

The Allied Presence on Vis 1943-45

- 15 Jul 43 A C-47A (ser. # 42-23515; Mission 9377) went MIA at Vis Island (apparently all crewmen were accounted for).¹
- Mid Aug 43 Some 3 weeks before Italy capitulated, the Partisans captured the entire Italian military garrison, of approx. 50 troops, on Vis without a fight, nor any casualties (variously described as an old fort and a lookout post atop Mt Hum). The Italians were disarmed and then freed, whereupon 10 hostages were taken from both Komiža and Vis, with the Italian demand that their weapons be returned within three days.²
- 31 Aug 43 With no weapons having been returned, the 20 hostages from Komiža and Vis were publicly executed by Italian firing squad.³
- 8 Sep 43 *Italy capitulated.*
- 24 Sep 43 *Split evacuated by Partisans under Gen Koca Popović, to advancing Germans, having only controlled the city for eleven days.*⁴
- 12 Oct 43 OSS began a 3-month mission, under Major Louis Huot, USA, to provide 6,000 tons of supplies to the Partisan garrison on Vis, via Bari, aboard the HMS Gull (Sub-Lt Taylor, RNR) and the little coal steamer SS *Bakar*. Huot wrote of his main interlocutors being the garrison commander, Commander Sergije Makiedo (actually the Commissar, Lt Col [later Admiral] Josip Černi/Černy was the Cdr), and Jože Poduje. They would moor in the "Baie des Anglais," a little basin on the eastern side of Vis harbor. A derelict convent on the waterfront then served as the Partisan hospital, with 3 young indefatigable doctors, "Bobin," who spoke shaky French, "Zucalo" who spoke appalling English, & "Biacic" who spoke basic German [note how Strutton cites only 2 Partisan doctors on Vis, the charlatan, "Dr. Petak," a supposed gynecologist in Komiža, and the elderly GP, Dr. Milo Zon, in Vis town, who directed medical services for the Partisans throughout Dalmatia]⁵
- 16 Oct 43 A RN advance party under Cdr Eric Welman, RN, Cdr, Coastal Forces Western Mediterranean (CFW), comprised of 3 boats of the 24th MTB Flotilla, out of Brindisi, arrived at Vis town quay, where it was met with an "astonishingly cordial reception." A decision followed to establish a base at Komiža, while various other small island ports, such as Hvar, would serve as setting-out points, and the first two "Dog Boats" (motor torpedo boats/MTBs and motor gunboats/MGBs) moved to Komiža in mid-November. The fledgling Partisan Navy operated out of Vis harbor (yet their naval Cdr, Josip Černi, had his HQ in the center of the island, at Borovik). Four MTB/MGB Flotillas would be allocated to operations off Dalmatia, the 56th, 57th, 60th, & 61st, but their boats would rotate through Vis out of Brindisi, Manfredonia, Bari, Malta, and even Bastia, in an ad hoc manner, usually for 2 weeks at a time, without regard to Flotilla unity of command, being dictated more by maintenance requirements, crew rest requirements, and operations tempo of the wider Mediterranean, and at times, the 20th, 24th and 33rd Flotillas would allocate their shorter Vospers vessels to Vis. Komiža could only accommodate a handful of boats, and its facilities were primitive.⁶
- 1 Nov 43 *15th Air Force was est. at Tunis to bomb strategic targets in the Balkans, Northern Italy, Austria, and Southern Germany, with Maj Gen James H. Doolittle in command; on 1 Dec it moved to Bari, IT.*⁷
- (XX) Nov 43 Brigadier Fitzroy Maclean, Chief of the British Military Mission, passed through Vis town, arriving by motor launch from Hvar, en route to Bari, Italy and subsequent attendance at the Cairo Conference, 22-26 Nov 43, where he reported his initial findings about the Partisan movement.⁸

- 10 Nov 43 Capt Melvin O. Benson, USA, relocated from Tito's HQ at Jajce to Vis, to serve as liaison for the OSS Trans-Adriatic supply mission. He would be recalled to Cairo on 22 Dec, in deference to Brig Maclean, who was offended by a report Benson sent to OSS Cairo over SOE radio, something to the effect that the only supplies getting through to the Partisans were via OSS ops, which consisted of merely 1 American, whereas Maclean's mission had some 200 officers and men.⁹
- 28 Nov-1 Dec *The Teheran Conference saw the Big Three opt to back the Yugoslav Partisans, at the expense of their previous beneficiaries, the Royalist Četniks.*
- 29 Nov 43 *The second congress of the AVNOJ (Anti-Fascist Council of National Liberation of Yugoslavia) was held in Jajce, Bosnia, which denounced King Peter and his Royal Government-in-Exile, and decreed the transfer of power to a 17-member National Committee of Liberation of Yugoslavia as provisional government, with Josip Broz Tito as both Prime Minister and Minister of Defense.¹⁰*
- (XX) Dec 43 *The newly activated 15th USAAF began moving from Tunis to Bari, IT.*
- 7 Dec 43 *British Foreign Minister Eden informed Yugoslav Prime Minister Purić that although London still recognized the Royal Yugoslav Government-in-Exile, HMG would commence supplying the Partisans.¹¹*
- Brigadier Maclean returned to Vis, with Partisan Major Vlatko Velebit, where they were met by Colonel Vivian Street, to do a thorough recon of the island, having concluded that it was the best location in the eastern Adriatic to est. a British base. An RAF officer that accompanied the party identified the valley at Plisko Polje as a potential site for an airfield that could greatly increase fighter escort capabilities over the Balkans. Maclean concluded that it would take a British brigade and a Partisan brigade to secure the island base, before the Germans did.¹²
- 12 Dec 43 MTB 649, skippered by Lt Peter Hughes, SANF(V), of 33rd MTB Flotilla (which was split up in Jan '44 to form the 56th, 57th, 60th & 61st Flotillas), sailed from Komiža to bombard a target "close to the Pelješac peninsula" and then attacked a 2-funneled ex-Austrian steam torpedo boat that was exiting the Neretva Channel, damaging the larger ship severely, but it managed to reach Lagosta (Lastova) island, where it was later bombed by the RAF.¹³
- 18 Dec 43 20th Flotilla SO, Lieut J. Donald "Butch" Lancaster, led MTB 297, under command of Lieut J.R. Woods, and MTB 637, under command of Lieut R.C. Davidson, out of Komiža during the evening in support of a large Partisan raid on the mainland port of Omiš, and in the process MTB 637 engaged the troop-laden Siebel Ferry 193, and three small escort vessels, destroying all four, while MTB 297 also sank a 200-foot enemy vessel that had been well-camouflaged along the shoreline.¹⁴
- 19 Dec 43 MTB 649, out of Komiža, captured 2 enemy schooners off of Hvar, and their collective crew of 12, and conveyed them to Bari.¹⁵
- 22 Dec 43 In the early morning, the Vosper MTBs 298, under command of Lieut Shore, and 226, under Lieut Peter Hyslop, based out of Komiža, under overall command of 20th Flotilla SO, Lieut Lancaster, destroyed the venerable old German cruiser *Niobe* (originally German, from 1919 it was the Yugoslav Navy's *Dalmacija*, and from 1941-43 it had been the Italian Navy's *Cattaro*), which had already run aground on the SW tip of Silba Island. The enemy tugboat *Parenza*, which was attempting to free the *Niobe* was also sunk.¹⁶
- 25-31 Dec 43 2nd Lt John Hamilton, USMC, nom de guerre of the budding Hollywood star Sterling Hayden, assisted by Gunnery Sgt John Harnicker, USMC, carried out a clandestine OSS mission via motorboat, out of Monopoli, IT, to supply the Partisans and conduct reconnaissance of the islands of Korčula, Hvar, Brač and lastly Vis, for which he was awarded the Silver Star. Hayden would make 10 additional supply trips to Vis and other Dalmatian islands thru at least Apr '44, using a flotilla of 14 schooners and some 400 Partisans, organized by the OSS Maritime Unit, under LCdr Richard M. Kelly, USNR; Hayden's vessels also

took part in Commando & OG raids on Hvar, Brač & Šolta, and assisted with the rescue of downed Allied airmen.¹⁷

- 31 Dec 44 LCI(L) 124, under cmd of the actor Lieut Alec Guinness, RNVR (serving under his birth name of Alec Guinness de Cuffe/Cuffe), and LCI(L) 127, under Lieut Nick John, set off from Barletta to evacuate 400 women and children from Vis, in anticipation of a German invasion, but that night the vessel was caught in a full hurricane a mile from Vis, and knowing it couldn't enter the tiny harbor, turned back towards Italy, and was lit up by St. Elmo's Fire along the way, and upon entering the port of Termoli, it foundered on the rocks, so had to be abandoned; all the crew survived.¹⁸
- 1 Jan 44 German OP *Freischütz* (mythical marksman who made a pact with the Devil) kicked off, to take Lastova (Lagosta), Hvar & Vis, but the offensive ran out of steam and they never attempted to take Vis.¹⁹
- 6 Jan 44 An initial four troops of No. 2 Commando, under Lt-Col "Mad Jack" Churchill arrived at Komiža;²⁰ together with 12 officers & 120 men of the OSS Yugoslav-American OG(s), who were placed under the local tactical control of Brigadier Tom Churchill's 2nd SS Brigade (which wouldn't arrive until 1 Mar), the latter being the former's younger brother.²¹
- 13 Jan 44 Lieut David Scott, RN, SO in cmd of a mixed patrol of Vosper & D-boat MTBs, set out from Komiža that evening to torpedo and sink a merchant vessel attempting to enter the Brač Island harbor of Sumartin and sank an enemy Siebel ferry by gunfire off the SE tip of Brač Island.²²
- (XX) Jan 44 Lieut-Com Morgan C. Morgan Giles, RN, was appointed Senior Naval Officer Vis (SNOVIS), subordinate to Flag Officer, Taranto and Adriatic Liaison, Italy (FOTALI), Rear-Admiral C. E. Morgan, DSO, RN. He took up residence in the same empty apartment building in Komiža as Lieut Owen Woodhouse, RNZNVR, who had arrived shortly before him as LNO to the Partisan Navy, having initially taken up his duties in Nov '43 at Hvar.²³
- A flight of 2867 LAA Sqdn, RAF Regt, equipped with 20mm Hispanos, arrived on Vis to provide anti-aircraft defense for both the airstrip (which hadn't been built yet...) and the Partisan HQ, but the Yugoslavs were concerned that the guns would give away the position of their HQ, so insisted that they should be sited well away from it.²⁴
- 2 Feb 44 Two Dog Boats from Komiža, under command of Lieut-Com Tim Bligh, fought a night battle at 50 yards with a small enemy ship, the *Francesca di Rimini*, which exploded, sending flames 1,000 feet into the air, it having carried 25 German troops, an army truck, 25 tons of supplies, and 320 tons of 105mm ammunition.²⁵
- 3 Feb 44 Two evening patrols under command of 20th Flotilla SO, Lieut J. Donald Lancaster, one being of two D-boats, sank an enemy schooner after boarding it and taking the mixed crew of Germans and Italian prisoner, while the other patrol of two Vosper MTBs sank two enemy schooners and a large motor boat, taking 85 prisoners.²⁶
- 4 Feb 44 A combined force of British Commandos, US OSS operatives, and Partisans raided the island of Šolta, the OSS operatives having conducted a preliminary reconnoiter of the island on 21 Jan 44.²⁷
- Pre-8 Feb 44 Maj Jim Rickett, RAMC, attached to SOE Force 13, arrived via LCI at Komiža and est. a British hospital in a grey stone house at Podhumlje, which had belonged to a priest who fled when the Partisans took over the island.²⁸
- Mid Feb 44 A week after arriving, while driving from Komiža to Podhumlje, Maj Rickett observed a crippled U.S. B-24 pass over the island and 2 of its crewmen bailed out, then the plane went into the sea; the navigator landed at the end of the plateau where the road descends to Vis town, and was treated by Rickett for a

busted ankle, while an air-sea rescue launch recovered the pilot, who had drowned in his harness; no reference to the other crew-members.²⁹

- 17 Feb 44 OSS Greco-American OGs 3, 4 & 6 arrived by LCI at Komiža ³⁰
- 20 Feb 44 No. 43 (Royal Marine) Commando, under command of Lieut-Col Bill Simonds, arrived at Komiža, bringing the British troop strength to 1,000. They established a tent encampment at the village of Podselje, on the high ground above Vis town.³¹
- 21 Feb 44 “C” Battery (Anti-Aircraft Artillery), Raiding Support Regiment (RSR), comprised of nearly 40 troops, arrived at Komiža, at 23:00 hrs, from Bari, via LCI 260. They spent their first night in a Komiža school, and the next day marched to the central plain of the island, to occupy houses in Podselje, and provide overwatch of Vis Harbor with their six .50 caliber machine guns.³²
- 22 Feb 44 Partisans declared Vis a military zone and in coordination with British forces, began the forced evacuation of refugees and local inhabitants alike, esp. those from Komiža, to Italy, and eventually the El Shatt, Sinai, refugee encampment, along the Suez Canal.
- (XX) Feb 44 Maj Gen G.W.R. Templer visited Vis, apparently only Vis harbor.³³
- Hollywood screen idol, Douglas Fairbanks Jr., then a Lieut, USNR, visited Vis, via LCI, in his capacity as Special Operations Officer of Task Group 80.4, U.S. 8th Fleet, and pledged support for the growing garrison, in the form of a Beach Jumper (BJ) unit and Amphibious Scout and Raider unit.³⁴
- Feb-Mar 44 Maj Rickett’s staff raced to a B-24 crash on Mt. Hum, in order to beat Partisans in scavenging the wreck for useful items like wire, switches & parachute silk (prior to the 2nd week of Mar).³⁵
- 1 Mar 44 Brig Tom Churchill arrived from Manfredonia, via RN motor launch (ML), that covered the 130 miles in just under 8 hours, to take command of the British garrison from his brother, “Mad Jack”, and est. his HQ on the eastern slope of Mt. Hum, at Borovik, being subordinate to Brigadier “Bonzo” Miles, Cdr of Force 133, SOE. Accompanying him was Admiral Sir Walter Cowan, and his brigade operations officer, Capt Roger Wakefield. The rest of the staff of HQ 2nd Special Service (SS) Bde followed a few days later.³⁶
- 8-12 Mar 44 Irish playwright, turned BBC war correspondent, Denis Johnston, visited Vis via LCI out of Monopoli, IT, to produce what was feted as the BBC’s first sound film footage from occupied Europe, interviewing British troops and Partisans across the island, in Vis, Komiža, Borovik, and Podhumlje, to include Maj Rickett, and footage of Partisans singing “It’s a Long Way to Tipperary.” Upon docking at Komiža, shortly after midnight, Johnston found an American pilot waiting to board the LCI for the return voyage to Italy; the pilot had been shot down near Zara (Zadar) and evacuated to Vis by Partisans. Johnston was accommodated in a farmhouse taken over by a RAF detachment between Podhumlje and Plisko Polje. The rough and stony landscape, dotted with white cottages reminded Johnston of Connemara.³⁷ The RAF detachment began to clear Plisko Polje of vineyards for an Allied landing strip, intended to refuel fighters, and would later be extended for emergency landings by B-24 bombers.³⁸
- 17 Mar 44 No. 2 and No. 43 RM Commandos, together with “Rangers” of both units of the U.S. OSS Operations Group(OG), and a battery of anti-aircraft artillery (apparently C Bty, RSR), launched their first large raid on Šolta Island, during the evening and following morning, and the Podhumlje hospital consequently got its first battle casualties.³⁹ The entire German garrison of 106 was eliminated, 98 of whom were taken as POWs, after the garrison cdr was captured and compelled to convince his men to surrender over a loud-speaker. 11 Commandos were WIA, as were 2 U.S. soldiers, and 1 U.S. soldier was KIA (T/5 [Cpl] George J. Kallitsis, ASN 32499726, Unit “B”, 3rd Contingent, Operational Groups, OSS, was KIA on that raid, 19 Mar 44, and was brought back to Vis town for burial in the Old British Naval Cemetery, but was subsequently reinterred in Milna Allied Cemetery, 22 Mar 45, and again reinterred in USMC Belgrade, on 30 Dec 46, and repatriated for final burial in Beverly National Cemetery, Beverly, NJ, on 14 Dec 49).⁴⁰

- (XX) Mar 44 Brigadier Maclean's mission was reconstituted as a purely military one, rather than an SOE mission, and he was transferred from supervision by SOE Cairo to direct supervision by General Wilson, as Supreme Allied Commander Mediterranean (variously cited as reporting directly to General Alexander, CINC, Allied Forces, Italy, and in any event, he maintained direct personal communications with Churchill). General Donovan chose not to leave his OSS operatives attached to the British mission though, for he found it too political, and so until an independent U.S. mission was to be est. in Aug, OSS personnel had a murky chain of command, which was further muddled by OSS Cairo having its advanced base at Bari, while OSS Algiers, which was to assume responsibility for Balkan affairs the following month, had est. its advance base at Caserta.⁴¹
- 19 Mar 44 A football team of No. 43 RM Commando thrashed a team of C Battery, RSR, 5-2, on a hastily cleared and leveled football pitch, which was soon to be subsumed by an airstrip at Plisko Polje.⁴²
- c. 20 Mar 44 The RAF radar unit near Podhumlje hospital witnessed a B-24 aflame nose to tail, not responsive to their radio transmissions, and as it neared the northern end of the plateau, a lone parachute opened, then the aircraft went into the sea a mile out; the lone survivor, a young American, came down on a hillside just behind Vis port, uninjured but in shock, and he was brought to Maj Rickett, who gave him a sedative.⁴³ (possibly the 6 Apr 44 crash below, MACR 16141)
- 22 Mar 44 In the evening, a German aircraft bombed the football pitch, and soon-to-be-airstrip, at Plisko Polje.⁴⁴
- 23 Mar 44 A party of 200 members of No. 43 Royal Marine Commando and 400 Partisans raided the island of Hvar just before dusk, leaving many Germans killed and 80 POWs captured, by the time fighting concluded at nightfall the following day. The commander of No. 43 Royal Marine Commando, Lt Col R.W.B. Simmonds and 3 other ranks were WIA, plus 2 were MIA, but presumed to still be operating on Hvar with Partisans.⁴⁵
- 24 Mar 44 The Luftwaffe bombed Komiža at dusk, nearly killing the 2 Churchill brothers, who were departing in a jeep after having conferred with Lieut-Com Giles in Navy House about the withdrawal of troops from Hvar, and destroyed the island's proudest building, the fish factory, allegedly sending sardines & anchovies as far as the Podhumlje hospital and the 2nd SS Bde (a.k.a. Commando Brigade HQ) at Borovik. In a Komiža billet used by men of 2nd SS Bde, a signaler was killed (not apparent in Milna Cemetery...) and four others were wounded. Two civilians were also killed, and one or two wounded. Brig Churchill subsequently moved his HQ to Borovik.⁴⁶
- 27 Mar 44 Vis town was bombed at night by up to twenty Luftwaffe aircraft, hitting the bakery, a sardine cannery, a score of Partisan billets, and the other British military hospital, run by Capt George Lloyd-Roberts, but whose patients were all Partisans; this second hospital was consequently moved to a couple of cottages on the plateau, ½ mile from Maj Rickett's hospital at Podhumlje, and was dubbed "the Juggery," on account of its Yugoslav patients. 3 men of the RSR were KIA, as were 3 Commandos, and 4 Partisans.⁴⁷
- Early Apr 44 Colonel Sreten Žujović, a.k.a. *Crni* (the dark, or shady one), recently promoted to Lieut-Gen, one of Tito's principal deputies, assumed command of Vis island, and was welcomed at Brig Churchill's Borovik HQ with a No. 43 (RM) Commando honor guard.⁴⁸
- (XX) Apr 44 A U.S. construction unit arrived to work on the Plisko Polje airstrip; a British artillery battery and AAA guns arrived on the island and RAF Spitfires started using the airstrip as a refueling station.⁴⁹
- 2 Apr 44 B-24 (ser. # 42-78084), *Bottoms Up*, of 721st BS, 450th BG, out of Manduria, IT, piloted by 2nd Lt Claude L. McIver, sustained flak damage during a mission over Steyr, AS, so crash-landed on the "south central" part of Vis at 1400 hrs, when men of C Battery, RSR, had cleared out from playing a football match on the nascent airstrip, but the aircraft overshot the airstrip by about a mile before coming down, with no injuries to crew of 10, but all secret equipment was destroyed before being "rescued" by Partisans.⁵⁰

The A/C was salvaged, but apparently for parts, because A/C # 42-64448, also with the nickname/nose art "Bottoms Up", vanished on 16 Mar 45 in thick cloud cover over the Adriatic, during a mission to bomb the marshaling yards of Wiener-Neustadt, AS, with the loss of all 9 crewmen, none of whom were the men who had landed on Vis the preceding April (MACR 13062).

