

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 February 1945

to

28 February 1945

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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 - Letter of Appreciation and three
Commendations.

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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

(February 1 - 28, 1945)

NARRATIVE HISTORY

The weather, which had severely handicapped operations thus far this winter, improved considerably during the month of February to permit operations on eighteen days. Out missions were primarily directed against railroad targets and communication centers in Austria, southern Germany and northern Italy. The 460th Bombardment Group demonstrated its ability to operate in almost any kind of weather in the course of four days during the month with attacks on oil targets in Austria and southern Germany. This month's operations showed that the 460th was still oil minded. One mission was designed to retard the current training program and to disrupt the planned expansion of the enemy's jet-propulsion program as insurance against this future threat to our forces.

During February nine missions were flown to Austria, four to Germany, and four to Italy.

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

COL. JOHN M. PRICE, GROUP COMMANDER

7 Feb. 1945	Trieste, Docks and Install. (Alt. Tar.) Italy
14 Feb. 1945	Vienna Lobau O/R, Austria
23 Feb. 1945	Elagenfurt M/Y (Alt. Tar.), Austria
28 Feb. 1945	Fortezza M/Y, Italy

LT. COL. JAMES C. WATKINS, DEPUTY GROUP COMMANDER

1 Feb. 1945	Moosbierbaum O/R (Not reached) Austria
14 Feb. 1945	Vienna Lobau O/R, Austria
22 Feb. 1945	Group recalled due to weather
28 Feb. 1945	Fortezza M/Y, Italy

MAJ. RAYFORD B. WHITLEY II, GROUP OPERATIONS OFFICER

1 Feb. 1945	Moosbierbaum O/R (Not reached) Austria
16 Feb. 1945	Regensberg/Obertraubling A/D, Austria
24 Feb. 1945	Padua M/Y, Italy

CAPT. FRANKLIN E. REAVES, ASST. GROUP OPERATIONS OFFICER

20 Feb. 1945	Trieste Harbor and Installation (Alt. Tar.) Italy
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Narrative reports and bombfall plot photos, where available, covering the eighteen missions flown in February are attached as Annex #1.

Casualties for the period under review were as follows:

Killed in Action:	3 Officers	2 Enl. Men
Missing in Action:	10 "	14 Enl. Men
Wounded in Action:	6 "	12 Enl. Men

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

At Beginning:	541 Officers	2000 Enl. Men
Net Increase:	- "	- " "
Net Decrease:	12 "	39 " "
At End	: 529 "	1961 " "

During the month of February four (4) new crews were assigned to the Group, one-third the number that reported in January.

Officers and enlisted men continue to receive recognition for outstanding performance of duty in the air and on the ground. To officers and enlisted men were awarded 2 Silver Stars, 15 Distinguished Flying Crosses, 1 Soldier's Medal, 1 Bronze Star Medal, 167 Air Medals, 210 Oak Leaf Clusters and 9 Purple Hearts. Total: 410 awards.

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

Annex #3 includes a letter of appreciation and three (3) Commendations as documentary evidence of the 460th Bombardment Group's achievements during the month of February.

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NARRATIVE MISSION
REPORTS AND
BOMB PLOT STRIKE PHOTOS

of

460TH BOMBARDMENT GROUP (H) AAF

APO 520, U.S. ARMY

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(February 1 - 28, 1945)

TABULAR SUMMARY OF 18 MISSIONS

<u>MISSION NUMBER</u>	<u>DATE</u>	<u>TARGET</u>	<u>COUNTRY</u>
158	1 Feb.	Moosbierbaum (Not reached)	Austria
159	5 Feb.	Regensburg Winter Harbor O/S	Germany
160	7 Feb.	Trieste, Docks and Install.	Italy
161	8 Feb.	Vienna South Goods Yards	Austria
162	9 Feb.	Moosbierbaum O/R	Austria
163	13 Feb.	Vienna South Goods Yards	Austria
164	13 Feb.	Graz M/Y	Austria
165	14 Feb.	Vienna Lobau O/R	Austria
166	16 Feb.	Regensburg/Obertraubling A/D	Germany
167	19 Feb.	Graz M/Y	Austria
168	20 Feb.	Trieste Harbor and Install.	Italy
169	21 Feb.	Vienna Matzleinsdorf M/Y	Austria
170	22 Feb.	Group recalled due to weather	
171	23 Feb.	Flagenfurt M/Y	Austria
172	24 Feb.	Padau M/Y	Italy
173	25 Feb.	Salzburg M/Y	Germany
174	27 Feb.	Augsburg M/Y	Germany
175	28 Feb.	Fortezza M/Y	Italy

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

2 February 1945

SUBJECT: Narrative Report, Mission #4, Operations Order #41.

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

1. On 1 February 1945, at 0811 hours, 35 scheduled a/c were dispatched to bomb a target in Austria. The Group was led by Major Rayford B. Whitley, Group S-3, the second attack unit by Lt. Robert L. Martens, and the third attack unit by Captain Cecil E. Fielder.

2. Group assembly and rendezvous with the 485th were as scheduled. Rendezvous with the Wing was accomplished at 0928 hours over Spinazzola. Fighter escort, 30 P-51s, were first sighted at 1145 hours at (4610N-1615E). They furnished penetration cover and left the formation at 1230 hours at (4650N-1525E).

3. Four a/c returned early for the following reasons: (1) #1 supercharger out, (2) #2 engine failure, (3) #3 engine failure, (4) #2 engine oil pump out. Two a/c jettisoned bombs in the Adriatic, one a/c jettisoned eight bombs at (4650N-1640E), and one a/c jettisoned eight bombs at (4610N-1600E). One a/c, unable to keep up with the formation due to supercharger failure, left the formation north of Split and made a visual bomb run on Pola. From 19,500', two tons of 500 lb bombs, .1N-.01&.025T fusing, were released on the target at 1205 hours on a heading of 185 degrees. 8/10th patchy, low and middle clouds, tops 11,000', made observation difficult but crew believes bombs hit the south end of the island and over into the water. Auto pilot was used on the bomb run.

4. Due to weather, the formation, consisting of 29 a/c, was forced to turn back at Kutins. Three attempts were made to bomb A.F. Alt #2 but weather interfered. The formation flew to A.F. Alt #1 but the target was cloud obscured. 21 a/c returned bombs to base. Due to mechanical failures, three a/c jettisoned bomb loads in the Graz area in order to maintain formation. Five a/c, low on gas, jettisoned bomb loads in the Adriatic.

5. One a/c returned early due to a gas leak, took off again but was unable to catch the formation. This a/c followed another group over the I.P. towards the primary target. A/c was hit by flak and oxygen lines out. This a/c turned back, bombing a target of opportunity, a town at (4642N-1603E). Results were believed negative.

6. PFF was used for navigation. The equipment on the lead a/c never did function. The deputy lead was unable to take over because of mechanical trouble. In the effort to bomb A.F. Alt #2, the lead a/c, 2nd attack unit, assumed the lead.

7. No flak was encountered by the main formation. SIH flak was observed at Maribor and Pola. No flak was encountered at Pola by the single sortie. MAH flak was encountered near the primary target by one sortie.

8. Route was flown as briefed to Kutins and thence to vicinity of A.F. Alt #2. From this point, route was flown direct to A.F. Alt #1 and then to base. Weather: generally clear on take off and over Adriatic. 9-10/10th stratocum, tops 10000', over Yugo coast which became 10/10th over northern Yugo, S Hungary and Austria. 1-2/10th cirrus at 24000' over Yugo coast increasing slowly to 5-7/10th over Dinarles and then abruptly became 8-10/10th over N Yugo, bases 24000' lowering to 22000' with tops rising steadily to above 28000'. On return, 9-10/10th stratocu, tops 10-12000' with large holes offshore near Pola. 10/10th altocum over Adriatic to Ancona, tops 12-14000' lowered to 10000' near Ancona. Clouds broke to 2-3/10th over Spur and base. Visibility, 15-20 miles over Italy and Adriatic, 10-15 miles over Yugo and Austria.

9. 31 a/c returned to base with a mean landing time of 1445 hours. One a/c received minor flak damage; there was no casualty.

