

H I S T O R Y

O F T H E

4 6 0 T H B O M B A R D M E N T G R O U P (H)

1 November, 1944

to

30 November, 1944

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T A B L E O F C O N T E N T S

Narrative History of 460th Bomb Group (H)

Annex #1 - Narrative Mission Reports and Bomb Plot
Strike Photos

Annex #2 - Historical Photographs

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TO: Commanding General, Fifteenth Air Force, APO 520, U.S. Army

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

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HEADQUARTERS
460TH BOMBARDMENT GROUP (H) AAF
APO 520, US ARMY

(November 1 - 30, 1944)

NARRATIVE HISTORY

In spite of continued adverse weather conditions, which necessitated bombing mostly by instruments, and which cut down the number of days on which flying of any kind was possible, during November the Fifteenth Air Force carried out strategic bombing whenever possible.

The war went on, and the 460th continued to play an important part in it. In the month of November, the 460th dispatched fifteen missions, as compared to ten in October, an average of one every two days. This was an excellent record, everything considered. Although there were plenty of crews, many of the older airplanes had become inoperational.

Six missions were flown to Austria, five to Germany, two to Yugoslavia and two to Italy. Targets varied greatly in type and included: five oil installations, four marshalling yards, one industrial center, two troop concentrations, two airdromes and one bridge.

The following missions were led by the Group Commander, Deputy Group Commander and Group Operations Officer:

COL. JOHN M. PRICE, GROUP COMMANDER

1 Nov. 1944 Graz M/Y (Alt. Target) Austria
5 Nov. 1944 Florisdorf O/R, Vienna, Austria
16 Nov. 1944 Munich West M/Y, Germany
18 Nov. 1944 Udine A/D, Italy

LT. COL. HAROLD T. BABB, DEPUTY GROUP COMMANDER

4 Nov. 1944 Linz Benzol Plant, Linz, Austria
7 Nov. 1944 Adige/Mezzocorona Bridge, Italy

LT. COL. WILLIAM B. CAMPBELL, GROUP OPERATIONS OFFICER

3 Nov. 1944 Munich West M/Y, Germany

Narrative reports and bombfall plot photos, where available, covering the fifteen flown in November are attached as Annex #1.

Casualties for the period under review were as follows:

Killed in Action:	1 Officers	1 Enl. Man
Missing in Action:	47 Officers	2 Enl. Men
Wounded in Action:	4 Officers	8 Enl. Men

The strength of the Group covering officers and enlisted men for the month of November was as follows:

At Beginning:	450 Officers	1783 Enl. Men
Net Increase:	-	38 Enl. Men
Net Decrease:	25 Officers	--
At End	: 425 Officers	1812 Enl. Men

On 8 November 1944, Major General Nathan F. Twining, 15th Air Force Commanding General, presented the Presidential Citation to the 460th Bombardment Group (H) in a colorful ceremony. Class "A" uniform, the order of the day, appeared in great contrast to the clothing worn on an ordinary fighting or working day. The Group formed on the level strip of turf near the Headquarters and south of the Spinazzola-Gravina Road. The day was bright. A smart breeze whipped colors and guidone. General Twining was accompanied by his sides. Brigadier General Acheson, Commanding General, 55th Bombardment Wing, Colonel Harrison, Executive Officer of the 55th Wing and Commanding Officer of the 460th on the date of citation, and others from Wing attended. These together with the Group Staff constituted the reviewing party. The Group stood at attention while 15th Air Force General Order #3604 (Extract) was read by the Group Adjutant:

SECTION I - CITATION OF UNITS

Under the provisions of Circular 333, War Department, 1943, and Circular 89, North African Theatre of Operations, 10 July 1944, the following units are cited for outstanding performance of duty in armed conflict with the enemy.

460TH BOMBARDMENT GROUP. For outstanding performance of duty in armed conflict with the enemy. On 25 July 1944, this Group was assigned the task of attacking and destroying the Zwolfaxing Airdrome Installations which were being used for enemy fighter operations. A successful completion of this mission would inflict a crippling blow to the already dwindling strength of the enemy air force. Throughout the day and night prior to the attack, the ground crews worked untiringly and enthusiastically to have their aircraft at the peak of mechanical perfection to ensure the success of this vital operation. On 26 July 1944, twenty-four (24) B-24 type aircraft, heavily loaded with thousand-pound bombs, took off, and as lead group of a wing formation, set course, for the objective. Intercepted by approximately thirty (30) enemy fighters, displaying outstanding professional skill, coordination and courage, the gunners threw such an effective curtain of protective fire from the extremely tight formation, that the enemy

fighters were forced to break off their attacks and withdraw. Severe adverse weather conditions were encountered and with the target completely obscured by dense cloud formations, the Group was forced to drop to a lower altitude. Without hesitation the Group descended into barrages of heavy, extremely intense and very accurate enemy anti-aircraft fire. Three (3) aircraft went down in flames, two (2) were so badly crippled that they were forced to drop from the protective formation, and fourteen (14) others sustained severe damage. Unwavering, despite the intense opposition, these gallant crews continued through the enemy defenses for a highly successful bombing run, inflicting grave damage to vital enemy installations. Through this outstanding achievement the enemy was deprived of one of its most important fighter assembly and repair bases, thus effectively and seriously crippling enemy operational efficiency at a time of great importance. By the great determination, outstanding professional skill and gallantry of the combat crews, together with the superior technical skill and devotion to duty of the ground personnel, the 460th Bombardment Group has reflected great credit upon themselves and the Armed Forces of the United States of America.

By command of Major General TWINING.

R. K. TAYLOR
Colonel, GSC,
Chief of Staff

OFFICIAL:

s/ J. M. Iving
t/ J. M. IVING
Colonel, AGD
Adjutant General

General Twining then attached the Battle Ribbons to the Group Colors. He complimented the Group highly for its record in battle. The Group passed in review and was dismissed in the 760th Squadron area. A letter of commendation written by Colonel Price to Officers and Men of the 460th reveals that the Air Force Commander was highly satisfied not only with the Presentation Ceremony, but also with the area and the ingenuity of all concerned in meeting housing difficulties.

SUBJECT: Commendation.

TO : All Officers and Enlisted Men, 460th Bombardment Group (H),
APO 520, U.S. Army.