MTB 651, under command of Lieut Kenneth M. Horlock, RNVR, and MGB 647, under command of Lieut Maurice Mount-Stephens, RNVR, of 61st Flotilla, led by newly-appointed SO, Lieut-Com Tom Fuller, RCVNR, initiated a much-celebrated campaign of "piracy," by after having rescued four downed American airmen and capturing a prisoner on the Pelješac Peninsula, they intercepted and boarded a 30-ton enemy schooner, captured its German crew of 4, and towed the vessel back to Komiža, where they provided the Partisans with its spoils of explosives, land mines, a jackhammer, barbed wire, cigarettes, cigars and mail for the German garrison at Korčula.⁵¹

- 4 Apr 44 MTB 651 and MGB 647 intercepted and boarded 2 enemy schooners off Murta Island: the 90-ton *Ennesta*, capturing its crew of 4 Italians & 2 Germans, and the 50-ton *Dante 2*, with its crew of 3 Italians & 2 Germans, and then towed these 2 vessels to Komiža, with their cargoes of firewood, wheat, 20 mm cannons, and ammunition.⁵²
- 5 Apr 44 *First Italy-based bombing raid on the Ploesti Oilfields by the 15th AF.*⁵³
- MTB 651 and MGB 661, under command of Lieut. R.M. Cole, RNVR, intercepted and boarded the enemy schooner *Sveti Nikola*, also off Murter Island, and towed it back to Komiža with its mixed crew of Italians & Germans, and its cargo of wheat.⁵⁴
- 6 Apr 44 B-24 (ser. # unk), of 761st BS, 460th BG, 15th AF, out of Spinazzola, IT, ditched in the Adriatic off Vis (33TWH 9943669188) [the MACR and the Aug '48 Board of Officers actually state the loss as 1 mile S of St Andrews (Sveti Andrija) Island], after a mission to the Zagreb airfield; 7 crewmen were rescued but 4 were killed in the ditching, two of whom were BNR; (the resulting MACR 16141 was only generated in Apr '46 by the Army QMG, not the unit, and so devoid of details, except for a listing of the 4 men killed – no details of the loss incident, witness statements, nor even the aircraft ser. #, and IDPFs don't reveal anything further).
- need to seek unit records at NARA
- MGB 661, with Lieut-Com Fuller aboard as SO, and MGB 647 captured the 400-ton enemy schooner *Libecchio*, also off Murter Island, and delighted the Partisans in Komiža with its bounty of foodstuffs.⁵⁵
- 11 Apr 44 MGBs 661 and 647 sank an enemy schooner and an I-boat, rammed a motor boat, and captured 2 schooners, once again, off Murter Island.⁵⁶
- 13 Apr 44 P-38 piloted by Capt Ronald E. Ashmead, HQ Detachment, 14th FG, returning from a B-17 bomber escort mission to Gyor, HU, bailed out over Vis when his engine caught fire, two of his fellow pilots circled his landing area to guide in a British Walrus search and rescue flying boat that rescued him.⁵⁷
- 13-14 Apr 44 A "Chinese-American" P-38 pilot (actually an F-5 recon variant), 2nd Lt John J. K. Kim, 27th FS, 1st FG, USAAF, of Hawaii, born to Korean parents, died of burns at Podhumlje hospital, 5 days after his aircraft crashed taking off from the Plisko Polje airfield, having stopped there for refueling a day after the airstrip became operational. Upon repatriation of his remains to California in 1949 (originally buried in Milna Allied Cemetery, he had been reinterred in USMC Belgrade, which was "evacuated" in spring 1949 due to the deteriorating political climate), his parents were denied both a viewing of his remains and their request for their son's headstone to be in Korean script⁵⁸

- 14 Apr 44 MGBs 661 and 646, the latter under command of Lieut B.L. Knight-Lachlan, RNVR, sank a 100-ton tug and the 400-ton tanker it was towing, by gunfire, and returned to Komiža with a 250-ton lighter and 35 prisoners.⁵⁹
- 17 Apr 44 Luftwaffe bombers raided Vis.⁶⁰
- 21 Apr 44 A large Partisan raid on Mljet Island, which left the entire enemy garrison killed or captured, was supported by Dog Boats of the RN, as well as wireless radio teams with Commando security details from No. 2 SS Bde.⁶¹
- 22 Apr 44 A large Partisan raid on Korčula Island, which resulted in 756 Germans captured or killed, was also supported by RN Dog Boats and wireless radio teams with Commando security details.⁶²
- 30 Apr 44 First edition of *The Vis of the World* was produced, being the Sunday version of *The Daily Vis-à-Vis*, started by Capt Clifford Jupp, Intelligence Officer of No. 2 SS Bde, which was distributed each morning to all units of the Allied garrison; the daily paper was a digest of BBC news and local events of interest to the Allied garrison, while the weekly went in for editorial comment on current world affairs, sports, and readers' contributions, ranging from verse to correspondence, and topical comments usually with a sting in the tail for some individual or unit.⁶³
- Late Apr 44 Beach Jumper Unit 4 (BJU-4), USN, under Lt. Cmdr E.J. Roberts, and an Amphibious Scout and Raider unit arrived at Komiža harbor, but realized they were due to port at Vis harbor, so relocated and took up billets in a sturdy old waterfront house that became known as "BJ House." Together with 4 Air-Sea Rescue Boats (ARBs) which had arrived earlier, these three units were dubbed the U.S. Adriatic Special Operations Group, OSS (apparently commanded by Lt. Cmdr Roberts).⁶⁴
- (XX) May 44 No. 2 Field Hospital, with a 200-bed capacity and over 100 staff under a Major Charlton, RAMC, deployed to Komiža and setup its tents around Maj Rickett's stone hospital at Podhumlje, whereupon, Maj Rickett soon relocated to Capt Lloyd-Robert's nearby "Juggery" hospital.⁶⁵
- 1 May 44 MGB 645, under command of Lieut. P.G. Martin, RNR, but with SO of 60th Flotilla, Lieut-Com Basil Bourne, RNVR, also aboard, and MTB 667, under command of Lieut. C.J. Jerram, RNVR, attacked and sunk 2 unidentified enemy vessels along the SE shore of Brač, and shortly after engaged an I-boat, which before being sunk, significantly damaged MGB 645, knocking out 2 turrets.⁶⁶
- An elaborate Labor Day parade was held in the central plain of Vis, with a stage erected, draped with carpets and decorated with the banners of Yugoslavia, Russia, Britain and America, and life-size portraits of Tito, Stalin, Churchill and Roosevelt. With Lieut-Gen Žujović away at Tito's HQ, his Deputy (Military Assistant?), Colonel Milojević, was the keynote speaker, followed by many others, and captured weapons from the recent Partisan raids on Mljet and Korčula were on display.⁶⁷
- 5 May 44 No. 40 Royal Marine (RM) Commando arrived on Vis, from Molfetta, Italy, where they had enjoyed a brief period of rest following service at Anzio.⁶⁸
- 7 May 44 Brigadier G[eorge]. M. O. Davy, Deputy Assistant Chief of Staff for Operations, Allied Force Headquarters, Algiers arrived for a 2-day inspection of the defenses on Vis, and was escorted around the island by Brigadier Tom Churchill (see entry below for 1 Jun 44).⁶⁹
- 10 May 44 A major OSS-Commando-Partisan raid was launched on the island of Šolta, the first taste of battle for the U.S. Adriatic Special Operations Group.⁷⁰
- Over 10 enemy aircraft attacked Vis town, setting a petrol dump alight, but not other damage or casualties were reported.⁷¹

- 13 May 44 A large Partisan raid on the island of Šolta was supported by 60th Flotilla's MGB 645, with the SO, Lieut-Com Bourne, aboard, MGB 674, and MTB 649. The raid yielded little but a hasty withdrawal and Partisan casualties, plus, one of the Partisan schooners, crammed with Partisan and German wounded, headed back to Vis without waiting, or even informing, the Dog Boats, so upon approaching Vis harbour, was sunk by a German E-boat, and only three souls survived.⁷²
- 17 May 44 *As an overture to the Partisans, coerced by Churchill, King Peter II dismissed his Government-in-Exile under PM Božidar Purić, to include General Mihailović as Minister of War, and on 1 June installed a more ethnically and politically inclusive government under the Croat, Dr. Ivan Šubašić.*⁷³
- 18 May 44 Coastal Forces out of Vis engaged enemy vessels during the evening off the Pelješac Peninsula, sinking 1 E-boat, probably also an I-boat, and damaged other craft, but MGB 661, with 61st Flotilla SO, Lieut-Com Fuller aboard, was badly damaged in the process and suffered casualties, to include Able Seaman B. I. K. Peters, of MGB 661, who perished in this action and was buried in Milna Allied Military Cemetery, grave I.A.2.⁷⁴
- 20 May 44 Lieut-Com Bourne led 3 vessels of his 60th Flotilla, the MGB 646, MGB 674, under command of Lieut. M.G. Bowyer, RNVR, and MTB 656, under command of Lieut. W.E. Masson, RNVR, in an engagement in the Mljet Channel that drove a 250-ton enemy oil barge ashore in flames.⁷⁵
- 21 May 44 6 LCIs and their Coastal Forces escorts embarked in the evening from Vis and Komiža harbors with HQ No. 2 Special Service Brigade, No. 2 Commando, No. 43 RM Commando, a troop of No. 40 RM Commando, a company of the 2nd HLI, the entire U.S. Operations Group, OSS, and No. 11 Troop of the RSR, with its four 75-mm pack howitzers, for a raid on the island of Mljet (Operation Foothound) which they landed upon at midnight. The operation was fraught by ramp problems of 2 of the LCIs, the exceptionally steep hillsides of the island, dense, tangled undergrowth, poor command and control of the dispersed force, esp. due to radio-listening silence and inept Partisan guides. Hence, objectives were only reached 5 – 7½ hours late, and although some hilltop objectives were secured after desultory fighting, the force began withdrawing to their re-embarkation points at 1630 hours, completing evacuation at 0230 hrs on 23 May, with negligible results, except 1 KIA, 1 WIA, and 7 MIAs (1 of whom turned out to be KIA and the others became POWs; Lieut Bertram Peter Hill, of No. 40 RM Commando, was the only casualty of this operation to end up being buried on Vis Island, and he DOW 28 May 44, in No. 2 Field Hospital, at Podhumlje, Vis, from multiple injuries to his thorax and abdomen, resulting from the explosion of an enemy mine, and he was buried in the Old Naval Cemetery of Vis Harbor, in Grave No. 5 (unclear if he was the 1 reported WIA, or 1 of the 2 reported KIAs).⁷⁶
- 23 May 44 Brig Tom Churchill departed for London, via Italy and North Africa, for discussions at Combined Ops HQ about lessons learned from his experiences on Sicily, Italy and the Adriatic, and he passed temporary cmd of the Allied garrison to his brother, Lt-Col Jack Churchill.⁷⁷
- 24 May 44 P-51B (ser. # 42-106595), of 309th FS, 31st FG, 15th AAF, out of San Severo, IT, was returning from a mission over Muchendorf, AS, when it crashed into the Adriatic near Vis Island (MACR map indicates immediately north of the island) at 1150 hrs for unknown cause, the pilot, 1st Lt Harrison (NMI) Mann, of Queens, Long Island, being unaccounted for; no indication that he bailed out (MACR 6316).
- **MACR not in EM folders, yet on Fold3...IDPF also not in EM folders, but Mann is on DPAA website of unaccounted for, as lost in the Adriatic...need IDPF**
- 25 May 44 *Germans kicked-off Operation Rösselsprung (Knight's Move), a combined airborne and ground assault by the XV Mountain Corps and NDH forces on the Partisan Supreme Headquarters at Drvar, Bosnia, aimed at capturing or killing Marshal Tito.*

- 29-31 May 44 *British military mission withdrew from Mihailović forces, the British having decided to abandon the Četnik leader in mid-February.*⁷⁸
- 30 May 44 Emergency landing of B-24H (ser. # 42-52333) 763rd BS, 460th BG, out of Spinazzola, IT, 1220 hrs, returning from a mission over the Neudorf Flugzeugfabrik, AS, where it had suffered flak damage, and with 2 engines out, had to make a forced-landing at Vis, YU. The A/C was left behind for repairs, while all 10 crewmen were returned to base on 2 Jun 44. The A/C was later returned to operational use, but was shot down over the Adriatic [sic - actually over the mouth of the Tiber River, returning from the Miramas Marshalling Yards/Aries/Rhone Railroad Bridge, FR] on 6 Aug 44, with 4 crewmen KIA, and the rest returned to duty; (the resulting MACR 12538 was only produced in Mar 45, hence, the high #, and was compiled from sparse existing records, not from the crewmen, who were no longer with the unit).
- **Very confusing...Not on EM list of Croatia losses...see MACR 15311, with at least 1 BNR, 2nd Lt Parker T Brown, who had not been aboard the A/C on 30 May 44)**
- B-24 (ser. # 42-95296), of 732nd BS, 450th BG, 15th AAF, out of Manduria, IT, had been damaged by flak over its target of Ebreichsdorf, AS, which caused leaks in gas tanks and oil tank, plus, #3 engine had to be feathered; RAF control tower at Vis directed them to bail out over water and that RN MTBs would rescue them, and at 1330 hrs all 10 crew members did bail out (43° 02'N-16° 15'E), with the A/C seen to crash into Mt. Hum (accompanying map of the bail out indicates an "X" over Rukavac), 6 of the crew landed safely on Vis island, while 4 landed in the Adriatic, and Yugoslav (not RN) boats rescued 3 of the 4, the 1 BNR being 21 year old S/Sgt Frank E. Riley Jr., radio operator, of Maynard, MA, who was not seen again after hitting the water; one of the 3 crewmen pulled from the water thought that Riley must have broken his neck, as he immediately rolled over like a ball, while another of those 3 crewmen presumed that Riley must have been hopelessly entangled in his chute and drowned; 2 Yugoslav witnesses ashore, on a hill, saw one of the men go under the water and not resurface; (MACR 6315).
- 31 May 44 B-24G (ser. # 42-78103), *Red Ryder*, of 764th BS, 461st BG, out of Torretta, IT, was on a mission to the Ploesti oilfields, RO, but turned back at the Danube River, having feathered #3 engine, and another A/C fell out to escort it; about 15 minutes from the Adriatic sea it released its bombs, and began jettisoning weapons and equipment, then headed to Vis, its problem being unknown, since radio contact was lost; between 5-10 miles SE of Vis, 8 crewmen bailed out, then the A/C made a 90° turn and 2 more crewmen bailed out, all landing in the water, and the A/C crashed into the sea 5 miles short of Vis, at 43°2'N, 16°25'E; position and time that crew bailed out was radioed to the Air Sea Rescue service (the bail out location was variously cited as 10 miles S-SE "making swimming to shore practically an impossibility", and 20 miles SE of Vis in the Korčulanski Channel); (MACR 5841).
- **Not on the EM list of Croatia losses...but S/Sgt Raymond Bourgeois, the LWG, S/Sgt Julius Bryson, Jr., the TTG, S/Sgt Bud W. Armstrong, Jr., the BTG, T/Sgt Robert D. McIntire, RWG, 2nd Lt Billy Isbell, the Navigator, 2nd Lt Wayne A. Kretschmar, the CP, the T/Sgt Charles F. Doane, another Gunner, and 1st Lt George N. Ryder, Jr., the pilot, are all on DPAA website of the unaccounted-for, as in the Adriatic, whereas the NTG Williams, and the Bombardier Duval, are not on the website, for their bodies were recovered soon after on the island of Sveti Klement, just off the western tip of Hvar.**
- 1 Jun 44 The Balkan Air Force (BAF) was established by order of General H.M. "Jumbo" Wilson, Supreme Allied Commander Mediterranean, under command of Air Vice-Marshal William Elliot. Based in Bari, its mission was to coordinate, subject to the concurrence of the respective CINCs, the planning and execution of all air, land, sea, and special operations on and across the Dalmatian Coast (which extended to Greece & Albania). Allied air assets on Vis apparently fell under its command, or at least operational control, while ground forces on Vis fell under the BAF's subordinate ground component command, Land Forces, Adriatic (LFA), commanded by Brigadier George Davy (HQ in Bari), so No. 2 SS Bde was no longer subordinate to Force 133, SOE, and 20th Beach Group was re-designated as the Vis Brigade (although

some sources indicate the former survived as a subordinate unit). 15th AF priority targets in Jugoslavija, and the rest of the Balkans, were thereby dramatically reduced.⁷⁹

A large diversionary raid (Operation Flounced) by some 2,500 Partisans, 900-1,000 British troops (No. 43 [RM] Commando, a company of 2nd Bn Highland Light Inf, elements of 111 Field Regt, RA, and some 3.7" AA guns, under overall command of Lt-Col Jack Churchill, whose brother, Tom, was still away in London), and 100 Americans of the OSS, set off from Vis and Komiža harbors this evening, in some 45 vessels, bound for the enemy-held island of Brač, to assist the hard-pressed Partisan forces surrounded at Drvar, Bosnia, by Axis forces of their offensive Operation *Rösselsprung*. By 2 June, with No. 40 [RM] Commando having joined the fight, together with some additional guns from 111 Field Regt, RA, some 500 Germans had been surrounded in the northern town of Supetar, and later withdrew. Fighting in Bol had concluded by 3 June. Partisans had captured 3 hilltops 1 mile SE of Nerezisce by 4 June and a company of the HLI were unsuccessful in securing Hill 778, 2 miles NE of Murvice. Evacuation of Brač was completed on 5 Jun, but 2 troops of No. 2 Commando and most of the Partisans remained behind to seek Allied POWs. The destroyers HMS *Terpsichore* and HMS *Tuscan* provided fire support. Resulting casualties were 11 officers and 49 ORs KIA or MIA, all British, including Lt-Col "Pop" Manners, the OC of No. 40 RM Commando, who actually DOW, and Lt-Col Jack Churchill, who was taken POW, plus 9 officers and 64 ORs WIA, including 1 American (variously cited as 9). Some 40 enemy POWs were taken off the island by British forces, and a larger number were taken by Partisan troops.⁸⁰

USS SC (submarine chaser) 638 and USS SC 522 arrived at Komiža, at 2100 hrs, having departed that day from Manfredonia, IT, at 1300 hrs, being detached from Task Group 81.12 for temporary duty in the Adriatic under FOTALI, with Coastal Forces Command, RN, and they received orders from SNOVIS to take up patrol between the islands of Vis and Hvar. They returned to Komiža from that patrol at 0600 hrs on 2 Jun.⁸¹

