

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

LSI/PP/jmm

310.1

8 March 1945

SUBJECT: Narrative Mission Report

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

1. On 8 March 1945, eighteen (18) scheduled B-24 a/c plus three (3) spare a/c, comprising Red Force, took off commencing at 1050Z hours to bomb the Verona W/Ys, Italy. The twenty one (21) a/c were led by Lt Col James H. Gilson, Commanding Officer of the 77th Bombardment Squadron (H).

2. The Group form-up, assembly, and rendezvous were accomplished in a highly satisfactory manner.

3. Twenty one (21) a/c were over Verona W/Y at 1444Z hours, and nineteen (19) a/c dropped thirty seven and one half (37.5) tons of 500 lb BDX bombs (.1 nose and .01 tail fusing) from 23,500 feet.

B-24 a/c No 42-78172 returned one half (1/2) ton as two bombs hung up in the racks over the target because of a bomb-shackle malfunction.

B-24 a/c No 44-42797 returned two (2) tons as flak damage incurred over the IP made it impossible for the bomb bay doors to be opened during the bombing run.

B-24 a/c No 42-95355 accidentally released two (2) tons three minutes before the target at 1440Z hours due to an electrical malfunction.

Recapitulation of Bomb Tonnage - Red Force

Nineteen (19) effective sorties dropped on target	37.5 tons
One (1) non-effective sortie (accidental release)	2.0 tons
One (1) non-effective sortie returned	2.0 tons
One (1) effective sortie returned	.5 tons
Total	<u>42.0 tons</u>

4. Bomb strike photos show three distinct concentrations of bomb hits on Porto Nuovo Marshalling Yard. Approximately three dozen strikes were on the east and southeast ends of the

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ward, with the area immediately south of the goods station receiving most of the damage. The next group of strikes was on the shops area in the western part of the yard, where at least one direct hit was scored on the northwest corner of the locomotive depot. The third concentration fell in the heart of the marshalling yard between the railroad station and the car shop.

5. Leader of Red Force used the G-1 Automatic Pilot on the bomb run which worked satisfactorily.

6. Red Force encountered WAF flak of two (2) minutes duration at Verona. Flak was also encountered at the following locations along the route:

Trento (4605N-1107E)	WAF
Poviso (4505N-1117E)	WAF
Comaro (4455N-1150E)	WAF

7. Six (6) a/c attempted photographs. Selected print attached

8. Commencing at 1110A hours, eighteen (18) B-24 a/c plus three (3) spare a/c, comprising Blue Force, took off to bomb the Verona W/Ys, Italy. Blue Force was led by Lt Col William G. Moore, Commanding Officer of the 777th Bombardment Squadron (H).

9. The Group form-up assembly, and rendezvous were accomplished exactly as briefed.

10. Twenty one (21) a/c were over Verona W/Y at 1500A hours, and twenty one (21) a/c dropped forty one (41) tons of 500 lb M77 bombs (.1 nose and .01 tail fuzing) from 23,500 feet.

B-24 a/c No 44-42032 jettisoned one quarter (1/4) tons of bombs at 1508A hours at (4513N-1115E) as one bomb hung up over the target due to a bomb rack malfunction.

B-24 a/c No 44-49401 jettisoned three quarters (3/4) tons at (4300N-1130E) at 1600A hours as three bombs hung up over the target.

Recapitulation of Bomb Tonnage - Blue Force

Twenty one (21) effective sorties dropped on target	41.00 tons
One (1) effective sortie jettisoned	.25 tons
One (1) effective sortie jettisoned	.75 tons
Total	<u>42.00 tons</u>

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

Ltr Navy Miss Ent, 46th Bomb Gr (M), 2 Apr 45, cont'd

11. Reconnaissance photos show two groups of incendiary carriers the east and central portions of the yard. A very heavy concentration was on the railroad overpass at the northeast corner of the yard, with additional hits on an adjacent factory, flour mill, and paper mill. The other group of bomb strikes was in the heart of the yard between the railroad station and the car shop.

12. Leader of Blue Force did not use the C-1 Automatic Pilot on the bombing run because of a malfunction.

13. Blue Force encountered ME flock of three minutes duration at Verona. No flock was encountered along the route to and from the target.

14. Six (6) a/c of Blue Force attempted photographs. Selected print attached.

15. Route was flown substantially as briefed by both MEI and Blue Forces. Track chart showing route flown attached.

16. Weather at take-off was 4/10 to 6/10 stratocumulus with bases at 4,000 feet and tops at 8,000 feet. Visibility was fifteen (15) miles.

On the route out, the Adriatic was clear as far north as Vera. Over northern Adriatic 10/10 stratocumulus with tops at 8,000 feet was encountered.

Over the target weather was 3/10 stratocumulus with bases at 3,500 feet and tops to 8,000 feet. Visibility was fifteen (15) miles and the target was not snow-covered.

On the route back, 3/10 stratocumulus at 8,000 feet continued from the target to the Adriatic where the weather cleared completely. From the Spur back to base weather was 3/10 to 5/10 cumulus with bases at 4,000 feet and tops at 8,000 feet. Visibility on return was fifteen (15) to twenty (20) miles.

17. Observations

Time Altitude Location Observation

1458A	22,500	4548N-1115E	Long string of at least 60 tank cars in M/V.
1353A	21,000	4500N-1335E	20 to 30 small ships seen in harbor.

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

Ltr Narr Miss Ent, 164th Bomb Gr (B), 2 Apr 45 cont'd

18. Fighter escort was provided on penetration, target area
attended by thirty (30) P-38's which were first observed at
(1523N-1206E) at 1406 hours and were last sighted at (1526N-
1207E) at 1525 hours.

19. Eight (8) a/c received minor flak damage and one (1)
a/c received major flak damage.

20. Twenty one (21) a/c of Red Force landed at this base
between 1628 hours and 1644 hours.

21. Twenty one (21) a/c of Blue Force landed at this base
between 1652 hours and 1707 hours.

For the Commanding Officer:

FRANK E. HUBER
Major, AC
Intelligence Officer

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