

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

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

BVB/FFE/hob

319.1

18 November 1944

SUBJECT: Narrative Mission Report

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

1. On 18 November 1944, twenty nine (29) of thirty one (31) scheduled B-24 a/c took off at 0726A hours to bomb the Udine Campoformido A/D. The twenty nine (29) a/c formed in two attack units the first of which was led by Lt Colonel William G. Moore, Jr., Commanding Officer of the 777th Bombardment Squadron (H) and the second, by 1st Lt Wayne G. Shearer, First Pilot, 777th Bombardment Squadron (H).

2. Two (2) a/c failed to take off for the following reasons: B-24 a/c No 42-95332 because of an oxygen leak in the "T" connection from the mainline to the top turret. Engineering was unable to find a new valve for replacement, in time for take off. B-24 a/c No 42-78433 because No 1 turbo governor was inoperative.

3. The Group form up was satisfactory although the take off was late because of an accident involving a crew member of the lead a/c and for this reason the 465th Bombardment Group (H) took off first arriving seven (7) to ten (10) minutes early for line rendezvous; however Wing rendezvous was as prescribed.

4. Twenty nine (29) a/c were over the target at 1115A hours and twenty seven (27) a/c dropped fifty eight and one fifth (58 1/5) tons of clustered frags (loaded thirty six (36) one hundred and twenty pound clustered frags per a/c except one (1) a/c which was loaded with thirty five (35) clustered frags) from 20,200 feet.

Two (2) a/c over the target failed to release. B-24 a/c No 44-41337 because of a rack malfunction. This a/c jettisoned 2.16 tons of bombs at (45°40'N-13°15'E) at 1121A hours. B-24 a/c No 44-49048 because the salvo pin stuck and racks would not go in select. This a/c jettisoned 2.16 tons of bombs at (45°10'N-13°18'E) at 1135A hours.

One (1) a/c dropping on the target failed to release one (1) cluster due to a rack malfunction and this was jettisoned at (45°30'N-13°18'E) at 1122A hours.

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Ltr Narr Miss Rpt, contd

Recapitulation of Bomb Tonnage

29 a/c off	
27 a/c dropped	58.20 tons
2 a/c jettisoned full loads	4.32 tons
1 a/c jettisoned one (1) clustered frag	.06 tons
Total	<u>62.58 tons</u>

Bombing was visual. The Group leader used the C-1 automatic pilot. The second attack unit leader made the run manually because of numerous changes in heading.

Bomb strike photos show a heavy concentration of frag bomb hits on the northeast end of the airdrome. Several strings of hits start in the new landing area midway between the hangars and the center of the runway, and continue due east for one mile, crossing the runway and extending to a point one half mile north of the town of S. Sebastian. The northeastern half of the runway is heavily blanketed with frag hits, with greatest concentrations on the runway 1,000 feet from its northeast end, and in the area adjacent (between the runway and the north-south taxi strip). Two other strings of hits extend for three-quarters of a mile, in an east-west direction, through the south dispersal area approximately 2,500 feet south of the south-west end of the runway. Five undamaged single engined fighters are visible in areas not already obscured by previous groups' bombing.

5. M to IAH flak of two (2) to (4) minutes duration was encountered at the target.

Five (5) ME-109 a/c were reported by one crew as observed at (46°05'N-12°35'E) at 1100A hours. The bomber formation at the time was at 22,800 feet and the E/A passed below at 17,000 feet from the 9 o'clock to the 3 o'clock position. The E/A were described as being black and gray.

6. Escort of ten (10) to twelve (12) P-51 a/c were observed in the target area at 1110A hours and were last reported observed at 1145A hours at (44°42'N-13°30'E).

7. Weather was as follows: Clear at take off except for 1/10 cirrus at 20,000 feet.

3/10 Stratocumulus off Spur, tops 6,000 feet, otherwise clear over Adriatic except for 3/10 to 4/10 cirrostratus at 25,000 feet.

At target 7/10 cirrostratus at 25,000 feet and 2/10 small cumulus, tops 8,000 feet. Visibility was 15 miles.

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Ltr Narr Miss Rpt, contd

Similar conditions on return with 7/10 thin cirrostratus at base at 25,000 feet.

8. Twenty nine a/c landed at this base between 1300A hours and 1350A hours.

9. Route was flown generally as briefed except that the IP was cut short in order to avoid weather. Track chart showing route flown attached.

10. There was one (1) minor injury due to slight burn from a flare.

11. Five (5) a/c attempted photographs. Selected print attached.

12. Two (2) a/c received minor flak damage, neither will be inoperational for a period of twenty four (24) hours.

For the Commanding Officer:

FRANCIS F. ELDER
Major, AC
Intelligence Officer

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