10. Eight a/c attempted photos.

For the Commanding Officer:

ROGER WARNER,
Major, AC,
S-2

1 Incls.
Incl 1 - TC.

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

6 February 1945

SUBJECT: Narrative Report, Mission #5, Operations #20 Mission #49.

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

1. On 5 February 1945, at 0753 hours, 36 scheduled a/c were dispatched to bomb the Regensburg Winter Harbor O/R, Germany. The Group was led by Major George S. Davis Jr, C.O., 762nd Bomb Sqdn (H), the second attack unit by Captain Francis E. Galarneau, and the 3rd attack unit by Captain Alexander C. Duarte.

2. Group assembly and rendezvous with the 485th were as scheduled, as was rendezvous with the Wing over Canosa at 0920 hours. Fighter escort, 35 P-51s, first seen at 1150 hours at (4632N-1230E), furnished penetration, target and withdrawal cover. They left the formation at 1434 hours at (4440N-1336E).

3. Three a/c returned early for the following reasons: (1) #3 engine out, (2) & (3) transfer fuel pumps inoperative. Two a/c returned bombs to base and one a/c jettisoned bomb load in the Adriatic.

4. At 24,400', 33 a/c were over the primary target at 1257½ hours. 33 a/c dropped 58.5 tons of 250 lb GP clustered fusing .1N-.01T. Bombing was by PFF by all attack units. The lead operator made a good run on the target, giving three course corrections. All bombing angles were given and synchronization was perfect. Due to malfunction of PFF equipment, the 2nd attack unit dropped on the first. The 3rd attack unit made a separate run, all angles were given to the bombardier and synchronization was good. Though PFF set was not operating satisfactorily, the target was identified at 13 miles. Auto pilot was used on the bomb run by the Group leader and the 3rd attack leader. The auto pilot of the 2nd attack lead was inoperative. Due to release and rack malfunction, 17 a/c had 7.5 tons of bombs hung up. Bombs were jettisoned as follows:

- 3 a/c jettisoned 11 bombs in Adriatic.
- 12 a/c jettisoned 45 bombs on rally off target.
- 1 a/c jettisoned 1 bomb in Alps on return.
- 1 a/c jettisoned 3 bombs at (4743N-1145E).

5. No flak was experienced over the target. Moderate flak was observed approximately one mile to the left of the bomb run. Fifteen

miles west of Pola, flak was observed firing on another group, from a vessel at 1112 hours.

6. Smoke pots were in operation at Munich, obscuring the west industrial area at 1330 hours, 21,800'. Smoke pots were also observed at Altotting (4812N-1241E) at 1235 hours, 24000'. Pots had just been fired.

7. The route was flown as briefed. Weather: on take off, 6-8/10th cirrus and 1/10th thin Stratus. 4/10th stratocumulus over Italian coast, tops 4000', increasing gradually over Adriatic to 6-8/10th off Ancona and 9-10/10th over extreme north Adriatic and northern Italy, tops 6-8000'. 8-10/10th cirrus over Adriatic to the Alps bases above 25000', decreasing to 3-5/10th over the Alps and 1-3/10th over northern Alps, with low clouds. Over target, 10/10th stratocumulus, tops 12-14000'. On return, weather was the same with 10/10th stratocumulus over northern Adriatic and Italy, decreasing to 2-4/10th over southern Adriatic, tops 6-7000'. Visibility, generally 20 miles.

8. 33 a/c returned to base with a mean landing time of 1620 hours.

9. 9 a/c attempted photos. Photos reveal the complete undercast.

10. Munich/Neubiberg A/D, 35 e/a observed from 24000', 1330 hours.

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

8 February 1945

SUBJECT: Narrative Report, Mission #6, Operations Order #55.

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

1. On 7 February 1945, at 0825 hours, 40 scheduled a/c were dispatched to bomb a target in Austria. The 1st group was led by Colonel John M. Price, Group Commander, and the 2nd group was led by Captain Joe E. Edens, 760th Bomb Sqdn (H), and the 2nd attack unit by Lt. Waring W. Wilson, 763rd Bomb Sqdn (H).

2. Group Assembly was accomplished in Area #4 with some difficulty due to multi-layer clouds. Rendezvous with the 485th and the Wing was not affected, also because of clouds. No escort was seen.

3. Two a/c returned early for the following reasons: (1) electrical failure, (2) two superchargers out. Bomb loads were jettisoned in the Adriatic.

4. One a/c, a late take off, was unable to locate the formation and flew to the primary target with the 464th Group. From 25,800', two tons of bombs were released on the Florisdorf O/R. The target was visible at the end of the bomb run and fires and smoke were seen in the target area.

5. 37 a/c, 19 a/c of 1st group and 18 a/c of the 2nd group, were over the target at Trieste at 1413 hours. From 25,000', 37 a/c dropped 73.25 tons of 500 lb RDX bombs, .1N-.01&.025T fusing. First bombs hit on Quay #7 south of the San Andrea Eng. & Boiler Works and a large concentration developed in the M/Y covering the tracks, shops, roundhouse and storage sheds along the Quay. The second concentration covered the west choke point and shops and extended to the San Andrea station area. A small concentration, bombs of one box, hit across the bay to the south, in Muggia Dry Arsenal. Due to release malfunction, three a/c had one bomb each hung up. These three bombs were jettisoned in the Adriatic. Auto pilot was used on the bomb run by the four bombing leaders.

6. S-MAH flak was experienced at Trieste for 3 to 4 minutes. Black bursts were observed with about twenty red bursts. At 1134 hours, eight bursts were fired by a vessel at (4336N-1532E). Flak reached to about 16,500'. The single sortie to Vienna reported IAH flak over the target for seven minutes. SIH flak was reported at Vareadie (4619N-1620E).

7. On penetration, route was flown up the Yugo coast to Pola where a bomb run was not possible due to clouds obscuring the target. The Group flew to Fiome where two bomb runs were made in an effort to bomb visibly. From this target, a course was flown to Pola where a bomb run was without success due also to clouds. The formation flew on to Trieste, where a successful bomb run was made on an axis of 15 degrees. Weather: on take off, multi-layer stratus, stratocum, and altocumulus with bases variable 100 to 1500', tops 8-10000'. Visibility ½ to 5 miles. Similar conditions over Adriatic and in area #4 with a deck of altostratus at 14-15000'. Clouds broke slowly to the west being generally clear except for cirrus above 24000' in the north Adriatic. Scattered patches of 8-10/10th stratocum over Pola and Fiome, tops 8-9000'. Trieste, clear. Clear on return to Ancona. Along Italian coast, variable 6-9/10th stratocum and altocum, tops 7-10000', bases 1500-3000'. Similar conditions along entire east coast becoming thicker off the Spur and lowering to 1-2000' with showers under clouds. Visibility, 15-20 miles, 5-10 in showers.

8. 38 a/c returned to base with a mean landing time of 1600 hours.

9. 12 a/c attempted photos. A significant print is attached.

10. Six a/c were slightly damaged by flak. There was no casualty.

For the Commanding Officer:

ROGER WARNER,
Major, AC,
S-2

2 Incls.
Incl 1 - TC
Incl 2 - Photo

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

9 February 1945

SUBJECT: Narrative Report, Mission #7, Operations Order #56.

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

1. On 8 February 1945, at 0820 hours, 28 scheduled a/c were dispatched to bomb the South Goods Yards, Vienna, Austria. The Group was led by Major Britt S. May, S-3, 761st Bomb Sqdn, and the second attack unit by Major Glenn Chamberlain, Air Inspector.

2. The Group Assembled over the field at 0900 hours. Rendezvous with the 485th was accomplished between Spinazzola and the Spur at 0940 hours and Wing rendezvous was not until 1000 hours over the Spur. Fighter escort, 10 P-51s, first sighted at 1211 hours at (4617N-1517E), furnished penetration, target and withdrawal cover. They left the formation at 1335 hours at (4557N-1636E).

3. Two a/c returned early for the following reasons: (1) #3 engine failure and runaway prop, (2) #3 engine failure. These a/c jettisoned bomb loads in the Adriatic.

