

55BW Mission Summary No. 65, 19 July 44 (Cont'd).

1. General Summary. On 19 July 1944, between 0635-0651B, 140 B-24 a/c of 140 a/c scheduled, took off to bomb the ALLACH (MUNICH) a/c engine factory. There were 20 early returns.

Group assemblies, line rendezvous, and Wing rendezvous were effected as ordered. Fighter escort joined formation at 1010B at 4550N1300E and excellent escort was furnished until 1240B on return.

112 a/c were over target between 1143-1147B. 81 a/c dropped on PT, 30 a/c dropped on AT (MUNICH M/Y), and 2 a/c dropped on LRT (TRIESTE O/S) a total of 62 tons of 1000 lb and 214 tons of 500 lb GP bombs, fused .1N, .01T from 22800-24000'. 3 early returned jettisoned full load, 1 early return jettisoned 2 bombs. early returns brought full loads back to bases, 1 early return brought back part load.

Results were as follows:

460th Group - No military damage visible.

464th Group - Hits visible on large workshop and several other buildings in the NW portion of the factory. Reconnaissance photographs show slight structural and fire damage to the large workshop and 3 office type buildings, a shop type building, and 5 small sheds severely damaged. 12 buildings in the camp area are severely damaged,

465th Group - 40-50 strikes in the MUNICH East M/Y. Direct hits or near misses on approximately 20 goods wagons.

485th Group - No military damage visible.

Flak at target was IAH, Other flak: SAH SALSBURG, MUHL DORP, SIH GERATSKIRCHEN, MAH KONIGSBRUNN, TRIESTE, SH GRADO, TOCMEZZO, LANDSHUT, RIMINI.

10-50 e/a were seen by individual Groups, 4 e/a were encountered No claims are made.

100 a/c were down at bases between 1435-1455B, 5 a/c were lost to enemy action, 1 a/c crash landed at base, 8 a/c are missing. 6 a/c landed at friendly fields.

Route was flown as briefed.

Weather: Base, scattered cumulus at 10000'. Route, clear over ADRIATIC to VENICE, 6-8/10 cumulus over ALPS. Target, clear, visibility 20 miles. Return, as on route out, scattered cumulus over ADRIATIC and at bases.

2. 460th Bomb Group. On 19 July 1944, at 0640B, 34 scheduled a/c were dispatched to bomb the ALLACH A/C Engine Factory.

The Group formed in two attack units at 0750B in the regular assembly area and rendezvous with the 485th was accomplished over ALTAMURA at 0758B. The Wing formed over SPINAZZOLA At 0809B with the 400th leading. Fighter escort, P-51s contacted the formation at 4600N 1157E at 1025B. They furnished penetration, target, and withdrawal cover and left the formation et TRIESTE at 1242B.

Three a/c returned early.

Four tons of 1000 lb GP bombs with .1N & .01T fusing were dropped on the TRIESTE O/S from 20,000'. Direct hits were scored and several large fires were started. 25 a/c dropped 62 tons on MUNICH from 24,000'.

IAH flak was encountered over the target, 4 a/c were lost and 3 are missing as a result of the flak.

10 ME-109s were seen in the target area but did not attack. On the route back about 20 SEF were seen near VENICE at 1238B. 1 FW-190 attacked a straggler unaggressively from 6 o'clock low. No claims were made.

20 e/c returned to the base with a mean landing time of 1435B.

3. 464th Bomb Group. On 19 July 1944 starting et 0651B, 34 B-24 a/c of 34 scheduled took off to bomb the ALLACH A/C Engine Factory.

5 a/c returned early.

Rendezvous with the fighter escort consisting of 30 to 40 P-38 a/c and 30 to 40 P-51 a/c was effected at 1013B at the Key Point and at 1145B in the target area. The escort provided penetration, target and withdrawal cover which the crews described as the best escort so far provided. The escort departed at the Key Point on return at 1240B.

28 a/c were over the target at 1144B and released 10 bomb each on the briefed target for a total of 70 tons from 23,800'. This figure includes 2.5 tons of bombs carried by B-24 a/c No. 42-99813 which is listed as missing, but which is believed to have bombed the target with the formation. B-24 a/c No. 42-78339, listed is missing was observed to jettison its bombs just before reaching the Initial Point, and the bomb load of 2.5 tons of this a/c is not considered as having been released on the target. 4 early returns brought back to this base 10 tons of bombs, while 1 a/c jettisoned 2.5 tons of bombs in the ADRIATIC.