1. Every officer and enlisted man is to be especially commended for his effort and conduct during the visit of the Commanding General and the Wing Commander. Not only was the ceremony and marching exceptionally good, but the inspection of the area afterward reflected the highest credit on the entire Group.

2. I wish each of you could have heard the complimentary remarks of the inspection party. I realize my good fortune in being assigned to the command of what was already a fine Group and battle proven team, developed under Colonel Harrison's leadership. To each of you every credit is due for the fine military turnout today.

/s/ John M. Price
/t/ JOHN M. PRICE
Colonel, Air Corps,
Commanding.

Individual awards for the month went to officers and enlisted men who continued to distinguish themselves in aerial combat and in accomplishments on the ground. To officers were awarded: 7 Distinguished Flying Crosses, 5 Purple Hearts, 134 Air Medals and 401 Distinguished Unit Badges.

To enlisted men are awarded: 2 Bronze Star Medals, 7 Purple Hearts, 210 Air Medals, 87 Good Conduct Medals and 1683 Distinguished Unit Badges. Included in the above, the following awards were made to the Group Commander and Group Operations Officer:

COL. JOHN M. PRICE, Air Medal, GO #4395, 15th AF, 8 Nov. 44
LT. COL. WILLIAM B. CAMPBELL, 3rd OLC to Air Medal,
GO #4375, 15th AF, 6 Nov. 44

Mention was made in last month's installment of the history of the emphasis which Colonel Price has placed on practice missions and ground school, more especially on stand-down days. During November this program was accelerated, so that there were few unoccupied workday hours. In addition to lectures, there was continued practice on Link and Bomb Trainer. Practical engineering, ordnance and armament were held on the line.

During the month of November sixteen new crews joined the Group, this being eight less than in the previous month.

A few incidental photos concerning the Group are included as Annex #2.

The winterization and building programs were intensified with the arrival of winter. This applies more especially to heating arrangements. Every house and the few remaining tents were well-equipped with efficient stoves.

The Officer's Club and Mess Hall were equipped with marble-topped tables. An excellent Thanksgiving Day turkey dinner was served to officers and enlisted men. The consensus of opinion by those who sampled both, was that the latter did better than the former. Liquid

refreshments in the Officer's Club and Enlisted Men's Club remained adequate and contributed to sociability.

NARRATIVE MISSION
REPORTS AND
BOMB PLOT STRIKE PHOTOS

of

460TH BOMBARDMENT GROUP (H) AAF

APO 520, U.S. ARMY

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(November 1 - 30, 1944)

TABULAR SUMMARY OF 15 MISSIONS

<u>MISSION NUMBER</u>	<u>DATE</u>	<u>TARGET</u>	<u>COUNTRY</u>
115	1 Nov.	Graz M/Y	Austria
116	3 Nov.	Munich West M/Y	Germany
117	4 Nov.	Linz Benzol Plant, Linz	Austria
118	5 Nov.	Florisdorf O/R, Vienna	Austria
119	5 Nov.	Podgorica	Yugoslavia
120	6 Nov.	Vienna	Austria
121	7 Nov.	Adige/Mezzocorona Bridge	Italy
122	15 Nov.	Linz Benzol Plant	Austria
123	16 Nov.	Munich West M/Y	Germany
124	16 Nov.	Troop Concentration	Yugoslavia
125	17 Nov.	Blechhammer South O/R	Germany
126	18 Nov.	Udine A/D	Italy
127	19 Nov.	Horsching A/D	Austria
128	20 Nov.	Blechhammer South O/R	Germany
129	22 Nov.	Salzburg M/Y	Germany

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

2 November 1944

SUBJECT: Narrative Report, Mission #115, Operations Order #230.

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

1. On 1 November 1944, at 0910 hours, 31 scheduled a/c were dispatched to bomb a target in Austria. The Group was led by Colonel John M. Price, Group Commander, and the second attack unit by Major Keith W. Mason, S-3, 760th BS.

2. The Group assembly and rendezvous with the 485th was accomplished without incident. The Wing formed over Spinazzola at 1015 hours as scheduled, the 460th flying in lead position. Fighter escort, P-51s, first sighted at 1105 hours at (4247N-1533E), furnished penetration, target and withdrawal cover. They left the formation at 1403 hours at (4528N-1453E).

3. Two a/c returned early for the following reasons: (1) four turbos out, (2) radio inoperative. Bombs were jettisoned in the Adriatic.

4. Due to adverse weather conditions north of Graz, the Group leader elected to bomb the second alternate target, the Graz M/Y. Due to poor visibility, the briefed I.P. was not located and a very short bomb run was made on an axis of 257 degrees. From 20,000', 29 a/c were over the target at 1302 hours. 27 a/c dropped 67 tons of 500 lb RDX bombs, .1N&.01T fusing. The main concentration of bombs fell within the target area short of the south choke point. Hits were scored on the main passenger station. Due to malfunctions, two a/c failed to bomb the target. One a/c returned bombs to base, the other a/c jettisoned bombs 20 mi. SW of Graz. One a/c had two bombs hung up which were jettisoned in the Adriatic. The Group leader used the auto. Pilot on the bomb run, the second attack unit leader used PDI.

5. The Group experienced MAH flak over the target area for approximately five minutes. Eight guns were reported ten miles SW of the target.

6. The route was flown as briefed with constant variations to avoid weather and flak areas. Weather: On take off, 2/10th stratocumulus, tops 4,000', 5/10th alto-cumulus, 14,000', 5/10th cirrus and cirrostratus. On route out, 3/10th cumulus and stratocumulus, tops 5000', 10/10th cirrostratus, bases 18000' extended over Adriatic and Yugoslavia. High clouds on remainder of the route,

6/10th cirrostratus at 20,000' with scattered cumulus over target area. Visibility: 15 miles with haze. Return route was the same in reverse.

7. 29 a/c returned to base with a mean landing time of 1550 hours.

8. 16 a/c were slightly damaged by flak. There was no casualties.

9. 10 a/c attempted photos. A significant print is attached.

10. Observations: (4422N-1444E), 2 CLs, 1 tanker, 1 freighter, 1 transport, 4 PTs in harbor; 2 transports entering harbor, 1407 hours, 6,000'. (4624N-1548E), large factory at 1235 hours, 18,200'. (slit trenches in vicinity)

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 November 1944

SUBJECT: Narrative Report, Mission #116, Operations Order #233.

