

HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

1 July 1944 to 31 July 1944

During the month of July the 460th Bombardment Group (H) surpassed all its previous records for accuracy in bombing, leading the Fifteenth Air Force and setting a standard never attained by any other group. A chart depicting this performance in detail is attached as Enclosure #1.

During July the Group was dispatched on eighteen missions. Almost without exception the objective was a target of first importance. There were four missions to Austria, including three to the Vienna area; three to Roumania which meant refineries at Ploesti; three to Germany, including Munich; two to Hungary; three to southern France, including the submarine pens at Toulon; and three to northern Italy.

Missions led by the Group Commanding Officer and his staff were as follows:

COLONEL BERTRAM C. HARRISON, GROUP COMMANDER

7 July 44 - Blechhammer, N Synthetic Oil Ref, Germany.  
15 July 44 - Ploesti, Roumania. Oil refinery.  
19 July 44 - Munich, Germany. Allach A/C Factory.  
26 July 44 - Zwolfaxing, A/D, Austria.

LT COL HAROLD T. BABB, DEPUTY GROUP COMMANDER

2 July 44 - Budapest, Hungary. Rakos M/Y.  
22 July 44 - Ploesti, Hungary. Oil refinery.  
30 July 44 - Budapest, Hungary. Duna A/C factory.

LT COL WILLIAM B. CAMPBELL, GROUP S-3

8 July 44 - Vienna, Austria. Florisdorf and M/Y.  
16 July 44 - Wiener Neudorf, Austria.

Narrative reports and photographs, describing all eighteen missions flown in July are attached as Enclosure #2. These indicate, in detail, the type of targets attacked and reveal the excellent results attained.

Such successes involved a heavy toll, including sixty-seven Officers and one hundred Enlisted Men missing in action. Details of these losses, including wounded and injured, are attached as Enclosure #3.

Many officers and enlisted men distinguished themselves and were decorated for outstanding acts of bravery in aerial combat. In actual numbers 679 awards, including the Distinguished Flying Cross, Soldier's Medal, Air Medal and Oak Leaf Clusters were given to officers and enlisted men. It will be understood that in many cases the awards were given for acts performed previous to the period under review.

The strength of the Group covering officers and enlisted men for the month of July is as follows:

At beginning	-	370	Officers,	1612	EM
Net increase	-	9	"	25	"
Net decrease	-	0	"	0	"
At end	-	379	"	1637	"

Improvements and additional building continued in the Group camp-site. Photographs of the Group Commander, Colonel Bertram C. Harrison, and his staff as well as a number of photographs of the area are included in Enclosure #4.

A carbon manuscript of "Harrison's Flats—A Legacy for Italy" by Lt. E. J. Devney, PRO, is included as Enclosure #5.

Enclosure #1

Chart Indicating Bombing Accuracy

For July 1944

(Position of Group in 15<sup>th</sup> Air Force)

Enclosure #2

Narrative Reports and Photos

Of Missions Flown

HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

3 July 1944

SUBJECT: Narrative Report, Mission #54, Operations Order 112.

TO: Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U.S. Army (Attn: A-2).

1. On 2 July 1944, at 0640 hours, 28 scheduled a/c were dispatched to bomb the Budapest Rakos M/Y in Hungary. The Group was led by Lt. Colonel Harold T. Babb, Deputy Group Commander, the second attack unit by Major George S. Davis, Jr., S-3, 762nd Bomb Sqdn (H).

2. The Group formed in two attack units as scheduled, and made correct rendezvous with the 485th. Over Spinazzola, the Group was thirty seconds late and found that the Wing had departed. About fifteen miles over the Adriatic, it assumed its proper right echelon in the formation. Fighter escort, P-38s and P-51s, were first observed at 0940 hours just beyond the Danube River, furnished penetration, target and withdrawal cover. They left the formation at 1140 hours south of (4536-1840).

3. One a/c returned early, the shell casings from a preceding a/c having damaged the nose and top turrets. Bombs were jettisoned in Adriatic.

4. From 23,500', 27 a/c dropped 64.75 tons of 500-lb GP bombs, .1N, .01-no delay tail fuses, on the primary target at 1028½ hours. The concentration of bursts fell on the assigned target area with an excellent pattern on the briefed aiming pt. There were hits in the loading area just north of the M/Y and many hits on the northern portion of the target, cutting the choke point. The bursts extended to a point 500' south of the roadway crossing the M/Y. Due to rack malfunctions, one a/c salvoed 9 bombs eight seconds after "bombs away" and one other a/c salvoed 2 bombs at (4334-1825).

5. The Group experienced MIH flak over the target area. Other flak encountered as follows: MIH at Mostar, SIH at Sarajevo, SIH at Tuzla (4433-1841).

6. Approximately 20 ME-109s and FW-190s defended the primary target. The fighter escort engaged the bulk of the e/a on the bomb run. There were six encounters with single engine fighters. Attacks were generally aggressive from 5 & 6 o'clock. Three e/a are claimed destroyed, two ME-109s and one FW-190.

7. Route was flown as briefed. Weather: Enroute, 1/10th cirrus, 2-3/10th cumulus with vis. 20 miles. At target, 1/10th cirrus and 3/10th cumulus.

8. 27 a/c returned to base with a mean landing time of 1300 hours.

9. 8 a/c attempted photos. A significant print is attchd.

10. Observations:

Osi-jek (4535-1840), 1000 cars in M/Y at 1110 hrs,  
18000', 3 oil storage tanks.

For the Commanding Officer:

ROGER WARNER,  
Major, Air Corps,  
S-2

2 Incls.

Incl 1 - TC

Incl 2 - Photo

HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

4 July 1944

SUBJECT: Narrative Report, Mission #55, Operations Order #114.

TO: Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U.S. Army (Attn: A-2).

1. On 3 July 1944, at 0835 hours, 29 of 30 scheduled a/c took off to bomb the M/Y at Timisoara, Roumania. The Group was led by Major William B. Campbell, Group Operations Officer, the second attack unit by Major Robert H. Martin, C.O., 760th Bomb Sqdn (H). One a/c failed to take off due to inoperative cowl flap motor.

2. Group assembly in two attack units was without incident and rendezvous with the 485th was accomplished over Altamura at 0856 hours. The Wing formed over Spinazzola at 0906 hours on schedule. Fighter escort, P-38s, contacted the formation at 1045 hours at (4415-1920), furnished penetration, target and withdrawal cover. The escort left the formation forty miles from the Yugoslav coast.

3. At 21,000', 28 a/c were over the primary target at 1120 hours. 27 a/c dropped 66.25 tons of 500-lb GP bombs, .1N, mixed .01-no delay tail fuses. A heavy concentration of bombs fell across the aiming point covering the central section of the eastern half of the M/Y, the assigned area. Hits were also scored on the Main Passenger Station. One a/c dropped ten bombs to the right of town, because bomb-bay doors had failed to open, at target time. One a/c had two bombs drop when the bomb-bay doors were opened. Two a/c with three bombs hung up, jettisoned in the Adriatic.

4. One of our a/c took off late and failed to catch up with the formation. This a/c joined the 304th Wing, went on to Bucharest, where it bombed the Titan Malaxa Steel Works. 2.5 tons were dropped.

5. The Group experienced SIH flak over the target, the bursts being behind the formation. No damage was received.

6. Route was flown as briefed. Weather: enroute, clear becoming 2-4/10th cumulus over central Yugoslavia, 5/10th cumulus over the target. On return, 7-9/10th cumulus over Yugoslavia Mountains and clear over the Adriatic. Visibility was 20-25 miles throughout.

7. 29 a/c returned to base with a mean landing time of 1415 hours.

8. 8 a/c attempted photos. A significant print is attached.

9. Observations:

Belgrade/Zemun A/D, 47 TEF at 1107 hours, 10,000',  
Smederevo - From 16,000' at 1130 hrs, crews report the oil  
refinery and ferry operating. Barges observed in  
the river.

For the Commanding Officer:

ROGER WARNER,  
Major, Air Corps,  
S-2

2 Incls.  
Incl 2 - Photo  
Incl 1 - TC

HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

6 July 1944

SUBJECT: Narrative Report, Mission #56, Operations Order #116.

TO: Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U.S. Army, Attn: A-2.

1. On 5 July 1944, at 0745 hours, 38 of 39 scheduled A/C took off to bomb the submarine drydocks at Toulon, France. The Group was led by Major Robert D. Spear, C.O., 761st Bomb Sqdn., the second attack unit by Captain William H. James, Jr., S-3, 763rd Bomb Sqdn. Starter failure prevented 1 A/C from taking off.

2. The group formed two attack units in the regular assembly area at 0830 hours. Rendezvous with the 485th was not accomplished, because that Group was two minutes late. The 460th was unable to rendezvous with the Wing, which had left Spinazzola early. The Wing formation was five minutes ahead of the 460th all the way to the target. Until fifteen minutes prior to I.P., the high box, second attack unit of the 460th flew with the 485th Group. Fighter escort, P-38s, met just before Corsica at 1100 hours, furnished penetration, target and withdrawal cover. They were last seen over the target at 1238 hours.

