

5BW Mission Summary No. 135, 25 Nov 44 (Cont'd).

1. General Summary. On 25 November 1944, 12 B-24 a/c were scheduled for a night mission to bomb MUNICH West M/Y by individual a/c. Due to weather at its airfield the 460th Bombardment Group was stood down. 7 a/c of 8 a/c scheduled took off between 0022-0122A. There was one early return.

A/c departed individually from a point of departure; there was no assembly nor rendezvous. No fighter escort was scheduled.

4 a/c were over Primary Target between 0436-0508A. 2 a/c were over INNSBRUCK M/Y (Alternate Target) between 0442-0445A. 3 a/c dropped 6 tons of 500 lb RDX bombs, fused .IN, .01T (25 % long delay) from 23,000-24,100' on MUNICH West M/Y. 2 a/c dropped 4 tons (same fusing) on INNSRUCK M/Y from 23,000-23,500'. 1 sortie a/c, due to mechanical malfunction when over Primary Target, was forced to jettison 1.75 tons. 1 early return jettisoned 2 tons. 1 sortie a/c returned .25 tons to base.

Flak at Primary Target ranged from Moderate to Intense and from Inaccurate to Accurate Heavy. At Alternate Target flak was SIH. SIH was encountered at 4729N-1036E. Very little searchlight was used by the enemy, and it is evident that his dependence upon radar controlled fire lessened his accuracy. No e/a were seen.

Results were unobserved.

6 a/c were down at bases between 0704-0753A. No a/c were lost, missing, or landed at friendly fields.

Routes were flown as briefed.

For Weather, see Bombardment Group narratives.

Tabular View of Operations

A/C No.	Bomb Group	Take off Time	Target	Target Time	Altitude	Heading	Flak at Target	Time Down
861	465	0022	MUNICH W M/Y	0446	23,500	36°	MIH	0709
906	465	0035	Jettisoned	0443	23,500	40°	MIH	0728
613	464	0040	MUNICH W M/Y	0436	24,100	40°	IIH	0705
032	464	0048	INNSBRUCK M/Y	0442	23,500	95°	SIH	0723
517	485	0100	Early Return	--				0638
779	485	0120	MUNICH W M/Y	0508	23,000	44°	IIH	0753
048	464	0122	INNSBRUCK M/Y	0445	23,000	160°	SIH	0704

2. 464th Bomb Group. On 25 Nov 44, 3 scheduled PFF B-24 type a/c took off at the hour indicated to bomb the MUNICH West M/Y. A/c #42-95613 at 0040A; A/c #44-49032 at 0048A; A/c #44-49048 at 0122A. Scheduled take-off of the last mentioned a/c was delayed by mechanical difficulties.

A/c #42-95613 was the only one of the 3 to attack the Primary Target. Using C-1 Auto pilot with PFF, its full bomb load of 8 X 500 lb RDX (6 X .1 and .01 and 2 x long delayed fuse) was dropped from 24,100', on an axis of 40 degrees at 0436A.

PFF operator of this a/c reported equipment in perfect condition. Target was picked up on scope 70 miles away. 4 corrections were given bombardier on course and 4 on rate (70° to 40°).

Flak at PT was reported as IIH, lasting from 2-3 minutes. No searchlights were observed.

A/c #44-49032 and A/c #44-49048 attacked the Alternate Target, the INNSBRUCK Main M/Y, the former because it was believed that there were breaks in the overcast at the Primary, and the latter because of operational failure in PFF equipment.

Each of these 2 a/c, using C-1 with PFF, dropped its full bomb load of 8 x 500 lb RDX (6 x .1N and .01T and 2 X long delayed fuse) on the AT. A/c #44-49032 dropped from 23,500' at 0442A, on an axis of 95 degrees, and a/c #44-49048 from 23,000', at 0445A, on an axis of 160 degrees.

PFF operator of a/c #44-49032 reported equipment satisfactory, though approach used did not permit picking up of specific target within city. 5 corrections given, last correction 3 degrees.

PFF operator of a/c #44-49048 was unable to pick up identifiable return as PT was approached. Upon making 180 degree turn to check equipment, INNSBRUCK was picked up on scope. Specific target was not returned and operator synchronized on center of town.

SIH flak was encountered at the Alternate. Diffused light through the overcast indicated presence and use of searchlights, but the number could not be determined.

Recapitulation of bomb tonnage dropped:

	500 lb RDX .1 X .01 fuse	500 lb RDX Long delayed fuse
1 a/c dropped on PT	1.5 tons	0.5 tons
2 a/c dropped on AT	3.0 tons	1.0 tons

Weather: Base on take-off, stratocumulus and stratus over mountains to west. Thin low stratus forming at about 1,000' but stars visible. Visibility reduced to 5 miles in haze. Route, undercast tops to 8,000' over entire ADRIATIC. No high clouds. Over mountains there were some breaks in the undercast. North of the mountains there was an undercast of middle clouds at 17,000-18,000' and few patches of cirrus forming above. On return, conditions similar with undercast tops to 18,000' north of ALPS and undercast at 8,000' over ADRIATIC. Clouds over South ADRIATIC 500' thick. Target, 10/10 altostratus to 18,000'; 3/10 cirrus above planes. Base on return, 10/10 altocumulus 8,000' to 8,500', Low stratus and stratocumulus topping surrounding high ground. Visibility reduced to 8 miles in haze.

Routes were flown as briefed, except for deviation as axis of attack made by the 2 a/c attacking the Alternate.

Return landings of the 3 a/c were made as follows:

A/c #44-49048 at 0704A.