4. Five minutes before the IP, the lead a/c, its PFF equipment out, relinquished the lead to the deputy. A good PFF run was made on the target. From 25,000', 25 a/c dropped 49 tons of 500 lb RDX bombs, .1N-.01T fusing at 1254 hours, on an axis of 30 degrees. PFF operator of deputy lead a/c furnished four bombing angles, course was killed, and rate synchronized. Breaks in the cloud cover revealed that bombs were released in the target area. Crew members reported fires and smoke. The second attack unit made an individual run on the target and bombs were released in the same area as the first unit. Due to release malfunctions, three a/c had four bombs hung up. One bomb was jettisoned three minutes after target time, one bomb was jettisoned at (4750N-1600E), one bomb in the Adriatic and one bomb returned to base. Due to auto pilot failure, both attack units operated manually on the bomb run.

5. MIH flak was experienced over the target for approximately three minutes. There were black and white bursts, with most of the flak trailing the formation. Forty smoke pots were observed along the Danube River opposite Florisdorf O/R.

6. One jet-propelled a/c (single unit) was observed on the mission: at 1259 hours in the target area, this jet was seen flying at 25,000' on a heading of 165 degrees. There was no encounter.

7. On penetration, route was flown up the Adriatic towards Ancona, where course was altered, crossing the coast ten miles south of Fiome. Course was then set to intercept briefed route thirty miles south of the IP. On return, route was flown as briefed with variation due to weather. Weather: on take off, 7-9/10th thin altostratus, bases 12-14000' becoming 4/10th off Spur and breaking slowly to 2/10th off Rimini. Formation flew up Adriatic to avoid multi-layer conditions over Yugo coast and mts. 2-4/10th stratocumulus over Italy and Adriatic, tops 6000' clearing in vicinity of Pola and Fiome. 6/10th stratocumulus over N Yugo, tops 6-8000'. Large clear areas over Austria, south of Graz. No of Graz, 9-10/10th stratocumulus or altocumulus, tops 10-12000' with some weather over target. Similar conditions on return route except clear patches filled in to 6-8/10th cumulus and stratocum. 3-5/10th stratocum over Adriatic on return, tops 6-8000' with 5-7/10th south of Spur. Visibility, generally 15 miles.

8. 24 a/c returned to base with a mean landing time of 1520 hours. A/c 11252 landed at a friendly field, Vis. A/c 4848, with engine trouble, turned back 30 miles south of Fiome, on route to the target. This a/c is at Iesi.

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

10. Observations: Maribor No M/Y, 800 cars at 1216 hours, 23000'.

For the Commanding Officer:

ROGER WARNER,
Major, AC,
S-2

1 Incls.
Incl 1 - TC

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

10 February 1945

SUBJECT: Narrative Report, Mission #8, Operations Order #61.

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

1. On 9 February 1945, at 0938 hours, three scheduled a/c were dispatched to bomb the Moosbierbaum O/R, Austria. The element was led by Lt. John M. Huston, 763rd Bomb Sqdn, and composed of Lt. Lester R. Jamieson, 762nd Bomb Sqdn and Lt. Max D. Beard, 760th Bomb Sqdn.

2. The element assembled over the field and arrived over Canosa at 1002 hours, two minutes late for the scheduled rendezvous. No rendezvous was accomplished due to insufficient time being allotted for assembly and climb to altitude.

3. The three a/c penetrated to the primary target and released six tons of 500 lb RDX bombs, .1N-.01&.025T fusing, bombing individually by PFF. A/c 8862, 1651 and 9021 were over the target at 1233 hours, 1234 and 1234 hours, at 23,900', 23,500' and 24,000' respectively. A/c 8862 picked up the target at 15 miles and two angles, 68 and 62 degrees, were given the bombardier. Two generators were out and mickey operator is doubtful of the resulting run. The axis of attack was 59 degrees. A/c 1651 picked up the target at 50 miles and received excellent returns at 30 miles. Bombing angles of 70 to 46 degrees were given the bombardier and the last three angles given were in conjunction with the bombardier's angles. A good run was made on the target, the axis of attack being 60 degrees. A/c 9021 picked up the target just before turning on the IP and angles of 70 to 50 degrees were given the bombardier. At the 50 degree angle, correction of 1½ degrees was made. Operator believes the target was hit, on a 75 degree axis of attack. Two a/c used auto pilot on the bomb run, a/c 9021 was flown manually because of time required to set up auto pilot.

4. The three a/c encountered MIH flak over the target, the fire being accurate for altitude but trailing each a/c. On the rally, a/c 1651 experienced MIH flak at Wiener Neustadt.

5. The route was flown as briefed. Weather: on take off, 8-10/10th high cirrus which persisted over most of the route, breaking to the north to 5-7/10th over Yugo coast and Dinaries. Over Yugo coast, 8-10/10th thin altostratus, bases 17000' tops 19000' which continued rest of route to target, tops gradually rising to 22000' over Vienna. On return tops lowered to 12-13000' and 10-12000' over

Dinaries. Over coast clouds broke to 5-7/10th, tops 8000', becoming 2-4/10th over Adriatic, tops 6000'. 5-8/10th variable high cirrus on return route. Over Adriatic and Italian coast, 7-9/10th altostratus, bases 12000'. Visibility, generally 15-20 miles.

6. The three a/c, 1651, 8862, and 9021, returned to base at 1525, 1534 and 1535 hours respectively.

7. Three a/c attempted photos. Results show the complete undercast.

8. Observations: Sizak, 8 barges in river at 1340 hours, 12000'.

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

14 February 1945

SUBJECT: Narrative Report, Mission #9 & 10, Operations Order #70-71.

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

On 13 February 1945, 41 scheduled a/c were dispatched to bomb targets in Austria

A. Vienna South Goods Depot

1. At 0830 hours, 20 a/c were dispatched to bomb this target. The Group was led by Major George S. Davis, Jr., C.O., 762nd Bomb Sqdn, and the second attack unit by Captain Robert L. Martens.

2. Group assembly was over the base at 0930 hours. Rendezvous with the 485th and the Wing took place over Canosa at 0937 hours. Fighter escort, 12 P-51s, first sighted at (4722-1457E), furnished penetration, target and withdrawal cover. They left the formation at 1355 hours at (4355N-1617E).

3. At 25,600', 20 a/c were over the primary target at 1239½ hours. A visual run was made on an axis of 45 degrees, 20 a/c dropping 40 tons of 500 lb RDX bombs, .1N-.01T fusing. The main concentration of bombs fell just NW of the Goods Yard, hitting the industrial area as well as the tracks. About ten hits in the factory area. Approximately 15 hits in southern half of Ordnance Depot, 5 to 10 hits in SE Goods Yard and small concentration at choke point just NW of Ordnance Depot. One hit just west of East Station. Auto pilot was used on the bomb run by the Group leader, the 2nd attack leader used PDI.

4. The Group experienced IAH flak over Vienna for approximately ten minutes. Black bursts were observed with a few white and red. Smoke pots effectively concealed the south tip of the city, but all to the north was in the clear. The target was partially obscured by smoke from previous bombing. A smoke screen was in operation at Bruck.

5. Route was flown as briefed to the target. Rally was made to the left after target, the formation circling the IP and then flying direct to the T.P. at Sizak. Weather: on route, clear with thin scattered cirrus to No. Adriatic and NW Yugo coast becoming 6-8/10th low clouds, tops 8000' and 4-6/10th high clouds about 27000'. Beyond Alps breaking to 3/10th and high clouds becoming 5-7/10th about 27000'.

6. 19 a/c returned to base with a mean landing time of 1515 hours. One a/c, #8966, is missing. This a/c was hit by flak over the target and the #1 engine was observed smoking. A/c was last seen at 1330 hours at (4330N-1620E), straggling at 10,000'.

7. Three a/c received major flak damage, ten a/c minor damage.

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

B. Graz M/Y.

1. At 1140 hours 21 a/c were dispatched to bomb this target. The Group was led by Major Britt S. May, C.O., 763rd Bomb Sqdn, and the 2nd attack unit by Lt. Colonel O. Williams, Jr.

2. Group assembly was over the field at 1200 hours and rendezvous with two groups of the Wing was accomplished at 1214 hours over Canosa, the 485th joining the Wing over the Spur at 1236 hours. There was no escort.

