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HEADQUARTERS  
465th BOMBARDMENT GROUP (H)  
Office of the Intelligence Officer  
APO 520 U S ARMY

319.1

5 July 1944

SUBJECT: Narrative Mission Report

TO : Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U S Army  
(Attn: A-2)

1. On 5 July 1944, 39 B-24 a/c scheduled took off at 07305 hours to bomb Toulon Submarine Docks (primary target). The 39 a/c formed two attack units, the first unit was led by Major Elvin E. Goodyear, Squadron Commander, 779th Squadron and the second unit by Major Weldon K. Burton, Group Operations Officer. Five a/c returned early for the following reasons:

1. Co-Pilot ill, lack of oxygen and stomach cramps.
2. Feathered #3 engine, supercharger malfunction.
3. Engine malfunctions.
4. Three generators inoperative.
5. #1 engine inoperative.

2. Group assembly was accomplished as planned and line rendezvous with the 465th Group was made as ordered on course over Corato at 0834B hours.

3. Wing rendezvous was made over Spinazzola at assigned altitude at 0851B as scheduled and no difficulties were encountered there or in maintaining formation on course.

4. 34 a/c were over the target at 1242B hours (briefed target time 1206B) and dropped eighty-three and one quarter (83 $\frac{1}{4}$ ) tons of 500 pound GP bombs with .1 and .01, .025 fusing, from 21,800 feet. Three a/c jettisoned 1 $\frac{1}{2}$  tons of bombs, one a/c  $\frac{1}{2}$  ton at 41°50'N-11°30'E, one a/c 3/4 ton in water at coast near target, one a/c  $\frac{1}{2}$  ton at 42°20'N-09°40'E, one a/c brought back  $\frac{1}{4}$  ton. All bombs jettisoned or returned were a result of malfunctions. Three early returns brought their bombs back and two jettisoned in the water at 40°15'N-17°00'E and 42°35'N-07°45'E respectively. No "Bombs Away" report was received as the lead and deputy lead radio operators could not make contact and the

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third ship assigned to send was lost at the target. Results of bombing were poor. Briefed target was missed but hits were made on storage tank area and railroad sidings 3,500 feet S W. Dock installation and coal depot 1,500 feet south were damaged, and direct hits on dry dock 2,500 feet south and slightly east. Warship in dry dock received direct hits or near misses. Submarine station 5,000 feet S E received numerous direct hits. Smoke from preceding group and smoke screen made damage assessment difficult.

5. Weather at the target was clear with light haze and visibility of 15/20 miles. Enroute over Italian mainland 9/10 cumulus, tops 13,000 feet, clear over Tyrrhenian sea with the exception of 2/10 cirrus clouds at 20,000 feet, visibility 25 miles. Over Corsica 4/10 cumulus, tops 12,000 feet. Return clear over Tyrrhenian Sea, 8/10 cumulus, tops 12,000 feet over Italian mainland.

6. Six e/a were seen, four ME 109 a/c at 1254B hours at 43°05'N-06°07'E at 20,000 feet, these a/c appeared ready to attack when they were driven off by P-38s. Two unidentified e/a at 1240B hours at 21,700 feet were also engaged and driven off by our fighter escort.

7. Flak was encountered in the target area only, and formation was within range of M to IAH for periods of from 3 to 5 minutes, depending upon their formation position. Permanent batteries were augmented by fire from warships in harbor and greatest concentration was west of target. Evasive action was taken immediately after bomb release by the group leader, this consisted of a slight rally left before the briefed rally right off the target. Crews report heavy concentration would have been encountered after target without this action. Predicted concentration is indicated from crew interrogation and bursts are reported as black and white with a few red.

8. Smoke screen was used and covered a large portion of the area making the target identification difficult. Considerable concentration of Naval and Merchant Vessels were reported and are visible in photographs.

9. Twenty-seven (27) a/c returned to this base between 1453B hours and 1530B hours. Five a/c landed at friendly fields on return route for refueling and one a/c landed and has remained at Borgo, Corsica overnight. Last report from this a/c indicated one engine inoperative. Seventeen (17) of the returning a/c were slightly damaged by flak.

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10. One (1) a/c No 42-52464 was observed to receive direct hit in bomb bay over target area. Fire in bomb bay was followed by an explosion and a/c was seen to disintegrate in air before crashing. Location (13°08'N-05°55'E), time 1245B hours.

Crew members were the following:

Pilot	Grunewald, Edward A.	2nd Lt	0-799385
Co-Pilot	Newborn, William T.	2nd Lt	0-750609
Bombardier	Wooding, Charles E.	2nd Lt	0-743805
Navigator	Porter, John D.	2nd Lt	0-611739
Engineer	Creswell, Ory S.	T/Sgt	14181616
TTC	Lubiejewski, Walter J.	S/Sgt	13110552
Radio Oper	Allen, Kenneth L.	T/Sgt	37266081
Gunner	Holcombe, Foy L.	S/Sgt	14182096
Gunner	Higgins, Joseph S., Jr	S/Sgt	17160747
Gunner	Rosenfield, Abraham (NAI)	Pvt	33289576

Six (6) chutes were observed and one (1) chute was reported on fire. Bomb photographs include two (2) chutes during descent.

11. The only observations of importance are the vessels in the harbor facilities at the target and photographic coverage of those vessels on strike photographs is complete.

12. Route was flown as briefed and track chart showing axis of attack is inclosed.

13. Five (5) a/c attempted photographs, selected strike photographs inclosed.

For the Commanding Officer:

FRANCIS F. ELDER  
Major, Air Corps  
Intelligence Officer

2 Incls  
Incl 1 - Track Chart  
Incl 2 - Photos (4 sets)