

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 December 1944

to

31 December 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

Annex #3 - "Bomber City" Stars and Stripes
photographs.

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Chain of Command:

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

(December 1 - 31, 1944)

NARRATIVE HISTORY

Weather conditions in December showed no improvement over November. Yet seventeen missions were dispatched, two more than in the previous month. Strategic bombing of targets deep in Germany was carried out whenever possible. There was a great deal of instrument flying and instrument bombing. As in November, there were more crews available than aircraft operational. The unremitting effort of the Group included a mission to Graz M/Y on Christmas Day.

Six missions were flown to Germany, six to Austria, two to Czechoslovakia, one to Yugoslavia, one to Hungary and two in Italy. Targets varied greatly in type and included: six oil installations, six marshalling yards, two ordnance works, one industrial area, RR bridge and one harbor.

No missions were led by members of the Group staff. One was led by the Group Commanding Officer, Col. John M. Price, to the Blechhammer O/R, in Germany on 2 Dec.

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

Changes in the Group Staff during the month of December included a new Deputy Group Commanding Officer and a new Adjutant. Lt. Colonel James C. Watkins, who was assigned to the 460th Bomb Group under Spec. Orders No. 245, Hqs. 55th Bomb Wing, dated Dec. 16, 1944. On Dec. 19, 1944, Col. Watkins was appointed Deputy Group Commanding Officer under Spec. Orders No. 255, Hqs., 460th Bomb Group.

Under Spec. Orders No. 245, Hqs. 55th Bomb Wing, dated Dec. 17, 1944 Major Adolph (NMI) Neumaier was assigned to the 460th Bomb Group and by Spec. Order No. 253, Hqs. 460th Bomb Group was assigned the principle duties of Group Adjutant, Dec. 17, 1944.

Casualties for the period under review were as follows:

Killed in Action:	1 Officers	5 Enl. Man
Missing in Action:	23 Officers	43 Enl. Men
Wounded in Action:	2 Officers	4 Enl. Men

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

At Beginning: 425 Officers 1820 Enl. Men
Net Increase: 99 Officers 144 Enl. Men
Net Decrease: - -
At End : 524 Officers 1964 Enl. Men

During the month of December, officers and enlisted men continued to receive recognition for outstanding performance of duty in the air and on the ground. To officers were awarded: 11 Distinguished Flying Crosses, 42 Air Medals and 61 Oak Leaf Clusters.

To enlisted men were awarded: 1 Silver Star, 2 Distinguished Flying Crosses, 3 Bronze Star Medals, 59 Air Medals and 81 Oak Leaf Clusters. There is a total of 260 awards for all ranks.

The intensive training program, initiated by Colonel Price two months previous, continued without respite, and when possible, it was stepped up. It has paid dividends not only in increased efficiency but in increased morals, particularly among the new crews who have had little opportunity to fly combat missions.

During the month of December twenty-eight new crews were assigned to the Group, this being the greatest number to arrive in any one month since replacements began.

Incidental photos concerning the Group are included as Annex #2.

Winterizing and Building Program slackened somewhat only because it was nearing completion. Some of the energy previously exerted in this direction was transferred to the winterizing of vehicles.

On Christmas Day and New Years Day excellent dinners were served to officers and enlisted men. These meals, surpassing in quality even the Thanksgiving Day Dinner, were generously appreciated by all concerned.

The battering which the runway withstood during nine and a half months of combat operations began during December to show in weak spots and uneven surfaces. This condition became the more dangerous when rain and melting snow froze upon the steel matting.

On December 30th the longest stand-down in the history of the Group commenced. On the following day the Engineers started taking up and relaying the entire 6,000-foot runway. Both these events, the stand-down and the rebuilding, were prolonged well into January and will be recorded in the history for that month.

NARRATIVE MISSION
REPORTS AND
BOMB PLOT STRIKE PHOTOS

of

460TH BOMBARDMENT GROUP (H) AAF

APO 520, U.S. ARMY

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(December 1 - 31, 1944)

TABULAR SUMMARY OF 17 MISSIONS

<u>MISSION NUMBER</u>	<u>DATE</u>	<u>TARGET</u>	<u>COUNTRY</u>
130	2 Dec.	Blechhammer South O/R	Germany
131	3 Dec.	Linz Industrial Area	Austria
132	6 Dec.	Hegyeshalom M/Y	Hungary
133	7 Dec.	Villach (Alt. Target) Triest (Alt. Target)	Austria Italy
134	8 Dec.	Villach (Alt. Target)	Austria
135	11 Dec.	South Ordnance Depot, Vienna	Austria
136	12 Dec.	Blechhammer South O/R	Germany
137	16 Dec.	Pilsen Skoda Works (1st Alt.)	Czech.
138	17 Dec.	Blechhammer South O/R	Germany
139	18 Dec.	Blechhammer South O/R	Germany
140	19 Dec.	Maribor M/Y (Alt. Target)	Yugoslavia
141	20 Dec.	Brux O/R	Czech.
142	25 Dec.	Graz M/Y	Austria
143	26 Dec.	Blechhammer South O/R	Germany
144	27 Dec.	Klagenfurt M/Y	Austria
145	28 Dec.	Numburk RR Bridge Zwetti M/Y	Germany Germany
146	29 Dec.	Verona Porto Vescova M/Y	Italy

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

3 December 1944

SUBJECT: Narrative Report, Mission #130, Operations Order #268.

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

1. On 2 December 1944, at 0810 hours, 35 scheduled a/c were dispatched to bomb the Blechhammer South O/R, Germany. The Group was led by Colonel John M. Price, Group Commander, the second attack unit by Captain Alexander C. Duarte.

2. The Group assembled without incident and rendezvous with the 464th & 485th was accomplished over the Adriatic at 0940 hours. Fighter escort, P-38s & P-51s, first sighted at (4730N-1728E) at 1130 hours, furnished penetration, target and withdrawal cover. They left the formation at (~~xxxx~~N-~~xxxx~~E) at 1305 hours. From the Wing weather plane, **unreadable**, and from the Air Force weather **unreadable** to the target, the Wing leader received clear and **unreadable** reports. He was able to transmit his bombing information to the group leaders.

3. Five a/c returned early for the following reasons:
unreadable.

4. At 23,000', 30 a/c were over the primary target at
unreadable.

5. The Group experienced IAH flak for 6-7 minutes at the target. Black and a few large red bursts were observed. Smoke generators were in operation on the north and west sides of the target. MAH flak, believed to be ~~xxxx~~, was encountered at (4632N-1637E) and (4500N-1625E).

6. **Unreadable.**

7. The route was flown as briefed. Weather: **Unreadable.**

8. 27 a/c returned to base with a mean landing time of 1645 hours. Two a/c landed at friendly fields, Vis a & Foggia. One a/c is missing: The a/c received a flak burst in the bomb bay causing bombs and pieces of the catwalk to fall away. A/c remained in position on the bomb run, leading a box over the target. On the rally, a/c radioed "Losing all ~~xxx~~, going to Russia." Last seen on 90 degree heading.

9. 27 a/c were damaged by flak. There was one casualty, the navigator on a/c landing at Foggia.

10. 10 a/c attempted photos. Three prints are attached.

11. Observations: A/D Papa (4720N-1728E), 15 twin eng. a/c at 1136 hours, 20,000'.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

2 Incls.

Incl 1 - TC

Incl 2 - 3 Photos

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

4 December 1944

SUBJECT: Narrative Report, Mission #131, Operations Order #270.

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

1. On 3 December 1944, three scheduled a/c (Red Force) were dispatched to bomb the Linz Industrial area by PFF. A/c #9021, 1651 and 0633 took off at 0737, 0738 and 0740 hours respectively. A/c were piloted by Lt. Max D. Beard, Lt. Martin Cotler, and Lt. Lester R. Jamieson.

