

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

HEADQUARTERS
44TH BOMBARDMENT GROUP (H)
APO 520 U S Army

LSP/EEF/hob

310.1

21 March 1945

SUBJECT: Narrative Mission Report

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

1. On 21 March 1945, thirty two (32) B-24 a/c took off, starting at 0705A hours, to bomb the Neuberg A/D, Germany. The thirty two (32) a/c formed into one attack unit led by Captain Charles H. Foote, Operations Officer, 779th Bombardment Squadron (H).

2. Group form-up assembly, and rendezvous were accomplished in an excellent manner.

3. One a/c (1) returned early.

A/C No 44-41337 turned back at 1113A hours at (47°40'N-12°22'E) after number one (1) engine lost oil pressure and had to be feathered.

4. Twenty nine (29) a/c dropped 62.28 tons of one hundred (100) pound fragmentation bombs on the Neuberg A/D at 1147A hours from 21,000 feet on an axis of attack of 288° employing visual means.

The largest concentration of bomb strikes start at the east end of the east-west runway and runs parallel to the runway as far as 4,000 feet past the west end. Approximately one half of the runway is covered with bomb strikes. A smaller concentration starts at south east end of the largest lake and runs in a straight line approximately 8,000 feet in a westerly direction. Of approximately forty (40) a/c present five (5) a/c were damaged and five (5) a/c were destroyed.

A/C No 44-41337, early return, jettisoned 2.16 tons at 1113A hours at (47°40'N-12°22'E) after losing number one (1) engine.

A/C No 44-48768 jettisoned 2.16 tons at 1329A hours at (45°05'N-14°50'E) due to a toggle switch malfunction which prevented the release of the bombs over the target.

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

Ltr Narr Miss Rpt, contd

A/C No 42-78602, missing a/c, was seen to jettison 2.16 tons at 1118A hours at (47°50'N-13°22'E) after number one (1) and number two (2) engines became inoperative.

A/C No 44-40304 jettisoned .36 tons at 1205A hours at (40°50'N-11°45'E) due to a rack malfunction over the target.

Recapitulation of Bomb Tonnage

Twenty nine (29) a/c dropped on target	62.28 tons
Four (4) a/c jettisoned	6.84 "
Total	<u>69.12 tons</u>

5. No flak was encountered by the formation either over the target or enroute to and from the target.

6. No enemy a/c were encountered, but one black ME109 was observed at 1208A hours at (48°43'N-11°48'E) flying on a course below and reciprocal to the formation at an altitude of 18,000 feet.

7. Course was flown substantially as briefed. Track chart inclosed.

8. Seven (7) a/c attempted photographs. Selected strike photographs attached.

9. Weather was clear at take off and continued to the Central Adriatic. Visibility was fifteen (15) miles.

From the Ancona region northward, 8/10 to 10/10 stratocumulus, tops at 8,000 feet, continuing to the coast of northern Italy. 4/10 altostratus, with bases at 15,000 feet, tops at 16,000 feet was also encountered north of Ancona.

2/10 patchy low clouds were encountered over northern Italy and the Alps. North of the Alps, 3/10 to 10/10 stratocumulus with tops at 10,000 feet. At the IP the layer broke to 3/10 to 5/10.

Over the target, 5/10 to 6/10 stratocumulus with tops at 10,000 feet and 6/10 cirrus at 25,000 feet, visibility 15 miles.

On return, similar weather conditions were encountered with 10/10 stratocumulus and cumulus over the Dinerics, tops at 13,000 feet and clear over the southern Adriatic and the base. Visibility lowered to ten (10) miles on return.

10. Observations

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1300A	Ljubljana (46°03'N-14°30'E)	16,500	M/Y full of rolling stock

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

Ltr Marr Miss Bnt, contd

1025A	Aviana A/T (46°02'N-12°36'W)	10,200	5 SEF and 8 EE a/c seen on tarmac
1155A	Gensenfeld A/T (48°43'N-11°30'W)	20,000	20 to 25 a/c seen on tarmac
1135A	Frding A/T (48°10'N-11°56'W)	20,800	25 SEF seen on tarmac

11. A/C No 42-78602 is missing, being seen last at 1031A hours at (46°50'N-12°50'W) below and to the right of the formation, with number one (1) and two (2) engines feathered. A/C was losing altitude slowly, flying on a heading of 170°.

12. Thirty (30) a/c returned to base, landing between 1451A and 1514A hours.

For the Commanding Officer:

FRANCIS E. FLOTT
Major, AC
Intelligence Officer

2 Incls:
Incl 1 - Track Chart
Incl 2 - Selected photos