

55BW Mission Summary No. 42. 9 June 44 (Cont'd).

1. General Summery. On 9 June 1944, 112 B-24 of 114 scheduled took off at 0550-0605B to attack target in the MUNICH area. There were twelve early returns.

Take off of one Group was delayed by accidents, so that line rendezvous was not effected as ordered, nor was Wing formation consistently maintained. Rendezvous with fighter escort was effected as ordered, and fighters gave penetration and withdrawal cover; due to combat before IP was reached some bomber Groups were over the target without fighter protection. Fighter escort on withdrawal was very effective.

95 a/c were over alternate targets (MUNICH M/Y, Reim A/D) from 1028-1031. 89 a/c dropped 200.95 tons of bombs (70.95 tons of 100 lb M47 Incendiaries, Inst. fusing; 130 tons 1000 lb GP bombs, 1N 1/2 & 1/2 .01, .025 T fusing from 21-24000'. Results were undetermined due to 9-10/10 undercast, but bomb fall photographs show damage to Reim A/D. 6 a/c jettisoned all on part of bomb loads. 2 a/c returned bombs to base.

Flak at target was experienced as M-11H. Other flak, including railway flak, was encountered en route.

Up to 40 e/a were seen by each Group. Encounters were 1, 14 and 19 by each Group, some very aggressive, the a/c in one case approaching to 50 yards. Claims are 1-9-4. Our losses were 3 a/c; 2 a/c are missing, 1 a/c landed at a friendly field.

Route was flown as briefed. Weather was CAVU to Alps, 10/10 cloud 15,000' tops at IP and primary target, 9/10 et 15,000 feet at alternate target. Weather on route back as on route out.

2. 460th Bomb Group. On 9 June 1944, at 0605 hours, 39 scheduled a/c took off to bomb the Allach Motor Works near Munich.

The attack units formed in the regular assembly area at 0645 hours, and met the 465th between Corato and Andria. Fighter escort, P-47s, 38s, and 51s, contacted the formation on course at the 45 degree of latitude, furnished penetration, target and withdrawal cover to the 44 degree of latitude.

Unable to catch the formation, 2 a/c returned early after jettisoning bombs in the Adriatic.

IIH flak, 3 to 4 minutes in duration, was experienced in the target area. Other flak was encountered es follows: MIH flak at Pordenone enroute, mobile railroad flak between Codroipo and Pordenone, MAH at TP, Meinburg, SIH at Berchlesgaden, SIH at Cervignano, SIH at Udine and SIH at Faltre.

Finding the primary target obscured by 10/10ths undercast, 37 a/c dropped 70.95 tons of 100-lb M47 incendiaries, instantaneous fuses, on the alternate target, the M/Y at Munich, from 21-22,500 feet. 9/10ths undercast prevented accurate observation of results. Crew of lead ship saw explosions in M/Y from bombing of previous group. Incendiary bombs were dropped when group ahead dropped. Due to rack malfunction, five a/c had 36, 20, 2, 1 and 2 bombs hung up in the racks. These bombs were jettisoned in the Adriatic. Target bombed at 1031 hours.

36 e/a were observed, six Me-109s at Pordenone (4557-1240) at 1110 hours and 30 Me-109's and FW-190s 30 miles NE of Munich at 1000 hours. One e/a, a FW-190, was encountered in the target area at 1025 hours. The attack was from 430 high, closing to 700 yards before peeling off to the left. No claim.

Route was flown as briefed. Weather: Generally clear over the Adriatic with few scattered clouds over Alps. North of Alps, line of swelling cumulus running east and west, tops 21,000' 10/10ths middle clouds, tops 14,000'. On return, scattered cumulus over Alps, generally clear over Adriatic, 4/10ths cumulus over Southern Italy. Visibility was 10 to 20 miles throughout.

37 a/c returned to base with a mean landing time of 1335 hours.

3. 465th Bomb Group. On 9 June 1944 at 0555B hours 36 a/c took off to bomb the Allach Motor Works at Allach, near Munich, Germany.

At 4832N 0210E at 1005B hours fighters were first encountered. The fighters pulled up near our group and waited momentarily and then went on ap and attacked the 485th. Our lead ship was just about even with and above two stragglers from the 485th and our group moved over to the right to try and protect these two planes but the prop wash from the group ahead threatened to scatter our formation. Planes fired at the fighters attacking the 485th and shot one of them down.

There were seven early returns. three of these early returns had crossed the Alps before turning back and two returned without incident. One was attacked by 3 JU-88s at 0915B hours at 4536N1304E, but before they could close in within range 2 P-47s shot two of the enemy down and were pursuing the third one as they went out of sight.

