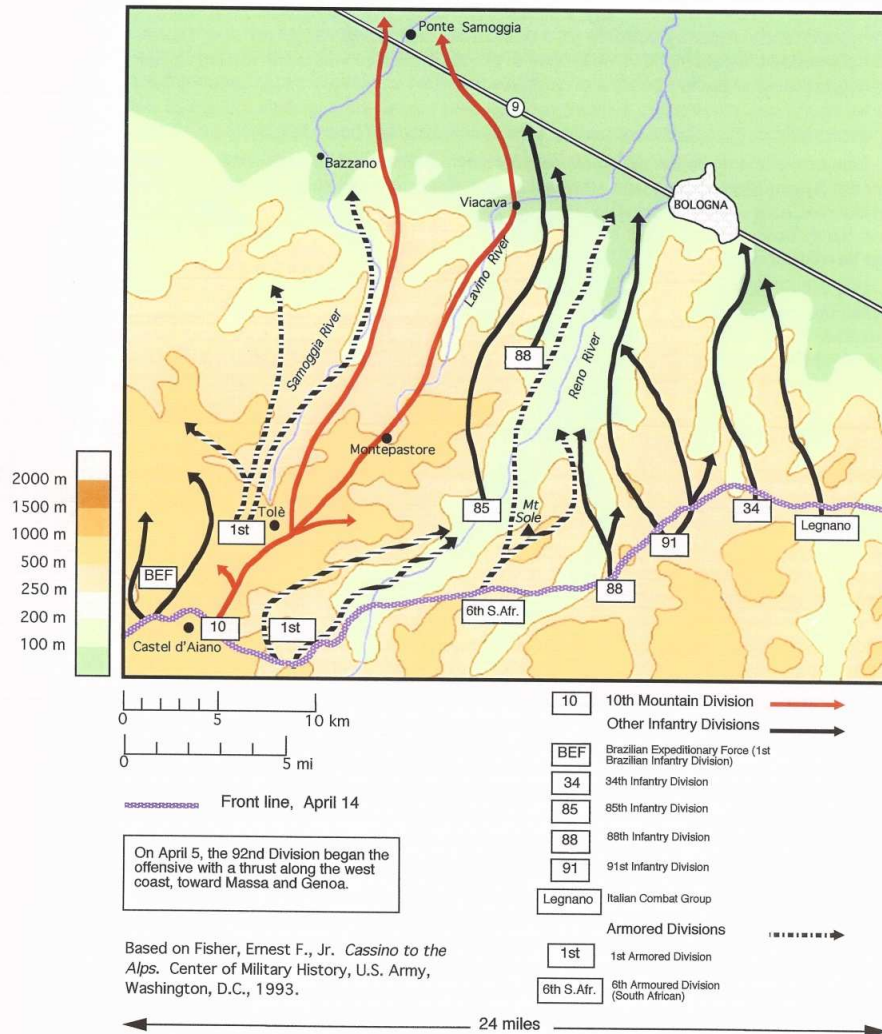
This is a photo of a mission flown by Bob's Squadron on April 17, 1945. It shows an attack on a Command Post at 1555 (3:55 pm.) The odd thing about this photo is that it is in the exact same location the initial reports said Bob had crashed three days later (within 50 feet.) It was later found that he had crashed about 5 miles away in the foothills. Bob also flew one of the four aircraft on the mission in this photo. This was the second mission he flew this day.

EVENT	DATE(S)	DESCRIPTION
Bob Flew his 66 th Combat Mission	4/18/45	<p>Bob flew a Rover Joe mission on April 18 in support of the front-line troops. The mission lasted 2 hours and 15 minutes.</p> <p>Mission #6 – 0800 - 1015 hours</p> <p>4 P-47's of 66 Squadron were ordered up on armed recce south of Highway #9. Each aircraft had 2 500 lb. general purpose bombs. Formation flew out at 7,000 feet and bombed from 1,500 feet at 0905 hours. Flight bombed town of Bazzano, L-661550 (see map on page 88 - 2/11/45 mission location is the same as the location of this mission), scoring all bombs in town, destroying 4 buildings, damaging 2-3 others and cratering highway in north part of town. 3 aircraft strafed in bomb run. 2 aircraft in a strafing pass damaged 1 horse-driven vehicle at L-516515. Light anti-aircraft weapon fire (20 mm) was intense and accurate from target. No enemy aircraft. All aircraft down safely.</p>
Bob Flew his 67 th Combat Mission	4/19/45	<p>Bob flew an armed reconnaissance mission on 4/19. Armed reconnaissance missions were normally established by arming aircraft and having them patrol a certain sector. The aircraft attacked targets of opportunity and reported on what they saw. According to Bob's flight log, this mission lasted 2 hours and 5 minutes.</p> <p>Unfortunately, due to inconsistencies in records, the actual mission cannot be identified. According to the 57th Fighter Group History Log, the group flew 31 missions on April 19. The 66th Fighter Squadron flew 11 of these missions, of which 5 were armed reconnaissance missions. None of these missions were 2 hours and 5 minutes in length. According to the group history, the only mission flown by the entire 57th Fighter Group this day that last 2 hours and 5 minutes was flown by the 64th Fighter Squadron and it was a Forward Fighter Control (Rover Joe) mission.</p>

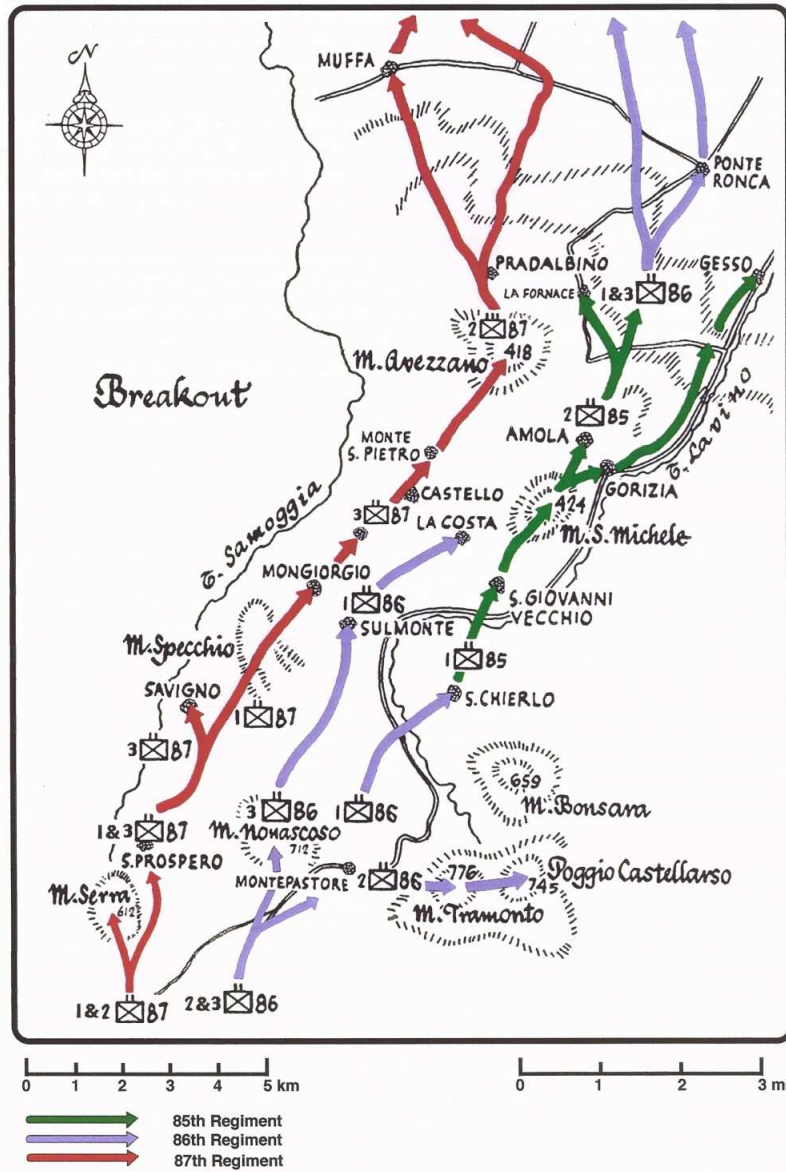
EVENT	DATE(S)	DESCRIPTION
Bob is KIA during his 68 th combat mission	4/20/45	<p>April 20, 1945 was a very important day during the history of the war in Italy. On this day, the 10th Mountain Division entered the Po Valley after breaking through the German lines. Over the next twelve days, the Germans were chased all the way to the Italian Alps and up to the Austrian border. This was the final push that resulted in the surrender of all German forces in Italy and Austria. The remainder of the German forces throughout Europe surrendered six days later.</p> <p>Bob's squadron was heavily involved in supporting this breakout. Many missions were flown and many planes were damaged or destroyed before and after April 20. There are several accounts of Bob's last mission. The details of these accounts are included below. However, prior to providing the individual accounts, a consolidated version of what happened is provided. Based on all the recollections and evidence received, the following is what most likely occurred:</p> <p>Bob's mission was focused on supporting the 10th Mountain Division that was leading the breakout from the Apennines into the Po Valley. They were directed to bomb a highway bridge in Ponte Samoggia on Highway 9. Highway 9 is a strategic road that runs northeast from Bologna to Modena. The German troops being chased out of the mountains and Bologna were trying to escape through the Po Valley to cross the Po River. At the Po River, a new defensive line could have been established. Alternatively, escaping further north to the Italian Alps provided the Germans with a key new defensive position that could be used to stop the Allied advance. Highway 9 was the primary high-speed artery in this area. It was used to rapidly reposition German troops across the front-lines. Bombing and destroying the bridge in Ponte Samoggia would have eliminated a key high-speed escape route of the Germans. According to Roberto Fiorini, the owner of the house on the northwest corner of the bridge, this bridge was bombed frequently by the allies. However, it had never been significantly damaged until this date. Roberto was eight years old at the time and his parents owned the home.</p>


MAP 14. FIFTH ARMY BREAKOUT

April 14 - 21



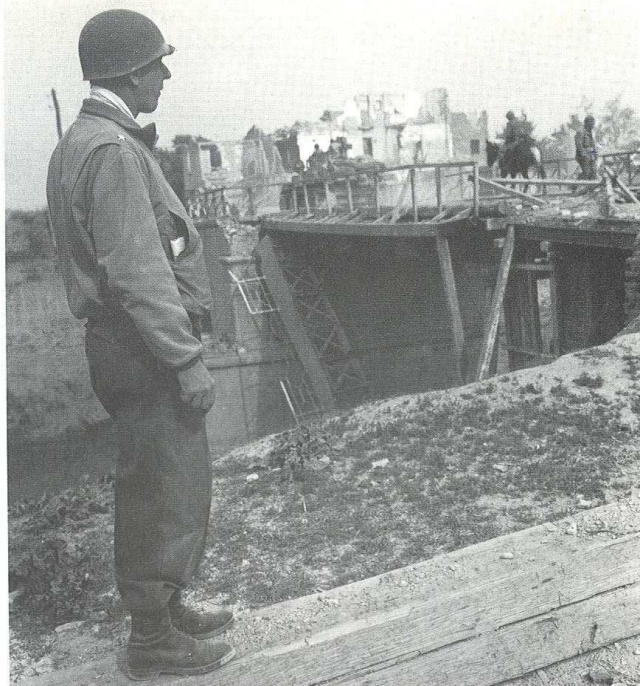
MAP 12. BREAKOUT INTO THE PO VALLEY: BATTLE DIAGRAM
April 17 - 20



EVENT	DATE(S)	DESCRIPTION
<p>Bob is KIA during his 68th combat mission</p> <p>(continued)</p>	<p>4/20/45</p>	<p>The mission consisted of four P-47's. It is possible that Joe Angelone was the flight leader on this mission. Bob was probably the Element Leader. George Blackburn was probably the wingman for Bob. Even though George recalled being the flight leader, he now believes he may have been mistaken. Documentation indicates George was Bob's wingman. We do not know who the wingman was for the flight leader.</p> <div data-bbox="646 667 1263 1186">  </div> <p>Joe Angelone's Ship</p> <p>The formation proceeded to Ponte Samoggia and bombed the bridge on Highway 9. Several bombs hit Roberto Fiorini's house and destroyed it. He mentioned that even though the bridge was bombed frequently, this was the first time his house was hit. According to Roberto, there was a German 20 mm anti-aircraft battery stationed at the bridge until the Germans retreated. Several bombs hit the bridge and damaged it. The remainder of the bombs cratered the road around the bridge.</p>

EVENT	DATE(S)	DESCRIPTION
<p>Bob is KIA during his 68th combat mission</p> <p>(continued)</p>	<p>4/20/45</p>	<p>The formation then contacted a forward flight controller to ask for additional targets. They may have been directed to other guns as indicated in the mission log, but that is not certain. They were probably directed to attack guns and tanks near the 86th Mountain Infantry Regiment of the 10th Mountain Division. The formation flew to the last ridges of the Apennines, about 5 miles, and immediately strafed the guns and tanks. The formation circled and proceeded to strafe the tanks again. The flight leader called the pilots to form-up, but Bob wanted to attack the last remaining tank. According to Albert Meinke, a medic with the 86th Mountain Regiment, there was a tank at the southwest corner of a building. It was firing to the southeast. Dr. Meinke was positioned on a ridge about 100 yards from the scene of the attack. Albert Meinke and George Blackburn both indicated that after the formation started returning to base, Bob broke formation and attacked the tank again. Dave Hutton mentioned that it was common practice, if one or two pilots saw a "target of opportunity", to break off and make a strafing run on their own. George stated that he saw a puff of smoke come from Bob's engine while he was strafing the tank and believed that he had been hit. Additionally, he believed that Bob had been shot in the cockpit. The recollections differ at this point. According to George, Bob flew on for a while at the same altitude until he "piled" into the ground. Albert's recollection was that the plane did not pull up and crashed into the tank on top of the turret. Bob's body and plane wreckage was found in the location Albert Meinke recalled seeing it. It was not in the Po Valley, approximately five miles away as documented by the MACR and mission report. Bob may have crashed due to the aircraft being hit by 20 mm antiaircraft fire or small arms fire, he may have been personally hit, or he may have been unable to pull out of the dive. This was a frequent occurrence with the P-47. It dived at a high rate of speed, but could be tricky to pull out of a dive. In some cases the pilot would zero in on his target so intently he would fail to pull up in time and crash. There are plenty of instances of pilots hitting trees and returning to base after having difficulty pulling out of a dive. There is even a story of a pilot pulling out of a dive, bouncing off the ground, and then pulling up and flying back to base.</p>

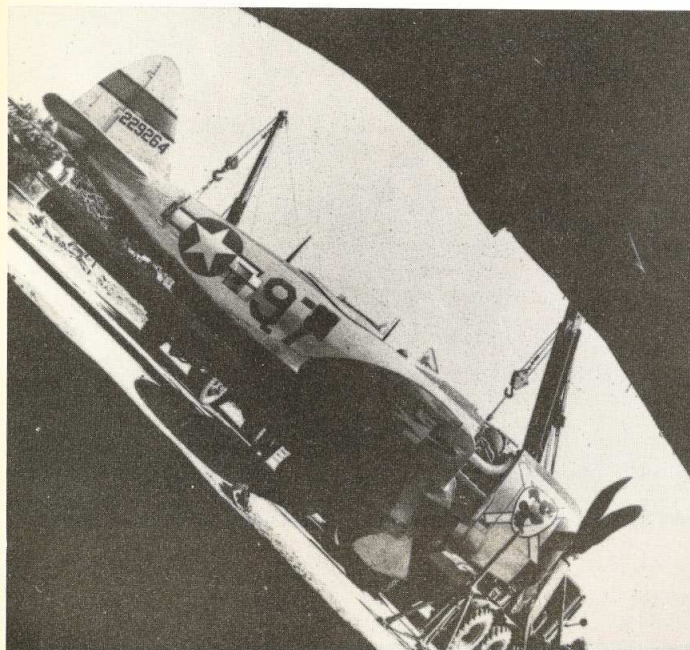
79. Brigadier-General David Ruffner of the 10th Mountain Division watches his men advance through the Po Valley late in April 1945. Note that only the single star on the shoulder of his jacket denotes that he is a general officer. (US Army)





79 ►



This is a picture of the bridge that was bombed and damaged in Ponte Samoggia. When the 10th Mountain Division reached the bridge, the engineers made some temporary repairs to it. The building in the background is Roberto Fiorini's house that was destroyed during the bombing.

