

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

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

BVB/FFE/fh

319.1

22 November 1944

SUBJECT: Narrative Mission Report

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

1. On 22 November 1944, twenty six (26) scheduled B-24 a/c took off at 0720A hours to bomb the Primary target designated in Operations Order No 261. The group formed in two (2) attack units, the first of which was led by Brigadier General George R. Acheson, Commanding General of the 55th Bombardment Wing (H) and the second, by 1st Lieutenant Lewis M. Perkins, Flight Leader of the 778th Bombardment Squadron (H).

2. The Group form up was satisfactory. The 465th Bombardment Group (H) did not rendezvous as prescribed with the 464th Bombardment Group (H) which circled three (3) miles south of Andria to Canosa at 12,000 feet and passed over Canosa at 0822A hours, falling in behind three (3) boxes of the 460th Bombardment Group (H) at Spinazzola at 0836½A hours. The 485th and 465th Bombardment Groups (H) joined the formation in the North Adriatic.

3. Four (4) a/c returned early as follows:

B-24 a/c No 42-51760 experiencing difficulty on take off jettisoned its bombs on take off and returned to base landing at 0740A hours. The engineer on this a/c at take off saw that the cylinder head temperature of No 1 engine was 60 degrees lower than the other engines (the pilot at the time was fighting prop wash) and thinking that No 1 engine would go out, pulled the salvo lever.

B-24 a/c No 42-52070 returned from Andria, landing at 0830A hours, because No 1 turbo was out. Bombs were returned.

B-24 a/c No 44-41337 left the formation at 1030A hours at (44°20'N-13°25'E) when No 4 engine was feathered because of a faulty prop governor. This a/c landed with bombs at 1145A hours.

B-24 a/c No 41-29453 lost the formation in weather at (47°39'N-12°44'E) and returned directly to base without attempting to bomb a target of opportunity. This a/c returned two (2)

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tons of bombs landing at 1406A hours.

4. Eighteen (18) a/c were over Salzburg M/Y and seven (7) a/c dropped fourteen (14) tons of 500 pound GP bombs (.1 nose and .01 tail fusing) at 1224A hours from 18,000 feet, while ten (10) a/c dropped twenty (20) tons of bombs at 1229A hours from 27,400 feet.

One (1) a/c of those over the target failed to bomb at Salzburg for the following reason:

B-24 a/c No 42-95337 lost the formation in weather and went over the target with a/c of the 460th Bombardment Group (H). The bomb bay door froze on the bomb run so this a/c dropped on Lend M/Y at (47°18'N-13°02'E) at 1240A hours from 18,000 feet.

Four (4) a/c were prior returns and failed to reach the target for the following reasons:

B-24 a/c No 42-78514 feathered No 1 engine because of loss of oil pressure, left the formation at (46°23'N-12°35'E) at 1223A hours from 23,500 feet. Two (2) to three (3) hits observed in M/Y with the remainder in an open field. This a/c landed at 1415A hours.

B-24 a/c No 42-78612 lost the formation in weather at (47°37'N-12°43'E) and on return bombed as a target of opportunity the Highway Bridge at Amaro (46°23'N-13°08'E) at 1219A hours from 20,000 feet. One (1) strike observed near bridge approach. This a/c landed at 1416A hours.

B-24 a/c No 42-50962 lost the formation in weather and on return bombed a RR and Highway Bridge in the Udine Area at 1230A hours from 20,000 feet. The target was not hit. This a/c landed at 1430A hours.

Recapitulation of Bomb Tonnage

17 a/c dropped on target	34 tons
1 Early Return jettisoned	2 tons
3 Early Returns brought back	6 tons
4 Prior Returns bombed targets of opportunity	8 tons

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1 a/c over target bombed target of opportunity  
Total

2 tons  
52 tons

The Group leader bombing from 27,400 feet used the C-1 automatic pilot and bombed by PFF. The leader of the second attack unit bombed visually from 18,000 feet using the PDI as the C-1 automatic pilot was erratic.