Due to the efficient work of the escort, enemy air opposition was negligible: 1 ME-109 was observed et 1024B at 4615N 1305E headed south. Between 1147B and 1210B, 20 to 30 ME-109s were observed in the target area. These a/c were engaged for the most part with the escort, or remained at a distance and close to cloud cover. 6 FW-190 e/c were observed in the target area and 1 FW-200 was observed headed south at

1210B at 4720N 1210E. At 1205B, 1 ME-109 made an unaggressive pass at the formation from 2 o'clock high. At this time 20 ME-109s were observed climbing up apparently coming from the MUNICH area. 3 JU-88 e/c were observed at 1205B but made no effort to attack. Flak at the target was described as IAH, but due to the sharp rally left, the formation was exposed to anti-aircraft fire for not more than 5 minutes. Crews report that the main concentration of flak in the area was south of their course and centered around the town of MUNICH proper. HM flak was observed at MUHLDORF. HS flak was observed at TOLMEZZO 4634N 1302E. 1 early return encountered LSA flak at 13,000' at GRADO 4541N 1324E.

2 a/c are missing.

B-24 a/c No. 42-78339 is believed to have been last seen at about 1145B at approximately 4710N 1200E, headed in the direction of SWITZERLAND.

27 a/c landed from 1438B until 1615B. B-24 a/c No. 41-29453 landed at SAN SEVERO to refuel at 1420B and returned to base.

4. 465th Bomb Group. On 19 July 1944, 36 n/c of 36 scheduled took off at 0636 to bomb the ALLACH A/C Engine Factory at MUNICH.

The Group assembly was accomplished over ANDRIA at 0759B at 10,000' without incident, and the Wing rendezvous was accomplished over SPINAZZOLA at 0818B at 10,000'.

P-38 escort joined the bomber formation at 1010B at ADRIATIC Coast, 4550N 1300E at 20,000'' and accompanied the formation to the target where they departed at 1230B at 10,000'.

5 a/c returned early; all due to mechanical failures.

30 a/c went over the target at 1147B and 30 e/c dropped 74 tons of 500 lb GP bombs (.1N & .01T fusing) from 22,800'. The primary target was obscured by smoke, clouds and haze and lead bombardier could not pick it up until he was right over it so he selected a target of opportunity and led the first attack unit over the East M/Y at MUNICH. 41.5 tons of bombs were dropped on this target. 2 a/c in this attack unit dropped two bombs each before reaching the target in order to keep up with the formation. 2 of these bombs were jettisoned in the southeast corner of LANE CHIEM at 1000B from 20,000' and 2 were dropped on a target of opportunity on a highway 15 miles southwest of UDINE at 1026B from 20,000'.

The second attack unit, when they realized that the primary target was not being bombed sighted on the west end of the MUNICH Main M/Y and dropped 32.5 tons on the target.

12 to 15 ME-109s were seen in the target area at 1152B at 20,000'. At 1153B in the target area, 2 ME-109s made an unaggressive pass at the bomber formation cutting in at 3 o'clock and out at 12 o'clock below the formation. Crewmen state that these a/c closed to about 600 yards before breaking away and several bursts were fired at them but no damage is claimed. These enemy a/c wore dark colored (blue or O.D.) and had crosses on the bottoms of their wings. Some had a 4 inch yellow stripe on their wing tips while some had red tails and a red stripe on their wing tips.

Flak at the target was IAH. Crews report that the flak was the heaviest type yet encountered and some of our a/c had unusually large flak holes. SH flak was observed at MUHL DORF, LANDSHUT, and RIMINI, ITALY.

25 a/c landed at the home base at 1500 mean landing time. 1 a/c crash-landed about 2 miles west of the runway. 1 e/c landed at FERMO, ITALY, fighter A/D. 1 a/c landed at VIS and the crew returned to the home base in another a/c, at 2030B. 3 of our a/c are missing. All three a/c were hit by flak at the target and when last seen leaving the formation the three a/c were apparently under control and no chutes were seen coming from the planes.

5. 485th Bomb Group. On 19 July 1944, at 0645B, 36 a/c took off to bomb ALLACH A/C Engine Factory, MUNICH, GERANY.

Assembly was over ALTAMURA at 0758B at 8,000'. Formation at assembly was satisfactory.

Rendezvous with the 460th, 464th, and 465th Bomb Groups was made over SPINAZZOLA at 0807½B at 8,000'. Rendezvous was satisfactory.

7 a/c returned early due to engine malfunctions, 6 of which returned bombs to base. The remaining a/c jettisoned its bombs at 4524N 1305E at 1050B from 13,500' in order to lighten its load.

Rendezvous with fighter escort was effected at 1015B at 4538N 1258E. P-38s and P-51s of the 306th Fighter Wing provided penetration, target, and withdrawal cover back to 4538N 1258E at 1235B.

SIH flak was seen over MUHL DORF 4817N 1247E.

29 a/c were over the target at 1144B (terg.t time 1140B). 28 8/c dropped 70 tons of 500 lb GP bombs (.1N & .01T) from 23,000'. 1 a/c jettisoned 10 bombs in order to lighten load, at 4810N 1250E.

Flak at target was IAH.

About 10-15 e/a, probably ME-109s were seen in the target area, but there were no encounters.

28 a/c returned safely to base, mean landing time 1455B. There were no stragglers.

1 a/c of the formation, #444, yellow G was lost to flak at 1145B & t 4809N 1139E; target area. Flak hit the #2 engine, blowing the left wing off the a/c. Three chutes were seen to open.

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