3. One a/c returned early for the following reason: (1) oil pressure low on #2 engine. This a/c attempted to bomb Fiome but cloud cover obscured the target. Bombs were jettisoned in the Adriatic.

4. 20 a/c were over the primary target at 1500 hours. From 22,900', 19 a/c dropped 37.75 tons of 500 lb RDX bombs, .1N-.01T fusing, on the target. The target was obscured by smoke of previous bombings. Many hits in north M/Y. Small concentration of hits seen in NE corner of south M/Y and in factory and residential area nearby. One a/c had one bomb hung up which was jettisoned in the Adriatic. One a/c failed to bomb the target due to release malfunction. From 20,000', this a/c salvoed 8 bombs on the M/Y at Prageraka (4624N-1540E) at 1521 hours. Bombs fell in an open field and along the RR tracks. Auto pilot was used by both attack unit leaders on the bomb run.

5. The Group experienced MIH flak over the target for three minutes. Bursts were black in color.

6. Route was flown as briefed. Weather: on take off, 1/10th cirrus with 1/10th cirrus and stratocumulus over Adriatic and becoming 5/10th stratocumulus over the Alps, increasing to 8/10th cirrus, bases at 26000'. Visibility unrestricted over the target. On return, 7-9/10th thick cirrus over No. Yugo decreasing to 2-4/10th altocumulus over Alps and becoming clear over Adriatic.

7. 20 a/c returned to base with a mean landing time of 1710 hours.

8. Three a/c received minor flak damage.

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

10. Observations: A/D (4712N-1444E), 15 SEF on field at 1455 hrs, 22000'.

For the Commanding Officer:

ROGER WARNER,
Major, AC,
S-2

2 Incl.
Incl 1 - 4 photos
Incl 2 - 2 TC's

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

15 February 1945

SUBJECT: Narrative Report, Mission #11, Operations Order #72.

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

On 14 February 1945, 30 scheduled a/c were dispatched to bomb the Vienna Lobau O/R in Austria.

1. Red Force, consisting of 21 a/c, took off at 0845 hours. The force was led by Colonel John M. Price, Group Commander, and the second attack unit by Captain Francis E. Galarneau, 763rd BS.

2. Group assembly was over the field at 0940 hours and Wing rendezvous was accomplished at 1000 hours near the Spur. Fighter escort, 25 P-51s, first sighted at 1120 hours at (4440N-1530E), furnished penetration, target and withdrawal cover. They left the formation at 1440 hours at the Yugoslav coast. Just before the target, fighter escort, which had the checkered tail markings, made several passes at the formation, coming in on a pursuit curve and almost causing crew members to shoot at them.

3. At 24,500', 21 a/c were over the primary target at 1243 hours. On an axis of 68 degrees, 21 a/c dropped 41.75 tons of 500 lb RDX combs, .1N-.01&.025T fusing. Although the city of Vienna was clear of cloud as the Group approached, undercast made it impossible to pick up the I.P. visually and also obscured the target on the bomb run. The turn towards the target was made by PFF, yet the operator could not identify the refinery in his scope. The run was continued, hoping for a break in the clouds. Bombs were dropped when the bombardier estimated it to be. Bombs fell in the NW corner of the town of Fischamend Markt. One bomb hit the RR and probably cut the tracks. Due to shackle malfunction, one a/c had one bomb hung up which was jettisoned twenty miles north of Lake Balaton. Both attack units used auto pilot on the bomb run. Radio transmission was satisfactory and the Group Leader was able to state his bombing intentions to the Wing.

4. The Group experienced M-IAH flak over the target for four to five minutes. Bursts were black color. Smoke pots were in operation immediately south of the target and had just been fired as the Group approached on the bomb run. MAH flak was experienced at (4750N-1720E) on the return route.

5. Eight e/a, probably ME-262s were seen on the mission: at (4743N-1741E) near Gyor, these planes were three miles away and

crossed in front of the formation at 1305 to 1320 hours, altitude 19000'.

6. The route was flown as briefed on penetration. On return, formation was east of course to Lake Balaton and thence direct to base. Weather: clear to Spur becoming 6-8/10th low clouds, tops 5000', and overcast 10/10th at Turn Pt. Undercast with a thick haze continued to north central Yugo, 18-22000', clearing over Graz. Over target, 9/10th undercast, tops 9000' with the target obscured but the city itself clear. Few high thin cirrus.

7. 21 a/c returned to base with a mean landing time of 1530 hours.

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

9. Two a/c received major flak damage, fifteen a/c minor damage. Two crew members received flak injuries: one head wound and one received plexiglass in eye.

10. Observations: A/D, 2 miles NW of Trnava (4823N-1734E) 25TEFs on strip at 1053 hours, 21,000'.

1. Blue Force, consisting of 18 a/c, took off at 0950 hours. The Force was led by Lt. Colonel James C. Watkins, Deputy Group Commander, and the second attack unit by Captain Joe E. Elens, 760th BS.

2. Group assembly was over the field at 1030 hours and Wing rendezvous was accomplished at 1054 hours over Canosa. Fighter escort, 40 P-51s, first sighted at 1256 hours at (4513N-1512E), furnished penetration, target and withdrawal cover. They left the formation at 1505 hours at (4630N-1640E).

3. At 24,200', 18 a/c were over the primary target at 1347 hours. On an axis of 45 degrees, 17 a/c dropped 33 tons of 500 lb RDX bombs, on the target. Turn over the IP was dictated by PFF, when another group forced the 460th off the established course and delayed the bomb run. Correction for drift was made by PFF and navigator synchronized on a return thought to be the refinery. Sighting angles of 53 degrees were given bombardier. Bombs fell on east bank of the Danube, one mile NW of Schwechat A/D. Due to rack malfunction, one a/c failed to bomb the target. This a/c jettisoned eight bombs at (4820N-1620E), in a field. One a/c had four bombs hung up: three bombs were jettisoned immediately after target and one bomb in the Adriatic. Auto pilot was used on the bomb run both unit leaders. Group leader reported that radio equipment was operating weakly.

4. The Group experienced IAH flak over the target for four to five minutes. Black bursts were observed. Intermittent flak was encountered from Bratislava to Gyor on the return route.

5. Five ME-210s were observed on the mission at (4700N-1740E) at 1430 hours. Our formation was flying at 22,000' on a heading of 300 degrees. The e/a, out of range, were deployed around the a/c in the high box, first attack unit, in the following manner: two e/a were at 11 o'clock high in the sun, one at 2 o'clock high, one at 5 o'clock high and one at 7 o'clock high. Simultaneously, one of the e/a from 11 o'clock position and the e/a from the 2 o'clock position, attacked the #6 a/c. The e/a from 11 o'clock high attacked very aggressively, firing MG and 20mm ammunition. This e/a ceased fire at 50 yards after having knocked out the #4 engine of the bomber but continued the pursuit curve to within 20 feet, at which point it executed a chandelle and broke away, passing over the #5 a/c. The e/a from 2 o'clock closed to about 200 yards and peeled off left. The three other e/a fainted attacks but did not come in. The attacked bomber, after losing its #4 engine, fell back and joined the second attack unit for protection. The presence of these five e/a was not known until they attacked and our gunners, caught unaware, did not fire. The e/a, a dirty brown or OD in color, had red and yellow bands around their fuselages near the tail and three black bands on their wing tips. E/a did not carry long range fuel tanks. The e/a, after leaving our formation, were seen to attack a straggling B-24 from another group and shoot it down in flames.

6. Route was flown as briefed on penetration. On the return, route was flown east of Gyor to Lake Balaton and then back to base. Weather: clear on take off becoming 3/10th stratus off Spur, tops 4000' and increasing to 9/10th on course. ~~XXXXXX~~ clearing and becoming undercast to Yugo coast where ~~xxxxxxx~~ were evident, tops of 1st 4000', 2nd 7000'. Over Yugo, large breaks. Over Alps, 3-7/10th stratocumulus to target area breaking to 2-3/10th. North of target, clear with good visibility.

7. 17 a/c returned to base with a mean landing time of ~~xxxx~~ hours. One a/c landed at a friendly field, Vis.