3. Three A/C returned early for the following causes: (1) #4 oil pressure out and top turret inoperative, (2) #3 supercharger out and #4 runaway prop., (3) gas leak and #2 prop. Governor malfunction. These A/C jettisoned bombs in the Tyrrhenian Sea.

4. From 21,600', 35 A/C were over the primary target at 1238 hours. 34 A/C dropped 85 tons of 1000 lb GP bombs, .1N &.01T fuses, on the submarine drydocks at Toulon. There was a good concentration of bombs on the northern half of the target. At the time six submarines were present in the drydocks. Photos show a direct hit on one sub. And near misses on two others. There were scattered hits in buildings beyond the target and in the water short of the target. Although no photos were received from the first attack unit, it is believed that they bombed to the right of the briefed target, hitting the large drydock in the center of the harbor and causing damage and fire to a large ship. Bombs were seen to hit in the stores area SE of the target. Due to malfunction, one A/C failed to bomb, jettisoning bombs in the sea.

5. The Group experienced MIH flak over the target area. The A/A guns fired from 10 to 12 bursts at a time in a box barrage lasting for about seven minutes.

6. Ten A/C were damaged by flak.

7. Route was flown as briefed. Weather: 4-6/10th cumulus over Italy, clear over the sea, vis. 20-30 miles. On return, clear except 2-4/10th cumulus over Corsica and 5-7th over Italy.

8. 33 A/C returned to base with a mean landing time of 1515 hours. Two A/C landed at Naples and have not returned to base. One of these A/C had three wounded on board, the Pilot, Co-pilot and a Gunner.

9. 8 A/C attempted photos. Two significant are attached.

10. Observations in Toulon Harbor, 1238 hours, 21,600':

- a. 10 V/Vs moored in La Seyne Bay.
- b. 3 SSs surfaced, NW section, inner harbor.
- c. 3 M/Vs pulling out of the harbor.
- d. 1 large warship moored in jetty, second from West.
- e. Ineffective smoke pots, some on raft in harbor.

For the Commanding Officer:

ROGER WARGER,  
Major, Air Corps,  
S-2

2 Incls.

- 1 - TC
- 2 - Photo



HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

7 July 1944

SUBJECT: Narrative Report, Mission #57, Operations Order #117.

TO: Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U.S. Army (Attn: A-2).

1. On 6 July 1944, at 0715 hours, 31 scheduled a/c were dispatched to bomb the oil stores at Porto Marghera. The Group was led by Lt. Colonel Harold T. Babb, Deputy Group Commander, and when he became an early return, by Captain Keith W. Mason, S-3, 760th Bomb Sqdn. The Second attack unit was led by Major Richard E. Anderson, S-3, 761st Bomb Sqdn.

2. The group formed into two attack units at 0808 hours, and rendezvous with the 485<sup>th</sup> was accomplished over Gravina at 0812 hours. The Wing formed over Spinazzola at 0822 hours as planned, the 460<sup>th</sup> flying the #2 position. Fighter escort, P-38s, contacted the formation at 0920 hours, at (4310-1525), furnished penetration, target and withdrawal cover. They were left the formation at 1043 hours in the target area.

3. One a/c returned early for the following reason: #1 engine would not function properly, This a/c jettisoned bombs in the Adriatic.

4. At 19,600', 30 a/c were over the primary target at 1042½ hours. 29 a/c dropped 72.5 tons of 500 lb GP bombs, .1N & .01&.025T fuses, on the oil stores at Porto Marghera. Hits were concentrated in the NW section of the oil storage depot, with some hits across inlet in the opposite oil storage depot. An exceptionally high percentage of hits were within one thousand feet of the briefed aiming point. Oil fires and explosions observed. Due to malfunction, of the bomb bay doors, and release mechanism, one a/c was unable to bomb the target. This a/c returned bombs to base.

5. The Group experienced MAH flak over the target area.

6. Route: The Wing departed Spinazzola on a heading NW of the briefed course, following the briefed route up the Adriatic. The formation turned West, SE of the IP but crossed the IP on the current axis of attack. The return route was flown as briefed. Weather: enroute over Italy, 3-6/10<sup>th</sup> cumulus clearing over the Adriatic. 2-3<sup>th</sup> over Northern Adriatic with 2-3<sup>th</sup> cumulus over target. On return, clear over Adriatic and 4-6<sup>th</sup> cumulus over Italy. Visibility, 15-20 miles throughout.

7. 30 a/c returned to base with a mean landing time of 1245 hours.

8. 12 a/c were damaged by flak. Two crew members sustained flak wounds, one in the leg and one in the arm.

9. 8 A/C attempted photos. A significant print is attached.

10. Observations:

6 large M/Vs in Venice Harbor, 1044 hrs, 19,500'.

For the Commanding Officer:

ROGER WARNER,  
Major, Air Corps,  
S-2

2 Incls.

Incl 1 - TC

Incl 2 - Photo.

HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

8 July 1944

SUBJECT: Narrative Report, Mission #58, Operations Order #118.

TO: Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U.S. Army (Attn: A-2).

1. On 7 July 1944, at 0625 hours, 33 scheduled a/c took off to bomb the Blachhammer North Synthetic Oil Plant in Germany. The Group was led by Colonel Bertram C. Harrison, Group Commander, and the second attack unit by Major George S. Davis, Jr, S-3, 762nd Bomb Sqdn (H).

2. The Group formed its two attack units without incident and rendezvous with the 485th was accomplished between Altamura and Gravina as Scheduled. The Wing formed over Spinazzola on time with the 460th leading the Wing. The fighter escort, P-38s, 51s & 47s contacted the formation 40 minutes before the target furnished penetration, target and withdrawal cover. They left the formation one hour after the target.

3. Eleven a/c returned early for the following reasons: (1) #3 engine throwing oil, (2) late take off and unable to catch formation, (3) oxygen system out, (4) #4 generator and #1 supercharger out, (5) gas and oil leak, (6) three generators out, (7) gas leak into bomb bay, (8) #1 engine out, (9) co-pilot sick, (10) #2 engine had runaway prop and oil pressure low, (11) #1 engine oil leak. Six a/c jettisoned bombs in the Adriatic, two a/c jettisoned bombs in a field near Lake Balaton, and one a/c jettisoned bombs at (4840-1750). Two a/c bombed targets of opportunity, one a/c dropped 2.5 tons on the town of Balatonboglar.

4. At 24,000', 22 a/c were over the primary target at 1119 hours. 21 a/c dropped 52.25 tons of 500 lb GP bombs, .1N & .01&.025T fuses, on the Blechhammer Oil Plant. The target was obscured by an intensive smoke screen and the aiming point could not be located visually. Bombing was done by the "offset" method using as check points the canal and railroad tracks beyond. Thus, could the bombs of the Group be dropped on that portion of the target designated in briefing.

Due to release malfunction, one a/c was unable to drop its bombs on the aiming point but was able to salvo bombs in the target area. Due to rack malfunction, another a/c had one bomb hang up, which was subsequently jettisoned in the Adriatic.

5. The Group experienced IAH flak in the target area. One FW-190 flew level with the formation into the flak area and appeared to be directing the batteries. Batteries signaled with green, blue and white bursts. Other flak was encountered as follows: MAH at (4744-1816), MAH at Dunaalmas, (IAH at Gyor, SIH at Mor (4723-1812), SIH at Veszprem, MAH at Komaron (4745-1808), and MAH at Lake Balaton, the NW shore.

6. Other a/c were observed on the mission: Two ME-410s near Lake Balaton at 1050 hours and two ME-109s near Lake Balaton at 1237 hours on the return route. There were no encounters.

7. Two a/c are missing. A flash report relayed by Wing Hqs. Placed the crash of one of them in the safe Partisan area NW of Dubrovnik, (as briefed), to which the navigator had evidently taken the a/c. All crew members bailed out before the crash. Although its wing had been damaged by a falling bomb at the target, another a/c stuck with the formation. It was last reported by our crew members as leaving the Yugoslav Coast on course to the KP, Cazziol Isle. A third a/c damaged by flak, had been reported as losing altitude to 3000 feet at the Yugoslav coast, having jettisoned equipment. Just as an evasion report for this crew was to be filed, the crew reported at Group S-2 for interrogation. They had landed at Vis, had borrowed an a/c belonging to the 485th which had been stranded and repaired, and were quite willing to call Spinazzola "home".

8. The route was flown as briefed. Weather: enroute, clear to the Yugoslav coast increasing to 6-7/10th cumulus over Northern Yugoslavia. Clear in vicinity of Lake Balaton with 2-4th cumulus over target, vis. 20-25 miles. On return, 2-3/10th cumulus clearing over Adriatic.

9. 20 a/c returned to base with a mean landing time of 1445 hours.

10. 16 a/c were damaged by flak. There was one casualty, the nose gunner of one a/c had his left leg shattered by an explosive shell.

