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

JCH/PFE/hcb

319.1

4 September 1944

SUBJECT: Narrative Mission Report

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

1. On 4 September 1944, twenty eight (28) scheduled B-24 a/c and three (3) spare B-24 a/c took off at 0946 hours to bomb Bronzolo South N/Y, Italy.

The thirty one (31) a/c formed into two (2) attack units, the first attack unit being led by Major William H. Reddell, Commanding Officer of the 776th Bombardment Squadron (H), and the second by 1st Lt. Charles F. Fowler, Flight Leader of the 778th Bombardment Squadron (H).

The three (3) spare a/c returned as follows:

(a) A/C No 42-76340 landed at the 460th Group at 1435 hours due to cross wind at this base, at 1627 hours turned back at Barletta. Jettisoned bombs at (41°35'N-16°20'E).

(b) A/C No 42-78521 landed at this base at 1520 hours, turning back at (42°45'N-15°20'E). Jettisoned bombs at (41°33'N-16°16'E).

(c) A/C No 42-78514 landed at this base at 1513 hours turning back at (42°54'N-15°20'E). Jettisoned bombs at (41°40'N-16°20'E).

Due to cross winds these three (3) a/c were instructed to jettison their bombs in the Adriatic and fly until the gas load had been substantially reduced as a safety precaution.

2. Group form up and line rendezvous was made as planned. On the wing rendezvous this Group was two (2) minutes late due to a low overcast and being two thousand (2000) feet higher than briefed altitude.

3. One (1) a/c returned early. A/C No 42-52514 turned

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back at (42°22'N-14°06'E) with three (3) generators out. This a/c landed at 14503 hours at the 460th Base due to weather conditions and arrived at this base at 17304 hours.

4. Twenty seven (27) a/c were over the target at 13253 hours (prior target time 15123 hours) and twenty three (23) a/c dropped fifty five and three quarters (55 3/4) tons of 500 lb G.P. bombs (.1 nose and .025 tail fusing) from 22,600 feet.

Six (6) a/c jettisoned fifteen (15) tons; three (3) spare a/c jettisoned seven and one half (7 1/2) tons for reasons outlined in paragraph No 1 (a) (b) (c), one early return jettisoned two and one half (2 1/2) tons at (41°32'N-16°30'E) for reasons outlined in paragraph No 3, this a/c also being instructed to jettison bombs due to cross winds, one (1) a/c jettisoned two and one half (2 1/2) tons at (46°01'N-11°27'E) as bomb sight went out and #1 turbo was out and a/c was low on gas, one (1) a/c jettisoned two and one half (2 1/2) tons at (45°52'N-11°50'E) as bombardier could not put racks in select position over target and after leaving target lost #3 engine and was losing altitude and air speed.

Four (4) a/c returned six and three quarters (6 3/4) tons of bombs to base; one (1) a/c returning two and one half (2 1/2) tons as rack or intervalometer froze up and could not release, one (1) a/c returned one and one quarter (1 1/4) tons due to rack malfunction, one (1) a/c returned one half (1/2) tons as the bombardier saw that the bombs were going to hit beyond the target and cut the switches, one (1) a/c returned two and one half (2 1/2) tons as bombs would not release from any position.

#### Recapitulation of Bombs

Dropped on target	55 3/4 tons
Jettisoned	15 tons
Returned to Base	6 3/4 tons
Total tonnage	77 1/2 tons

Bomb strike photos show numerous bomb strikes in Bronzolo South Marshalling Yard both at the aiming point and also 1800 feet further north in the vicinity of the railroad workshops. There are probable hits and near misses on one of the workshops. Several hits were made at the approaches to a highway bridge due west of the center of the marshalling yard.

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5. The Group Leader used the C-1 automatic pilot. The leader of the second attack unit did not use the C-1 automatic pilot as it was inoperative due to Vertical Gyro tremble, used F.O.I.

6. There was no flak at the target. Flak was observed at Feltre (46°01'N-11°55'E) as S F, and at Trento I H. The accuracy could not be determined due to distance.

7. Rendezvous was made with fighter escort at 11303 hours at (44°30'N-13°30'E) when 35/40 P-51 a/c of the 325th Fighter Group were observed. Excellent cover was given on penetration, target and withdrawal, escort being last seen at 15303 hours at the Italian Coast.

8. There was 6/10 to 8/10 strato-cumulus at take-off, tops 7,500 feet. Same cloud coverage over land to Adriatic and for about 2/3 of the Adriatic Route where coverage decreased to few scattered, then clear.

Scattered cumulus over land to target becoming 4/10 - 5/10 in highest mountains east of target.

Clear over target, visibility unlimited. In the area of the target was 4/10 alto-cumulus, tops 15,000 feet. To the west over the Alps were heavy cumulus clouds.

Returning conditions were similar with 3/10 cumulus over base on return.

Visibility was unlimited over entire route.

9. The following observations were made by returning Crew Members:

Time	Place	Altitude	Observation
1305B	(45°39'N-12°36'E)	21000	Truck convoy of forty (40) trucks.
1329B	(46°22'N-11°18'E)	22600	Six (6) anti aircraft guns
1402B	(45°40'N-12°15'E) Treviso	20500	M/Y with a few wagons - However on single track north from M/Y for ten (10) miles was solid with wagons
1409B	(45°39'N-12°53'E)		Transport in canal locks
1501B	(45°50'N-12°50'E)	23000	Fourteen (14) barges along coast moving north

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12573	(44°25'N-12°12'E)	20000	Extensive smoke screen at Ravenna
14021	(45°40'N-12°50'E)	17500	Smoke screen
14378	(45°50'N-12°50'E)	17500	Ten (10) small boats anchored A/D with two (2) T/E a/c
15101	(45°00'N-12°37'E)		Twelve (12) 11 foot size buildings with one chapel
15201	(45°22'N-11°57'E)	10000	Two (2) large piles of equipment located on side of a rail-road yard.

Aircraft and landing grounds with no a/c visible were observed at the following locations:

(45°00'N-12°00'E) (45°10'N-12°55'E)  
 (45°45'N-12°15'E) (45°40'N-12°15'E) (Previous) also  
 4 landing strips on other side of city.

10. Twenty seven (27) a/c landed at this base between 15005 hours and 16025 hours.

11. The route was flown as briefed. Track chart showing route flown inclosed.

12. Eight (8) a/c attempted photographs. Selected prints attached.

For the Commanding Officer:

FRANCIS P. ELSER  
 Major, AC  
 Intelligence Officer

2 Incls:  
 Incl 1 - Track Chart  
 Incl 2 - Selected Photograph