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HEADQUARTERS
464th BOMBARDMENT GROUP (I)
Office of the Intelligence Officer
APO 520 U S Army

JPP/FTE/jmm

319.1

28 August 1944

SUBJECT: Narrative Mission Report

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

1. On 28 August 1944, twenty eight (28) B-24 a/c and three (3) spare a/c took off at 0716B hours to bomb Szony O/R, Hungary.

One (1) a/c returned prior to bombing at 0845B hours at 41°14'N-15°59'E because of a fuel leak between fuselage and No 2 engine, which looked like a ruptured fuel cell.

One (1) of the spare a/c assumed the position in the formation of the a/c returning early.

The other two spare a/c returned to base as briefed as follows:

A/C No 42-95340 turned back at 43°02'N-16°28'E and landed at 0947B hours.

A/C No 42-52514 turned back at 43°42'N-16°40'E and landed at 1034B hours.

The thirty one (31) a/c formed into two attack units; the first attack unit was led by Captain Myron E. Mershon, Operations Officer, 776th Bombardment Squadron (H). The second attack unit was led by Captain George W. Carney, Operations Officer, 778th Bombardment Squadron (H).

2. Form-up, line and wing rendezvous were executed as prescribed.

3. Twenty eight (28) a/c were over the target at 1038B hours (briefed target time 1045B hours) and twenty seven (27) a/c dropped sixty seven and one half (67 1/2) tons of 500 lb GP bombs fused .1 nose and .025 tail, from 20,000 feet.

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Ltr Narrative Mission Report, contd

One (1) a/c jettisoned two and one half (2 1/2) tons of bombs at 47°35'N-18°30'E at 1044B hours because of rack malfunction.

The one (1) a/c returning to base before bombing and the two (2) spare a/c returning to base as briefed altogether returned seven and one half (7 1/2) tons of bombs to base.

recapitulation of bombs:

27 a/c	Dropped on target	67 1/2 tons
1 a/c	Jettisoned	2 1/2 tons
<u>3 a/c</u>	Returned to base	<u>7 1/2 tons</u>
31 a/c	Total	77 1/2 tons

Bomb strike photos show several direct hits on maintenance and repair shops, with a small explosion resulting. There was a near miss off the southeast corner of the boiler house. Several hits and fires are visible among storage tanks at the west side of the refinery. Numerous hits are on the north central part of the plant. Numerous near misses and probably a few direct hits are on the buried pipeline off the southeast corner of the refinery. The first attack unit's bombs fell in this area. A majority of the bombs fell outside of the target's perimeter.

4. The Group leader used A-5 Automatic Pilot up until one (1) minute before bombs away, but finished the run on PDI because the bombardier was unable to turn the plane while the A-5 was on. The leader of the second attack unit bombed with the aid of the C-1 Automatic Pilot.

5. SIn flak was reported at the target. SIn flak was encountered at 47°37'N-18°31'E.

6. Three (3) unidentified e/a were observed at 1042B hours in the immediate vicinity of the target.

7. Rendezvous was made with thirty (30) P-38 a/c at 0950B hours at 45°30'N-17°10'E. The P-38 a/c were last seen at 1150B hours at 44°30'N-17°00'E after affording protective cover for the formation over the target.

8. Weather was practically clear entire route with no appreciable cloud amounts. Visibility varied from 15 miles over Adriatic to 30 miles over target.

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Ltr Narrative mission report, contd

9. One (1) a/c was damaged by flak and will be inoperative for longer than twenty four (24) hours.

No injuries were received by any crew members while on this mission.

10. The following observations were reported upon interrogation:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1140B	45°08'N-17°16'E	16,000	9 barges in river.
1137B	45°15'N-17°08'E	16,000	B-24 a/c flying opposite direction of formation.
1252B	41°42'N-16°49'E	10,000	Freighter on fire.
1045B	46°36'N-18°12'E	12,000	B-24 a/c with feathered engine behind formation.
1057B	47°06'N-18°28'E	17,000	7/8 unidentified E/A on A/D.
1025B	47°05'N-18°05'E	19,500	Concrete extensions being made to criss cross runways on A/D.

11. Twenty eight^s (28) a/c landed at this base between 1315B hours and 1335B hours.

12. Route was flown as briefed. Route as briefed and as flown are shown on the inclosed track chart.

13. Six (6) a/c attempting photos. Selected print attached.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

2 Inclosures
Incl 1 - Track Chart
Incl 2 - Selected print

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