Bob did not go down in his "assigned ship." He was flying the aircraft pictured to the right. Prior to Bob's last mission, this aircraft got too low and was damaged (see bent propeller) during a strafing run. This is a picture of it being repaired prior to being returned to duty. It was relatively soon after it was repaired when Bob was lost in it.



P-47D of the 57th Group's 66th Fighter Squadron with the Exterminators fighting rooster insignia. (R. L. Cavanagh)

EVENT	DATE(S)	DESCRIPTION
<p>Bob is KIA during his 68th combat mission</p> <p>(continued)</p>	<p>4/20/45</p>	<p>The mission log and medal citation for this mission appear to differ from some recollections after the bombing of the bridge. There may be several reasons for this. One of the reasons may be that recollections are marred by the passage of time and the confusion of the situation. Additionally, there were more missions being flown during this timeframe than normally experienced. The documentation of this mission may have been confused with another similar mission. However, George Blackburn and Albert Meinke's recollections are very similar and they have never met each other. Regardless of the lack of official documentation about the tanks, Bob was doing the job he was trained to do when he went down attacking the tank.</p> <div data-bbox="649 877 1263 1129">  </div> <p>66th Squadron planes (#77 on left) taxiing with 2 500 lb general purpose bombs and an external fuel tank</p> <div data-bbox="678 1308 1227 1665">  </div> <p>10th Mountain Division troops moving forward 3 miles beyond the Ponte Samoggia bridge</p>

EVENT	DATE(S)	DESCRIPTION
Awarded Distinguished Flying Cross	4/20/45	<p>Bob was awarded the Distinguished Flying Cross based on his actions during his last mission. The following are the actions described in the citation:</p> <p>Bob was the Element Leader of a four aircraft armed reconnaissance mission over the Bologna-Parma Sector in Italy. Bob severed the south span of a key highway bridge during his bomb run. Following the bombing run, he strafed and destroyed four large motor transports. He also attacked flak positions that were harassing the flight by repeatedly flying into their cone of fire. As a result of these passes, his aircraft was severely hit and crashed.</p>   <p>Distinguished Flying Cross and Purple Heart</p>

66TH FIGHTER SQUADRON
57TH FIGHTER GROUP, AAF
APO 650

ANA/cb

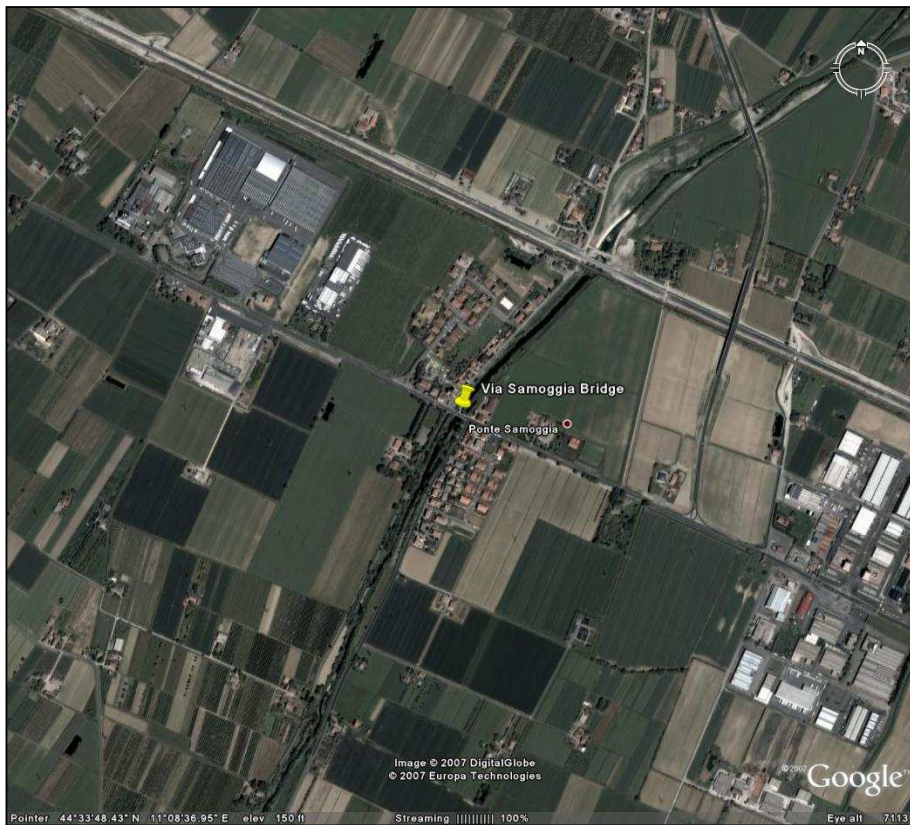
15 May, 1945

Detailed Description of Act

On 20 April 1945, Lieutenant Orcutt led an element in a four aircraft mission ordered to attack targets of opportunity on the Bologna-Farma, Italy highway. The road was heavily defended by several anti-aircraft batteries entrenched on either side, and as the flight approached the traffic artery, an umbrella of fire was thrown up at the aircraft. A two-span bridge near Castelfranco was selected as the bombing target and was dive bombed by the flight. Lieutenant Orcutt, with utter disregard to his own safety led his element down to minimum altitude to release his two five hundred pound demolition bombs. With uncanny accuracy he scored a direct hit on the target, severely damaging the southern span. The balance of the flight cratered the approaches to the bridge, in all disrupting an important enemy escape route. Following up with a low level strafing attack, Lieutenant Orcutt personally accounted for the destruction of four enemy motor trucks. During a subsequent strafing attack on several anti-aircraft guns in the area, Lieutenant Orcutt silenced a number of guns and wiped out their crews until his aircraft was caught in a withering cross-fire and crashed into the ground, carrying its pilot with it, and exploding upon impact. Lieutenant Orcutt is listed as Missing in Action as result of this incident.

During his tour of duty Lieutenant Orcutt had flown sixty-eight operational sorties totaling 154:40 operational hours and consistently displayed the utmost enthusiasm and devotion to duty. His personal courage and proficient airmanship throughout his assignment with this organization have contributed immeasurably to its operations against the enemy.

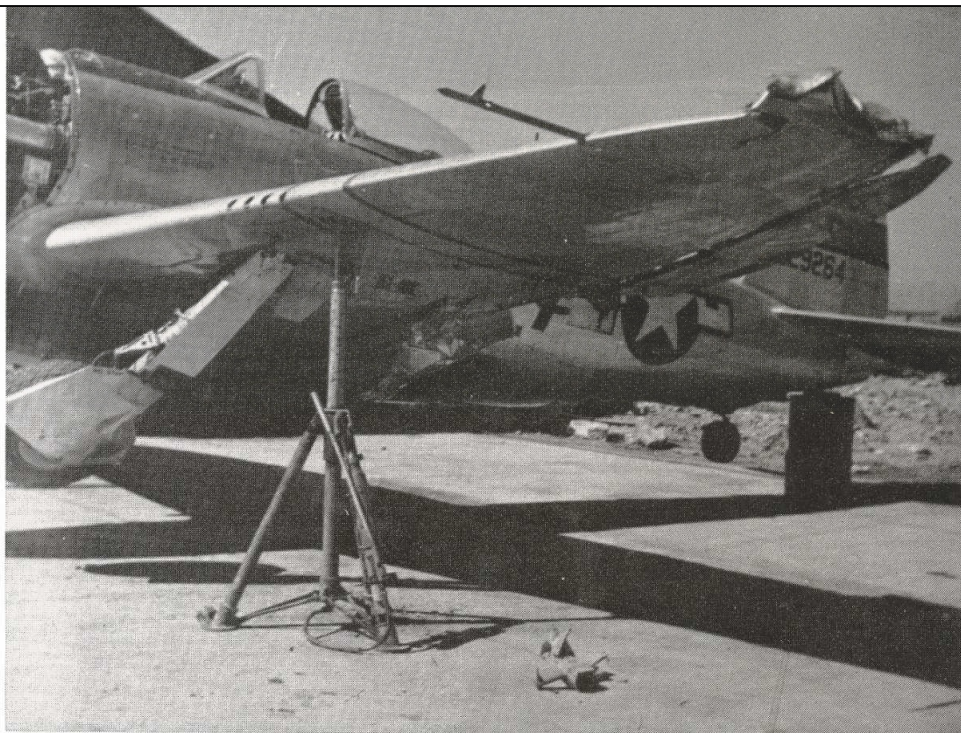
EVENT	DATE(S)	DESCRIPTION
Mission Report from Fighter Group History	4/20/45	<p>Mission: 1235 – 1435</p> <p>4 P-47's of 66 Sq were ordered up on F.F.C. (Forward Fighter Control – Rover Joe) Mission. All aircraft had 2 500 lb G.P. (General Purpose) bombs, instant and non-delay fuses. 12 rockets expended. Formation flew out at 7000 feet and bombed from 700 feet at 1330 hours. HORSEFLY PETE and ROVER PETE directed our aircraft to attack anything on Highway #9. 4 aircraft bombed a highway bridge at L-732567 (Ponte Samoggia – bridge on SS9 over Samoggia River) damaging 2 buildings with 4 bombs, cratering road east of the bridge, and cratering west approach with 2 bombs, other 2 bombs NRO (no results observed.)</p> <p>4 aircraft strafed and rocketed on road going north at L-726555 (down Via Cassoletta Rd between SS9 and A1 Highway) destroying 2 M/T (motor transports) (flamers) and damaging 2 more (smokers.) Also strafed and damaged 1 HD (horse-driven) gun, killing the horse. 5 HDV (horse-driven vehicles) were observed heading north on road at L-743540 (further down Cassoletta Rd but still before A1 Highway.) 3 were guns. 3 were artillery caissons. They seemed to be trying to escape 6 of our tanks moving north on road at L-740535. No attack because 1 aircraft missing from our formation, although HORSEFLY PETE ok'd it. 1st LT ROBERT B. ORCUTT, O-774284 aircraft number 42-29264, squadron number 97 is MIA. His aircraft was probably hit by LAA (light anti-aircraft guns – 20 mm) while strafing and it was seen to go into the ground, explode, and burst into flames at L-6854 (South of Highway A1, SE of Piumazzo on Via Bastarda Rd, between Via Samoggia and Via Galante) at 1340 hours. The pilot was not seen to leave his plane. LAA (light anti-aircraft weapons) moderate accurate from target. No e/a (enemy aircraft.) Weather cloudless - - very hazy. All other aircraft down safely. (4 sorties) AO #66 (aircraft order)</p>



Current aerial photo of bridge from 7000 feet



Current aerial photo of bridge from 700 feet



He got too low on a strafing run - but he got it home, Italy '45

Another picture of the aircraft Bob went down in. This is a picture of the other side of the plane undergoing the same repairs being performed in the other picture on Page 91.

This aircraft was manufactured by Republic Aircraft in Evansville, Indiana on October 4, 1944. From here it was ferried to Newark, NJ, making two stops along the way. The first stop was on October 11, 1944. The aircraft continued on and arrived in Pittsburgh on October 12, 1944. Ultimately, it arrived at Newark on October 14. The aircraft departed the U.S. on October 25. It appears the aircraft was received by the 12th Air Force between October 31 and November 11. The Individual Aircraft Record Card show the aircraft as condemned and MIA on 4/20/45.

