

3. 465th Bomb Group. 31 a/c of 32 scheduled took off at 0630B on 20 July 1944 in two attack units to attack the LUFTSCHIFFBAU ZEPPELIN WORKS et FRIEDRICHSHAFEN, GERWANY.

Group assembly took place over ANDRIA at 0722B at 5,000'. Wing rendezvous accomplished over SPINAZZOLA at 0739B et 7,000'.

There were 4 a/c returning early.

Flak et the target was MIAH. Several of the bursts were very large and brilliant and after exploding, floated slowly to earth with a bright glow somewhat like a flare. The formation encountered no flak enroute, but one early return off course, passed over BOLZANO where they experimented SA Flak which caused one casualty. Flak at the target lasted 3-4 minutes and some crews report seeing bursts from probably one battery about 5 miles North of the target. No e/a were encountered during this mission, but enroute to the target 12-15 SEF, believed to be ME-109s passed over the formation and attacked the groups following at 0958B. On the return route, one crew which was straggling because of mechanical difficulty, observed 3 JU-88s near ANCONA at 1230B. 26 a/c went over the target at 1054B. One a/c was forced to jettisoned its bombs in the ALPS at 1020B because of #3 engine and #2 supercharger going out and, though this a/c stayed with the formation, it pulled out just before the target and joined the formation when it came away from the target. 24 a/c load on A-5, dropped 57 tons of 1,000 lb from 24,000'. One of the two a/c failing to drop on the target was forced to jettison its five bombs at 1035B from 24,000' at 4712N1050E, because of failure of two superchargers. The other a/c failed to drop because of a rack malfunction and jettisoned its bombs at 1241B at 8,000' at 4410N1320E.

27 a/c landed at 1427B.

Route was flown as briefed.

4. 485th Bomb Group. On 20 July 1944, at 0650B, 37 B-24 a/c scheduled, took off to bomb LUFSCIFFBAU ZEPPELIN WORKS, FRIEDRICHSHAFEN, GERMANY (Primary Target).

Assembly and rendezvous were effected as ordered.

Rendezvous with the fighter escort was made at 1025/1020B at 4625N1145E. P-51s were picked up at this time and provided penetration cover to the target. P-38s were picked up over the target and provided target and withdrawal cover as far back on the route as the ADRIATIC coast.

Three a/c returned prior to bombing. One B-24 in the formation, a/c #361, having been hit by fighters and partially out of control, crashed into another a/c, the wing of a/c #361 knocking the aileron off a/c #495. A/C #495 then turned back at 4530N1228E. a/c

#495 dropped 5 bombs on a bridge (target of opportunity) at 4535N1212E at 1001B from 17,000' with unobserved results.

About 15 e/a appeared at 0958B in the UDINE arca, probably all ME-109s and FW-190s. Aggressive attacks were made at the high box of the first wave and the high box of the second wave by at least 6 ME-109s and FW-190s. The ME-109s attacked mainly from 10 to 1 o'clock high, singly and the FW-190s attacked in threes and fours, high from the rear and the front. It is believed that rocket shells were used by some of the e/a, as largo red bursts were seen as the e/a attacked. 2 B-24s of the formation were shot down by the e/a. Our gunners claim two FW-190s destroyed and two ME-109s damaged. The e/c were for the most part black with silver markings and one crew reported two ME-10Ss with red circles painted on the bottom of the wings, which were dark camouflage color.

32 a/c were over the primary target at 1055B (target time 1100B). 32 a/c dropped 79½ tons of 1,000 lb GP bombs on the target from 23,800'.

Flak over the target was IAH. The formation was in flak for five minutes. One a/c, #722, was lost to flak over the target. No e/a were identified in the target area and there were no encounters.

29 a/c returned to base at 1425B, mean landing time.

3 a/c were lost, 2 to e/a and one to flak.

Route was flown as briefed.

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