8. Two a/c received major flak damage, 15 a/c minor damage.

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

For the Commanding Officer:

ROGER WARNER,
Major, AC,
S-2

2 Incl.
Incl 1 - 2 photos
Incl 2 - TCs

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

17 February 1945

SUBJECT: Narrative Report, Mission #12, Operations Order #77.

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

1. On 16 February 1945, at 0820 hours, 39 of 40 scheduled a/c were dispatched to bomb the Regensburg/Obertraubling A/D in Germany. Due to hydraulic failure, one a/c failed to take off. The Group was led by Major Rayford B. Whitley, Group Operations Officer, and the 2nd attack unit by Major Glenn L. Chamberlain, and the 3rd attack unit by Lt. Donald D. Wynn.

2. The Group assembled in the normal area at 0941 hours. Rendezvous with the Wing was accomplished at 1030 hours at (4230N-~~xxxx~~E) with the 464th trailing the formation. The 464th did not fall into proper position until 1200 hours. Fighter escort, 30 P-38s and ~~xx~~ P-51s, first sighted at 1112 hours at (4405N-1445E), furnished penetration and target cover. They were last seen in the ~~xxxxxx~~ at 1318 hours. Radio reception with the escort was ~~xxxx~~ in the target area.

3. Three a/c returned early for the following reasons: (1) gas leak in bomb bay, (2) unable to keep up with formation, (3) supercharger out. Two a/c returned bombs to base and one a/c jettisoned bomb load in the Adriatic.

4. One a/c, unable to locate our group due to weather, joined the 464th Bomb Gp over the Spur and bombed the Rosenheim M/Y with this formation. At 1306 hours, one ton of 500 lb RDX bombs was released on the target at 23000', axis of 216 degrees. ~~xxxxxxx~~ to the target, this a/c jettisoned one ton of bombs at (~~xxxx~~N-~~xxxx~~E) in order to lighten a/c which was pulling too much ~~xxxxxx~~ and using too much gasoline.

5. 35 a/c were over the primary target at 24,700'. On an axis of 325 degrees, 33 a/c released 64.5 tons of 500 lb RDX bombs, .1N-.01T fusing, at 1318 hours. The bomb run was made visually although smoke from previous bombings made it impossible to observe the briefed MPI. Photos show the target area to be partially obscured. The bomb pattern began on the A/D, SE of the A/D and extended into the smoke obscured area. Indications are that the bombs in the target area fell right of the briefed target. Due to rack malfunction, two a/c failed to bomb the target. One a/c jettisoned eight bombs at (4537N-1235E) and one a/c jettisoned six bombs at (4805N-1240E) and two bombs in the Adriatic. Three other a/c had six bombs hung up: three bombs were

jettisoned in the Adriatic and three bombs immediately after target time. The Group leader and the 3rd attack leader used auto pilot on the bomb run, the 2nd attach leader used PDI.

6. The Group experienced SAH flak for two to three minutes over the target. Black and white bursts were observed. The Group avoided the MAH flak at (4625N-1315E) which accounted for **XXXXXXXXXX** of the 485th Bomb Gp. An effective smoke screen was seen at Salzburg, concealing the northern portion of the city in particular.

7. Five e/a were seen in the target area. At 1318 hours, one ME-210s was sighted at 10 o'clock level at 600 yds. This e/a was chased by P-51 closed on our lead a/c to 200 yds before it broke off without firing and passed about 100 ft below the formation. Due to the presence of the P-51, our gunners did not fire. The P-51 was seen to destroy the ME-210 shortly after. The ME-210 was a bluish-gray color with a yellow tail and yellow stripes around fuselage, British marking on the fuselage. At the same time, a black JU-88 was observed low at **XXXXXX** and did not attack. Three SEF were seen at 1320 hours, which were OD colored, an FW-190, with five white bands on its fuselage near the tail. The other two were black yellow tails and green, red and yellow stripes on the fuselage. Conflicting reports were received as to whether they were ME-109s or Spitfires. The crew that believes them to be Spitfires reports British markings on the wings.

8. The route was flown as briefed. Weather: 10/10th low clouds on take off, bases 3000', tops 6000', continuing to Yugo and clearing over Vis. Clear over Alps with heavy stratus in valleys. North of Alps, clear to target with few low clouds at 7000'. Visibility, 10 miles in target area due to smoke and haze. Return weather was similar with rest south of Ancona.

9. 34 a/c returned to base with a mean landing time of **XXXX** hours. One a/c, #8586, landed at Vis and is now at Bari.

10. No a/c was damaged by flak.

11. Eleven a/c attempted photos. A significant print is attached.

12. Observations: Muhldorf A/D, 3 TEF and 20 SEF at 1230 hours, 25000'.

For the Commanding Officer:

JOHN D. MARGARET,
Captain, Air Corps,
Ass't Group S-2

2 Incls.
Incl 1 - TC
Incl 2 - Photo

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

20 February 1945

SUBJECT: Narrative Report, Mission #13, Operations Order #83.

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

1. On 19 February 1945, at 0730 hours, 28 scheduled a/c were dispatched to bomb a target in Austria. The Group was led by Major George D. Davis, Jr., C.O., 762nd BS, and the second attack unit by Captain Robert L. Martens.

2. Group assembled was over the base at 0840 hours and rendezvous with two groups of the Wing was accomplished over Andria at 0849 hours. The 485th did not make rendezvous with the formation. Fighter escort, 40 P-38s, first sighted at 1047 hours at (4538N-1447E), furnished penetration, target and withdrawal cover. They left the formation at 1301 hours at (4615N-1506E).

3. Four a/c returned early for the following reasons: (1) #1 engine failure, (2) #4 engine cylinder head blown, (3) low on fuel, (4) #2 engine failure. Three a/c jettisoned bombs in the Adriatic and one a/c jettisoned bomb load in a field ten miles short of Michelbach.

4. Due to a 120 knot cross wind, the Group was unable to bomb the primary target. The Group leader elected to bomb the Graz SE M/Y, the first alternate target. At 24,400', 11 a/c, the first attack unit, dropped 21.25 tons of 500 lb RDX bombs, .1N-.01T fusing, at 1251 hours, heading 170 degrees. Photographs show that a good concentration of bombs fell on the SE M/Y, causing damage to rolling stock and installations. One direct hit on a bridge near the labor camp. Group leader used autopilot on the bomb run. Group leader reported communications as satisfactory.

5. The second attack unit failed to see the leader drop on Graz. Baker box of this unit bombed Pola, Able box bombed Elagenfurt and Fohnsdorf. At Elagenfurt, bombs fell in the center of town. At Pola, the briefed target was missed. No results were observed at Fohnsdorf.

Disposition of all bombs follows:

11 a/c	dropped 21.25 tons	-	Graz SE M/Y	-	1251, 24,400', 170°
4 a/c	dropped 8. tons	-	Pola Hbr	-	1346, 22,000', 160°
3 a/c	dropped 4.75 tons	-	Fohnsdorg	-	1216, 22,000', 280°
3 a/c	dropped 6. Tons	-	Elagenfurt	-	1232, 23,000', 87°

1 a/c dropped 2. Tons - Fiume - 1235, 22,000', 170°

Disposition of bomb load on one a/c at a friendly field is unknown. One a/c failed to bomb due to bomb-bay doors failing to operate. Bomb load was jettisoned in the Adriatic. Two a/c jettisoned two tons in the Adriatic.

6. The Group met SIH flak over Graz, bursts trailing the formation, and MIH flak over Pola.

7. At 1210 hours, six to eight contrails were seen at 35000', 20 miles south of Michelbach. These twin-engine e/a, flying in pairs, circled the formation at 30,000' but did not attack. E/a were reported as ME-262s, painted a dark gray.

8. Route was flown as briefed to the IP, where the formation turned back and bombed Graz. Weather: On take off, 10/10th low clouds, bases 3000', tops 6-8000', continuing undercast over Adriatic breaking to 2-4/10th at Yugo coast, and 2/10th inland over mts. Orth of Alps, generally clear except for scattered clouds. On return, wet, heavy multi-layer clouds No. of Spur, extending to 14000', with moderate to light icing at 1500'. Bases of clouds variable 1000'-1500'. Snow flurries with visibility of less than one mile.