EVENT	DATE(S)	DESCRIPTION
<p>Declared Missing in Action (MIA) through a Missing Aircrew Report (MACR)</p> <p>Copy of original MACR is on the following pages (pages 99 – 102)</p>	<p>4/20/45</p>	<p>MACR 14071</p> <p>Departure Base: Grosseto Italy</p> <p>Target Coordinates: L73-56</p> <p>Mission Type: FFC (Forward Fighter Control – Rover Joe Mission)</p> <p>Time Downed: 1340</p> <p>Last Known Whereabouts: L68-54</p> <p>Seen to crash</p> <p>Downed by Anti-Aircraft</p> <p>Aircraft Type – P47D-28RA</p> <p>Aircraft Serial Number 42-29264 (Tail number 229264)</p> <p>Nickname: Greta I</p> <p>This was not Bob's assigned plane</p> <p>Fuselage Code is 97 (Bob's was 72)</p> <p>Wingman Witness Statement (copy of the original is on page 101)</p> <p>George M. Blackburn Jr. O-2057536, 1st LT</p> <p>On 20 April, 1945, while flying #4 on Lieut. Orcutt's wing, we had made several strafing passes on M/T (Motor Transports) and horse-drawn gun carts. After making the last one we were still low and I noticed a sudden burst of 20 mm fire. At the same time Lieut. Orcutt's plane began smoking. We were at about 300 feet. I hesitated a moment before calling him and his canopy left the ship. He then said, "Looks like I've got to bail." I suggested he head East, however, he flew on, climbing slightly toward the South. I had to jettison my rocket tubes and get out of the area because of the intense 20 mm flak. After this I flew toward him trying to get as close as possible. He gained a little altitude; possibly seven or eight hundred feet. At this time he could have bailed out, because I was watching the plane. The aircraft suddenly dropped off on the left wing and crashed at L68-54, Italy. I recced the area but could not spot anything nor did I see his parachute ever open.</p>

18 AF-XAG-P 11

CONFIDENTIAL

F.P.D/fm

Classification changed to **RESTRICTED**

by E. A. BRADUNAS, Lt. Col., AO
By Wm. L. THOMAS, 1st Lt. AC
Date 222 1 1946

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

MISSING AIR CREW REPORT

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

1. ORGANIZATION: Location, by Name Grosseto Main; Command or AF 12
GROUP 57th Fighter; Squadron 66th Fighter; Detachment xxxx
2. SPECIFY: Place of Departure Grosseto Main, Italy; Course North
Target or Intended Destination L73-56, Italy; Type of Mission FFC
3. WEATHER CONDITIONS & VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Cloudless but hazy
4. GIVE: (a) Day 20 Month 4 Year 45; Time 1340; and Location
L68-54, Italy (b) Specify whether aircraft was last sighted (); last
contacted by radio (); forced down (); seen to crash (X); or
information not available ().
5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST AS A RESULT OF:
(Check only one) Enemy Aircraft (); Enemy Anti-aircraft (X); Other
Circumstances as follows:
6. AIRCRAFT: Type, model and series P47D-2886A; AAF Ser No 42-29264
7. NICKNAME OF AIRCRAFT, if any Greta I
8. ENGINES: Type, Model and Series R-2800-59; AAF Ser No
(a) 42-6153; (b) ; (c) ; (d)
9. INSTALLED WEAPONS (Furnish below Make, Type & Serial Number); 50 Cal. Browning
(a) 1486534; (b) 1485966; (c) 1041515; (d) 1042237
(e) 1488030; (f) 1488014; (g) 1486399; (h) 1024489
(i) ; (j) ; (k) ; (l)
(m) ; (n) ; (o) ; (p)
10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty Yes
or (b) Non Battle Casualty xxxx
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew One; Passengers None
Total One: (Starting with pilot, furnish particulars; if more
than one person were aboard aircraft, list similar particulars on
separate sheet and attach original to this form.)
Name in Full Serial Current
1. First Name (Last Name First) Rank Number Status
2. McCut, Robert E. 1st Lt. 0-774284 MIA
3.
4.
5.

- 1 -

2059

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

Crew Position	Name in Full	Rank	Serial Number	City
6.				
7.				
8.				
9.				
10.				
11.				

2. IDENTIFY THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT. CHECK APPROPRIATE COLUMN TO INDICATE REASONS FOR SAME.

Name in Full	Serial Number	Contacted by	Checked by	Checked by	Checked by
1. <u>Macdonald, George M. Jr.</u>	<u>O-2057536</u>	<u>X</u>			
2.					
3.					

13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS. (a) Parachutes were used Not Seen ;
 (b) Persons were seen walking away from scene of crash XXXX ;
 (c) Any other reasons (Specify): XXXX

14. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM.

15. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

16. GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH IF ANY, INCLUDING DESCRIPTION AND EXTENT None

Date of Report 23 April, 1945

Frederick P. Dose
 (Signature of Preparing Officer)

7. REMARKS OR EYEWITNESS STATEMENTS:

Frederick P. Dose
 1st Lieut., Air Corps
 Ass't Intelligence Officer

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

66TH FIGHTER SQUADRON
87TH FIGHTER GROUP
Office of the Intelligence Officer

APO 650. U S Army.
23 April 1945.

PILOT STATEMENT:

On 20 April, 1945, while flying #4 on Lieut. Orcutt's wing, we had made several strafing passes on M/T and horse-drawn gun carts. After making the last one we were still low and I noticed a sudden burst of 20 mm fire. At the same time Lieut. Orcutt's plane began smoking. We were at about 300 feet. I hesitated a moment before calling him and his canopy left the ship. He then said, "Looks like I've got to bail." I suggested he head East, however, he flew on, climbing slightly toward the South. I had to jettison my rocket tubes and get out of the area because of the intense 20 mm flak. After this I flew toward him trying to get as close as possible. He gained a little altitude; possibly seven or eight hundred feet. At this time he could have bailed out, because I was watching the plane. The aircraft suddenly dropped off on the left wing and crashed at L68-54, Italy. I receded the area but could not spot anything nor did I see his parachute ever open.

George M Blackburn
GEORGE M. BLACKBURN,
1st Lieut., Air Corps

1 - Incl to MACR on Lt. Orcutt.

~~CONFIDENTIAL~~

Copy of MACR - Page 3

CONFIDENTIAL

66TH FIGHTER SQUADRON
57TH FIGHTER GROUP, AAF
APO 650

PSS/clm

21 May 1945

12AF - XAG - P 11.

SUBJECT: Correction of Missing Air Crew Report.

TO : Commanding Officer, 57th Fighter Group,
APO 650, U S Army.

1. Attention is invited to Missing Air Crew Report submitted 23 April 1945, P-47D - 2888 a/c No. 42-29264, Pilot: 1st Lt Robert B. Orcutt, 0774284, Air Corps.

2. Machine gun numbers shown on that report as follows are incorrect:

(a) 1486534	(b) 1485966	(c) 1041515	(d) 1042237
(e) 1486030	(f) 1486014	(g) 1486399	(h) 1024489

3. The following are the correct numbers:

(a) 1669184	(b) 1669152	(c) 1669170	(d) 1669174
(e) 1669101	(f) 1669137	(g) 1669093	(h) 1669097

4. This plane had been in the 26th Air Service Squadron for repairs and the guns were changed at that time, although this was not reported to this squadron. It was needed immediately due to very intensive operations and was employed in combat before our Armament Section had obtained the new gun numbers.

5. Corrected gun numbers shown herein are in agreement with those shown in the Field Investigation in this case by Lt Parkinson of the 2616th Repatriation Unit, APO 650.

FOR THE SQUADRON COMMANDER:

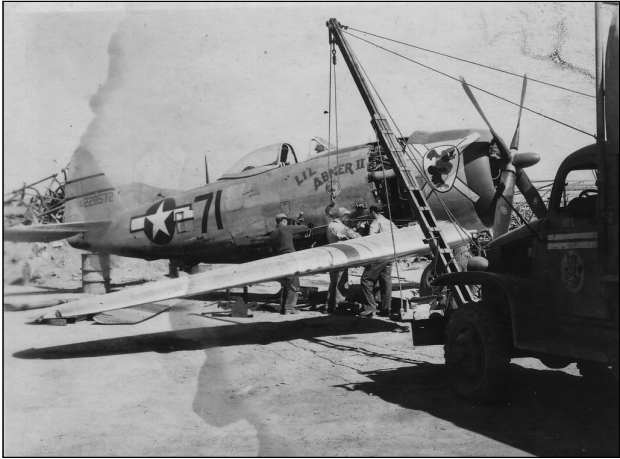
Paul S. Sexauer
PAUL S. SEXAUER,
Capt., Air Corps,
Adjutant.

2147

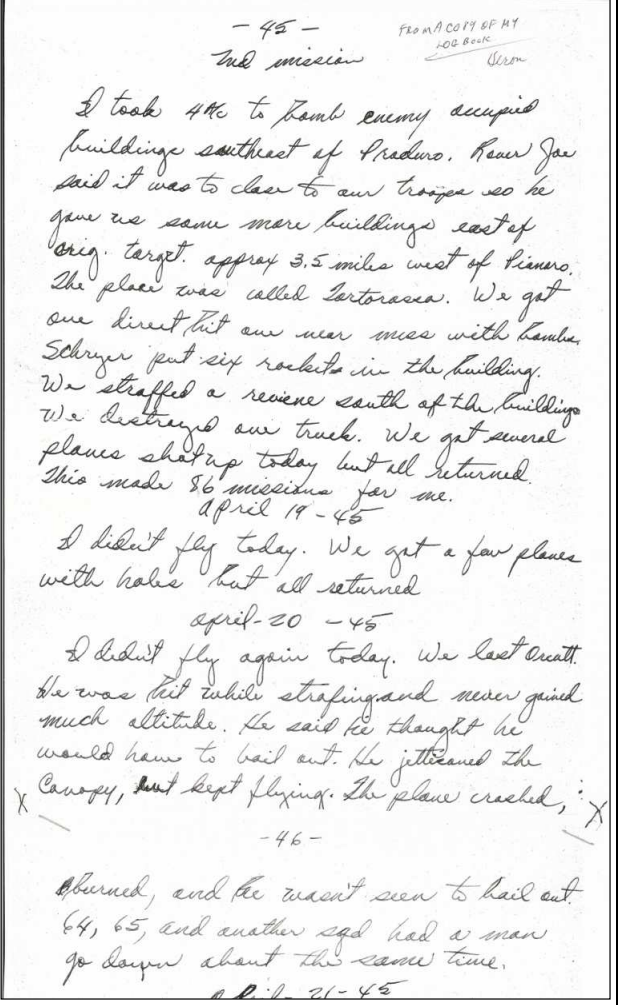
CONFIDENTIAL

1864159

Copy of MACR - Page 4

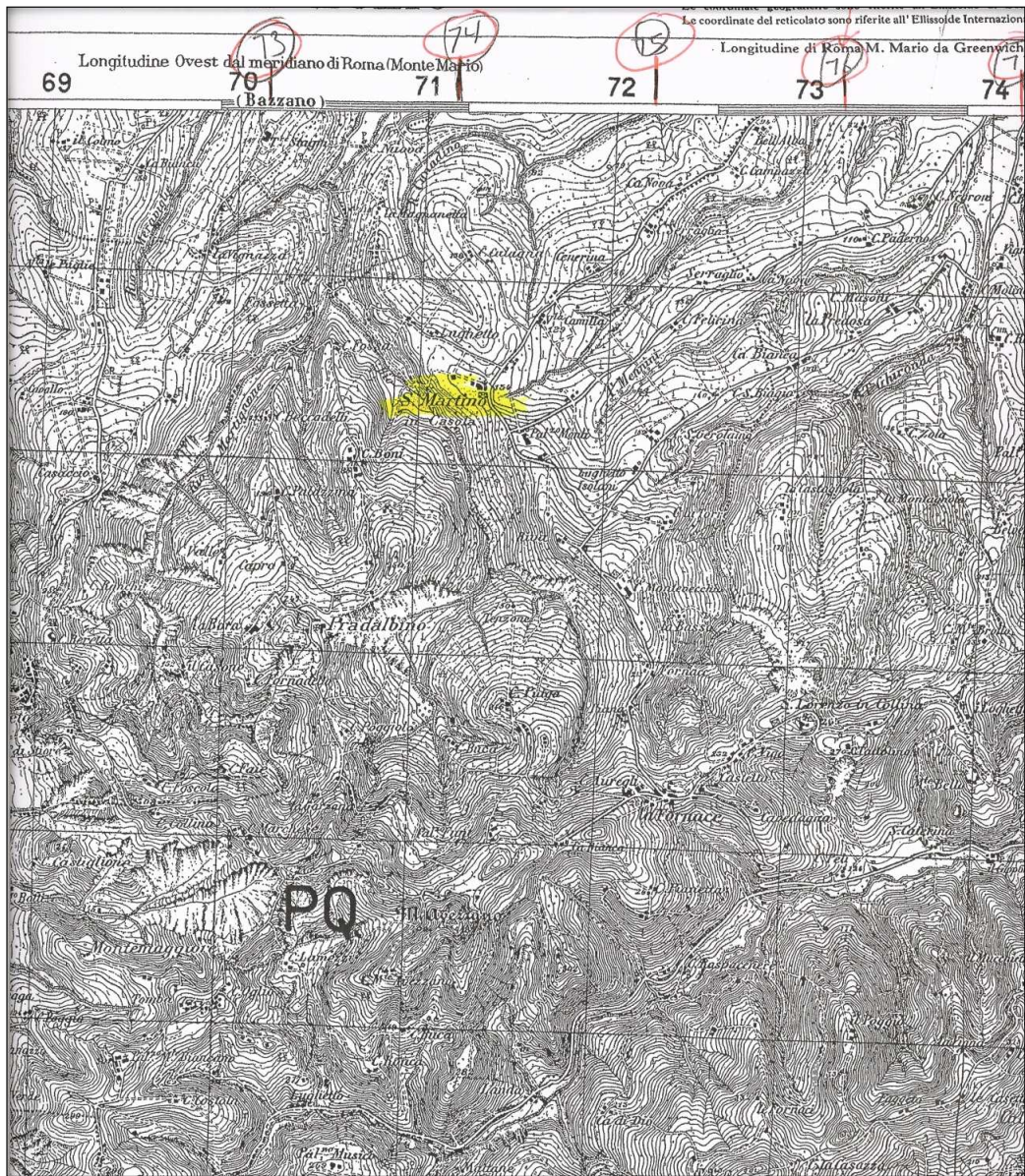
EVENT	DATE(S)	DESCRIPTION
Personal recollection of Joe Angelone (possible flight leader)	4/20/45	<p>Joe Angelone originally recalled being the flight leader for this mission. After several individuals started researching the mission, Joe indicated that he was no longer positive he was on the mission. The following is Joe's original recollections of the mission:</p> <p>Joe was the leader of the mission which was a four ship show. They were providing close support of the ground troops engaging the Germans in the north foothills of the Apennines. He believes the town was south-west of Bologna. The troops were having a tough time. The town was in flames due to phosphorous artillery shelling.</p> <p>The flight made one pass dropping either 500 lb phosphorous or napalm bombs and strafed when completing the dive. When pulling up, the forward air controller asked for another strafing pass. This was not normal in this situation, but Joe felt they could not refuse the request.</p> <p>They made another pass and immediately noticed Bob was no longer with them. They searched the area but could find no evidence of what happened to him. Joe stayed with the squadron until the end of the war but never heard what had happened to Bob.</p>  <p>Joe Angelone's ship under repair or being assembled after delivery</p>

