

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

HEADQUARTERS
165TH BOMBARDMENT GROUP (H)
APO 520 U S Army

111/PPE/100

310.1

27 February 1945

SUBJ: Narrative Mission Report

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

1. On 27 February 1945, twenty three (23) of twenty four (24) scheduled B-24 a/c plus four (4) spares took off at 0850A hours to bomb Burshurg W/V, Austria. The twenty seven (27) a/c formed two (2) attack units. The first attack unit was led by Lt Col James B. Gilson, Commanding Officer of the 770th Bombardment Squadron (H) and the second by Captain Wayne G. Shearer, Flight Leader, 777th Bombardment Squadron (F).

2. The form-up was accomplished over the local area without incident. This Group was over Andria six (6) minutes late where rendezvous with the 165th Bombardment Group (H) was effected. Wing rendezvous was satisfactory.

3. B-24 a/c No 42-95364 failed to take off because scavenger pump on No. 4 engine failed. Effort to take off in a second a/c was frustrated due to fouled plugs in latter a/c.

4. Twenty seven (27) a/c were over the target at 1353A hours and dropped sixty-six (66) tons of bombs (5 x 1,000 lb. MXX, .1 nose and .01 tail fusing) from 24,600 feet on an axis of attack of 218°.

B-24 a/c No 44-49146 jettisoned one half (1/2) ton of bombs at (48°23'N-10°47'E) at 1356A hours. Said bomb having hung up on the rack.

B-24 a/c No 42-95355 jettisoned one (1) ton of bombs at (46°45'N-12°30'E) at 1300A hours in order to lighten load and maintain formation position, after the loss of No. 4 turbo.

Recapitulation of Bomb Tonnage

27 a/c dropped on Primary Target	66 tons
2 a/c jettisoned	<u>1.5 tons</u>
Total	67.5 tons

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Ltr Herr Miss Pnt, contd

5. Bomb strike photos show approximately thirty (30) strikes in open country three and one-half (3½) miles northeast of the marshalling yard. The remainder of the bombs are probably obscured under the dense clouds of smoke which obscure the marshalling yard and a large portion of the city. No part of the yard is visible except for a small area in the immediate vicinity of the main station. It is apparent that the main weight of the earlier attack was on the freight yard and in the built-up city area east of the yard.

6. First Attack Unit Leader used C-1 automatic pilot. Second Attack Unit Leader made the bomb run manually because clutch on C-1 automatic pilot was slipping.

7. The bomb run was by PFF equipment with five (5) course corrections given to the pilot. No PFF sighting angles were used by the lead bombardier who picked up the target area visually. One visual course correction to the right was also made by the bombardier. All PFF equipment worked in a satisfactory manner.

8. Flak at the target was IAH and was encountered for six (6) minutes. Returning crews described flak as being of the track- ing type.

9. Fighter escort consisting of twenty-five (25) to thirty (30) P-51's made rendezvous with the formation at (44°40'N-13°40'E) at 1154A hours and provided excellent cover on penetration, over target and on withdrawal, and were last observed at 1530A hours at (43°30'N-14°00'E).

10. Weather at take off was clear with visibility 20 miles. Generally clear enroute except for a large patch of altostratus to east of course over North Adriatic, stratus on northeast side of Alps and patchy low clouds north of Alps.

5/10 to 6/10 stratus at target, tops 12,000 feet with visibility 15 miles in haze.

On return, 1/10 to 3/10 thin cirrus and patchy low clouds over Adriatic. Visibility lowered in haze to 5 miles in South Adriatic.

Clear at Base on return, visibility 10miles.

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Ltr Narr Miss Fnt, contd

11. Route was flown generally as briefed. Track chart showing route as flown is attached.

12. Twenty-five (25) a/c landed at this base between 1640A hours and 1840A hours. A/C No 44-49409 last to land at this base landed first at Bari.

One (1) B-24 a/c is down at a friendly field.

13. One (1) B-24 a/c is missing. B-24 a/c No 42-51903 was last seen at (47°36'N-10°46'E) at 1425A hours, was heading toward Lake Constance. A/C had dropped behind the formation apparently under control.

14. Fifteen (15) a/c were damaged by flak. Twelve (12) a/c received minor damages, and three (3) a/c received major flak damage and will be inoperational for a period of one hundred (100) man-hours.

15. Four a/c attempted photos. Selected print attached.

16. Observations:

<u>Time</u>	<u>Place</u>	<u>Alt.</u>	<u>Observation</u>
1407A	(47°43'N-10°14'E)	20,000	Three (3) M/Y's in town all completely filled with wagons. Main M/Y has over 200 units in it.
1232A	(46°03'N-12°37'E)	20,000	A/E occupied by 10 M/Y dispersed in revetments.
1254A	(46°50'N-12°45'E)	22,000	Several hundred units in M/Y.

For the Commanding Officer:

FRANCIS F. LIME
Major, AC
Intelligence Officer

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