

55BW Mission Summary, No. 38, 4 Juno 44 (Cont'd).

1. General Summary. On 4 June 1944, 144 B-24s of the 55th Bombardment Wing took off at 0540 to 0625 hours to bomb TURIN M/Y. There were four early returns. Group assemblies were accomplished from 0650 to 0713 hours and the Wing rendezvous was made at 0723 to 0727, Fighters consisting of P-38s, P-51s, and P-47s were seen over CORSICA. Fighter escort accompanied the bombers to the target and returned with the Wing as far as CORSICA.

A total of 140 a/c from the four Groups were over the target from 1026 to 1036. A total of 131 a/c dropped 262.5 tons of 500 lb GP bombs on the Primary Target. One a/c, due to mechanical difficulty dropped bombs on a RR a few miles West of the PT. Bombing was made from an altitude of 20500 to 21500 ft with results termed fair.

Flak encountered at the target varied from SIH to MAH. Barrage balloons were observed at SAVONA, with flak observed to be SIH here. A total of 7 e/a were seen composed of 2 JU-88s, 4 ME-109s, and 1 FW-190 but no encounters were made.

138 a/c landed by 1350 hours with two landing at CORSICA. Return was made without incident, Route was flown as briefed, except one box of the 465th Bomb Group which returned alone. Weather was 8-9/10 over the target with stratocumulus clouds.

2. 460th Bomb Group. On 4 June 1944, 0625 hours, 39 scheduled a/c took off to bomb the M/Y at TURIN, Italy.

The Group assembled in time to rendezvous with the 485th over Altamura at 0713 hours. Wing rendezvous was accomplished at 0723 hours over Spinazzola, the 460th leading the Wing. Fighter escort, P-38s, 47s, & 51s, contacted at 0905 hours above Rome, furnished penetration, target and withdrawal cover. They left the formation near Corsica.

One a/c, a late take off, returned early being unable to catch the formation. Bombs were jettisoned in the Ligurian Sea.

Two JU-88s were seen twelve miles south of the Tiber River mouth and one MC-202 between Rome and Corsica at 1217 hours. There were no encounters.

From 21500-22000', 38 a/c were over the primary target at 1026½ hours. 36 a/c dropped 71 tons of 500 lb GP bombs, .1N & .025T fuses. Two a/c failed to release bombs due to malfunctions, bombs being jettisoned in the Ligurian Sea. As the Group approached Turin, and was ready for bombing, clouds shut the target from view. The first attack unit dropped through the clouds. The second had a bomb run of 15 seconds. Bombs fell across the railroad below the choke point, at the choke point and several strings across the width of the M/Y at the briefed aiming point. Numerous bombs from the first attack unit carried into the fields to the west, some as far as the Fiat Aero

Engino Works, which suffered a few hits. There were also hits in the Fiat Stores Depot in the M/Y and in the Fiat Engine Works just to the east of it.

IAH flak was experienced over the primary target. Barrage balloons were observed at Savona.

Route was flow as briefed, Weather: Enroute 6/10ths stratocumulus, 5000' tops, 3-4/10ths altostratus, 12000'. Over target, 9/10ths cumulus and stratocumulus, visibility ten miles. 37 a/c landed at 1350B. 1 a/c landed at Corsica.

3. 464th Bomb Group. On 4 June 1944, beginning at 0540B hours, 39 B-24 a/c of 39 scheduled took off to bomb the Turin Central M/Y and Repair Warehouses, at TURIN, Italy (Primary Target).

Rendezvous with the 465th Bombardment Group was accomplished at 0712.

Wing rendezvous was accomplished at 0743B.

The route to the target was as briefed.

Rendezvous with fighter escort, consisting of approximately 20 P-38s and 50-70 P-51s was effected between Corsica and the Italian coast, beginning at 0855 hours, providing good cover to the target on penetration and upon withdrawal.

Three a/c returned early.

Flak encountered over target area was SIH to MAH. MIH was observed near Cogoleta 4423N-0832E and at Bistagno 4440N-0822E.

36 a/c were over target at 1029B (target time 1036B). 32 a/c dropped 63.5 tons of 500 lb GP bombs (.1 nose and .025 tail fusing) at 21500'. 5 a/c returned with 3.25 tons of bombs. 4 a/c jettisoned 6.25 tons of bombs. Because of the cloud coverage over target area, very little positive indication of bomb damage was revealed, but it is believed that the greatest concentration of bombs fell 3000-6000 feet west and north of designated target, some crew members reported observation of smoke and fire in target area.