2. Due to clear weather over the Alps, and the Po Valley, a/c 0633 turned back at (4620N-1235E). Bombs were jettisoned in the Adriatic. A/c 1651 turned back at (4705N-1220E) because of clear weather and #1 engine failure. Bombs were dropped visually on a target of opportunity, a bridge at (4622N-1231E). 2.5 tons of 500 lb RDX bombs, .1N-.01T (1/5 delay) were released from 18,000' at 1020 hours. The crew reported near misses were scored on the target.

3. A/c 9021 penetrated to (4705N-1219E) before clear weather forced it to turn back. This a/c attempted to bomb Villach M/Y, the alternate target, but due to excessive precession of the flux gate gyro, target was lost from view of the PFF operator. The town of Faldkirchen, a target of opportunity, was bombed by PFF. The angles of 70, 65, and 50 degrees were furnished the bombardier and synchronization was very accurate. It is believed that this target was bombed with excellent results. There were no malfunctions of equipment. 2.5 tons of bombs were released from 24,000' at 1107 hours.

4. PFF equipment operated very satisfactorily in all a/c with above exception. Radar was used for navigation and numerous fixes were taken.

5. No flak was encountered on the mission. Friendly fighters, P-51s believed to be from the tactical air force, were observed patrolling near the coast of northern Italy.

6. Route was flown as briefed. Weather: under cumulus at 6000' over Adriatic with 6-8/10th altocumulus. Clear over coast of northern Italy with undercast at 12,000' over Alps. North of Alps, clear.

7. A/c 0633, 1651 and 9021 returned to base at **xxxx**, 1246 and 1317 hours respectively.

8. Three a/c attempted photos.

9. Observations: A/D (4603N-1237E), 1 ME-163 and 10-12 SEFs at 1037 hours, 19000'.

For the Commanding Officer:

ROGER WARNER,
Major, AC,
S-2

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

7 December 1944

SUBJECT: Narrative Report, Mission #132, Operations Order #272.

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

1. On 6 December 1944, at 0715 hours, 30 scheduled a/c were dispatched to bomb the Hegyeshalom M/Y in Hungary. One a/c crashed on take off. The crew escaped injury. The Group was led by Lt. Colonel William B. Campbell, Group Operations Officer, and the second attack unit by Lt. Colonel Harold T. Babb, Deputy Group Commander.

2. Group assembly and rendezvous with the 485th was accomplished without incident at 0815 hours. Wing rendezvous was accomplished on course at (4150N-1614E) at 0844 hours, the 460th flying in the #3 position. Fighter escort, P-38s, first sighted at (4555N-1640E) at 1015 hours, furnished penetration, target and withdrawal cover. They left the formation at (4250N-1650E) at 1300 hours.

3. Three a/c returned early for the following reasons: (1) oil leak #4 engine, (2) run away prop #4 engine, (3) oil pressure out #1 engine. Two a/c jettisoned bombs in the Adriatic and one a/c, in order to maintain altitude, dropped bombs at (4442N-1620E) in the mountains.

4. At 20,100', 26 a/c were over the primary target at 1107 hours. 22 a/c dropped 49.75 tons of 500 lb RDX-GP bombs, .1N-no delayT fusing. First two boxes put excellent concentration in SE end of M/Y reaching to choke point. Box #3 put some bombs in fields east of M/Y. Bombs from box #4 fell in center of M/Y. Due to malfunction, 12 a/c had 60 bombs hung up which were disposed of as follows: 12 bombs immediately before target, one bomb at (4709N-1702E), 10 bombs 15 miles south of target, six bombs at (4715N-1655E), 27 bombs in the Adriatic and four bombs returned to base. Through error in loading, some bombs, 12-hour delay fusing, were carried by one squadron. It is known that four of these bombs were dropped on the target. Auto pilot was used on the bomb run by the Group leader.

5. No flak was experienced at the primary target but SIH flak was encountered for 1-1½ minutes NW of Gyer.

6. On penetration, the route was flown east of the briefed course in order to hold formation. From Reled to target, route was flown as briefed. The return route was flown to east of briefed route also, due to weather conditions. Weather: On take off and across Adriatic, 3 to 5/10th stratocumulus, tops 6-8000', with 8-10/10th

altocumulus, 10-12000'. Altocumulus broke to 4-6/10th, bases 14-15000' over Yugo coast becoming nil over rest of route to target. 8-10/10th stratocumulus, tops 10-12000' over Yugo mts breaking to 2-4/10th near Lake Balaton on route. Target area, 2-4/10th stratocumulus, tops 10-12000'. On return, altocumulus 7-8/10th at Lake Balaton, bases 15 to 17000' extending to Yugo coast with 7-9/10th stratocumulus tops 10-11000' becoming 10/10th over Yugo mts. Over Adriatic, towering cumulus, tops 15000' and above, altocumulus deck 8-10/10th over Adriatic decreasing to 3-7/10th over Italy. Visibility, 15-25 miles.

7. 25 a/c returned to base with a mean landing time of 1415 hours. One a/c landed at Gioia with the hydraulic system shot out.

8. 4 a/c was damaged by flak. There were no casualties. One a/c had its tail surfaces damaged in a collision with a preceding a/c, which had a prop damaged.

9. 10 a/c attempted photos. Three significant prints are attached.

10. Observations: M/Y (4716N-1708E) 500 cars, 1050 hrs, 20000'. A/D (4730N-1655E) 30 single-eng a/c and three multi-eng a/c at 1115 hrs, 19000'.

For the Commanding Officer:

ROGER WARNER,
Major, AC,
S-2

2 Incls.
Incl 1 - 3 photos
Incl 2 - TC

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

8 December 1944

SUBJECT: Narrative Report, Mission #133, Operations Order #274.

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

1. On 7 December 1944, two scheduled a/c were dispatched to bomb a target in Germany. A/c 8759, piloted by Lt. John M. Huston, and a/c 2050, piloted by Lt. Charles R. Henry, took off at 0235 and 0240 hours respectively.

2. Due to clear weather over the Alps and the presence of U/T a/c, neither a/c was able to penetrate to the primary target. A/c 2050 turned back at (4610N-1350E) and on the return route, PFF operator received excellent returns from Trieste and it was decided to bomb the harbor installations. From 17,300', this a/c released 2.5 tons of 500 lb RDX bombs, .1N-.01T fusing, at 0510 hours. A/c 8759 penetrated to the alternate target, Villach M/Y where at 0529 hours, 2.5 tons of bombs were released from 23,000'.

3. A/c 2050 reported three U/T a/c at (4400N-1510E) at 0410 hours. These a/c followed our a/c over Trieste and disappeared at (4530N-1350E) at 0530 hours. These a/c remained out of range, continually dropping their nose and turning on wing as though to make a pass which never did materialize. A/c had red and green wing lights.

4. A/c 2050 encountered S-MIH flak over Trieste. A/c 8759 encountered no flak over Villach, but an orange and blue light was observed blinking at the target. One searchlight was in operation at this time. At 0500 hours 20 miles SW of Villach, a large orange ball of fire or light was seen for 3-4 minutes at 15-16000'.

5. A/c 8759 flew route as briefed. A/c 2050 was some forty miles west of course on penetration due to incorrect metro winds. Return route was flown to west of course. Weather: On take off to Trieste, stratocumulus and altocumulus, bases 3-4000', tops 18000'. North of Trieste, to 20 to 30 miles south of Villach, 8-10/10th stratocumulus at 10 to 12000' clearing to 1-3/10th stratocumulus over Villach. Villach was covered by a five-mile patch of stratocumulus. Weather was same on return to spur and then 8-10/10th stratocumulus, bases 4000'. Both a/c encountered icing conditions on route to targets. Light to moderate rixe icing along Yugo coast between Vis and Trieste, 7-18000'.