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

1. On 3 November 1944, three PFF a/c were dispatched to bomb the Munich West M/Y. A/c 0633, 8862 & 2011 took off at 0830, 0832 and 0833 hours respectively. The first a/c was piloted by Lt. Colonel William B. Campbell, Group S-3, the second a/c by Captain Cecil E. Fielder, 761st Bomb Sqdn, and the third a/c by Lt. Everett E. Mason, 762nd Bomb Sqdn.

2. These a/c departed from Manfredonia on time. Heavy weather conditions were encountered on route. On take off, 6-7/10th stratocumulus to (4200N-1600E) where a/c 8862 ran into cumulus with 10000' bases. This a/c stayed in the cloud cover to the target. Weather was the same on return with occasional snow clouds. Near the Spur, 6-7/10th cumulus and stratocumulus at 8000'. A/c 0633 encountered the same weather with 1-3/10th cirrus over the target, tops at 6000'. A/c 2011 ran into a weather front extending from Ancona across the Adriatic. This a/c circled for 45 minutes and climbed to 28000' before finding a small break in the weather.

3. Because of excessive fuel consumption in flying over the weather, a/c 2011 elected to bomb a target of opportunity. The PFF operator picked up Munich which was used as a check point to identify Innsbruck lying due south of the PT. PFF operator picked up Innsbruck by its relationship to Munich and by a terrain map showing its location in a large valley. The Inn river was not seen on the scope however. On an axis of 244 degrees, a seven-minute bomb run was made from 26,000'. At 1213 hours, 1.5 tons of 250 lb GP bombs, .1N&.01T fusing, was released on this target. PDI was used on the bomb run, the auto pilot being inoperative.

4. A/c 0633 and 8862 flew to the primary target. From 22,500', a/c 0633 was over the target at 1130 hours. Bomb run was made on an axis of 17 degrees, 1.5 tons of 250 lb GP bombs, .1N&.01T fusing, were released. From 24,500', a/c 8862 was over the target at 1129½ hours. Bomb run was made on an axis of 34 degrees, 1.5 tons of 250 lb GP bombs, .1N&.01T fusing, being released. Automatic pilot was used by both a/c. It is believed that a/c 8862 hit the M/Y slightly to the left of the briefed MPI, the bombs extending into the city. A/c 0633 is estimated to have hit as briefed.

5. A/c 0633 encountered M-IAH flak over the PT. A/c 8862 reported IAH flak. A/c 0633 was forced to feather the #3 engine due to flak damage. Over Innsbruck, a/c 2011 reported no flak encountered.

6. The three a/c, 2011, 8862, 0633, returned to base, landing at 1429, 1437 and 1503 respectively.

7. All a/c attempted photos. No results came from two a/c, the third a/c shows photographs of bombs dropping into clouds.

8. The two a/c that bombed the PT used their PFF equipment for navigational aid on the entire mission. Numerous fixes were taken every hour and route was flown as briefed. Terrain pilotage by H2X was especially helpful. On a/c 2011, PFF on 50-mile range was inoperative until the Ancona front was passed. Afterwards, PFF picked up the Pols Peninsula and North coast of Italy. Coastal towns were used as check points and over the Alps, valleys were used as check points on the terrain maps. Terrain maps were considered most useful by the operator.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

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

5 November 1944

SUBJECT: Narrative Report, Mission #117, Operations Order #234.

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

1. On 4 November 1944, at 0725 hours, 39 scheduled a/c were dispatched to bomb the Linz Benzol Plant, Linz, Austria. The Group was led by Lt. Colonel Harold T Babb, Deputy Group Commander, and the second attack unit by Lt. Francis E. Galarneau, 763rd Bomb Sqdn (H).

2. Group assembly and rendezvous with the 485th was accomplished without incident. However Wing rendezvous was not affected as scheduled. The 460th was over Spinazzola at 0848½ hours, but the 464th was two minutes early and the 465th was not seen at this time. The 460th headed left to cut off the 464th at the first turning point at (4200N-1620E). Weather was bad. The Wing was finally in proper position at 1103 hours at Montereale, the 465th having come into position in the vicinity of Termoli. Fighter escort, P-51s & P-38s, were first sighted five minutes after target, 1156 hours. They left the formation at 1300 hours at (4540N-1230E).

3. Seven a/c returned early due to an engine failure. (1) #3 engine throwing oil and vibrating, (2) #3 engine failure, (3) #1 prop fell off, (4) gas leak in #4 engine, (5) oil leak in #1 and #2 engines, (6) three engines running hot, (7) rocker box drain line broke. These a/c jettisoned 52 bombs in the Adriatic and returned 15 bombs to base.

4. From 23,500', 32 a/c were over the primary target at 1151½ hours. Because of solid undercast, the target was bombed by PFF. 32 a/c dropped 79.25 tons of 500 lb RDX bombs, .1N&.01T fusing (1/5 delay fusing). Mickey operator believes that the bombs were released in the target area. Two a/c had three bombs hung up which were jettisoned in the Adriatic. Because the automatic pilot was inoperative, the lead pilot retained control of the a/c on the bomb run.

5. The Group experienced M-IIH flak over the target area for about four minutes.

6. The entire route was not flown as briefed. Due to bad weather a direct route with two dog-legs was flown from Spinazzola to Ancona. From Ancona to the target and return to Ancona was flown as briefed, then course back was altered to Lake Lesina and thence direct to base. Weather: On route, patches of stratocumulus and altocumulus,

4-6/10th cumulus, bases 5-6000'. Over western Adriatic, 5-7/10th cumulus, tops 12000', cumulus and stratocumulus increasing over Alps becoming 10/10th cumulus and stratocumulus north of the Alps and over the target. Same on return route except for increase in cumulus activity. Visibility, 20-30 miles on entire route.

7. 31 a/c returned to base with a mean landing time of 1515 hours. One a/c landed at Ancona for fuel and has returned to base.

8. One a/c was slightly damaged by flak. There were no casualties.

9. Ten a/c attempted photos. Results show complete undercast.

For the Commanding Officer:

STRATFORD CORBETT,
Captain, Air Corps,
S-2 Duty Officer.

2 Incls.

Incl 1 - 2 Negs.

