

HISTORY
OF THE
460TH BOMBARDMENT GROUP (H)

1 October 1944

to

31 October 1944

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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

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

(October 1 - 31, 1944)

NARRATIVE HISTORY

During the month of September only ten missions were dispatched, as compared to fourteen in September; twenty in August and eighteen in July. The weather was principally to blame. October is known to be the worst month for flying in Europe. At this time, also, fifty-mission personnel returned in quantity to the United States. It was necessary to instruct the new arrivals in the latest type of formation flying before their first combat missions.

Four missions were flown to Austria, three to Italy, two to Germany and one to Hungary.

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

COL. JOHN M. PRICE, GROUP COMMANDER

20 Oct 1944 Roseheim M/Y (alt target) Germany

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

10 Oct 1944 Piave/Susegana Highway Bridge, Italy
16 Oct 1944 Graz Neudorf A/C Fct'y (alt target) Aus.
23 Oct 1944 Augsburg, Germany

Narrative Reports and bombfall plot photos, covering the ten missions flown in October are attached as Annex #1.

Casualties for the period under review were as follows:

Killed in Action:	2 Officers	0 Enlisted Men
Missing in Action:	21 Officers	67 Enlisted Men

Officers and enlisted men continued to distinguish themselves in aerial combat. Four hundred and forty five awards and decorations were given during this period. Included in the above, the following award was made to the Deputy Group Commander:

Lt. Col. Harold T. Babb	3rd OLC to Air Medal
	G.O. 4068 21 Oct. 1944

Included in the above, the following awards were made to the Group Commander and Group Operations Officer:

The command of the Group changed hands on 18 October 1944, when Colonel John W. Price took over command under General Order #53, dated 18 Oct. 1944 and Lt. Colonel Harold T. Babb assumed the duties of Deputy Group Commander and Air Inspector.

Colonel Price's career at the U. S. Military Academy was outstanding. He played three years of Varsity football while there; captained the 1931 team and was an All-American tackle in 1930. Subsequently he was an assistant football coach for five years at West Point and later a playing coach in 1933 on the West Coast Army Team, San Francisco. While at the U. S. Military Academy, Colonel Price also found time to take part in three years of Varsity Track and Wrestling.

Joining the service at West Point on 10 June 1932 he spent two years with the 30th Infantry; graduated from the Army Flying Schools at Randolph and Kelly; served three years at France Field, Canal Zone and seven years as flying instructor-director of Training and Commanding Officer of Training Command Station.

Under Colonel Price's regime in this Group, renewed emphasis has been placed on practice missions and ground school, on stand-down days, with a two fold purpose, (a) final intensive training of new crews, (b) to keep crews busy for reasons of Morale.

The strength of the Group covering Officers and Enlisted men for the month of October was as follows:

At Beginning:	388 Officers,	1681 Enlisted Men
Net Increase:	62 "	102 "
Net Decrease:	- "	-- "
At End	: 450 Officers	1783 Enlisted Men

During the month of October twenty four new crews joined the Group, this being the same number as arrived during the previous month.

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

A general winterizing and building program was started both on the line and in the Squadron areas, more especially in the first instance, where all sections are changed from canvas to permanent structures. The Officer's Club has been adequately heated. The lighting system augmented, although the occasional black-outs continue. In the messhall, the old tables are being scrapped, due to their unsanitary condition and new wooden trestles with marble tops are being installed.

A receiving box has been placed in the club to collect all types of personal clothing and other articles for the Yugoslavian units

stationed in this part of Italy. These contributions come for the most part from crews returning to the United States and more especially from crews who had previously returned from Yugoslavia and have particular feelings of gratitude towards their benefactors.

NARRATIVE MISSION
REPORTS AND
BOMB PLOT STRIKE PHOTOS

of

460TH BOMBARDMENT GROUP (H) AAF

APO 520, U.S. ARMY

* * *

(October 1 - 31, 1944)

TABULAR SUMMARY OF 10 MISSIONS

<u>DATE</u>	<u>TARGET</u>	<u>COUNTRY</u>
4 Oct.	Avisio Viaduct	Italy
7 Oct.	Winterhafen Stores	Vienna, Austria
10 Oct.	Piave/Susegana Highway Bridge	Italy
11 Oct.	Vienna Saurerwerke Buildings	Austria
12 Oct.	Bologna Ammunition Dump	Italy
13 Oct.	Banhida M/Y	Hungary
16 Oct.	Graz Neudorf A/C Fct'y (alternate)	Austria
17 Oct.	Vienna S. Ordnance Depot	Austria
20 Oct.	Rosenheim M/Y (alternate target)	Germany
23 Oct.	Augsburg M. A. N. Works	Germany

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

5 October 1944

SUBJECT: Narrative Report, Mission #105, Operations Order #195.

