

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

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

MCK/FFE/jmm

319.1

1 November 1944

SUBJECT: Narrative Mission Report

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

1. On 1 November 1944, twenty eight (28) scheduled B-24 a/c plus three (3) designated spares took off at 0850 hours to bomb the Primary Target specified in Operations Order No 230.

The thirty one (31) a/c formed in two attack units, the first of which was led by Colonel A. L. Schroeder, Group Commander of the 464th Bombardment Group (H) and the second by Captain Charles T. Fowler, Flight Leader of the 778th Bombardment Squadron (H).

2. B-24 a/c No 42-52066 failed to make assembly because of a broken hydraulic line. This a/c circled the field until the formation had departed, then flew out over the Adriatic and jettisoned bombs at 41°20'N-17°00'E at 1015A hours to minimize the hazard of landing with a broken hydraulic line. This a/c landed at 1120A hours.

3. The Group Form-up was as prescribed. The 464th Bombardment Group (H) was three (3) miles behind the 465th Bombardment Group (H) over Andria; however the Wing formation was made in a satisfactory manner ten (10) minutes later.

4. B-24 a/c No 42-51503 left the formation at 42°00'N-16°20'E at 1030A hours because the tail gunner had an attack of sinus trouble. Subsequent to landing at 1105A hours. This crew member was hospitalized. Two and one half (2½) tons of bombs were returned by the a/c.

B-24 a/c No 42-51760 left the formation at 44°20'N-14°15'E because of the illness of the Co-Pilot. Two and one half (2½) tons of bombs were returned by the a/c which landed at 1210A hours.

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Ltr Narr Miss Int, contd

B-29 a/c No 44-41331 left the formation at 11<sup>02</sup>30N-14<sup>01</sup>10'E at 1140A hours due to a leak in the oxygen system. Two and one half (2½) tons of bombs were returned by this a/c which landed at 1315A hours.

B-29 a/c No 44-10610 unable to maintain formation position because No 1 engine cut out intermittently. Left formation at 11<sup>04</sup>21N-14<sup>02</sup>01'E at 1155A hours. This a/c returned two and one half (2½) tons of bombs, landing at 1400A hours.

5. Twenty five (25) a/c were over the Cross WY at 1305A hours and twenty two (22) a/c dropped fifty four (54) tons of 500 pound RVB bombs (.1 nose and .01 tail fusing) from 21,500 feet. One of the a/c over the target carried only six (6) bombs.

Three (3) of the twenty five (25) a/c over the target failed to release on this target for the following reasons:

B-29 a/c No 42-95332 lost the formation on a turn at 1305A hours but continued on to the target alone after breaking out of the weather into the clear over Cross but too late to release on the target. This a/c dropped two and one half tons of bombs on a target of opportunity at 14<sup>02</sup>33N-15<sup>02</sup>41E with unobserved results. The target was described as an Industrial Installation and adjoining dam.

B-29 a/c No 42-51157 jettisoned two and one half (2½) tons of bombs at 17<sup>00</sup>01N-15<sup>04</sup>40'E at 1305A hours in order to lighten load and thus keep altitude and formation position after No 3 prop ran away and No 2 turbo went out.

B-29 a/c No 42-51226 did not release on the target for the stated reason that they did not see the rest of the formation release. This a/c returned two and one half (2½) tons of bombs.

B-29 a/c No 42-51256 lost the formation in weather at 1305A hours on the turn referred to above, and being unable to locate the formation, turned back and bombed as a target of opportunity a P. E. Bridge at 14<sup>02</sup>31N-16<sup>01</sup>10'E at 1325A hours from 20,000 feet. Target was missed, the bombs striking in a small town.

Recapitulation of bomb tonnage

22 a/c over the target dropped

54 tons

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War News Miss Lett cont'd

1 a/c over target bombed target of opportunity	2.5 tons
1 a/c over target jettisoned	2.5 tons
1 a/c over target returned	2.5 tons
1 a/c bombed target of opportunity	2.5 tons
4 a/c early returns brought back	10. tons
1 a/c early return jettisoned	2.5 tons
	<u>78.50 tons</u>

Bombing was by TTT on start of bomb run; however a break in the clouds permitted the latter part of the run to be made visually. The Group leader used the C-1 automatic pilot and the Second Attack unit made the run manually, the C-1 being inoperative.

