

CHRONOLOGY OF MILITARY SERVICE
of
FREDERICK HAWLEY HENRY

OF GEauga LAKE, OHIO, IN WORLD WAR II, 1941-1944

AND AWARD TO HIM OF THE DISTINGUISHED FLYING CROSS

Citation: HEADQUARTERS FIFTEENTH AIR FORCE APO 520
GENERAL ORDERS NUMBER 2445 9 AUGUST 1944
AWARDS OF THE DISTINGUISHED FLYING CROSS
SECTION I

Under the provisions of AR 600-45, as amended, and pursuant to authority contained in Circular No. 89, Headquarters NATOUSSA, 10 July 1944, the Distinguished Flying Cross is awarded the following personnel, Air Corps, United States Army, residence as indicated, with the following citation:

For extraordinary achievement in aerial flight as pilot, navigator and radio operator of a B-17 type of aircraft. On 9 July 1944, these gallant men participated in a bombing mission against vital strategic enemy installations in Rumania. Approaching the target, one engine of their aircraft burst into flames covering the wing and filling the entire ship with smoke. Despite the fact that seven crew members had bailed out, displaying outstanding courage and professional skill these men courageously elected to remain with the ship to attempt to bring it safely to base. With one engine rendered inoperative and further damage inflicted on their aircraft by intense and accurate enemy anti-aircraft fire encountered, through their outstanding teamwork and determination they successfully brought their damaged ship through for a safe landing at base without further damage. By their outstanding courage, professional skill and devotion to duty, as evidenced throughout over forty (40) successful missions against the enemy, these men have reflected great credit upon themselves and the Armed Forces of the United States of America.

FRED H. HENRY, O-753884, First Lieutenant, 347th Bomb Sq, 99th Bomb Gp. Residence at appointment: Geauga Lake, Ohio.

Edward A. Peddycord, O-698222, First Lieutenant, 347 Bomb Sq, 99th Bomb Gp. Residence at appointment: Winston-Salem, North Carolina.

Frederick M. Meisel, 12064615, Staff Sergeant, 347 Bomb Sq, 99th Bomb Gp. Residence at enlistment: Brooklyn, New York.

A TRUE EXTRACT COPY R E S T R I C T E D

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CHRONOLOGY

July 3, 1941 - Inducted into Army	Sept 5, 1943 - First time controls
July 10 1942 - Accepted for Cadets	Mar. 2, 1944 - Left States. B-17
Feb. 26 1943 - First solo	Mar 30, 1944 - First mission
Aug. 30 1943 - Got wings	May 29, 1944 - Became 1st Pilot

Lt. F. H. Henry's Missions
99th Bomb Group, 15th Air Force
Out of Foggia, Italy, 1944

March 24th (dry run)

Ball Bearing Works, Steyr, Austria. Overcast, little flak.

March 26th (dry run)

Ball Bearing Works, Steyr, Austria. Overcast, no flak,
no nothing!

March 28th (turn back)

Marshalling yards, Verona, Italy. Manifold on #3 engine
went out.

March 29th (turn back)

Marshalling yards, Turin, Italy. Tire blew out prior to
take-off.

March 30th (#1)

City of Sofia, Bulgaria. Heavy flak, a few fighters.

April 3rd (#'s 2 and 3)

Plane factory, Budapest, Hungary. Scattered flak and a
few fighters seen.

April 4th (#'s 4 and 5)

Bucharest, Romania Marshalling yards. Moderate flak, a few
fighters in close. Accurate flak on return at 15,000 feet.
Eleven flak holes in ship. One piece up through floorboards
next to engineer. Gas feeder line shot out. Oil tank blown
out.

April 5th (#'s 6 and 7)

Marshalling yards, Ploesti, Romania. Few distant fighters.
Ran into a wall of flak. #3 engine knocked out. Ball
turret gunner knocked cold. Nine holes in ship. First
trip I really sweated.

April 7th (#8)

Marshalling yards, Treviso, Italy. No fighters, a little
accurate flak.

April 8th (dry run)

Aircraft Factories, Fischmend Market, Austria. Recalled one half hour out, bad weather ahead.

April 12th (#'s 9 and 10)

Aircraft Factories, Fischmend Market, Austria. Heavy flak, a few fighters but none near us.

April 13th (#'s 11 and 12)

Aircraft Factory, Gyro, Hungary. Little flak and lots of fighters but the P-38's kept them off us. Wonderful show.

April 20th (#13)

Marshalling yards, Vicenza, Italy. No fighters, inaccurate flak. Target completely overcast. We bombed Venice, the first alternate target.

April 25th (dry run)

Marshalling yards, Padua, Italy. Target Overcast.

April 29th (#14)

Toulon Harbor, France. Light flak. No fighters. Biggest concentration of bombers on one target sent out by the Mediterranean Air Command to date.

April 30th (#15)

Aircraft Factory, Varese, Italy. Flak light but we were under 35 minutes of constant fighter attack prior to target. All our ammunition was shot out. Klein was shot down. Maslow crash landed just over the front lines. The ship burned and the radio man got a Purple Heart for burns. Maslow was turned in for a Distinguished Flying Cross.

May 2nd (dry run)

Marshalling yards, Trento, Italy. No flak, no fighters. Plenty weather! What a mess trying to get back!

May 4th (dry run)

Oil Pumping Station, Ploesti, Romania. Recalled before crossing the coast. Bad weather ahead.

May 6th (#'s 16 and 17)

Brasov, Romania Airdrome. Little flak, no fighters. Biggest worry, our wild formation leader.