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

1. On 4 October 1944, at 0840 hours, 46 of 48 scheduled a/c were dispatched to bomb the Avisio Viaduct in Italy. Two a/c failed to take off for the following reasons: (1) magneto out, (2) fouled spark plugs. The first attack wave was led by Major Robert L. Spear, C.O., 761st Bomb Sqdn (H), and the second wave by Major Keith W. Mason, S-3, 760th Bomb Sqdn (H).

2. Group assembly was accomplished without incident and rendezvous with the 485th was accomplished as briefed. The 460th, in the lead position, was on course over Spinazzola at 1005 hours.

3. Two a/c returned early because of runaway props. Bombs were jettisoned in the Adriatic.

4. One a/c was unable to keep up with the Group on route to the target. This a/c, with #2 engine failure, dropped 2.5 tons of bombs on the Casarsa RR Bridge (4550N-1245E). Crew members were unable to observe results due to smoke.

5. From 18,500', 43 a/c were over the primary target, the Avisio Viaduct at 1312 hours. 41 a/c dropped 102.5 tons of 1000-lb RDX bombs, .1N&.01T fusing. At least five direct hits and seven very near misses were scored on the viaduct which is definitely out. Heavy concentrations fell around both MPI's with some bombs falling slightly short and right. Due to malfunctions, two a/c failed to bomb the target. One a/c jettisoned bombs at (4605N-1135E) and the other a/c jettisoned bombs 50 miles west of Padua.

6. The Group encountered MAH flak over the primary target for 3 to 4 minutes. Flak was very accurate for altitude. MIH flak was reported at Mezzolombardo (4613N-~~xx~~05E). Smoke pots were located north and east of the target. (See attached photo) The smoke generators were poorly located, fired late and consequently were ineffective.

7. The route was flown as briefed. Weather: Over Italy on take off, 1-2/10th altostratus at 15000', clearing over Adriatic. 2-4/10th altocumulus along eastern Adriatic at 12-14000' increasing over north Italy to 7-8/10th, tops 10-12000'. In the target area, 1-3/10th cumulus and 3-5/10th cirrus. On return, conditions were similar with

2-3/10th cumulus and 4-6/10th cirrus over the Adriatic. Visibility:
15-20 miles.

8. 41 a/c returned to base with a mean landing time of 1600
hours. Two a/c landed at friendly fields, Foggia and Gioia.

9. 20 a/c were damaged by flak. One crew member was wounded.
(Details not known).

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

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

3 Incls.

Incl 1 - TC

Incl 2 - Neg, 10/5/44

Incl 3 - Two photos

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

8 October 1944

SUBJECT: Narrative Report, Mission #106, Operations Order #200.

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

1. On 7 October 1944, at 0915 hours, 45 to 48 scheduled a/c were dispatched to bomb the Winterhafen Oil Stores at Vienna, Austria. Three a/c failed to take off for the following reasons: (1) #4 carburetor out, (2) & (3) power failures. The first attack wave was led by Major William N. James, Jr., S-3, 763rd Bomb Sqdn (H), and the second wave by Major George S. Davis, Jr., S-3, 762nd Bomb Sqdn (H).

2. Group assembly and rendezvous with the 485th were accomplished without incident. The 460th was on course over Spinazzola at 1045 hours, flying in the #2 position. The fighter escort, P-38s & 51s, first sighted south of Lake Balaton at 1215 hours, furnished penetration, target and withdrawal cover. They were last seen at 1545 hours on the Yugoslav coast.

3. Six a/c returned early for the following reasons: (1) #3 engine failure, (2) fuel leak, (3) oil leak, (4) supercharger out, (5) sick crew member, (6) oil leak. One a/c jettisoned bombs in the Adriatic, three a/c returned bombs to base. One a/c bombed a target of opportunity, the RR Bridge at Papa (4636N-1638E) with unobserved results. Another a/c dropped bombs on a flak area at 4605N-1715E).

