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HEADQUARTERS
464TH BOMBARDMENT GROUP (H)
APO 520 U S Army

ACK/FFE/hob

319.1

21 August 1944

SUBJECT: Narrative Mission Report

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

1. On 20 August 1944, twenty eight (28) scheduled B-24 a/c and two (2) spare B-24 a/c took off at 00253 hours to bomb Czechowice (Dziedzice) Oil Refinery, Poland.

The thirty a/c formed into two (2) attack units, the first being led by Major Weldon K. Burton, Group Operations Officer and the second by Captain Arthur B. Robertson, Flight Leader of the 770th Bombardment Squadron (H).

2. Form up, line rendezvous and wing rendezvous were made as briefed without incident.

3. Two (2) a/c returned early:

(a) A/C No 42-18701 #2 engine oscillated 500 RPM - ran very rough - turned back (40°58'N-15°05'E)

(b) A/C No 42-10472 Loss of oxygen at all stations of 150 pounds during first hour. Insufficient supply to permit this crew to remain at altitude for required time. Turned back at (45°50'N-18°24'E) at 09373 hours.

4. Twenty eight (28) a/c were over the target at 11083 hours (briefed target time 11103 hours), and twenty seven (27) a/c dropped sixty seven and one quarter (67½) tons of 500 lb. G.P. bombs (.1 nose and .025 tail fusing) from 20,800 feet.

Three (3) a/c jettisoned five and one quarter (5¼) tons of bombs; one (1) a/c jettisoned two and one half (2½) tons at (41°31'N-16°53'E) for reason outlined in Paragraph #3 (a), one (1) a/c jettisoned one quarter (¼) ton of bombs at (49°30'N-18°30'E) due to hang up, #2 release froze, and one (1) a/c jet-

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Ltr Marr Miss Rpt 464 BG cont'd

tioned two and one half (2½) tons at (49°40'N-19°55'E) due to rack malfunction.

One (1) a/c returned two and one half (2½) tons of bombs to base for reasons outlined in paragraph #3 (b).

Recapitulation of Bombs.

Dropped on target	67½ tons
Jettisoned	5½ tons
Returned to Base	2½ tons
Bombs accounted for	<u>75 tons</u>

Bomb strike photos show approximately 127 strikes starting 7,000 feet southeast of the refinery and extending through open country a mile and a half (1½) west to a point 3,500 feet south of the plant. Earlier bombing on the target caused the central and northern portions of the refinery to be obscured by a heavy cloud of smoke.

5. A-5 automatic pilot was used by the Group Leader. The leader of the second attack unit did not use A-5 as it was inoperative, however on return trip the A-5 worked satisfactorily.

6. There was no flak at the target itself, however S/MIH was encountered coming from Oswiecim, being just out of range. Flak was low and to the right.

One crew reported SIH at 11033 hours at Kalwarja (49°52'N-19°42'E), this also being out of range, with bursts low and to the right.

Flak was observed S/MH at Budapest, and SH at Split, the accuracy of which could not be determined.

7. One (1) unidentified T/E a/c was observed at (49°40'N-18°52'E) flying to rear and at right angles to formation at 11143 hours. E/A was at 20,800 feet. No attempt was made to attack our formation.

8. Rendezvous with twenty (20) F-51 a/c was made at 09173 hours at (45°07'N-17°31'E). Good cover was given on penetration, over the target and on withdrawal to (46°13'N-18°40'E) at 12153 hours where the last of the fighter escort was seen.

9. At the Base on take off a few patches of stratocumulus extending over the Adriatic, with tops at 5000-6000 feet. Over the Dinaric Alps, 2/10 cumulus with tops at 8000 feet.

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Ltr Narr Miss Rpt 464 SG cont'd

Altostratus at 19000 feet, North of Sava River to South of Budapest. From Budapest to Czechoslovakian border 7/10 to 8/10 cirrus tops 23,000 feet. Over Czechoslovakian Mountains 2/10 to 3/10 low cumulus. At the target 2/10 low cumulus. On return cumulus had built up to 10,000 feet over Dinaric Alps with some cumulonimbus to 22,000 feet. Visibility over entire route was over 20 miles except over the Adriatic where it was 15 miles. Base on return was clear.

10. One (1) a/c No 44-41084 landed at Foggia at 14208 hours for gasoline, and landed at this base at 16053 hours.

11. The following observations were reported by returning crew members:

Time

1207B	47°10'N-19°00'E	20000	Landing strip under construction running east and west. Appeared to be in process of being lengthened. Numerous pieces of machinery observed. Photo attached.
1210B	47°28'N-19°22'E	19000	Large circular A/D near Budapest with hangars along SW edge and SE end of field. 23 S/E and 3 T/E dark and silver a/c observed. A/D appeared to have been bombed and repaired.
0955B	46°55'N-19°00'E (Kalacea)	18500	A/D - two fairly long runways running parallel, with two (2) T/E a/c.
1104B	49°45'N-19°25'E	20500	35 barrage balloons in a valley around a long narrow strip of water near a dam.
1125B	49°08'N-18°50'E (Vrutky)	20000	M/Y with 500 wagons.
1136B	48°29'N-19°07'E	20600	Supply dump 300X500 feet and small empty M/Y.
0945B	46°00'N-18°40'E	18700	40/50 barges and river boats in Danube River heading north. Being towed by large boats.
1005B	47°10'N-19°48'E (Czegled)		Eight large a/c on ground, looked like transports.
1130B	48°50'N-19°27'E	20000	Black smoke up to 20000 feet also flames between two towns, could not determine cause of smoke.

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11333	47°40'N-17°40'E	19500	R/Y with 500 wagons. (Hatvan)
12173	46°35'N-18°55'E	19000	At least 100 oil barges moving NW toward Budapest.
11343	46°35'N-19°30'E	20000	R/Y with approximately 500 wagons.
10473	49°11'N-18°50'E	20500	Large factory installation ap- peared active.
11003	Target	20500	Observed what appeared to be an effective smoke screen at Cwiecin. 20/30 smoke generators observed on both sides of river and to the SE of the city.

12. Twenty seven (27) a/c landed at this base between 1420 hours and 1445 hours. One (1) a/c landed at 1005 hours after landing at Foggia for gasoline.

13. Route was flown as briefed. Track chart showing route flown inclosed.

14. Five (5) a/c attempted photographs. Selected print attached.

15. At 11053 hours at 20,000 feet, while on the bomb run, two minutes before bombs were released, a B-17 a/c came in from two (2) o'clock to within 500 yards. Our a/c fired on the B-17 which peeled off to the left. Approximately ten (10) minutes later a B-17 also came in from two (2) o'clock and apparently tried to join the formation. The B-17 over ran the formation and throttled back. It finally turned and headed back towards target. No flak was shot at this a/c the first time it was spotted coming from the direction of Cwiecin. The B-17 a/c was dark colored and crew members were unable to see any markings on tail or any other mark of identification on it.

For the Commanding Officer:

2 Incls:
Incl 1 - Track chart
Incl 2 - Selected photograph

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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