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HEADQUARTERS
464th BOMBARDMENT GROUP (H)
Office of the Intelligence Officer
APO 520 U S Army

JFP/RWP/lem

10 August 1944

310.1

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),
APO 520, U S Army

1. On 9 August 1944, beginning at 0700R hours, 28 B-17 a/c scheduled took off to both Budapest/Tokol A/P Installations, Hungary. 5 spare a/c scheduled took off and proceeded with the formation to (42°40'N-17°53'E) when they left the formation returning to base and landing at 1015R hours. The 28 a/c formed into 2 attack units, the first being led by Major William H. Peddell, Commanding Officer of the 777th Bombardment Squadron (H) and the second unit led by 2nd Lt John T. Welch, Flight Leader of the 778th Bombardment Squadron (H).

2. The group form-up and assembly was as planned. The two group and wing rendezvous were strung out, the 485th Bomb Gp (H) being late and the 465th Bomb Gp (H) being to right of course at Spinnakola.

3. 28 a/c were over the target at 1113R hours (briefed time 1100R hours). 27 a/c dropped 67½ tons of 500 GP bombs with .1 nose and .01 tail fuzing from 21,700 feet. One a/c jettisoned 2½ tons of bombs from 21,000 feet at (47°15'N-19°25'E) at 1107R hours. These bombs were observed to strike in a row of houses after having been accidentally released because of a malfunction of the bomb release mechanism. The 5 spares all brought their bombs totaling 12½ tons, back to base.

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|--|----------|
| Bomb tonnage recapitulation of 28 a/c over target. | |
| Dropped on target | 67½ tons |
| Jettisoned | 2½ tons |
| Returned to base | 0 |
| Total tonnage | 70 tons |

4. Bomb strike photos show numerous hits on the south-east end of Tokol airdrome. The assembly shown, the building

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adjacent to it on the north and the flight leaders all received blasts. The runway was hit at least three times, with ten additional strikes at the southeast extremity of the runway. There were several dozen strikes in the building zone between the runway and the northeast edge of the field, pouring into the area previously bombed by the 465th Bomb Group. Four twin-engine aircraft were present on the airfield; one of which was probably damaged by a near miss.

5. Target visibility was good, permitting visual bombing. The leader of the 1st attack unit employed 250-pound bombs and the leader of the 2nd attack unit bombed by 500-pound bombs as found elsewhere.

6. The formation encountered 147 flak at the target for a period of 1 to 6 minutes. Observations indicate the flak was mostly predicted concentration with black bursts and some white bursts being observed above the formation.

Flak was observed at the following locations:

| | |
|------------------------|------|
| Rees (140051N-180151E) | 2/10 |
| (139261N-160521E) | 2/10 |
| (139271N-110151E) | 2/10 |

7. 15 a/c were observed between 1117P hours and 1200P hours of which 10 were MB-109s and 5 B-100s. None of the a/c attacked the formation. The only observations reported on markings showed 1 MB-109 black and 5 B-100s either gray or black. No report was obtained on specific markings or probable A/E used by these a/c.

8. The group reported excellent fighter escort. 35 to 40 P-51 a/c and 20 P-51 a/c were observed at (110401N-100001E). The escort was first seen at 1013P hours and continued with the formation over the target and withdrawal to the Yugoslavian coast at 1214P hours.

9. Weather was clear at take-off, visibility 30 miles. 2/10 cirrus at 25,000 feet over Adriatic. 7/10 strato-cumulus over Dinaric Alps, tops 8,000 feet, decreasing to 2/10 over flat lands. Visibility was 20/25 miles. Clear at target with a few scattered cumulus in distance. Visibility 25 miles. On return, 2/10 to 2/10 cumulus over low lands with 5/10 cumulus over Dinaric Alps building to 18,000 feet. Clear over Adriatic with 2/10 cumulus at base on return. Visibility 20 miles.

10. Losses for the group are as follows:

One B-24 a/c No 42-78374 was lost at target. A/C had just dropped bombs when hit by flak near ball turret.

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A/F nose section fell vertically from 1000 ft, fell in river
 2 1/2 miles in air, and finally crashed about one-half
 (1) mile southeast of target. 1 chute was seen out of tail
 section and 1 from the nose section. The last 2 chutes were
 observed to open very low.

One T-71 A/C No 15-15437 is missing. It is, however,
 considered probable that this A/C landed. A
 1 A/C fare number, 15437, was clearly observed
 and will be investigated for longer than 24 hours.
 2 crew members received minor shock wounds.

11. The following observations were noted:
- | | | | |
|-------|-------------------|-----------|--|
| 10000 | (15014IN-12910IN) | 17,000 ft | 30 barrels of 200 lbs in river. |
| 11000 | (15003IN-12910IN) | 21,000 ft | 25/30 lbs A/C dis- posed of A/D. |
| 12000 | (12934IN-17003IN) | 12,000 ft | Crashed 8-1 A/C. A/C appeared to have no trail. Nose headed to north. |

12. 26 A/C returned to base at 14000 hours.

13. 1 A/C attempted photography. A selected print is
 attached.

14. Route flown A/C as briefed. Break along the line
 route as flown and as briefed is attached.

For the Commanding Officer:

FRANCIS P. TILNEY
 Major, AC
 Intelligence Officer