

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

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

MCK/FFE/ph

319.1

5 November 1944

SUBJECT: Narrative Mission Report

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

1. On 5 November 1944, twenty eight (28) scheduled B-24 a/c and two (2) spares took off at 0735A hours to bomb Vienna Florisdorf O/R, Austria.

The thirty (30) a/c formed into two (2) attack units, the first attack unit was led by Major William H. Reddell, Commanding Officer of the 776th Bombardment Squadron (H), and the second attack unit by 1st Lt Lewis M. Perkins, 1st Pilot of the 776th Bombardment Squadron (H).

2. Group form up was made without incident. Two Group rendezvous was hampered by inaccurate information received from the weather a/c. The Wing rendezvous was made as briefed. The Group leader states that the Wing lead was too fast and the air speed generally erratic.

3. Two a/c returned early:

(a) A/C No 42-78692 returned immediately after take off because faulty gas caps were causing excessive loss of fuel. The caps were all tight and safetied.

(b) A/C No 42-51760 turned back at (47°15'N-15°40'E) at 1140A hours when No 2 turbo ran away. This a/c lost the formation before amplifier could be replaced and was unable to catch up. The engineer was riding as waist gunner.

4. Twenty seven (27) a/c were over the target at 1219A hours, and twenty six (26) a/c dropped bombs as follows: Fifteen (15) a/c dropped thirty seven and one half (37½) tons of M-17 incendiaries, and eleven (11) a/c dropped twenty two (22) tons of 500 lb RDX bombs (.1 nose and .01 tail fusing) and five and one half (5½) tons of 500 lb RDX long delay fuse, from 22,200 feet.

Three (3) a/c jettisoned five and one half (5½)

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

One (1) e/c No 42-51366 jettisoned two (2) tons of 500 lb MIV (.1 nose and .01 tail fusings) and one half (1/2) ton of 600 lb long delay fuse, at (109° 01' N-153° 10' W) at 11530 hours due to short of one (1) engine and 10 minutes to land about 2000 yds. This e/c retained all munitions as it returned base without being assigned to the bomb run.

One (1) e/c No 42-51365 jettisoned two (2) tons of 500 lb MIV (.1 nose and .01 tail fusings) and one half (1/2) ton of 600 lb long delay fuse, at (109° 01' N-153° 10' W) at 11530 hours due to short of one (1) engine and 10 minutes to land about 2000 yds. This e/c retained all munitions as it returned base without being assigned to the bomb run.

One (1) e/c No 42-51760, on early return, bombed target of opportunity at 11530 hours, at (109° 01' N-153° 10' W) from 10,000 feet. The target was a single track railway, with unobserved results. See paragraph No 3 (b) for return. This e/c dropped two (2) tons of 500 lb MIV bombs (.1 nose and .01 tail fusings) and one half (1/2) ton of 600 lb long delay fuse.

One (1) e/c returned two (2) tons of 500 lb MIV (.1 nose and .01 tail fusings) to base for reasons stated in paragraph No 3 (c).

#### Jettisonation of Bombs

	M-17	MIV (.1 & .01)	MIV Long Delay Fuse
Dropped on target	37 tons	22 tons	5 tons
Jettisoned	2 "	2 tons	1 tons
Target of opportunity		2 tons	1 tons
Returned to base		2 tons	
Totals	40 tons	28 tons	7 tons

Bomb strike photographs show a solid overcast obscuring the terrain at the time of bombs away. A bomb strike assessment is impossible, since none of the hits are visible on the photographs. Bombs away pictures were secured from two (2) e/c.

5. Both of the attack unit leaders used the C-1 automatic pilot on the bomb run.

6. Flak at the target was M to IIR. Crews report that



