

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

HEADQUARTERS  
4647 BOMBARDMENT GROUP (H)  
APO 520, U.S. Army

J. C. FEE, Acob

319.1

11 April 1945

SUBJECT: Narrative Mission Report

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

1. On 11 April 1945, thirty two (32) Consolidated B-24 a/c took off commencing at 1200 hours to bomb Campo Di Franc. Bridge. The thirty two (32) a/c formed two (2) attack units, the first of which was led by Col. Virgil L. Foller, Deputy Group Commander of the 464th Bombardment Group (H) and, the second by 1st Lt Leslie F. Adair, Flight Leader of the 279th Bombardment Squadron (H).

2. The group formation, assembly and rendezvous were completed without incident except for the fact that in passing its rendezvous with the 464th Bombardment Group (H) the 475th Bombardment Group (H) cut through the assembly being effected by the 464th and 465th Bombardment Groups (H). The formation was over Andria at 1300 hours and headed on course without further incident.

3. Thirteen (13) a/c were over Campo Di Franc. Bridge at 1415 hours and dropped 32.5 tons of 500 lb. ADM bombs (11 nose and seven-tail) from 24,000 feet on an axis of attack of 130° TC.

Seven (7) a/c of Baker box dropped 17.5 tons on Visitenzo A/V at 1417 hours at 23,400 feet at an axis of attack of 125° TC.

The reason why Baker box dropped on the 1st Alternate was because the lead bombardier of Baker box found the Primary Target totally obscured by smoke and decided to bomb the 1st Alternate which was directly on course.

Nine (9) bombed the 3rd Alternate, Grits Fuel Depot at 1453 hours from 21,500 feet on an axis of attack of 157° TC.

These nine (9) a/c were composed of the lead a/c and A-13 of Able box plus seven (7) a/c of Dog box that were unable to identify the Primary Target due to smoke coverage. The reason why the lead ship failed to bomb the Primary target was because the bombardier failed to set the trigger on his bomb sight.



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Ltr Marr Miss Rpt, contd

Two (2) a/c returned early and disposition of bomb loads is as follows:

B-24 a/c No 42-94878 lost No 3 engine and returned 2.5 tons of bombs to base. This a/c returned from (4130-1610) at 0916B hours.

B-24 a/c No 42-50500 lost No 2 engine which could not be feathered and jettisoned 2.5 tons of bombs at (4715-1255) at 1154B hours.

B-24 a/c No 50966, one (1) of the a/c over the target, returned its load of 2.5 tons to base because the intervalometer was out.

Disposition of Bomb Tonnage:

13	effective sorties dropped on P.T.	32.5 tons
7	" " " " 1st Alt.	17.5 "
9	" " " " 3rd Alt.	22.5 "
1	non-effective sortie returned	2.5 "
1	early return returned	2.5 "
1	" " jettisoned	2.5 "
	Total	<u>80.0 tons</u>

Bombing was visual and by boxes. Deputy leader of 1st attack unit used C-1 automatic pilot as did the other box leaders on their respective targets.

Bomb strike photos of Campo Di Trens show several hits on the tracks at both approaches to the bridge and probably one direct hit on the bridge.

Photos of Vigiteno M/Y show this target completely smoke obscured from previous bombing. Several hits are visible between the north end of the yard and the canal. Numerous additional hits are probably obscured by the cloud of smoke over the target.

Strike photos of Goito Fuel Dump show four (4) hits on the east central section of the dump. Additional hits were several hundred feet off the southeast corner of the dump - on the river bank.

4. Flak at Primary Target as well as Vigiteno lasted from one and one half (1½) minutes before bombs were released to one (1) minute following bombs away. It was MIH.

No flak was encountered at Goito.

S to MIH flak was encountered at Villach.

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Dear Sir: Heretofore, etc.

5. Twelve (12) a/c (20) P-51 w/c were observed first at (4703-1300) at 11300 hours. No confirmed PW cover. They were first seen at (432-1005) at 11350 hours.

6. The weather was VFR entire route with visibility generally around twenty (20) miles or more. Visibility declined somewhat at end of course over Turakavia.

7. Two (2) a/c were observed at the target, base 25,000 ft; visibility twenty (20) miles.

Clear at base of return, visibility fifteen (15) miles.

8. Route as shown was briefed with the boys and left at target area to bomb Primary Target, 1st and 3rd alternate targets. The normal rally point could not be reached to and the boys flew separately to Bristol (4366-1055) where all boys rallied, returned and proceeded to base. Track chart showing route shown attached.

9. Thirty (30) a/c landed at this base between 11300 hours and 15045 hours.

10. Two (2) a/c received minor fuel damage.

11. Eight (8) a/c attempted on to racks. Selected prints attached.

FOR THE COMMANDING OFFICER:

- 2 Encls
- 1. Track Chart
- 2. Bomb Strike Photos

FRY CES P. ELDER  
 Major, MC  
 Intelligence Officer