EVENT	DATE(S)	DESCRIPTION
Personal recollection of George Blackburn (Blackie)	4/20/45	<p>This mission was a four plane show from the 66th Fighter Squadron (radio code-named "Jackpot.") The formation dive bombed a bridge on Highway 9 in support of the 5th Army. After bombing the bridge, they got a call from Rover Joe (the forward fighter controller) that five tanks needed to be checked out. The formation headed south and found five Tiger Tanks in the open. It was very unusual to find tanks out in the open during the day. The four aircraft made a run at them starting at 8000 feet. They did not circle to check them out like they normally did since they did not want the tanks to be ready for them. They just barreled in and hit them.</p> <p>After a second strafing run, all the tanks were burning but one. The tanks were not firing back. Blackie called, "Jackpot, form up." Bob called and said, "one is smoking, lets get him." Blackie called back and said, "no Bob, form up." Blackie used Bob's name and they never did that. They did not want to give the enemy names that could be used against them for propaganda or if they were captured.</p> <p>Before they knew it, Bob was diving on the tank. Like all the pilots, Bob was very competitive and Blackie stated that they were all young testosterone-driven men. Bob was firing away at the tank when someone started firing back - Blackie could see the tracers. Blackie observed a puff of smoke come out of Bob's engine. According to Blackie, this was a little concerning, but since these were big, heavy duty planes that protected pilots up front with a big engine and in back with armor, it seemed survivable. The only weakness in this plane was underneath where there is no protection. Blackie called out "Bob pull up." He kept calling "Bob pull up."</p> <p>Bob's plane flew on at the same angle, but did not gain altitude. The plane eventually piled into the ground and burst into flames. Blackie believes that Bob was shot and died in the cockpit. According to him, this had to be a lucky shot up through the bottom of the plane.</p>

EVENT	DATE(S)	DESCRIPTION
<p>Truman Heron's Personal Logbook Entry</p>	<p>4/20/45</p>	<p>Truman was one of the pilots in "C Flight" that Bob was assigned to during December 1945. By April 1945, the flights had probably been reorganized again, and Truman may not have been part of Bob's flight. Truman had 86 missions by 4/20/45. He photocopied a page from his personal logbook and it is shown below. The relevant portion of the 4/20/45 entry states:</p> <p>"I didn't fly again today. We lost Orcutt. He was hit while strafing and never gained much altitude. He said he thought he would have to bail out. He jettisoned the canopy, but kept flying. The plane crashed, burned, and he wasn't seen to bail out. 64, 65, and another squadron had a man go down about the same time."</p>  <p style="text-align: right;">FROM A COPY OF MY LOG BOOK Heron</p> <p style="text-align: center;">- 45 - this mission</p> <p>I took 44c to bomb enemy occupied buildings southeast of Paderno. Rear Joe said it was too close to our troops so he gave us some more buildings east of orig. target. approx 3.5 miles west of Sienno. The place was called Tortoraccia. We got one direct hit and one near miss with bombs. Schryer put six rockets in the building. We strafed a review south of the building. We destroyed our truck. We got several planes shot up today but all returned. This made 86 missions for me.</p> <p style="text-align: center;">April 19 - 45</p> <p>I didn't fly today. We got a few planes with holes but all returned.</p> <p style="text-align: center;">April 20 - 45</p> <p>I didn't fly again today. We lost Orcutt. He was hit while strafing and never gained much altitude. He said he thought he would have to bail out. He jettisoned the canopy, but kept flying. The plane crashed, burned, and he wasn't seen to bail out. 64, 65, and another squadron had a man go down about the same time.</p> <p style="text-align: center;">- 46 -</p> <p style="text-align: center;">April 21 - 45</p>

EVENT	DATE(S)	DESCRIPTION
Recollection of David Brower, a ground soldier with the 10 th Mountain Division	4/20/45	<p>David Brower was with the 3rd Battalion, 86th Mountain Infantry Regiment in the 10th Mountain Division. David was a key leader of the Sierra Club both before and after the war. Upon returning from the war, he changed the focus of the group from a regional hiking club with 2,000 members, to a powerful environmental organization with over 700,000 members. In 1952, he was named the Sierra Club's first executive director. He led the effort to designate San Geronimo (the highest mountain in Southern California) as off-limits to development. He also led the fight to create the Wilderness Act in 1964. Brower was outspoken and differed with the board of the Sierra Club over a nuclear power plant on California's central coast and was subsequently fired. Brower founded several other successful environmental organizations upon leaving the Sierra Club. He eventually reconciled with the Sierra Club and served on its board for a significant portion of the 1980's and 1990's. He was a very active speaker until his death in 2000.</p> <p>David wrote a book in 1948 titled "Remount Blue – The Combat Story of the 3rd Battalion, 86th Mountain Infantry." On pages 66 and 67 he recounts his experiences from the afternoon of April 19 to April 20, 1945. The following is what is written:</p> <p>"We knew that our time would come to join the column. It came at about 1800, when we, too, moved along the dusty, congested road. It was a long, stimulating night. At about midnight we turned off into a field and were told to dig in and sleep while we could. Then the order came. "The 3d Battalion will participate in a coordinated attack at 0800." We were to attack on the left with an exposed flank. Objective: to cut Highway No. 9 and hold the strategic Ponte Samoggia.</p> <p>We were on the road again at 0330, after nearly three whole hours of sleep for the lucky ones who didn't spend that time digging in deeply. After dawn we passed a sign reading, "Bologna – 11 kilometers." However, it was not our lot to enter this long-sought city. We turned off the road instead, and climbed to the hamlet of San Lorenzo in Collina, which straddled the last ridge of the Apennines, our LD (line of departure.) We looked ahead at strange flat ground and a hazy horizon.</p>

EVENT	DATE(S)	DESCRIPTION
<p>Recollection of David Brower, a ground soldier with the 10th Mountain Division</p> <p>(continued)</p>	4/20/45	<p>We met little opposition until our forward elements were well down the slopes, when we received heavy long-range artillery fire from the valley. The 81mm mortar sections of Company M suffered several casualties.</p> <p>Far out in the valley columns of smoke gave evidence of the air corps' work. One of our P-47s went down just to the right of the Battalion, the pilot baling out barely in time. Another went down, the pilot with it (<i>probably Bob's.</i>) The plains to our front resembled a huge patchwork quilt in greens and browns, each segment separated by a hedgerow, road, or canal."</p> <p>A little further in the book, David Brower described entering Ponte Samoggia and described what he saw. The following is what he recalled:</p> <p>"PONTE SAMOGGIA WAS NOT MUCH of a town. It consisted of a small group of buildings straddling the Torrente Samoggia, here more of a sluggish river than a torrent. Every building in town had been damaged by bombs and the bridge across the stream had one side blown out."</p>
<p>Recollection of Dr. Albert Meinke, Jr., a medic with the 10th Mountain Division</p>	4/20/45	<p>Dr. Albert Meinke was the lead surgeon with the 3rd Battalion of the 86th Mountain Regiment of the 10th Mountain Division. He published a book in 1996 titled "Mountain Troops and Medics – Wartime Stories of a Frontline Surgeon in the U.S. Ski Troops." Several conversations and emails were exchanged with him to confirm his accounting of the events on April 20. The following is what he wrote on pages 220 – 223 of his book, describing the events from the evening of April 19 through April 20, 1945:</p> <p>"As soon as things had settled down, another briefing session was called at the Battalion Command Post, and there I learned what was in store for us when the dawn arrived. The regiment would attack again at 8 am to take the town of Ponte Ronca, then head northwest to cut Highway 9 in the Po Valley and take the town of Ponte Samoggia. Leading the attack would be our 3rd Battalion; the 1st Battalion would advance on our right, and the 2nd Battalion would march close behind to be committed as needed. The 85th Regiment would be advancing on the left, but much farther away. Should we suffer a flank attack on our left, our 2nd Battalion must be ready to meet it.</p>

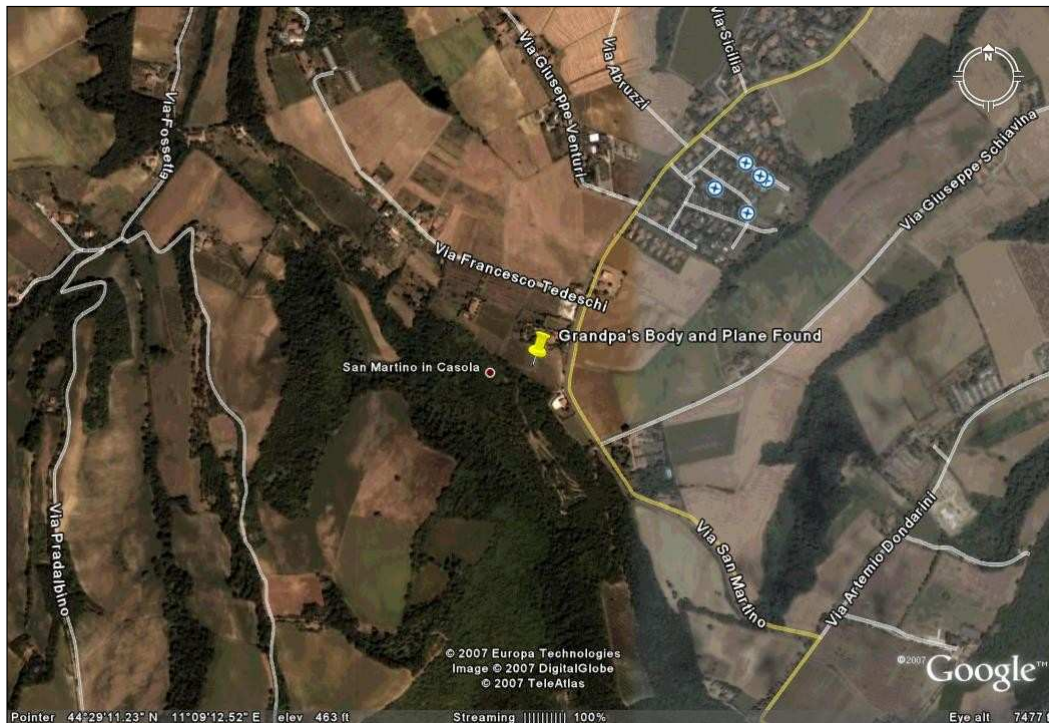


This is a copy of the map the ground troops used on April 19 and 20. A former soldier with the 10th Mountain Division supplied this copy. The location where Bob went down was at the building located on the top of the O in San Martino.

EVENT	DATE(S)	DESCRIPTION
<p>Recollection of Dr. Albert Meinke, Jr., a medic with the 10th Mountain Division</p> <p>(continued)</p>	<p>4/20/45</p>	<p>At 3 am with less than three hours rest, the battalion moved out again. The infantrymen were on foot, this time carrying full loads of ammunition. Everyone carried K rations for several days. The march lasted another three hours or so, and sunrise was nearly upon us when we turned off the main road and marched uphill toward the village of San Lorenzo to the line of departure for our morning attack. By the time we arrived it was light enough to see clearly, and although the dawn was hazy, we could see the flat horizon that was the floor of the Po Valley in the distance. We were on the brink of the breakout!</p> <p>Our 3rd Battalion jumped off again at 8:30 am. There were still a lot of low hills and long ridges between us and the valley floor, and the battalion was mostly afoot with the vehicles following as closely behind as possible, using whatever roads and trails were available. Here and there the forward troops encountered pockets of resistance, and although these encounters would usually begin with a lot of shooting, there seemed to be little difficulty in persuading the Germans to surrender.</p> <p>Enemy artillery opened up about halfway through the morning, and continued incessantly for most of the day. A few enemy tanks were again encountered, and once more the Air Force was called upon to knock them out. We could see our planes bombing and strafing farther out in the valley too, and columns of smoke were rising here and there as a result of their efforts. We learned later that their targets included numerous enemy columns of men and material which were fleeing in front of our advance.</p>

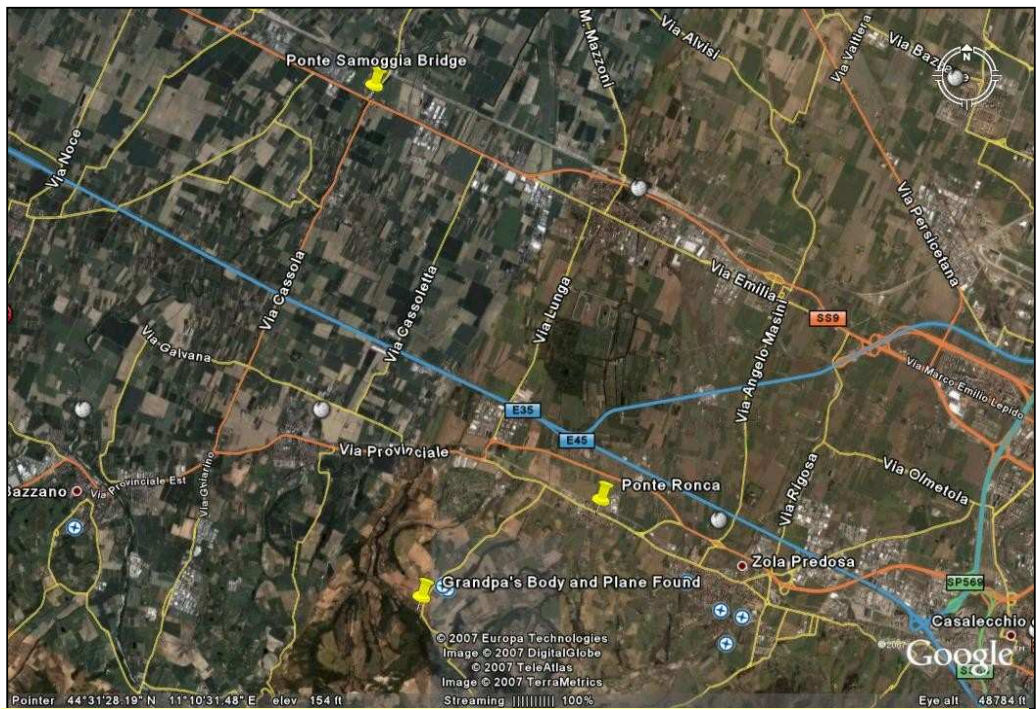
EVENT	DATE(S)	DESCRIPTION
<p>Recollection of Dr. Albert Meinke, Jr., a medic with the 10th Mountain Division</p> <p>(continued)</p>	<p>4/20/45</p>	<p>In his account of the action on the morning of April 20, David Brower states that just as we were descending the last ridge of the Apennines, two of our P-47 fighter planes which had been flying sorties in the valley ahead of us, went down "just to the right of the battalion." I remember both of them well. Our aid station was on the move at the time, and we were following the infantry on foot. Our vehicles were following behind us as best they could, and trying to stay close in order to evacuate the few casualties we were receiving directly from the field. We were headed north along a wooded ridge near its top, and up ahead and in the valley beyond the ridge to our right we could hear occasional intense bursts of small arms fire as groups of enemy soldiers were being flushed out. The Germans were surrendering readily in large numbers as soon as our men displayed the awesome concentrations of small arms fire that they could produce. Usually none of our men were hurt in these skirmishes. Our casualties were few, and were caused mainly by artillery and mortar shells, which now seemed to be coming from many different directions, including some from our rear.</p> <p>As we moved slowly through the woods along the western slope of the ridge, what sounded to me like an artillery piece began firing on the other side of it. I paid little attention to it until all of a sudden the P-47s came swooping down out of the sky to strafe something in that area. I don't remember exactly how many there were, but they came diving down at a steep angle, one at a time, firing as they came, then pulled up, gained altitude, made a wide circle and repeated the attack. It seemed as if they were only a hundred feet or so above the crest of the ridge we were on when they were on the low point in their dive. The firing on the other side of the ridge continued, and since I only had to go a few yards to reach the top, I decided to climb up to see if I could see what was happening.</p>

EVENT	DATE(S)	DESCRIPTION
Recollection of Dr. Albert Meinke, Jr., a medic with the 10 th Mountain Division (continued)	4/20/45	Staying low to avoid showing my silhouette on the skyline, I peered over the crest of the ridge, and there, perhaps a hundred feet below and a hundred yards away, parked next to a stone building, was a huge enemy tank. It looked bigger than any of ours, and was intermittently firing its long gun at something toward our rear. As I watched, the P-47's broke off their attack and left, probably to refuel and rearm. However, while I was



Current aerial photo of location Bob went down. The building (church) is at the top of the placemark. The ridge where Meinke was observing the events is where the treeline appears.