6. A/c 2050 and 8759 returned to base at 0742 and 0801 hours respectively.

7. Two a/c attempted photos without success.

8. PFF equipment functioned well on both a/c and was used for navigation to and from the target. Fixes were taken continually and flak areas were avoided by PFF. Four to five angles were given on the bomb runs and cooperation was good between the bombardier and Micky operators. Rate was killed and bombing results are believed to have been good. Auto pilot was used on the Villach bomb run. Auto pilot was not used on Trieste due to malfunction.

For the Commanding Officer:

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

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

9 December 1944

SUBJECT: Narrative Report, Mission #134, Operations Order #275.

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

1. On 8 December 1944, two scheduled a/c were dispatched to bomb a target in Austria by PFF. A/c 9021, piloted by Lt. Richard N. Malesheetz, and a/c 0633, piloted by Lt. Walter E. Maciejewski, took off at 0207 and 0209 hours respectively.

2. A/c 9021 returned early because of radar equipment failure. Bombs were jettisoned in the Adriatic at (4150N-1800E), then a/c then returned to base and landed at 0349 hrs.

3. A/c 0633 penetrated to (4705N-1409E) where clear weather forced it to turn back. A/c returned to Villach where a bomb run was made on a axis of 231 degrees. At 21,600', 2.5 tons of 500 lb RDX bombs, .1N-.025T fusing, were released 0502 hours (bomb load included one long delay & one leaflet bomb). PDI was used on the bomb run. The PFF operator supplied fixes from the time the set was warmed up and ready for use. Enroute for the home base, the operator assumes the navigation duties. The turn to the IP was directed by the PFF operator and course corrections were made via interphone to the pilot. The scope showed an accurate bomb release over aiming point.

4. No flak was experienced at the target, but just past the target at (4625N-1410E), a large white flash was seen at 20,300', only 500' below the a/c.

5. The route was flown as briefed on penetration and thence to Villach. Weather: On route, snowstorm at 13000' off the Spur and thence overcast to Trieste clearing for ten minutes past Trieste with visibility unlimited. 2/10th altocumulus at 10,000'. Over Graz, clear. On return to target 8/10th cumulus at 10,000'. Over Adriatic, scattered 4/10th altocumulus and 5/10th cirrus. Scattered cumulus and altocumulus at 4000'.

6. A/c 0633 returned to base at 0717 hours.

7. Observations: (4705N-1450E), flashing beacon at 0440 hours, 21,800'. Xxx coast of Italy, on route at 0307 hours. U/I a/c test-firing guns firing red flares at 18,200'.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

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

10 December 1944

SUBJECT: Narrative Report, Operations Order #276.

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

1. On 9 December 1944, at 0735 hours, 30 scheduled a/c were dispatched to bomb a target in Austria. The Group was led by Major George A. Davis, 762nd Squadron Commander, and the second attack unit by Major Raymond B. Whitley II, Group Air Inspector.

2. Group assembly was accomplished without incident. Rendezvous with the 485th and the Wing were accomplished as briefed.

3. Two a/c returned early for the following reasons: (1) gas leak, (2) glass out of nose turret. One a/c jettisoned bombs in the Adriatic and one a/c returned bombs to base.

4. The Group penetrated to 4220N-1630E) before the recall at 0930 hours. The formation returned to base with a mean landing time of 1045 hours. One a/c landed at Bari and one a/c at Gioia. These a/c have since returned to base. 27 a/c returned to base, one a/c jettisoned bomb load in the Adriatic.

5. Weather: On take off, 10/10th stratocumulus, bases 3000' over Adriatic, 10/10th altocumulus and stratocumulus, tops 15000' Light xxxx icing in clouds above 6000'. Vivibility, ½ to 2 miles.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

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

11 December 1944

SUBJECT: Narrative Report, Operations #278.

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

1. On 10 December 1944, at 0720 hours, 32 scheduled a/c were dispatched to bomb a target I Germany. The Group was led by Major George A. Davis, 762nd Squadron Commander, and the second attack unit by Major Raymond B. Whitley II, Group Air Inspector.

2. Due to adverse weather, the formation was recalled at 0850 hours. Thirteen a/c landed with a mean landing time of 1030 hours, before the field was closed in. Twelve a/c jettisoned 32 bombs each in the Adriatic, and one a/c jettisoned 16 bombs and returned 16 bombs to base. Bomb load: 32 100 lb GP clustered fused .1N&.025T. Nineteen a/c landed at friendly fields; eight a/c at Bari and eleven a/c at Gioia.

3. Weather: 9-10/10th stratus and stratocumulus, bases 2-3000'. Lowering to 1000-1500' vicinity of Bari. Considerable low scud in large patches, bases variable 4-800', tops variable 1500-2000'. Visibility, 5-10 miles occasionally dropping to one to two miles in heavier rain, ½ to 1 miles where scud lowered to the ground.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

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

12 December 1944

SUBJECT: Narrative Report, Mission #135, Operations #260.

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

1. On 11 December 1944, at 0801 hours, 14 of 15 scheduled a/c took off to bomb the South Ordnance Depot, Vienna, Austria. Because of a fuel leak, one a/c failed to take off. The formation was led by Captain Henry Downey, S-3, 761st Bomb Sqdn (H).

2. Group assembly was accomplished without incident and rendezvous was effected at 0940 hours, eight miles east of Spinazzola. The fighter escort, 50-60 P-51s, first sighted at 1142 hours at (4554N-1631E), furnished penetration, target and withdrawal cover. They left the formation at 1400 hours over the Yugoslav coast at (4330N-1615E).

3. 14 a/c were over the primary target at 1237 hours. 11 a/c dropped 27.5 tons of M-17 incendiaries from 22,400'. At the time of attack the target was obscured by smoke from previous bombing that rose from 10-15000'. Bombs were seen to fall into the target area but smoke made detailed analysis of the results impossible. One a/c jettisoned two bombs before the target and released eight bombs manually 15 minutes after target time. One a/c jettisoned ten bombs 25 miles south of the target after bomb-bay doors failed to open. One a/c dropped bombs on a target of opportunity, Vienna Aspern A/D. Bombs were observed to straddle buildings in the western end of the A/D and fires were started. Formation leader did not use C-1 because it would not hold course. PDI was also inoperative in the lead a/c.

4. The Group experienced IAH flak for ten minutes at the target. Flak defenses extended from the evasive point to the city. Smoke pots were observed south and east of the target. IAH flak was also encountered at Nagykanizea (4630N-1700E).

5. The route was flown as briefed. Weather: On take off, clear with 2/10th altocumulus at 9000' over Italian coast and Adriatic to Vis. Clear rest of route except 2-4/10th Cirrus at 25,000' which extended entire route to and over target. On return, 2-4/10th cirrus increasing to 7/10th in northern Yugo, bases 23,000'. Over Yugo 3-5/10th altocumulus, tops 13-14000' with cirrus becoming 10/10th over northern Yugo to central Adriatic, lowering to 15000' over Vis. 10/10th altostratus and 7-9/10th cirrus to base. Visibility, 15-20 miles generally.

6. 13 a/c returned to base with a mean landing time of 1552 hours. One a/c is missing. A/c 0508 was last seen at 1243 hours at (4828N-1644E), with #4 engine feathered and struggling. This a/c radioed formation leader that two engines on one side were out. B-24 which was observed to crash at 1325 hours at (4650N-1704E) may have been 0508. Nine chutes were seen.

7. 10 a/c were damaged by flak. There was no casualty, frostbite.

8. 7 a/c attempted photos. Significant prints are attached.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

2 Incls.
Incl 1 - TC
Incl 2 - Photos

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

13 December 1944

SUBJECT: Narrative Report, Mission #136, Operations Order #281.

