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

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

DIC/BVB/rcm

2 April 1945

319.1

SUBJECT: Narrative Mission Report

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

1. On 2 April 1945, a normal effort of thirty two (32) B-24 a/c took off at 0950B hours to bomb the station and M/Y Graz, Austria. The formation was led by Colonel Virgil L. Zoller, Deputy Group Commander of the 464th Bombardment Group (H).

The second attack unit was led by 1st Lt Arnold E. Klimpel, Flight Leader of the 778th Bombardment Squadron (H).

2. Form-up was effected as prescribed and without incident. Assembly was likewise effected without incident. Rendezvous was made with the 465th Bombardment Group (H) one (1) minute behind schedule as the 465th Group was late. From there the two (2) groups proceeded to rendezvous with the 435th and 460th Bombardment Groups (H) over Spinezzola at 1110B hours and from there proceeded on course.

3. B-24 a/c No 44-50350 returned early from (4643N-1440E) due to mechanical failure in No. 1 engine. This a/c jettisoned its bombs at the above coordinates in order to lighten the load, and proceeded back to the base without incident.

4. Thirty one (31) a/c were over the target and thirty one (31) a/c released their bomb load on the target. The time for the bomb release by the lead a/c was 1345B hours, this hour being exactly as briefed. Seventy five and one half (75½) tons of bombs (500 pound RDX .1 nose and .01 tail fusing) were dropped on the M/Y from an altitude of 22,000 feet.

One a/c - see No 3, jettisoned its bombs, the load being 2½ tons at the above named coordinates.

A/C No 44-50479 jettisoned 1½ tons at (4332N-1518E) due to rack malfunction, at 1455B hours.

A/C No 42-51763 jettisoned ½ ton at (4400N-1500E) due to rack malfunction, at 1445B hours.

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Ltr Narr Miss Rpt, contd

A/C No 44-42796 jettisoned 1/2 ton at (1700N-1510E) due to rack malfunction, at 1354B hours.

A/C No 44-50842 jettisoned 1/2 ton at (1320N-1525E) due to rack malfunction, at 1515B hours.

Recapitulation of Bomb Tonnage

31 a/c (effective sorties) released on target	75.50 tons
1 a/c (non-effective sortie) jettisoned	2.50 "
4 a/c of those over the target jettisoned	2.00 "
Total	<u>80.00 "</u>

The target was absolutely clear of all weather and camouflage including smoke pots.

Bomb strike photos show a heavy concentration of direct hits on Graz main M/Y, on the adjoining freight yard. These hits are in the yard area north of the railroad station. Later hits are seen disappearing into the smoke which covers the central part of the yard. Smoke from the previous group's bombs obscures many of the hits in and near the yard. The majority of Charley box hit short, in the built up area located 3,000 feet east of the shoe factory.

5. The C-1 was used in the lead a/c. However a/c No 44-95613, leading the second attack unit, had a malfunction in its C-1 mechanism and the pilot made the entire bomb run on PII.

6. Flak was reported at the target as being from SHH to SAH for a period of nearly three (3) minutes. It was of the tracking type, the greatest concentration being before bombs away.

7. Four unidentified SEF's were reported observed at (1503N-1500E) at 1426B hours, at an altitude of 10,000 feet. The altitude of the reported a/c's being 17,500 feet. One a/c reported these a/c being dark in color with white markings. These a/c made no effort to close.

8. Rendezvous with the fighter escort, thirty (30) to thirty five (35) P-51 type a/c, was effected at 1254B hours at (1500N-1613E). The escort was last observed at (1408N-1516E) at 1444B hours.

9. Weather was generally CAVU at base, enroute and at target.

3/10 high cirrus at take-off decreasing to 1/10 over Adriatic.

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Ltr Herr Miss Rot, cont'd

3/10 cirrus at 24,000 feet over North Yugo increasing to 5/10 to 7/10 enroute to target.

6/10 cirrus at target based at 25,000 feet. Visibility 20 miles.

Similar conditions on return. Clear at base, visibility 25 miles.

10. One (1) B-24 type a/c was seen to crash in the Adriatic at (41°57'N-15°27'E) at 1535Z hours. The sighting a/c was at 5,000 feet, and after contacting Sig Force it was informed that another a/c was circling. The crew believed that it was an a/c belonging to some group of the 5th Seaborndive Flt. (A), because of the yellow tail markings. This information was passed into the A-2 section of the 55th Wing Headquarters at 1714Z hours.

11. Nine (9) a/c were sighted by Flt. Only minor damage was reported and none are expected to be inoperational in excess of 100 man hours.

12. Observations included:

W/Y at Celje (46°15'N-15°15'E) 200 to 300 units reported from 19,000 feet at 1405Z hours.

W/Y at (45°23'N-15°05'E) with 300 units reported from 14,000 feet at 1430Z hours.

W/Y at Varadin (46°18'N-16°20'E) at 1310Z hours from 21,600 with heavy activity.

W/Y at Voitsberg (47°04'N-16°00'E) at 1251Z hours from 21,300 feet reported loaded with bombs.

Broad W/Y (45°25'N-14°58'E) 90 to 100 units reported at 1410Z hours from 21,000 feet.

13. Thirty-one (31) a/c landed at this base between 1557Z and 1620Z hours.

14. Route was flown as briefed with exception of a series of 8 turns at head of IP to enable the 465th Bomb Gp. bombs to move up into their position in their formation. The axis of attack was 29°. Track chart showing route flown attached.

15. Eight (8) a/c attempted photos. Selected print attached.

FOR THE COMMANDING OFFICER:

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

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Act Gp Intelligence Officer