- 2 Jun 44 USS SC 638 and USS SC 522 departed Komiža at 1925 hrs for a patrol of Splitska Pass, which they entered as far as Port Milna, on the island of Brač, without incident, and returned to Komiža at 0615 hrs on 3 Jun.⁸²
- 3 Jun 44 USS SC 506 and USS SC 676 joined SC 638 and SC 522 in Komiža harbor at 2330 hrs.⁸³
- 4 Jun 44 USS SC's 506, 676, 638 and 522 departed Komiža and arrived at Blacca Cove, Brač, at 0610 hrs, to assist in evacuating wounded Partisan and British troops. At 0840, two ME 109s approached, but were driven off by AA fire from the four SC's. SC 636 returned to Vis with HM LCI 260, with wounded aboard, and made two more trips to Brač, providing AA support for LCI's evacuating wounded troops.⁸⁴
- 5 Jun 44 USS SC 638 returned to Komiža at 0530 hrs. At 2030 hrs, SC's 638 and 522 departed Komiža for Sumartin, on Brač, with Commandos aboard, but their landing was aborted at 2200 hrs, and the two vessels returned to Vis (sic) at 0030 hrs on 6 Jun.⁸⁵
- 6 Jun 44 USS SC's 522 and 638 departed Vis (sic) at 0500 hrs for return to Manfredonia, IT, where they moored at the Quay at 1325 hrs that same day.⁸⁶
- 7 Jun 44 Marshal Tito, having barely escaped encircling Axis forces at Drvar, arrived at Komiža via the RN destroyer HMS *Blackmore*, with his Supreme Staff, his dog Tigger (Tigar), and Brigadier Maclean, to est. his new HQ in a cave three-quarters of the way up Mt Hum, at Borovik, while his staff occupied some adjacent buildings. Maclean took up quarters in a little house at the water's edge of Vis harbor.⁸⁷
- 9 Jun 44 MGB 647 and MTB 656, out of Vis (Komiža), engaged enemy craft in the Mljet Channel during the evening and into the following morning, blowing up one R-boat (variously cited as a flak lighter) and damaging an I-boat, but MGB 647 was badly damaged and casualties were sustained, including Marine William Bryce, of No. 40 Royal Marine Commando, a member of the boarding party, Able Seaman

William Wood, Ordinary Seaman John McGill, and Ordinary Seaman James Christopher Smith, who all perished, and were buried in Milna Allied Military Cemetery.⁸⁸

An Allied raiding party with 4.75mm guns (sic, so apparently captured German guns) from Vis, landed on the island of Sulet (Šolta) during the evening, shelled German positions at Groholi (Grohote), and withdrew before first light, without losses.⁸⁹

- 12 Jun 44 USS SC's 522 and 638 returned to Komiža at 1945 hrs, from Manfredonia, IT, to relieve SC's 506 and 676.⁹⁰
- 13 Jun 44 450th BG reported having lost one of its B-24s during the return from a mission over Allach Motor Works, Munich, the crew having all bailed-out over Vis.⁹¹ At 1240 hrs the crew of USS SC 638 observed men parachuting down into the sea, so the vessel got underway to assist with rescue operations. S/Sgt Lewis E. Smith, ASN 14177320, and S/Sgt Roy C. Hooper, ASN 14156372, members of a Liberator crew, were picked up and put ashore at Komiža (both men were assigned to 721st BS, 450th BG, but their aircraft and MACR are unknown)⁹² Possibly the "Impatient Virgin II" B-24, #41-28827, of the 721st BS, piloted by 2nd Lt William Eldred, yet neither S/Sgt Smith nor S/Sgt Hooper are listed as members of Eldred's crew in the undated crew photo on the 450th BG website (www.450thbg.com/real/crews/impatientvirgin.shtml) Hooper is cited as a gunner on the 1st Lt Vernon C. Mikkelson crew, #41-28973, all taken POW, 10 Aug 44, during a Ploesti mission, the A/C having gone down near the target (MACR 7675); Smith is associated to a crew on the website, ASN 14177320
- 14 Jun 44 Dr. Ivan Šubašić, recently installed PM of the Royal Yugoslav Govt-in-exile, arrived at Vis aboard the HMS *Blackmore* for power-sharing talks with Tito; agreement was reached on 16 June and the "Treaty of Vis" was signed the following day, calling for a democratic Federal Jugoslavija, a post-war plebiscite on the monarchy, and a merger between the Royal Govt and the AVNOJ to be formally constituted once Belgrade was liberated, with Šubašić agreeing to serve as ForMin in a Tito-led cabinet. The immediate task at hand for the interim cabinet that Šubašić was to lead, was to organize aid for the Partisans and to appeal publicly to the people of Jugoslavija to support the Partisans.⁹³
- 15 Jun 44 Allied-Partisan Order of Battle on Vis island comprised:⁹⁴
- | | |
|---|---|
| HQ Vis Bde ⁹⁵ | 4 expeditionary Partisan Bns (300 troops each) ¹ |
| HQ 2nd Special Service (SS) Bde | Partisan local defense garrison of 400 troops |
| No. 2 Commando | 2 Partisan light artillery companies |
| No. 40 Royal Marine Commando | |
| No. 43 Royal Marine Commando | |
| 2 nd Bn, Highland Light Infantry (HLI) | |
| No. 11 Troop (a.k.a. E Battery, .50 cal MGs in AAA mode), B Battery (3" mortars), & C Battery (a.k.a. C Troop), Raiding Support Regiment, 1 st Special Air Service | |
| No. 111 Field Regiment (25 pdrs), RA | |
| Patrols (and at times a Sqdn) of the Long Range Desert Group (LRDG) | |
| Detachment, No. 64 Heavy Anti-Aircraft Regt, RA (+ R.E.M.E. workshop section) | |
| Detachment, No. 31 Light Anti-Aircraft Regiment, RA | |
| No. 567 Searchlight Battery, RA | |
| No. 151 Light Field Hospital (variously cited as a Field Ambulance), RAMC | |
| No. 2 Field Hospital, RAMC | |

¹ Various cited as part of 1st Dalmatian Brigade and/or 26th Partisan Division

No. 2 Army Photographic Unit
 81st Air Service Squadron, 15th Air Force, USAAF⁹⁶
 Detachment, 43rd Service Group, 15th AF⁹⁷
 Detachment, Royal Engineers (incl. a field company, and a boring section)
 Detachment, No. 6 Squadron, RAF (Hawker Hurricanes) (used as a squadron forward base)
 Detachment, Royal Army Service Corps
 Detachment, Royal Army Ordnance Corps
 Detachment, No. 253 Air-Sea Rescue Unit (ASRU; a.k.a. ASR MCU [Marine Craft Unit], and ASR MCS [Marine Craft Section]), RAF⁹⁸
 Detachment, No. 10 Commando (Serbo-Croatian speakers; variously cited as the Yugoslav Troop)
 2867 LAA Sqdn, RAF Regt (20mm Hispanos AA guns)
 22nd ML, 56th MTB/MGB, 57th MTB, 60th MGB, & 61st MGB Flotillas, RN²
 USS SC 522 and USS SC 638, USN
 HMS/HMT *Prodigal* and SS *Laurana*³
 Motor Fishing Vessels (MFVs) *Seahawk* and *Seastar*⁴
 Unit A (Jugo-American), 3rd Contingent, Operational Group (OG), OSS⁵
 Unit B (Greco-American), 3rd Contingent, OG, OSS⁹⁹
 U.S. Adriatic Special OG, OSS
 Special Operations Weather Team (SOWT), OSS (atop Mt. Hum)
 Unspecified elements of the US Army Corps of Engineers
 Unspecified number of RN and USN landing craft (RCLs, LCAs, LCIs, LCRs, etc.)
 Flight B, 1st Emergency Rescue Squadron (ERS), 12th AF, USAAF (staged OA-10 Catalina seaplanes out of Vis, from their base at Foggia, but don't seem to have had a permanent presence on the island)

16 Jun 44 USS SC's 522 and 638 and HM LCI 308, with 300 Partisans aboard, departed Komiža at midnight, bound for Blaca Rock, on the north shore of Korčula, where the troops disembarked at 0230 hrs on 17 Jun, and the 3 vessels returned to Komiža.¹⁰⁰

20 Jun 44 USS SC's 522 and 638 departed Komiža at 1000 hrs to escort HM LCI 308 to Manfredonia, IT, and arrived there at 0015 hrs, 21 Jun.¹⁰¹

23 Jun 44 Tito hosted a grand parade on Plisko Polje airfield, to fete the Allied forces on Vis, and No. 2 Commando did a pass in review.¹⁰²

² Although all 4 of these flotillas were allocated to Dalmatian operations, and ostensibly based out of Komiža & Vis harbors, berthing wasn't sufficient for the 20(+) vessels, so they rotated through from the Italian mainland, or Malta, where maintenance facilities always kept a few of the Dog Boats out of action, and in Aug '44, the 61st Flotilla would be disbanded, in order to redistribute its vessels to the 3 other understrength Flotillas (Reynolds, 2000, pp. 209-10); Brig Tom Churchill recalled the naval presence being half a dozen MTBs (Churchill, p. 175) and some MLs (p. 231).

³ These two vessels, an ex-Portuguese trawler and ex-Fiume/Pola ferry respectively, provided regular Bari- Komiža supply service from Jan '44, and the *Laurana* also served as a hospital ship (Brooks Richards, *Secret Flotillas*, Vol. 2, pp. 308-09)

⁴ Although MFVs were by then out of favor with the RN, these 2 vessels saw considerable service at Vis, inserting MI9, SIS & OSS agents along the Istrian and Dalmatian coasts, until paid-off (sic) in Sep & Oct '44 respectively, and their ACF(A) crews transferred to newly acquired MTBs (B. Richards, pp. 306-07, 388-401)

⁵ Sources vary as to whether there was one Operational Group each of Jugo-Americans and Greco-Americans or if each ethnically-based unit had multiple groups; what is clear is that they fell under Company C (Balkans), Operational Command Group, OSS (which in Aug '44 was re-designated as 2671st Special Reconnaissance Battalion Provisional [Separate], the OGs having been withdrawn from Jugoslavija the preceding month and only 15 intelligence teams were then operating in Jugoslavija).

A small force of OSS troops from Vis landed on the south shore of Pelješac Peninsula during the evening, with guns (apparently elements of the RSR), and engaged a passing enemy vessel convoy, sunk 1 schooner, damaged an E-Boat, and took 2 enemy POWs.¹⁰³

24 Jun 44 MGB 662, with SO of 57th Flotilla aboard, Lieut-Com Tim J. Bligh, RNVR, and MGB 659, under command of Lieut Peter Barlow, RNVR, together with MTB 670, under command of Lieut E. Hewitt, RNVR, engaged the enemy torpedo boat T7 (a 2-funnelled ex-Royal Yugoslav Navy vessel of about 250 tons) off of Murter Island, which resulted in the T7 being run ashore on fire, and 5 of her crew were taken prisoner.¹⁰⁴

26 Jun 44 P-47D (ser. # 42-75958), of 301st FS, 332nd FG, 15th AAF (Tuskegee Airmen), out of Ramitelli, IT, was returning from a penetration bomber escort mission over Lake Balaton, HU, when at 0940 hrs, the A/C experienced engine failure and the pilot, 1st Lt Maurice V. Esters, age 23, bailed out into the Adriatic, 15 miles N of Vis Island, and was seen by his wingman to climb into his dinghy and release a green oil marker in the water, but no radio contact was made; running short of fuel, the wingman returned to base and “no search was made because location of pilot was close to enemy territory,” which isn’t substantiated by the MACR map, which depicts the pilot’s descent point being N of Sveti Andrija and Vis, nearly equidistant, on a latitude parallel with the southern shore of Hvar, so 15 kms, not miles, NW of Vis and 12 kms NE of Sveti Andrija, and very much within the reach of Vis-based ASR vessels, or by ASR flying boats, esp. with Allied air superiority then prevailing (although the coordinates on MACR and IDPF documents vary from “43° 08’ N 15° 51’ E,” to “43’ 48N 15’ 51E,” and 48° 8’N-15° 51’E); son of Charles H. Esters, Richmond, California; MACR 7061.¹⁰⁵ Although not in the same squadron, fellow Tuskegee Airman, and flight schoolmate, Capt. Luther H. Smith related in an oral history interview to the Fort Des Moines Museum & Education Center (c. 2004-09), that he was among the pilots that circled Esters in his dinghy and that moments after Esters waved to them that he was all right, a huge wave swept him under, and they never saw him again.¹⁰⁶

➤ MACR is not in EM Directorate folders, nor is the case on EM Directorate’s list of Croatia losses, but it is on the DPAA website list of the unaccounted-for, noted as in the analytical status of non-recoverable.

USS SC’s 522 and 638 returned to Komiža from Manfredonia at 1700 hrs.¹⁰⁷

28 Jun 44 USS SC’s 522 and 638 departed Komiža harbor at 1630 hrs for a patrol south of Pelješac island (sic) and after a brief stop in the harbor of St. Pietro (Ubli), Lagosta (Lastovo), returned to Komiža at noon the following day.¹⁰⁸

30 Jun 44 B-17 (ser. # 42-5944) of 419th BS, 301st BG, piloted by Charles Dodrill, was returning from its 46th mission, over Blechhammer, DE, when it ditched off Vis Island. All crew survived and returned to base.¹⁰⁹

USS SC’s 522 and 638 departed Komiža harbor at 1900 hrs for a patrol off of Loviste, Pelješac, and at 0230 hrs the following morning, they destroyed four small enemy vessels drawn up on the beach at Loviste, one of which was a German Fol-type boat, and returned to Komiža at 0700 hrs, but set off again the same day at 1700 hrs for a patrol of Mljet island.¹¹⁰

(XX) Jun 44 The 5-meter-high Atlantic Freedom Memorial (sic) at Milna Allied Military Cemetery was dedicated by the Bishop of Lichfield, Dr. Edward Woods.¹¹¹

2 Jul 44 USS SC’s 522 and 638 returned to Komiža at 1600 hrs from its patrol of Mljet and a stop in the harbor of St. Pietro (Ubli), Lagosta (Lastovo).¹¹²

3 Jul 44 USS SC’s 522 and 638 departed Komiža at 1730 hrs for a patrol in the area of Murter Island, with the Cdr of Task Group 81.12 (apparently Capt G.H. Williams) aboard SC 522. At 2102 hrs, a beam from the Blitvenica lighthouse revealed a schooner of some 50 tons with several smaller vessels in tow, some 3-4

miles distant, and the two SC's proceeded on an intercepting course, but at 2115 hrs, SC 638 struck an underwater object (believed to be a submerged rock or one of many sunken wrecks in that area) and both engines stopped. All bilges were dry, except for the lazarette, which was taking water slowly. SC 522 "investigated" the schooner and then returned to tow SC 638 back to Komiža, where they arrived at 0600 hrs on 4 Jul, with USS SC 506 already moored there.¹¹³

USS SC's 506 and 676 got underway from Manfredonia, IT, at 0831 hrs, bound for Vis and at 1021 hrs, and SC 676 picked up survivors from a "ditched" B-17 of the 2nd Bomb Group, and delivered them to the RAF at Komiža harbor at 1658 hrs.¹¹⁴ (B-17G, ser # 42-107162, of 49th BS, on its 10th mission, to Arad, Romania, ditched in Adriatic and its crew were rescued by USN patrol boat: James Twibell, P, A. B. Drais, C-P, Bob Unger, Nav, Albert Greger/Gregor, Bom, Leo C Smith, FE/TTG, Walter Lisowski, RO, Bernie Foy, BTG, Stan Groom, WG, Bill Edwards, WG, and Bill Cooper, TG. The crew picked up by British submarine chaser and returned to base next day; apparently no MACR was filed)¹¹⁵

5 Jul 44 USS SC 676 departed Komiža and steamed around the island to Vis town, where it moored to a Partisan lighter. Returned to Komiža Bay the following day at 1624 hrs.¹¹⁶

No. 2 Commando redeployed from Vis to Monopoli, Italy, being fare-welled quayside (presumably Komiža), by Commander Černi, Komanda Majesta, and various other local representatives.¹¹⁷

7-8 Jul 44 C-47 piloted by 2nd Lt Robert H. Cook, 10th Troop Carrier Sqdn, USAAF, lost an engine at 10,000 feet during nighttime evacuation of 22 Partisan WIAs to Italy, and crash-landed on Vis, without injuring any passengers.¹¹⁸

8 Jul 44 A B-17 of 99th BG, returning to base in Italy from a mission over Zwölfaxing ammo & fuel stores, AS, reported observing a B-24 burning on the Vis runway at 1258 hrs.¹¹⁹

USS SC 676 sailed from Komiža at 1625 hrs for Lagosta (Lastovo) island, where it moored at St. Pietro (Ubli) at 2038 hrs, but got underway again at 2120 hrs for an anti-supply schooner and E-boat patrol of Pelješac Peninsula.¹²⁰

9 Jul 44 HM Trawler *Prodigal* got underway from Komiža at 0500 hrs, with the damaged USS SC 638 in tow, bound for Manfredonia, IT, which it reached at 2330 hrs the same day (it was subsequently towed by USS SC 522 to Brindisi for repairs).¹²¹

USS SC 676 returned to Komiža at 1133 hrs, having encountered only a Partisan vessel off of Pelješac, and moored briefly at St. Pietro before returning.¹²²

10-12 Jul 44 Capt Evelyn Waugh, with orders to join Randolph Churchill in Jugoslavija, visited Vis, via aircraft, for lunch with Tito, whom he had spread a rumor about of being a woman.¹²³

11 Jul 44 USS SC's 506 and 676 sailed out of Komiža at 1805 hrs, escorting HMS LCI 254 and HM ML 218 to land Commandos on the island of Hvar for an attack on the German garrison.

12 Jul 44 BAF Cdr, Air Vice Marshall William Elliott, first met with Tito on Vis.¹²⁴

USS SC's 506 and 676, HMS LCI 254, and HM ML 218 arrived at Vis town (or at least SC 676 did, the others may have proceeded to Komiža), having landed its contingent of Commandos at Smroka Cove, Hvar, prior to 0137 hrs. At 0914 hrs, SC 676 departed Vis town with beach-jumper personnel and equipment and moored at Manfredonia, IT, at 1650 hrs (the beach-jumpers being bound for onward travel to Bizerte, Tunisia). The SC 676 did not return to Vis island, and SC 506 had joined it at Manfredonia on 13 Jul.¹²⁵

- Mid-July Lieut Timothy Pfeiffer, USN, led an advance party that arrived at Vis by ship, from Bari, to est. a base for the new independent American Military Mission, to be led by Col Ellery Huntington. They selected a villa for their headquarters.¹²⁶
- 17 Jul 44 MGB 659, MTB 649, and MTB 670 engaged a Siebel ferry and small lighter, under escort by multiple I-boats, in the Mljet Channel, sinking the I-boats and damaging the ferry, but MTB 649 suffered damage and 4 wounded crewmen in the process.¹²⁷
- 23 Jul 44 Coastal Forces on an evening patrol in Korčula Channel encountered an enemy convoy and took heavy fire. MTB 372 was hit and set afire, whereupon it collided with MTB 81, and had to be abandoned in a sinking condition. MTB 82 was damaged, but returned to Vis, and collectively 3 casualties were sustained; Able Seaman James Christopher Riddell, of MTB 81, was killed in that action, and Stoker 1st Class N. McKell, of MTB 372, perished 4 days later of wounds, at No. 2 Field Hospital, Podhumlje, and the sailors were buried beside each other in Milna Allied Military Cemetery.¹²⁸
- 24 Jul 44 *Air Crew Rescue Unit No. 1, 15th USAAF, est. by order of General Ira Eaker, headquartered at Bari, under the command of COL George Kraigher, with a field party each in Partisan-held territory and Četnik-held territory of Jugoslavija, to operate airstrips for use by C-47 crews of 60th Troop Carrier Group, out of Brindisi, in the evacuation of downed airmen.*¹²⁹
- 25 Jul 44 Lieut-Com Tom Fuller led his last patrol as SO of 61st Flotilla, with MTBs 651, 667 & 670 operating off the shore of Pelješac Peninsula, when they engaged an enemy convoy, sinking the large flak schooner *Vega*, 2 I-boats, and 2-3 E-boats, plus, took 50 German POWs (variously cited as 65), but MTB 651 sustained damage that required towing back to Komiza, and the pilot of MTB 667, Sub-Lieut John R. Dean, RNVR, went MIA when he fell between the boats when attempting to board one of the I-boats (he remains unaccounted-for, and so is commemorated on the Portsmouth Naval Memorial).¹³⁰
- A B-17 of 99th BG, returning to base in Italy from a mission over the Hermann Goering Tank Works, Linz, AS, reported observing at 1235 hrs another B-17 losing altitude at 3,000 feet and heading toward Vis.¹³¹
- 26 Jul 44 B-24H (ser. # 41-28600), of 449th BG, 718th BS, near Split, YU, while attempting to reach Vis after suffering AAA damage over Graz, Austria; 1 KIA, 3 POWs, 8 returned; (MACR 7340).¹³²
- B-24 (ser. # 42-52727H; A/C #69), *The Character*, of 831st BS, 485th BG, piloted by Lt Jessie Ledbetter, on a mission to bomb an airfield near Vienna, was diverted due to cloud cover to an airfield at Szombathely, HU, during which they got separated from their fighter escort, and were descended upon by 20 enemy fighters, which caused extensive damage, knocked out one engine, and wounded the gunner George Kristl and the radio operator, T/Sgt Burl Jackson, whereas the TG, S/Sgt Harold Richards, was credited with shooting down 2 enemy fighters. As the A/C approached Vis, a second engine began cutting out, but managed to land, and then barely had time to get out of the way of another crippled B-24 without radio contact, or brakes, which swooshed by in the opposite direction; “The Character” was consigned to a vineyard with 500 bullet holes in its fuselage, but was later returned to service. The crew received the DFC for that mission.¹³³
- 29 Jul 44 At 0015 hrs, an assault force of No. 2 Commando, C Coy of the 2nd HLI, and 150 other British troops landed unopposed on the Albanian coast, 1½ miles E of Spilje, and following a naval bombardment by 2 destroyers and BAF aircraft, attacked the German garrison at Himare at 0625 hrs, with almost all enemy positions taken after determined resistance, with enemy casualties est. at 40 KIA, 30 WIA, and 30 POWs were brought back, whereas the assault force suffered 1 officer and 6 ORs KIA, 3 officers and 44 ORs WIA all of whom were evacuated, together with 7 British airmen (apparently downed during the preliminary bombardment; not a single one of the 7 fatalities were buried on Vis...). The remnants of the German garrison, including its commander, were mopped up by Partisan forces.¹³⁴