Incl 2 - TC

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

6 November 1944

SUBJECT: Narrative Report, Mission #118, Operations Order #237.
Narrative Report, Mission #119, Operations Order #238.

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

1. On 5 November 1944, 38 scheduled a/c were dispatched to bomb targets in Austria and Yugoslavia.

VIENNA MISSION

1. At 0750, 31 a/c were dispatched to bomb the Florisdorf O/R, Vienna, Austria. The Group was led by Colonel John M. Price, Group Commander, and the second attack unit by Major Richard E. Anderson, 761st Bomb Sqdn (H).

2. Group assembly and rendezvous with the 485th were accomplished on time. The 460th was over Spinazzola on time but the 465th was about two minutes late and flying at the 460th altitude. Wing assembly was not completed as briefed, until Split had been reached. Fighter escort, P-38s & P-51s, first sighted at 1119 hours at (4640N-1609E), furnished penetration, target and withdrawal cover. They were last seen at 1311 hours at (4330N-1612E).

3. Five a/c returned early for the following reasons: (1) & (2) engine failures, (3) electrical system out, (4) #1 engine and supercharger out, (5) supercharger trouble. Four a/c jettisoned bombs in the Adriatic and one a/c jettisoned four bombs in the Adriatic and returned six bombs to base.

4. At 24,500', 26 a/c were over the primary target, Florisdorf O/R, at 1217½ hours. Because of complete undercast, bombing was accomplished by PFF. Eleven a/c dropped 27.5 tons of 500 lb RDX bombs, .1N&.01T fusing (1/5 delay), and thirteen a/c dropped 32.25 tons of M-17 incendiaries. Mickey operator believes that bombs fell in the target area. Due to malfunctions, three a/c had 21 bombs hung up which were jettisoned as follows: ten bombs jettisoned manually immediately after target, ten bombs jettisoned at (4730N-1710E) and one bomb north of the target.

5. The Group experienced M-IIH flak for five minutes in the target area. SIH flak was reported at Knin (4403-1611).

6. The route was flown approximately as briefed with variations of five to ten miles to avoid weather. Weather: On take off, 8-9/10th stratocumulus, bases 2000', decreasing to 5-6/10th off Spur. 1/10th over Vis, increasing to 3-6/10th stratocumulus over Yugoslavia becoming 10/10th over Austria to the target. Same weather on return. Visibility, 15-20 miles. On the bomb run, a B-17 Group flying above our formation, dropped bombs in close proximity to the formation. Just before bombs away, the 485th passed under the 460th.

7. 24 a/c returned to base with a mean landing time of 1515 hours. One a/c landed at a friendly field, Cerignola and has returned to base. One of our a/c is missing on the return route. This a/c radioed the bombs away report.

8. Three a/c were slightly damaged by flak. One crew member, a nose gunner, received a slight flak wound in the left cheek.

9. Ten a/c attempted photos. Results show complete undercast.

10. Observations: (4603N-1703E), large 4-engine a/c (reported as a B-24 or B-17 crash-landed in a field) observed on ground at 1310 hours, 18000'. Split Harbor, 4 freighters entering harbor and 18 ships in harbor, 1000 hours, 13,200'.

PODGORICA MISSION

1. At 1005 hours, seven a/c were dispatched to bomb troop concentrations at Podgorica, Yugoslavia. The formation was led by Captain Francis E. Barrett, 763rd Bomb Sq.

2. Group assembly and rendezvous with the 485th were accomplished without incident at 1020 hours. The formation was on course over Spinazzola at the briefed time. No friendly fighters were observed on the mission.

3. At 17,100', seven a/c were over the target at 1145 hours. On the bomb run, the deputy lead a/c dropped bombs early due to malfunction. Two a/c toggled on the deputy a/c, bombs falling about two miles short of the target. Four a/c released 9.5 tons of 500 lb GP bombs, .1N&.01T fusing, on the target. The main concentration of bombs fell in the SW portion of the target area. Explosions and fires were observed and heavy black smoke obscured the target. Two a/c had four bombs hung up that were jettisoned in the Adriatic.

4. The route was flown as briefed with one exception; landfall being made five miles to the right of course. Weather: On take off, 5-7/10th stratocumulus, bases 2-3000' tops 7-7500'. Clouds decreasing slowly over Adriatic to clear over Yugoslav coast. Visibility, 15-20 miles.

5. Seven a/c returned to base with a mean landing time of 1255 hours.

6. Three a/c attempted photos. Photos show results of premature bombing by three a/c.

7. Observation: (4225N-1835E), 5 freighters in harbor at 1139 hours, 17,000'.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

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

7 November 1944

SUBJECT: Narrative Report, Mission #120, Operations Order #239.

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

1. On 6 November 1944, at 0715 hours, 34 scheduled a/c were dispatched to bomb a target in Vienna, Austria. The Group was led by Major William H. James, Jr., 763rd Bomb Sqdn S-3, and the second attack unit by Lt. Floyd F. Redman, 762nd Bomb Sqdn who replaced Major Davis, an early return.

2. The Group assembly and rendezvous with the 485th were on time, and Wing rendezvous was accomplished two miles north of Spinazzola. Fighter escort, P-38s, first sighted at 1025 hours at (4550N-1510E), furnished penetration, target and withdrawal cover. They left the formation at 1300 hours at Vis.

3. Three a/c returned early for the following reasons: (1) engines malfunctioning, (2) run away prop, (3) oxygen leak and interphone trouble. Two a/c jettisoned twelve bombs in the Adriatic and returned eight bombs to base. One a/c dropped bombs at 4630N-1500E).

4. At 22,200', 31 a/c were over the target at 1122 ½ hours. Because of solid undercast, bombing was accomplished by PFF. 12 a/c dropped 30 tons of 500 lb RDX bombs, .1N&.01T fusing (1/5 delay). Because the PFF a/c of the 2nd attack unit returned early, the 2nd attack unit dropped on the Group leader. Bombs away photographed show that the bombs were released on Sollenau or Wiener Neustadt. Bombs appear to have fallen across the northern choke point of the M/Y. Due to malfunctions, three a/c had 21 bombs hung up. Two a/c jettisoned 11 bombs, four minutes after target time and the other a/c jettisoned 6 bombs 7 miles West of Nagykaniza and four bombs in the Adriatic. The 1st attack unit used the auto pilot on the bomb run.