11. 8 A/C attempted photos. Photos obscured by smoke.

12. Observations:

NOVSKA (4519-1659) 600 oil cars in M/Y at 1305 hours, 10,000'.  
ZILINA (4914-1540), 1000 cars in M/Y at 1039 hours, 10,000'.  
SPLIT HBR, 5 large freighters, 10-12 small vessels at 1340 hours, 10,000'.  
DUNAALMAS (4745-1815), large oil refinery and storage area on the Danube at 1000 hours, 10,000'.

For the Commanding Officer:

ROGER WARNER,  
Major, Air Corps,  
S-2

1 Incl.

Incl 1 - TC.

HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

9 July 1944

SUBJECT: Narrative Report, Mission #59, Operations Order #120.

TO: Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U.S. Army (Attn: A-2).

1. On 8 July 1944, at 0635 hours, 25 of 26 scheduled a/c took off to bomb the Florisdorf Oil Refinery and M/Y. One a/c failed to take off due to nose wheel trouble. The Group was led by Lt. Colonel William B. Campbell, Group Operations Officer, and the second attack unit by the Deputy Leader, Lt. Daniel L. Hostetler, after Major Robert H. Martin, the designated leader, returned early.

2. The Group formed its two attack units at 0715 hours as scheduled and rendezvous with the 485th was accomplished between Altamura and Gravina at 0726 hours. The Wing rendezvous was accomplished at 0739 hours without incident, the 460th flying in the #4 Wing position. On the route out, in the neighborhood of Graz, the 485th turned out of formation, evidently to avoid flak, and the 460th filled in the vacant position. Fighter escort, P-38s and P-51s, contacted the formation in the vicinity of Zagreb at 0930 hours, furnished penetration, target and withdrawal cover. They left the formation at 1230 hours over the Yugo coast.

3. Three a/c returned early for the following reasons: (1) # engine out, (2) Pilot sick, (3) oil leak. One a/c jettisoned bombs in the Adriatic, one a/c jettisoned four bombs in the Adriatic and returned six bombs to base, the third a/c also jettisoned bombs.

4. At 22,500', 22 a/c dropped 54.25 tons of 500 lb GP bombs, .1N &.01&.025T fuses, on the primary target, the M/Y at Florisdorf. The bomb pattern was outstanding. The concentration was on the briefed aiming point, in the middle of the M/Y, which was free of smoke as the Group arrived. As the pattern developed, bombs carried over into the refinery adjacent to the M/Y, causing huge fires. In order to maintain formation, one a/c jettisoned two bombs just prior to reaching the target. Another a/c jettisoned one bomb in the Adriatic that hung up due to rack malfunction.

5. The Group met IAH flak from the IP to the target and were in the flak area for from seven to eight minutes. Other flak was experienced as follows: SIH at Maribor, MIH at Kapfenberg (4725-1518), MIH railroad flak at (4735-1530), MIH at Graz and MIH at (4808-1659).

6. 45 e/a, ME-109s and FW-190s were observed between Vienna and Bratislava. They were flying in a column parallel to the formation until they peeled off in pairs to attack the 464th Group from 6 to 8 o'clock. Six ME-109s were encountered by this Group immediately after the target. Two MR-109s made non-aggressive passes from 6 o'clock low, diving away from the formation. Four ME-109s attacked this formation individually. One e/a attacked from 6 o'clock high passing under, one attacked from 7 o'clock high passing under, and two made passes from 8 o'clock low, one of these e/a passing under and the other breaking off the attack at 400 yards. Two ME-109s are claimed destroyed and two probably destroyed.

7. The route was flown as briefed. Weather: enroute, clear over Italy and the Adriatic with a few scattered cumulus, 1-2/10th cumulus for the rest of the route to the target, vis. 20-30 miles. On return, 1-2th scattered cumulus.

8. 20 a/c returned to base with a mean landing time of 1340 hours. Two of our a/c failed to return. One of these was last seen at 1115 hours at (4640-1630) with all engines running and in no apparent trouble. The other a/c was hit by flak over the target and was last seen going down under control 10 miles east by north of Vienna at 1041 hours. EEA Reports filed.

9. 10 a/c were damaged by flak.

10. 8 A/C attempted photos. A significant print is attchd.

11. Observations:

A/D Parndorf, 80 e/a observed at 1043 hrs, 20000'.

A/D (4818-1607), 50 e/a on field with 20 SEFs taking off in formation, 1034 hrs, 21,000'.

M/Y St Polton, 800-900 cars at 1025 hrs, 20000'.

M/Y Zagreb E., 400-500 cars at 0938 hrs, 19000'

M/Y Sisak, 700-800 cars at 1146 hrs, 13000'.

For the Commanding Officer:

ROGER WARNER,  
Major, Air Corps,  
S-2

2 Incls.

Incl 1 - TC

Incl 2 - Photo

HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

13 July 1944

SUBJECT: Narrative Report, Mission #60, Operations Order #122.

TO: Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U.S. Army (Attn: A-2).

1. On 12 July 1944, at 0630 hours, 37 scheduled a/c took off to bomb the M/Y at Nimes, France. The Group was led by Lt. Colonel Harold T. Babb, Deputy Group Commander, and the second attack unit by Captain William H. James, Jr., S-3, 763<sup>rd</sup> Bomb. Sqdn (H).

2. The Group assembly was hindered by clouds which caused difficulty in forming at altitude. Five boxes assembled on time but the sixth box could not locate the 460th and joined the 465th. The 485th arrived at Altamura 1-½ minutes early and the 460th, ½ minute late. Rendezvous was accomplished satisfactorily however. At Wing rendezvous, the 464th was slightly behind the 460th. When the 460th dropped back to permit the 464th to assume correct position, they were crowded by the 485th. The 460th flew right echelon on the 485th for the entire mission. Fighter escort was never contacted.

3. There was one early return due to a gas leak in the bomb bay and one a/c landed at Corsica enroute because three generators were out.

4. At 21,000' at 1134½ hours, 28 a/c dropped 70 tons of 500 lb GP bombs, with .1N &.01&.025T fusing, on the primary target. A good concentration of bombs fell on the briefed aiming point, in the middle third of the M/Y. Tracks were well covered and rolling stock hit. The pattern, although close, extended somewhat into the fields at the north and south of the M/Y. Six of our a/c with the 465th, dropped 15 tons of the same type of bombs on another portion of the M/Y. One a/c salvoed its bombs before reaching the target.

5. As the formation passed to the vicinity of Marseilles at 1115 hours, one ME-109 made an aggressive attack from 2 o'clock level. Just before the target at 1128 hours, 10 silver ME-109s were seen to the rear of the formation. A few of these made feeble rocket attacks which were ineffective. At the target, three ME-109s and three black ME-109s did not attack, but the FW-190s attacked singly, aggressively from 12 o'clock high. No claims were made.

6. No flak was encountered at the target but other flak was encountered as follows: Tarascon: MAH, Arlen-Sur-Rhone: SIH.



7. The attached track chart indicates a turn south of the briefed IP, which brought the Group to the target on an axis of 291 degrees. A turn on the return route was made short of the KP. Over Corsica, variation 15 miles south of the briefed route were to avoid weather. The course to Naples allowed any a/c low on gasoline to land there. Weather: Enroute, 9-10/10<sup>th</sup> cumulus, 1-2/10<sup>th</sup> over sea to the coast of France. Over target, 1-2/10<sup>th</sup> cumulus, 1-2/10<sup>th</sup> cirrus at 25,000'. On return, 2-3/10<sup>th</sup> cumulus over Corsica and sea. 8-10/10<sup>th</sup> cumulus over Italy with intermittent rain.

8. Twenty-eight a/c returned to base with a mean landing time of 1445 hours. Six a/c landed at friendly fields: three at Corsica, two at Naples, one at Bari. Three of these a/c have since returned to base. One a/c was lost, as reported through Wing Hqs. It crashed near Rome, after all crew members had bailed out. The crew has returned to base.

9. 9 a/c attempted photos. The print attached, bombs to east are the beginning of a pattern built up by another group.

10. There were two casualties, one crew member received a flak wound in the arm and one received a flak wound in the leg. Seven a/c were slightly damaged by flak.

11. Observations: Seven large M/V seen in Lake Serre at 1150 hours from 17,000'.

For the Commanding Officer:

ROGER WARNER,  
Major, Air Corps,  
S-2

2 Incls.

Incl 1 - TC

Incl 2 - Photo

HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

14 July 1944

SUBJECT: Narrative Report, Mission #61, Operations Order #123.

TO: Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U.S. Army (Attn: A-2).

1. On 13 July 1944, at 0715 hours, 29 of 31 scheduled a/c took off to bomb the oil installations at Porto Marghera. Two a/c failed to take off for the following reasons: (1) lack of manifold pressure, (2) Magneto trouble. The Group was led by Major Robert H. Martin, C.O., 760th Bomb Sqdn, and the second attack unit by Major Richard E. Anderson, S-3, 761st Bomb Sqdn.