4. 39 a/c were over the primary target, the Winterhafen O/S, at 1337 hours. 38 a/c dropped 95 tons of 500 lb RDX bombs, .1N&.01T fusing on the target. A very heavy concentration of bombs fell in the center of the target area causing large oil fires and heavy damage in the M/Y. A 200' oil barge is believed to have been sunk. Some bombs extended across the river hitting the small oil storage facilities there. One a/c jettisoned bombs immediately after the target due to rack malfunction. The first wave used the auto pilot on the bomb run. The second wave used PDI because of auto pilot failure.

5. The Group encountered IAH flak for five minutes over the target. Black, white and red bursts were observed. Other flak reported as follows: SIH at (4628N-1700E), SAH at Zadvarje (4326N-1655E) and SIL at (4605N-1715E).

6. Four e/a were seen on the mission. These SEFs, ME-109s or FW-190s, were seen at the IP flying at 17000'. There was no encounter.

7. The route was flown as briefed. Weather: On take off, 8-10/10th alto cumulus, bases 8-9000', decreasing to 7/10th at spur of Italy and 3-5/10th over Yugoslavia. Rest of route 2-5/10th strato cumulus and 4-6/10th cirrus, bases 24-25000'. Target area, 3-4/10th stratocumulus, tops 6-7000'. Return weather was the same. Visibility: 10-15 miles throughout.

8. 36 a/c returned to base with a mean landing time of 1645 hours. Three a/c are at friendly fields, Gioia, Amendola and 332nd Fighter Group Base. One crew (332 FG) returned to base by truck.

9. 21 a/c were damaged by flak. One a/c hit by flak, lost its rudder control and went into a spin. Four crew members bailed out successfully before the pilot regained control of the a/c and completed the mission. (EEA filed).

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

11. Observations: Duetsch Wagram A/D Vienna, 25 SEF at 1336 hrs, 22,000'. Split Harbor, 6 M/Vs at 1525 hrs, 9000'.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

3 Incls.

Incl 1 - TC

Incl 2 - Photo

Incl 3 - Negs, 10/8/44

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

11 October 1944

SUBJECT: Narrative Report, Mission #107, Operations Order #206.

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

1. On 10 October 1944, at 0805 hours, 31 scheduled a/c were dispatched to bomb the Piave/Susegana highway bridge in Italy. The Group was led by Lt. Colonel Harold T Babb, Group Commander, and the second attack unit by Major Richard E. Anderson, S-3, 761st Bomb Sqdn (H).

2. Group assembly and rendezvous with the 485th were accomplished without incident. The 460th, flying in the lead position, was on course over Spinazzola at 0926 hours. Although no fighter escort was scheduled, 24 P-38s were seen in the target area.

3. At 17,200', 31 a/c were over the primary target, the Piave/Susegana bridge at 1133 hours. Due to undercast, the Group was unable to bomb the target on its initial run. The leader circled the target and made another bomb run when a hole in the cloud cover revealed the target. 31 a/c dropped 77.25 tons of 500 lb RDX bombs, .1N-no delay tail fusing on the primary target. Bombs in two concentrations fell west and southwest of the bridge. Cloud cover prevents any accurate interpretation of results. Due to malfunction, one a/c jettisoned one bomb in the Adriatic. Both attack units used the auto pilot on the bomb run.

4. The Group encountered S-MAH flak over the primary target for about three minutes. On the initial run, the flak was inaccurate but on the second run, flak became extremely accurate.

5. At the IP, Pardenone (4557N-1240E), four dark colored SEFs were seen at 1122 hours. They were at a distance and being chased by P-38s. E/a were flying four abreast. There was no encounter.

6. The route was flown as briefed with the exception of the bomb run. Bomb run was made on an axis of 108 degrees. On the return route, thunderstorms and icing conditions forced the formation to disperse at 1205 hours at (4451N-1324E). Weather: On take off, 6-8/10th thin alto stratus at 11-12000', with higher clouds over western Adriatic and Italy. Over Northern Italy, alto stratus at 18-18500' with 6-8/10th alto cumulus, tops 15-16000'. Same weather over the target. On return, frontal type clouds extended from N Italy to Ancona. Snow storms and icing conditions. Vis. 10-15 mi.