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

1. On 12 December 1944, two scheduled a/c were dispatched to bomb the Blechhammer South O/R. A/c 9021, piloted by Lt. Richard N. Malesheetz, and a/c 1651, piloted by Lt. Martin Cotler, took off at 0728 and 0729 hours respectively. One spare a/c took off and returned at Spur..

2. A/c 1651 landed at Vis on return route and no information is available.

3. A/c 9021 was over the primary target at 1112 hours. From 23,100', two tons of 500 lb RDX bombs, .1N&.01-.025T fusing (2-delay) were released on the target using PFF. The axis of attack was 69 degrees, because the turn onto the bomb run was made slightly short of the IP, which was visible through a break in the clouds. This was done to make possible a longer bomb run. Coordination between the PFF operator and the bombardier was good. After the first sighting angle was given at 70 degrees, slight corrections were made at the 65 and 60 degree angles. At 50 degrees synchronization was good. Due to a malfunction the bombs did not drop electrically and were salvoed four seconds later. The PFF operator reported a good picture of the target on the scope and believes the bombs fell in the northeast portion of the refinery.

4. The route was flown as briefed. On take off, 8-10/10th altostratus, bases 8-9000' which extended over the Adriatic to Yugo., tops 10-12000'. Over Adriatic and Yugo. 10/10th cirrus, bases 18-20000' which extended to central Hungary and breaking slowly to 1-2/10th, 100 miles south of the target. 10/10th altostratus, tops 15-17000' persisted entire route except for widely scattered breaks and large clear patch over IP. Target, 1-2/10th cirrus, 20-22000', 8/10th thin altostratus, tops 15-17000'. On return, 1-2/10th cirrus entire route and 10/10th altostratus, tops 15-17000', with few widely scattered breaks. Let down was thru middle clouds over Adriatic, bases 8000'. 10/10th altostratus over Italy on return, bases 8000', with 1-2/10th scattered cumulus along coast. Visibility, 20-30 miles generally. 10-15 miles beneath clouds over Adriatic and Italy on return.

5. IIH flak was experienced over the primary target, the concentration of flak bursts being behind the a/c. SIH was encountered at Baja.

6. A/c 9021 returned to base at 1516 hours.

7. Two a/c attempted photos. Results negative.

For the Commanding Officer:

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

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

16 December 1944

SUBJECT: Narrative Report, Operations #288.

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

1. On 15 December 1944, 30 a/c were scheduled to bomb a target in Germany. At 0740 hours, the lead a/c, piloted by Major William H. James, Jr., C.O., 763rd Bomb Sqdn., took off to check the weather. Due to adverse weather conditions, the remainder of the Group was stood down.

2. This a/c joined the 765th Bomb Gp over Pianosa Isle at 0919 hours and flew the mission in #9 position of the lead box, 2nd attack unit. At 1146 hours, this a/c released two tons of 500 lb RDX bombs, .1N-no delay T fusing (2 long delay) on the Amstetten M/Y from 20,400'. Due to solid undercast, bombing was by PFF and results unobserved.

3. No flak was encountered at the primary target. MIH flak was encountered at (4733N-1506E). At 4435N-1427E, when the formation was at 14000', MIL flak was observed 2800' below the formation. Fighter escort, 50 P-51s, were first sighted at 1010 hours at (4513N-1415E) and furnished penetration, target and withdrawal cover. They left the formation at 1200 hours at (4725N-1400E).

4. The route was flown as briefed except that from Vodizze the route was direct to a point 12 miles NNE of Wilhelmsberg resulting in a very long bomb run. Weather: On take off, 100' ceiling with tops at 3500' above which it was clear. Over Adriatic, 7-10/10th multilayer stratocumulus and altocumulus tops 15000'. Target, 10/10th stratocumulus, tops 12000'. Similar conditions on return with 7/10th stratocumulus over base, bases 2500'.

5. A/c returned to base at 1435 hours.

For the Commanding Officer:

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

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

17 December 1944

SUBJECT: Narrative Report, Mission #137, Operations Order #290.

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

1. On 16 December 1944, at 0830 hours, 30 scheduled a/c were dispatched to bomb a target in Czechoslovakia. The Group was led by Lt. Colonel Robert N. Spear, C.O., 761st Bomb Sqdn (H), and the second attack unit was led by Major Glenn H. Chamberlain and the 3rd attack unit by Lt. Floyd F. Redman.

2. Group assembly was accomplished over the field prescribed and rendezvous with the Wing was accomplished at 0929 hours over Cerignola. Fighter escort, P-38s & P-51s, were seen in the target area only.

3. Five a/c returned early for the following reasons: (1) gas and oil leak, #3 engine and flat tire, (2) carburetor out, #3 engine, (3) defective gas cap, (4) fuel transfer system out, (5) supercharger out. These a/c jettisoned all bombs in the Adriatic before returning to base.

4. Because the mickey operator was not able to locate the primary target on the scope, the Group decided to bomb the first alternate target, Pilsen Skoda Works. At 22,800', 33 a/c were over this target at 1315 hours. 27 a/c dropped 53.25 tons of 500 lb RDX bombs, .1N & .01-.025T fusing (1/4 delay) on the works. Six leaflet bombs were released. One a/c had three bombs hung up which were jettisoned in the Adriatic. One a/c dropped two tons near the primary target. Disposition of bombloads on five a/c is not known.

5. On route to the target, PFF set of the lead a/c was not operating correctly and failed to pick up the primary target. The deputy lead assumed the lead immediately the IP, but it also was unable to pick up the PT on the scope. It was then decided to bomb the first alternate, Pilsen, and the original group leader reassumed the lead. Despite interference which made PFF operation difficult, Pilsen was picked up and operator believes that the target was hit. The bombardier was given the angles down to 50 degrees and coordination was good. Photos show that the target was largely cloud obscured. One concentration of bombs fell on the eastern end of the hangar line of the A/D SW of the Skoda works. Another concentration is seen in the town SW of the works. A direct hit was scored on the road bridge north of the main RR bridge. One of our photo a/c which landed at another

field is reported to have photos showing numerous hits in the Skoda works.

6. MAH flak was experienced at Pilsen for approximately four minutes. SIH flak was encountered at **xxxxxxx** (4430N-1423E).

7. Five U/I a/c were seen on the mission. One TEF was seen at the Yugo coast at 1030 hours and 4 SEFs were seen in the target area at 1245 hours. There were no encounters.

8. The route was flown as briefed on penetration and withdrawal. Bomb run was made on Pilsen on an axis of 50 degrees. Weather: 10/10th cirrus on take off which extended to Vis, breaking to 3-5/10th to the north. Total undercast of stratocumulus 10-12000' over E. Yugo to Alps. Large breaks and clear areas over tops of Alps to PT where 8-10/10th cumulus and 3-5/10th cirrus was encountered. Weather was the same on return to Pilsen, 10/10th cumulus in the Alps breaking to 5-7/10th with 6-8/10th cirrus over Adriatic. 4-5/10th cumulus over Italy. Visibility, 10-15 miles.

9. 20 a/c returned to the base with a mean landing time of 1700 hours. 12 a/c landed at friendly fields: 7 at Pantanella, 3 at Venosa, 1 at Falconara and one crash-landed at Nusana. One a/c crashed near the Spur at (4144N-1540E) at 1634 hours. 10 chutes were seen.

10. Six a/c were damaged by flak. There were no casualties.

11. 10 a/c attempted photos. Three prints are attached.

12. Observations: At the primary target and at Pilsen, channels A&C were jammed, and there was heavy interference on the 6440 frequency. The lead a/c was able to contact the 465th only, and then not until 50 miles from PT enroute to Pilsen.

For the Commanding Officer:

ROGER WARNER,
Major, AC,
S-2

2 Incls.
Incl 1 - TC
Incl 2 - Photos

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

18 December 1944

SUBJECT: Narrative Report, Mission #138, Operations Order #291.