35 a/c of the 36 over target landed at home base commencing at 1330B, and the remaining a/c landed at Borgo Field, Corsica. 4 a/c received flak hits with no inoperational results.

Weather en route to target over water was stratocumulus with 3/10 coverage, tops of 7500 feet, light haze, and visibility of 10 to 15 miles. From coast to target, cirrocumulus and towering cumulus of 7/10 to 10/10 coverage with tops of 15-20000'. Cloud coverage of 9/10

over target. Weather on return to base was low stratus at 5000', with visibility of 3-5 miles.

4. 465th Bomb Group. On 4 June 1944 at 0600B hours, 35 B-24s of 36 scheduled took off to bomb Turin Northern Italy M/Y (primary target).

Assembly was over Andria at 0650B hours, Formation at assembly was satisfactory. Rendezvous with the 464th Bomb Group was made between Corato and Andria at 11000'. Wing rendezvous was between Spinazzola and Melfi at assigned altitude at 0727E hours.

35 a/c wore over the target at 1030B hours (Target time 1036B hours), 35 a/c dropped seventy (70) tons of 500 lb GP bombs (.1N & .025T) at 20500 foot. Restricted visibility due to cloud cover does not permit an accurate estimate of results, however it was generally believed that the majority of the bombs hit to the left of the briefed MPI but in the M/Y causing considerable damage to tracks and wagons.

Flak was encountered at Cogoleto 4424N-0839E on the route out. It was described as SIH. Flak was observed at Genoa in the distance. Over the target, the flak was described as SIH to MIH, barrage type. Five guns were reported firing from a point approximately one mile SW of briefed aiming point.

Ono FW-190 was soon over the target arca. The a/c came out of the cloud cover from above the formation but made no attempt to press home an attack. 4 ME-109s were observed at 1212B at 1000' at 4120N-1205E on a heading of 85 deg. They made no attempt to approach the formation.

Rendezvous with fighter escort consisting of P-38s and P-51s was made at Corsica at 0930B at 14000'. They provided penetration, cover and withdrawal escort and left the formation at Corsica at 1100B at 18000'.

Weather from base to Cogoleto (Italian coast) was clear with slight haze over water. There was an 8-9/10 cloud cover over the target with stratus and stratocumulus layers up to 18000'.

35 a/c landed at 1350B.

Route flown was as briefed with the exception that "P" box was separated from the formation and returned alone.

5. 485th Bomb Group. On 4 June 1944 at 0620 hours, 31 of 36 a/c scheduled took off to bomb TURIN M/Y, Primary Target.

Assembly was over Altamura at 9000' at 0700B. Formation at assembly was eminently satisfactory.

Rendezvous with the other Groups of the Wing took place exactly as scheduled at 9000' from Altamura to Gravina at 0713B, and from Spinazzola to Melfi at 0723B.

Fighter escort was first seen at 0837B, at 15000' at approximately 4210N-1100E. P-38s, P-47s and P-51s provided penetration to the target and withdrawal cover.

No e/a were encountered on route to target. Scant, inaccurate, heavy flak was observed over Savona.

31 a/c were over the target at 1026B, (target time, 1036B.

29 a/c dropped 58 tons of 500 lb GP bombs, fused .1 Nose and .025 Tail from 20500'. One a/c dropped 8 500 lb bombs on the RR a few miles west of Primary Target at 1030B. One other a/c jettisoned 5 bombs over land, five minutes past the target, on course, and jettisoned 3 bombs in the sea. Target was well covered by good bomb pattern. Several sticks of bombs were seen to fall across complete width of M/Y. Some bombs, which fell short over the M/Y, were seen to hit par sheds and factory buildings.

There was 6/10 to 8/10ths cumulus at 6000' to 8000' in the target area, but a hole in the undercast opened up as bombers approached the target, allowing good visibility of aiming point.

There was scant, inaccurate, to scant, accurate, heavy flak over the Primary Target. There were no e/a encountered or seen over the target or on return.

Return was made without incident. 31 a/c landed safely, mean landing time 1339B.

Route was flown as briefed.

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