EVENT	DATE(S)	DESCRIPTION
<p>Recollection of Dr. Albert Meinke, Jr., a medic with the 10th Mountain Division</p> <p>(continued)</p>	4/20/45	<p>still watching a few minutes later, a single plane came roaring down out of the sky at a very steep angle, with all guns blazing. It was headed directly at the tank, and the pilot didn't pull out of the dive! I watched as the plane continued with undiminished speed, and crashed dead center on the turret of the tank. There was a big explosion, and a huge ball of fire engulfed the area, but not much debris flew from it. I knew that it was impossible for the pilot to have survived, and I was sure that the occupants of the tank were now cooking inside because the whole area was burning with great intensity, so I didn't go down the hill for a closer look."</p>
<p>Ken Lewis' Diary Entry</p>	4/21/45	<p>Ken Lewis' book, "Grandpa's War" had no entry for 4/20/45. However, it did have an entry on 4/21/45. The following is the relevant portion of the entry:</p> <p>"Still working on our close support mission – have 94 racked up now. The drive seems to be going well with the troops breaking out into the Po Valley at last. We've been having a hell of a lot of planes shot up lately and Bob Orcutt went down yesterday. Not seen to bail out. That leaves only 5 of our 16 left now."</p> <p>A little further in his 4/21/45 entry he states"</p> <p>"We're sure short as hell on pilots and planes now. Only about 25 operational pilots, right at the time of the big push! All leaves were cancelled, and no one gets a day off anymore. Everyone has to fly two missions a day, as a rule. Sure wish to hell those replacements would get here. Everyone is tired and jumpy as hell. Every man in the outfit needs a rest pretty bad."</p>



Current aerial map of Bob's final mission



IN GRATEFUL MEMORY OF

First Lieutenant Robert B. Orcutt

WHO DIED IN THE SERVICE OF HIS COUNTRY

in the Mediterranean Area, April 20, 1945.

HE STANDS IN THE UNBROKEN LINE OF PATRIOTS WHO HAVE DARED TO DIE

THAT FREEDOM MIGHT LIVE, AND GROW, AND INCREASE ITS BLESSINGS.

FREEDOM LIVES, AND THROUGH IT, HE LIVES—

IN A WAY THAT HUMBLER THE UNDERTAKINGS OF MOST MEN

A stylized, handwritten signature in blue ink, reading "Harry Truman".

PRESIDENT OF THE UNITED STATES OF AMERICA

Disposition of Remains and Personal Effects Timeline

The following is a timeline regarding the disposition of Bob's remains and his personal effects.

EVENT	DATE(S)	DESCRIPTION
Initial Burial Memo Sent	4/24/45	An informal memo from the 1125 th Armored Field Artillery Battalion was sent to the 5 th Army Headquarters. The 1125 th was attached to the 10 th Mountain Division. The following is a copy of the memo:

HEADQUARTERS
1125TH ARMD F.A. BN
APO 464, U. S. Army

24 April 1945

SUBJECT: Aircraft Crash.

TO : Commanding General, IV Corps, APO 304, U. S. Army.

1. The following information concerning the crash of an American F-47 (No. 229264) is furnished:

- a. Date: Approximately 19th or 20th April 1945.
- b. Place of crash: Vic San Martino on Casola, Italy, (Vic 738461).
- c. Cause of crash: Motor trouble.
- d. Pilot: ROBERT B. ORCUTT, O774284.
- e. Officer buried in the rear of the church at San Martino.
- f. One identification tag is located on a marker, the other inclosed.
- g. Nothing left of plane except tail structure.

2. Request that this information be furnished to the headquarters concerned, which is unknown here.

For the Commanding Officer:

/s/ Frank G. Matteson, Jr.
/t/ FRANK G. MATTESON, Jr.
1st Lt, FA,
Acting Adjutant.

1 Incl: Ident Tag.

A CERTIFIED TRUE COPY:
Thomas J. Crowell
THOMAS J. CROWELL
2nd Lt., QMC

57201

EVENT	DATE(S)	DESCRIPTION
Next of Kin notified of MIA status	5/4/45	A telegram was sent to Trudie notifying her that Bob was MIA (Missing in Action.) This was two days after the Germans surrendered in Italy.
Report of Investigation and Disinterment of an Isolated Burial	5/5/45	<p>The memo filed by the 1125th was received by headquarters. A burial detail was detached to investigate the report. The following is the content of the report that was filed:</p> <p>"The undersigned and detail in response to an informal routing slip, 5th Army, investigated the isolated burial of an American Airman at Grid Coord L738481. That at the above grid coord the undersigned found some wreckage of airplane and about thirty feet from the wreckage an isolated grave was found. The grave was marked by two sticks shaped like a cross with no markings thereon, except an identification tag "Robt B Orcutt O-774284." This tag matched the identification tag forwarded by the GRO, Fifth Army to the 47th QM (GR) Co. That searching through the wreckage a portion of the tail fin was found bearing the following number 229264 which corresponded with the plane number forwarded in the MACR and piloted by Robert B Orcutt O774284. That no other information could be found. The deceased airman was disinterred and brought to the US Military Cemetery at Mirandola, Italy for burial.</p> <p>NOTE: The location of the aircraft wreckage and grave is the church in San Martino in Casola. This is in the foothills near Ponte Ronca."</p> <p>A copy of the memo is provided on the next page.</p>

293 Orcutt, Robert E. 0774284
Report of Investigation and Disinterment of an Isolated Burial

The undersigned and detail in response to an informal routing slip, 5th Army, investigated the isolated burial of an American Airman at Grid. Coord. L738481.

That at the above Grid. Coord. the undersigned found some wreckage of airplane and about thirty feet from the wreckage an isolated grave was found. The grave was marked by two sticks shaped like a cross with no markings thereon, except an identification tag "Robt. E. Orcutt, O-774284". This tag matched the identification tag forwarded by GRC, Fifth Army to the 47th QM (GR) Co..

That searching through the wreckage a portion of the tail fin was found bearing the following number 229264 which corresponded with the plane number forwarded in the MACR and piloted by Robert E. Orcutt, 0774284.

That no other information could be found.

The deceased airman was disinterred and brought to the U.S. Military Cemetery at Mirandola, Italy for burial.

Wallace A. Sanders
Wallace A. Sanders
Sgt. 34290153
47th QM GR Co.




EVENT	DATE(S)	DESCRIPTION
Bob is Reburied in US Military Cemetery in Mirandola, Italy	5/5/45	<p>At 1545 (3:45 pm), Bob was reburied in a temporary military cemetery established in Mirandola, Italy. The following are the key facts about this burial:</p> <p>Bob was reburied in Plot C, Row 3, Grave 314 (the grave was marked with temporary wood.) Bob was given a Catholic religious ceremony.</p> <p>One dog tag was buried with the body and the other was attached to the grave marker.</p> <p>Pvt Henry J Pilichowski was buried to the right, PFC Charles R Lowery was buried to the left.</p> <p>Body condition: Disintegrated due to plane crash.</p> <p>Burial: Bob was buried in a shroud.</p> <p>Bob's cousin, who was also stationed in Italy during this time, visited Bob's grave and recalled seeing the grave with Bob's dog tag attached to the marker.</p>

O-774281 743 44		RESTRICTED		Form prepared by 3rd Plat.	
REBURIAL		47 QM (GR) Co.		FORM 1 GR	
345		REPORT OF XXXXXX REBURIAL		SOS MATOUSEA	
		AR 30-1815 & TM 10-630		July 1943	
		7 May 1945		Date Report Filled Out	
ORCUTT,	Robt.	B.	O-774284	W	
(Last Name)	(First Name)	(Middle Initial)	(Serial No.)	(Race)	
1st Lt.	57th Fighter Grp	66th Fighter Sqdrn	Army Air Corps	USA	
(Rank)	(Organization)	(Branch)	(Country)		
Vic. San Martino, Italy	(Est) 20 April 1945	KIA-Body disintegrated (Plane crash)		Cath	
(Place of Death)	(Date of Death)	(Cause of Death)		(Religion: P. C. H. etc.)	
MEANS OF IDENTIFICATION					
Grave marker 1 tag fwd'd by 5th Army to 47th QM (GR) Co.					
Identification Tags found on XXXX : Yes (1); No ()					
XXXXXXXXXXXXXXXXXXXX other means used to identify body (identification card, letters, etc.): Information obtained from M.A.C.R. See attached statements.					
Complete fingerprint chart of both hands on reverse side if body cannot be identified.					
Complete tooth-chart on reverse side and list anatomical characteristics and other data if fingerprints cannot be taken.					
If unidentified, give circumstances:					
List of Personal Effects found on Body and disposition of Same: 1 Lt's bar.					
Fwd'd to Army Effects Bureau, Kansas City QM Depot, Kansas City, Mo.					
UNKNOWN			UNKNOWN		
(Name of Emergency Addressee)			(Address of Emergency Addressee)		
Pfc S Granoff 47th QM (GR) Co.					
(Signature (or Name) of Person furnishing above data when other than the Officer reporting burial.)					
1545 hrs		5 May 1945		US Mil. Cem. at Mirandola, Italy	
(Time and Date of Burial)		(Location, Name, & No. of Cemetery)			
IF BURIAL OTHER THAN IN ESTABLISHED CEMETERY FURNISH SKETCH AND MAP REFERENCE REVERSE SIDE THIS FORM					
C	3	314	Temp Wood	Cath	
(Plot No.)	(Row No.)	(Grave No.)	(King Grave Markers)	(Type of Religious Ceremony)	
Identification Tag buried with body (1); Identification Tag attached to marker (1).					
If identification Tags not present, what other identification data were buried with the body and in what kind of container?					
Bodies buried on either side (See paragraph 4 on reverse side this form.)					
Right side:		PILICHOWSKI, Henry J. Pvt 32873121		Co C 349th Inf Regt 313	
(Name)		(Rank) (ASN)		(Organization) (Grave No.)	
Left side:		LOWERY, Charles R. Pfc 33764898		Co G 337th Inf Regt 315	
(Name)		(Rank) (ASN)		(Organization) (Grave No.)	
(Signature of Person Reporting Burial)			(Verified by G.R.S. Officer)		
THOMAS J. CROWELL, 2nd Lt., QMC 47th QM (GR) Co.					
INSTRUCTIONS FOR FILLING OUT BURIAL REPORT: Make out QMC Form 1-GRS in quadruplicate for U.S. dead, one additional copy for allied and enemy dead. Sign all copies. Submit report to nearest member of Graves Registration Service. Graves Registration Service will forward the original and two copies through at least one higher administrative headquarters (to be checked against Casualty Reports and allied papers and all copies verified by the Graves Registration Officer of that headquarters) to Base Section Graves Registration Service Officer. OVER FOR BURIAL INSTRUCTIONS.					
RESTRICTED					
Hq. PBS 8-44 - 200,000					




Burial Report - Page 1

INSTRUCTIONS FOR TRIAL																																																	
<div style="text-align: right; font-size: 1.2em; margin-bottom: 10px;">345</div> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>When unidentified, take thumb and fingerprints of both hands.</p> <p>Left</p> <p>Right</p> </div> <div style="width: 45%;"> <p>Thumb</p> <p>Index</p> <p>Ring</p> <p>Middle</p> <p>Little</p> </div> </div>	<p>1. PREPARATION OF BODY : Have body examined by member of Medical Department whenever possible (to attach E.M.T. Form 52b.) Remove all personal property; remove one identification tag, leave other on body in protected position (in case of enemy dead, leave 1/2 tag on body, forward 1/2 with personal effects.) If no tag present, make notation of identifying data on form, protect in sealed bottle, canteen, spent shell, or best available container and bury with remains. If unidentified, take fingerprints of both hands; if this not possible, fill out tooth chart and note height, weight, color of eyes and hair tattoo marks, birthmarks, etc., and other data as serial no. of weapon, laundry marks, where body found, etc. Wrap body in shelter half, mattress cover, or blanket when available.</p> <p>2. BURIAL : Dig grave to a depth of five feet (nasty battlefield burials, to sufficient depth to prevent elements from exposing the body). Place only one body in a grave. Dig graves side by side, row behind row.</p> <p>3. MARKING OF GRAVE : Fasten identification tag to temporary name peg and place at head of grave. For enemy dead, write data on peg. When pegs are not available copy data on a piece of paper, place in bottle, spent shell, or other receptacle, seal tightly and place so as to mark and identify grave. If identification tag cannot be fastened to peg or placed in container, do not leave at grave but forward with report of burial. If only one tag is found on body, it should be buried with body. The information thereon should be written on marker or placed in container at head of grave. Do not use weapons or helmets to mark graves.</p> <p>4. LOCATION OF GRAVE : Report burials in established cemeteries by plot, row, and grave number (or show on cemetery map). For all other burials prepare sketch in space provided below; and give location by means of map references, or by reference to prominent permanent landmarks. Information must be specific, accurate, complete. Stand at foot of grave facing head to determine bodies buried to the left and right.</p> <p>5. PERSONAL EFFECTS : List only personal effects taken from body on the Burial Report form. Place these with information as to identity of owner, organization, emergency addressee, in personal effects bag, or wrap in handkerchief, towel, or other available material and turn over to Grave Registration Service Personnel with report of burial. Government property is not to be included in personal effects but is to be turned in to Salvage Collecting Point.</p> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 45%;"> <p>SKETCH AND MAP REFERENCE: <i>2 N</i></p> <p>Body disinterred from isolated grave at L758481 Map of Italy 1:200,000 by detail under Sgt Wallace A. Sanders, 47th QM (GR) Co. on 5 May 1945.</p> <p>Reinterred in US Mil. Cem. at Mirandola, Italy Plot C, Row 3 Grave 314 on 5 May 1945.</p> <p>No. 229264 found on tail fin of plane wreckage which corresponds with the No. of the plane which deceased was piloting.</p> </div> <div style="width: 50%;"> <p>TOOTH-CHART</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr> <td colspan="16" style="padding: 2px;">(Right) (Examine)</td> </tr> <tr> <td>8</td><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td> </tr> <tr> <td colspan="16" style="height: 40px;"> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Indicate : missing natural teeth by X; crowns by O;</p> <p>fillings by □; bridges by ○; linkings anchor teeth;</p> <p>replacements by denture</p> </div> <div style="width: 45%;"> <p>Characteristics : _____</p> <p>Other Data : _____</p> </div> </div> </td> </tr> </table> </div> </div>	(Right) (Examine)																8	7	6	5	4	3	2	1	9	10	11	12	13	14	15	16	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Indicate : missing natural teeth by X; crowns by O;</p> <p>fillings by □; bridges by ○; linkings anchor teeth;</p> <p>replacements by denture</p> </div> <div style="width: 45%;"> <p>Characteristics : _____</p> <p>Other Data : _____</p> </div> </div>															
(Right) (Examine)																																																	
8	7	6	5	4	3	2	1	9	10	11	12	13	14	15	16																																		
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Indicate : missing natural teeth by X; crowns by O;</p> <p>fillings by □; bridges by ○; linkings anchor teeth;</p> <p>replacements by denture</p> </div> <div style="width: 45%;"> <p>Characteristics : _____</p> <p>Other Data : _____</p> </div> </div>																																																	