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

1. On 17 December 1944, at 0834 hours, 23 scheduled a/c were dispatched to bomb the Blechhammer South O/R in Germany. The Group was led by Lt. Colonel Robert M. Martin, C.O., 760th Bomb Sqdn, and the second attack unit by Captain Gene D. Martin.

2. Group assembly, rendezvous with the 485th and Wing rendezvous were accomplished as scheduled. Fighter escort, P-51s & P-38s, first sighted at 1130 hours at (4620N-1640E), furnished penetration, target and withdrawal cover. They left the formation at 1517 hours at (4330N-1630E).

3. Two a/c returned early for the following reasons: (1) gas leak in bomb-bay, (2) supercharger trouble. These a/c jettisoned bombs in the Adriatic.

4. At 22,000', 21 a/c were over the primary target at 1233 hours. 15 a/c dropped 30 tons of 500 lb RDX bombs, .1N and .01-.025T fusing. Five a/c did not see the lead a/c release bombs and failed to drop. These a/c jettisoned ten tons at (4940N-1820E). One a/c had bombs hung up and jettisoned two tons at (5010N-1825E). The lead a/c lost its #1 engine at the IP and signaled the deputy lead a/c to assume the lead. Confusion resulted because the signal was misunderstood temporarily. The formation followed the lead a/c over the target rather than the deputy lead. PFF on lead a/c was not operative. This a/c dropped bombs on group ahead. One a/c became separated from the formation at the IP and joined the 485th with whom it dropped. Results of the bombing were unobserved because of complete undercast. The PFF of the deputy lead a/c was functioning and it is the navigator's opinion that the bombs were dropped to the south of the briefed MPI. PFF equipment on the lead a/c, second attack unit was inoperative. On the bomb run, auto pilot was not used by the 1st attack leader. The second attack leader used the auto pilot.

5. The Group experienced IIH flak over for four minutes. Black, white and eight red bursts were observed. MIH flak was encountered at Gyor on penetration and withdrawal. Over the SW edge of Lake Balaton, another group was observed to encounter an intense flak barrage.

6. Seven e/a were seen on the mission. One possible jet e/a was seen between the IP and the target at 1217 hours and believed to have encountered two P-51s. At 1230 hours, one FW-190, OD color, was seen at 23,000'. Five miles SW of Lake Balaton, 4 SEFs, dark in color, were seen at 1408 hours flying 1500 yards from the formation. One ME-210 was seen at (4815N-1725E) at 1325 hours, following the formation low at five o'clock. There were no encounters.

7. The route was not flown as briefed. Weather: On take-off, 8-10/10th stratocumulus, tops 6-7000' and 8-10/10th altostratus, bases 9000'. 6-8/10th cirrus extending over the Adriatic and W Yugo, bases 23-25000'. 8-10/10th stratocumulus extended from S Italy to Alps, breaking to 5-7/10th N of Alps. From N of Alps to target 7-9/10th stratocumulus, tops 10 to 12000'. Target area, 7-9/10th stratocumulus. Similar conditions on return route with 2-4/10th cirrus S of Alps and 8-10/10th stratocumulus extending to Adriatic and then breaking to nil. 3-5/10th altocumulus over Adriatic and Italy. Visibility, 15-20 miles.

8. 20 a/c returned to the base with a mean landing time of 1620 hours. One a/c, the lead a/c, landed at a friendly field, Amendola, and has not returned at 1030 hours, 18 Dec.

9. 3 a/c were damaged by flak. There was no casualty.

10. 10 a/c attempted photos. Results are cloud obscured.

11. Observations: Papa A/D (4720N-1729E), 30-50 SEF & TEF at 1129 hrs 19000'. Czelldomolk M/Y (4715N-1709E), 1000 cars in M/Y and two trains at 1352 hrs, 19000'.

For the Commanding Officer:

ROGER WARNER,
Major, AC,
S-2

1 Incl.
Incl 1 - TC

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

19 December 1944

SUBJECT: Narrative Report, Mission #139, Operations Order #292.

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

1. On 18 December 1944, at 0740 hours, 31 scheduled a/c were dispatched to bomb the Blechhammer South O/R in Germany. The Group was led by Major George S. Davis Jr, C.O., 762nd Bomb Sqdn (H), and the second attack unit was led by Captain Alexander C. Duartz.

2. The Group assembly and Wing rendezvous were accomplished as scheduled, the Wing being over Spinazzola at 0836 hours. Fighter escort, P-38s & P-51s, first sighted at 1036 hours at (4652N-1642E), furnished penetration cover. They left the formation at 1153 hours at (5000N-1728E).

3. Four a/c returned early for the following reasons: (1) #1 supercharger out and fuel pressure off in #2 & #4, (2) Oxygen failure, (3) oil leak, (4) #4 engine oil pressure dropped and engine feathered. Two a/c jettisoned bombs in the Adriatic, one a/c dropped bombs at (4950N-1725E), and one a/c dropped two tons on a target of opportunity, a bridge at (4964N-1723E). Results were not observed.

4. On the bomb run, fifteen miles short of the target, one a/c, a box leader, peeled off from the formation and jettisoned bombs. Of this box of seven, four a/c, including the leader, are at friendly fields. It is not positively known whether all three of these a/c jettisoned with the leader but it is indicated by observations. Of the three a/c of this box that did return to base, one a/c dropped on the box leader, one a/c dropped on a factory at (5005N-1800E), and one a/c rejoined the group and bombed with it. All a/c of this box with the exception of the box leader rejoined the group after target.

5. At 25,600', 21 a/c were over the primary target at 1205 hours. 15 a/c dropped 30 tons of 500 lb RDX bombs, .1N and .01-.025T fusing on Blechhammer South O/R. On the bomb run, the deputy lead a/c assumed the lead due to radar failure in the lead a/c. After rally, the designated Group leader resumed the lead. Auto pilot was used by both attack unit leaders on the bomb run. PFF was used on the bomb run, the 70, 65, 60, 50 & 40 degree angles were given the bombardier. Synchronization was very good and photos show the bombs headed for the refinery. The PFF operator of the deputy lead a/c believes bombs hit in the north and east section of the plant. The second attack unit

dropped bombs by synchronized PFF, the units being 150 yards apart near the target. Disposition of bomb loads on nine a/c unknown.

6. The Group experienced IAH flak over the primary target for 4-5 minutes. Black and red bursts were observed. Other flak was reported: at Azkykanian, SIH at Ailina, MAH at (4617N-1703E).

7. 18 e/c were seen on the mission at 1150 hours at (4740N-1750E) 6 possible ME-163s were seen, short contrails, one a/c not positively identified. At 1150 hours, at IP, 8 ME-109s, **xx** colored, were seen at 24000'. **xx** of Lake Balaton, at 1030 hours, 2 e/a heading 250 degrees at 15000'. At 1325 hours at (4610N-1655E), 2 e/a at 18000'.

8. The route was flown as briefed with deviations due to weather. Weather: On take off, 8-10/10th stratocumulus, base 400 MSE, tops 6-7000' and 8-10/10th altostratus, bases 8000'. Altocumulus breaking to nil near Cerignola and cirrus 6-8/10th extended over Adriatic and W Yugo, bases 23-25000'. 8-10/10th stratocumulus extended from N Italy to Alps. N of Alps to target, 7-9/10th stratocumulus, tops 10-12000'. Target area, 7-9/10th stratocumulus. Similar conditions on return with 2-4/10th cirrus S of Alps and 8-10/10th stratocumulus to Adriatic breaking to nil with 2-4/10th rest of route to base. 3-5/10th altocumulus over western Adriatic and Italy. Visibility, 15-20 miles.

