

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

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

EVB/FFE/gbh

319.1

4 October 1944

SUBJECT: Narrative Mission Report

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

1. On 4 October 1944, forty six (46) of forty eight (48) scheduled B-24 a/c plus six (6) of seven (7) designated spare B-24 a/c took off starting at 0729A hours (the last a/c was off at 0820A hour) to bomb the Munich Main M/Y. The fifty two (52) a/c formed into "A" Group and "B" Group as prescribed in Operation Order Number 195. "A" Group formed in two (2) attack units the first of which was led by Lt Colonel Elvin E. Goodyear, Deputy Group Commander, and the second attack unit was led by 1st Lt Dean F. Lovitt, Flight Leader of the 777th Bombardment Group (H). "B" Group formed in two attack units, the first unit being led by Lt Colonel Clarence G. Poff, Commanding Officer of the 778th Bombardment Squadron (H) and the second, by Major George Carney Operations Officer of the 778th Bombardment Squadron (H). Two (2) of the scheduled a/c failed to take off for the following reasons: B-24 a/c No 42-95337 because two (2) cylinders in No 1 engine were not firing. B-24 a/c No 42-78341 because No 3 engine developed only 2300 RPM and 45 inches of manifold pressure. One (1) designated spare B-24 a/c No 42-52504, failed to take off because No 3 engine failed to develop more than 2000 RPM at 48 inches and cut out completely in auto-lean. No 2 engine had a mag drop of 150 to 200 RPM and failed to develop more than 2400 RPM at 48 inches.

2. The Group form up and the line rendezvous of Able Force were executed in a satisfactory manner. The line rendezvous was two (2) to three (3) minutes late.

3. Four (4) a/c returned early. B-24 a/c No 42-78452 left the formation at 45°36'N-12°53'E at 1110A hours because the ailerons would not work. This a/c landed at 1245A hours. B-24 a/c No 42-52563 left the formation at 44°49'N-13°31'E at 1107A hours because No 1 engine prop governor was inoperative. This a/c landed at 1251A hours. B-24 a/c No 42-78415 left the formation at 45°47'N-12°38'E at 1114A hours having lost No 1 turbo during the climb. This a/c landed at 1340A hours. B-24 a/c No 42-95529 left

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the formation at $46^{\circ}44'N-12^{\circ}45'E$ at 1131A hours with No 1 and No 3 superchargers out. This a/c landed at 1340A hours.

4. Forty eight (48) a/c were over the target at 1201A hours (briefed target time was 1210A hours) and forty six (46) a/c dropped one hundred eleven and three quarter ($111\frac{3}{4}$) tons of 500 pound RDX bombs (.1 nose and .01 tail fusing) from 23,500 feet. "B" Group, over the target at 1201A hours dropped from 23,000 feet. "A" Group was over the target at 1202A hours and dropped from 23,500 feet.

E-24 a/c No 42-51389 returned one half ($\frac{1}{2}$) ton of bombs when two (2) bombs failed to release because of a malfunction in the rack selector switch. B-24 a/c No 42-78618 jettisoned one half ($\frac{1}{2}$) ton of bombs at $44^{\circ}50'N-14^{\circ}08'E$ which hung up on release. B-24 a/c No 44-51736 lost two (2) tons of bombs at the I.P. when the rack switch was turned on. B-24 a/c No 44-41231 jettisoned one quarter ($\frac{1}{4}$) ton of bombs at 1212A hours when one (1) bomb hung up on release. B-24 a/c No 42-52514 jettisoned two and one half ($2\frac{1}{2}$) tons of bombs in the Adriatic at 1345A hours. This a/c did not release on the target as the box leader failed to get bombs away. B-24 a/c No 44-41337, lead a/c of the second attack unit of "B" Group returned two and one half ($2\frac{1}{2}$) tons of bombs which could not be released because the bomb sight froze and the bomb bay doors would not open.

Recapitulation of Bomb Tonnage

46 a/c dropped on target	111 $\frac{3}{4}$ tons
2 a/c returned	3 tons
4 a/c jettisoned	5 $\frac{1}{2}$ tons
4 a/c early returns	10 tons
3 a/c no take off	7 $\frac{1}{2}$ tons
Total	137 $\frac{1}{2}$ tons

Recapitulation of tonnage dropped by Groups "A" and "B"
 Twenty four (24) a/c in "A" Group dropped $56\frac{3}{4}$ tons
 Twenty two (22) a/c of twenty four (24) a/c of "B" Group dropped 55 tons.

