

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

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

MCK/FFE/hob

319.1

16 November 1944

SUBJECT: Narrative Mission Report

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

1. On 16 November 1944, twenty seven (27) of twenty eight (28) scheduled B-24 a/c plus one (1) spare B-24 a/c comprising the Red Force took off at 0755A hours to bomb the Munich West M/Y, Germany.

One (1) a/c No 44-49048 failed to take off due to No. 1 booster pump being inoperative.

The twenty eight (28) a/c formed into two (2) attack units, the first being led by Lt. Colonel Elvin E. Goodyear, Deputy Group Commander, and the second by 1st Lt. Edward H. Cockerham, First Pilot of the 779th Bombardment Squadron (H).

2. Group formation was made without incident. The two (2) Group rendezvous was made as prescribed except that the 465th Group did not line rendezvous over Andria due to cloud conditions. They joined the Wing formation over Spinazzola and proceeded to the target.

3. Three (3) a/c returned early:

A/C No 42-78514 turned back at (43°00'N-15°21'E) at 1012A hours as the oil pressure on #4 dropped to thirty (30) pounds and the prop was feathered. This a/c landed at this base at 1055A hours. This a/c returned one and one quarter (1 $\frac{1}{4}$) tons of bombs to base and jettisoned one quarter ($\frac{1}{4}$) ton at 1035A hours at (41°26'N-16°15'E) because the detonator could not be removed.

A/C No 42-51563 turned back at Ancona at 1104A hours because No. 3 supercharger became inoperative. This a/c returned to this base at 1205A hours. This a/c returned one and one half (1 $\frac{1}{2}$) tons of bombs to base.

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Ltr Narr Miss Rpt, contd

A/C No 42-50843 turned back at 46°30'N-120°00'E when No. 1 and 2 superchargers became inoperative. This a/c returned one and one half (1½) tons of bombs to the base. This a/c landed at this base at 1410A hours.

4. Twenty-five (25) a/c were over the target at 1301A hours (briefed target time 1213A hours) and twenty five (25) a/c dropped thirty seven and one half (37½) tons of 500 pound mixed GP and RDX bombs (.1 nose and M1 tail fuse) from 26,000 feet.

The three (3) a/c returning early, returned four and one quarter (4¼) tons of bombs to base, and one (1) early return jettisoned one quarter (¼) ton. (See paragraph No. 3).

Recapitulation of Bombs

Dropped on target	37½ tons
Jettisoned	¼ ton
Returned to base	4¼ tons
Total	42 tons

Bombs away photos show thirty bombs falling into a solid overcast. Due to the cloud cover, it is impossible to determine the location of impacts.

Bombing was by PFF due to a complete overcast at the target. Interrogation of the PFF Navigators revealed the fact that this was a well handled PFF Mission. One (1) PFF a/c was in the lead and one (1) in the first deputy lead position. The target area was picked up on the scope by the lead a/c fifty (50) miles and the other forty (40) miles from the target. The entire approach and bomb run was made by PFF.

The lead PFF operator called five (5) range readings to the bombardier during the bomb run, and all agreed readings checked with the bombardier. The other PFF operator made four (4) readings to his bombardier with the same results.

Four (4) course corrections were made, the last one being two (2) degrees to left for course, ten (10) miles from the target. The last reading for range was five (5) miles from the target.

The lead PFF Navigator picked up the target on the scope, and the other PFF Navigator could pick up only the target area of Munich.

The bombardier used Meteorological data to set up the dropping angle.

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Ltr Narr Miss Rpt, contd

There was no visual operation on this mission.

The PFF equipment in the lead a/c functioned 9/10 of the time, being in good order on the bomb run, and the equipment in the other a/c was in operation for the entire mission.

The lead PFF Navigator is of the opinion that bombs were dropped on the target due to him being able to pick up the target on his scope without difficulty and the fact that his range readings and axis of attack agreed with the bombardier's data.

5. The Group leader used C-1 automatic pilot on the bomb run. The leader of the second attack unit did not use the automatic pilot as this a/c did not have PFF equipment and dropped on the Group leader.

6. Flak at the target was reported to be IHH and lasting for five (5) to six (6) minutes. Crews report that the 465th Group which preceded this Group over the target received more accurate fire. The bursts were mostly black, with a few red bursts reported, as well as some large white bursts both below, level and above the formation. Crews reported both barrage and tracking type of fire. Flak was observed at the following locations: Pala - I - H and Udine - M - H.

7. Twelve (12) P-51 a/c were first observed at 1050A hours at (43°20'N-13°40'E) and were last observed at 1230A hours at (47°20'N-11°05'E).

8. Weather was 1/10 cirrus at 20,000 feet and 3/10 to 4/10 stratocumulus, tops 7,000 feet at take off.

3/10 stratus over South Adriatic, tops 8,000 feet increasing to 5/10 in North Adriatic, tops 9,000 feet. 1/10 cirrus over entire Adriatic.