Bomb strike photos show numerous hits starting 1000 feet east and running across the Marshalling Yard at the briefed aiming point. At least six (6) hits in the yard are discernible on photos obscured by considerable smoke. Five additional strikes are in the large factory area at the south-east end of the M/Y. A large concentration of bombs extends through an open area, 1500 feet southwest of the yard.

6. N to I A H flak was encountered at Crac. Crews report time in flak from three (3) to five (5) minutes. The crew of the a/c which bombed the target at 46°33'N - 15°20'E reports N A H flak at this target. Scent flak was observed three (3) minutes after target time from an area south of Crac.

Three (3) FW-190 a/c were reported observed at 46°03'N - 15°36'E at 1236A hours. F/A were 4000 feet below the formation which was at 10000 feet at the time. No attack was made by the F/A.

7. Escort consisting of 25 P-51 a/g intercepted the formation at 46°31'N - 16°11'E at 1235A hours and provided navigation, target and withdrawal escort and was last observed at 44°40'N - 15°12'E at 1500A hours.

8. Base 7/10 thin altostratus and 2/10 stratocumulus at take off.

Route 2/10 to 4/10 stratocumulus over Adriatic, tops 8,000 feet and 7/10 to 9/10 altostratus, base 16,000 lowering to 11,000 feet in North Adriatic.

Over Dinarics 4/10 stratocumulus and stratus, tops 10,000 feet and 6/10 cirrostratus, base 18,000 feet.

10. From base, contd.

From Dinaria to EB to Rainbow Tower, 2/10 cirrus-  
cumulus at 20,000 feet and 1/10 to 2/10 cumulus, cumu-  
lus base at 15,000 feet. 2/10 cirrus south of target.  
From 2/10 to 2/10 cirrus cumulus, top at 20,000 feet.  
From 2/10 to 2/10 to 10/10 cirrus cumulus at 20,000 feet  
and 2/10 altostratus, base 15,000 feet. Visibility 10  
miles in haze.

On return, base location of high and middle cloudiness  
and 5/10 cumulus over Dinaria, top 20,000 feet.

At base, 8/10 altostratus, base 15,000 feet and 1/10  
to 2/10 cumulus.

Visibility entire route, 10-20 miles in haze. No  
icing or encumbrance.

11. The following observations were reported:

<u>Time</u>	<u>Place</u>	<u>Alt.</u>	<u>Observations</u>
1015A	45°00'N-15°47'E	10,000	Large factory U/C
1050A	Group	10,000	Six (6) to eight (8) smoke generators just being started. There were not observed to be operating at 1030A hours.
1100A	45°30'N-15°11'E	11,000	U/C under construction, run- way generally east and west. East end being extended.

One crew reports flying over Luchinacolo at 4000  
feet without encountering flick.

10. The route was flown or briefed to the Key Point, then  
right of course to 45°15'N-16°00'E then the formation crossed  
the briefed course to 45°47'N-15°03'E then turned to parallel the  
briefed course and was back on course at 46°47'N-16°02'E. At  
1257A hours at 47°14'N-15°18'E the Group Leader was notified  
to bomb Gray W/Y and a turn was made onto an axis of 255 degrees.  
On the return from the target, a right turn was executed at 45°  
16'N-15°22'E to avoid weather, thence to 44°05'N-15°00'E, thence  
to base. Track chart showing route flown attached.

11. Twenty six (26) s/c landed at this base between 1534A  
hours and 1615A hours.

12. Two (2) s/c received flick damage, one of which will

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Its New York City, dated 1/1/50  
is inoperative for more than twenty-four (24) hours.

2. Also (6) (c) attached photographs. Selects and  
attach.

For the Comptroller's Office:

W. C. S. BLISS,  
Director,  
Intelligence Officer

- Incls:
- Incl 1 - Work Sheet
- Incl 2 - Selected Photographs