7. 30 a/c returned to base with a mean landing time of 1415 hours. On the return course, one a/c ran into a thunderstorm which caused the wings and engines to ice up. This a/c was temporarily thrown out of control and two crew members bailed out at 1250 hours at (4515N-1310E). (Pilot notified ASR) One a/c hit by falk over the target is missing. This a/c was last seen at 1154 hours at (4514N-1312E) with the #1 and #3 engines smoking. Five crew members were seen to bail out successfully at 4540N-1234E). (EEA Report filed)

8. 15 a/c were damaged by flak. Two crew members received wounds, one in the thigh and one in the face.

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

10. Additional bservation made October 7 on Vienna Winterhafen mission: At (4400N-1550E), 1520 hours, 14000', air filled with pieces of square cardboard or paper (4"-5" square)..

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

3 Incls.

Incl 1 - TC

Incl 2 - 2 Photos

Incl 3 - 5 negs, able,

Baker & George.

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

12 October 1944

SUBJECT: Narrative Report, Mission #108, Operations Order #104.

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

1. On 11 October 1944, at 0735 hours, 21 scheduled a/c were dispatched to bomb a target in Vienna, Austria. The force was led by Major Charles F. Lincoln, C.O., 762nd Bomb Sqdn (H).

2. The Group assembled over the field as scheduled. Rendezvous with the 485th was three minutes late, in that the 485th flew over Altamura before joining the 460th over this base. Wing rendezvous was accomplished at 0830 hours about five miles east of Spinazzola. Fighter escort, P-38s, first sighted at 0928 hours at (4341N-1558E), furnished penetration, target and withdrawal cover. They left the formation at 1225 hours at (4615N-1605E).

3. One a/c returned early because of #4 engine failure. Bombs were jettisoned in the Adriatic.

4. 20 a/c were over Vienna at 1147 hours. Because of solid undercast, the Group bombed by PFF. From 23,000', 19 a/c dropped 47.25 tons of 500 lb RDX bombs, .1N &.01T fusing at 1147 hours. Complete undercast prevented observation of results, although bombs away photograph indicates that bombs fell short of the primary target. One a/c jettisoned one bomb immediately after target time, and another a/c jettisoned ten bombs manually above the bomblines. The Group leader used the auto pilot on the bomb run.

5. The Group experienced IAH flak over the target for 6 to 7 minutes. Red, white and black bursts were observed, large white bursts, eight to a cluster, reached from 30,000' to 35,000'.

6. Due to adverse weather conditions, the route was not flown as briefed. On route, landfall was made near Trieste, and the course was flown west of the briefed course to the IP. On the return, landfall was made at the top of the Adriatic and thence route was flown to the spur. (See attached chart). Weather: On take off, 2-4/10th alto stratus, 10-12000'. Over Yugo coast, multo layer clouds to 22000' and 6-8/10th cirro stratus over central Austria, 17-18000' and 9-10/10th stratocumulus. Over target, 6 to 8/10th cirrus, 24-25000', and 9-10/10th strato cumulus.

7. 18 a/c returned to base with a mean landing time of 1510 hours. One a/c landed at Foggia, with a dead crew member, and has since returned to base. One of our a/c is missing. This a/c was last seen 45 miles north of Pescara and 10 miles off the Italian coast, headed south. He had been previously observed over land at Ancona, at 1415 hours. A/c was in no apparent trouble.

8. 13 a/c were damaged by flak. There were two casualties: one tail gunner killed by flak, another crew member wounded in the eye.

9. 9 a/c attempted photos. An example, showing undercast is attached.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

4 Incls.

Incl 1 - TC

Incl 2 - Photo

Incl 3 - Neg 10/12/44

Incl 4 - EEA Report

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

13 October 1944

SUBJECT: Narrative Report, Mission #109, Operations Order #210.

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

1. On 12 October 1944, at 0725 hours, 34 of 35 scheduled a/c were dispatched to bomb the Bologna Ammunition Dump #20. One a/c failed to take off because the bomb bay doors were inoperative. The Group was led by Major Robert H. Martin, C.O. of the 760th Bomb Sqdn (H).

2. The Group assembled without incident and was on course over Spinazzola at 0845 hours. The fighter escort, P-38s, furnished target cover.

