

C O N F I D E N T I A L

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

EVB/FTE /nob

319.1

20 October 1944

SUBJECT: Narrative Mission Report

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

1. On October 20, 1944, thirty four (34) scheduled B-24 a/c took off at 0820A hours to bomb the Primary Target designated in Operations Order No. 220. The thirty four (34) a/c formed in three (3) attack units. The first attack unit was led by Lt. Colonel Elvin E. Goodyear, Deputy Group Commander of the 464th Bombardment Group (H). The second attack unit was led by 1st Lt Richard R. Price, Flight Leader of the 779th Bombardment Squadron (H) and the third attack unit was led by 1st Lt Bedford D. May, Flight Leader of the 776th Bombardment Squadron (H).

2. The Group form up was hampered by weather and the fact that the entire Wing was attempting to form up in the same area. The Wing formation was not intact until the North Adriatic was reached.

3. Two (2) a/c returned early. B-24 a/c No 42-78452 returned from 45°36'N - 12°53'E. The pilot states that he was unable to catch the formation after having stalled out due to the low indicated air speed (140 MPH) of the formation.

B-24 a/c No 42-51856 returned from 45°46'N - 12°40'E having lost No 4 engine due to the failure of the induction system.

4. Thirty one (31) a/c were over Rosenheim M/Y at 1253A hours and twenty three (23) a/c dropped fifty seven and one half (57½) tons of 500 pound RDX bombs (.1 nose and .01 tail fusing) from 22,500 feet. Four (4) a/c returned ten (10) tons of bombs as follows: B-24 a/c No 44-41339 because bomb bay doors would not open; B-24 a/c No 42-51178 (third attack unit leader) lost No 1 turbo and could not bomb with the formation; B-24 a/c No 42-51953, because the box leader did not release and also this a/c was not equipped with a bomb sight; B-24 a/c No 42-50963, because the box leader did not release.

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Two a/c jettisoned bombs for the following reasons: B-24 a/c No 44-40928 accidentally released one (1) bomb at 1235A hours in the target area. Two and one quarter (2 $\frac{1}{4}$ ) tons of bombs were jettisoned at 44 $^{\circ}$ 43'N-13 $^{\circ}$ 25'E because the select lever could not be safetied and a landing with the bomb load was considered dangerous. B-24 a/c No 42-95332 did not release as the box leader failed to release and after having to feather No 2 engine, jettisoned two and one half (2 $\frac{1}{2}$ ) tons at 43 $^{\circ}$ 20'N-15 $^{\circ}$ 20'E.

One early return jettisoned two and one half (2 $\frac{1}{2}$ ) tons of bombs at 45 $^{\circ}$ 38'N-13 $^{\circ}$ 15'E as a landing with three (3) engines in the rough air prevalent at the base was considered inadvisable. The other early return brought back two and one half (2 $\frac{1}{2}$ ) tons of bombs to the base.

Two (2) a/c bombed targets of opportunity: B-24 a/c No 41-29453 did not release on the target bombed by the formation because the box leader did not drop, and because No 4 engine was throwing oil and torching excessively, a target of opportunity at 45 $^{\circ}$ 46'N-13 $^{\circ}$ 00'E, Latisana, Italy, was selected. Two and one half (2 $\frac{1}{2}$ ) tons were dropped from 18,000 feet at 1327A hours but the target was not hit. B-24 a/c No 44-41084 did not bomb the Rosenheim M/Y for the reason that the bombardier did not realize in sufficient time that this target was to be attacked. Bridges at 47 $^{\circ}$ 36'N-12 $^{\circ}$ 11'E, Kufstein, were attacked but missed.

The thirty second a/c left the formation at 1226A hours and thus did not go over the target with the formation. The disposition of the bomb load of this a/c is not known.