9. 22 a/c returned to base with a mean landing time of 1520 hours. Two a/c landed at friendly fields, Pantanella and Foggia.

10. Nine a/c attempted photos. Examples of Graz and Pola are attached.

11. Observations: Zeltweg A/D, 20 SEF and 15 TEF on strip at 1202 hours, 24,400'. Runway clear of snow.

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

21 February 1945

SUBJECT: Narrative Report, Mission #14, Operations Order #85.

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

1. On 20 February 1945, at 0830 hours, 28 scheduled a/c were dispatched to bomb a target in Italy. The Group was led by Captain Franklin E. Reaves, Assistant S-2, and the second attack unit by Captain Roger C. Townsend, 763rd Bomb Sqdn (H).

2. Group assembly was accomplished near Canosa at 0945 hours but adverse base and weather caused the Group to be three minutes late at the Spur, the 460th falling into the #4 Wing position and completing the mission in this position. Fighter escort, 40 P-51s, first sighted at Trieste at 1207 hours, furnished penetration, target and withdrawal cover. They left the formation at Foggia at 1420 hours.

3. Due to adverse weather conditions, the Wing leader flew to the first alternate target, Trieste Shipyards. 28 a/c were over the target at 23,000'. At 1207 hours, 27 a/c dropped 53 tons of 500 lb RDX bombs, .1N-.01T fusing, on the target, heading 216 degrees. Bombing was by boxes. The first concentration hit the center portion of the shipyards, with at least 17 bombs exploding on the target. Ten hits in the area of the Linoleum factory. Another concentration hit in vicinity of Quay #7 with 10-15 hits in loading area and along quayside, a few in the M/Y to the north. Another concentration hit in vicinity of industrial area and extended into the west end of the shipyard. Three a/c had four bombs hung up which were jettisoned in the Adriatic. One a/c failed to bomb due to rack malfunction. Bomb load was jettisoned in the Adriatic. All box leaders used auto pilot on the bomb run.

4. There was SIH flak over the target. A few red bursts were seen.

5. Route on penetration was flown to 4324N-1437E), then altered to 4500N-1500E and then direct to 4543N-1445E. From this point, route was flown to the briefed IP, Zolla. Return route was flown direct to 4209N-1649E and thence to Foggia. Weather: On route 8-10/10th low clouds, bases 2-3000', tops 8000', breaking 30 miles NE of the Spur to 1-3/10th and becoming clear thereafter to No. Adriatic. Over Po Valley, 0-3/10th low clouds, tops 6-7000' with visibility 20 miles enroute to Po River lowering 3-5 miles in Verona Area. Over

target, 0-3/10th low clouds, tops 6-7000', 0-3/10th high clouds about 26000'. On return, weather was the same with snow flurries over Italy.

6. Because this base was closed by weather, 28 a/c were diverted to Foggia. Weather cleared and a/c were ordered back to base, 27 a/c landed at 1630 hours. One a/c is reported at Foggia.

7. 9 a/c attempted photos. Two significant prints are attached.

8. Observations: (4400N-1400E), seven ship convoy headed NE, 12-15 knots, 1300 hours, 12,000'. Vessels 150' in length, escorted by PT boat.

For the Commanding Officer:

Roger Warner,
Major, AC,
S-2

2 Incls.

Incl 1 - TC

Incl 2 - 2 Photos

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

22 February 1945

SUBJECT: Narrative Report, Mission #15, Operations Order #86.

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

1. On 21 February 1945, at 0915 hours, 28 scheduled a/c were dispatched to bomb a target in the Vienna area. The Group was led by Major Henry N. Downey, C.O., 761st Bomb Sqdn (H), and the second attack unit by Captain Alexander C. Duarte, 760th BS.

2. Group assembly was over the field at 1037 hours and rendezvous with two groups of the Wing was accomplished over Andria at 1048 hours, the 460th flying in the #3 position. The 485th never assumed its proper position and the 460th remained in the #3 position for the mission. Communications from the Wing lead a/c in regard to weather conditions, speed and adjustments in the formation and bombing intentions were not as frequent and clear as they should have been. At one time, the groups were flying side by side instead of in column. Fighter escort, 25 P-38s & 50 P-51s, first sighted at 1240 hours at (4520N-1500E), furnished penetration, target and withdrawal cover. They left the formation at 1451 hours at (4504N-1623E).

3. Two a/c failed to penetrate to the primary target. One a/c, with #4 engine failure, turned back ten miles short of the IP and jettisoned bomb load at (4545N-1622E). Another a/c with a broken oil line, turned back near the IP and jettisoned bomb load shortly thereafter. This a/c landed at Pyrkoe and crew members were returned to base by C-47. The a/c can be flown out as soon as repaired.

4. At 26,500', 26 a/c were over Vienna at 1353 hours. Haze and smoke from previous bombings limited visibility to three miles in the target area, necessitating a PFF bomb run. 25 a/c dropped 49.5 tons of 500 lb RDX bombs, .1N-.01T fusing, on the target. PFF operator gave two course corrections and drift was killed. Four bombing angles were given the bombardier and synchronization was good. The second attack unit, its PFF equipment out, dropped bombs on the Group leader after a five second interval. Photos reveal that bombs were dropped in the target area. One a/c failed to bomb the target due to rack malfunction. This a/c dropped bombs on Fiume at 1505 hours, from 21,300', with negative results. Bombs were observed to hit in the water. Due to rack malfunction, two a/c had two bombs hung up: one bomb was jettisoned in the Adriatic and one bomb immediately after target. Auto pilot was used on the bomb run by both attack unit leaders.

5. The Group experienced M-IAH flak over the target for three to five minutes. Bursts were black in color and tracking the formation. The heavy concentration of flak was in front of the formation and avoided by the sharp right rally. No flak was encountered by the single sortie over Fiume.

6. The route was flown as briefed. Weather: on take off, 8-10/10th low clouds, bases 2-3000', tops 8-10000', breaking to 2-4/10th off the Spur and becoming clear over the Adriatic. 3-5/10th middle clouds at 12000' over Yugo mts becoming 10/10th over Alps, tops 14-16000' and continuing to 50 miles south of the target. Over target, generally clear but very hazy. Route back was the same.

7. 27 a/c returned to base with a mean landing time of 1630 hours.

8. Three a/c received major flak damage and seven a/c minor damage. The ball gunner of one a/c died on the mission. His oxygen line had come loose. When discovered, the man was dead.

9. 9 a/c attempted photos. A significant print are attached.

For the Commanding Officer:

Roger Warner,
Major, AC,
S-2

2 Incls.

Incl 1 - TC

Incl 2 -Photo

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

23 February 1945

SUBJECT: Narrative Report, Operations #87.

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

1. On 22 February 1945, 38 scheduled a/c were dispatched to bomb communications targets in Germany. Group I, consisting of **xx** a/c, took off at 0800 hours. The Group was led by Colonel **XXXXXXXX X**. Clark, Jr., Wing Executive Officer, and the second attack unit by Lt. Herbert V. Ruch, 761st BS. Group II, consisting of **xx** a/c took off at 0810 hours. The Group was led by Col. James C. Watkins, Deputy Group Commander, and the second attack unit by **Xx**. Donald W. Thompson, 761st BS.

2. Group assemblies and rendezvous with the Wing were as briefed. Fighter escort, 15 P-38s, first sighted at 1200 hours over Alps at (4633N-1235E), furnished penetration and withdrawal cover. They left the formation over the Adriatic coast at **xxxx** hours.

3. Three a/c returned early for the following reasons: (1) runaway prop, #3 engine, (2) oil pressure low, #4 engine, (3) **#x** engine out. Two a/c jettisoned bombs in the Adriatic and one a/c returned bombs to base.

4. Due to adverse weather conditions, 10/10th cloud cover at 21,000', the Group could not bomb the primary targets. 23 a/c returned bomb loads to base and one a/c jettisoned bombs in the Adriatic.

5. The leaders of both Group I and Group II had difficulty contacting the weather a/c. Within the Wing in Group I, there **xx xxxxxx** contact between the 460th & 485th, but not other. In **xxxxxxxx**, there was contact between the lead a/c and all groups in the Wing. Communications between Group I & Group II were **xxxxxxxx** sometimes made through the Deputy lead a/c of Group **X**.