3. At 21,500', 34 a/c were over the primary target at 1142 hours. 33 a/c dropped 55.35 tons of 100 lb G.P. bombs, .1N & no delay tail fusing. Bombs fell in an excellent concentration in the western portion of the target. Due to malfunctions, 13 a/c had 253 bombs hung up which were later disposed of as follows: 95 bombs jettisoned in the Adriatic, 80 bombs brought back, 46 bombs jettisoned immediately after target and 32 bombs immediately before target. The Group leader used the automatic pilot on the bomb run.

4. The Group experienced MAH flak over the target and on the rally to the Italian coast. Flak was reported at the southern tip of Lake Comacchio and the northern portion of the Ravenna defenses..

5. The route was flown as briefed. Weather: On route over southern Italy, few scattered starto cumulus and alto cumulus increasing to 5-7/10th alto cumulus over western Italy and the Tyrrhenian Sea, tops 10000'. Over target, 1-2/10th cumulus. On return, 1-2/10th cumulus over Adriatic and 3-5/10th over Italy. Visibility, 20-30 miles.

6. 34 a/c returned to base with a mean landing time of 1350 hours. One of our a/c had its rudder and aileron control cables shot away over the target. This a/c had to circle the field for over an hour until emergency repairs were made. A/c landed safely.

7. 21 a/c were damaged by flak. One a/c had the left tire punctured and made a successful crash landing. There were three casualties from flak: one leg wound and two hand wounds.

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

9. Observations: 3 ship convoy put up smoke screen at 1200 hours, convoy headed north.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

3 Incls.

Incl 1 - Photo

Incl 2 - TC

Incl 3 - Neg 10/12\$13

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

14 October 1944

SUBJECT: Narrative Report, Mission #110, Operations Order #212.

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

1. On 13 October 1944, at 0745 hours, 36 scheduled a/c were dispatched to bomb Banhida M/Y in Hungary. The Group was led by Major Charles C. Ward, C.O., 763rd Bomb Sqdn (H).

2. Because the Group Leader's a/c was unable to take off, the formation assembled on the Deputy Leader's a/c. The Group Leader took off in a substitute a/c and assumed his proper position. Rendezvous with the 485th were accomplished without incident and the Wing was over Spinazzola at 0900 hours. Fighter escort, P-38s and P-51s, were seen only in the target area.

3. One a/c returned early because of a defective wrap cowling. Bombs were jettisoned in the Adriatic.

4. At 16,000', 35 a/c were over the primary target at 1137 hours. 33 a/c bombed the target with negative results, overshooting the M/Y. 17 a/c dropped 42 tons of 500 lb RDX bombs, .1N\$.01T fusing, and 16 a/c dropped 34.75 tons of 500 lb M-17 incendiaries, instantaneous fusing. One a/c bombed a target of opportunity, a large factory at Kapsovar (4622N-1748E). Crews reported that this target, located near the M/Y, was well hit. One a/c had ten bombs hung up which were jettisoned one mile past the target. Two a/c jettisoned three bombs immediately after target time. The Group leader used the automatic pilot on the bomb run, and the second attack unit used PDI.

5. The Group encountered SIH flak for two minutes over the target. Ten miles south of the target, crews reported a few bursts of possible rocket flak. Bursts were a large red and black in color, the red bursts breaking up into small burning particles.

6. One possible ME-163 was seen at the I.P. at 1130 hours. This a/c, butterfly in shape, was flying in a circle. There was no encounter.

7. The route was flown as briefed. Weather: On take off, 2-4/10th altocumulus with 2-3/10th stratocumulus over Yugoslavia and the Hungarian border. Over Budapest, 3-4/10th cirrus and over the target, 3-4/10th cirrus with cumulus at 4000'. On return, 7-8/10th altocumulus to south of the Danube where 2-3/10th cumulus extended to Yugoslavia,

tops 6-7000'. 2-3/10th cumulus over Adriatic and southern Italy with scattered cirrus over entire route. Visibility, 14-20 miles.

8. 35 a/c returned to base with a mean landing time of 1445 hours.

9. 4 a/c were slightly damaged by flak. There was no casualty.