Bomb strikes on the first alternate target were recorded on oblique photos only. These show a concentration of hits on the south end of the target and another group of bomb strikes further west, in the residential area between the main railroad station and the Salzach River. At this point there are probable hits on the railroad tracks immediately east of the railroad bridge. Additional strikes fell along the river bank one mile southeast of the railroad station. One a/c bombed and photographed a target of opportunity at Lend, Austria. Photos show these hits to be in open areas adjacent to the marshalling yard.

5. The first attack unit at 27,400 feet encountered SIH flak at Salzburg while the second attack unit at 18,000 feet report the flak as M to IAH.

Flak was observed at the following locations:

Traunstein	(47°53'N-12°39'E)	MIH
Udine	(46°03'N-13°15'E)	SIH
Venice	(45°29'N-12°25'E)	SIH
Berchtesgaden	(47°38'N-13°00'E)	SIH

6. Two (2) crew reports twelve (12) unidentified SEF observed between Lienz (46°50'N-12°45'E) and Zell am See (47°19'N-12°48'E) at 1156A hours. The SEF were at 15,000 feet and flying in a southerly direction. The formation was at 23,000 feet. The a/c were described as dark in color. A dogfight involving unidentified a/c was observed at 1219A hours at (48°15'N-12°45'E) at 26,000 feet, the formation being then at 26,700 feet. Twenty five (25) fighters reported to be engaged.

7. Escort of fourteen (14) P-38 a/c observed first at 1125A hours at (46°10'N-12°48'E) and twenty five (25) P-51 a/c 1140A hours at (46°40'N-12°45'E). The escort was last observed at 1342A hours at (44°00'N-13°46'E).

8. Weather was as follows: 4/10 stratocumulus at take off, tops 9,000 feet, continuing to coast.

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2/10 cumulus, tops 10,000 feet in South Adriatic decreasing to 1/10 northward and to clear extreme north and in N Italy.

Clear over S Alps, except for valley stratus.

Over N Alps, 8/10 thick cirrostratus base 20-22,000 feet, tops 25,000 feet. Persistent vapor trails from 22,000 to 26,000 feet from this point northward.

At Munich 10/10 cirrostratus, tops 25,000 feet.

At Salzburg, 8/10 cirrostratus, tops 25,000 feet. Patchy stratocumulus below, tops 8,000 feet.

Similar conditions on return except cirrostratus extended to N Adriatic shore.

9. The following observations were reported:

Time	Place	Altitude	Observation
1110A	Venice	22,000	One (1) large transport and one (1) large freighter docked.
1140A	(45°26'N-12°20'E) 46°39'N-12°37'E	19,000	Five hundred (500) men, single file, climbing over mountains headed south.
1220A	48°10'N-12°49'E	18,000	Smoke generators at Burghausen active, covered town well.
1250A	(46°31'N-13°18'E)	19,000	Pantebba M/Y contains about 250 units.

At 1245A hours at (46°46'N-12°50'E) when at 26,000 feet a call to the fighters was heard from Fruitfort 4, shortly thereafter the crew was ordered to bail out.

10. One (1) crew member received a minor wound from flying glass as a result of flak. None of our aircraft received flak damage.

11. Eighteen (18) a/c landed between 1425A hours and 1510A hours. The four (4) prior returns landed between 1336A hours and 1430A hours.

12. The route was flown as briefed to (48°17'N-12°39'E) the point where the Wing Leader ordered Salzburg to be bombed. The return route was the reciprocal of the route out. Track chart of route flown attached.

13. Four (4) a/c attempted photographs. Selected prints of Lend and Salzburg attached.

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For the Commanding Officer:

FRANCIS F. ELDER  
Major, AC  
Intelligence Officer

2 Incls  
Incl 1 - Track Chart  
Incl 2 - Selected Prints