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

BVB/FFE/rem

319.1

6 September 1944

SUBJECT: Narrative Mission Report

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

1. On 6 September 1944, twenty eight (28) scheduled B-24 a/c, together with two (2) spares, took off at 0655B hours to bomb the Rolling Stock in the Nyiregyhaza, Hungary M/Y. The thirty (30) a/c formed in two attacks units, the first of which was led by Major Weldon K. Burton, Operations Officer of the 464th Bombardment Group (H). The second attack unit was led by Captain Robert H. Fowler, Operations Officer of the 779th Bombardment Squadron (H).
2. The group assembly, line rendezvous and wing rendezvous were executed without incident.
3. One (1) spare returned from (42°45'N - 16°30'E) landing at the base at 0943B hours.
4. Twenty nine (29) a/c were over the target at 1112B hours (briefed target time was 1100B hours) and twenty eight (28) a/c dropped sixty eight (68) tons of 500 pound R D X bombs (.1 nose and .025 tail fusing) from 16,200 feet.

B-24 a/c No 44-41053 was unable to release on the target for the reason that the bomb bay doors would not fully open. This a/c jettisoned one half ( $\frac{1}{2}$ ) ton of bombs in checking the racks at 1340B hours at (42°52'N - 16°35'E), and returned to this base two (2) tons of bombs.

B-24 a/c No 42-52526 unable to release the bombs from the right rack due to the failure of the right door to completely open over the target, jettisoned one half ( $\frac{1}{2}$ ) ton of bombs at (42°15'N - 16°30'E) because the a/c was out of trim. This a/c returned three fourths ( $\frac{3}{4}$ ) of a ton of bombs to this base.

B-24 a/c No 42-50962, due to a rack malfunction released only seven (7) bombs on the target and returned three fourths ( $\frac{3}{4}$ ) of a ton of bombs to this base.

The one (1) returning spare brought back two and one half

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(2½) tons of bombs.

Recapitulation of Bomb Disposition

Dropped on target	68	tons
Jettisoned	1	tons
Returned to base by a/c over the target	3.50	tons
Returned to base by one (1) spare	2.50	tons
	<u>75.00</u>	<u>tons</u>

Bombing was visual. The first attack unit leader used the C-1 automatic pilot. The second attack unit leader used P D I as the C-1 automatic pilot was erratic.

Bomb strike photos show numerous hits from this and from the preceding group concentrated in the center of the Nyiregyhaza Marshalling Yard. The area of heaviest concentration lay between the south end of the warehouses and a point 2000 feet further south in the yard. The complete bomb pattern was approximately 2500 feet in diameter, with its center coinciding with the central portion of the yard. A large majority of this group's bomb strikes were obscured by the smoke from earlier bombing.

5. There was no flak encountered at the target; however S I H flak was encountered at the IP (48°02'N - 21°22'E) which was generally below the formation.

Ten (10) FW 190 a/c were observed at 1136B hours at (47°05'N - 21°20'E) low at 1500 feet and about ten (10) miles from the formation in the 4 o'clock position. One (1) ME 109 a/c was reported observed at 1134B hours at 16,600 feet where the formation was at 16,200 feet. This e/a, described as having camouflaged markings on the fuselage and tail assembly, was chased off by the escort.

6. Fighter escort consisting of fighters of the 52nd, 325th and 332nd Fighter Groups furnished very close cover to and from the target. The rendezvous with the fighters was earlier than planned taking place at 0940B hours at (44°46'N - 18°00'E) when sixteen (16) P-51 a/e of the 52nd fighter group were first sighted. The escort was last observed at 1400B hours over the Adriatic at (42°50'N - 16°32'E).

7. At the base at take off there was 3/10 altostratus at 12000 feet increasing to 7/10 over the Spur with bases at 14000 feet. The cloud cover continued over the Adriatic and Dinaric Alps with the bases lifting to 16000 feet to 18000 feet. Over the

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Hungarian Plains the cloud coverage decreased to 2/10 to 3/10. At the target there was 1/10 cirrus and clear otherwise with visibility 20 to 25 miles. On the return there was 5/10 cirrostratus and 2/10 altostratus over Hungary, and over the Dinaric Alps 9/10 cirrostratus with bases at 18,000 feet which lowered to 16,000 feet over the Adriatic and to 12,000 feet over the base with 8/10 coverage. Visibility was 20 to 25 miles over the entire route.

8. No a/c of this group were damaged by flak.

9. The following observations were reported:

<u>TIME</u>	<u>PLACE</u>	<u>ALT</u>	<u>OBSERVATION</u>
1000B	(45°20'N - 19°00'E)	15000	Thirty (30) barges in the Danube. All crews report much river traffic.
* 1006B	(45°46'N - 19°02'E)	15200	A/D runway being extended.
1034B	(46°55'N - 19°43'E)	15500	A/D with eleven (11) silver SEF and one (1) dark SEF well dispensed.
1039B	(47°11'N - 19°49'E)	16000	M/Y containing about 500 wagons
1130B	(47°15'N - 21°45'E)	16000	Extensive smoke screen covering an area of eight (8) square miles. Dark yellow smoke.
1139B	(46°58'N - 21°05'E)	16000	One (1) of the P-51 a/c of the escort dropped several white flares. This a/c continued along with other a/c of the escort.

Several crews report activity on a small scale in M/Y along the route, however there are many reports of trains of cars stopped along rail lines outside of M/Y areas as though an attempt was being made to avoid concentrations of rolling stock.

10. Twenty nine (29) a/c landed at this base between 1423B hours and 1445B hours without incident.

11. The route was flown as briefed. Track chart showing route as flown inclosed.

12. Eight (8) a/c attempted photographs. Selected strike photograph inclosed.

For the Commanding Officer:

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FRANCIS F. ELDER,  
Major, Air Corps,  
Intelligence Officer.

2 Incls -  
Incl 1 - Track Chart  
Incl 2 - Selected Strike Photograph