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

11. Observations: (4325N-1555E) SS heading N. at 0949 hrs, 15,300'. Papa A/D, 50-75 e/a at 1120 hours, 16,000'.

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

3 Incls.

Incl 1 - TC

Incl 2 - Photo

Incl 3 - Negs (2) 10/14/44

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

17 October 1944

SUBJECT: Narrative Report, Mission #111, Operations Order #216.

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

1. On 16 October 1944, at 0710 hours, 43 of 44 scheduled a/c were dispatched to bomb a target at St. Valentine, Austria. One a/c failed to take off because of a fire in the bomb-bay. The Group was led by Colonel Bertram C. Harrison, Wing Executive Officer, and the second attack unit by Lt. Colonel Harold T. Babb, Group Commander.

2. Group assembly and rendezvous with the 485th were accomplished without incident. The 460th, flying in the lead position, was on course over Spinazzola at 0818 hours. Fighter escort, P-38s, were seen at 1015 hours at (4540N-1400E). They furnished penetration cover up to (4013N-1414E), leaving the formation at 1130 hours.

3. Two a/c returned early for the following reasons: (1) supercharger out, (2) engine trouble. These a/c jettisoned bombs in the Adriatic.

4. Because the primary target was obscured by undercast and the PFF did not offer definite results, the Group leader elected to bomb the second alternate, the Graz-Neudorf a/c engine factory. 40 a/c were over the target at 1159 hours. From 22,000', 33 a/c dropped 80.75 tons of 500 lb RDX bombs, .1N &.01T fusing. A heavy concentration of bombs covered the three factory buildings. Five hits were scored on the western building and smoke can be seen coming through the roof. At least ten hits were scored on the eastern building, and it is smoking heavily. The small building between the two was also hit. Because of mechanical trouble, one a/c jettisoned bombs at (4701N-1454E). Four a/c had seven bombs hung up which were later jettisoned, four in the Adriatic and three over Austria. Seven a/c failed to drop bombs on the target, six of these a/c jettisoned bombs above the bomb line. One a/c bombed a target of opportunity, a factory south of Mittendorf (4735N-1355E) at 1135 hours. Both attack units used automatic pilot on the bomb run.

5. The Group encountered M-IAH flak over the target, Graz-Neudorf, for approximately five minutes.

6. The route was flown as briefed to a point between the IP and the primary target. Thence, the Group flew to Graz and back to base. (see track chart) Weather: On take off, 2/10th altocumulus and 1/10th

cirrus increasing to 4-6/10th altostratus and 3-4/10th cirrus over the Adriatic. 8-9/10th altostratus and 3-4/10th cirrus over northern Adriatic with 9-10/10th altostratus and stratocumulus over the primary target. 3-4/10th altocumulus and 3-4/10th cirrus over Graz. On return, 7-9/10th stratocumulus and altocumulus and 8-9/10th cirrus over Yugoslavia.

7. 35 a/c returned to base with a mean landing time of 1440 hours. Four a/c landed at friendly fields, Gioia, Loreto and two at Iesi. Two a/c (Iesi and Gioia) were returned to base. The crew of one a/c (Loreto) returned to base via truck. Two a/c were lost over the alternate target. Both a/c blew up over the target, one by flak and one probably by the bombs of an a/c flying above. Four chutes were seen in the area, one chute was on fire. (EEA report filed)

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

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

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

3 Incls.

Incl 1 - TC

Incl 2 - Photo

Incl 3 - Neg 10/17/44

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

18 October 1944

SUBJECT: Narrative Report, Mission #112, Operations Order #217.

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

1. On 17 October 1944, at 0805 hours, 31 scheduled a/c were dispatched to bomb a target in Austria. The Group was led by Major Charles F. Lincoln, C.O., 762nd Bomb Sqdn, and the second attack unit by Major William H. James, Jr., S-3, 763rd Bomb Sqdn.

2. Group assembly was accomplished without incident and rendezvous with the 485th was made over Altamura at 0909 hours. At this time, one box of the 485th was out of position behind this Group and the 485th was echeloned to the right instead of to the left. The Wing formed over Spinazzola at 0917 hours, the 460th flying in the #4 position. Fighter escort, 50 P-38s, first sighted at 1210 hours at (4645N-1610E), furnished penetration, target cover. They were last seen at 1225 hours at (4620N-1530E).