May 7th (#'s 18 and 19)

Marshalling yards, Bucharest, Romania. Light but accurate flak. 20 to 30 fighters for about 10 minutes until escort arrived. Number 4 engine shot out. Score: No Krauts, No Bombers shot down. Fighters in close at 90'Clock scared Bob good -- I couldn't see them.

May 25th (#'s 20 and 21)
 Aircraft Factory, Atzgersdorf, Austria. Lots of flak but very inaccurate. A few fighters but none on us. Two ships knocked down in the Group ahead of us.

May 27th (#22)
 Locomotive repair shop, Avignon, France. No fighters and no flak, just a sore fanny. This was a 1258 mile trip.

May 29th (#'s 23 and 24)
 Airdrome, Wollersdorf, Austria. No fighters but heavy flak which we were able to turn inside of. My first mission as first pilot in command.

June 2nd (#'s 25 and 26)
 Marshalling yards, Debrecen, Hungary. Not a sign of flak or fighters. We landed in Poltava, Russia. First leg of a successful shuttle run.

June 6th (#27)
 Out of Poltava, Russia. Airdrome Galate, Romania. Very little inaccurate flak, no fighters.

June 11th (#'s 28 and 29)
 Airdrome, Focsani, Romania. A little accurate flak, a few fighters but they only attacked the stragglers. Back to Italy.

June 14th (#'s 30 and 31)
 Out of Italy. Oil refineries, Budapest, Hungary. A lot of fairly accurate flak, no fighters.

June 16th (#'s 32 and 33)
 Oil refineries, Vienna, Austria. Medium amount of very accurate flak. No fighters near us. Starting to sweat-em-out.

June 23rd (#'s 34 and 35)
 Oil refineries, Ploesti, Romania. Flak good, got some holes. One piece scrapped bombardier's cheek. Few fighters in very close but none after our ship. Fighters hit over the target so I didn't have time to sweat the flak. Being checked out as element lead.

June 25th (#36)
 Marshalling yards, Sete, France. Saw just one burst of flak, no fighters. What a cinch!

June 27th (#37)

Marshalling yards, Brod, Yugoslavia. Got to the original target, Budapest, but couldn't get through the clouds. Little flak, one fighter pass. Flew element lead.

July 1st (#38)

City of Budapest. Briefed for Blechhammer Oil Refineries, Germany, but climbed to 26,000 feet to get over cloud deck and didn't have enough fuel to go on to Germany. Little accurate flak. Had a Captain as my co-pilot. There were seven turn backs and our group was all alone, yet still no fighters.

July 5th (#39)

Marshalling yards, Montpellier, France. No fighters. Slight, very good flak. It tracked us all over the sky.

July 7th (#40 and 41)

Synthetic Oil Refineries. Blechhammer, Germany. Lots of flak but not accurate. Lots of fighters but they hit the group behind us. We were lucky!

✓ July 9th (#42)

Xenia Oil Refinery, Ploesti, Romania. Fuel leak, bad engine fire in number three. Seven crewmen bailed out including cameraman. Peddycord, Wilkens and Meisel stayed with me. Got the fire out then got creamed by flak at 10,000 feet over the coast. Oil line knocked out on the same engine that burned. The Lord looks after fools and drunks. We had no business not jumping, too. Wilkens in for Silver Star. Me for Distinguished Flying Cross.

July 14th (#43)

Oil refineries, Budapest, Hungary. Inaccurate flak, no fighters. Numbers 2 and 3 engines very rough but got by without feathering either one.

July 16th (#'s 44 and 45)

Winterheffen Oil Depot, Vienna, Austria. Flew squadron lead when two B-17's ran into each other on the ground. Very good flak, one strong fighter pass.

July 19th (#'s 46 and 47)

Airdrome Hemmingen (Munich) Germany. No fighters on us, no flak at all.

July 20th (#'s 48 and 49)

Synthetic oil refineries, Brux, Czechoslovakia. Briefed for 450 fighters but none hit our group. Good thing, too, because weather had us scattered all over the sky. Worst messed up mission I was ever on.

July 21st (#50)

Oil fields and refineries, Ploesti, Romania. No fighters. Flak very good. Eight ships in our group came back with feathered engines. Flew as Maslow's co-pilot for last mission.

THANKS, UP THERE -- WE MADE IT!

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We received a dispatch from

the 15th A.A.F. in Italy. It gave the following news about 1st Lt. Fred H. Henry, of Geauga Lake, who has been having rather exciting adventures to put it mildly. He is the pilot of a B-17 Flying Fortress and once brought his plane back when it was swept from nose to tail by fire. He recently flew his 50th long range mission in the Mediterranean Theater. On July 9th mission to Ploesti, Rumania, Henry's right inboard engine caught fire an hour from the target, covering the ship with flames which scared through the fuselage into the nose and tail sections. Seven crew men were forced to bail out to escape the flames. Henry put out the engine fire while three other crewmen battled the interior flames. The ship left formation and headed home, running into a flak barrage which shattered an oil line and covered the plane with flying oil. But it reached home base safely. The pilot began combat flying March 30th with an attack on rail yards at Sofia, Bulgaria, and since has ranged over targets in Italy, France, Germany, Austria, Czechoslovakia and the Balkans. He participated in the first shuttle mission to Russia and flew his 50th mission, also to Ploesti, on July 22. He wears the Air Medal with four Oak Leaf Clusters. Lt. Henry is the son of Charles A. Henry of Geauga Lake and was graduated from Hiram in 1941. He is the grandson of Judge F. A. Henry of the Chagrin Falls Banking Co. Trustees.



15TH AAF IN ITALY—1st. Lt. Fred H. Henry, 25, B-17 Flying Fortress pilot of Geauga Lake, Ohio, is shown above after he flew his 50th bombing mission in the Mediterranean Theater.