57th Flotilla, with SO Lieut-Com Bligh aboard MGB 662, MGB 660, under command of Lieut A.T. Robinson, RNVR, and MGB 634, under command of Lieut W.E.A. Blount, RNVR, torpedoed and sank the 390-ton enemy schooner *Tritone*, on its maiden voyage off of Vir Island, laden with flour and fodder, and took some of its crew prisoner.¹³⁵

- 30 Jul 44 56th Flotilla, under command of Lieut-Com J.Doug Maitland, DSC, RCNVR, comprised of MGB 657, MTB 667, MGB 663, and MGB 658, having arrived in Komiža at noon from Manfredonia, served this night and the following two nights, as a covering force for OP Decomposed II, whose ground forces set off the following day, as described below (31 Jul 44), in which elements of the RSR, 111 Field Regiment, RA, and Partisans landed on Korčula Island to attack enemy garrisons there and across the channel at Orebić, as described below (1 Aug 44).¹³⁶
- 31 Jul 44 The ground force elements of *OP Decomposed II*, comprising 211 Battery, 111 Field Regiment, RA, 9 guns and their crews of 8 Troop, C Battery, RSR, 170 Partisans, and various attached personnel, under command of Lt Col Elliott,¹³⁷ OC 111 Field Regiment, embarked at Rukavac harbor at 2015 hrs, aboard 5 ramped cargo lighters (RCLs), a landing craft assault (LCA), and a landing craft rubber (LCR), with Coastal Forces escort as detailed above (30 Jul 44), and at first light the following morning, the convoy laagered along a SE cove of Lagosta (Lastovo) Island, dispersed under camouflage.¹³⁸
- XX Jul 44 2825 Field Sqdn and 2923 LAA Sqdn, RAF Regt, arrived on Vis.¹³⁹
- 1 Aug 44 The *OP Decomposed II* convoy reassembled at 2100 hrs within the SE cove of Lagosta and at 0130 hrs the following morning its raiding force began disembarking on the southern shore island of Korčula to successfully shell enemy installations on the north of the island and across the channel at Orebić, on the Pelješac Peninsula, and by 1000 hrs on 2 August, the raiding force had evacuated without any casualties.¹⁴⁰
- 2 Aug 44 No. 2 Commando carried out a pass in review for both Tito and Brig Tom Churchill (presumably for the latter's impending departure).¹⁴¹
- 7 Aug 44 MGB 662, MTB 667, and MTB 670 engaged 3 enemy vessels off Vir during the evening, sinking one F-lighter with torpedo, and another with gunfire, at 44° 20' N; 15° 05' E, but MGB 662 was damaged in the process, and lost Leading Seaman T. A. Postlethwaite, killed in this action, who was subsequently buried in Milna Allied Military Cemetery, grave I.A.6; 17 German POWs were taken.¹⁴²
- 10 Aug 44 *Tito met GEN Alexander at Caserta, Italy.*¹⁴³
- 12 Aug 44 *Tito met PM Winston Churchill at Naples.*¹⁴⁴
- Brig Tom Churchill departed Vis, aboard MGB 674, with his 2nd Special Service Bde HQ, for reassignment to Italy, and then to Albania. Presumably also the date in Aug '44 when No. 40 RM Commando redeployed to Malta.¹⁴⁵
- 14 Aug 44 Col. Ellery C. Huntington (OSS), arrived at Vis as head of the independent American Military Mission, and assumed command of the 15 remaining OSS teams operating in Jugoslavija, that since Mar '44, when released from the operational command of Brigadier F. Maclean's British Military Mission, had been operating under ambiguous authority.¹⁴⁶
- 15 Aug 44 Tito returned to Vis from his Caserta-Rome-Naples trip, on an Allied aircraft, together with PM Šubašić, British Ambassador Ralph Stevenson, and Brigadier F. Maclean.¹⁴⁷
- 17 Aug 44 MGB 657, MGB 658, and MGB 663 of 56th Flotilla, under Lieut-Com Maitland, DSC, RCNVR, began a night patrol by dropping off 2 Royal Marine Commandos on the northwest corner of Mljet Island to serve as coast-watchers, whereupon they had a fleeting encounter with 4 E-boats, and then took up a position under the Pelješac cliffs at the narrow entrance to the Mljet Channel, where after 2300 hrs, they

engaged an enemy convoy of 6 vessels moving from the northeast. In what subsequently became celebrated as the 5-hour-long “Battle of the Mljet Channel,” the 2 enemy schooners *Jota* and *Dora*, plus the I-boat 148 were sunk, the enemy oil tanker *Peter* was left burned-out, to be finished-off by RAF Hurricanes after daybreak, and the oil tanker *Helga* and *168* were both damaged, but managed to evade back to Korčula. MGBs 657 and 658 suffered minor structural and engine damage, and none of the 3 crews suffered casualties.¹⁴⁸

18 Aug 44 No. 352 Squadron, RAF (a.k.a. 1st Squadron NOVJ [National Liberation Army of Jugoslavija]), commanded by Captain Mileta Protić, established a forward operating base on Vis for its Yugoslav-manned Spitfires, and would move there entirely in Jan '45.¹⁴⁹

MGB 663, MGB 659, and MGB 643 intercepted 5 E-boats in the Mljet Channel, heading north from Dubrovnik, and sank one of them, the S57.

20 Aug 44 P-38 (ser. # unk), of 2nd FS, 52nd FG, went into the Adriatic near Vis island, at 1235 hrs, 20-year-old pilot, 2nd Lt William J. Dennis, of Portland, ME, a bachelor, went MIA (IDPF provides no further details of the loss incident, no grid coordinates, no A/C ser. #, nor whether Dennis had been seen to bail out); no MACR produced/survives, so designated DPAA I-522.

PM Šubašić departed Vis on an Allied aircraft for Bari, and then London.¹⁵⁰

21 Aug 44 The troops of the RSR departed Vis for Bari.¹⁵¹

22 Aug 44 B-24J (ser. # 44-40326), of 758th BS, 459th BG, 15th AAF, out of Giulia #1, IT, was returning from a mission over Bleckhammer, DE, where flak had crippled their hydraulic system and the wing tanks were damaged; the A/C was last seen over Lake Balaton, HU, at 1313 hrs, when it was being strafed by enemy fighters with 20mm rounds (the ball gunner was then dead, the radio operator had shrapnel wounds to his face, and a waist gunner had one leg nearly shot off); but a vague reference to the A/C actually having crashed into the Adriatic, and since the identifiable body of Cpl Glenn L. Allen was recovered on Vis island, it was presumed that the 3 BNRs (eng-gnr S/Sgt Melvin Mendelson, aerial-gnr Cpl Darwin L. Ritchey, and aerial-gnr Cpl Albert Murillo – presumably the 3 aforementioned dead/seriously wounded), were also lost at/near Vis (33TWH9380266456); Cpl Allen’s remains were disinterred from Milna Allied Cemetery, Vis, and as of Sep 48 were in USMC Belgrade, Plot B, Row 12, Grave 277; the crew had been alerted to bail out over Lake Balaton, at which point the tail gunner, Chamberlain did jump out, and survived; 5 of the 9 crew were returned to duty; (MACR 15457, a grossly inept product...).

➤ need to examine IDPFs for more details

B-24J-CO (ser. # 44-40330; A/C #92), *Hardway Ten*, of 515th BS, 376th BG, 15th AF, commanded by Capt Charles Andrews, returning from a mission to bomb the underground fuel tanks at Lobau, Austria, in which they had lost two engines due to flak damage, as well as their oxygen, hydraulic system, and brakes, cart-wheeled while making an emergency landing on Vis, which killed the radio operator, T/Sgt Duane M. Hostetler, the nose gunner, S/Sgt Vernon D. Ferguson, and the turret gunner, Sgt John E. Cross. These 3 crewmen were buried in Milna Allied Military Cemetery.¹⁵²

A B-17 of 99th BG reported seeing aircraft #164 of 99th BG at 1435 hrs heading for Vis.¹⁵³

25 Aug 44 A raiding force of E & F Troops (four 25-pounders each), 211 Battery, 111 Field Regiment, RA, and 11 Troop (four 75-pounders), C Battery, RSR, plus a Royal Marine Commando covering force, under overall command of Maj W.L. Henderson, OC 1 Forward Base RSR, embarked from Rukavac harbor at 2000 hrs aboard RCLs and an LCI, for *OP Grandfather I*, a raid to cause casualties and damage to the enemy garrison of Pupnat, on Korčula Island. Only an advanced recce party landed across from Korčula, on the Pelješac Peninsula, that evening, while the main body staged on the island of Šćedro.¹⁵⁴

- 26 Aug 44 *Allied-Partisan relations spiraled downward with the start of LTC Robert McDowell's independent American Mission to General Mihailović, which seriously frayed Anglo-American relations as well, and left Col Huntington's mission on Vis feeling very restricted and isolated.*¹⁵⁵
- The *OP Grandfather I* raiding force proceeded from Šćedro Island at nightfall, to land at 3 Pelješac beaches at 0130-45 hrs on 27 August: a central beach at Loviste, and one each to its north and south, from where they spent most of the following morning shelling the enemy's Pupnat garrison, and taking significant return fire from the enemy, sustaining casualties, one of whom, Sgt John Moore Sword of Reinforcements, RSR, DOW the following day, and was buried in Milna Allied Military Cemetery. The force was withdrawn from the Pelješac beaches by 1315 hrs on 27 August, and returned to Vis island unmolested.¹⁵⁶
- Late Aug 44 Carl F. Norden of the Division of European Affairs, DOS, met with Tito on Vis.¹⁵⁷
- 30 Aug 44 *The Red Army captured the Ploesti oil fields, which together with the securing of airfields further up the Italian peninsula, diminished Vis's significance for the 15th USAAF.*
- 31 Aug 44 Ambassador Robert Murphy, POLAD to the CINC, MTO, GEN "Jumbo" Wilson, and de facto special envoy of FDR, arrived on Vis by B-26 for a "personal visit" with Tito, in which he received the red-carpet treatment. Murphy reported his impression that Tito was more a national patriot than an international Communist.¹⁵⁸
- XX Aug 44 2932 LAA Sqdn, RAF Regt, arrived on Vis to protect the airfield with its 40mm Bofors guns.¹⁵⁹
- (XX) Sep 44 The Hollywood actor Lt Cdr Douglas Fairbanks, USNR, was present at Vis for an inspection by Tito of a USN "Beachjumper" unit and British Commandos, apparently at Komiža.¹⁶⁰
- 1 Sep 44 *"Rat Week" began, a combined BAF and Partisan ground offensive to interdict German LOCs in Jugoslavija and northern Greece, which saw much activity on Vis airfield, those LOCs then being choked by Axis forces withdrawing northwards. As those enemy forces withdrew, German naval assets concentrated in the northern Adriatic, and the Allies began using Ancona as a northerly port, within Dog Boat range of Istria, Trieste, and Venice, thereby diminishing Vis's significance for both the RN and USN.*¹⁶¹
- 2 Sep 44 BAF Cdr, Air Vice Marshal William Elliott, visited Vis to jointly inspect RAF and Yugoslav air crews at Plisko Polje airfield with Tito.¹⁶²
- 3 Sep 44 FDR directed cancellation of LTC McDowell's intelligence mission to General Mihailović, following a sharply-worded rebuke from PM Churchill.¹⁶³
- B-17G (A/C #389 [sic]; ser. # [XX]-46289) of 96th BS, 2nd BG, piloted by Lt Arnold Kwiatkowski, on mission to bomb the Sava River Railroad Bridge at Belgrade, YU, turned back 5 minutes from IP, having taken flak which left 2 engines feathered, cut 4 control cables and left over 100 flak holes, but it made it to Vis with a P-38 escort, and crash-landed, leaving 3 crewmen slightly injured and the bombardier, Lt Johnson, had been seriously wounded by flak; Johnson was left in the hospital on Vis for treatment, while the rest of the crew returned to base the following day, ferried by another B-17, their aircraft being later salvaged.(see 17 Oct 44 entry below, where Lt Kwiatkowski & 5 of his crew would perish as per MACR 9149)¹⁶⁴
- 5 Sep 44 Unspecified P-38 of 4th FG made an emergency landing on Vis due to lack of fuel.¹⁶⁵
- 6 Sep 44 *The Red Army reached the Romanian-Jugoslav border, which Tito marked with an order of the day.*¹⁶⁶
- 8 Sep 44 P-38s of 14th FG, returning from an escort mission to Belgrade for B-24s and B-17s of 304th Bomber Wing, reported seeing a splash in the water 5 miles south of Vis Island at 1255 hrs, whereupon they

dropped to 300 feet and saw an oil slick, but no wreckage, and further noted that patrol boats from Vis were headed to the site; five bombers were noted to have been blown-up, or spiraling down at the target area between 1045 and 1130 hrs, while an additional B-24 in the target area had called on "A" channel at 1040 hrs advising that they were in trouble, and the other bombers advised to bail out, but nothing was seen of them.¹⁶⁷

- 12 Sep 44 B-24H (ser. # 41-28762), *Tailwind*, 515th BS, 376th BG, out of San Pancrazio, IT, returning from a mission over Munich, was lost at Vis Island (4310N 1310E) variously described as 30 miles W, or N of Vis), Jugoslavija.¹⁶⁸ Pilot, 1st Lt Dale W. Click, and 6 others survived, whereas 4 of his crew, all of whom had bailed out, were never recovered...a PBY Catalina that plucked 5 of the crew from the rough seas, and sank in the process, was located by divers in 2006 at a depth of 95 M, off of Sveti Andrija; (MACR 8747).
- no MACR in EM folders, nor on EM list of Croatia losses...a convoluted account that needs further development...
- King Peter II made a BBC broadcast, recognizing Marshal Tito as the sole leader of Yugoslav military forces and calling on all Serbs, Croats and Slovenes to support Tito's National Liberation Army, having abandoned General Draža Mihailović as Chief of Staff of the Supreme Command, and thereby his Četnik forces, by royal decree on 29 August.*¹⁶⁹
- 13 Sep 44 U.S. Adriatic Special Operations Group departed Vis for Bari, then to the USA, for individual reassignments to the Pacific Theater.¹⁷⁰
- 18 Sep 44 Tito "levanted" from Vis aboard a Soviet Dakota, without advising either the British or American mission chiefs, for secret talks in Moscow with Stalin, to coordinate passage of Soviet troops through Jugoslavija. He was not to return for the duration of the war, his Supreme Staff subsequently departed, whereupon the island's garrison quickly withered, as mainland bases were secured.¹⁷¹
- No. 43 RM Commando landed on the island of Šolta, and cleared it of enemy before evacuating the island on 26 or 27 Sep.¹⁷²
- 22 Sep 44 The two terrestrial OSS OGs redeployed from Vis to Italy.¹⁷³
- No. 2 Commando, and supporting forces, numbering 500 in total, made an evening landing on the Albanian coast, 5 miles north of Sarande. On the night of 24 September, they were joined by No. 40 RM Commando, detachments of the RSR, and HQ 2nd Special Service Brigade.¹⁷⁴
- MTB 655, under command of Lieut. Campbell "Cam" MacLachlan, RCNVR, with the newly-installed SO of 56th Flotilla also aboard, Lieut-Com C. Burke, RCNVR, and MTB 633, under command of Lieut A. Steve Rendell, RCNVR, were on a "flap" patrol to prevent enemy evacuation of Šolta Island, when they engaged 3 I-boats emerging from Rogač Cove, and promptly sank all 3 vessels, with some 200 men aboard (no mention of those men's fate, except that upon securing Rogač the following day, the OC of No. 43 RM Commando reported that the 3 sunken I-boats had apparently contained the entire garrison of Šolta...).¹⁷⁵
- 23 Sep 44 Tito issued an order restricting British and American liaison staff from circulating beyond corps headquarters and that intel sharing would henceforth be limited to German forces, nothing about Partisan units or political elements, another indicator/symptom of deteriorating relations, which by then were cool and business-like at best.¹⁷⁶
- 27 Sep 44 No. 43 RM Commando redeployed to Italy. They would return to Jugoslavija on 28 Oct 44, landing near Dubrovnik as part of "Floyd Force."¹⁷⁷

28 Sep 44 Hvar Island and the Pelješac Peninsula (except for Ston, then under siege by Partisans) reported to have been cleared of Axis forces.¹⁷⁸

Last week, Sep 44 2nd HLI and one of the Commandos on Vis redeployed to Greece.¹⁷⁹

XX Sep 44 2867 LAA Sqdn, RAF Regt, transferred its 20mm Hispanos AA guns to the Partisans and departed Vis.¹⁸⁰

7 Oct 44 *Upon returning from Moscow, Tito's new HQ was est. at Vršac, Vojvodina, along the Romanian border.*¹⁸¹

B-24J (ser. # 42-78319), of 744th BS, 456th BG, 15th AAF, out of Stornra, IT, piloted by 1st Lt Edward C. Vogel, had just dropped its bombs over Vienna/Winterhafen Oil Depot, when it was struck by flak under the bomb bays, damaging #2 engine and punctured #1, #2, and possibly #3 fuel cells, leaving fuel leaking in the bomb bay and left wing; just off the Yugoslav coast engine #1 ran out of fuel, so they diverted to Vis, where they were denied permission to land by the RSF, due to a plane being stuck in the mud of the runway, so they redirected to Italy, whereupon engine #3 gave out, and so they returned to Vis, where they bailed out (43/02N – 16/12E; DPAA records 33TWH9126063644; map indicates the bail out was abandoned at SE edge of island, W of Rukavac – no indication if it struck land, or went into the sea...) at 1615 hours, the British Commandos who observed said they were uncertain if they saw 8 or 10 parachutes, but there were 2 BNRs (left waist gunner, Cpl Morris C. Peck of Middlebury, VT and tail turret gunner Cpl Louis J. Garr, of Van Buren, AK); Sgt Herant J. Dicranian, 31339891, was picked out of Vis Bay with his Mae West inflated and still in his chute, and buried on Vis; in 1952, an Italian fisherman reported recovering a parachute with 2 ID tags of the AAG/waist gunner, Peck, in the vicinity of San Andrea island (Sveti Andrija); (MACR 9040).