5. No flak was encountered over the target, but flak bursts were observed to the north on the bomb run.

6. The route was flown as briefed except the actual I.P. and target were about twenty miles south of briefed locations. Weather: On take off, 3-5/10th stratocumulus becoming clear over Yugoslavia. 10/10th stratocumulus north of the Alps and in the target area. Return weather was the same in reverse, visibility 10-15 miles.

7. 31 a/c returned to base with a mean landing time of 1400 hours.

8. 10 a/c attempted photos. Photos show bombs were released on Sollenau.

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 November 1944

SUBJECT: Narrative Report, Mission #121, Operations Order #241.

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

1. On 7 November 1944, at 0850 hours, 31 scheduled a/c were dispatched to bomb Aidge/Mezzocorona bridge in Italy. The Group was led by Colonel Bertram C. Harrison, Wing Executive Officer, and the second attack unit by Lt. Colonel Harold T. Babb, Deputy Group Commander.

2. Group assembly and rendezvous with the 485th were without incident, and on time. The 460th was on course over Spinazzola at 1000 hours. No friendly fighters were seen on the mission.

3. At 12,000', 31 a/c were over the primary target, the Aidge/Mezzocorona bridge, at 1306 hours. Bombing was by boxes. 28 a/c dropped 69.75 tons of 500 lb RDX bombs, .1N&.01T fusing. Bombs of the 1st box hit at the junction of the canal and railroad, approximately 1000' NW of the bridge. Bombs of the 2nd box hit in open country, 1000' SE of the target. Bombs of the 3rd box hit open country, 1000' N of the target. Bombs of the 4th hit in open country about 400' E of the target. Three a/c had 21 bombs hung up. One bomb was jettisoned at (4530N-1255E), ten bombs in the Adriatic and eleven bombs immediately after the target. Automatic pilot was used on the bomb run by both attack units.

4. No flak was experienced over the target but smoke pots were in operation along the railroad south of the target. Flak was reported at Rovereto (4543N-1103E) ITH.

5. The route was flown as briefed to the target and on return, as far as the turn point off Ancona. From this point, route was flown direct to base. Weather: On take off, 5-7/10th cirrus extending for entire route and overcast from Rimini to Alps, bases 16-20,000'. 2-3/10th stratocumulus off Spur and up Adriatic, tops 7-9000' becoming 2-4/10th in North Italy and target area. Similar weather on return with stratocumulus increasing to 5 to 7/10th then decreasing over South Italy to 2-4/10th. Visibility, 10-15 miles.

6. 31 a/c returned to base with a mean landing time of 1600 hours.

7. Five a/c received very slight flak damage.

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

9. Observations: Predazzo (4618N-1136E), large quantities of supplies dispersed throughout the town, 1258 hours, 12,000'.

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

16 November 1944

SUBJECT: Narrative Report, Mission #122, Operations Order #250.

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

1. On 15 November 1944, 5 scheduled a/c were dispatched to bomb the Linz Benzol Plant, Austria, by PFF. The five a/c, #9021, 2057, 8759, 0582 and 0633 took off at 0818, 0819, 0820, 0822 and 0829 hours respectively.

2. A/c 0582 returned early with the radar equipment inoperative. Bombs were jettisoned in the Adriatic.

3. A/c 2057 penetrated to within ten miles of the IP. Engine and PFF equipment failures forced this a/c to turn back at this time. Due to rack malfunction, bombs were not jettisoned above the boah line. A/c jettisoned bombs (6x500) manually at (4535N-1502E) in order to hold altitude.

4. Three a/c bombed the Primary Target by PFF. From 24,800', a/c 8759 dropped eight bombs at 1120 hours. From 21,500' a/c 9021 dropped eight bombs at 1140 hours. From 25,200', a/c 0633 dropped eight bombs at 1141 hours. In all, six tons of 500 lb RDX bombs, .1N-~~1/2~~.01&.025T fusing (1/4 delay) were dropped in the target area. Mickey navigators are certain that bombs were dropped in the assigned area.

5. Flak at the target was MIH to MAH. Crews report flak accurate for altitude but trailing in one case. MAH flak was encountered at 4823N-1315E).

6. The route was flown as briefed with one exception. The fact that a/c 0633 failed to pick up the IP resulted in a 35-mile bomb run. Weather: Scattered altocumulus to Yugoslavia and thence solid altocumulus to 25000' with cirrostratus to 30,000'. Over target, solid undercast. On return, weather was the same with 9/10th altocumulus becoming altostratus over the Adriatic, bases 6000', tops 12,000'. On return over the north Adriatic, two a/c ran into a severe storm, rain, hail and snow.

7. Four a/c returned to base with a mean landing time of 1515 hours.

8. Three a/c attempted photos. Results were cloud obscured.

9. Observations: a. (4358N-1533E), B-24 crash landed in Yugo. At 1325 hours. b. Over the Alps, PFF Operator reported jamming on "G" Set.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

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

17 November 1944

SUBJECT: Narrative Report, Mission #123-4, Operations #251.

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

1. On 16 November 1944, 45 a/c were dispatched to bomb Munich West M/Y. The Group was led by Colonel John M. Price, Group Commander, and the second attack unit by Captain Clifford W. Stone, 763rd Bomb Sqdn (H).

RED FORCE

1. At 0800 hours, 31 scheduled a/c were dispatched to bomb the Munich West M/Y. The Group was led by Colonel John M. Price, Group Commander, and the second attack unit by Captain Clifford W. Stone, 763rd Bomb Sqdn (H).

2. The Group assembled on time. Rendezvous with the 485th was delayed until 0920 hours. The 460th was over Spinazzola at 0926 hours. The fighter escort, P-51s, were seen over the Target area only.

3. Three a/c returned early for the following reasons: (1) #3 engine failure, (2) two superchargers out, (3) oil leak #3 engine. Six bombs were jettisoned at (4642N-1138E), the remainder were jettisoned in the Adriatic.

4. At 27,200', 28 a/c were over the primary target at 1302 hours. Bombing by PFF, 28 a/c dropped 41.25 tons of 500 lb RDX bombs, .1N-.01T fusing, on the target. Photographs reveal that bombs were released in the vicinity of the East M/Y. Due to malfunctions, three a/c had three bombs hung up. Two bombs were jettisoned in the Adriatic, one bomb immediately after target. The Group leader used the automatic pilot on the bomb run.