EVENT	DATE(S)	DESCRIPTION
MACR Updated based on Field Investigation	5/21/45	<p>An addendum was filed to the MACR by Lieutenant Parkinson of the 2616th Repatriation Unit, APO 650. This addendum indicates that new serial numbers were received for the guns on the plane Bob went down in. It states that the numbers are in agreement with Parkinson's investigation.</p> <p>NOTE: The serial numbers of the plane, the engine, and all guns were recorded on the MACR's. This was done to confirm that any plane wreckage found is the actual wreckage that it is believed to be. Lt. Parkinson researched the wreckage of Bob's plane and identified the serial numbers on the guns. These serial numbers did not match the records of supplied by the 66th Fighter Squadron. This memo indicates that the aircraft Bob was flying had undergone a major repair and that the paperwork had not been updated at the time he went down to reflect this. The memo also states that due to the severe need for aircraft at that time, the paperwork was behind the deployment of repaired aircraft.</p> <p>Pictures of this plane undergoing repair exist in Wayne Dodd's book on the history of the 57th Fighter Group and in the history book of the 12th Army Air Force. The caption in Wayne Dodd's book indicates that the plane got too low and hit trees, but was able to return to base for repairs.</p> <p>This was a common occurrence, as the P-47 could be difficult to pull out of a dive if not managed carefully.</p>
Check for \$15.44 cut for Trudie	5/22/45	A check for \$15.44 was cut for Trudie to replace cash found in Bob's personal effects.

		
Bob – Probably a cadet photo Unknown location	Bob – just after getting his wings and 2 nd Lt commission Probably Luke Field or Wendover	Bob (note: he has his wings, so this is after April 1944) Unknown location

EVENT	DATE(S)	DESCRIPTION
Bob's Personal Effects Gathered	5/23/45	<p>The 66th Fighter Squadron gathered and documented Bob's personal effects. A long list of personal items (primarily clothing) was included in the list (shown on the following pages.) Some of the items of interest include:</p> <ul style="list-style-type: none"> • One Flight record folder #5 (This folder contains Bob's official flight records. It recorded all his flights by date, aircraft, and the length of flight. It would be extremely valuable to find. It would make it possible to identify the most likely missions that Bob participated in.) • Bundle of letters and pictures (many of these have been found and identified) • One Field Jacket • One Garrison Khaki Cap • One 12th Air Force Scarf • One Field cap with shield

		
<p>Bob on his veranda at the hotel. Bob stated on back "This is your's truly Trudie darling."</p> <p>Grosseto, Italy</p>	<p>Bob stated on back "(Capt.) Hartwig of Texas (How ya all?) Married and home on a 30 day leave. Over 100 missions and is returning to combat after a rocket course."</p>	<p>Captain Hartwig</p> <p>Probably Grosseto, Italy</p>

INVENTORY OF EFFECTS
(See MTOUSA Circular No. 28, 1945)

Orcutt Robert B. O-774284
(Last Name)(First) (Initial) (A.S.N.)
1st. Lt., A.C. 66th. Ftr. Sqdn.
(Grade)-(Organization or arm of service)
~~*****~~
*Missing 20 day of April 19 45
(*Cross out word not applicable)
Unit is each unless otherwise stated

Quantity	Description of Article
1 ea.	Wallet ✓
1 ea.	Flight, record folder #5 ✓
1 ea.	Vest pocket manual ✓
1 ea.	Tobacco pouch (leather) ✓
5 ea.	Pipes ✓
3 pr.	gissors ✓
1 ea.	Hair, brush ✓
1 bx	Soap, Yardley's ✓
1 pr.	Glasses, reading ✓
1 ea.	Sponge wash cloth ✓
1 ea.	Snood, black lace ✓
1 ea.	Black, negligee ✓
1 ea.	Baby, dress ✓
3 ea.	Hair, nets ✓
2 ea.	Brassier's ✓
1 ea.	Camera w/filter (Kodak) ✓
1 ea.	Excersing device ✓

Quantity	Description of Article
1 ea.	Pen & pencil set (Parker) ✓
1 ea.	Letter opener ✓
2 ea.	Tubes of lipstick ✓
1 bx.	Bars, wings, coins, etc. ✓
1 ea.	Bundel of letters & pictures ✓
1 ea.	Cross (large) ✓
	<u>NEXT OF KIN</u>
	Mrs. Gertrude E. Orcutt 1654 West Gage Ave. Los Angeles California
	Funds in the amount of \$ 15.44 were among effects and were included in Check No. 9,305,149 dated 22 May 1945 Symbol No. 211-232 which was forwarded by Essential Official Air Mail to Effects Quartermaster, Army Effects Bureau, Kan- sas City, Missouri.
	#Effects listed, except funds as in- dicated, were forwarded to reach Effects Quartermaster, Kansas City, Missouri, ***** under Army Postal Service Registry No. APO No. 650 Army Postal Authorities; through (#Line-out and fill-in as appropriate on all but original copies)
	<i>Fredrick P. Dose</i> FREDERICK P. DOSE 1st. Lt., A. C. (Signature of Inventorying Officer)
	66th. Fighter Squadron (Organization of Inv. Officer)
23	May 1945 (Date)

Inventory Form No. 54 - MTOUSA
(Reproduced at Hq, 57th Ftr Gp/9 Mar 45.)

INVENTORY OF EFFECTS

(See MTOUSA Circular No. 28, 1945)

Orcutt Robert B. O-774284
(Last Name)(First) (Initial) (A.S.N.)
1st. Lt., A. C. 66th. Ftr. Sqdn.

(Grade) (Organization or arm of service)

~~XXXXXX~~ 20 day of April 19 45

*Missing (*Cross out word not applicable)

Unit is each unless otherwise stated

Quantity	Description of Article
1 pr.	Sneakers
1 ea.	Sweat suit
1 pr.	Shoes tan
1 pr.	Boots
1 pr.	Swim trunks
7 ea.	Shirts, khaki
2 ea.	Face, cloths
14 pr.	Socks
13 ea.	Handkerchiefs
8 pr.	Drawers, cotton
6 ea.	Towels, bath
1 ea.	Polo shirt
8 ea.	Undershirt, cotton
2 pr.	Trousers, pink
1 pr.	Trousers, green
1 pr.	Shoe, trees metal
1 ea.	12 A.F. scarf

Quantity	Description of Article
1 ea.	Cap, garrison pink
1 ea.	Trench coat
1 ea.	Shirt O.D.
1 pr.	Trousers, O.D.
2 ea.	Shirts, sport flannel
1 ea.	Cap, field w/shield Khaki
1 ea.	Cap, field w/shield O.D.
2 ea.	Belts, w/buckle
1 ea.	Scarf, O.D.
6 ea.	Neckties, Khaki
1 pr.	Trunks
1 ea.	Blouse O. D.

Funds in the amount of \$ _____
were among effects and were included in
Check No. _____, dated _____
Symbol No. _____, which was forwarded
by Essential Official Air Mail to Effects
Quartermaster, Army Effects Bureau, Kan-
sas City, Missouri.

#Effects listed, except funds as in-
dicated, were forwarded to reach Effects
Quartermaster, Kansas City, Missouri,
through Base Censor, APO No. _____
under Army Postal Service Registry No. _____
APO No. _____; through

(#Line-out and fill-in as appropriate on
all but original copies)

(Signature of Inventorying Officer)

(Organization of Inv. Officer)

(Date) 19

Inventory Form No. 54 - MTOUSA
(Reproduced at Hq. 57th Ftr Gd/9 Mar 45.)

(See MTOUSA Circular No. 28, 1945)

1st. Lt., A.C. 66th. Ftr. Sqdn.
(Grade) (Organization or arm of service)

Quantity	Description of Article
----------	------------------------

2 ea. Shirts, green

1 ea. cap, garrison khaki

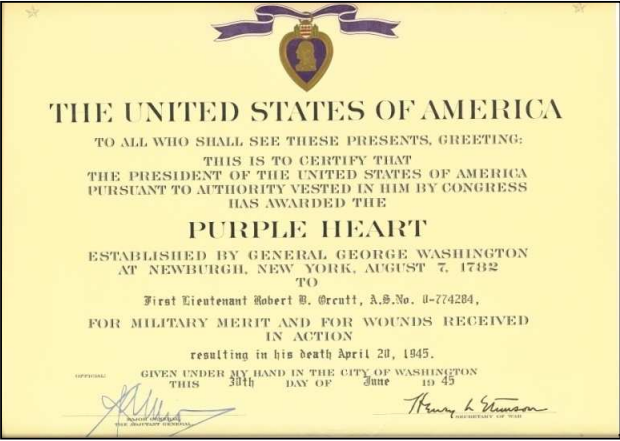
Mrs. Gertrude E. Orcutt
1654 West Gage Ave.
Los Angeles
California




(#Line-out and fill-in as appropriate on all but original copies)

66th. Fighter Squadron
(Organization of Inv. Officer)

23 May 19 45
(Date)

Inventory Form No. 54 - MTCUSA
(Reproduced at HQ, 57th Ftr Gp/9 Mar 45.)

EVENT	DATE(S)	DESCRIPTION
\$15.44 check sent to US	5/24/45	The check was sent to the Army Effects Bureau in Kansas City. It arrived on June 8, 1945.
Trudie notified of Bob's Death	5/28/45	The evidence of Bob's death was received by the War Department. A telegram was sent to Trudie indicating that Bob's status was changed from MIA to KIA (Killed in Action.) This was 26 days after the war ended in Italy and 20 days after the war ended throughout Europe. A Report of Death was filed by the War Department on June 1, 1945.
Trudie received Bob's Purple Heart	6/14/45	

		
2 unknown pilots on Bob's ship Grosseto, Italy	March 20, 1945 - Ground Crew(?) Grosseto, Italy	Unknown ground crewman Grosseto, Italy

WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON 25, D. C.

THE PURPLE HEART AWARDED POSTHUMOUSLY

The Purple Heart was originally established by General George Washington at Newburgh, 7 August 1782, during the War of the Revolution. The decoration was revived by the War Department on 22 February 1932, the two-hundredth anniversary of General Washington's birth, thus paying respect to his memory and recognizing his military achievements. It is awarded to persons who, while serving in any capacity with the Army of the United States, are wounded in action against an enemy of the United States, or who since 6 December 1941 are killed in action, or who die as a direct result of wounds received in action.

The following is a brief description of the Purple Heart: The decoration consists of a purple enameled heart within a bronze border on which is mounted in relief a profile head of General Washington in military uniform. Above the enameled heart is the shield of Washington's coat of arms between two sprays of leaves in green enamel. On the reverse, below the shield and leaves without enamel, is a raised bronze heart with the inscription "For Military Merit," under which is engraved the name of the recipient. The medal is suspended by a rectangular-shaped metal loop with corners rounded from a silk moire ribbon of purple center with white edges.

In posthumous awards of the Purple Heart the Commanding General, Philadelphia Quartermaster Depot, is directed to engrave and ship the decoration direct to the proper next of kin. Usually fifteen days time is required after receipt of notice of award, for the engraving, packaging, and shipping of the decoration.

Recipients of posthumous awards of the Purple Heart may display the decoration in any manner desired, except that decoration is not authorized to be worn by them.

J. A. ULIO
Major General
The Adjutant General

31 January 1945.

25-23390-75M

EVENT	DATE(S)	DESCRIPTION
Trudie sent letter to Army Effects Bureau	6/15/45	Trudie sent a handwritten letter to the Kansas City Army Effects Bureau to request Bob's personal effects. She specifically identified interest in several items including Bob's wedding ring.

1654 W. Sage Ave.
 Los Angeles 44, Calif.
 JUN 15 1945
 The Effects Quartermaster
 Army Effects Bureau
 Kansas City Quartermaster Depot
 Kansas City 1, Missouri
 498,281
 M
 Dear Sir:
 I was notified to write to you for my husband's personal effects. He is 1st Lieut. Robert B. Orcutt O-774284. He is buried in a U. S. Military Cemetery in Northern Italy. He wears a gold wedding ring, and an Air Corp insignia ring. I would like to have these sent to me if possible at all, and also any medals that he wore with his dog tags, and his watch and

identification brace et, and any
other pictures or wallet or any-
thing that he has on himself.
I understand that all of his
belongings at his base were
sent, and are on their way. If
not so, please have them
sent. Thank you very kindly.
my husbands address:

1st. Lieut. Robert B. Orcutt 6774284
57th Inf. Grp. 66th Sqn.

A.P.O. 650 - 6 P.M.

New York, New York

Sincerely,

Mrs. Trudie Orcutt

1654 W. Dage Ave.

Los Angeles 44, California

44 87
P. 12

EVENT	DATE(S)	DESCRIPTION
Army responded to Trudie's Letter	6/19/45	<p>The Kansas City Army Effects Bureau responded to Trudie that they had not received Bob's personal effects. They stated that they would forward any items received immediately upon receipt with the exception of his identification tags (dog tags.) They stated that these are not sent to families.</p> <p>NOTE: The dog tags were used by the army to ensure the bodies were always properly identified. The standard process was to keep one dog tag buried with the body and the other was attached to the grave marker. This helped reduce the risk of misidentifying a body.</p>
Court Martial to Establish Next of Kin Conducted	6/26/45	<p>A court martial was held to establish Trudie as the official Next of Kin for Bob. This was standard procedure upon the death of any serviceman. The court martial results were filed on July 6, 1945.</p>



Joe Angelone's Pranged (destroyed) Aircraft
Grosseto, Italy



Ground crewman on Bob's ship
Grosseto, Italy

EVENT	DATE(S)	DESCRIPTION
Trudie received official condolences letter	7/9/45	Lt. General Ira Eaker sent Trudie a letter expressing his condolences. He stated that he was sending it in place of General Hap Arnold who was temporarily away from headquarters.