➤ need to examine the IDPFs for more detail, esp. Dicranian's...

B-24J (ser. # 42-51848), of 722nd BS, 450th BG, 15th AF, piloted by 1st Lt Louis McClumsey, returning from a bombing run over the Vienna-Winterhaven oil depot, this A/C suffered flak damage and consequently didn't have enough fuel to reach its base at Manduria, Italy, so diverted to Vis (33TWH9380266456), but was denied clearance to land, as there was another aircraft stuck in runway mud, so had to abandon ship and all crewmen bailed-out; 4 crewmen landed safely on Vis, while the other 6 were blown out into the rough seas off of Rukavac, 2 of whom were rescued, 2nd Lt Pearson V. Boston, the Navigator, & S/Sgt Edgar Oakes, the Radio Operator & Gunner, were recovered dead and buried in Milna Allied Military Cemetery, and 2 were never accounted-for: S/Sgt John L. Burkholder, the Flight Engineer & Gunner, and Sgt Edwin F. Klein Jr., Waist Gunner (MACR 9045).

A second B-24 of 450th BG (ser. # unk), returning from the same mission as above, ditched in the Adriatic near Vis, and all crew were reported safe, with minor injuries.¹⁸²

Capt George Tudor, of 725th BS, 451st BG, fought to keep *Burma Bound*, a 724th Sqdn aircraft (#69, a Mickey, or pathfinder aircraft), in the air after suffering flak damage on a mission to oil refineries east of Vienna the Sqdn Cdr, Dave Gould, being his co-pilot; 7 of his crew were wounded by flak, 2 engines were out, as were the hydraulics, and with another disabled B-24 on the airstrip, he was instructed to bail-out, as several other aircraft had just done that day, and others were waiting to do so, which was not possible for Tudor's crew, considering their wounds, esp. Gould, but a successful emergency landing was made on Vis; the next evening, all the crew but Tudor and Gould were returned by boat to Bari, while Tudor and Gould received emergency surgery by a British doctor in their field hospital. The morning after their surgery, a man of the American Red Cross presented them with aid parcels.¹⁸³

Returning from an escort mission to a Vienna oil refinery in Vienna, the Tuskegee airman, 1st Lt. Robert H. Wiggins was hit in his P-51 Mustang by anti-aircraft fire, and unable to reach his base at Ramitelli Air Field in Italy, he was forced to land at Vis; Wiggins repaired his own plane and headed for Ramitelli, but

en route he spotted a crippled B-17 bomber and escorted it to Foggia, Italy, for a safe landing, whereupon Wiggins again struck out for Ramitelli, but he crashed into the Adriatic Sea and is today buried in Sicily-Rome American Cemetery.¹⁸⁴

11 Oct 44 During the evening, MGB 662 and MTBs 637, 634, and 638 of the 57th MTB Flotilla, under Lieut-Com Bligh, intercepted one or more enemy convoys off Vir Island, north of Zara (Zadar), in an engagement that lasted 5 hours, and in which 3 F-boats, 1 E-boat, and 2 P.I.L.-boats (small military landing craft) were sunk, and an additional F-boat and P.I.L.-boat each were possibly sunk, 2 F-boats were beached and torpedoed, 1 F-boat was beached and destroyed by gunfire, and 1 E-boat was damaged. 2 British vessels were damaged, and 4 casualties were sustained, to include Able Seaman A. Clarke, of MGB 662, who was killed in this action and buried in Milna Allied Military Cemetery. Lieut-Com Bligh was subsequently awarded the DSO for this action.¹⁸⁵

13 Oct 44 B-24G (ser. # 42-78416), *The Blonde Bomber*, of 777th BS, 464th BG, 15th AF, piloted by 1st Lt Thomas C. Sampson, crippled by AAA during mission over Blechhammer, DE, was forced to crash-land at Vis Island, killing all 10 crew, and who were buried in Milna Allied Cemetery.¹⁸⁶

B-24 (ser. # 42-50500), also of 464th BG, and having been on the same mission to Blechhammer, made an emergency landing on Vis, and apparently all crew survived.¹⁸⁷

B-24H (ser. # 41-28590) of the 718th BS, 449th BG, out of Grottaglie, IT, en route to bomb Vienna, lost its no. 2 engine at the IP, and turned back, and shortly after reaching the Yugoslav coast, lost its no. 3 and no. 4 engines, and with their no. 1 engine on fire, they were unable to reach Vis, whereupon they bailed out and the aircraft exploded upon impact with the water, W-NW of Vis. 7 crewmen were rescued by Catalina or Partisans, whereas the pilot, 1st Lt John R. Blaney, photographer, S/Sgt William J. Battagliola, and tail gunner, S/Sgt Rudolph C. Moreno, went MIA, and are still unaccounted-for (MACR 13505).

Lt. Leslie L. Summers (ASN 0-701971) and Lt. Robert J. Louches, 765th BS, 461st BG, pilots of separate B-24s (ser. #s unk; no MACRs were submitted), went MIA during this mission (#115) to the Vienna North M/Y, but the following day were reported to have landed at Vis and were then en route back to their base. The poop sheet for mission 115 indicates that both men were pilots for A Flight in the First Attack Unit (7 A/C from the 765th).¹⁸⁸

14 Oct 44 P-51 (ser. # unk) "Ginger" of 307th FS, 31st FG, out of San Severo, IT, on a bomber escort mission to Poland, piloted by Lt Clayton Melvin Hays, was critically damaged by another aircraft having dropped its auxiliary fuel tank into his windscreen and tail, crash-landed on Vis, having disregarded Topsail instructions to bail-out, because he couldn't swim, and overshot the runway, flipped over and nosed into the earth of a vineyard, which required Partisans an hour to dig him out. He was flown back to his base 2 days later by a B-24 crew.¹⁸⁹

1st Lt Ingrid B. Bloxom, Jr. (ASN 0-821206), 765th BS, 461st, (ser. # unk) returned to base from Vis that day, apparently having been either on that day's mission to the oil center at Blechhammer, which diverted to a railroad bridge at Bnarislavia, HU (sic – actually Bratislava, CZ), or possibly as a result of the previous day's mission, which he was definitely a part of. On 16 Nov 44 he was awarded the DFC for his actions on the 13 Oct mission.¹⁹⁰

17 Oct 44 B-24J (ser. # 42-51568), of 515th BS, 376th BG, out of San Pancrazio, IT, which was returning with multiple other aircraft from a mission over the Vienna Sauererwerke, when at 1430 hrs, 13,500 feet above Vis, 2 parachutes were seen to leave the aircraft, and shortly after, 6 more parachutes were seen to exit, and descended into the sea 5 miles from Vis; "Topsail" (Plisko Polje airfield control tower) informed the escorting P-51s that rescue boats were on their way; Navy launches reported negative results, whereas a Catalina reported seeing four parachutes in the water, but no bodies; the aircraft was seen burning in

the water, approx. 3 miles W of the north tip of Vis (accompanying map actually shows an “X” NE of the northeast tip of Vis, nearly halfway to the W edge of Hvar; 4310N 1620E); the body of S/Sgt Roy M. Staton Jr. was recovered the same day by a Yugoslav boat and handed over to AGRS on 17 Oct 44 (buried in USMC Bari, Plot J, Row 8, grave 1390), whereas the other 9 crewmen were never accounted for, 2 of whom may have gone down with the aircraft; (MACR 9205).

B-17 A/C #440 of 20th BS, 2nd BG, piloted by 2nd Lt Owen D. Massie Jr., on mission to Blechhammer South Oil Refinery, DE, was damaged over the target from the debris of the mid-air collision of Lt A.T. Kwiatkowski’s aircraft with Lt Peart’s aircraft (MACR 9149), and had to land at Vis due to a fuel shortage, and Lt Massie soon after witnessed a B-24 crash into Mt. Hum (variously cited as just prior to Massie’s landing), having seen 7 chutes and one man exit without a chute, while the pilot and co-pilot went down with the plane (presumably a misinterpretation of the MACR 9205 incident above).¹⁹¹

A B-24 of 450th BG (ser. # unk) suffered major flak damage during mission over Osterreichische Saurerwerks, Vienna, and made an emergency landing on Vis. The crew were all returned to base by air ferry at 1835 hrs that same day.¹⁹² Presumably the B-24 (44-41117) *No No Nanette!* of 723rd BS, 450th BG, piloted by Lt Roger A. Kent, and co-piloted by Lt Andy J. Benedict, that crash-landed on Vis sometime in Oct ‘44, with all crew reported safe, but variously cited as being on 20 Nov and 29 Oct....¹⁹³

20 Oct 44 *Belgrade was liberated, and soon after Tito moved his HQ there; Dubrovnik was liberated the same day*¹⁹⁴

No. 351 Squadron, RAF (a.k.a. 2nd Squadron NOVJ [National Liberation Army of Jugoslavija], commanded by Captain Aleksandar Cenić, joined No. 352 Squadron in establishing a forward operating base for its Yugoslav-manned Hurricanes on Vis.¹⁹⁵

21 Oct 44 57th Flotilla’s MGB 662, MTB 637, and MTB 638 conducted an unusual daylight operation off Dugi otok (Island), in which they intercepted a group of enemy craft, scuttled 2 I-boats and a Siebel ferry, and captured 2 other I-boats, taking 92 POWs in the process, who were men that had been evacuated from Dubrovnik.¹⁹⁶

28 Oct 44 *Split was liberated*¹⁹⁷

(XX) Oct 44 B-24 of 825th BS, 484th BG, piloted by 1st Lt Harold W. “Chris” Christian Jr. (subsequently an unsuccessful candidate for the Mercury astronaut program), made a belly-landing on Vis Airfield, sometime in Oct ‘44, after losing an engine and the aft having caught fire following a mission over the Ploesti oilfields (either the target, or the date, is erroneous, for the Red Army had captured the Ploesti oilfields at the end of Aug ‘44, and so of course the 484th BG hadn’t flown any missions to Ploesti since Aug), that forced the 4 crewmen in the rear to bail out. Those 4 crewmen were taken POW, whereas the other 6 crewmen survived the crash-landing on Vis and returned to base.¹⁹⁸

1 Nov 44 Lieut-Com Morgan Giles, SNOVIS, moved his base from Vis to the island of Ist (or at least an initial advance base), with his HQ being aboard Land Craft HQ (LCH) 282. It’s not evident that any Allied combat vessels operated out of Komiža or Vis thereafter.¹⁹⁹

2 Nov 44 *Zara (Zadar) was liberated*²⁰⁰

6 Nov 44 B-17G (ser. # 44-6630), 1 BNR, crashed southeast of Vis Island, 1 BNR; no MACR produced, so designated DPAA-I-493.

➤ nothing in EM folders...R.E. Drain (p. 56) cites this B-17 as having ditched near Vis Island, with the Co-pilot, James Calloway KIA, and Pilot was Emerson (97th BG, 5th Bomb Wing, but no Sqdn cited apparently 414th).

P-51B (ser. # 42-106500), of 318th FS, 325th FG, 15th AAF, out of Lesina, IT, returning from an escort mission over Vienna, the pilot, 2nd Lt William Rebb of Detroit, reported he was low on fuel and had very high coolant temperatures, with coolant streaming out; 70 miles out, his wingman, 1Lt William Pomerantz radioed Vis control tower to announce an emergency landing, but 10 miles out, Rebb's engine cut-out, then cut back in again, and upon descending to 8,000 feet, the engine cut-out again, whereby Rebb announced he would bail out, so his wingman pulled away and saw the canopy fly off, while the aircraft began a gentle climb, followed by a gentle dive, with flames shooting out of the engine; Pomerantz called for Rebb to jump, but heard nor saw anything prior to the aircraft spiraling into the sea and immediately sank, N of Vis Island, at 1330 hrs, leaving some floating wreckage and an oil slick; Pomerantz circled the area until a rescue boat arrived, but there was never any sign of 2nd Lt Rebb; (MACR 9693).²⁰¹

- 8 Nov 44 British LST # 354 arrived in Vis (or Komiža) from Split, and aboard was 1st Lt Lawrence V. Bach, ASN O-710873, a P-38 pilot of 37th FS, 14th FG, who had bailed out near Benkovac (variously cited as 10 miles from Biograd) on 5 Nov, having run out of fuel during a B-24 escort & strafing mission to Vienna (A/C #42-104117), and evaded with the aid of Partisans. He was seeking to reach Vis, and had been in radio contact with 37th Sqdn, ASR, and Selector Control on Vis, but his last engine had started to sputter, causing him to bail out at approx. 1330 hrs. On 9 Nov 44 he was flown to Bari via C-47 (MACR 12533).²⁰²
- 11 Nov 44 LCI(L) No. 102, damaged by gales and abandoned at, or off, Vis.²⁰³
- 17 Nov 44 B-24H (ser. # 42-52774), *Lady Luck*, of 827th BS, 484th BG (Pathfinder), 15th AF, out of Torretta, IT, piloted by 1st Lt Henry T. Mills, experienced engine trouble prior to reaching its target of Vienna, and suffered flak damage over the target that knocked out 2 of its engines, so after leaving the target, the A/C lagged behind and lower than the rest of the formation; approx. 10 minutes SE of Vienna, at 1145 hrs, the A/C dropped beneath the clouds and was not seen again; the pilot later recounted having steered the A/C towards Vis, but 15 minutes from Vis, the remaining 2 engines gave out, and the pilot was forced to ditch into the Adriatic 5-10 miles NW of Biševo; 7 crewmen prepared for ditching in the rear, while the pilot, co-pilot and navigator remained in the front; upon impact, the A/C broke in two, and the rear half from the bomb bay doors sank immediately; the pilot, 1st Lt Mills, co-pilot, 2nd Lt Harold G. Martin, and engineer, Cpl Stanley A. Farstad, survived the ditching, and the latter two, with life vests, swam off towards Biševo, while Mills, without a life vest, remained in place, simply struggling to remain afloat; 2½ hrs later, Mills was rescued by Partisans in a small row boat, who had already recovered the body of the gunner Cpl Guy Pledger, Jr., but no others signs of life could be found in the area; a RN ASR launch took Mills and Pledger's body to Vis, where it was provided to American authorities, and Mills was evacuated to hospital in Bari; Mills speculated that the crew in the back may have bailed out, for only the co-pilot was in inter-phone contact with them, while Mills was preoccupied on the radio with "Big Fence", yet he felt bailing out by the others was improbable; neither 2nd Lt Martin, nor Cpl Farstad ever made it to shore (something cites this loss as being off Vis, 33TWH7215771273); (MACR 9931).
- nothing in EM folders for Underwater losses, Mediterranean losses, Adriatic losses, Croatia losses, or Italy losses...yet all 8 BNRs are on DPAA website of the missing: C/P Harold G. Martin; Nav Phillip I. Lynch; Bomb Sidney J. Malatsky; Radio Op Roy W. Kaler; Eng-Gnr Stanley A. Farstad; Gnr Frederick J. Brumer; Gnr Gerald L. Cosgrove; and Gnr Frank L. Schultz; all are "Adriatic" losses except Malatsky who is cited as a "Yugoslavia" loss, and Brumer, who is cited as a "Mediterranean" loss...on Fold3 fortunately...need IDPFs...) Pledger was reinterred in June 1949 at Eastland City Cemetery, TX
 - Siniša Ižaković, owner of the Issa Diving Center at Komiža, recently discovered this wreck, a mere 1 km NW of Vis, but at a depth of 82 M; he passed the tail number markings to the 3rd party researcher Danijel Frka (author of *Blago Jadrana* [Treasures of the Adriatic], who identified the wreck site of the B-24 *Tulsamerican*, see MACR 16507 below, 17 Dec 44), who confirmed this A/C's identity as the B-24 *Lady Luck*. (D. Frka is due to share imagery and GPS coordinates of the wreck; Ižaković is a notorious rogue, best not dealt with directly)

- Dr. Brendan Foley, Lund University (ex-Woods Hole Oceanographic Inst) posits that a recovery at this site is possible, but would require saturation diving, for an excessive amount of time/missions, and at great cost.

B-24G (ser. # 42-78397), *Organized Confusion*, of 741st BS, out of San Giovanni Airfield, IT, returning from mission over Gyor, HU, when #2 engine went out, and upon reaching the Adriatic shoreline, #3 engine also went out, so aircraft diverted to Vis, and upon approach to Vis, #4 engine gave out, and without enough altitude to bail out over the island, the entire crew bailed out over the water; an Air Sea Rescue launch rescued 6 of the crewmen within an hour, but the remaining 4 were never accounted for and believed to have drowned in their harnesses (MACR map records "X" between SW corner of Vis and island of Biševo, closer to the former); (MACR 9938).

- 19 Nov 44 P-51 of 52nd FG (unspecified A/C of 2nd FS, 4th FS, or 5th FS) made a forced-landing on Vis during a mission to strafe motorized transport and rail traffic from Esztergom, HU, to Vienna, AU and from Veszprem, HU, to Vienna.²⁰⁴
- 20 Nov 44 B-24J (ser. # 42-51625), *Stevonovich*, of 776th BS, 464th BG, out of Pantanalla, IT, returning from a mission over the Blechhammer Oil Refinery, DE, in which it had taken flak damage, so diverted to Vis for an emergency landing, but upon making a pass to line up with the airfield, both #2 and #3 engines gave out, and the aircraft was forced to ditch into the sea (33TWH9697761237), at 1518 hrs; all crewmen had braced for impact, and survived, but a strong tide carried everyone away from the aircraft, except for the bombardier and tail gunner, who retrieved a raft and proceeded to pick up the rest of the crew, and it was only upon being picked by an Air Sea Rescue launch, that the engineer-gunner, Sgt James. C. Hurst was noticed as missing, having last been seen taking the top hatch out to afford an escape opening (nickname of the A/C is unclear, as none of the crew had that surname, nor even any Slavic surnames); (MACR 9948).
- 6 Dec 44 B-17 (ser. # unk) of 2nd BG piloted by Lt James (apparently Bruce C. James of 429th BS) lost 3 of its engines during aborted mission to bomb the Danube bridge at Brod, YU, and landed successfully on Vis.²⁰⁵
- 11 Dec 44 1st Lt Robert F. Marino's B-17 of 96th BS, 2nd BG, returning from a mission over the Moosebierbaum Oil Refinery & Kapfenburg Tank Works, AS, made an emergency landing at Vis with his tail gunner, Sgt Dean L. Homer suffering from anoxia; Homer died in an ambulance on Vis. He was buried in the USMC Bari though.²⁰⁶
- 12 Dec 44 B-24 # 907 (ser. # unk), *Kansas City Kitty*, of 723rd BS, 450th BG, 15th AF, piloted by 1st Lt Victor A. Bahr, crash-landed on Vis, following a "Lone Wolf" mission to Blechhammer, Germany. All crew survived and were returned to their Manduria, Italy base four days later by C-47.²⁰⁷
- 17 Dec 44 B-24J (ser. # 42-51430), *Tulsamerican*, of 765th BS, 461st BG, returning from a mission over Odertal, DE, was making its second pass over Vis, having been unable to lower its nose landing gear, as its hydraulics were shot out, and its 3rd engine gave out on that second pass and it went into the Adriatic, off Vis (33TWH8961564733), leaving 3 BNRs. Excavated in Jun-Jul 2017 by Woods Hole Oceanographic Institute/Lund University (JFA 17-1HR OS) with human remains and material evidence recovered; the remains were determined to be a single individual and positively identified in Jan 2018 as the pilot, 1st Lt Eugene P. Ford (MACR 16507).
- B-17 #386 (ser. # 44-6386), 429th BS, 2nd BG, piloted by 1st Lt. Edwin H. Miller, returning from a mission over Blechhammer, DE, made an emergency landing on Vis, due to a fuel shortage, with no crew injuries.²⁰⁸