6. Group I observed three SEFs at 1150 hours at (4645N-**xxxxE**). E/a were 3000 yards distant, dark in color, and pursued **xxxx**.

7. The mission was flown as briefed by both Groups. Slight **xxxxxx** was made because of weather. Weather: **unable to read**.

8. **Xx** a/c returned to base with a mean landing time of **xxxx** hours. No a/c were equipped with cameras.

9. Observations: **unable to read.**

For the Commanding Officer:

Roger Warner,
Major, AC,
S-2

1 Incls.
Incl 1 - TC

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

24 February 1945

SUBJECT: Narrative Report, Mission #16, Operations #89.

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

1. On 23 February 1945, at 0900 hours, 28 scheduled a/c were dispatched to bomb communications target in Austria. The Group was led by Colonel John M. Price, Group Commander, and the second attack unit by Captain Robert L. Martens.

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For the Commanding Officer:

JOHN D. MARGARET,
Captain, Air Corps,
Ass't Group S-2

2 Incls.
Incl 1 - Photo
Incl 2 - TC

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

25 February 1945

SUBJECT: Narrative Report, Mission #17, Operations #92.

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

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For the Commanding Officer:

JOHN D. MARGARET,
Captain, Air Corps,
Ass't Group S-2

2 Incls.
Incl 1 - Photo
Incl 2 - TC

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

26 February 1945

SUBJECT: Narrative Report, Mission #18, Operations #94.

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

1. On 25 February 1945, at 0820 hours, 28 scheduled a/c were dispatched to bomb a communications target in Austria. The Group was led by Major George S. Davis, JR., C.O., 762nd Bomb Sqdn, and the second attack unit by Captain Alexander C. Duarte, 760th Bomb Sqdn.

2. Because of adverse base weather, the group was unable to assemble until 1100 hours at (4330N-1413E). Space it did not make rendezvous with the Wing, and proceeded to its designated target alone. Fighter escort, 40 P-51s, furnished penetration, target and withdrawal cover. They left the formation at 14:50 hours at (4302N-1543E).

3. Because of late assembly, the formation consisting of 27 a/c was ordered to attack the first alternate, Salzburg M/Y. From 24,000', 26 a/c dropped 51 tons of 500 lb GP bombs, .1N & .01T fusing, at 1316 hours, heading 131 degrees. Bomb run was made by PFF, the mickey operator of 1st attack unit giving bombing angles 70 & 68 degrees, and angles of 70, 68 & 65 degrees being called for the bombardier of the 2nd attack unit. The target was seen by both bombardiers momentarily, but smoke obscured it before complete synchronization was made. The bombs of the 1st attack unit fell in southern half of main M/Y with 15 bombs in area of M/Y and engine sheds, with hits on rolling stock. One bomb hit overpass at southern end. Balance of bombs in residential district to east. Main weight of the 2nd attack unit fell 1000' SE of Main passenger station, in built-up area. A few bombs were over, one hitting tracks south of Main M/Y causing damage to trackage. One a/c, due to release malfunction, did not bomb: bomb load was returned to base. Two a/c had four bombs hung up: three bombs were jettisoned at (4733N-1340E) and one bomb at (4710N-1440E). Both attack units used auto pilot on the bomb run. Radio communications were satisfactory, as regards weather reports, target decision and bombs away messages. One a/c, having lost the formation, joined the 304th Wing and bombed Linz with this Wing. From 23000', two tons were dropped at 1340 hours, heading of 100 degrees. Target area was smoke obscured and no results were visible.

4. The Group experienced SAH flak over Salzburg for approximately two minutes. Bursts more black in color and in clusters of 4-5 small bursts. Smoke generators effectively concealed the

target. The singles sortie over Linz reported IAH flak for six minutes.

5. On route at 1145 hours, 20 SEFs were seen taking off and circling a field at (4535N-1230E). E/a were in no formation and appeared to be expecting a bombing attack. At 1212 hours, three black ME-109s were seen at (4557N-1230E), 1200 yards distant. There was no encounter.

6. Route was flown as briefed to Wasserburg and thence direct to the IP of this target. Group rallied to St. Gilgen and then to Judenburg and direct to base. Weather: On take off, 10/10th altocum, bases 7-8000'. Several layers of stratocum moved in over assembly area after take off, bases 3-4000', tops variable 9-11000'. 4-5/10th stratocum over Adriatic at Ancona, tops 8-9000' and decreasing to generally clear over No. Adriatic, with few widely scattered clouds rest of route. On return, 2-3/10th high cirrus over No Adriatic and Italy becoming 5-7/10th over Alps. Over target, 5-7/10th cover. Visibility, generally 10-15 miles.

7. 26 a/c returned to base with a mean landing time of 1545 hours. Two a/c laded at Prkos to refuel. A/c have not returned.

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

9. Observations: Zeltweg A/D, 35 SEF on field, 1335 hrs, 21000'. Munich, at 1240 hrs, crews reported heavy black smoke covering the city and extending to Lake Chiem. Contrails criss-crossed the sky over Munich although no jet a/c were seen.

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

28 February 1945

SUBJECT: Narrative Report, Mission #19, Operations #101.

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

1. On 27 February 1945, at 0900 hours, 28 scheduled a/c were dispatched to bomb the Augsburg M/Y, Germany. The Group was led by Major Henry L. Downey, C.O., 761st BS, and the second attack unit by Lt. Herbert V. Ruch, 761st BS.

2. Group assembly was over the field at 0945 hours and rendezvous with the Wing was accomplished over Andria at 1006 hours, the 460th leading the Wing. Fighter escort, 10 P-51s, first seen at 1315 hours at 4810N-1210E), furnished penetration, target and withdrawal cover. They left the formation at 1453 hours at (4530N-1310E). Communications within the Group and the groups in the Wing were frequent and clear en route. On return, communications were erratic.

3. Four a/c failed to reach the primary target for the following reasons: (1) engine failure, (2) fuel transfer out, (3) #3 engine failure, (4) supercharger out. One a/c jettisoned bomb load in the Adriatic and one a/c jettisoned bombs at (4822N-1208E). One a/c bombed a target of opportunity, the main RR line between Munich and Rosenheim at (4756N-1202E). From 20,150' on a heading of 183 degrees, 2.5 tons were dropped on the RR at 1341 hours, with unobserved results. Another a/c bombed a RR bridge at (4557N-1300E) at 1307 hours. From 20,000' on a heading of 166 degrees, two tons were dropped on this target - a large explosion was observed in the area. This a/c jettisoned one bomb in the Adriatic.

4. From 23,500', 24 a/c were over the primary target at 1343 hours. 24 a/c dropped 59 tons of 1000 lb RDX bombs, .1N & .01T fusing on the briefed heading of 211 degrees. Bomb run was made on PFF and the operator had trouble defining the target on his scope. Four bombing angles were given the bombardier and mickey operator believes rate and course were good. The deputy lead dropped slightly before the lead and most of the unit dropped on this a/c. Bombs away show bombs heading directly for target as a result of a good PFF run. Though somewhat obscured by cloud and smoke from burning buildings, it is evident that the target has been hit. Strikes can be noted at edge of obscured area 3500' NE of the M/Y. Due to bomb rack malfunction, one a/c jettisoned two bombs 25 miles NW of Augsburg. The Group leader

used auto pilot on the bomb run. The second attack lead retained control on the run.

5. The Group experienced MAH flak over the target for four to five minutes. Black and white bursts were observed, tracking the formation. Smoke pots were observed to the west of the target.

6. At 1215 hours, 3 TEFs, possible ME-210s, were seen at (4610N-1235E). E/a were dark gray in color and approximately one mile from the formation. Over the target, at 1343 hours, five FW-190s were seen attacking the group ahead of the 460th.

7. Route was flown as briefed. Weather: clear on take off and over the Adriatic to No. Italy. 2-3/10th stratocum on south slopes of Alps slowly increasing to 6-8/10th in target area. Return route was same. Visibility generally 10 to 15 miles..

8. 24 a/c returned to base with a mean landing time of 1655 hours. Two a/c laded at Prkos to refuel. A/c have not returned.