8 JUL 1945

My dear Mrs. Crutt:

With deepest regret I have learned that your husband, First Lieutenant Robert Brown Crutt, previously reported missing on April 20, 1945, died in action on that date in Italy.

There is little I can say to alleviate your sorrow, but I want you to know I have been informed of Lieutenant Crutt's serious attention to duty and of the fine manner in which he accomplished his work. A graduate of the Pilot School at Luke Field, he showed self-reliance and resourcefulness which marked him as an officer of great promise.

I hope you will find some consolation in the memory that your husband gave his best for his Country's cause. My heartfelt sympathy is extended to you and other members of the family in behalf of General H. H. Arnold, Commanding General, Army Air Forces, who is temporarily away from Headquarters.

Very sincerely,

Signed
IRA C. EAKER,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces.

Mrs. Robert B. Crutt,

JUL 9 1945

OFFICE SYMBOL	1. <i>100-100000</i>	2. <i>100-100000</i>	3. <i>100-100000</i>	4. <i>100-100000</i>	5. <i>100-100000</i>
GRADE AND SURNAME OF COORDINATING OFFICERS	<i>Major General</i>	<i>Major General</i>	<i>Major General</i>	<i>Major General</i>	<i>Major General</i>

16-50242-2 U. S. GOVERNMENT PRINTING OFFICE

EVENT	DATE(S)	DESCRIPTION
Order Filed to Send \$15.44 Check to Trudie	7/10/45	An order was filed to authorize shipment of the \$15.44 check to Trudie. The check was sent to Trudie on July 13, 1945 with no other personal effects.
Personal Effects shipped to Trudie	7/25/45	Bob's carton of personal effects arrived in Kansas City on July 19, 1945. On July 25, 1945 one carton of personal effects and two Powers of Attorney were shipped to Trudie.
Additional Personal Effects shipped to Trudie	7/30/45	One envelope of additional personal effects were shipped to Trudie.



Unknown Cadet formation found in Bob's personal effects
Unknown location



Flightline – 65th Fighter Squadron
Grosseto, Italy

EVENT	DATE(S)	DESCRIPTION
Trudie sent letter to Army Effects Bureau	8/14/45	Trudie sent a handwritten letter to the Army Effects Bureau requesting Bob's remains be sent back to the U.S.

Los Angeles 44, Calif.
August 14, 1945

PROVIDY CLARK

Army Effects Bureau
Kansas City Quartermaster Depot

Dear Sir:

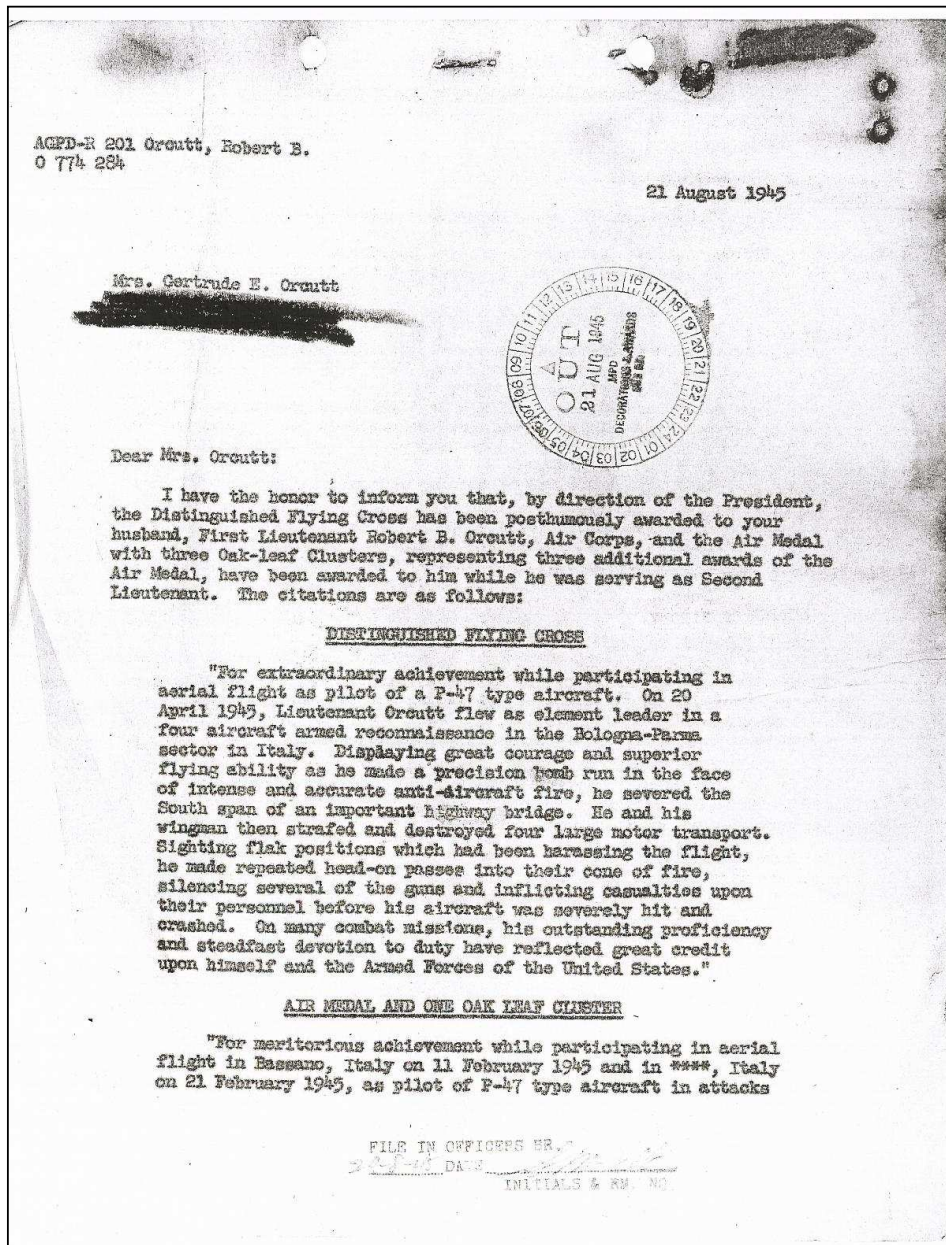
I am writing in regard to my husband's body which is in a Army Cemetery in Northern Italy. I wish to have it brought to the U. S. as soon as it is possible. I have not been told the exact location of the Cemetery, but you may be able to find that out.

My husband's name and overseas address is,
1st Lieut. Robert B. Orcutt
59th Flt. Gp. - 66th Sqdn.
P.O. 650 - 4th P.M. - N.Y., New York

I was told that his body could be returned to the states after the war, and I wish to have it home as soon as possible is why I am writing to you right away.

Sincerely,
Mrs. Robert B. Orcutt
1654 W. Stage Ave.
Los Angeles 44, California

EVENT	DATE(S)	DESCRIPTION
Trudie received letter conveying citations for Bob's medals	8/21/45	The citations for Bob's Air Medal with Three Oak Leaf Clusters and Distinguished Flying Cross (shown below and on the following page) were sent to Trudie.



Mrs. Gertrude E. Orcutt
AGPD-R 201 Orcutt, Robert E.
O 774 284

upon enemy communication and supply lines and military installations. The personal courage, professional skill, and devotion to duty displayed by this crew member reflects great credit upon the military service of the United States."

SECOND OAK LEAF CLUSTER TO THE AIR MEDAL

"For meritorious achievement while participating in aerial flight as pilot of a P-47 type aircraft in an attack upon an enemy railway diversion at Nervessa, Italy on 29 March 1945. His proficiency in combat and selfless devotion to duty have reflected great credit upon himself and the Military Service of the United States."

THIRD OAK LEAF CLUSTER TO THE AIR MEDAL

"For meritorious achievement while participating in aerial flight as pilot of a P-47 type aircraft in a four aircraft flight attacking an enemy strongpoint west of Vergato, Italy on 15 April 1945. His courage and devotion to duty reflect credit upon himself and the Armed Forces of the United States."

The decorations will be forwarded to the Commanding General, Ninth Service Command, Fort Douglas, Utah, who will select an officer to make the presentation. The officer selected will communicate with you concerning your wishes in the matter.

May I again express my deepest sympathy to you in your bereavement.

Sincerely yours,

EDWARD F. WITSELL
Major General
Acting The Adjutant General

EVENT	DATE(S)	DESCRIPTION
Army Effects Bureau responded to Trudie's Letter	8/24/45	The Army Effects Bureau notified Trudie that they are not responsible for the remains of servicemen. They told her which department is responsible and forwarded her request to the responsible department.
Trudie received notification of official ceremony to present Bob's medals	9/10/45	The date and location of the official presentation of Bob's Distinguished Flying Cross and Air Medal with Three Oak-Leaf Clusters is sent to Trudie. The ceremony was scheduled for September 25, 1945 in Los Angeles. It is not known if Trudie attended.
Trudie received letter regarding Bob's remains	9/18/45	A letter was sent to Trudie notifying her where Bob's remains were located. It stated that they would be sent back to the U.S. as quickly as possible.
Bob's Footlocker of Personal Effects Arrived in Kansas City	9/20/45	Bob's footlocker arrived in Kansas City. Then on September 27, 1945, an order was filed to ship the personal effects to Trudie. Finally, on October 5, 1945, a Bill of Lading was generated to ship the footlocker.
Trudie Remarries	7/22/46	Trudie married Robert Urban. Bob Urban asked Bob Orcutt's mother, Mary, for permission to date Trudie. Bob Urban and Bob Orcutt were best friends. They and two others (Lisle and Phil) were very close friends during High School.
Forms sent to Trudie to authorize disposition of remains	11/7/47	A standard form was sent to Trudie. The form was used to authorize the disposition of Bob's remains. Trudie was no longer considered the next of kin due to her remarriage. She had to identify a new next of kin. The new next of kin was responsible for determining the disposition of Bob's remains.
Forms returned to authorize disposition of remains	11/20/47	Mary Orcutt, Bob's mother, was established as the new next of kin. She requested that Bob's remains be returned and get buried at Holy Cross Cemetery in Inglewood, Ca. (Los Angeles) On November 22, 1947, Mary Orcutt signed the request to return Bob's remains.

EVENT	DATE(S)	DESCRIPTION
Bob's remains disinterred	7/28/48	Bob's remains were disinterred from his burial site in Mirandola, Italy. The condition of the remains was documented as skeletal.
Remains prepared and placed in casket	8/4/48	Bob's remains were placed in a casket. Soon after, they were transported by train to the port of Leghorn, Italy.
Remains placed in ship to be transported to U.S.	1/10/49	Bob's remains were transferred from the Leghorn Port Morgue to a ship via truck.
Remains arrived in U.S.	1/28/49	
Remains transported to California	2/15/49	Bob's remains appear to have been transported from New York to California via train. They arrived in Oakland, Ca. on February 21, 1949.
Remains arrived in Los Angeles, CA	3/4/49	Bob's remains, accompanied by a military escort, arrived in Los Angeles at 9:10 am on Union Pacific Railroad Train #58. At some point after this, Bob was buried at Holy Cross Cemetery in Culver City, Ca. (Los Angeles.) Bob is buried between his father, Brown (1894 – 1978) and his Aunt Hattie (1885 - 1948) in Section E, Lot 117, Number 3.



Front Entrance to Holy Cross Cemetery – 2007



Aunt Hattie, Bob Orcutt, Brown Orcutt - 2007



2007



Certification of Military Service

This certifies that

Robert Brown Orcutt
0 774 284

was a member of the

Army of the United States

from

April 15, 1944

to

April 20, 1945

Service was terminated by

Death

Last Grade, Rank, or Rating

First Lieutenant

Active Service Dates

Same As Above

Date of Birth: 8/31/1922 Place of Birth: Los Angeles, CA
Prior Active Enlisted Service, Service Number 19 162 226, from
October 15, 1942 until Honorably Discharged to Accept Commission on
April 14, 1944. "Killed in Action"

National Personnel Records Center
(Military Personnel Records)
National Archives and Records Administration

Given at St. Louis, Missouri on May 18, 2007

THE ARCHIVIST OF THE UNITED STATES IS THE PHYSICAL CUSTODIAN OF THIS PERSON'S MILITARY RECORD

This Certification of Military Service is issued in the absence of a copy of the actual Report of Separation or its equivalent. This document serves as verification of military service and may be used for any official purpose. Not valid without official seal.

NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

NA FORM 13038 (REV. 04-01)

**Bob's Proof of Military Service
Generated by National Archives on May 18, 2007**

Additional Photographs



2000 57th Fighter Group Reunion

Members (left to right)
Unknown



**2003 57th Fighter Group Reunion
Picture of the 66th Fighter Group Members**

Kneeling:

Norm Brandman

1st Row:








Walter Henson, RJ Hunter, Grady Davenport, **Truman Heron**, Paul Bangiola, Jean Michel Casanova, Harry Gogan









2nd Row:

Steve Lederman, Lou Pernicka, GE Smith, **Quentin Goss**, Stephen Bettinger, **Dave Hutton**, Ebb Smith, John Teichrow, **Harold McDonnell**

Bold Names are pilots that were definitely with the 66th FS while Bob was there

The photos on the next two pages were found in Bob's personal effects

		
<p>Cadet Unknown location</p>	<p>Cadets Unknown location</p>	<p>Lloyd R. McGrew Air Cadet – photo found in personal effects Mound City, KS</p>
		
<p>Photo found in personal effects Unknown location</p>	<p>Photo found in personal effects Unknown location</p>	<p>Photo found in personal effects Unknown location</p>
		
<p>Photo found in personal effects appears to be a picture of Bob Probably Cannes</p>	<p>Photo of Capt. Hartwig found in Bob's personal effects Grosseto, Italy</p>	<p>Photo of Capt. Hartwig found in Bob's personal effects Grosseto, Italy</p>

		
<p>Photo found in personal effects Unknown location</p>	<p>Photo found in personal effects Unknown location</p>	<p>Bob stated on back "Major Leaf taxing up to the line after no. 200." Grosseto, Italy</p>
		
<p>Photo found in personal effects Unknown location</p>	<p>Photo found in personal effects Unknown location</p>	<p>Photo found in personal effects Unknown location</p>
		
<p>Beach with rubble in front, large buildings (hotels?) in back with Citroen building on right Probably Cannes</p>	<p>Photo found in personal effects Unknown location</p>	

Places to Visit to Better Understand Bob and His Experiences

LOCATION	DETAILS
Bob's Grave Culver City, CA	Bob is buried at Holy Cross Cemetery in Culver City, California (Los Angeles) in Section E, Lot 117, Number 3. His father Brown is buried next to him. His Aunt Hattie is also buried next to his father.