- 18 Dec 44 B-24 (ser. # 44-41161) of 757th BS, 459th BG, piloted by 1st Lt Anthony E. Purman Jr., and 2d Lt Jack M. Campbell as co-pilot, made an emergency landing on Vis, after damage sustained during a mission to the Oswiecim oil refinery in Poland. All crew survived, but the aircraft was left unserviceable.²⁰⁹
- B-24 (ser. #42-05359) "Babe" of 727th BS, 451st BG, during a mission to bomb Blechhammer, DE, crash landed on Vis.²¹⁰
- B-24 (ser. #44-10621) "Full House" of 724th BS, 451st BG, made a crash-landing on Vis, was repaired and returned for duty, and eventually returned to the Zone of Interior (USA).²¹¹
- 19 Dec 44 B-17 #162 (ser. # 44-8162), of 429th BS, 2nd BG, piloted by 1st Lt Donald E. Hoene, was forced to land at Vis due to a fuel shortage. The NC was severely damaged in landing while avoiding another aircraft.²¹²
- B-17 #386 (ser. # 44-6386), of 429th BS, 2nd BG, which had just made an emergency landing on Vis 2 days prior, due to a fuel shortage, did so again, this time piloted by 1st Lt A. J. Grossman. All engines had stopped turning and severe damage occurred as a result of the crash-landing.²¹³
- B-17 #459 (ser. # 44-8459), of 429th BS, 2nd BG, piloted by 1st Lt Norman E. Falkenstern, made an emergency landing at Vis due to a fuel shortage.²¹⁴
- B-17 #654 (ser. # 44-6654), of 20th BS, 2nd BG, piloted by 2nd Lt Warren L. Miller, made an emergency landing at Vis due to a fuel shortage. There were no injuries reported in these 4 emergency landings of 19 Dec, the crews were all returning from missions over Blechhammer, DE, Moravska Ostrava, CZ, or Sopron, HU, and all crews returned to their base.²¹⁵
- The Partisan steamer *Luciana* stopped on the island en route to Bari, from Split, and one of its passengers was 2nd Lt Lorenz K. Weiglein, P-38 pilot of 37th FS, 14th FG, who returning from a bomber escort mission to Blechhammer on 17 Dec 44, had to bail out into the Adriatic. 22 miles offshore from Split, and was picked up within 10 minutes by the Partisan steamer *Morava*.²¹⁶
- 20 Dec 44 1st Lt. George McGovern's B-24, *Dakota Queen*, of 741st BS, 455th BG, returning to its Cerignola base in Italy, from a mission over the Škoda Works at Pilsen, Czechoslovakia, lost power in both its no. 2 and no. 3 engines, so had to make an emergency landing at Vis airfield; the aircraft landed safely, with no injuries to the crew, for which McGovern was alleged to have been awarded the DFC (actually awarded for having completed 35 missions); shortly after landing, he and his crew witnessed another stricken B-24 approach for landing, but crashed into Mt. Hum, killing all aboard (no unaccounted-for on DPAA's list for that date, nor was a single American buried in Milna with that date of death...); McGovern and his crew were evacuated by DC-3 the following day (he contends that every 4-engine bomber on Vis remained there, and "would be forever," as the short airfield could allegedly only accommodate emergency landings, not takeoffs, yet McGovern is subsequently cited as flying the *Dakota Queen*, for as Ambrose indicates, McGovern dubbed any plane he flew the *Dakota Queen*, in honor of his wife, Eleanor, but never painted it on the aircraft side, and the aircraft he landed on Vis was painted *Yo-Yo*).²¹⁷
- 25 Dec 44 P-51B (ser. # 43-7037), of 309th FS, 31st FG, 15th AAF, out of San Severo, IT, piloted by 2nd Lt Clarence R. McConnaughey, O-721474, of Lewisburg, OH, suffered engine trouble en route to a bomber escort mission to Brux, DE, and so turned back, being escorted by 1st Lt George Gibson Jr., bound for Vis, but 5 minutes into their diversion, at 1100 hrs, Lt McConnaughey bailed out of the aircraft at 15,000 feet, and his chute was seen to hit the water at 44° 52' N 14° 49' E, off the NE tip of Rab Island (as per map in MACR), and was seen to remain full-blown on the water for 15 minutes, with no sign of the pilot. Lt Gibson remained in the area searching until 1330, and was joined by two Spitfires from 1210 to 1300 hrs and "Doorknob 56" (an ASR Walrus or Catalina?) also assisted until 1300 hrs, but with negative results; 6 P-51s from 309th FS arrived in the loss area the next day at 0900 hrs, but one aircraft was hit by flak, and the others were constantly fired upon, and the search party left early, with no sign of the downed pilot

or his aircraft; Lt McConnaughey remains unaccounted for; survived by his wife, Jane, of 508 N. Commerce St., Lewisburg, OH (MACR 11290).

- 26 Dec 44 A B-24 (unk ser. #) of 455th BG made an emergency landing on Vis, during a mission to bomb an oil refinery at Oswiecim, PL.²¹⁸
- 28 Dec 44 B-24J (ser. # 44-40503), of 777th BS, 464th BG, collided with 44-41213 on mission to Roudnice, CZ, but managed to land on Vis Island w/o fatalities.²¹⁹
- 8 Jan 45 B-24H (ser. # 42-95285), of 512th BS, 376th BG, 15th AF, out of San Pancrazio, IT, returning from mission to M/Y at Linz, AS, suffered mechanical problems, resulting in one feathered engine, and two runaway propellers; initially reported to have landed at Vis, it was later reported to have gone into the Adriatic at 44 48N 15 00E (variously cited as 44 45N 15 00E, both of which are actually in the Velebit Mountains), while on a course for Vis; all 4 officers, the pilot, co-pilot, bombardier and navigator all returned to duty, whereas the Engineer and one of the gunners were evacuated to the USA as casualties, after two days afloat in two life rafts; another gunner, S/Sgt Gerard Messing, died of injuries, yet is unaccounted-for (with date of death as 10 Jan 45, IAW ABMC, for he died of a hand injury during the night of 8 Jan in a raft with 3 of the other 7 survivors, a second raft had the other 4 survivors, and so he was buried at sea during the morning of 9 Jan, not the 10th, and still on DPAA's list of the missing), the photographer-gunner also returned to duty, but the Radio Operator, T/Sgt Jack D. Holt and two other gunners, S/Sgt Gerald R. Harden and S/Sgt John E. McDermott were KIA and remain unaccounted-for; the pilot, 1st Lt Phillip R. Scott later wrote of ditching 15 miles from Vis, apparently to the north, for they were 30 miles east of Trieste when they set course for Vis. (MACR 16500)
- 20 Jan 45 B-24J (ser. # 42-78488), *Bad Penny* (call sign "Red Charlie"), of 779th BS, 464th BG, 15th AF, out of Pantanella, IT, returning from a mission over Linz, AS, to bomb communications installations, where the aircraft had taken flak damage, and having lost control of the aircraft over the Yugoslav coast, the pilot ordered his crew to bail out; Partisans witnessed only 8 parachutes exit the aircraft, and only 8 survivors were pulled from the water, where pieces of flesh were seen floating, leading to the conclusion that at least one of the two missing crewman was still aboard the aircraft upon impact; 2 BNRs; (MACR 16168); (contrary to the DPAA database recording the loss site as Vis [33TWH9204565876] there is no such reference in the MACR nor the 2 IDPFs, merely that it was variably in the "Adriatic" and "just off the Yugoslavian coastline"; MACR map had no indication of the crash site).
- B-24 (ser # unknown), of 783rd BS, 465th BG, 15th AF, piloted by Capt Arthur C. Tennille Jr., was damaged during a mission to Linz, AS, and was forced to make a crash-landing on Vis, killing all but 1 of the 10 crewmen; Capt Arthur C. Tennille, Jr. is buried in Sicily-Rome American Cemetery, Plot I, Row 4, Grave 10, Nettuno, Italy; so is 2nd Lt John N. Boeris, in Plot D, Row 6, Grave 37, while the other 7 crewmen were repatriated, all having originally been in the temporary cemetery at Bari. No MACR produced.²²⁰
- 25 Jan 45 No. 352 Squadron, RAF, consolidated all of its Yugoslav-manned Spitfires on Vis, until Apr 45, when they relocated to Prkos, YU, a Zadar suburb.²²¹
- 26 Jan 45 P-51C (ser. # 42-103772), provided to the RAF in May 1944 as Mustang III HB883, assigned to No. 249 Squadron, overturned after overshooting landing on Vis.²²²
- (XX) Feb 45 Maj Lloyd M. Bentsen, Cdr of 716th BS, 449th BG (future senator, vice presidential contender and Secretary of Treasury), guided his B-24, with 2 engines out, to a rough landing on Vis airfield, washing out the nose gear of his flaming aircraft (some uncertainty over whether this actually happened earlier, when Bentsen was a Capt in 717th BS).
- 4 Mar 45 B-17G (ser. # 44-8390), "Garbage Cannie," of 362nd BS, 301st BG, out of Lucera, IT, piloted by 1st Lt Ralph W. Sommers, was damaged by flak during a high-altitude bombing mission over the Zagreb marshalling

yards, and upon reaching the Adriatic coast, the pilot realized they would have to ditch (presumably because the cold sea wasn't conducive to bailing out by parachute), which they did at 1500 hrs, in heavy seas, some 7 miles NW of Sveti Andrija, at 13° 52' N 15° 12' E (EM Directorate's list cites "in the Adriatic, off Vis, 33TWH7624673517"...). All the crew safely exited the aircraft, although the navigator, 2nd Lt Finley J. Dutton had apparently been wounded in the thigh by flak, yet he denied such, and all assembled on a wing, as 2 of the crew struggled to extract the life rafts, whereupon a very large wave hit them and washed 3 of them away; Dutton was seen intermittently floating on his back unconscious; the radio operator & gunner T/Sgt Glen R. Hays was heard to exclaim from a wave that his Mae West would not inflate and that he was going under, and was never seen again; the waist gunner Sgt Mogen M. Mollar was also seen intermittently, but at a great distance away; the rest of the crew made it into at least two life rafts, but had no means to reach any of the 3 others due to the rough sea, and were eventually rescued by a Partisan boat; other Partisan boats searched into the night and again the next day, with negative results; but ashore the next morning, there was the possible trail of a survivor found, coming out of the water, marked by yellow spots, that "logically came from the dye of a Mae West vest," which led to a cliff, and it was speculated that one of the crew had stumbled ashore in the darkness and gone off that cliff, back into the sea (MACR 12917).²²³

XX May 45 292e Sqdn, RAF Regt, commanded by Sqdn Ldr D.A. Pocock, left Vis and rejoined 1328 Wing in Austria at the former enemy airfields in the Moderndorf area, having arrived on Vis in Aug or Sep '44.²²⁴

Misc:

The Partisans ran two shipyards on Vis, which RN vessels used for emergency repairs, one in a cove of Vis Harbor that the RN dubbed "John Brown's," which had two slipways to drag boats out of the water, and a second shipyard in Komiža was next to the machine shop next to Lukica, and the fish cannery there was used as a rebuilding shop. RN personnel were accommodated in Komiža's only modern block of flats, which also boasted the only bath.²²⁵

The British Army est. an "Allied Military Cemetery" at Milna, since it included US burials (e.g. Sgt Dicranian of MACR 9040, and Sgts Skrzynski & Larscheidt of MACR 16141, yet Felano, Pt 2, p. 85 contends they were buried in the Brit cemetery at St George [Sv. Juraj] Church in Vis town [their IDPFs indicate otherwise]), while the RN est. cemeteries at both Vis and Komiža harbors. These burials were reinterred post-war in Belgrade, where a Commonwealth War Graves Commission Cemetery remains, but the USMC in Belgrade was subsequently closed and those burials were scattered among other ABMC cemeteries. There are haunting remnants of Milna Allied Military Cemetery just off the road leading into the hamlet of Milna from the S, with a stone cross atop a pyramidal monument at the top of a slope now overlooking a small vineyard, where once there were graves, with some parts of the stone wall enclosure surviving, as well as the entrance way steps, obscured by shrubs and brambles. The site's most arresting aspect, is that unlike other CWGC cemeteries, where inscriptions are quotes from Kipling, the pyramidal base to this cross has a plaque on each side with the Four Freedoms of FDR, as an apparent gesture to the cemetery being an Allied one. There is sadly no signage for passersby to learn what this site is/was (nor is there signage to Tito's mountain cave hideout).

While on Vis, Milovan Djilas initially lived in a little house below Tito's cave, but later moved to a little cottage in Vis town above the road leading to the cemetery and the little beach beyond.²²⁶

"Tiger Fleet" was the British name given to the rag-tag collection of schooners and captured enemy vessels that the Partisans operated out of Komiža, Vis, and Rukavac harbors.

Fort Base is the name in Admiralty War diary entries that refers to reports coming from Vis. Baiselonvis was another alias for Vis Island used in the Admiralty War Diary (e.g. 27 Mar 44).

It was standard practice for crippled bombers to make two passes over Vis, baling out half their crew on each pass, leaving the aircraft to crash where it would, usually into the sea, but occasionally into the side of Mt. Hum. For those landing in the water, Partisan, British, or American vessels would race to their rescue, but for those who went down in their aircraft, rescues were seldom.²²⁷ Unlike the older B-17, the B-24 did not ditch well, for its bomb bay doors rolled up

the fuselage side, while those of the B-17 closed flush along the bottom of the plane. When a B-24 ditched, its bomb bay doors tended to crumple underneath it, allowing water to quickly swamp the aircraft, and crewmen were unlikely to make it out before they drowned.²²⁸

There was rich symbolism for British troops and sailors on Vis, due to the multiple relics of the 1811 defeat of French naval forces off Vis, esp. around Vis town, where Fort George, Fort Wellington (Velington), Fort Robertson, and Hoste Battery were to be relished, as well as a neglected naval cemetery with the officers and sailors lost in that Napoleonic expedition. No. 2 Commando made a strong point out of Ft George.²²⁹

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¹ www.joebaugher.com/usaf_serials/1944_6.html; the Aviation Archaeology website counters this C-47A loss of 28th TCS, 60th TCG, 12th AAF, as being a Landing Accident due to Engine Failure, on 9 Jul 44, 1½ miles E of Vis Island, the pilot being Robert E. Cook, www.aviationarchaeology.com/src/dbasn.asp?offset=29400; the Aviation Safety Net website also cites the loss on 9 Jul 44, <https://aviation-safety.net/database/record.php?id=19440709-1>

² Huot, Louis, *Guns for Tito*, pp. 34-38.

³ *Ibid*, p. 39.

⁴ Benson Report, p. 23 & App 3.

⁵ Huot, pp. 25-26, 64 & 71 (having released his book in 1945, Huot used fictitious names, e.g. *Bog s Nama* for the *Bakar* and "Steve Mladineo" for Makiedo, and "Ivo Radić" for Poduje); Rickett indicates the true name of the charlatan in Komiza was Dr. Crylovic, most probably Krilović (Rickett, John, *Stretchers Not Available*, Bloomington, Indiana: AuthorHouse, 2012, p. 164); War Department, *War Report of the OSS*, Vol. 2, New York: Walker & Co, 1976, p. 128; Roberts, Walter R., *Tito, Mihailović and the Allies, 1941-1945*, New Brunswick, NJ: Rutgers University Press, 1973, pp. 149 & 373 (contends this operation started on 15 Oct 43).

⁶ Felando, David, *The Trilogy of Komiza*, Pt 1, p. 41 (www.komiza.com); Traffrail (Capt Taprell Dorling, DSO, RN), *Western Mediterranean 1942-1945*, 1947, p. 212; Reynolds, Leonard C., *Dog Boats at War: Royal Navy D Class MTBs and MGBs, 1939-1945*, 2000, pp. 129-30 & 149-50. Welman had been awarded the DSO as a Lieut for having commanded the coastal motor boats during the Zeebrugge Raid of April 1918; Bickmore, 2006, p. 28.

⁷ Davis, Richard, *Bombing the European Axis Powers*, Maxwell AFB, AL: Air University Press, 2006, pp. 194 & 196; Tillman, Barrett, *Forgotten Fifteenth: The Daring Airmen Who Crippled Hitler's War Machine*, Washington, DC: Regnery History, 2014, p. 16.

⁸ Maclean spent merely one day on the island, taking in both the Napoleonic British Forts Wellington and St George, as well as the marble obelisk within a walled garden celebrating an 1811 British naval victory over the French off Vis and a dozen or so neglected tombstones of RN officers and seamen who perished during the battle, and lastly a flamboyant Habsburg monument to their 1866 defeat of the Italian navy off the island; Maclean, Fitzroy, *Eastern Approaches*, Chicago: Time-Life Books, 1980, pp. 395-96

⁹ Roberts, pp. 140, 163, 182, 185; Benson, Capt M.O., Report on His Mission with the Partisans, 22 Jun 44, pp. 1-2.

¹⁰ Roberts, p. 163.

¹¹ Roberts, p. 178.

¹² The RN had already established temporary bases for light craft in the harbors of Vis and Komiza. Maclean subsequently sold his notion of establishing a joint Anglo-Partisan base on Vis to the Churchill brothers, Jack and Tom, and then to the PM (no relation), at the Marrakech Conference of 7-8 Jan 44; Maclean, pp. 419-424; Roberts, p. 182; the RAF officer would appear to be Sqdn Ldr/Flt Lieut Tony Le Hardy, who was RAF LNO to Tito's HQ and Cdr of the Forward Fighter Sector on Vis (Bickmore, 2006, p. 27; Wing Cdr Tony Le Hardy, Retd., Letter to the Editor on "Wartime lessons on air supremacy," *The Independent*, 12 Feb 1994)

¹³ Reynolds, 2000, pp. 130 & 275.

¹⁴ Reynolds, L.C. & H.F. Cooper, *Mediterranean MTBs at War: Short MTB Flotilla Operations, 1939-1945*, p. 97; Bickmore, 2006, p. 48.

¹⁵ Reynolds, 2000, p. 130.

¹⁶ Bickmore, 2006, p. 48; the *Niobe's* stranded location had been reported by Lieut Owen Woodhouse, RNZNVR, who had been on a clandestine mission aboard a 20-ft fishing boat, with 2 Partisans, Reynolds & Cooper, pp. 99-100.

¹⁷ Rutz, Paul X., "Troubled Waters," *Military History*, May 2017, pp. 40-47; Hayden's flotilla was noted for an average cruising speed of 7 knots, whereas the German E-boats cruised at 35 knots, and had Luftwaffe support, yet his convoy system worked; Mattingly, Robert E., *Herringbone Cloak - GI Dagger: Marines of the OSS*, Washington, D.C.: HQUSMC, 1989, pp. 83-86 & 220.

¹⁸ Guinness, Alec, *Blessings in Disguise*, NYC: Alfred A. Knopf, Inc., 1985, pp. 131-34.

¹⁹ Strutton, *Island of Terrible Friends*, p. 28

²⁰ Parker, John, *Commando* (n.p.); variously cited as 16 Jan, in Commando Veterans Archive, www.commandoveterans.org/node/3023; Jenkins, W.G., *Commando Subaltern at War*, (London: Greenhill Books, 1996), p. 53, contends that the ADVON of No. 2 Commando only arrived on 16 Jan 44; Rickett, p. 205, contends that since all available billets were taken, the Commando est. tents on high ground outside Vis town, where they had suitable observation of Ravnik, a nearby islet, which for odd reasoning, was seen as an initial objective of any German invasion force – and yet Ravnik is offshore from Rukavac, so not ideally observed from above Vis town (the accurate troops dispositions is detailed in T. Churchill, pp. 175-6); a "mid-Jan '44"

deployment is confirmed in Anthony Meredith, *The Pilot and the Commando: The Interlinked Lives of Two Young Christians in the Second World War*, Bloomington, IN: AuthorHouse, 2011, p. 141.

²¹ NARA, RG 226, Entry 144, Box 68, Folder 586 (Field Station Files: Bari: OG [Bari]), as cited in Andrew Lennox Hargreaves, "An Analysis of the Rise, Use, Evolution and Value of Anglo-American Commando and Special Forces Formations, 1939-1945", PhD Thesis, King's College, London, 2008, p. 130, fn 93 (the 12 officers and 120 men seems to be both the Yugoslav and Greek OGs combined); PM Churchill wouldn't actually approve of fortifying Vis until the Marrakech Conference of 7-8 Jan 44, Roberts, p. 202. No reference made to this presumed naval transport in Admiralty War Diary entries of 6-10 Jan 44.