2. The Group formed without incident in the regular assembly area and rendezvous with the 485th was accomplished at 0807 hours as briefed. The Wing formed at 0810 hours over Spinazzola with the 460th leading the Wing. Fighter escort, P-38s, contacted the formation over the I.P. at 0937 hours, furnished penetration, target and withdrawal cover. They left the formation at 1137 hours, forty miles south of Ancona.

3. There was one early return. The #2 prop. Governor of this a/c failed, and the a/c returned to base after jettisoning bombs in Adriatic.

4. At 21,500', 28 a/c were over the target at 1031½ hours. 24 a/c dropped 60 tons of 500 lb G.P. bombs, .1N, .01&.025T fuses, on Porto Marghera. 9/10th undercast made concentration on the primary target impossible. Revealed for a moment, it would be shut away again. Individual boxes, therefore, as they were able, bombed targets of opportunity at Porto Marghera. Approximately 20 bombs hit in the oil storage area at (I-21). 40 to 50 bombs damaged the Montecatini Zine Refinery and bombs also fell in the area SE of the refinery. The heavy cloud cover prevented accurate observation and informative photographs. One box, unable to release bombs on this target because of a/c flying under them, made a second bomb run. Crew members report a few hits on the primary target. Four a/c were unable to bomb the target for the following reasons: (1) bomb bay doors inoperative, (2) a/c flying beneath the formation, (3) rack malfunction, (4) release malfunction. All bombs were jettisoned in the Adriatic.

5. The route was flown as briefed. Weather: clear to Gulf of Venice with 7-910 stratus and strato-cumulus over Gulf and target, base 6,000', tops 7-8,000'. Visibility for entire route was 15-20

miles. Weather on return was the same as enroute with 4-7th cumulus, base 5000', tops 7,000'.

6. The Group experienced SIH flak in the target area, most of the bursts trailing the formation.

7. 28 a/c returned to base with a mean landing time of 1245 hours.

8. Three a/c were slightly damaged by flak. There was no casualty.

9. 11 a/c attempted photos. Significant prints are attached.

10. Observations:

3 large transports and 12 small vessels in Mestre Harbor at 1130 hours, 20,200'.

For the Commanding Officer:

ROGER WARNER,  
Major, Air Corps,  
S-2

2 Incls.

Incl 1 - Photos

Incl 2 - TC

HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

15 July 1944

SUBJECT: Narrative Report, Mission #62, Operations Order #124.

TO: Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U.S. Army (Attn: A-2).

1. On 14 July 1944, at 0600 hours, 38 scheduled a/c took off to bomb the Oil Storage Depot at Porto Marghera. The Group was led by Major Charles C. Ward, C.O., 763rd Bomb Sqdn, and the second attack unit by Captain Robert F. Carroll, Ass'tS-3, 762nd Bomb Sqdn.

2. The Group formed its three attack units in the regular assembly area and made rendezvous with the 485th over Altamura at 0702 hours without incident. The Wing formed over Spinazzola at 0712 hours with the 460th flying in the #4 position. The fighter escort, P-51s, met the formation at 0914 hours southwest of Pola. They furnished penetration, target and withdrawal cover, leaving the formation near the Tremitt Isles.

3. 38 a/c reached the primary target, Porto Marghera, but the solid undercast prevented the Group from locating the primary or alternate targets. The formation continued to the last resort target, the M/Y at Mantua. The First and Second attack units were unable to locate this target, also because of the 7-8th strato and alto-cumulus undercast. The Third attack unit was able to find the target through a hole in the cloud cover. In all, 19 a/c dropped 46.5 tons of 500 lb M-17 incendiary clusters with instantaneous fusing. The concentration of bomb bursts fell into the NE portion of the M/Y, the briefed target, with many hits in the Reggio Arsenal. Some bombs hit in the town to the NE, and a few hits were made on the Flour Hill and bridge to the north. Fires were observed throughout the area. 17 a/c salvoed bombs in the Adriatic. One a/c returned bombs to base, and two a/c salvoed 14 bombs in the Adriatic that had hung up.

4. The Group encountered no flak at the target. Some crews reported flak at Ferrara and Havenna fired at another group.

5. One ME-109 was observed in the target area flying and out of the cloud banks but there was no encounters.

6. Route was flown 15 miles E. of the briefed course on the route out and as briefed on the return. Weather: Spinazzola to Po Valley clear decreasing to 2-3th cumulus over the North Adriatic, bases 5-6,000'. Over Gulf of Venesia, 9-10<sup>th</sup> cumulus, 7-8<sup>th</sup> strato and

alto-cumulus over the last resort target, Mantau. On return, clear over Po Valley, visibility unlimited.

7. 38 a/c returned to base with a mean landing time of 1220 hours. One a/c let down at Legsina due to fuel shortage but returned at once.

8. 10 a/c attempted photos. A significant print is attached.

9. Observations:

4 large freighters in Pola Harbor, one Freighter unloading at dock, at 0910 hrs, 18,500'.

For the Commanding Officer:

ROGER WARNER,  
Major, Air Corps,  
S-2

2 Incls.

Incl 1 - Photo  
Incl 2 - TC

HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

16 July 1944

SUBJECT: Narrative Report, Mission #63, Operations Order #125.

TO: Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U.S. Army (Attn: A-2).

1. On 15 July 1944, at 0650 hours, 39 scheduled a/c were dispatched to bomb the Standard Oil Refinery, Ploesti, Roumania. The Group was led by Colonel Bertram C. Harrison, Group Commander, and the second attack unit by Major Robert R. Martin, C.O., 760th Bomb Sqdn (H).

2. The Group formed in two attack units at 0735 hours in the regular assembly area and rendezvous with the 485th was accomplished over Altamura at 0739 hours without incident. The Wing formed over Spinazzola at 0750 hours with the 460th leading the Wing. The fighter escort, P-38s and P-51s, contacted the formation at (4320-2125) at 0925 hours. They furnished penetration, target and withdrawal cover leaving the formation near Nis at 1145 hours.

3. Six a/c returned early for the following reasons: (1) superchargers froze, (2) Pilot sick, (3) Supercharger out and runaway prop, (4) three generators out, (5) two generators out, (6) supercharger out. Two of these a/c returned bombs to base, three a/c jettisoned bombs in the Adriatic, and one a/c dropped bombs at (4340-2320).

4. From 24,000', 33 a/c were over the target at 1056 hours. 31 a/c dropped 75.5 tons of 1000 lb GP bombs, .1N & .01, .025T fusing. When the Group arrived over the city of Ploesti, they found the target area totally obscured by a smoke screen, smoke from previous bombing and 6-7th cloud cover. The 1st attack unit bombed by PFF method. Two generators were out on the lead ship of the second attack unit and the PFF method of bombing was not used by this attack unit. Its bombing was done visually using the base of smoke columns as an aiming point. Crews report that new columns of heavy black smoke rose from the target area to an altitude of 20,000 feet as they left the target. Photographs of the target area are completely obscured, however photographs before and after the target establish the fact the formation was on course to the target and on proper rally from it. Thus, it is indicated that the bombs were dropped in the target area. Due to rack malfunction, one a/c returned one bomb to base and three a/c jettisoned eight bombs in the field west of Ploesti. One a/c with the #2 & #3 superchargers out, jettisoned its bombs south of Bucharest in order to maintain formation.

5. M-IAH flak was encountered over the target. It was largely barrage type. This barrage of flak was observed a few minutes before the formation reached the target and continued until the formation was some distance out of range. Crews reported that two B-24s of another Group were shot down by flak at Zajecar (4354-2215).

6. On the route out, two ME-109s were seen 15 miles NE of Nis at 0930 hours. At 1020 hours, two ME 109s were seen at (4407-2100). The above e/a did not attack. At 1130 hours two black FW-190s were encountered at (4218-1902). The e/a came in level at 1 o'clock and closed to 700 and 900 yards breaking away low. No claims.

7. 30 a/c returned to base with a mean landing time of 1410 hours. One of our a/c covered a B-24 that had ditched 40 miles from Bari and returned to base after five of the ditched crew had been rescued by a Catalina. One of our a/c landed at Vis. Another a/c, seriously damaged by flak over the target was last seen near Kraljevo (4345-2042) at 1233 hours. This a/c is listed as missing, EEA Report has been filed.

8. The route was flown as briefed. Weather: en route to Yugoslavia, clear increasing to 4/10th cumulus over the Mts. Over Roumania, 6-7/10th cumulus with 12-13,000' tops and 6-7th cumulus over the target area, 15 miles. On return, 4/10th cumulus over Yugo Mts. With 14000' tops, becoming clear over coast to base.

9. 11 a/c were damaged by flak. Two crew members sustained flak wounds, one man was hit in the arm and the other received a slight facial wound

10. 10 a/c attempted photos. Two significant prints are attached.

11. Observations: NW edge of Kostanjica (4229-1840), 4 large oil storage tanks and one under construction, 1322 hrs, 9,000'.