9. 18 a/c returned to the base with a mean landing time of 1600 hours. 10 a/c landed at friendly fields: 3 at Bari, 4 at Pantanella, 1 at Venosa, 1 at Foggia, 1 at Cesenatico.

10. Six a/c were damaged by flak. There was one casualty.

11. 10 a/c attempted photos. One photograph showing bombs away is enclosed.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

2 Incl.
Incl 1 - TC
Incl 2 - Photo

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

20 December 1944

SUBJECT: Narrative Report, Mission #140, Operations Order #294.

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

1. On 19 December 1944, at 0801 hours, 31 scheduled a/c were dispatched to bomb a target in Germany. The Group was led by Lt. Colonel Harold T. Babb, Deputy Group Commander, and the second attack unit was led by Captain Francis Galarnau.

2. Group assembly was accomplished as scheduled. The 460th was over Spinazzola at 0851 hours, but the 485th was not in sight. The Group arrived at the key point thirteen minutes late and the 485th was ten miles behind at this time. Fighter escort, P-51s & P-38s, first sighted at 1129 hours at (4755N-1700E), furnished penetration and withdrawal cover. They were last seen at 1415 at split.

3. Five a/c returned early for the following reasons: (1) oxygen out, (2) two engines vibrating, (3) supercharger out, (4) oxygen out, (5) #3 engine out. One a/c returned bombs to base, three a/c jettisoned bombs as follows: 2 tons at (4910N-1735E), two tons at (4945N-1740E) and two tons at (4808N-1730E). One a/c bombed a target of opportunity, Sopron, releasing two tons on the town.

4. The Group penetrated to Lipnik, where bad weather forced its return. The leader elected to bomb Maribor M/Y. 16 a/c were over the 2nd alternat target at 1316 hours. From 23,500', 15 a/c dropped 29.25 tons of 500 lb RDX bombs, .1N & .01-.025T fusing. One a/c, unable to keep up with the formation, jettisoned bombs on a flak position at (4855N-1705E). Three a/c had three bombs hung up which were disposed of as follows: one bomb in Adriatic and two bombs immediately after target. Bombing was by PFF. It was impossible to distinguish the M/Y in the scope, though the town of Maribor showed clearly enough to give the bombardier 70, 60 & 50 degree angles. By a sort of offset an estimate was made on the location of the M/Y. Radar in the lead and deputy a/c worked well throughout. Radar in the lead a/c, 2nd attack unit, was inoperative for the entire mission and eventually this a/c lost an engine and returned to base alone. The bombardier of the a/c which assumed the lead dropped at a reasonable time interval after the first attack unit. Complete undercast prevented observation of results.

5. The Group experienced MIH flak for 1½ minutes at Maribor.

6. At 1235, at (4705N-1648E), two P-38s were seen in a dogfight with two U/I a/c. One u/I a/c was seen to go down smoking.

7. The route was flown north of course to split and then as briefed to Lipnik. From there, route was flown to Jeka and then direct to Maribor. Weather: On take off, 3 to 4/10th thin stratus, 2,000', 6-8/10th altostratus, bases 8-9000'. Middle deck broke open over Italian coast, 3-5/10th over Adriatic. Broken altocumulus and stratocumulus over Yugo coast, tops 12-14000' rapidly increasing to 10/10th undercast which extended to target, tops rising to 17-18000'. Line of cirrostratus, base 22000', tops est. 27,000' west of Blachhammerextended NE & SW axis. Maribor, 10/10th altostratus, tops 17-18000'. Weather continued to Yugo coast which broke to altocumulus and stratocumulus, tops 14000', changing to altocumulus 2-4/10th and stratocumulus over Adriatic. 4-5/10th stratocumulus over S. Italy on return. Visibility, 10-20 mi.

8. 15 a/c returned to the base with a mean landing time of 1530 hours. One a/c landed at Vis because of fuel shortage.

9. 9 a/c attempted photos. Photos show complete undercast.

For the Commanding Officer:

ROGER WARNER,
Major, AC,
S-2

1 Incl.
Incl 1 - TC

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

21 December 1944

SUBJECT: Narrative Report, Mission #141, Operations Order #295.

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

1. On 20 December 1944, at 0830 hours, 25 scheduled a/c were dispatched to bomb the Brux O/R in Czech. The Group was led by Major William M. James Jr, C.O., 763rd Bomb Sqdn (H), and the second attack unit was led by Captain Fielder (relieved by Lt. Anspach).

2. Change in Altitude did not allow time for complete Group assembly, though all boxes were formed by 0900 hours. The 460th was over Spinazzola at 0903 hours, and over Vieste on time, but the other groups were not seen. Rendezvous with the 485th was accomplished at 0950 hours over the Adriatic. The Wing was not formed until the key point was reached at 1022 hours. Fighter escort, 30 P-38s & 40 P-51s, furnished excellent penetration, target and withdrawal cover. They were first seen at 1100 hours at (4559N-1420E) and they left the formation at 1420 at (4636N-1403E).

3. Five a/c returned early for the following reasons: (1) runaway prop, (2) unable to transfer fuel, (3) oxygen system out, (4) gas leak in bomb bay, (5) oil pressure out in #1 engine, #2 engine vibrating. Three a/c jettisoned bomb loads in the Adriatic, one a/c jettisoned bombs at (4732N-1405E), and one a/c jettisoned four bombs at (4845N-1355E) and dropped four bombs on targets of opportunity. Three bombs were dropped on a small town at (4739N-1355E) and one bomb was dropped on the RR tracks at (4725N-1355E).

4. 20 a/c were over the primary target at 1245 hours. At 24,100', 18 a/c released 35.75 tons of 500 lb RDX bombs, .1N .01&.025T fusing. On the bomb run, the PFF operator in the lead a/c gave the 70, 65, 60 degree angles. At this point, the target failed from the scope and reappeared vaguely before the 40 degree angle was given. The bombardier, able to see that the dropping angle was much larger than indicated by the PFF operator and because of the POW camps in the area, did not release bombs until well past the target. But the deputy lead, well synchronized, did release on the target and the first attack unit dropped on him. The 2nd attach unit, their PFF a/c an early return dropped on the 1st attack unit after a reasonable interval. Photos reveal through a break in the clouds that the Group was on course to the target, but that bombs probably fell beyond the target. Auto pilot was used on the bomb run by the lead a/c. Disposition of bomb load in one a/c is unknown.

5. The Group experienced IAH flak for four minutes over the target.

6. The route was flown as briefed. Weather: On take off, clear except for 3-5/10th cirrus and altocumulus. On route to spur, undercast, tops 8000' and altocumulus, tops 13000', continuing over Adriatic, Yugo. and Austria. Over the target, undercast, tops 4000' with clear break 20 miles to the north. Weather on return was the same except for heavy cumulonimbus and thunderstorms off Vis and over Adriatic, base 800'.

7. 18 a/c returned to the base with a mean landing time of 1700 hours. Five a/c landed at friendly fields: one at Bari, one at Stornara, one at Amendola & 2 at Pantanella. One a/c is missing: This a/c radioed the leader ten minutes after target time and reported that controls were shot away and that he would head for Russia.

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

9. Ten a/c attempted photos. Results are cloud obscured.

For the Commanding Officer:

ROGER WARNER,
Major, AC,
S-2

1 Incl.
Incl 1 - TC

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

26 December 1944

SUBJECT: Narrative Report, Mission #142, Operations Order #304.

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

1. On 25 December 1944, at 1044 hours, 25 scheduled a/c were dispatched to bomb the Graz M/Ys in Austria. The Group was led by Major Glenn H. Chamberlain, and the second attack unit was led by Captain Harlan R. Logan.

2. There was one early return for the following reason: (1) no power in #3 engine. This a/c turned back at (4125N-1626E) and returned bomb load to base.

