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46th Bombardment Group (M)
Office of the Intelligence Officer
APO 540 U.S. Army

319.1

2 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (M),
APO 540, U.S. Army
(Attn: A-2)

1. On 3 July 1944 at 0638B hours, twenty-seven (27) B-24 a/c of twenty-eight (28) scheduled took off to bomb the Floridgolf Oil Refinery and M/F at Vienna, Austria (Primary Target). The twenty-seven (27) a/c formed two (2) waves units, the first unit being led by Colonel Francis L. Schneider, Group Commanding Officer and the second unit by 1st Lieutenant R. Martin, Assistant Operations Officer, 77th Bombardment Squadron.

2. One (1) a/c failed to take off due to inoperative tachometer.

3. Group a/c readily and made without incident and rendezvous with 105th Bombardment Group and made at 07:20 B. hours. With the 46th leading wing rendezvous was made over Vienna-Trieste at 0737B on course.

4. There were three (3) early returns for the following reasons:

1. Waist gunner had helmet and oxygen mask blown away when leaning from waist window to check #1 engine.
2. Gas leak in #1 tank, 400 gallons lost before turning back.
3. Gas leak in #3 engine.

5. Twenty-four (24) a/c were over the target at 1030B hours (briefed target time 1030B) and dropped fifty-nine and three quarters (59 3/4) tons of 500 pound G.P. bombs. Fusing was .1 nose and mixed .01 and .025 tail fuses. One (1) a/c jettisoned one quarter (1/4) ton on rally at 1039B hours after

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Grid (47° 05'N - 16° 25'E) ...
 1/1 (45° 13'N - 16° 30'E) ...

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9. Smoke screen was employed at the target but was light and very ineffective.

10. Two (2) of our a/c were lost to e/a shortly after leaving the target. One (1) at 1040E at (47°10'N-16°50'E) was observed with fires in nose and bomb bay; turned over on

back and went into a spin then blew up, the (10) chutes
 appeared to open. One (1) of the four (A-100-
 10000) was observed on fire and the air was so hot
 around and outside, all (10) chutes were seen. One (1)
 e/c is missing. Data on lost and missing e/c as follows:

B-24 e/c No 42-76333

Pilot	John L. Fushburg Jr	2nd Lt	0-794861
Co-Pilot	James C. Davis Jr	2nd Lt	0-794871
Navigator	Floyd A. Hunt	2nd Lt	0-711319
Bomb	Harvey Bryant	2nd Lt	0-694874
Eng	Bernest A. Montney	T/Sgt	1917772
Rad Oper	Atiles E. Merrill	T/Sgt	13031801
Gunner	Robert V. King	S/Sgt	3638070
Gunner	Lillard O. Brown	S/Sgt	30174505
Gunner	William J. Tri	S/Sgt	3716395
Gunner	Charles C. Wilkinst	S/Sgt	3657111

B-24 e/c No 42-76371

Pilot	John B. Bidler	Capt	0-354902
Co-Pilot	James J. Welch Jr	2nd Lt	0-794845
Navigator	Paul W. Westernhouse	2nd Lt	0-700171
Bomb	Carl H. Chapman	2nd Lt	0-699509
Eng	Richard T. Davis	T/Sgt	38414417
Rad Oper	Frederick P. Smith Jr	T/Sgt	1214350
Gunner	Leonard Tyeart	S/Sgt	37603152
Gunner	Louis R. Hendricks	S/Sgt	16310159
Gunner	Ferdinando J. Arimondi	S/Sgt	11196151
Gunner	George A. Shulto	S/Sgt	35400333

B-24 e/c No 42-525A9

Pilot	Benjamin A. Varner	2nd Lt	0-697511
Co-Pilot	Bruno J. Chiarello	2nd Lt	0-764235
Navigator	Lloyd L. Brave	2nd Lt	0-711325
Bomb	John B. Sinisi	2nd Lt	0-698610
Eng	Joseph C. Gregory	T/Sgt	34537560
Rad Oper	Charles J. Simonelli	S/Sgt	31128552
Gunner	Aristo G. Guesada	S/Sgt	39280360
Gunner	Aldo B. Girusole	S/Sgt	32804562
Gunner	Theodore V. Filitsky	S/Sgt	18042605
Gunner	Charles K. Phifer	S/Sgt	36442043

11. Claims of e/a destroyed are as follows:

7 ME 109s	Destroyed
2 FW 190s	Probably destroyed

1 ME 109
1 ME 109

Probably destroyed
Destroyed

Totals: 7 destroyed, 3 probably destroyed and 1 damaged.
It is expected that this total may be increased when crews
now down on friendly fields are interrogated.

12. Escort consisted of a total of eighty-five (85)
fighters observed. Fifty (50) P-51 and thirty-five (35)
P-38 a/c. First rendezvous with formation at 0945h hrs,
vicinity of (44°20'N-16°30'E) and escorted to, over and re-
turn from target to via formation at 1230h hours over the
Adriatic.

13. Weather was entirely favourable to the mission.
Take Off - Clear, visibility twenty (20) miles.
Enroute - Over Adriatic clear, visibility twenty (20) miles,
Also clear except slight haze in valleys, visibil-
ity fifteen (15) to twenty (20) miles.
Target - Scattered clouds, less than 1/10, visibility
twenty-five (25) miles.
Return - Same as enroute.

14. A total of eight (8) casualties consisting of five
(5) minor flak wounds and three (3) major wounds inflicted
by a/c. A/C No 42-95219 on return from target and after
receiving considerable flak damage was attacked by three (3)
JU 88 a/c which came in, line abreast from slightly below and
between 6 and 7 o'clock, pressed the attack to within 100
yards and then peeled off. Two (2) FW 190 a/c made similar
attacks and two (2) ME 109 a/c made attacks singly, from high
at 2 and 10 o'clock. Although a/c was so severely damaged as
to make possibility of repair doubtful, the crew succeeded in
bringing it back, landing at Foggia to hospitalize three (3)
crew members wounded.

15. Eighteen (18) a/c returned to this base between 1320h
and 1340h hours and three (3) landed at friendly fields.

16. Observations of importance:

Time	Place	Altitude	Observation
1020B	Kerchberg, Austria (48°02'N-15°26'E)	20,000	30 oil storage tanks. Large buildings.
1135B	Zagreb-N bank of river east of dam. (43°38'N-15°58'E)	16,000	45 oil storage tanks.

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17. Twenty-three (23) are more damaged by fire and 1/c, fifteen (15) of which will be inoperational for twenty-four (24) hours.

18. Chart of route as briefed and flown, showing axis of attack is inclosed.

19. Only one (1) 2/c attempted photographs and it is necessary to secure negatives of photographs from the 485th Bombardment Group in order to properly evaluate the bombing of this group. Set of selected strike photographs inclosed.

For the Commanding Officer:

FRAUCIS F. ELLER
Major, Air Corps,
Intelligence Officer

Inclosures:

- Incl 1 - Track chart
- Incl 2 - Selected photos (1 set)