5. The PFF operator on the lead a/c reported that the set operated very well. There was no navigation difficulties. Contour pilotage was made over the Alps from the radar scope with a negative relief map. The target was identified by check points, the town itself and two lakes to the south. Target area inside city was identified, although the M/Ys were not positively identified within the area. Equipment functioned well on the bomb run. Drift was overcome but only with difficulty due to a wind stronger than had been expected. Last correction was two degrees about seven miles from target. Four sightings were given, 70, 65, 60 and 50 degrees. Principle use was

made of first three. There was no confusion on mission between crew members. PFF operator thinks bombs hit target area and states that he was synchronized on a particularly strong return in the target area, which it is believed was the M/Y. Main difficulty lay in killing drift which was about 15 degrees, although PFF operator does not recall exact amount of drift, he ended up with. Bomb run which began on axis of 30 degrees, ended up with a heading of about ten degrees by the time drift was overcome.

6. Group experienced IAH flak over the target for six minutes.

7. The route was flown as briefed to the target. On return, route was flown direct from the Italian coast to base. Weather: On take off, 6-7/10th stratocumulus tops 7-8000' breaking to 1-2/10th over Spur with 2-3/10th cirrus. Ancona, 6-7/10th altocumulus decreasing over north Adriatic and Italy to 4-6/10th, tops 15-16000'. Few scattered patches over Alps, then 8-10/10th altostratus and altostratus, tops 18-20000' north of Alps and in target area. Same weather on return. Visibility, 15-20 miles.

8. On the return route, three e/a were seen near Treviso, Italy. The e/a were last observed attacking a straggler of this Group.

9. 18 a/c returned to base with a mean landing time of 1620 hours. Five a/c landed at friendly fields: Fano-1, Ieisi-2, Falconara-2. One a/c ditched in the Adriatic at (4314N-1356E) at 1509 hours. Four a/c are missing: A/c 2011 radioed that two engines were out and reported they would try to cross the Alps. Place of trouble, (4803N-1231E) at 1312 hours. A/c 8462 was last seen near Treviso under attack by three e/a. A/c 8413 was last seen at 1400 hours straggling near Udine. A/c 8506 was last seen at 1302 hours immediately after target, one engine was feathered. EEA reports filed.

10. Four a/c were damaged by flak. There was one casualty, frostbite.

11. Ten a/c attempted photos. Two prints is attached.

BLUE FORCE

1. At 0900 hours, 14 scheduled a/c were dispatched to bomb troop concentrations in Yugoslavia. The Group was led by Colonel Bertram C. Harrison, Wing Executive, and the second attack unit by Captain Alexander C. Duerte, 760th Bomb Sqdn (H).

2. Group assembly and rendezvous were accomplished as scheduled.

3. The route was flown as briefed to the IP but the weather caused the formation to overshoot the IP. The formation returned to

the IP but the target was obscured by cloud cover. The Group turned back at 1218 hours without releasing bombs. 14 a/c jettisoned 3.35 tons of 100 GP bombs, .1N-.01T fusing (1/10 delay) in the Adriatic, 10.65 tons were returned to base.

4. No flak was reported at the target. SIH flak was reported at 4300N-1945E).

5. The route was flown as briefed with the one exception mentioned above. Weather: On take off, 4-6/10th stratocumulus, 3-4000' clearing over Adriatic. Over Yugo coast, 7-9/10th stratocumulus, tops 7-8000', rising over Yugo to 14-15000'. Over target, 10/10th. On return, stratocumulus deck broke at Yugo coast becoming clear over Adriatic and then 5-7/10th over Italy, bases 4-5000'. Visibility, 15-20 miles.

6. One U/I a/c was seen in the target area flying at 2000', 1120 hours. A/c had two engines and a single tail.

7. 14 a/c returned to base with a mean landing time of 1335 hours.

8. Four a/c attempted photos.

9. Obs: Motor convoy at 4247N-1857E) headed North at 1057 hours, 20,000'.

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

18 November 1944

SUBJECT: Narrative Report, Mission #125, Operations Order #254.

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

1. On 17 November 1944, at 0720 hours, 31 scheduled a/c were dispatched to bomb the Blechhammer South O/R. The Group was led by Captain Britt W. May, Assistant Group Operations Officer, and the second attack unit by Captain William C. Conrad, 761st Bomb Sqdn (H).

2. Group assembly and rendezvous with the 485th were accomplished as scheduled. The formation was on time over Spinazzola. Fighter escort, P-51s & P-38s, first sighted at 1038 hours at (4550N-1502E), furnished penetration, target and withdrawal cover. They were last seen at 1431 hours at (4455N-1656E).

3. The radio operator of one of our crews forgot his oxygen mask and the ball gunner volunteered to give him his mask. The gunner, who bailed out three miles north of the base, fractured his leg and sustained a head injury.

4. Three a/c returned early for the following reasons: (1) blown out cylinder in #2 engine, (2) oil leak and #4 prop governor broken, (3) #1 engine out, #4 losing power. Two a/c jettisoned bombs in the Adriatic, one a/c jettisoned two bombs at (4932N-1636E). On route out, one of our a/c turned back at 1126 hours at (4814N-1520E). This a/c landed at Vis.

5. At 25,600', 27 a/c were over the primary target at 1236 hours. Due to solid undercast, bombing was accomplished by PFF. 27 a/c dropped 53.5 tons of 500 lb RDX bombs, ,1N-.01&.025T fusing (1/4 delay) and five propaganda bombs. Two a/c had two bombs (RDX hung up. One bomb was jettisoned five minutes after bombs away, the other was jettisoned in the Adriatic. The radar in the original lead plane was weak and it was necessary to turn the lead over to the deputy. PFF operator had no navigational difficulties except that in the target area so many returns were picked up that they caused confusion in identification. A solid undercast prevailed over most of the route and radar fixes given to the DR navigator were used extensively. The turn off the IP was made by PFF. At this point, some confusion was caused by the lead group crossing over and taking up a bomb run considerably to the south of the 460th. One box of the lead group passed over the 460th causing our second attack unit to turn off the run momentarily. Due to a multitude of returns on the radar scope, PFF operator is not

positive of his identification of Blechhammer, but it is reasonably sure he made run on proper target. PFF operator of the second attack unit feels positive of his identification. Drift was killed on the run, all angles were given and set was working well.