2007




2007

LOCATION	DETAILS
Museums with P-47 Thunderbolts	<p>Chino, CA – Planes of Fame Museum (has one flying P-47)</p> <p>Chino, CA – Yanks Air Museum</p> <p>Dayton, OH – National Museum of the Air Force, Wright-Patterson Air Force base</p> <p>Sevierville, TN – Tennessee Museum of Aviation (has two flying P-47's from the 65th Fighter Squadron, part of the 57th Fighter Group)</p> <p>Kalamazoo, MI – Kalamazoo Air Zoo</p> <p>Palm Springs, CA – Palm Springs Air Museum</p>



Air Force Museum (Wright-Patterson – Dayton, OH)

P-47D

LOCATION	DETAILS
<p>New England Air Museum Windsor Locks, CT Near Hartford</p>	<p>57th Fighter Group Memorial Exhibit (has wall with Bob's name on it along with all the other pilots.)</p> <p>Also has a P-47 on display.</p>  <p>On August 18th, 1941, the Windsor Locks Army Air Base officially opened with the arrival of the 57th Fighter Group. A few months later, it was renamed Bradley Field Army Air Base after a pilot of the unit was killed at the base during a training mission. Originally formed for the defense of New England, the 57th went on to distinguish itself during World War II. This exhibit tells their story.</p> <ul style="list-style-type: none"> • FIRST TO FLY OFF A NAVY CARRIER WITH LAND-BASED FIGHTERS • FIRST IN COMBAT IN NORTH AFRICA AND MEDITERRANEAN THEATER • FIRST TO SHOOT DOWN A GERMAN AIRCRAFT • FIRST TO OPERATE AS A SEPARATE TASK FORCE • FIRST TO CARRY 2-1000 LB. BOMBS ON A FIGHTER • FIRST TO CARRY 6-5 INCH ROCKETS ON A FIGHTER • FIRST AND ONLY FIGHTER GROUP TO FLY 4,051 MISSIONS AND 38,055 SORTIES • 57th IN ACHIEVED THE HIGHEST KILL-TO-LOSS RATIO • 57th IN SHOT DOWN 74 GERMAN AIRCRAFT IN ONE AIR BATTLE • 57th IN AWARDED 3 PRESIDENTIAL CITATIONS AND 2 FRENCH CROIX DE GUERRE MEDALS

LOCATION	DETAILS
Italy	<p>Visit and fly over these locations. Take aerial and ground pictures.</p> <p>Grosseto – location of air base. The current Italian air base is in the same location as the 57th Fighter Group base. (GPS Coordinates 42°45'28.36"N, 11° 4'13.10"E)</p> <p>Bob's Final Mission (Po Valley between Bologna and Modena) – San Martino in Casola – location where he crashed and was buried (GPS Coordinates 44°29'11.23"N, 11° 9'12.51"E)</p> <p>Ponte Samoggia Bridge – location of bridge he bombed (GPS Coordinates 44°33'48.30"N, 11° 8'36.33"E)</p> <p>Location of Air Medal Mission (Po Valley near final mission) – Bazzano, Italy (he bombed one of two bridges over river – GPS Coordinates 44°30'16.14"N, 11° 5'22.85"E)</p> <p>Location of First Oak Leaf Cluster Mission (north of Venice) – Vidor, Italy (GPS Coordinates - bridge bombed (45.85594N, 12.02755E), strafed railroad cars (45.82871N, 12.01563E), radio station observed (45.82663N, 11.89971E), motoryard observed (45.76634N, 12.05647E))</p> <p>Location of Second Oak Leaf Cluster Mission (Nervesa, Italy about 10 miles away from First Oak Leaf Cluster) – GPS Coordinates (Nervesa Rail Diversion target obscured (45.83062N, 12.12898E), Ammo Dump bombed via radar controller (45.83924N, 12.10549E), anti-aircraft guns bombed (45.84825N, 12.10518E), barges observed south of Venice (44.91474N, 12.32658E))</p> <p>Location of Third Oak Leaf Cluster Mission (in Apennines near Rocca Di Roffeno, Italy where 10th Mountain Division was doing much of their fighting) – GPS Coordinates (Mission 3 GPS Coordinates 44°13'49.69"N, 11° 0'52.27"E, Mission 7 GPS Coordinates 44°20'44.95"N, 10°58'51.17"E)</p>
Phoenix, AZ	<p>Visit and try to locate crash location of mid-air collision that occurred during Advanced Single Engine Training. The location of the crash was two miles north of Auxiliary Field 6 which can be found on Google Earth. As of the summer of 2007, there was open desert north of the field. However, construction was starting in the area also. It might be worth a shot to get out there and walk around in that area to see if there is a burn/impact area out there.</p>

Additional Research – a task list of additional research still to be conducted

RESOURCE	DETAILS
National Archives in St. Louis	Obtain Form 5 Flight Records (received 4/45 form 5, still need to find rest of forms)
Richard Kruse	Write Richard Kruse (one of the pilots that joined the group with Bob) to see if he remembers anything about Bob
Joe Angelone	Write or email Joe Angelone to see if he can provide any additional insights on Bob
New England Air Museum	Contact air museum to see if they house any useful research material on the 57 th Fighter Group (sent 9/21)
Internet	Canvas internet for personal memoirs of 10 th Mountain Division members to find out any information remembered from April 19 – 30, also look for 57 th FG aircraft and Tuskegee Airmen P-47's with "Trudie Jeanne" serial numbers
Leon Jansen	Email Leon Jansen to see how he is doing and see if he has read the book
Internet and other research	<p>Try to find Roy Hazen for Dr. Albert Meinke</p> <p>Send request for 350th FG mission logs for 4/20/45</p> <p>Look at 12th Tactical Air Force</p> <ul style="list-style-type: none"> 62nd Fighter Wing 350th Fighter Group 27th Fighter Group 57th Fighter Group 86th Fighter Group Desert Air Force 79th Fighter Group Any other ETO Fighter Group Any MTO Strategic Group

RESOURCE	DETAILS
National Archives in College Park, MD	<p>If a visit to the National Archives is made, bring camera, computer, scanner, and video camera to dub videos.</p> <ul style="list-style-type: none"> - Request reconnaissance photos for 4/19/45 – 5/5/45 around San Martino in Casola (see Finding Your Fathers War info on this) – email sent to NARA asking about it - Review 6 boxes with 6000 documents from the 57th Fighter Group - Review 1 box with 1000 documents from the 66th Fighter Squadron - Review 2616th Repatriation Unit (Lt. Parkinson) - Review Field Artillery Unit Unit (1125th Armored Field Artillery Bn (APO 464)) - Review 47th Quartermaster Company (QM, GR – graves registration?) - Review videos from 57th Fighter Group <ul style="list-style-type: none"> AAFCFS 2063 – Italy (300 ft) AAFCFS 2072 – Po Valley, Italy AAFCFS 2717 – Italy (3778 ft) AAFCFS 2815 – Po Valley, Italy AAFCFS 3109 – Grosseto, Citations (British) (112 ft) AAFCFS 3172 – Italy (1793 ft) AAFCFS 3274 – Los Banos AAFCFS 3283 – Hanrahan (66) (100 feet) – this is a pilot that flew in 3/45 with 66th AAFCFS 3583 – Parma, Italy (162 ft) – was this a mission to Po Valley? AAFCFS 3587 – P-47 story AAFCFS 3637 – Grosseto, Italy AAFCFS 3657 – Belly landing (162 ft) AAFCFS 3747 – Binolu, Bologna, Italy, gun camera (556 ft) AAFCFS 3751 – Belly landing (377 ft) AAFCFS 3763 – Bologna, Kranzush Gun Camera (387 ft) – Kranzush started with Orcutt AAFCFS 3767 – Po River AAFCFS 3819 – Bergamo strafing (212 ft) – city between Milan and Verona AAFCFS 3820 – La Spezia Harbor (898 ft) – city north of Pisa AAFCFS 4017 – Po Valley (994 ft) AAFCFS 4021 – Grosseto, many rolls, 10 reels (8729 feet)

RESOURCE	DETAILS
National Archives in College Park, MD (cont)	Check German records of aircraft downed (Record Group 242) Chaplain Report for Bob's funeral in Italy Review photo albums (10 Albums titled American Dead, 11 Albums titled Funerals)
Request a Presidential Memorial Certificate	Every family member is entitled to receive a parchment certificate, with hand calligraphy, signed personally by the President of the United States in gratitude for his/her veterans service. The Department of Veterans Affairs (800) 827-1000, administers the program. Apply with any VA Regional Office (VARO.) Provide a copy of any document which would help establish honorable military service. Contact: Washington DC VARO 941 North Capitol St NW Washington DC 20421 Department of Veterans Affairs Director National Cemetery Systems (42F) 810 Vermont Ave NW Washington DC 20420
Washington National Cathedral	Enroll Bob in the National Roll of Honor (202) 537-6207
High School	Obtain school records Find out about reunions and friends
Employer prior to entering Army	Find out if company newsletters exist with info on Bob while he was in Italy. Western Pipe and Steel Company shut down in 1947 after building its last ship. USX is the successor corporation. Contact author of Steel Ships and Iron Pipe: Western Pipe and Steel Company of California (Dean L. Mawdsley) who has reviewed newsletters from shipyard in San Francisco. 615 Chiltern Rd, Hillsborough, Ca 94010-7055 650-344-5225
Frederick Dose	Contact Frederick Dose's son (intelligence) who lives in Highland Park
Pop Heying daughter	Contact Pop Heying's daughter with picture to exchange information and pictures

RESOURCE	DETAILS
<p>Department of Veteran Affairs (VA)</p> <p>(800) 827-1000</p>	<p>Request service number, designated next of kin, marriage records, and birth certificates</p> <p>Request copy of record created as a result of application for benefits and distribution of insurance (Claims Folder or C-Folder.) Request a copy of everything in their files. NEXT OF KIN must request, no FOIA required. Should be told which Federal Records Center has these records and where to write.</p> <p>Request Insurance Folder. Write a letter giving name, service number, date of death and ask for everything in the file relating to the insurance paid due to Bob being killed in the war. Clearly state that this is a CLOSED claim. Also state relationship as next of kin. Call first to get a file number which should help. Ask for the number of the Retired Insurance Folder. Use fax number below making it clear to state that this is a CLOSED claim (Fax: 612-725-3189, Phone: 800-669-8477)</p>
<p>Contact Navy for Ship History of Ship Bob went Across Atlantic In</p>	<p>Contact for a catalog and assistance:</p> <p>Ships' Histories Branch Naval Historical Center 901 M St. SE Washington DC 20374-5060 Phone: (202) 433-3643 Fax: (202) 433-6677</p> <p>Visit Military Archives in DC to get history of ship:</p> <p>The Modern Military Field Branch Military Archives Division Washington DC 20409</p>
<p>Request Ships' Deck Log starting on the date ship was boarded until it departed</p>	<p>The National Archives at College Park Archive II Textual Reference Branch NNR2 8601 Adelphi Rd College Park, MD 20740-6001 Phone: (301) 713-7250 Fax: (314) 538-4255</p>
<p>Look for other books</p>	<p>Check catalog for The Battery Press Inc.</p>
<p>NPRC St. Louis</p>	<p>Request morning reports for the 86th Mountain Regiment, the 1125th Armored Field Artillery Battalion, and the 2616th Repatriation Unit</p>

RESOURCE	DETAILS
Request Ship Muster Roll for list of people, pay rate, and date person came on board	<p>Request microfilm from:</p> <p>Military Service Branch (Nnrm) National Archives and Records Service General Services Administration Washington DC 20408</p> <p>Hard copy of each page can be requested for a charge at:</p> <p>The National Personnel Records Center Military Personnel Records 9700 Page Ave St Louis, MO 63132</p>
Request Photo of Liberty Ship	<p>Provide ships number and/or name to find out if a picture exists and how much it costs to get it:</p> <p>Still Picture Branch The National Archives at College Park 8601 Adelphi Rd College Park, MD 20740-6001</p> <p>US Naval Institute 2062 Generals Hwy Annapolis MD 21402 Phone: (800) 233-8764 or (410) 268-6110 Fax: (410) 269-7940</p>
Acquire Secret General Correspondence microfilm for ship	<p>The National Archives at College Park Archive II Textual Reference Branch NNR2 8601 Adelphi Rd College Park, MD 20740-6001 Phone: (301) 713-7250 Fax: (314) 538-4255</p>
Research Organizations	<p>Ganeen, Bob's daughter, can join The American Legion Auxiliary as a war orphan. She can also join the VFW Auxiliary. Consider the Military Order of the Purple Heart as an Associate Member. See if there is any reason to join.</p>
Obtain Gold Star Lapel Button	<p>Ganeen is entitled to wear the Gold Star Pin since she is the daughter of a World War II casualty. To receive pin, send proof that Bob was killed. Get an application at:</p> <p>ATTN:ARPERCEN National Personnel Records Center 9700 Page Ave St Louis, MO 63132-5200 (314) 538-4218</p>
Any Major Military Research Library	<p>Find the officer register for 1944 and 1945, major military research libraries</p> <p>Find Orcutt, Gorman Neel, Roy Hazen</p>

RESOURCE	DETAILS
Army and Air Force	Request replacement medals for missing medals identified in personnel records.
Grandpa's War	Review pictures in Ken Lewis's book to try and match to pictures Bob had in his personal effects.
Internet	Look for rosters for the Caterpillar Club.
Ebay	Purchase or find a class 44D yearbook (Luke Field.)
Start with Internet research	Try to find information regarding 261 ⁶ th Repatriation unit and Lt. Parkinson who conducted an investigation into the crash. There is a memo about the incorrect serial numbers on the guns. Attempt to find the report that was filed.
Internet	www.carlisle.army.mil/ahec/index APO Listing Look for 10 th Mountain, 86 th Mountain Regiment, 261 ⁶ th Repatriation or Field Artillery Group
Internet	www.fatherswar.com www.army.mil/nmusa www.army.mil/cmh-pg www.armyheritage.org www.or-perscom.army.mil/tagd/tioh.htm www.military-network.com
Books	The Official Guide to the Army Air Forces, Army Air Forces Aid Society 1944 The War Against Germany and Italy: Mediterranean and Adjacent Areas, 008-029-00041-5 (pictorial history) Lady Be Good, by Dennis E. McClendon
Video	Fire on the Mountain, David Brower is part of documentary on 10 th Mountain Division View 10 th Mountain Division Videos on YouTube