3. At 21,600', 24 a/c were over the primary target at 1330 hours. 22 a/c dropped 43.75 tons of 500 lb RDX bombs, .1N and .01-.025T fusing. Due to engine trouble, one a/c jettisoned eight bombs at (4657N-1545E) and one other a/c, with eight bombs hung up, jettisoned manually, one by one, above the base line. One a/c had one bomb hung up. This bomb was jettisoned in the Adriatic. Bombing was executed using the "Able" method. The bombsight on the lead a/c froze, resulting in the course error to the left. A/c #0514 was shot out of the lead box during the bomb run and causing a widely scattered bomb pattern. Three bombs cut the RR to Lieback and five hits were scored on the factory SW of the M/Y. No bombs fell in the M/Y. Due to malfunction of the auto pilot, the lead a/c used PDI on the bomb run and the other three box leaders used PDI because of the maneuvering required to miss the falling a/c.

4. The Group experienced MAH flak for three minutes over the target. Bursts were black in color with a few white. The fighter escort was not seen on the mission. The Group leader contacted the escort by radio but no visual contact was made.

5. Six e/c were seen on the mission: at 1346 hours at (4637N-1530E), three possible ME-109s were seen out of range. At 1405 hours at (4515N-1540E) two dark colored TEFs were seen flying parallel to the formation. At 1500 hours at (4630N-1500E), one black ME-410 was seen. This e/a stayed out of range at 9 o'clock 5000' above the formation, finally crossing over the formation and leaving.

6. The route was flown as briefed. Weather: On take off, 6-8/10th cu, bases 4000'. Clouds broke to 3 to 5/10th over central Adriatic and Yugo coast. 1-3/10th stratus over mts which became 6-

8/10th in large patches south of Zagreb. N of Zagreb to target, generally clear with target clear. Similar conditions on return route except 9-10/10th stratus over western Adriatic, bases approx. 1000' or less. SE of Spur 4-6/10th stratocu, bases 3500' becoming 6-8/10th over S Italy and base. Visibility, generally 10-15 miles except 5-10 in haze in vicinity of Spur on return.

7. 23 a/c returned to the base with a mean landing time of 1615 hours. On the bomb run, a/c #0514 was hit by flak, the #3 engine being shot away. A/c went into a steep dive and was seen to explode before reaching the ground. No chutes were seen.

8. Ten a/c were damaged by flak. There was one casualty.

9. Nine a/c attempted photos. One significant print is attached.

10. Due to the extremely short period of time between selection of the target and take off time, it was impossible to give the crews our customary detailed briefing. At the time of the notification of the selection of a new target was received, the crews were on the line. It was impossible then to return all crew members to the briefing room in the time available, so only pilots, bombardiers and navigators were briefed. They received a hurried and inadequate briefing.

11. Observations: At (4359N-1527E), B-24 seen on ground appeared to have crash-landed, 1450 hours.

For the Commanding Officer:

JOHN L. MAGARET,
Captain, AC,
Ass't S-2

2 Incl.
Incl 1 - Photo
Incl 2 - TC

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

27 December 1944

SUBJECT: Narrative Report, Mission #143, Operations Order #305.

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

1. On 26 December 1944, at 0820 hours, 25 of 26 scheduled a/c were dispatched to bomb the Blechhammer South O/R in Germany. The Group was led by Captain Henry Downey, 761st Bomb Sqdn, and the second attack unit by Lt. Roger C. Townsend. 763rd Bomb Sqdn.

2. The Group assembled at 0847 hours and rendezvous with the Wing was accomplished at 0905 hours over Monopoli. The 464th, in the lead position, was twenty miles ahead of the formation and remained so on the mission. Fighter escort, first sighted at Split at 1000 hours, furnished penetration, target, and withdrawal cover. They left the formation at 1350 hours at (4600N-1630E). 12 P-38s and 10 P-51s were seen in all.

3. Two a/c returned early for the following reasons: (1) pilot sick, (2) bombs accidentally jettisoned at (4355N-1633E) (in woods). One a/c jettisoned two bombs in the Adriatic and returned six bombs to base. Because of engine trouble, one a/c was a prior return, turning back at (4932N-1736E), and jettisoned bombs in a field near Lipnik.

4. At 24,500', 22 a/c were over the primary target at 1226 hours. 20 a/c dropped 38.75 tons of 500 lb RDX bombs, .1N and .01-.025T fusing on the target. Three a/c had five bombs hung up which were jettisoned in the Adriatic. Two a/c failed to bomb the target because of rack malfunction and bomb-bay doors frozen. These a/c jettisoned eight bombs each at (4800N-1720E) and (4950N-1830E). Although the IP was visible, bomb run was made by PFF because smoke and haze obscured the target. PFF was not operating well. It worked satisfactorily on only half the bomb run. Four sighting angles were given and although there was considerable drift, it was believed that it was killed. Photos show that the bomb concentration was south of the O/R in the open fields. Group leader used auto pilot on the bomb run but the 2nd attack leader used PDI due to C-1 malfunction.

5. The Group experienced IAH flak over the primary target for five minutes. Bursts were black with a few large red bursts. Smoke pots were in operation north and south of the target area and effectively concealing the target.

6. The route was flown as briefed. Weather: On take off, 5-7/10th altocu and 2-4/10th stratocu rapidly becoming 1-2/10th stratocu over coast and Adriatic, bases 3-4000', tops 5-6000'. Clear over Yugo coast becoming 5-7/10th stratocu, tops 5-6000' over Yugo mts., and then becoming occasionally 10/10th over N Yugo plains, breaking to clear just south of Hungary and to target, except for scattered patches of Stratocu. Clear in target area except for smoke and haze that limited observation. Similar weather on return. 2-4/10th stratocu along Italian coast, bases 3-4000' with 4-5/10th cirrus and patches of altostratus. Visibility, 15-20 miles.

7. 19 a/c returned to the base with a mean landing time of 1615 hours. Two a/c landed at friendly fields, Bari & Vis. One a/c is missing: a/c 1602 radioed that crew was bailing out and gave its position as (4330N-1732E) at 1446 hours. A/c had previously radioed at 1415 hours that #1 & #4 engines were out.

8. Seven a/c received major flak damage. Eight crew members were wounded: one in chest, three in eyes, one in leg, one in head, one in foot and one in neck.

9. 10 a/c attempted photos. Two significant prints are attached.

10. Observation: M/Y Czeldosclok (4716N-1710E) 500 cars at 1125 hrs, 21,700'.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

2 Incl.
Incl 1 - TC
Incl 2 - Photos

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

28 December 1944

SUBJECT: Narrative Report, Mission #144, Operations Order #306.

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

1. On 27 December 1944, at 0925 hours, 14 of 15 scheduled a/c were dispatched to bomb a target in Austria. One a/c failed to take off due to magneto trouble. The Group was led by Captain Francis Galarneau, 763rd Bomb Sqdn (H).

2. The Group assembly was accomplished in the scheduled **xxxx** at 1010 hours, and rendezvous with the 485th was accomplished at 1033 hours over Spinazzola. Fighter escort, six P-51s, first sighted at 1245 hours at (4643N-1443E), furnished target cover. They left the formation at 1255 hours at (4622N-1418E).

3. When the formation was about half-way between **xxx xxxxxx** and the primary target, which was smoke obscured by previous bombings, the PFF went out on the lead a/c. The deputy lead took over and followed the 485th to the 1st alternate target, Elagenfurt M/Y, which was bombed. The bomb run on Elagenfurt M/Y was begun on PFF, dropping angles of 70 and 65 degrees were given the bombardier. The briefed MPI was seen only 30 seconds before bombs away. Midway in the bomb run, a formation crossed under the 460th, flying at 145 degrees. 14 a/c were at the alternate target, Klagenfurt M/Y, at 23,000'. At **12xx hours**, 13 a/c dropped 32.5 tons of M-17 incendiary clusters. **XXXXXXXXXX** had ten bombs hung up which were jettisoned in the Adriatic. The auto pilot was not used on the bomb run by either box lead. Photos show the target area somewhat smoke obscured. Some bombs are seen immediately SW of the smoke obscured area, indicating a possibility of bombs on the target. Other bombs fell 5000' NW of the target.