6. One U/I AEF was seen at 1225 hours at (5016N-1723E). There was no encounter.

7. The route was flown as briefed to ten miles south of the target. Route was flown to the left of the course through Hungary on the return. Weather: On route, 5-7/10th cumulus over Adriatic, tops 10000', 3-4/10th high thin cirrus in north Yugoslavia, tops 30000'. Clear over Alps, but north of Alps, 10/10th cirrostratus, base 27000'. Neunkirchen area, altocumulus 10/10th, 10000', continuing to the target. Return route was the same. Vis. 15 miles.

8. 24 a/c returned to base with a mean landing time of 1600 hours. Three a/c are at friendly fields: Vis-2, Gretttaglis-1. One of our a/c is missing, but crews' reports place it going into Vis at 1509 hours.

9. Ten a/c attempted photos.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

1 Incls
Incl 1 - TC

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

19 November 1944

SUBJECT: Narrative Report, Mission #126, Operations Order #255.

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

1. On 18 November 1944, at 0730 hours, 30 scheduled a/c were dispatched to bomb the Udine A/D in Italy. The Group was led by Colonel John M. Price, Group Commander, and the second attack unit was led by Captain Gene D. Martin, 762nd Bomb Sqdn (H).

2. Group assembly and rendezvous with the 485th were without incident. The formation was over Spinazzola at 0839 hours. Fighter escort, P-51s, were first seen at 1103 hours at Farra (4607N-1221E). They were last seen at 1230 hours at (4210N-1520E).

3. Two a/c returned early for the following reasons: (1) #4 engine out, (2) #3 engine throwing oil. These a/c jettisoned 80 bombs in the Adriatic.

4. At 20,100'. 28 a/c were over the primary target at 1112½ hours. 28 a/c dropped 54.85 tons of 100 GP bombs, .1N-no delayT fusing. Seven a/c had 53 bombs hung up. 51 bombs were jettisoned in the Adriatic, and two bombs were returned to base. There was an excellent concentration of bombs inside horseshoe area of hangars and barracks. First attack unit's bombs started about 800' NW of RR, continued over and through area of hangars and administration bldgs., and over into landing area. Second attack unit dropped parallel and to the SW with center of concentration inside horseshoe covering hangars and area of ground between. Runway postholed by bombs from both attack units. 11 SS a/c present: 7 destroyed, 3 damaged in target area. The Gp. Leader used auto pilot on bomb run, the second attack unit did not due to malfunction of the A-5. PFF was used for navigation only. Bombing was visual. Weather was good and PFF was not needed for navigation. Over the Adriatic, radar was used as the only means of getting accurate fixes. PFF was used on the approach to the Italian coast but after crossing the coast, pilotage was used. The equipment worked well.

5. The Group experienced MAH flak for 3-4 minutes over the target.

6. 23 e/a were seen on the mission. At 1100 hours, 6 ME-109s were seen at (4555N-1235E), P-51s in pursuit. At 1102 hours, 15 U/I SEFs were seen firing on another Gp at (4607N-1222E). P-51s were

present. At 1103 hours, one FW-190, brown in color, was seen at Farra (4607N-1221E). There was no encounter.

7. The route was flown as briefed to the target. On the return, route was flown direct to base, instead of around Spur. Weather: On take off, and up to Spur, hazy with 3/10th cirrostratus, bases 20,000'. Haze and cirrostratus extending to target building to 7/10th, bases 23,000', 2/10th cumulus at 12,000' tops in target area. Same on return, visibility, 10-15 miles throughout.

8. 24 a/c returned to base with a mean landing time of 1325 hours. Two a/c with wounded aboard landed at friendly fields, Foggia and Bari. One of these a/c, Foggia, has since returned. Two a/c are missing: A/c #512 was last seen at (4518N-1310E), headed towards Yugo. At 1122 hours. A/c #926 was last seen at 4350N-1400E), headed towards Ancona at 1152 hours.

9. 11 a/c were damaged by flak. In addition to the Bari incident, three crew members sustained slight flak wounds, two in the hand and one in the arm.

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

For the Commanding Officer:

ROGER WARNER,
Major, AC,
Acting Group S-2

2 Incls.
Incl 1 - TC
Incl 2 - Photo

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

20 November 1944

SUBJECT: Narrative Report, Mission #127, Operations Order #257.

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

1. On 19 November 1944, at 0750 hours, 23 of 24 scheduled a/c were dispatched to bomb the Horsching A/D, Austria. One a/c failed to take off due to a broken started. The Group was led by Captain James B. Crossey, 761st Bomb Sqdn (H), and the second attack unit was led by Captain Duncan W. Cushing, 760th Bomb Sqdn (H).

2. Group assembly and rendezvous with the 485th were without incident. The formation was over Spinazzola at 0853 hours. Fighter escort, P-51s, were seen momentarily just after the target at **xxxx** hours.

3. One a/c returned early because of excessive engine vibration and supercharger trouble. Bomb load was jettisoned in the Adriatic.

4. Air-ground visibility in the target area was poor causing briefed IP to be over run and the bomb run was started by PFF. The Mickey operator gave the 70° sighting angle and shortly the bombardier picked up the target and bombed visually. Equipment operated well throughout the mission and was used for navigation.

5. At 23000', 22 a/c were over the primary target at 1155 hours and dropped 47.52 tons of M-41 clustered frags. Results: a concentration of bombs fell on the northeast portion of the target and extended into the east dispersal area. Another pattern started in the center of the airdrome and extended into the hangars. Four a/c on the hangar line were damaged. Further **xxxxxx** of a/c destroyed cannot be made as no photographs were made prior to the bombing. The 1st attack unit leader used the auto pilot on the bomb run, but the leader of the second attack unit did not because of erratic functioning of the mechanism.

6. The Group experienced S-MAH flak over the target for 3-4 minutes.

7. The route was flown as briefed to the IP. The IP was obscured forcing the Group to bomb on an axis of 170 degrees. The bomb run was flown as briefed except the formation did not fly **The rest of this paragraph is unreadable.**

8. **xx** a/c returned to the base with a mean landing time of **xxxx** hours.

9. **Xx** a/c received minor flak damage. There were no casualties.

10. **xx** planes attempted photos. A significant print is attached.

