

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

HEAD UNIT RC
464TH BOMBARDMENT GROUP (H)
APO 520 U S Army

AJL/WH/wh

24 March 1945

319.1

SUBJECT: Narrative Mission Report

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

1. On 24 March 1945, forty two (42) of forty two (42) scheduled B-24 a/c took off between 0823A hours and 0842A hours to bomb the Neuberg A/D, Germany.

The first attack unit was led by Colonel A. J. Bird, Jr., Commanding Officer of the 464th Bombardment Group (H).

The second attack unit was led by 1st Lt. Phillip J. Savage, Flight Leader of the 777th Bombardment Squadron (H).

2. Group formation and assembly was as planned and without incident.

3. There were three (3) early returns:

a. A/C No. 44-49837 turned back at (43°49'N-15°19'E) at 1013A as interval trouble caused the loss of No. 4 engine and making it necessary to feather the prop.

b. A/C No. 42-78431 turned back at (42°25'N-16°08'E) at 0955A because of a gasoline leak in the bomb bay.

c. A/C No. 44-51264 turned back at (46°31'N-14°21'E) at 1115A because of a cylinder in No. 1 engine blew out and the prop had to be feathered. The plane landed at Zora Air Strip.

4. Thirty nine (39) a/c were over the target at 1222A hours (briefed target time 1210A hours) and thirty nine (39) a/c dropped 83.16 tons of fragmentation bombs from 19,000 feet on a heading of 294°.

One (1) a/c had part of its bomb load hang up over the primary target and dropped these (1.03) tons on the 1st Alternate target, Erding A.D, at 1240A hours, from an altitude of 19,200 feet. Bombs were believed to have hit among parked a/c on the air field.

A/C No. 44-51264 jettisoned 2.16 tons at (45°35'N-14°30'E) at 1135A hours. This plane tried to bomb Ljubljana but the four (4) bomb racks hung up and bombs had to be jettisoned.

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Ltr Narr Miss Ent contd

A/C No. 44-49827 an early return mentioned in paragraph No. 3 (a), jettisoned 2.16 tons at 1045A at (43°10'N-15°40'E) in order to maintain altitude.

A/C No. 42-78431 an early return mentioned in paragraph No. 3 (b), jettisoned 2.16 tons at 0955A at (42°25'N-16°08'E) to avoid added hazard upon landing.

Recapitulation Of Bombs:

39 a/c dropped on primary target	83.16 tons
1 a/c dropped on 1st alternate	1.08 "
1 a/c (landed at Zara) jettisoned	2.16 "
2 a/c (early returns) jettisoned	4.32 "
Total	<u>90.72 Tons</u>

Bombing was visual with the target being clearly observed. Visual observations of the target area after bombs away were to the effect that the main concentration fell between the building area on the north side of the A/D and the runway. Several oil fires and explosions were noted.

The bomb strike assessment report is as follows. The largest concentration of strikes start approximately 900 feet south of the east edge of the runway, and continue in a westerly direction past the south side of the largest lake. Strikes on a possible gasoline tank caused a huge fire midway in the dispersal area. Smaller fires can be seen which are mostly caused from drums of inflammable materials. A second concentration of strikes are on the workshop and hangar area. A third pattern runs parallel with the railroad tracks 800 feet north of the runway. This concentration starts at the northwestern end of the workshops and hangar area and runs as far west as the outer limits of the town of Neuberg. Of twenty six (26) a/c visible, nine (9) a/c were destroyed and five (5) a/c were damaged.

5. The C-1 Auto-pilot was used by both the 1st and 2nd Attack Unit leaders which operated very well.

6. Rendezvous was made with twenty (20) to thirty (30) P-38s at 1130A hours at (46°57'N-13°50'E). These provided escort on penetration, at the target, and on withdrawal and were last seen at 1120A hours at (44°07'N-15°13'E).

7. Weather was CAVU entire route with visibility lowering to 15 miles in haze over Adriatic on return. Scattered low clouds over the mountains.

Clear, visibility unlimited at the target

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Ltr Narr Miss Ret contd

8. One (1) a/c No. 44-51264 from this Group is at the landing strip at Zara for engine repairs caused by a blown cylinder head. The crew of this plane has been returned to this base.

9. Observations reported by returning crew members:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1121A	(46°38'N-14°20'E)	16,000	12 SEF a/c seen on A/D.
1106A	(46°04'N-14°30'E)	16,000	Ljubljana M/Y-200 to 300 units of rolling stock in yard.
1239A	(48°10'N-11°57'E)	19,300	Frding A/T-22 SEF, 2-4 engine a/c, 1 twin engine a/c.
1134A	Klagenfurt (46°38'N-14°18'E)	17,000	Large black column of oil smoke rising to 4,000 ft. Also M/Y 4 full-150/200 wagons.
1153A	Salzburg	18,000	5-10 U/I a/c on A/D. Smoke screen around city very effective.
1121A	St. Vert	17,000	M/Y containing approximately 200 cars.
1242A	(48°12'N-12°24'E)	19,000	A rail road track leading to a hidden factory in woods. 100 cars observed.
1148A	(47°25'N-12°50'E)	18,000	Saalvedon M/Y. 100 units seen in yard.
1217A	Landshut	19,000	M/Y full of cars.
1016A	(43°44'N-15°28'E)	11,300	2 Cargo ships observed on heading of 330°.
1220A	(48°45'N-11°30'E)	19,000	7 Planes resembling B-17s at Manching A/D.
1235A	Munich	17,500	High column of black smoke at Feldkirchen A/D.
1030A	Vis (44°018'N-15°05'E)		B-24 on ground.

10. Forty one (41) a/c landed at this base between 1530A and 1600A hours.

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

12. Nine (9) a/c attempted photos. Selected strike photos are attached.

For the Commanding Officer:

2 Inclosures:
Incl 1 - Track Chart - 3 -
Incl 2 - Selected Photos

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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