"A" Group dropped	56 $\frac{3}{4}$ tons
"B" Group dropped	55 tons
Total	111 $\frac{3}{4}$ tons

Bomb strike photos show several hits near the center of the marshalling yard visible through heavy smoke from previous bombing. The yard proper and practically the

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entire area within a one half mile radius of the briefed MPI is smoke obscured. Numerous hits are visible at the west, south, and east edges of this smoke area. Several dozen bomb strikes start at the railroad tracks 3/4 of a mile southwest of the yard, continue north through a mixed industrial and residential area, and disappear in the smoke immediately south of the briefed MPI. Several hits were in the rubber goods factory area 1,500 feet south of the M/Y. Approximately twenty additional hits were among the goods depot sidings at the north edge of the marshalling yard.

6. Group Leaders of "A" Group and "B" Group bombed using the C-1 Automatic pilot. Second attack unit leaders of each group used PDI being unable to set up the C-1 Automatic pilot, in each case, because of excessive prop wash. The bombing was visual.

7. IAH flak lasting for five (5) minutes was encountered at the target. The intensity was as great on the rally as it was on the bomb run. At Trieste, scant to moderate heavy flak was observed part of which appeared to come from a flak ship in the harbor. Intense heavy flak was observed at Pola.

8. Escort consisting of fifty (50) P-38 a/c were first observed at 1046A hours at 44°00'N-13°40'E. Thirty (30) P-51 a/c made rendezvous with the formation at the IP at 1155A hours. The escort was described as being very good and stayed with the formation until 44°20'N-13°20'E at 1320A hours.

9. Weather at take off consisted of a few scattered strato cumulus and swelling cumulus over the horizon. Scattered patches of alto stratus and 2/10 to 1/10 strato cumulus from base to the coast. Over the Adriatic, 1/10 to 2/10 strato cumulus with patches of middle and high clouds. From the North coast of Italy to the Alps, 8/10 to 10/10 strato cumulus with top at 12,000 feet, with 5/10 cumulus over the Alps, tops at 15,000 feet. At the target, 1/10 to 2/10 low cumulus with visibility 25 miles. On return similar conditions existed. Generally clear over the Adriatic and with 3/10 cumulus and alto stratus at the base on return. Visibility was 20 miles or greater over entire route.

10. Two (2) of the a/c of this Group are missing. B-24 a/c No 42-52485 received flak hits in the nose section and in No 2 engine while over the target. The nose wheel doors were hanging. This a/c was last seen over the target

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losing altitude fast. No chutes were observed. B-24 a/c No 42-78340 received two (2) or three (3) flak hits over the target. No 1 and No 4 engines were feathered at 21,000 and the a/c was last seen as it slid from the formation over the target. No chutes were observed.

Nine (9) a/c received flak damage, six (6) of which will be inoperational for more than twenty four (24) hours.

11. Four crew members were injured. Three were wounded by flak and two of these men were hospitalized at Bari where a/c landed on return in order to get quick medical aid. The additional injury was a slight case of frost bite.

12. The following observations were reported:

<u>Time</u>	<u>Place</u>	<u>Altitude</u>	<u>Observation</u>
1204A	48°08'N-11°44'E	22,700	Forty (40) a/c on Riem A/D. Majority believed to be SEF.
1225A	47°22'N-12°40'E	21,000	Large, new installations with many irregular buildings. Appeared to be under construction.
1238A	46°48'N-13°33'E	20,000	L/G under construction on southwest shore of lake.
1201A	Target	23,400	Rocket like projectiles fired from ground at formation. Burst into flame and smoke falling to the ground. No explosion. About eight (8) fired in pairs.
1216A	Salzburg	23,500	Estimated forty (40) generators provided effective smoke screen.
1257A	Trieste	18,000	Considerable activity in harbor. Four (4) large and many smaller craft in the harbor.

13. The route was flown generally as briefed, the formation flying to the right of the briefed course as much as fifteen (15) miles at times. At 47°26'N-11°53'E the 465th Bombardment Group made a left turn and was on course over the IP. In this turn "A" Group of the 464th Bombardment Group (H) was forced out of position and fell in behind "B" Group of the 464th Bombardment Group (H).

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Track chart showing route flown inclosed.

14. Forty five (45) a/c landed between 1450A hours and 1520A hours. One (1) a/c after landing at Bari to permit removal of injured crew members, landed at this base at 1750A hours.

15. Five (5) a/c attempted photographs. Selected print enclosed.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

2 Inclosures:
Incl 1 - Track Chart
Incl 2 - Selected Print