For the Commanding Officer:

JOHN L. MARGARET,  
Captain, Air Corps,  
Acting Group S-2

2 Incls.

Incl 1 - TC  
Incl 2 - Photos

HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

17 July 1944

SUBJECT: Narrative Report, Mission #64, Operations Order #126.

TO: Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U.S. Army (Attn: A-2).

1. On 16 July 1944, at 0530 hours, 34 scheduled a/c took off to bomb the Wiener Neudorf a/d engine factory in Austria. One a/c failed to take off due to a hydraulic leak. The Group was led by Lt. Colonel William B. Campbell, Group Operations O., and the second attack unit by Captain William M. James, Jr, S-3, 763rd Bomb Sqdn (H).

2. The Group formed in two attack units in the regular assembly area at 0720 hours. At this time the 464<sup>th</sup> was flying through our assembly area. Rendezvous with the 485th was accomplished over Altamura at 0732 hours. The Wing formed over Spinazzola at 0743 hours with the 460th falling in behind the 464th. The fighter escort, P-38s were first contacted (4600-1730) at 0735 hours furnished excellent penetration, target and withdrawal cover. They left the formation at 1245 hours 35 miles NE of Barlette.

3. Four a/c returned early for the following reasons: (1) interphone out, nose and ball turret out, (2) gas leak into bomb bay and #2 engine failure, (3) broken oil line in #4 engine, (4) one supercharger out. Three a/c jettisoned bombs in the Adriatic and one a/c jettisoned bombs just before the IP at 1020 hours.

4. On the route out, the Group observed approximately 150 e/a from ten minutes before the IP to the target. The majority of the e/a were FW-190s and ME-109s. Ten to twenty TEFs were also seen. There were 18 encounters with e/a. Eight ME-109s attacked in echelons of four. They came in from 9 o'clock low, closed to 300-400 yards and peeled off at 6 o'clock. An Fw-190 came in from 9 o'clock level, closed to 75 yards and dove out at 6 o'clock. Nine other single attacks were made by the ME-109s from 11 to 3 o'clock. These e/a attacked aggressively and closed to 300-400 yards. Our claims: 1 destroyed, 1 probable.

5. At 23,800', 29 a/c were over the primary target at 1032 hours and dropped 57.2 tons of 100 lb M-47 clustered incendiaries with instantaneous fusing by PFF method. 7-8th cloud cover and a partial smoke screen made observations of results difficult. Some crews reported a concentration of hits in the target area and a number of fires were seen. Photographs are largely cloud obscured, but establish the fact that the formation was on course to the target at bombs away.



One a/c did not reach the target due to a/a (See 7 below). Due to malfunctions, five a/c had 16 bombs hung up. Four of these a/c jettisoned 12 bombs in the Adriatic and one a/c jettisoned 4 bombs just after target time.

6. The Group encountered IAH box barrage type flak over the target. The Group was in the flak defenses for about three minutes. Smoke generators completely surrounded the target area and were from 100 to 125 yards apart. Apparently, the generators were fired late and were not very effective. (See attached prints).

7. 28 a/c returned to base with a mean landing time of 1315 hours. Two a/c are listed as missing: One B-24 was attacked by two ME-109s at 1027 hours and was last observed going down through the clouds in the target area, apparently still under control. Another B-24, damaged probably by flak, was last observed at (4620-1630) with the #1 engine smoking. This a/c was under control and escorted by four P-38s.

8. The entire route was flown as briefed. Weather: on route to N. Yugoslavia, generally clear with scattered middle clouds, from N. Yugoslavia to target, 7-9/10th alto and strato-cumulus with 17,000' tops. Over the target, 7-8/10th alto and strato-cumulus. On return from the Alps to Zagreb, 9-10/10th cumulus with 18,000' tops and from Zagreb to base, clear with scattered cumulus. Visibility, 15 to 20 miles.

9. 14 a/c were damaged by flak. There was no casualties.

10. 8 a/c attempted photos. Significant prints attached.

11. Observations: A/D, Papa, 7 SEF at 1009 hrs, 20,000'. E/a ere observed in the target area with the following markings: ME-109s & FW-190s painted a solid black and some ME-109s had wavy lines on a darker fuselage.

For the Commanding Officer:

JOHN L. MARGARET,  
Captain, Air Corps,  
Acting Group S-2

2 Incls.

Incl 1 - Photos

Incl 2 - TC

HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

20 July 1944

SUBJECT: Narrative Report, Mission #65, Operations Order #130.

TO: Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U.S. Army (Attn: A-2).

1. On 19 July 1944, at 0640 hours, 34 scheduled a/c were dispatched to bomb the Allach a/c Engine Factory (primary target). The first alternate target was the East end of Munich Main M/Y (Pff) and the second alternate target was the Trieste O/S. The Group was led by Colonel Bertram C. Harrison, Group Commander, and the second attack unit by 1st Lt. Wilmot K. Larr, 761<sup>st</sup> Bomb. Sq.

2. The Group formed in two attack units at 0750 hours in the regular assembly area and rendezvous with the 485th was accomplished over Altamura at 0758 hours. The Wing formed over Spinazzola at 0809 hours with the 460th leading. The fighter escort, P-51s contacted the formation at (4600N-1157E) at 1025 hours. They furnished penetration, target and withdrawal cover and left the bomber formation at Trieste at 1242 hours.

3. Three a/c returned early. One returned with its bombs from the assembly area due to an oil leak in the #3 engine. Another a/c blew a cylinder in #3 engine and jettisoned its bombs in the Adriatic before returning. The third early return was hit by flak at Muhldorf, lost an engine, jettisoned its bombs at (4825N-1245E) and returned to the base. It is credited with a sortie.

4. As the formation was on the bomb run, about three minutes before the target, the lead ship of the 2nd Attack Unit was hit by flak and its #4 engine caught fire. It salvoed its bombs in an effort to hold altitude. The other ships in the 2nd attack unit dropped on it and thus were short of the target. As the target smoke-obscured by a smoke screen which originated from smoke pots north of the town. It was then decided to bomb the 1st alternate target, the M/Y, by Pff. The "mickey operator" picked up what he thought was the M/Y and the airplane was put on the heading given by the "mickey operator". As the lead ship got over the center of the city it had passed over the smoke screen (which had evidently been started late) and the M/Y was seen far to the left. What the "mickey operator" picked up on his screen is not known, but it certainly was not the M/Y. The leader, seeing that it would be impossible to bomb the M/Y, decided to hold its bombs and go to the 2nd alternate target, Trieste O/S. In the meantime, however, the #3 ship in the front box was hit by flak and jettisoned its bombs before falling out of formation. So with the exception of the #1 & #2

ships, the 1st Attack Unit dropped on the #3 ship and bombed an area to the right of the M/Y. The lead ship was unaware that the others had dropped their bombs and continued on Trieste O/S. The other a/c, having no bombs continued to base. Four tons of 1000 lb. GP bombs with .1N & .01T fusing were dropped on the Trieste O/S from 20,000 ft. Direct hits were scored and several fires were started. 25 a/c dropped 62 tons on Munich from 24,000 ft. Two a/c were shot out of the formation before the target and two a/c jettisoned after the target. The lead ship used the automatic pilot on both bomb runs. The lead ship of the 2nd attack unit was shot down before the target and no a/c assumed the lead until after the target as there was not time to shift.

5. Very intense, very accurate heavy flak was encountered over the target. Four of our a/c were lost and three are missing as a result of the flak. The following is a summary of our losses: Lost: (1) No. 4 engine caught fire over the target and 10 men were seen to bail out. (2) Went down in flames over the target - four chutes seen. (3) Seen going down over the target with fire between #3 & #4 engines - eight chutes seen. (4) Last seen over the target with #1 engine on fire and losing altitude rapidly - four chutes seen. Missing: (1) Last seen at (4752N-1200E) at 1155 hours. It was on course of 240 degrees under control but losing altitude. (2) Went into dive just before target and 2 men bailed out. A/c recovered and may have reached Switzerland. (3) Last seen just after the target with #1 engine feathered and #4 smoking. It was under control and apparently heading for Switzerland. Other flak and intensities are as follows Salzburg (SAH), Altenmarkt (SIH), Muhldorf (SAH), Geratskirchem (SIN), Konigsbrunn (MAH), Trieste (MAH).

6. Ten ME-109s were seen in the target area but did not attack. On the route back about 20 SEF were seen near Vannice at 1238 hours. One FW-190 attacked a straggler unaggressively from 6 o'clock low. No claims were made.

7. Twenty a/c returned to base with a mean landing time of 1435 hours. Four a/c landed at the following friendly fields: Sternara, Vis, Venosa and Ramatelli. The ship that was at Venosa has since returned..

8. The route was flown as briefed. Weather: Base on take off: Scattered middle clouds at 10,000 ft.; Over Adriatic to Venise: Clear; On return over Alps: 6-8/10 cumulus. Coast to Alps: 2-3/10 cumulus, tops 12,000 ft.; Target: clear. Adriatic to base: Scattered cumulus.