3. Three a/c returned early for the following reasons: (1) Oxygen leak, (2) two superchargers out, (3) Oil leak. Two a/c returned bombs to base and one a/c jettisoned bombs in the Adriatic.

4. Due to poor weather conditions, the Group did not penetrate to the primary target but elected to bomb the 3rd alternate, the South M/Y in Maribor, Yugoslavia. When the leader decided to bomb Maribor, the formation was about 12 miles southwest of the city. Due to heavy weather, the formation passed near the southeast edge of Maribor before reaching the actual IP, (4643N-1612E). 28 a/c were over the target at 1219 hours at 23,000', on a heading of 225 degrees. 17 a/c dropped 42 tons of 500 lb RDX bombs, .1N&.01T fusing. The target was completely cloud obscured and bombing was accomplished by PFF. Photographs of the bombing are totally cloud obscured and no accurate estimate of results can be made. Two bombs of one a/c failed to release and were jettisoned immediately after the target. Nine a/c returned all bombs to base. Two a/c jettisoned bombs, one at (4630N-1520E), and the other at (4535N-1505E). The first attack unit used the auto pilot on the bomb run. The lead a/c of the 2nd attack unit did not bomb.

5. Before reaching the IP, the formation encountered SAH flak on the southeast outskirts of Maribor. On the bomb run, MAH flak was experienced for about three minutes.

6. The route was flown as briefed to the KP, then weather forced the Group to fly west of course to Maribor. The return was from the target to Bosan Petrovac and then as briefed to base. Weather: On take off, 6-8/10th cirrostratus and 5-7/10th stratocumulus and also cirrus deck over eastern Adriatic and Yugoslavia. Over the target, 9-10/10th stratocumulus and multilayer cirrostratus. On return, 8-10/10th cirrostratus and 4-9/10th stratocumulus over Yugoslavia. Over Adriatic 3-4/10th cumulus and 4-5/10th cirrostratus.

7. 27 a/c returned to base with a mean landing time of 1500 hours. One a/c is missing. This a/c was hit by flak over the target and when last seen, at 1210 hours, at (4645N-1610E), had the #4 engine feathered and the #1 smoking. At 1216 hours, the pilot radioed that two engines were out, that he could not hold altitude and had ordered the crew to bail out. (EEA Reports filed)

8. Six a/c were damaged by flak. There was one casualty, a navigator received a flak wound in the right eye.

9. 10 a/c attempted photos. Photographs are cloud obscured.

For the Commanding Officer:

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

2 Incls.

Incl 1 - TC

Incl 2 - Neg 10/18/44

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

21 October 1944

SUBJECT: Narrative Report, Mission #113, Operations Order #220.

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

1. On 20 October 1944, at 0735 hours, 40 of 42 scheduled a/c were dispatched to bomb a target in the Munich Area. Two a/c failed to take off for the following reasons: (1) batteries out, (2) power failure. The Group was led by Colonel John M Price, Group Commander, the second attack unit by Major Richard E. Anderson, S-3, 761st Bomb Sqdn, and the third by Lt. Donald D. Wynn.

2. Due to adverse weather, the Group assembled between the field and Spinazzola. The 460th flew to the Wing rendezvous point, (4200-1620), arriving three minutes late. Two groups of the Wing were not at the appointed place so the 460th fell in behind the formation and assumed their proper positions. Friendly fighters, P-38s, were seen passing over the formation at 1147 hours at (4635N-1230E).

3. Five a/c returned early for the following reasons: (1) Collision damage, (2) Oil leak, (3) oxygen leak, (4) engine failure, (5) supercharger out. One a/c bombed a RR bridge at (4547N-1300E) with possible hits on the eastern approach. Two a/c returned bombs to base and two a/c jettisoned bombs in the Adriatic.

4. On route to the target, at (4525N-1310E), two of our a/c collided at 1110 hours. The #4 a/c of the high box, third attack unit, flew under and up into the #1 a/c of that box. The #4 a/c broke in two pieces and plunged into the sea. Three men were seen to bail out of this a/c. The other a/c lost 5,000' after the collision and three men bailed out at this time. The pilot regained control of his a/c and returned to base.