A/c #42-95613 at 0705A.

A/c #44-49032 at 0723A.

3. 465th Bomb Group. 2 a/c of 2 scheduled took off at 0022 and 0035A respectively on 25 Nov 44, to attack the West M/Y at MUNICH, GERMANY. There were no early returns.

No e/a were seen or encountered.

Flak at the target was reported both MIH and MAH. Scant and inaccurate flak was reported at 4729N-1036E. Red colored flak was seen along the YUGOSLAV coast from SIBENIK to LUSSINO. Along this same route "a white flak was seen which appeared to be suspended in air as though from parachutes". No searchlight beams were seen on the mission.

A/c #861, arrived over the target on a heading of 40 degrees on scheduled time and had no difficulty in identifying the target area as their PFF equipment was functioning perfectly. Using but one course correction of 2 degrees and sighting angles of 70, 65, 60, and 50 they attempted to drop bombs but a serious malfunction of the rack prevented release. 7 of the 9 bombs they carried were jettisoned by hand in the ADRIATIC .25 miles SE of ANCONA and 1 regular fused and 1 propaganda bomb was brought back to base. A/c #906 arrived over the target on scheduled time and using 2 lakes below the target as check points had no difficulty in recognizing the target area in the scope. One course correction of 2 degrees was given and 5 sighting angles 75, 70, 65, 60 and 50 were relayed to the bombardier. Shortly before bombs away the image on the scope faded badly. Regardless of this interference the bombardier felt that the bombs struck in the West industrial area of the city.

2 a/c went over the target at 0443 and 0446A respectively at 23,500' on a heading of 36 degrees and 1 a/c dropped 2 tons of 500 lb RDX bombs, 6 fused .1N and .01T, 2 fused 6 to 24 hour long delay. For disposition of bombs of the other a/c, see preceding paragraph.

Recapitulation of bomb tonnage:

Total tons dropped on target	2
Total tons jettisoned	1.75
Total tons brought back	.25
plus 1 propaganda bomb	
Total Tons	4.0

Weather: Solid undercast over ADRIATIC with a few holes in North ADRIATIC. Solid over ALPS. Over the target: solid undercast 8-12,000'. No clouds at altitude. Route back: solid undercast.

2 a/c landed at home base at 0709 and 0728A respectively.

The route was flown as briefed.

4. 485th Bomb Group. On 25 Nov 44, 2 B-24 type a/c #95517 and #48779 took off at 0100 and 0120A respectively to bomb the MUNICH W M/Y, GERMANY, Primary Target. The third a/c scheduled #050, did not take off due to mechanical difficulties.

Scheduled take-off was delayed several minutes by local ground fog. A/c arrived at GIOVINAZZO and departed on course at 11,100' at 0137 and 0143A respectively.

There was no rendezvous with other Groups.

No fighter escort was scheduled.

A/c #95517, returned prior to reaching the target. A/c turned back at 4640N-1135E at 0411A after feathering #2 engine. Inspection revealed that #2 engine had blown a cylinder. 6 500 lb RDX, .1 and .01 fusing and 2 500 lb delayed fused bombs were jettisoned at point of turnback at 0411A from 20,000'. This a/c encountered no flak or e/a. On return one searchlight was observed at VENICE. A/c landed at base at 0638A.

A/c #48779, was over the target at 0508A. 1½ tons of 500 lb RDX bombs, fused .1 and .01 and ½ tons of 500 lb RDX bombs fused long delay were dropped from 23,000'. The bomb run was by PFF and C-1. The axis of attack was 44 degrees.

IIH flak was encountered over the target for approximately 4 minutes. Bursts were described as being high, low and wide to the left. As the bomb run was begun the tail gunner reported that one searchlight beam flicked across the tail of the a/c. The searchlight apparently did not attempt to track the a/c and its beam was observed for only 20-30 seconds.

A/c #48779 reported weather encountered as follows: 5/10 to 7/10 altocumulus, bases 7,000' and 2/10 to 5/10 cirrus at base on takeoff, Visibility 2 to 5 miles with ground fog. Undercast over the ADRIATIC with tops at about 8,000'. Cirrus above became 10/10 in north ADRIATIC. Apparently a solid undercast into and over the target with swells in tops visible but height undetermined. There were some large breaks in target area about 10 miles across and these showed up black from target altitude. Return trip the same. Let down over the ADRIATIC through cloud deck with bases at 4,000'. Layer very thin, less than 500'. Base on return 10/10 stratocumulus at 4,000'.

Winds:

Route out	45°12'	314°	48K	22,700'
Route Back	45°12'	305°	50K	20,200'

Temperature over target 23,1001, -27 C.

Return was made without incident. A/c #48779 landed at 0753A.

Route was flown as briefed.

A/c #95517: The Mickey Operator reports that the PFF equipment performed perfectly. The equipment was used for navigational aids. Ten fixes were given to the navigator. The scope was exceptionally clear and the position of the a/c was never in doubt during entire flight. A/c was not equipped with a scope camera.

A/c #48779: The Mickey Operator reports that the PFF equipment functioned perfectly. The IP and the target area were very apparent on the scope, Two lakes SW of MUNICH, and AUGSBURG were used as checkpoints for positive identification of the target. The target area inside the city was identified. 70, 65, 60, 50 and 40 degree sighting angles were furnished the bombardier. It is believed that the drift over the target was killed. The magnitude of the last course correction was 1°. The GEE set was operative but was not used since there was no need for it. There was never any doubt as to the plane's position and at least 30 fixes were furnished the navigator by the Mickey Operator.