²² Bickmore, 2006, p. 49.

²³ Chambers, John Colpoys, "Naval Operations Among the Dalmatian Islands in the Napoleonic Wars & in World War II," *The Naval Review*, 1973, p. 237; Reynolds, 2000, pp. 129 & 149; the empty apartment building belonged to an absentee Italian landlord, Bickmore, 2006, pp. 49-50; *New Zealand Journal of Employment Relations*, 39(1), 2014, [Woodhouse eulogy] p. 88.

²⁴ Oliver, Kingsley M., *Through Adversity: The History of the Royal Air Force Regiment, 1942-1992*, Rushden, Northamptonshire: Forces & Corporate Publishing, 1997, p. 115.

²⁵ Bickmore, 2006, p. 49.

²⁶ Bickmore, 2006, p. 49.

²⁷ Gowran, Clay, "How U.S. Troops Fought Nazis on Adriatic Isles," *The Chicago Tribune*, 29 Mar 45, p. 9.

²⁸ Strutton, pp. 30 & 61; Rickett, pp. 15, 128 & 157.

²⁹ Strutton, p. 73

³⁰ Mousalimas, A.S., *Greek/American Operational Group, OSS, Pt 4 Yugoslavia* (n.d.; n.p.); they had been preceded several weeks earlier by a Yugoslav-American OG, members of whom served briefly in Greece, before returning to Vis (Felano, Pt 2, p. 77)

³¹ Strutton, p. 65; Jenkins, p. 44; J.D. Ladd contends they arrived on 28 Feb 44

(www.royalmarinesmuseum.co.uk/sites/default/files/RM%20Unit%20Histories%201919-1997.pdf); Churchill, p. 187.

³² In the first week of March, they were joined at Podselje by a detachment of No. 43 RM Commando; Jones, Walter, *Raiding Support Regiment: The Diary of a Special Forces Soldier, 1943-45*, Plymouth: University of Plymouth Press, 2013, pp. 61-70 (Jones variously cited his battery as a troop).

³³ Strutton, p. 59 (presumably as a respite, for he was then commanding both the 56th London Inf Div and 1st Inf Div at Anzio); Churchill, p. 247, cites this visit as being 5 weeks before 7 May 44, which would be the end of March, or start of April.

³⁴ Dwyer, John B., *Seaborne Deception: The History of U.S. Navy Beach Jumpers* (New York: Praeger, 1992), pp. 32, 54-57.

³⁵ Strutton, p. 74

³⁶ Rickett, p. 205; Strutton, p. 82, and J.D. Ladd (www.royalmarinesmuseum.co.uk/sites/default/files/RM%20Unit%20Histories%201919-1997.pdf) contend the date was 5 Mar; Felano, Pt 2, p. 81, contends that the British HQ wasn't est. at Borovik until after 12 Mar 44, when a German air raid on Komiža knocked out phone communications with the Partisan HQ at Borovik, and it was consequently felt necessary to collocate with the Partisans. No mention of this presumed naval transport in the Admiralty War Diary. Morgan Giles contends that the British Garrison HQ was at Podhumlje, not Borovik (Bickmore, 2006, p. 28); Churchill, T., *Commando Crusade*, London: William Kimber, 1987, pp. 171 & 248.

³⁷ Johnston, Denis, *Nine Rivers from Jordan* (Boston: Little, Brown & Co, 1955), pp. 228-244; Udovicic, Zoran & Majo Topolovac, *S one strana Jadrana*, Sarajevo: Media plan institut, 2003, p. 12, 58, 65-67, 70 & 71.

³⁸ Strutton, p. 97.

³⁹ Strutton, pp. 83-86; OSS OGs were often misrepresented as Rangers, for many of their troops were detached from Ranger units, or had attended Ranger training (War Department, *War Report of the OSS*, Vol 1, p. 225)

⁴⁰ Admiralty War Diary, 19 & 23 Mar 44, ADM 199/2292; IDPF of T/5 G. J. Kallitsis; Churchill, pp. 189-93.

⁴¹ Roberts, pp. 199-205.

⁴² Jones, p. 80.

⁴³ Strutton, p. 104; Rickett actually cited Zena Zon as the witness to this crash, and the young pilot suffered an apparent fracture to his leg, but lacking an X-ray machine, Rickett deferred treatment for when the man could be evacuated to Italy – seems to have conflated this incident with that of the mid Feb '44 B-24 incident (Rickett, p. 210)

⁴⁴ Jones, p. 80.

⁴⁵ Admiralty War Diary, 27 Mar 44, ADM 199/2292; Churchill, p. 199, counters with the Partisan force being 3,000.

⁴⁶ Strutton, 87; Lt-Col Jack Churchill was living in the lower of two self-contained flats in the modern, harbor-side home of the Mardešić family, owners of the largest of Komiža's seven sardine factories; the Navy staff of Lieut-Com Morgan Giles used the upper storey flat (Churchill, pp. 171-72 & 200-201); hence, the building's post-war name of "Navy House," with a corresponding memorial plaque on its wall.

⁴⁷ Strutton, pp. 106-109; Rickett, p. 14; Jones, pp. 81-2; Admiralty War Diary of 28 Mar 44, ADM 199/229, cited this bombing was the evening of the 28th, and that 30 enemy aircraft were involved, and that 3 Partisan schooners were hit.

⁴⁸ Misspelled as Colonel Žuljević in Strutton, p. 143; Žujović was a French Foreign Legion veteran of WWI, and would be publicly disgraced in 1948 when he sided with Stalin over Tito during their epic split (Maclean, pp. 487-488); but both Rickett, p. X, and Johnston, p. 236, cite a "Cerni," described as a stocky Slav in the uniform of a commander of the Yugoslav Navy, being in charge of Vis island as of Feb-Mar '44; this was the Slovene Josip Černi, who was then The Commander of the Yugoslav "navy", and would go

on to become CHOD postwar (the Allies variously spelled his surname as Cerney, and in RN cables C.E.R.N.I., and as late as Jun 44, where referring to the Partisan “navy” as RYN (Royal Yugoslav Navy); Žujović was Tito’s Deputy CINC as of Aug ’44 when Tito met Churchill at Caserta (Roberts, p. 248); Churchill, p. 207.

⁴⁹ Strutton, p. 112

⁵⁰ Despite never having been captured, 8 of the 10 crewmen filled out escape statements, dated 5 Apr 44; Jones, p. 93-95.

⁵¹ The Dog Boats were each assigned a small contingent of Commandos to serve as boarding parties, and their activities were invariably during the night; Reynolds, 2000, pp. 151-53.

⁵² Ibid, pp. 152-53.

⁵³ Followed by raids on 15 & 24 Apr, 6, 23 & 24 Jun, 9 & 15 Jul, etc.; Ambrose, Stephen E., *The Wild Blue*, NY: Simon & Schuster, 2001, pp. 118-19.

⁵⁴ Reynolds, 2000, p. 153.

⁵⁵ Reynolds, 2000, p. 153; this enemy schooner was also called *Libbechic* (*Libbečić*), and this is the booty that included Danish butter, referred to with delight in several Commando memoirs, Churchill, p. 228.

⁵⁶ Reynolds, 2000, p. 153.

⁵⁷ HQ 14th Fighter Group (TE) Unit History for the Period 1 April to 30 April 1944, AFHSA Reel #...

⁵⁸ Strutton, p. 112; Rickett, p. 199; IDPF of 2nd Lt John J. K. C. Kim; Jones, 98-101.

⁵⁹ Reynolds, 2000, p. 153.

⁶⁰ *Los Angeles Times*, 18 Apr 44, p. 4.

⁶¹ Reynolds, 2000, p. 154; Churchill, p. 208.

⁶² Reynolds, 2000, p. 154; Churchill, p. 208.

⁶³ Churchill, p. 215; IWM Catalogue # LBY X.E. 95 / 129, <https://www.iwm.org.uk/collections/item/object/1506000472>; its unclear when the first edition of the daily was produced; the weekly ran for at least 18 editions, i.e. 20 Aug 44.

⁶⁴ Dwyer, pp. 58 & 90.

⁶⁵ Strutton, pp. 163-69.

⁶⁶ Reynolds, 2000, p. 154.

⁶⁷ Churchill, p. 210.

⁶⁸ Jenkins, p. 53.; J.D. Ladd (www.royalmarinesmuseum.co.uk/sites/default/files/RM%20Unit%20Histories%201919-1997.pdf); Churchill, p. 216.

⁶⁹ Churchill, p. 247; Churchill gives a most unflattering description of Davy and his true agenda for visiting the island.

⁷⁰ Dwyer, p. 58.

⁷¹ Admiralty War Diary, 12 May 44, ADM 199/2294.

⁷² Reynolds, 2000, p. 154; Churchill, p. 212.

⁷³ There are “differences of opinion” regarding the date that Purić was actually dismissed, and when he tendered his resignation, Roberts, p. 224; Šubašić had been the last Ban (Governor) of Croatia, ousted when the Nazis invaded, and he was initially a one-man government, as no prominent Serbs would join his cabinet, and he assumed the Minister of War title, in addition to PM, Ibid., pp. 223, 230 & 258-60; the last members of the British Mission to Mihailović were withdrawn on 31 May, to include Lt Musulin of the OSS, and some 40 downed American airmen, Ibid, p. 226.

⁷⁴ Admiralty War Diary, 19 May 44, ADM 199/2294; Reynolds, 2000, p. 154.

⁷⁵ Reynolds, 2000, 155.

⁷⁶ McConville, pp. 179-183; Admiralty War Diary, 23, 24 & 30 May 44, ADM 199/2292 (this last diary entry of 30 May counters McConville, with the evacuation having been carried out the evening of 23-24 May and that friendly casualties were 2 WIAs and 9 ORs MIA); Brig Churchill lamented having been pressed by “our masters in Italy” to execute this raid at short notice, without adequate time to plan, esp. recon, hence, it “misfired”(Churchill, pp. 216-18).

⁷⁷ Churchill, p. 218.

⁷⁸ Roberts, p. 375.

⁷⁹ Roberts, pp. 173 & 229; Mahoney, Kevin A., *Fifteenth Air Force against the Axis: Combat Missions over Europe during World War II*, Lanham, Maryland: Scarecrow Press, 2013, p. 133; Suppl to London Gazette 29 Oct 51, p. 5563 counters the preceding references by citing this directive as being dated 7, rather than 1 Jun 44 and that it was signed by the Air CINC MAAF, not SACMED.

⁸⁰ Admiralty War Diary, 2, 3, 4, 5 & 10 Jun 44, ADM 199/2295, TNA, Kew; McConville, pp. 195-233; Churchill, pp. 219-21 (contends that the total force was nearly 6,000 troops) & 247-48.

⁸¹ War Diary for the Month of June 1944 of USS SC 638 (NARA RG 38, Records of the Office of the CNO, 1875 - 2006, Microfilm War Diaries, 1942-45, ARC ID 4697018, Boxes 111-112); Lt (JG) James A.C. Doran, USNR, was in command of USS SC 638.

⁸² War Diary for the Month of June 1944 of USS SC 638.

⁸³ War Diary for the Month of June 1944 of USS SC 638.

⁸⁴ War Diary for the Month of June 1944 of USS SC 638.

⁸⁵ War Diary for the Month of June 1944 of USS SC 638.

⁸⁶ War Diary for the Month of June 1944 of USS SC 638.

⁸⁷ Maclean, pp. 468-470; according to Churchill, p. 235, Tito remained in his cave merely a month before taking up residence in a villa near Milna; Tito's cave was distinct from a 2nd nearby cave which the Central Committee used for their meetings (Djilas, p. 395); Rickett, p. 247 contends that Tito arrived at Vis on 9 Jun 44; Roberts, pp. 192 & 375 contends this date was 8 Jun 44; Karel Margry, "Operation 'Rösselsprung': The Airborne Raid on Tito's Headquarters," *After the Battle*, No. 165, 2014, p. 28, contends that this was the night of 8-9 Jun 44.

⁸⁸ Admiralty War Diary, 10 Jun 44, ADM 199/2295; Reynolds, 2000, p. 155.

⁸⁹ Admiralty War Diary, 10 Jun 44, ADM 199/2295.

⁹⁰ War Diary for the Month of June 1944 of USS SC 638; Lt (JG) Thomas H. Nason, USNR, had taken command of the USS SC 638 from Lt (JG) James A.C. Doran, USNR, on 9 Jun 44.

⁹¹ 450th Bomb Group S2 Report for Mission No. 86, June 13, 1944.

⁹² War Diary for the Month of June 1944 of USS SC 638. (S/Sgt Hooper went down again on 10 Aug 44, during a mission to Ploesti, and all 10 crewmen were taken POW, MACR 7675)

⁹³ Roberts, pp. 192 & 231; Richard Langhorne, *Diplomacy and Intelligence During the Second World War: Essays in Honour of F. H. Hinsley*, 2003, p. 215; Andrew Buchanan counters the preceding two sources, with Dr. Šubašić's arrival on Vis being 16 June, in *American Grand Strategy in the Mediterranean during World War II*, p. 253.

⁹⁴ McConville, Michael, *A Small War in the Balkans* (London: Macmillan, 1986), p. 178; by May '44, the island garrison had been code named No. 1 Forward Base, Rickett pp. 6, 128-31, 233 & 235; prior to that, the island's code name had been Ham Hill, Strutton, p. 160; War Department, *War Report of the OSS*, Vol 2, p. 130; Carnes, Brian D. "The Dawn of SOWT: OSS Weathermen in the Balkans, 1944," M.A. Thesis, Marshall University, 2015, pp. 18, 57 & 73-74; Jenkins, p. 35; SNOVIS, Lt-Cdr Morgan Giles, RN, cited the Vis garrison having over 12,000 Partisan troops by early summer 1944, and some 6,000 British troops by mid-summer (Bickmore, 2006, pp. 12 & 24); in his 1990 IWM Oral History interview, Morgan Giles stated there were 8,000 British troops on Vis by mid-summer (<https://www.iwm.org.uk/collections/item/object/80010993>); L.C. Reynolds, *Motor Gunboat 658*, London: Cassell & Co, 2002, p. 164, cites the garrison as of late July being 4,000 Allied and 8,000 Partisan troops; Churchill, p. 27, gave the British strength as over 5,000 by May '44.

⁹⁵ The Nafziger Collection of Orders of Battle at the U.S. Army Combined Arms Center counters one of the sources at footnote 79, with this command having only been formed with the renaming of 20th Beach Group on 16 Aug 44 (<https://usacac.army.mil/CAC2/CGSC/CARL/nafziger/939BXIH.pdf>).

⁹⁶ Often misidentified as 81st Service Group, which served in the CBI Theater.

⁹⁷ No date of assignment specified; Popravak, Terrence G. Jr., "Portland Army Air Base on the Day of Infamy, December 7, 1941," 142nd FW website, 5 Dec 2014 (www.142fw.af.mil/News/Features/Display/Article/864364/portland-army-air-base-on-the-day-of-infamy-december-7-1941/)

⁹⁸ This ASRU was dispersed across the Adriatic, and as of Mar '44 (or '45, as the source is contradictory), it had at least 2 Miami Class ASR launches, #s 2537 & 2543 (but as per its #, it belonged to No. 254 ASRU [a.k.a. ASR MCU]; RAF Film Production Unit No. 2, 16mm Film Footage of Air Sea Rescue Exercise in Adriatic, 11 March 1945 (var. cited as 1944), IWM Catalogue # AAY 241; Churchill, p. 201, referred to these as RAF crash boats.

⁹⁹ War Department, *War Report of the OSS*, Vol 1, p 224 & Vol 2, pp. 87 & 337; Hargreaves, p. 163, contends that the various OGs in the MTO were placed on a more military footing and renamed on 21 Jun 44 as Companies 'A' (Italian), 'B' (French), and 'C' (Yugoslav and Greek) of the 2671st Special Reconnaissance Battalion Separate (Provisional); B. Spiroff cites the Balkans Operational Group on Vis having been disbanded on 6 Oct 44; he further indicates that the 3rd Contingent, OSS, was comprised of a Unit A and a Unit B (B. Spiroff Memoir, p. 20); Brig Tom Churchill recalled there being "two units of American Operational Groups," and were stationed in Vis town, together with a troop of Commandos, as the garrison's reserve force (Churchill, pp. 175-6).

¹⁰⁰ War Diary for the Month of June 1944 of USS SC 638.

¹⁰¹ War Diary for the Month of June 1944 of USS SC 638.

¹⁰² Felando, Pt 2, p. 99; Commando Veterans Archive, www.commandoveterans.org/node/3023; Strutton, p. 187; the photo of Allied Commanders taken after a luncheon hosted by Tito in Bickmore, 2006, p. 29, was apparently on this day, for on p. 59, Bickmore states that a luncheon was held by Tito after the review; Brig Churchill contends, p. 236, that only No. 2 Commando was part of this "inspection" by Tito, although the HLI contributed its band, and that the unit formed into a hollow square, for Tito to address them from a dais, in Serbo-Croatian, which was translated after the speech.

¹⁰³ Admiralty War Diary, 24 Jun 44, ADM 199/2296.

¹⁰⁴ Reynolds, 2000, p. 156; Churchill, 229.

¹⁰⁵ www.joebaugher.com/usaf_serials/1944_6.html; M.V. Esters IDPF

¹⁰⁶ Smith, Erica, "Lt. Maurice V. Esters disappears in Adriatic Sea," *St. Louis Post-Dispatch*, 26 Sep 2009 (http://www.stltoday.com/news/local/lt-maurice-v-esters-disappears-in-adriatic-sea/article_ac316ce6-5e44-11df-9d79-00127992bc8b.html, accessed 6 May 2017)

¹⁰⁷ War Diary for the Month of June 1944 of USS SC 638.

¹⁰⁸ War Diary for the Month of June 1944 of USS SC 638.

¹⁰⁹ Drain, p. 112.

¹¹⁰ War Diary for the Months of June and July 1944 of USS SC 638.