5. The Group penetrated to the IP of the primary target but because of the weather, it was decided to bomb the 1st alternate, the Rosenheim M/Y. 34 a/c were over this target at 20,500' on an axis of attack of 304 degrees. 32 a/c dropped 79.5 tons of 500 lb RDX bombs, .1N-.01T fusing, at 1250 hours. A combination of both PFF and visual bombing was used. The target was obscured at the beginning of the bomb run, cleared momentarily, then varied throughout the remainder of the run. A concentration of bombs fell short and left, reaching the small M/Y southeast of the target. Further damage assessment is impossible due to cloud cover. Due to malfunction, two a/c failed to bomb the target and jettisoned bombs in the Alps. Two a/c had two bombs hung

up, these were jettisoned in the Alps. The attack units used the auto pilot on the bomb run.

6. The route was flown as briefed to the initial point of the PT. Then a 180 degree turn was made to Prien and the bomb run was begun. Return was as briefed. Weather: On take off, 6-8/10th stratus and stratocumulus at 2-3000' with 2-4/10th altostratus. Light showers to the spur, clouds then broke to 3-4/10th stratus, bases 4-5000', tops 6-7000'. Weather was similar to the Alps, thence 4-6/10th stratocumulus, tops 13-15000' and increasing to 9-10/10th over the PT. Over the alternate, 8-9/10th. Same weather on return route. Visibility: 15 to 20 miles.

7. 35 a/c returned to base with a mean landing time of 1545 hours. One a/c landed at a friendly field, Fano.

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

For the Commanding Officer:

JOHN E. MAGARET,
Captain, Air Corps,
Act'g GroupS-2

3 Incls
Incl 1 - TC
Incl 2 - Photo
Incl 3 - Neg, 10/21

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

24 October 1944

SUBJECT: Narrative Report, Mission #114, Operations Order #224.

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

1. On 23 October 1944, at 0715 hours, 46 of 47 scheduled a/c were dispatched to bomb a target at Augsburg, Germany. One a/c failed to take off due to engine trouble. "A" Group was led by Major Charles C. Ward, C.O., 763rd Bomb Sqdn (H), and "B" group by Lt. Colonel Harold T. Babb, Deputy Group Commander.

2. Assembly and rendezvous with the 485th were accomplished without incident. The formation had to swing to the right of Spinazzola to avoid clouds. It circled over the Adriatic to climb above clouds, thus arriving late at the target. Fighter escort, P-38s, first sighted over the Alps at 1120 hours, furnished penetration, target and withdrawal cover. They left the formation over the Alps at 1300 hours.

3. Five a/c returned early for the following reasons: (1) oil leak, (2) piston rod thru cylinder, (3), (4) & (5) superchargers out. Four a/c jettisoned bombs in the Adriatic, and one a/c returned bombs to base.

4. At 22,700', 41 a/c were over the primary target at 1215½ hours. Due to solid undercast, the Group bombed the primary target by PFF. 40 a/c dropped 79.7 tons of M-47 incendiaries clustered. One a/c failed to bomb the target because the bomb-bay doors would not open. This a/c jettisoned 40 bombs immediately after the target. Two a/c had six bombs hung up. Two bombs were jettisoned in the Adriatic and four bombs fifteen minutes after target.

5. The Group experienced MIH flak over the primary target for about four minutes. On the return route, crews observed IAH flak over Innsbruck and the Brenner Pass.

6. Over the target, five ME-109s were seen. These e/a were painted black. There was no encounter.

7. The route was flown as briefed with the exceptions for going around weather. Weather: On take off, 4-5/10th Altostratus, base 8000'. 4-6/10th stratocumulus over Italian coast, base 8000'. Cumulus off the spur extending to the Yugoslav coast, tops above 25000'. Rest of the route, 8-10/10th altostratus and stratocumulus, tops 14000', 2-

4/10th cirrus, bases 24-25000' from north Adriatic to and over target. On return, same weather to north Adriatic. Layer of stratocumulus and altostratus, bases from below 1000' to 2 or 3000'. Scattered showers from Himini to base. Visibility, generally 15-20 miles except 5-10 miles in showers on return.

8. 35 a/c returned to base with a mean landing time of 1600 hours. Six a/c landed at friendly fields, three of which have since returned to base. A/c are still at Bari, Camp Marino and Lucera.

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

For the Commanding Officer:

ROGER WARNER,
Major, Air Corps,
S-2

1 Incl.
Incl 1 - TC

H I S T O R I C A L P H O T O S

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