9. 15 of the returning a/c were damaged by flak. Two crew members received flak wounds: One sustained a leg flesh wound and the other had one ear cut.

10. Ten planes were dispatched to take photos, of which four (4) were shot down and another landed at a friendly field. Two cameras were rendered useless due to combat damage so photo coverage is limited. (See attached print)

11. It is the opinion of this Group that (Pff) operators are entirely too inexperienced for combat. The one used on this mission had been on only one (1) previous mission and hence made serious mistakes.

For the Commanding Officer:

JOHN L. MARGARET,  
Captain, Air Corps,  
Acting Group S-2

2 Incls.

Incl 1 - TC

Incl 2 - Photo.

HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

23 July 1944

SUBJECT: Narrative Report, Mission #66, Operations Order #133.

TO: Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U.S. Army (Attn: A-2).

1. On 22 July 1944, at 0742 hours, 32 scheduled a/c were dispatched to bomb the Romano Americano Oil Refinery in Ploesti, Roumania. The Group was led by Lt. Col. Harold T. Babb, Deputy Group Commander and the 2nd attack unit was led by Major George S. Davis Jr., S-3, 762nd Bombardment Squadron.

2. The Group formed in two attack units in the regular assembly area at 0835 hours. Rendezvous with the 485th took place as scheduled over Altamura at 0843 hours and Wing rendezvous over Spinazzola at 0845 hours. Fighter escort was never contacted. Twelve P-38s were seen near Nis at 1312, but they were apparently returning and were not seen again.

3. The Group Leader stayed with the Lead Group, but had to use excessive power to do so. Wing ships in our formation were unable to stay with the formation due to excessive power required. As a result, we had more early returns on this mission than on any other yet run. There were 13 early returns, of which 7 had supercharger trouble. One of these also had excessive cylinder head and oil temperature. The other six returned for the following reasons: (1) High cylinder head temperature, (2) #4 engine out, (3) Failure of landing gear to stay retracted, (4) Gas leak, (5) Faulty fuel gauge, (6) Oil leak. One early return dropped its bombs on the last resort target, the Kraljevo Bridge, but no hits were scored. The other early returns made the following disposition of bombs: 46 brought back; 9 jettisoned in the Adriatic; 5 jettisoned in the mountains in Albania.

4. At 23,000' at 1141 hours, 19 a/c, formed in one attack unit, dropped 47.5 tons of 1000 lb GF bombs (.1N Mixed .01 & .025T fuses) on the primary target. The target was not visible at the IP due to haze and clouds, as the bomb run began using PFF. As the lead ship neared the target the nose navigator and bombardier saw the target through a hole in the clouds. The target was about 30 degrees to the left so the bombardier turned the a/c toward the target using the A5 and leveled out. As he was making the turn, clouds obscured the target again. He estimated the position of the target and bombed on that. Photographs are cloud obscured, but "bombs away" photos show that the formation was on a heading to the target and at a distance which would indicate the proper rate was set up. Later pictures show the cloud

covered target area. It is believed the north section of the refinery was hit.

5. The Group encountered MIH flak at the target. Other flak and intensities are as follows: Metrovica (2052N-4252E) IAH; Leakovac (4300N-2155E) SIH; Babiai (4250N-2205E) SIH; Sagubica MAH. The smoke screen at Ploesti was ineffective. It is believed its ineffectiveness was due to high winds. Forty smoke pots were observed in a field SE of the target. They were in a square with ten pots on a side. Fifteen smoke pots were seen NW of the city. They were in two lines and about 100-150 yards apart.

6. 17 a/c returned to the base with a mean landing time of 1355 hours. Two a/c landed at Bari to refuel and have since returned to base.

7. There were no casualties, three a/c were slightly damaged by flak.

8. The route was flown as briefed with the exception of the bomb run which is explained in No. 4 above. (See attached chart). Weather: Base to Yugoslav coast 3-4/10<sup>th</sup> stratus, 6-8/10 altocumulus; Vis. At take-off 3 to 5 miles increasing to 8 to 10 miles at coast. Yugoslavia coast to Danube: 2-4/10 Low clouds; 2-3/10 Middle. Target area: 5-7/10 Stratocumulus at 21,000 to 22,000 feet. Visibility: 15 miles at altitude. Return: same except 3/10 high, thin cirrus and 2-4/10 middle clouds at base. Surface winds at base on return: 220° - 25-30 MPH.

9. Ten a/c attempted photos. Significant prints attached.

10. Observations: 37 Barges at Turau Severin; 1240 hours at 13,500 feet. Lapove M/Y full of cars; 1321 hours at 12,300 feet.

For the Commanding Officer:

JOHN L. MARGARET,  
Captain, Air Corps,  
Acting Group S-2

2 Incls.

Incl 1 - Photos

Incl 2 - TC

HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

25 July 1944

SUBJECT: Narrative Report, Mission #67, Operations Order #134.

TO: Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U.S. Army (Attn: A-2).

1. On 24 July 1944, at 0655 hours, 31 of 33 scheduled a/c took off to bomb the Valence/La Tresererie L/G in France. Two a/c failed to take off for the following reasons: (1) front spar broken, (2) nose wheel collapsed. The Group was led by Lt. Colonel William B. Campbell, Group Operations Officer, and the second attack unit by Major Robert H. Martin, C.O., 760th Bomb Sqdn.

2. The Group formed its attack units at 0740 hours in the regular assembly area and rendezvous with the 485th was accomplished over Altamura at 0752 hours, without incident. The Wing formed over Spinazzola at 0802 hours with the 460th leading the Wing. The fighter escort, P-51s, were first seen at (4225-0635) at 1106 hours. They furnished penetration, target and withdrawal cover, leaving the formation at (4321-0642) at 1230 hours.

3. From 20,500', 31 a/c dropped 67.44 tons of 125 lb (6 clustered) fragmentation bombs on the primary target, Valence La Tresererie, at 1147 hours. The assigned area of the target was well covered. Ten SE and TE a/c being caught on the hardstands. Strings fell right & left of the taxi strip, with the bombs of one box falling down the middle. Two planes were seen burning. Six or seven others were probably destroyed. One a/c jettisoned 14 clusters immediately after target time due to malfunction, three a/c jettisoned five clusters in the Ligurian Sea, and three a/c brought back 17 clusters that had hung up. One a/c accidentally released 6 clusters 20 miles from this base on the return. The A-5 was used by both attack units.

4. No flak was encountered over the target area. On the return route, MAH flak was encountered at (4336-0652) from twelve guns.

5. The Group observed three e/a. One e/a flew over the formation near the IP at 1141 hours. Two ME-109s were seen in the target area but there was no encounters.

6. The route was flown as briefed. Weather: clear from base b. France with 2-3/10th cumulus from there on to 40 miles short of target, tops 8,000'. Over target, 6-7/10th cumulus with vis. 15 miles. On return, 5/10th cumulus over Corsica and 5-7/10th cumulus over Apennines, tops 8,000'.

7. 29 a/c returned to the base with a mean landing time of 1525 hours. Two a/c were seen headed for Corsica. One has since returned. No word has been heard of the other.

8. There was one casualty. A waist gunner fell from his a/c without a parachute. He had been resetting the safety pins in bombs that were being returned to base when they were accidentally salvoed through the bomb bay door, dragging the man with them.

9. Ten a/c attempted photos. A significant print is attached.

10. Observations: M/Y Valence, full of cars at 1150 hours, 20200'. Smoke screen at Toulon working most effectively.

For the Commanding Officer:

ROGER WARNER,  
Major, Air Corps,  
S-2

2 Incls.

Incl 1 - TC

Incl 2 - Photo



HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

26 July 1944

SUBJECT: Narrative Report, Mission #68, Operations Order #135.

TO: Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U.S. Army (Attn: A-2).

1. On 25 July 1944, at 0655 hours, 29 of 31 scheduled a/c took off to bomb the Linz Hermann Goering Tank Works in Austria. Due to landing gear malfunctions, two a/c failed to take off. The Group was led by Captain Britt S. Nay, Ass't Group S-3, and the second attack unit by Captain William H. James, Jr., S-3, 763rd Bomb Sqdn (H).

2. The Group formed in two attack units without incident and rendezvous with the 485th was as scheduled. Wing rendezvous was at 0819 hours over Spinazzola with the 460th flying in the #4 position. The fighter escort, P-51s & P-38s, was first seen at (4625-1618) at 1035 hours. They furnished penetration, target and withdrawal cover, leaving the formation at 1212 hours, over Ljubljana.

3. Three a/c returned early for the following reasons: (1) oxygen leak, (2) unable to hold formation, (3) #1 supercharger out, tail, nose and one waist gun out. One a/c jettisoned bombs in the Adriatic, one a/c returned bombs to base and the third a/c jettisoned one bomb in the Adriatic and returned four to base.