Twenty-nine (29) a/c went over the target and 27 a/c dropped 67 1/2 tons of 1,000 pound bombs (.1 nose and mixed .01 and .025 tail fuses) at 1030B hours from 24,000 feet using Pathfinder. Observers state that it was impossible to make accurate observations due to an 8 to 10/10 cloud cover at about 15,000 feet, but they were sure that some of their bombs went into an airdrome. Strike photos show a number of hits on the Riem Airdrome, east of the city. Hits included some of the buildings in the hangar area and several on the taxiway and it is believed that one a/c was close enough to a bomb hit to be considered

destroyed. Two ships failed to drop bombs due to malfunctions in the bomb racks.

At 1005B hours, et 4830N1230E, approximately 40 ME-109s and 10 FW-190s attacked the formation at 23,000 feet. General tactics employed: Attacks were made singly, one after another in groups of 5 from 6 o'clock level. The fighters started firing at 600 yards, closed to 100 yards and broke away down and to the right. The procedure would then be repeated. The ME-109s were black with a yellow band on the fuselage and some were noted to have more than one white stripe around the fuselage and wings. The e/a continued their attacks for from 10 to 15 minutes. Several of these planes were reported to be using a new type of gun which had a flak-like burst or shotgun affect.

Flek which was described as SAH, was encountered enroute to and from the target area at the Rovcrado in Piano Airdrome at 4601N1237E. Flak in the target arca was MIH - barrage type, black and white bursts, and was said to be mostly to the right of our formation. Flak was observed at the airdrome at 4603N1311E, and also at Trieste, but were too far distant to observe its accuracy. It was said to be scant and heavy at both places.

Weather enroute was clear until within about 40 miles of the target when it closed in up to 15,000 feet and the undercast was said to be 9 to 10/10 coverage over the target.

Two ME-109s are claimed as destroyed and one FW-190 is claimed as probably destroyed.

Twenty-eight (28) a/c landed at 1345B hours (mean time).

4. 485th Bomb Group. On 9 June 1944 at 0550 hours, 37 B-2s took off to bomb MUNICH M/Y (1st Alternate Target). 2 a/c failed to take off.

Assembly was over ALTAMURA at 5,000' at 0639 hours.

Rendezvous with fighter escort was made at 0817 hours at 44° 23'N - 14° 00'E. The fighters provided penetration escort, consisting of P-38s, P-47s and P-51s, No escort was seen over target, but was seen on return route, last seen at 1115 hours at 45 30'N - 13° 00'E.

3 a/c returned prior to bombing.

About 30 e/a were seen between UBERSEE and the target area; 25 ME-109s, several FW-190s and 1 unidentified twin engine fighter. 19 ME-109s attacked the second wave of the formation. The majority of attacks were made between six and seven o'clock, singly in line, and also in pairs and three abreast, attacks being pressed to about 200 yards with one fighter approaching as close as 50 yards. It is

believed that a few rockets were fired by the e/a. A total of 5 of our a/c are missing. 1 e/c was soon to catch fire and three chutes were seen to open; the a/c was then seen to blow up, another B-24 caught fire and was last seen going down with two engines smoking. At least 4 chutes were seen to open. A third B-24 dropped out of formation, lowered his landing gear, and was last seen descending, under control, in the target area and being followed by 2 ME-109s. No damage was apparent. 2 other B-24s are missing; no information available. 1 crew member received a serious shoulder wound from e/a fire. Our Gunners claim 2 ME-109s destroyed, 8 problems and 4 damaged. Markings of e/a as follows: Black fuselage, gray belly and yellow tails. Few ME-109s were seen with yellow stripe on wings and tail.

Flak was seen en route as follows: 46° 09'N - 12° 50'E, SAH; 46° 03'N - 13° 15'E, SAH,

29 a/c were over target area at 1028 hours (target time 1015 hours). 25 a/c dropped 62.5 tons 1,000 lb GP bombs, fused .1 Nose and mixed .01. and 025 Tail, from 24,000' on PFF. 1 a/c salvoed bombs about 1 minute before reaching target. Bombs were observed to hit an A/D in MUNICH area, Bombs were dropped from 24,000 feet. One other A/C salvoed bombs just north of target. 1 A/C did not drop on target due to bomb rack malfunction, but dropped bombs on an A/D at 45° 47'N - 12° 58'E from 14,000 feet, bombs hitting close to taxiway. 1 a/c returned bombs to base due to bomb rack malfunction. Results of bombing by main formation was obscured by 9/10 undercast.

Weather enroute to ALPS CAVU. 3/10 over ALPS and 10/10 undercast et 15,000' over Initial Point end Primary Target, 9/10 undercast at 15,000' over Alternate Target. Weather on return being about as that encountered en route.

28 A/C returned safely to home base at 1325 hours.

Route was flown substantially as briefed.

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