Recapitulation of Bomb Tonnage

23 a/c of 31 a/c over the target dropped	57.5 tons
4 a/c of the a/c over the target returned	10 tons
2 a/c of the a/c over the target (jettison and accidental release)	5 tons
2 a/c dropped on targets of opportunity	5 tons
1 a/c Early Return, jettisoned	2.5 tons
1 a/c Early Return, returned to base	2.5 tons
1 a/c down at friendly field	2.5 tons
Total	<u>85.0 tons</u>

The first attack unit leader bombed using the C-1 automatic pilot. The second attack unit leader relinquished the lead to C-13 just prior to the bomb run. This a/c toggled on the Group Leader. The third attack unit leader did not

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release on the target for the reason given in paragraph No 4. Bombing was visual.

Bomb strike photos show at least 8 hits on several columns of freight cars in the center of Rosenheim M/Y--adjacent to the east end of the Railroad Station. Additional strikes were on the east choke point, with possible direct hits on the Railroad Bridge. Approximately 15 other strikes were visible 1500 feet northeast of the railroad station in a mixed Industrial and Residential Area. Heavy cloud cover over the Target Area obscured a majority of the impacts.

5. No flak was encountered at the target. Moderate, heavy flak was observed at 45°15'N-12°31'E. Two (2) bursts of heavy flak were observed at 45°57'N-12°30'E.

One (1) crew reports that at 45°36'N-12°52'E at 1325A hours from 17,500 feet, two (2) small a/c were observed at extreme range of vision to the left of the formation traveling at an estimated 600 MPH. The two (2) unidentified a/c flying abreast at the same altitude as the formation, made a long sweeping dive and came up to the right of the formation and out a great distance from the formation.

6. Fifteen (15) P-38 a/c were observed at 47°20'N-12°15'E. Five (5) P-38 a/c were observed at 43°56'N-14°09'E at 1404A hours and two (2) P-51 a/c at 42°45'N-14°23'E. These a/c were not considered to be escort for this group.

7. Weather was as follows: 6/10 stratocumulus and swelling cumulus at take off and 8/10 from base to coast, tops generally 8,000 feet with scattered swelling tops to 12,000 feet. There was also 3/10 altostratus at 10-12,000 feet.

3/10 to 5/10 altostratus at 12,000 feet and 1/10 to 3/10 cumulus over Adriatic, tops 8-10,000 feet.

3/10 cumulus over coast increasing to 4/10 over South Slopes of Alps to 8/10 over North Slopes. Tops were 10-13,000 feet.

Overcast with cumulus at primary target and 9/10 at alternate, tops of clouds 8-10,000 feet. Visibility was unlimited.

Little change on return except for improvement in conditions in base area.

2/10 cumulus, tops 8,000 feet at base on return. Visibility 20-30 miles entire route.

8. B-24 a/c No 42-51643 reported missing after being

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last observed at 46°20'N-12°31'E at 1226A hours leaving the formation for reasons unknown, is now reported down at a friendly field.

9. The following observations were reported.

Time	Place	Alt.	Observation
1140A	46°02'N - 12°31'E	19,000	Five (5) SEF on A/D
1322A	46°11'N - 12°57'E	18,000	Bridges at Pinzano appear to have been repaired.

10. The route was flown generally as briefed with minor changes due to weather encountered along the route. The decision to bomb the Rosenheim M/Y was made when the area in the vicinity of the IP for the primary target was totally obscured by 10/10 cloud coverage. A right turn was executed to pick up the IP for the Rosenheim M/Y, but as this was impossible due to cloud coverage, the lead Navigator, orienting his position in relation to Lake Chiem took up a heading of 300 degrees to the target. On the return the formation flew a direct course from K.P. to base. Track chart showing route flown attached.

11. Thirty one (31) a/c landed at this base between 1515A hours and 1545A hours.

12. Three (3) a/c attempted photographs. Selected print inclosed.

For the Commanding Officer:

FRANCIS F ELDER  
Major, Air Corps  
Intelligence Officer

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