4. At 22,800', 26 a/c were over the primary target at 1131½ hours. 24 a/c dropped 59 tons of 1000 lb GP bombs, .1N, .025T fusing, on the Linz/Hermann Goering Tank Works. Because the smoke screen, fully developed by the time the Group arrived, and smoke from the bombing of previous groups obscured the aiming point, bombing was done by offset. The excellent check points of the bridge over the Danube and the canal to the North were used. Photographs show the beginning of the development of the correct bomb pattern just outside the smoke screen, and other bombs dropping in the right place in the smoke. A-5 was used by first attack unit. The second used P.D.I. One a/c jettisoned two bombs on the rally, one a/c jettisoned five bombs near St. Ber due to select handle jamming, and one a/c jettisoned five bombs, 25 miles E. of the target (4733-1600) in an attempt to hold formation with two superchargers out.

5. The Group encountered IAH flak, box and tracking type, for eleven minutes in the target area. SIH flak was observed at Zagreb. An effective smoke screen was in operation at the target covering an area of approximately three square miles. Smoke pots were observed along the canal west of the target and in a line south of the plant area.

6. The Group encountered seven red-tailed ME-210s in the target area, at 1100 hours. There was no encounters.

7. The route was flown as briefed. Weather: clear from base to Yugoslavia increasing to 3-4/10<sup>th</sup> strato-cumulus over Yugoslav Mts, tops 8000'. Over Alps, 5-7/10<sup>th</sup> strato-cumulus base 6000', tops 10-12000' decreasing to 3-4/10<sup>th</sup> cumulus over the Danube River basin to the target, visibility 20 miles. The weather on return was the same, with 4/10<sup>th</sup> cumulus over base, 14000' tops.

8. 25 a/c returned to the base with a mean landing time of 1415 hours. One a/c landed at Fermo to refuel and has since returned to this base. One has since returned. No word has been heard of the other.

9. 12 a/c were slightly damaged by flak. There was one casualty, the ass't radio operator receiving a minor head wound.

10. 10 a/c attempted photos. A significant print is attchd.

11. Observations: M/Y Karlovae (4530-1532), 500 cars at 1011 hrs, 19000'. 5000-ton freighter at anchor at S. end of Silba Isle (4421-1444), 1250 hrs, 10000'. Smoke screen in operation at Steyr.

For the Commanding Officer:

ROGER WARNER,  
Major, Air Corps,  
S-2

2 Incls.

Incl 1 - TC

Incl 2 - Photo

HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

27 July 1944

SUBJECT: Narrative Report, Mission #69, Operations Order #137.

TO: Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U.S. Army (Attn: A-2).

1. On 26 July 1944, at 0725 hours, 24 scheduled a/c were dispatched to bomb the Zwolfaxing A/D in Austria. The Group was led by Colonel Bertram C. Harrison, Group Commander, and the second attack unit by Major Richard E. Anderson, S-3, 761st Bombardment Squadron (H).

2. The Group formed its two attack units in the assembly area on time and rendezvous with the 485th was accomplished as scheduled. The Wing formed over Spinazzola at 0830 hours with the 460th leading the Wing. The fighter escort, P-51s, met the formation at (4545-1640) at 1029 hours. They furnished penetration, target and withdrawal cover, leaving the formation at (4600-1640) at 1200 hours.

3. As the Group approached the target area, 10/10 clouds in two layers reached from 22 to 24,000'. It was necessary to drop below it for the bombing. Flak was extremely accurate, perhaps the most so in the experience of the 460th. As the lead box came out of the clouds to make the bomb run, No. 3 ship had become slightly separated from it. Flak guns lead this single ship, as though shooting skeet, and finally knocked it down. At this time a large projectile went through the left wing of the lead ship, leaving a hole a foot across but not causing a fire. Gas slopped out; gas ran into the bomb bay. Two engines cut out. Although it managed to maintain speed and altitude to drop on the target, this ship began to lose position immediately thereafter. Just as it seemed necessary to abandon the lead, the two engines again became operative through prompt transfer and saving of gas. The ship assumed its proper place in the Wing formation.

4. At 20,600', 24 a/c dropped 59.5 tons of 1000 lb GP bombs, .1N, .025T fusing, on the primary target, the Zwolfaxing A/D. RESULTS: Concentration of hits along hangar line in the two briefed aiming points. Many bombs fell short and over into adjacent field. Automatic pilots used by both first and second attack units. Due to malfunction, 1 a/c returned one bomb to this base.

5. The Group encountered e/a just before the IP at 1124 hours. Approximately 30 ME-109s attacked the formation from 2 o'clock level in a tight "V" formation. At 1000 yards, then enemy formation broke up into flights of two, three and four and six a/c. The curtain of

protective fire thrown by this Groups forced the a/c to break off their attack, non-aggressively, at 600 yards. In this encounter, one e/a is claimed damaged. E/a markings were observed as follows: e/a were painted black with a small circle on the left wing near the fuselage. Two FW-190s were also seen in the target area.

6. The Group experienced IAH flak for 10 minutes in the target area. Smoke generators partially obscured the target and were located as follows: North and East parallel to the railroad, ten generators to the East and West, and 50 generators on the South side of the target. Flak was observed at Graz.

7. 16 a/c were damaged by flak. Eight crew members sustained minor wounds from the flak. Two members received head wounds, three leg wounds, one face, one head and one in the arm.

8. The route was flown as briefed. Weather: clear to coast of Yugoslavia increasing to 2-3/10 cumulus, 8-10,000' tops SE of the target and in the target area. Also 10/10 cirrus in two layers at 22 to 24,000' with haze. On return, 4-7/10 alto-cumulus over SW Hungary and Yugoslavia with 3-4/10 cumulus over the Yugoslav interior, tops 7-8,000'. 2-4/10 cumulus over Italy on return. Visibility, 10-15 miles enroute decreasing to 5-10 miles with haze in the target area.

9. 19 a/c returned to the base with a mean landing time of 1415 hours. Two a/c, seriously damaged by flak, landed at Vis, and another a/c landed at Gioia. In all, three a/c were lost to flak over the target, all of them going down in flames. (EEA report files).

10. 9 a/c attempted photos. Two significant prints are attached - one showing results and one showing development of smoke pots.

11. Observations: M/Y Novaka (4520-1659), 500-600 cars at 1229 hrs, 12600'. Two objects apparently flares were shot up to 20,000' at the IP. They were black until they burst red at 20,000' and then circled down.

For the Commanding Officer:

ROGER WARNER,  
Major, Air Corps,  
S-2

2 Incls.

Incl 1 - TC  
Incl 2 - Photo

HEADQUARTERS  
460TH BOMBARDMENT GROUP (H) AAF  
APO 520, U.S. ARMY

31 July 1944

SUBJECT: Narrative Report, Mission #70, Operations Order #141.

TO: Commanding Officer, 55th Bombardment Wing (H),  
APO 520, U.S. Army (Attn: A-2).

1. On 30 July 1944, at 0730 hours, 27 of 28 scheduled a/c were dispatched to bomb the Budapest/Duna A/C Factory in Hungary. One a/c was destroyed at take-off due to tire blowout. The Group was led by Lt. Colonel Harold T. Babb, Deputy Group Commander. The second attack unit by Major George S. Davis, S-3, 762nd Bombardment Squadron (H).

2. The Group formed at 0832 hours in the regular assembly area on time and rendezvous with the 485th was accomplished over Altamura at 0840 hours without incident. The Wing formed over Spinazzola at 0851 hours with the 485th leading and the 460th in the #2 position. The fighter escort, P-51s & P-38s, were first seen at (4600-1720) at 1032 hours. They furnished penetration, target and withdrawal cover, returning to the Italian coast with the formation.

3. Three a/c returned early for the following reasons: (1) #4 engine run away, (2) #3 supercharger caught fire, (3) oil leak in #3 engine. Two a/c jettisoned bombs in the Adriatic, the third a/c brought back six bombs and jettisoned four in the Adriatic.

4. From 23,000', 24 a/c were over the primary target, the Budapest/Duna A/C factory at 1116 hours. 22 a/c dropped 55 tons of 500 lb GP bombs, .1N, .025T fusing. Two a/c jettisoned their bombs just past the target due to bomb rack malfunction. Smoke from the other bombings prevented accurate observation of results but the pattern of bombs was in the general target area. Many bombs fell short, and others were seen to the north of the aiming point along the railroad track. Buildings and woods were burning as the Group left the target. The 460th and the 464th arrived at the IP at about the same time and made almost simultaneous bomb runs on the target, using slightly different headings. The A-5 was used by the first attack unit. The second attack unit discontinued the automatic pilot because manual control was safer in the congestion of a/c near the target.

5. MAH flak was encountered over the primary target.

6. 50 to 75 ME-109s and FW-190s were seen between the IP and the target. At the IP, six e/a came in from 3 o'clock high and made a pass out of range. At 1110 hours, six ME-109s came in from 11 o'clock high firing rockets. Twelve ME-109s dropped bombs from 3,500' above

the bomber formation and then dove into the clouds. The bombs were seen to burst below the formation. One ME-109 attacked from 11 o'clock high closing to 300 yards before peeling off at 3 o'clock. ME-109s were painted black with a red cross on the rudder.