4. There was no flak at Elagenfurt. Moderate flak was observed at Maribor.

5. Four e/a were seen on the mission: at Elagenfurt, one probable ME-109 was seen at 1252 hours. The e/a was at 24,000', 800 yards away and did not close. At 1320 hours at (4525N-1454E), one U/I e/a, believes jet-propelled, was seen at 18,000'. This a/c circled the formation but did not close. Two U/I e/a, black SEFs, were seen at the time. There was no encounter.

6. The route was flown as briefed to the primary target and then to Elagenfurt and return to base. Weather: On take off, few

widely scattered stratocu becoming clear over Adriatic and Yugo coast. Over Yugo mts, 6-8/10th occasionally 10/10th stratocu deck extending to N of Zagreb becoming clear over Maribor and Elagenfurt. Similar conditions on return with 2-4/10th cumulus over Adriatic. Generally clear over Italy. Visibility generally 15-20 miles decreasing to 10-15 over mts and 5-10 miles in target areas due to smoke and haze.

7. 14 a/c returned to the base with a mean landing time of 1630 hours.

8. 9 a/c attempted photos. Two significant prints are attached.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

2 Incl.
Incl 1 - TC
Incl 2 - Photos

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

29 December 1944

SUBJECT: Narrative Report, Mission #145, Operations Order #307.

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

1. On 28 December 1944, at 0825 hours, 17 scheduled a/c were dispatched to bomb a target in Czechoslovakia. The Group was led by Lt. Colonel Robert H. Martin, C.O., 760th Bomb Sqdn, and the second attack unit by Captain Britt S. May.

2. The Group assembly was as scheduled at 0845 hours and rendezvous with the 485th took place over Cerignola at 0915 hours. The Wing formed over Lake Lessina at 0930 hours. Fighter escort, 10 P-38s & 25 P-51s, first seen at 1124 hours at (4710N-1345E), furnished penetration, target and cover. They left the formation at 1425 hours at (4545N-1440E).

3. One a/c returned early for the following reasons: (1) cylinder head blown out on #2 engine. This a/c jettisoned eight bombs in the Adriatic.

4. The Group penetrated to the primary target, the turn at the IP being made by PFF. Due to heavy haze, bomb run was attempted by PFF, but the equipment, although working well, failed to give an adequate return of the target. Consequently, bombs were not released. The Group flew on to Numburk, where a bomb run was made on an axis of 210 degrees. At 23,000', 10 a/c dropped 19.75 tons of 500 lb RDX bombs, .1N & .025T fusing on the RR bridge at Numburk. One a/c had one bomb hung up which was jettisoned in the fields at (5010N-1430E). Auto pilot was used on the bomb run by the leader. The high box did not bomb with the Group leader for fear of hitting an a/c flying below the box leader. This box went on to bomb Zwettl where a bomb run was made on an axis of 178 degrees. From 17,500', five a/c were over the target, the M/Y, at 1313 hours, and 8.75 tons of bombs were released. One a/c dropped eight bombs along the RR at (4924N-1338E) and one a/c dropped five bombs south of the south M/Y.

5. Flak was encountered on this mission. E/a were seen at several times. At 1330 hours at (4808N-1450E), five ME-109s and one FW-190 were seen circling below the formation. At 1125 hours, 10 e/a were seen in the air near Lake Milistatter at 32000'. Large contrails were seen at this time indicated that these e/a were possibly jet-propelled. E/a stayed high in the sun and followed the formation until

1250 hours, departing 50 miles NW of Vienna on a heading towards Munich. There were no encounters.

6. The route was flown as briefed to the rally point **xxx** **xxxxxxx** to targets. Return route was flown approximately as briefed. Weather: On take off, generally clear to the Alps with solid patches of valley stratus in the mountains. North of Alps, 6-8/10th stratus breaking to clear S of the target. Target clear but heavy haze limited air to ground visibility to 1 to 3 miles. Return route, similar weather conditions.

7. 16 a/c returned to the base with a mean landing time of 1530 hours.

8. 9 a/c attempted photos. Significant prints are attached.

9. Observations: A/D Saltweg (4710N-1444E), 30 SEF & TEF dispersed on field at 1350 hrs, 13000' (Balloon defenses over field); Trieste Harbor, 5 M/Y and possibly 1 **xx** at 1052 hrs, 15000'.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

2 Incl.
Incl 1 - TC
Incl 2 - Photos

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

30 December 1944

SUBJECT: Narrative Report, Mission #146, Operations Order #308.

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

1. On 29 December 1944, at 0944 hours, 21 of 22 scheduled a/c were dispatched to bomb the Verona Porto Vescova M/Y, Italy. One a/c failed to take off due to a frozen supercharger. The Group was led by Major George S. Davis Jr, C.O., 762nd Bomb Sqdn (H), and the second attack unit was led by Major Raymond B. Whitley II, Ass't Group S-3.

2. Due to adverse weather, it was impossible to rendezvous at the briefed time and the formation decided to depart on course at (4212N-1605E) at 1100 hours. The second attack unit, not knowing of this change in plans, lost the formation and proceeded to the target alone. The Wing was not formed until San Pietro was reached at 1225 hours, the 460th following the 485th over the target. Fighter escort, 19 P-51s & 10 P-38s, were seen in the target area only.

3. Five a/c returned early for the following reasons: (1) #4 engine out, (2) & (3) lost formation, (4) engine out, (5) navigation equipment out. Three a/c jettisoned bombs in the Adriatic and two a/c returned bombs to base.

4. Sixteen a/c penetrated to the primary target. From 22,000', it is known that ten a/c dropped 24.75 tons of 500 lb GP bombs, .1N & .01T fusing on the M/Y. One a/c had one bomb hung up that was jettisoned in the Adriatic. Bombing was visual, the target being picked up at the IP and a smooth bomb run made. The Group leader used PDI on the bomb run. Though target was smoke obscured from previous bombing, photos reveal concentration of bombs in the western end of the M/Y, on the briefed MPI. Baker box lost the formation at the rendezvous area. These a/c were over the target at 1345 hours at 23000'. The results of their bombing is unsupported by photographs.

5. The Group encountered MIH flak at the primary target. Flak was reported at Chioggin MIH, and Bassano (4545N-1144E) MIH.

6. At 1247 hours, 12 U/I SEFs were seen at (4928N-1105E). (These a/c could possibly have been P-51s)

7. The route was flown as briefed with deviations over the Adriatic and Italy to avoid bad weather on route. Weather: On take off, 10/10th altocu, bases 6000'. Italian coast, 5 to 7/10th stratus

and stratocu, tops 6500'. 10/10th altostratus, bases 8000' breaking to 3-5/10th over west Adriatic and all over central and eastern Adriatic. 8-10/10th stratocumulus extended from Italy coast to central Adriatic breaking near Rimini. Target clear. Return route was same.

8. 11 a/c returned to the base with a mean landing time of 1550 hours. Seven a/c are at friendly fields: 2 at Bari, 1 at Pescara, 1 at Posigliano, 1 at Pantanella & 1 at Ancona.

9. Three a/c were damaged by flak. There was one casualty, a co-pilot received a slight cut over the left eye.

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

11. Observations: (4303N-1235E) 10 SEF & 10 TEF on A/D at 1303 hours, 20,000'.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

2 Incl.
Incl 1 - TC
Incl 2 - Photo

H I S T O R I C A L

P H O T O G R A P H S

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