- ¹¹¹ British Veterans of Vis, 1943-45, *28th Reunion Pamphlet*, 2011 p. 8. (as of 10-12 Jul 44, the Bishop was in Italy, visiting 75 (Shropshire Yeomanry) Med Regt RA [<http://discovery.nationalarchives.gov.uk/details/r/299856f9-6851-4a6e-9e24-bcef043012df>], and on 29 Jul 44, he was the first COE Bishop to ever have an audience with the Pope [Chadwick, Owen, *Britain and the Vatican During the Second World War*, Cambridge University Press, 1988, p. 306])
- ¹¹² War Diary for the Month of July 1944 of USS SC 638.
- ¹¹³ War Diary for the Month of July 1944 of USS SC 638.
- ¹¹⁴ War Diary for the Month of July 1944 of USS SC 676 (NARA RG 38, Records of the Office of the CNO, 1875 - 2006, Microfilm War Diaries, 1942-45, ARC ID 4697018, Boxes 111-112).
- ¹¹⁵ <http://www.2ndbombgroup.org/> accessed 10 Feb 2018; <https://b17flyingfortress.de/en/b17/42-107162/> accessed 10 Feb 2018.
- ¹¹⁶ War Diary for the Month of July 1944 of USS SC 676.
- ¹¹⁷ Meredith, p. 155.
- ¹¹⁸ U.S. Air Force Historical Study No. 121: *Special Operations: AAF Aid to European Resistance Movements, 1943-1945* (Maxwell AFB, AL: Air Historical Office, HQ, Army Air Forces, 1947), p. 123.
- ¹¹⁹ 99th BG Special Narrative Report, 4 Jul 44, *99th Bomb Group Historical Society Newsletter*, Vol. 7, No. 5, 1 Sep 87, p. 12.
- ¹²⁰ War Diary for the Month of July 1944 of USS SC 676.
- ¹²¹ War Diary for the Month of July 1944 of USS SC 638.
- ¹²² War Diary for the Month of July 1944 of USS SC 676.
- ¹²³ On 16 Jul 44, the DC-3 Dakota that Waugh and Randolph Churchill were flying on crashed at Bosanska Dubica; Page, N., *An Evelyn Waugh Chronology* (1997), pp. 76-77.
- ¹²⁴ Freeman, Major Paul J., *The Cinderella Front: Allied Special Air Operations in Yugoslavia During World War II*, Maxwell AFB: Air Command & Staff College, 1997, p. 33.
- ¹²⁵ War Diary for the Month of July 1944 of USS SC 676.
- ¹²⁶ Roberts, p. 250.
- ¹²⁷ Reynolds, 2000, p. 156.
- ¹²⁸ Admiralty War Diary, 24 Jul 44, ADM 199-2298.
- ¹²⁹ Russell, Edward T. & Robert M. Johnson, *Africa to the Alps: The Army Air Forces in the Mediterranean Theater*, Washington, D.C.: Air Force History and Museums Program, 1999, p. 29; Parton, James, *The History of the Mediterranean Allied Air Forces*, Pt 2, pp. 322-24; the ACRU had 2 organic B-25s and 2 L-5s, plus the 51st Troop Carrier Wing was on-call to provide additional C-47s in the event of large-scale operations; its first rescue mission was conducted 9 Aug 44, with 70 crewmen brought out of Mihailović territory.
- ¹³⁰ Admiralty War Diary, 28 Jul 44, ADM 199/2298.
- ¹³¹ 99th BG Special Narrative Report, 25 Jul 44, *99th Bomb Group Historical Society Newsletter*, Vol. 7, No. 5, 1 Sep 87, p. 16.
- ¹³² www.joebaugher.com/usaf_serials/1944_6.html
- ¹³³ Burgess, Joel & Mark Barrett, "A Gentleman in the Office, Ledbetter Had a Story," *Ashville Citizen-Times*, 22 Nov 15, p. A2; <http://www.485thbg.org/Photos/831st/831st.html>; *Lightweight Tower Calling*, No. 25, Feb 1992 (newsletter of the 485th BG Veterans Assoc.), p. 12; *Lightweight Tower Calling*, No. 13, Dec 1978, pp. 1,4 & 6 (Jerry Whiting used to be the historian for the 485th BG...)
- ¹³⁴ Admiralty War Diary, 8 Aug 44, ADM 199/2299, TNA, Kew.
- ¹³⁵ Reynolds, 2000, p. 157.
- ¹³⁶ Reynolds, p. 211; Reynolds, 2002, p. 168.
- ¹³⁷ Brother of the BAF Cdr, Air Vice Marshall William Elliott (Bickmore, 2006, p. 24)
- ¹³⁸ Undated report on "Decomposed II" rendered by Capt Bocquet, RSR War Diary, WO 170/1364, TNA, Kew.
- ¹³⁹ Oliver, p. 115.
- ¹⁴⁰ Admiralty War Diary, 8 Aug 44, ADM 199/2299, TNA, Kew; J.C. Chambers, "Naval Operations Among the Dalmatian Islands in the Napoleonic Wars & in World War II," *The Naval Review*, 1973, pp. 244-45; "Decomposed II" report, RSR War Diary, WO 170/1364.
- ¹⁴¹ Jenkins, p. 40.
- ¹⁴² Admiralty War Diary, 8 Aug 44 (erroneously cited Vis, rather than Vir island, and cited POW as merely 14), ADM 199/2299, TNA, Kew; Reynolds, 2000, pp. 211-12; Bickmore, Peter (comp.), *With Tito's Partisans, 1939-1945, British Veterans of Vis*, privately printed, 2006, pp. 17-18.
- ¹⁴³ Dedijer, *Tito*, p. 226-227.
- ¹⁴⁴ Dedijer, p. 40.
- ¹⁴⁵ Felando, Pt 2, p. 111; J.D. Ladd (www.royalmarinesmuseum.co.uk/sites/default/files/RM%20Unit%20Histories%201919-1997.pdf); Churchill, p. 246.
- ¹⁴⁶ Xx(forgot original source...); the mission relocated to Valjevo, Serbia, 9 Oct 44, whereupon all U.S. teams in Jugoslavija formerly attached to British Military Missions passed to U.S. command (War Department, *War Report of the OSS*, Vol 2, pp. 32 & 337); Roberts contends that there were merely approximately 10 US missions in Partisan territory on the mainland, in addition to the Vis mission, pp. 192, 205-07, 214 & 250.
- ¹⁴⁷ Djilas, Milovan, *Wartime*, p. 401; Roberts, p. 248.

¹⁴⁸ Reynolds, 2000, pp. 212-16; Reynolds, 2002, pp. 177-187.

¹⁴⁹ Pejčić, Predrag, *Prva I Druga Eskadrila NOVJ*, Beograd: Vojna Štamparija, p. 89.

¹⁵⁰ Roberts, p. 249.

¹⁵¹ Jones, p. 188.

¹⁵² Livingstone, Bob, "Adriatic Aerie," *The 461st Liberaider*, Vol. 33, No. 2, December 2016, pp. 26-27.

¹⁵³ 99th BG Special Narrative Report, 22 Aug 44, *99th Bomb Group Historical Society Newsletter*, Vol. 7, No. 5, 1 Sep 87, p. 22.

¹⁵⁴ Undated report on "Grandfather I" rendered by Maj W.L. Henderson, RSR War Diary, WO 170/1364, TNA, Kew; Churchill, p. 242, contends that the covering force was from the HLI.

¹⁵⁵ Ibid, p. 268 (presumably Roberts, or Jones - not Djilas, Dedijer, Martin, nor McConville... possibly the War Department, *War Report of the OSS, Vol 1...or Kurapovna..*); Partisan resentment of the Americans had been growing since a letter from Tito to FDR in Feb '44 had gone unanswered, whereas Churchill engaged in active correspondence with Tito, and subsequent Partisan feelers for establishing a military mission in Washington were met with disinterest; Anglo-American relations were frayed by their divergent policies, the British pushing for uniting Yugoslav resistance under Tito, whereas the Americans, with a warier eye to the post-war landscape, insisted on aiding all forces that resisted the Axis, to include Mihailović's Četniks; and further divisiveness stemmed from the U.S. trumping British intentions for an Istrian landing to breach the Ljubljana Gap, in Jun '44, with Eisenhower's decision to bolster the Normandy landings by invading the French Riviera; although purported to be merely an intelligence collection mission, McDowell's presence was given far more significance by the Partisans and Četniks alike (Roberts, pp. 212-13, 221-22, & 233-36).

¹⁵⁶ "Grandfather I" report, RSR War Diary, WO 170/1364.

¹⁵⁷ FRUS: Diplomatic Papers, 1944, Europe, Volume IV, 860H.01/8-3044: Telegram, The U. S. Political Adviser on the Staff of the Supreme Allied Commander, Mediterranean Theater (Murphy), to the Secretary of State, Caserta, August 30, 1944; Norden is cited as being attached to the office of the U.S. Political Adviser on the Staff of the Supreme Allied Commander, Mediterranean Theater, as of 23 Mar 44; Roberts, p. 251; Norden's namesake father was the Swiss immigrant who invented the bombsight that bore his name.

¹⁵⁸ FRUS: Diplomatic Papers, 1944, Europe, Volume IV, 860H.00/9-844, Memorandum by the United States Political Adviser on the Staff of the Supreme Allied Commander, Mediterranean Theater (Murphy), Temporarily in Washington, to the Assistant Chief of the Division of Southern European Affairs (Cannon), [Washington,] September 8, 1944; Roberts, p. 251.

¹⁵⁹ Oliver, p. 115.

¹⁶⁰ West, Richard, *Tito*, p. 184

¹⁶¹ The combined offensive had troublesome policy implications for the Allies, for the Partisans used it to attack the Četniks in Serbia as well, with a view to liquidating, or at least evicting them, so that the Partisans could welcome the approaching Red Army at the Romanian border (Roberts, p. 252); Reynolds, 2000, pp. 216-17.

¹⁶² <https://www.mycity-military.com/Drugi-svetski-rat/Stvaranje-i-razvoj-vazduhoplovstva-NOVJ-1942-1945.html>.

¹⁶³ But McDowell and his team wouldn't depart the country until 1 Nov 44, from an airfield near Dobo, Bosnia, further infuriating Tito and Churchill, which McDowell attributed to being either constantly on the run from Axis and Partisan forces, or due to bad weather preventing evacuation aircraft from landing (Roberts, pp. 255-57 & 279).

¹⁶⁴ 2nd Bombardment Assoc., *Defenders of Liberty: 2nd Bombardment Group/Wing, 1919-1993* (Paducah, KY: Turner Publishing Co., 1996), p. 265; Charles W. Richards, *The Second Was First*, Bend, OR: Maverick Publications, Inc., 1999, pp. 360-61; Richard E. Drain, *5th Bomb Wing: History of Aircraft Assigned* (privately printed, 2004), p. 15; Myers, Jack R., *Shot at and Missed*, Norman, OK: Univ. of Oklahoma Press, 2004, pp. 44-6.

¹⁶⁵ 14th Fighter Group (Twin Engine) Narrative Mission Report No. 157, Field Order # 1, dated 8 Sep 44, AFHSA Reel #

¹⁶⁶ The Soviets wouldn't cross into Jugoslavija until 1 Oct 44, and were met by Četniks, who they would subsequently hand over to the Partisans (Roberts, pp. 257 & 261; Djilas, p. 404).

¹⁶⁷ 14th Fighter Group (Twin Engine) Narrative Mission Report No. 155, Operation Order # 193, dated 5 Sep 44, AFHSA Reel #

¹⁶⁸ www.joebaughner.com/usaf_serials/1944_6.html

¹⁶⁹ Matteson, Thomas T., "An Analysis of the Circumstances Surrounding the Rescue and Evacuation of Allied Aircrewmembers From Yugoslavia, 1941-1945," Air War College Research Report, Maxwell Air Force Base, Alabama, Apr 1977, p. 19; Roberts, pp. 258-60; unlike other sources, Todorovich, p. 300, claims the King addressed all "loyal Serbs, Croats and Slovenes".

¹⁷⁰ The 4 ARBs had departed earlier than BJU-4 and Scout and Raider unit; prior to the maritime OG's departure, Tito summoned Brig Churchill and Douglas Fairbanks, by then a Lt. Cmdr, to his cave on Vis, to offer thanks, and what the two officers presumed would be the awarding of 2 medals that lay on the table before them, but much to their shock, the "reward" Tito presented them was 2 cans each of sardines, produced on Vis (Dwyer, p. 60).

¹⁷¹ Djilas, pp. 389 & 405; FRUS cites Tito as having left the island on 22 Sep, whereas Felando, Pt 2, p. 113, West, p. 189, and Dedijer, p. 230, all cite 21 Sep; Roberts concurs with the 18 Sep departure, p. 263.

¹⁷² Admiralty War Diary, 18 & 27 Sep 44, ADM 199-2302.

¹⁷³ Felando, Pt 2, p. 114; War Department, *War Report of the OSS, Vol 2*, cites the OGs as having been redeployed in Aug '44, p. 129.

¹⁷⁴ Admiralty War Diary, 23, 24 & 27 Sep 44, ADM 199-2302.

¹⁷⁵ Reynolds, 2000, p. 218.

¹⁷⁶ Lindsay, p. 183; Roberts, p. 261.

- ¹⁷⁷ J.D. Ladd (www.royalmarinesmuseum.co.uk/sites/default/files/RM%20Unit%20Histories%201919-1997.pdf); Jenkins, p. 68, contends that the Commando didn't leave Vis until 17 Oct 44.
- ¹⁷⁸ Admiralty War Diary, 28 Sep 44, ADM 199-2302.
- ¹⁷⁹ Admiralty War Diary, 29 Sep 44, ADM 199-2302.
- ¹⁸⁰ Owen, p. 115.
- ¹⁸¹ Roberts, p. 270.
- ¹⁸² <http://www.450thbg.com/real/s2/1944/october/7october.shtml>
- ¹⁸³ <http://451st.org/Photos/Photos.html>, accessed 11 Apr 18; George Tudor, "Plan Baker Red Force = A Mission to Vienna" <http://451st.org/Stories/Pdfs/Plan%20Baker%20Red%20Force%20=%20A%20Mission%20to%20Vienna.pdf>; Tudor's usual aircraft was the *Extra Joker*.
- ¹⁸⁴ Smith, Erica, "Lt. Robert H. Wiggins escorts crippled bomber to safety," *St. Louis Dispatch*, 26 Sep 2009, p. 17.
- ¹⁸⁵ Admiralty War Diary, 12 Oct 44, ADM 199/2303 (erroneously cited the incident as off Vis Island); J.C. Chambers, "Naval Operations Among the Dalmatian Islands in the Napoleonic Wars & in World War II," p. 246; Reynolds, 2000, p. 219-221; Bickmore, 2006, p. 18.
- ¹⁸⁶ www.joebaugher.com/usaf_serials/1944_6.html; doesn't jive with account of Valentine Villanueva, who was a POW at Stalag Luft 1 from Dec 44 until his escape in Apr 45. He was in North #3, Compound 8 Barracks #308. He was a Top Turret Gunner on the "Blonde Bomber", 447th Bomb Group, 710 Squadron, shot down in Nov '44. He was one of the boxers from the boxing photos on the website, the boxing match was held on April 16, 1944. "Hub" Zemke initiated these matches and got approval from the Germans to improve camp morale. <http://www.merkki.com/additionalinfo.htm>; IDPF of 2nd Lt W. Chojnacki; 464th BG Narrative Mission Report (NMR), 13 Oct 44, p. 7.
- ¹⁸⁷ 464th BG Narrative Mission Report (NMR), 13 Oct 44, p. 5.
- ¹⁸⁸ "Summary of the [765th] Squadron [461st BG] History for the Month of October [1944]," <https://461st.org/History/765th%20History/PDFs/765%20October%201944.pdf>; Poop Sheet, 461st BG Mission #115, 13 Oct 44, https://461st.org/Missions/13_October_1944.htm.
- ¹⁸⁹ *The Oregonian*, 8 Nov 12, http://www.oregonlive.com/portland/index.ssf/2012/11/a_northwest_portland_world_war.html; *Slobodna Dalmacija*, 25 Oct 09, <http://www.slobodnadalmacija.hr/dalmacija/split-zupanija/clanak/id/72957/cudesna-storija-vis--otok-spasa-za-pilota-haysa>; *Jutarnji Vijesti*, 16 Sep 12, <https://www.jutarnji.hr/vijesti/nevjerojatna-prica-o-americkom-pilotu-koji-se-konacno-vraca-na-otok-vis/1558578/>.
- ¹⁹⁰ "Summary of the [765th] Squadron [461st BG] History for the Month of October [1944]," <https://461st.org/History/765th%20History/PDFs/765%20October%201944.pdf>.
- ¹⁹¹ 2nd Bombardment Assoc., p. 271; Myers, Jack R., *Shot at and Missed*, Norman, OK: Univ. of Oklahoma Press, 2004, p. 110.
- ¹⁹² <http://www.450thbg.com/real/s2/1944/october/17october.shtml>
- ¹⁹³ <http://www.450thbg.com/real/aircraft/nononanette.shtml>; no MACR or accident report survives, as the C/P Andy Benedict was still seeking such on the Internet in 2006 (<http://www.450thbg.com/real/guestbook/05.html>) and 2014 (<http://users.smartgb.com/g/g.php?a=s&i=g17-07438-db&m=20&p=2>) The Eng/Gnr, T/Sgt William R. Swayze recalled this landing having occurred on his birthday, 20 Nov 44, and having asserted so merely 4 months later, if far more reliable (*The Ithaca [NY] Journal*, 22 Mar 45, p. 3), and yet Andy Benedict later concluded that it occurred on 29 Oct 44 (www.b24bestweb.com/nononanette2.htm)
- ¹⁹⁴ United Press wire service, London, 21 Oct 44.
- ¹⁹⁵ Pejčić, p. 89 (who erroneously cited their aircraft as Spitfires); Božo Lazarević, *Vazduhoplovstvo u NOR-u 1941-1945*, p. 181, states this was 18 Oct 44, and that only a detachment of 4-8 aircraft was maintained on the island.
- ¹⁹⁶ Reynolds, 2000, p. 222.
- ¹⁹⁷ Associated Press wire service, London, 2 Nov 44.
- ¹⁹⁸ Burgess, Colin, *Selecting the Mercury Seven: The Search for America's First Astronauts*, NYC: Springer Science & Business Media, 2011, pp. 78-79
- ¹⁹⁹ J.C. Chambers, "Naval Operations Among the Dalmatian Islands in the Napoleonic Wars & in World War II," *The Naval Review*, 1973, pp. 246-48; Reynolds, 2000, p. 222, contends that SNOVIC relocated to Ist on 20 Oct 44; Morgan Giles himself recalled the relocation date being sometime in October (Bickmore, 2006, p. 35)
- ²⁰⁰ Associated Press wire service, Rome, 3 Nov 44.
- ²⁰¹ www.joebaugher.com/usaf_serials/1944_6.html.
- ²⁰² Escape Statement by 1st Lt. L.V. Bach, DTD 10 Nov 44, HQ, 15th AF.
- ²⁰³ Royal Navy Vessels Lost at Sea, 1939-45, <http://www.naval-history.net/WW2BritishLosses4Amphib.htm>
- ²⁰⁴ HQ, 52nd Fighter Group, Narrative Mission Report No. 131 for 19 November 1944, p. 1 (an attachment to MACR 9871)
- ²⁰⁵ Myers, p. 146.
- ²⁰⁶ 2nd Bombardment Assoc., p. 281; IDPF of Sgt Dean L. Homer; Myers, p. 193.
- ²⁰⁷ <http://www.450thbg.com/real/biographies/mandella/mandella.pdf>
- ²⁰⁸ C.W. Richards, p. 425; this A/C made another emergency landing on Vis 2 days later, but was then piloted by A. J. Grossman; Myers, p. 203.

²⁰⁹ http://www.459bg.org/mission_166.cfm

²¹⁰ *Ad-Lib*, Issue 35, Spring-Summer 2002, p. 11.

²¹¹ *Ad-Lib*, Issue 38, Spring 2004, p. 6.

²¹² C.W. Richards, p. 426; Myers, p. 204.

²¹³ *Ibid.*

²¹⁴ *Ibid.*

²¹⁵ *Ibid.*

²¹⁶ 2nd Lt Lorenz K. Weiglein Escape Statement, 21 Dec 44 (no evidence of a MACR having been produced).

²¹⁷ Ambrose, Stephen E., *The Wild Blue* (2001), pp. 173, 192-97; Kansas City Times, 24 Jul 72, p. 42.

²¹⁸ Ambrose, p. 196.

²¹⁹ www.joebaugher.com/usaf_serials/1944_6.html

²²⁰ Anon., "Captain Arthur C. Tennille, Jr., KIA Remembered," *783rd Latrine O Gram*, March 2005, pp. 2-3; Gregory, Floyd, *History of 783rd Bomb Squadron (H), 465th Bombardment Group (H) (1943 – 1945), Pantanella, Italy*, p. 115. Gene F. Moxley's *Missing in Action* (2002) apparently has an account of the crash from the lone survivor, Bob Arnold, which means the crew numbered 11.

²²¹ Jefford, Wing Cdr Jeff, "The Balkan Air Force," *The Royal Air Force Historical Society Journal*, No. 46, pp. 79-80; Pejčić, p. 89.

²²² <http://cgibin.rcn.com/jeremy.k/cgi-bin/gzUsafSearch.pl?target=42-103772&content=>

²²³ It was noted that due to having a radar set aboard, the crew was unable to assume their regularly practiced ditching positions. It was also noted that the aircraft sank very quickly.

²²⁴ Oliver, p. 98.

²²⁵ Felando, Pt 2, p. 104; Strutton, p. 131; Churchill contends, p. 227, that it was his brother, Col Jack, who dubbed the Vis harbor shipyard as "John Brown's."

²²⁶ Djilas, p. 393.

²²⁷ Strutton, p. 73; Rickett, p. 194; Jenkins, p. 48.

²²⁸ Mays, Terry M., "Flak Bait!," *Aviation History*, March 2005, p. 28.

²²⁹ Strutton, p. 53.