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

10. Observations: A/D (4815N-1015E), 15 SEFs on field at 1200 hrs, 19000'. A/D (4603N-1247E), 10 SEFs on field at 1233 hrs, 19000'. M/Y (4759N-1039E), 12-15 locos in NE end of M/Y at 1350 hours, 22000'.

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

1 March 1945

SUBJECT: Narrative Report, Mission #20, Operations #102.

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

1. On 28 February 1945, 42 scheduled a/c were dispatched to bomb the Fortezza M/Y in two waves. Red Force, consisting of 21 a/c, was led by Colonel J. M. Price, Group Commander, and the second attack unit by Captain Robert L. Martens. Blue Force, consisting of 21 a/c, was led by Lt. Colonel James C. Watkins, Deputy Group Commander, and the second attack unit by Captain Roger C. Townsend.

2. Red Force assembled over Altamura at 1050 hours and rendezvous with the Wing was over Spinazzola at 1101 hours, the 465th being five minutes late. Blue Force assembled over Mariotte at 1055 hours and rendezvous with the Wing was at (4140N-1500E) at 1140 hours. The Wing was five minutes late and Blue Force had to make a dog leg to assume its proper position. Nine P-51s were seen in the target area by the Blue Force. Communications between Groups and Waves was good.

3. Two a/c of Blue Force returned early for the following reasons: (1) gas leak, (2) #3 oil pressure out. One a/c returned bomb load to base, and one a/c jettisoned bombs in Lake Trasimeno, safe.

4. 40 a/c penetrated to the primary target. At 22,150', 20 a/c of 21 in Red Force, dropped 49.75 tons of 500 lb RDX bombs, .1N & .01T fusing, at 1413 hours. One a/c had a premature release and dropped 2.5 tons at 1410 hours on the RR tracks south of Merano. At 22,000', 13 a/c of 19 a/c in Blue Force, dropped 32.25 tons of bombs at 1430 hours on the primary target. Two a/c failed to bomb due to malfunctions: ten bombs were jettisoned at 4540N-1231E) and nine bombs at (4652N-1152E) and one bomb in the Adriatic. Four a/c failed to drop on the primary target, because they did not identify it, and bombed the Mestre Dock Sidings. These a/c dropped 10 tons of bombs on this target from 20,400' at 1508 hours. Two a/c had one bomb hung up: one bomb was jettisoned immediately after the primary target and one bomb in the Adriatic. Results: Able box of Red Force dropped bombs 3000 ft south of the M/Y, cutting the tracks at three points. Baker & Charlie boxes hit the RR line causing some damage. Results of Blue Force were negative. Automatic pilot was used on the bomb run by box leaders. PDI was used on the Mestre bomb run.

5. The Group experienced MAH flak over the target for four to five minutes. Black and white bursts were observed, tracking the formation. Smoke pots were observed to the west of the target.

6. The Alps obscured this M/Y, which lies in a narrow, Po valley, until just before it was reached. Lead bombardiers of all boxes had been instructed not to drop unless they could identify the target. Navigators had to follow contour lines on the map in attempt to kill drift. It is believed that only successful way to attack this target would have been up or down the valley, even though this axis would expose the formation to accurate flak for a longer period of time.

7. At 1415 hours, Red Force observed one FW-190 immediately after target. E/a, painted black, passed over the formation at 1000 yards. Blue Force saw two TEFs, ME-210 & JU-88, at the target at 1430 hours. E/a were pursued by P-51s.

8. Route was flown as briefed. Weather: Generally clear on take off and on route with a few widely scattered stratus in Appenines. On return, 8-10/10th stratocumulus over Adriatic extending from Udine area to o. of the Spur, ~~xxxxx~~ sharply to clear rest of route to bases. Visibility, ~~xx~~ miles in haze.

9. 30 a/c returned to base with a mean landing time of 1640 hours. One a/c of Blue Force landed at a friendly field, Lesi.

10. Six a/c received minor flak damage. One crew member was wounded in the arm by flak.

11. Twelve a/c attempted photos. A significant print is attached.

12. Observations: A/D (4558N-1306E) 12 SEF on field at 1440 hours, 20,800'.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

2 Incls.
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

for

February 1945

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L E T T E R S

of

A P P R E C I A T I O N A N D

C O M M E N D A T I O N

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

17 February 1945

SUBJECT: Commendation.

TO: All Ground Crew Personnel).

1. During operations over the past 10 days, the exceptional effort of the ground echelon has produced some remarkable results. Of the missions flown during this period, all but one called for a maximum number of aircraft, yet the average per cent in commission was 79.29%.

2. Those of us who take the planes over the target wish to express our frank admiration for all of you who maintain, repair, load, and care for the operational equipment. Your work is not only recognized and appreciated, but gives air crews a high degree of confidence on their missions.

3. We will all be called upon for greater effort now that the enemy is fighting with his back to the wall. The splendid job you are doing directly results in more bombs being dropped where they will do the most good. Teamwork is what pays off, and this Group has it.

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

TRUE COPY

/s/ William C. Palmer
Capt. Air Corps

FIFTEENTH AIR FORCE
Office of the Commanding General
A. P. O. 520

19 February 1945

SUBJECT: Letter of Appreciation.

TO: Commanding General, 55th Bomb Wing, APO 520, U.S. Army.

1. The Air Inspector has advised me that the courtesies and accommodations extended to himself and the inspection team in connection with the recent combined inspection of organizations of your command were exceptional.

2. This type of cooperation and the attitude encountered by the inspectors are commendable.

BY COMMAND OF MAJOR GENERAL TWINING:

/a/ C. F. Born
/t/ C. F. BORN
Brigadier General, USA
Deputy Commander.

201.22

Hq, 55th Bomb Wg (H), APO 520, U.S. Army, 2 Mar. 1945.

TO: CO, 460th Bomb Gp. (H), APO, U.S. Army.
CO, 464th Bomb Gp. (H), APO, U.S. Army.
CO, 465th Bomb Gp. (H), APO, U.S. Army.
CO, 485th Bomb Gp. (H), APO, U.S. Army.

For your information.

GEORGE R. ACHESON,
Brigadier General, USA
Commanding

TRUE COPY

William C. Palmer
Capt. Air Corps

FIFTEENTH AIR FORCE
Office of the Commanding General
1. P. O. 520

23 February 1945

SUBJECT: Commendation.

TO: See Distribution.

1. The Commander in Chief, Mediterranean Allied Air Forces, has sent the following cable to this headquarters, dated 22 February 1945.

"Today's effort of the Fifteenth Air Force in launching more than eleven hundred aircraft on the tenth successive day of operations is unmistakable evidence of a superior organization in action. It demonstrates the excellence of command and staff and all echelons. Particularly does it reflect the superior maintenance in all organizations, as well as the maintenance crews of all combat groups.

I wish you would convey as widely as possible throughout your organization my personal admiration and commendation for the remarkable performance cited above. I feel that throughout succeeding years your continuous operations during the past ten days will set an historical factual record. It will live long as a model and as example to be pointed out with pride."

2. I am happy to pass General Eaker's message to all units of this command and to add my own sincere congratulations and commendations.

/s/ N. F. Twining
/t/ N. F. TWINING
Major General, USA
Commander

DISTRIBUTION: "H"
Plus AOC 205 Group, RAF

TRUE COPY

William C. Palmer
Capt. Air Corps

FIFTEENTH AIR FORCE
Office of the Commanding General
3. P. O. 520

28 February 1945

SUBJECT: Commendation.

TO: See Distribution.

1. Lieutenant General Joseph T. McNarney, CG MTOUSA, has cabled this headquarters as follows: "Pass please to all concerned my admiration and congratulations for the large scale and outstanding operations of the Fifteenth Air Force for the past fifteen consecutive days. This succession of decisive blows is a fine tribute to your excellent combat and maintenance personnel. Keep up the good work."

2. In addition to General McNarney's message, similar commendations from CG AAF/MTO and CG AAF have been previously passed to all units. The fine work of all personnel which has made these sustained operations possible is a source of gratification to me.

/s/ N. F. Twining
/t/ N. F. TWINING
Major General, USA
Commander

DISTRIBUTION: "H"

TRUE COPY

William C. Palmer
Capt. Air Corps