11. Observations: ***The rest of this paragraph is unreadable.***

For the Commanding Officer:

JOHN L. MARGARET,
Captain, Air Corps,
Assistant S-2

2 Incls.
Incl 1 - TC
Incl 2 - Photo

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

21 November 1944

SUBJECT: Narrative Report, Mission #128, Operations Order #259.

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

1. On 20 November 1944, at 0745 hours, 24 of 25 scheduled a/c were dispatched to bomb the Blechhammer South O/R, Austria. One a/c failed to take off due to magneto trouble in the #3 engine. The Group was led by Major Robert M. Martin, Commanding Officer of 76xxx Bomb Sqdn, and the second attack unit by Captain ~~xxxxx xxxxx~~, 761st Bomb Sqdn.

2. ***Most of rest of this report in unreadable.***

4. The target was largely smoke obscured by both previous bombing and a smoke screen. Photos reveal that hits were scored in the northwest portion of the refinery and the south choke point of the M/Y, northwest of the refinery. The lead a/c of the 1st attack unit did not use auto pilot due to a malfunction, but the leader of the 2nd attack unit did use the auto pilot. Due to a rack malfunction 1 a/c had 3 bombs hung up which were jettisoned 10 miles south of the target. 2 a/c did not drop their bombs on the target due to rack malfunctions and jettisoned them 5 miles past the target. 2 other a/c had engine trouble enroute to the target and jettisoned their bombs at (4957N-1755E) and (4812N-1732E) respectively.

5. The Group experienced IAH flak over and past the target for 4½ minutes.

6. The route was not flown as briefed except for minor deviation to one mile south of the IP where a 360-degree turn was made to gain 2000' altitude. Return route was flown as briefed. Weather: On take-off, 5-7/10th cirrus extending the entire route becoming 8-10/10th from Hungary to the target, bases 25000'. Over Yugoslavia 8-10/10th stratocumulus, tops 10-12000'. North of Lake Balaton 6-8/10th stratocumulus, tops 9-10000' which extended to just south of the target area. Target area: 8-10/10th cirrus base 25000' and scattered cumulus. Same on return. Visibility, 15-20 miles.

7. PFF equipment worked satisfactory and was used as a navigation aid.

8. 17 a/c returned to the base with a mean landing time of 1612 hours. One a/c landed at Bari with three wounded crew members

aboard. One a/c #1396 is missing. This a/c lost one engine at (4812N-1732E) at 1128 hours and jettisoned bombs but continued on to the target with the formation. A/c was last seen at 1228 hours over the target. At 1304 hours it transmitted a weak radio message which could not be understood; receiving a/c was at (4855N-1823E). (EEA Reports files)

9. 8 a/c were damaged by flak.

10. 10 a/c attempted photos. 2 significant prints are attached.

11. Observations: Smoke pots were located along perimeter of target area but were not very effective. 1228 hours at 24500' altitude. M/Y at Czeldowolk (4720N-1717E), 8 rails wide and 1000' long. 500 cars counted.

For the Commanding Officer:

JOHN L. MARGARET,
Captain, AC,
Assistant S-2

2 Incls.

Incl 1 - TC

Incl 2 - Photos

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

23 November 1944

SUBJECT: Narrative Report, Mission #129, Operations Order #261.

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

1. On 22 November 1944, at 0730 hours, 22 scheduled a/c were dispatched to bomb a target in Germany. Due to adverse weather, the Group turned back before reaching the briefed IP and bombed the first alternate target, Salzburg M/Y, Germany. The Group was led by Major William H. James, C.O., 463rd Bomb Sqdn (H), and the second attack unit by Captain Henry B. Downey, 761st Bomb Sqdn (H).

2. The Group assembly was affected between Altamura and Taranto due to cloud formations in the normal area. Rendezvous with the 485th and the Wing was accomplished at 0903 hours above Triente. Fighter escort, P-38s and P-51s, were first seen near Udine at 1115 hours and last seen ~~xxxxx xxxxxxx~~ at 1343 hours.

3. Four a/c returned early for the following reasons: (1) #3 engine malfunction, (2) supercharger out, (3) #4 engine out, (4) oxygen system out. One a/c jettisoned eight bombs on a target of opportunity, ~~xx~~. Johaun (4733N-1227E) and one a/c jettisoned eight bombs on ~~xxxx xxxxxxxx~~ (4645N-1259E), missing the M/Y due to rack malfunction. Two a/c jettisoned bombs in the Adriatic.

4. PFF equipment was used for navigation, and on the bomb run. PFF operator assisted on the rendezvous and gave 20 to 25 fixes enroute to and from the target to the ~~xx~~ navigator. The bomb run was started by PFF and the operator called the angles ~~xx~~ to 50 degrees as an aid in case the bombardier had difficulty in identifying the target. The target was partially obscured by an ineffective and underdeveloped smoke screen originating near the airdrome SW of the town.

5. 18 a/c were over Salzburg M/Y at 1225 hours at 18,400'. 17 a/c dropped 32.25 tons of 500 lb GP bombs, .1N and .01T fusing. One a/c jettisoned eight bombs at 1240 hours in the Alps due to rack malfunction over the target. Results: pattern extended from ordnance plant SW of M/Y to slightly beyond wooded area ~~xx~~ of M/Y. Some hits NE of ordnance plant causing explosion. Two very near misses on southern choke point of M/Y. Automatic pilot was used on the bob run by leaders of both attack units.

6. The route was flown as briefed to west of Salzburg, where it was decided, because of weather, to bomb the first alternate target. Weather: **unreadable**. Visibility 15-20 miles. Same weather on return.

7. The Group experienced M-IAH flak at the target.

8. 16 a/c returned to the base with a mean landing time of 1520 hours. One a/c landed at **xxxx**, Italy, a friendly field. One a/c, #12x5, is missing. This a/c with #1 engine feathered and #3 engine smoking, was last seen at (4540N-1300E) at 1250 hours at 14000' altitude on a heading of 180 degrees, indicating that a landing or bailing out may have taken place in Yugoslavia.

9. Six a/c received flak holes and one crew member received a slight flak wound in the left eye.

10. 10 a/c attempted photos. Attached print shows the smoke screen.

11. Observations: (4330N-1420E), 6 large merchant ships observed at 1400 hours, 10,000'.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

1 Incl.
Incl 1 - Photo