7. The route was flown as briefed as was the return route to (4500-1820). Here a turn was made to (4440-1710) and the formation returned directly to the base. Weather: On route over Italy 3/10<sup>th</sup> strato-cumulus, tops 3-4,000', decreasing to 1/10th over Adriatic and Yugoslavia. 8/10th to 10/10th cumulus in the vicinity of Lake Balaton clearing to 1-3/10th strato-cumulus 15-20 miles west of Budapest. Over the target, 1-3/10th strato-cumulus, few scattered alto-cumulus. On return, variable 3-5/10th cumulus, tops variable 10-14000', over Yugoslavia isolated tops to 18,000'.

8. Four a/c received damage from flak. One crew member received a flak injury around the left eye.

9. 24 a/c returned to the base with a mean landing time of 1400 hours.

10. 10 a/c attempted photos. A significant print is attached.

11. Observations: MCMACS, 55 long, narrow barges at 1145 hrs, 22000'.

For the Commanding Officer:

ROGER WARNER,  
Major, Air Corps,  
S-2

2 Incls.

Incl 1 - TC  
Incl 2 - Photo

LIST OF CASUALTIES

Killed in Action

1 Enlisted Man

Missing in Action that returned to duty

7 Officers and 10 Enlisted Men

Lightly Wounded in Action that returned to duty

4 Officers and 1 Enlisted Man

Lightly Injured in Action that returned to duty

2 Enlisted Men

Injured transferred to 26th General Hospital

1 Officer and 1 Enlisted Man

Wounded still in hospital

3 Officers and 2 Enlisted Men

Missing in Action

67 Officers and 100 Enlisted Men

## HARRISON'S FLATS - A LEGACY FOR ITALY

by

Lt. E. J. Devany  
Cleveland, Ohio

15th AAF in Italy. The Germans came and lived among them quietly and usually as gentlemen, but when they left, they took with them or destroyed the paintings, the sculptures, the ageless works of art and finally the laughter of these people. All that went to make up the soul of their nation.

Then the Americans came and lived among them, often noisily, but they brought back to the people laughter, happiness and somehow a feeling that the good years were upon them again.

The Italian was at first suspicious, a natural state of mind that usually lasted for as long as five or ten minutes - then they recognized their friends - the Americanos. Fabulous bearers of cigarettes, chocolate candy and chewing gum and other gifts to make the bombings and signorinas and Peasanos bleary-eyed with happiness. And a race of men that threw around hundred lire notes like the chaff that blows from the grain at threshing time.

And when the American leaves he'll take no work of art that he hasn't paid twine over for and there'll be no time bombs left in beautiful churches or buildings. Further than that he'll leave with a record of construction unequalled by any conquering army.

Let's take an example - an outstanding example to be sure, but, one that personifies the American idea of how to move into a strange country, conquer it and then leave it in a better shape than when they found it.

Early this year, a conglomeration of farmers, stock clerks, machinists, roustabouts, office boys, lawyers, oil workers, factory hands, radio announcers, elevator operators, musicians and a thousand other types of professors, workers, dreamers and doers came to Italy.

They came not as a conglomeration, but, as a fighting team. Some 2,500 individual Americans all trained up to the second in the jobs that man and sustain the sixty odd B-24 Liberator bombers that comprised their Group.

Soon after leaving the States, they knew where they were bound and pleasant speculation as to the merits of Italian wine, women, food and even the lovely Italian climate abounded.



When they reached Italy, most of them piled into cramped, lousy little box cars and set out to find their base.

One Lieutenant who was given the dubious privilege of traveling by truck at the head of the convoy said, "We left Naples in the beautiful light of an Italian sunset - and then the rains came. For nine hours we stumbled through the black night, frozen to the marrow. I've never imagined such rain. It came down in torrents, then bucketsful, then torrents again. I remember once we were climbing a steep grade and as we suddenly topped the rise, the boy driving made a wild grab for the emergency - and was I glad he found it - for leering up at us through the rain was the end of the road where a bridge had been blown out. Finally, after hours of driving, we came to the site of our new base but nothing could be seen except the rain slapping into the mud that lay to the front of the trucks. So we settled down a little farther into our seats and dozed fitfully until dawn. I was awake at the first glow of light and looked around me at our new base. Nothing could be seen but some bedraggled tents and a sea of mud that seemed to stretch to the horizon - when you could see the horizon through the curtain of sleet and rain."

This was what this group of men faced. The rains were to keep up for endless weeks till every man walked with a peculiar stooping like a man hitched to a heavy load who grunted and cursed as he lifted one foot painfully after the other from the freezing viscous mud.

There were four buildings on this vast plateau - a farm house and two disreputable stone houses called "Casa Cantoniere" or the "house of the signalman" slouched beside an abandoned one-track railroad. These buildings were taken for the Group and Squadron headquarters and the one other lonely building - a one-story granary - became the mess kitchen for the two thousand odd men in the outfit.

Every five or six men were given a tent and the liberty of pitching it anywhere they thought the mud was a little less wet or a little less cold. For the first agonizing couple of weeks, while groundsmen and airmen alike struggled to organize themselves and their equipment into flying and fighting shape, the only surcease they found from the bitter rain and clammy cold was the time they could sit in their tents and huddle around a roaring stove which was usually made from a fifty gallon gasoline drum chiseled in two and fueled with an open can of gasoline. Warm but dangerous, as almost every day there would be a muffled "BOOM" and the camp would run to the rescue of the unlucky devils who had spilled their can of gas and set their whole tent and all their possessions into a blazing pyre to their hopes of comfort.

Each day was broken too, by chow call, when officers and enlisted men alike stood in the rain while the painfully slow line moved forward - then to run madly for their tents with food and drink so they could eat in comparative comfort by the fire.

As the dreary days went on, the men began to rebel within themselves and began to dream of nice warm houses with lovely cement floors and the wind and rain and mud bolted safely outside.

Pretty soon one of the GI trucks took off for an undisclosed destination and returned in a couple of hours carrying a load of "tufa" rock. This soft, porous rock is indigenous to the hills of southern Italy. Its characteristics made it an easy building material to use as it can be sawed into blocks and then shaped to meet any mood. Used extensively by the Italians for inexpensive homes, barns, and other farm buildings because it is extremely easy to handle as well as for its low cost, these buildings are weather proof and have the common characteristic of being warm in winter and cool in summer.

And so, the first building began. Who set the first one up is still in the realm of conjecture, but a debt of gratitude is owed him.

Soon the whole Group was busy building houses, but it was not as easy as it sounds. Finding the tufa rock was one thing and finding transportation was another. Often the trucks were used into the wee hours of the morning as a very few in the Group were needed in the daytime to carry out their normal functions. Then, too, there was the problems of finding other building materials. Lumber was the scarcest item with hardware fixtures a close second.

In spite of the difficulties involved - because a good soldier always manages somehow - the individual ground and air crewmen began building homes and an air base that today compares favorably with many in the States and surpasses more than a few.

In all, approximately 70% of the Group's personnel live in homes designed and constructed by themselves while 100% of them have improved living conditions to an unbelievable extent.

Besides the many fine homes they have built, the members of the individual squadrons have cooperatively built - finances by the men themselves - dispensaries and day rooms and mess halls for the enlisted men, while the entire Group has constructed a comfortable enlisted men's Service Center and an Officer's Club and Mess which in appointments, equipment and solid comfort put many similar buildings back home in the shade.

Visiting generals and privates alike as enviously amazed at the complete set-up. Even "Berlin Sally" paid the Group a dubious compliment when she warned them to expect to see all their "pretty little white homes just piles of dust after the Luftwaffe is through with you."

While the shaping of this base was going on, however, the war, too, was going on and as their commanding officer, young (26) bomb-wise, (one Director of Training at the Army Air Force San Angelo, Tex., school for bombardiers), West Pointer Colonel Bertram C. Harrison of Leesburg, Va., said, "We're damn proud of our base and more than proud of the work the men in this outfit did to make it what it is; but don't forget we're still waging a war in the air and whether they live in tents or beautiful stone houses, a lot of those men are still dying over the strategic targets we're smashing daily."

No idle boast was this, as Col. Harrison's Group is one of the crack Liberator outfits in (Major General) Twining's deservedly vaunted 15<sup>th</sup> Army Air Force.

So the Americana have come and when they leave, they'll leave behind the city called Harrison's Flats, in honor of their Commanding Officer, all ready for occupancy. One with a complete electrical system - water system - community showers and buildings which can easily be converted into public buildings far better than those in the nearby Italian towns. One nearby group of Italians are already planning to leave their centuries-old city and move into the base as soon as the Group moves.

So here is the story, not only of Yankee ingenuity, but also of the spirit of the free men of America - put 'em down anywhere and they'll make a new and better place of it and ask nothing but the chance to finish the job and get back home.