Generally clear in Northern Italy. Over Alps 8/10 to 9/10 cirrostratus, tops 20,000 feet with unknown amount of cumulus below.

At target, 9/10 to 10/10 altocumulus, tops 18,000 feet. Visibility was 20 miles.

On return, little change except for increase in low clouds in North Adriatic.

7/10 stratus and stratocumulus at base on return. Tops 7,000 feet. 3/10 cirrus at 19,000 feet and light rain. Showers falling from low clouds.

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Ltr Narr Miss Rpt, contd

9. Three (3) of our a/c are missing and one (1) a/c is at a friendly field.

A/C Missing:

A/C No 42-51761 -R/D-This a/c was last seen near Ancona (43°38'N-13°31'E) under control with one (1) engine feathered at 1445A hours.

A/C No 44-41084 -W/L-Was last seen at (47°35'N-11°10'E) at 1244A hours under control and gradually dropping out of formation. No visible signs of trouble.

A/C No 42-95340 -Y/L-Pilot of this a/c called to formation that he did not have enough fuel to get to the target and back to base. This was at 1230A hours at (46°56'N-11°16'E).

A/C No 41-29394 -W/R-Landed at 1600A hours at the 97th Bomb Group with its electrical system shot out. There were no crew injuries.

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

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1150A	Udine	23,000	Landing strip with 4 a/c in re- vetments. Construction going on appeared to be lengthening runways.
1145A	(45°38'N-12°59'E)	23,000	A large vessel in harbor.
1155A	(46°10'N-12°42'E)		Smoke screen covering small area near a small town.
1241A	Innsbruck		Smoke screen just starting only small area covered.
1315A	(46°15'N-13°04'E)	24,000	Fifty (50) M.T. parked in a group.

11. Twenty (20) a/c landed at this base between 1530 and 1600A hours. One (1) a/c landed at 1650A hours.

12. Route was flown as briefed.. Track Chart showing route flown inclosed.

13. One (1) a/c attempted photographs. Selected print inclosed.

14. Seven (7) scheduled B-24 a/c plus one (1) spare B-24 a/c comprising the Blue Force took off at 0855A hours to bomb the Primary target named in Operations Order No. 251.

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The eight (8) a/c formed into one (1) attack unit, being led by 1st Lt. Donald L. Nann, Flight Leader of the 779th Bombardment Squadron (H).

15. Form up was delayed due to late take off necessitated by last minute fusing of bombs. The 465th Group was not contacted until over Spinazzola and they were not observed after that time. The 464th Group fell in behind the 460th at Spinazzola and proceeded on course.

16. There were no early returns and the spare a/c remained with the formation.

17. Eight (8) a/c were over the target at 1129A hours at 20,000 feet, but due to a total overcast it was impossible to pick up the target. As there were no alternate targets briefed, bombs were returned to the base. Eight (8) a/c jettisoned .8 tons of long delay fused bombs in the Adriatic at approximately 1240A hours in the vicinity of (42°20'N-18°00'E). Two (2) a/c jettisoned .1 tons of 100 pound GP bombs unintentionally at the same time and place. Eight (8) a/c returned 7.1 tons of 100 pound GP bombs (.1 nose and .01 tail fuse) to base.

Recapitulation of Bombs

	Long Delay Fuse	.1 and .01 fuse
Jettisoned	.8 tons	.1 tons
Returned to Base		7.1 tons
Totals	<u>.8 tons</u>	<u>7.2 tons</u>

18. Scant heavy flak was observed in the area of the IP and the target, but due to overcast it was impossible to pin point the exact locations.

19. Weather was 2/10 stratocumulus, tops 4,000 feet at take off, continuing to coast and across Adriatic.

Over Dinarics, 8/10 cumulus, tops 14,000 feet and 2/10 to 3/10 cirrus at 22,000 feet. On east side of mountains, clouds broke to 5/10 patchy stratocumulus, tops 8 to 9,000 feet.

At target 5/10 to 6/10 scattered, tops 9,000 feet. Visibility was 20 miles.

On return, cloud had built up over mountains to 16,000 feet and stratocumulus over Adriatic had increased to 4/10 to 5/10. 7/10 stratocumulus at Base on return with light showers.

20. One (1) crew reported that roads were carrying an unusual amount of Motor Transport, with general direction of travel being North.

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Ltr Narr Miss Rpt, contd

21. Eight (8) a/c landed at this base between 1335 and 1345A hours.

22. Route was flown fifteen (15) miles South of course to Yugoslavian Coast, then due North to IP, then as briefed and over target and return. Track Chart showing route as briefed and flown inclosed.

For the Commanding Officer:

3 Incls:
Incl 1 - Track Chart-Red Force
Incl 2 - Track Chart-Blue Force
Incl 3 - Selected print.

FRANCIS F. ELDER
Major, AC
Intelligence Officer