

55BW Mission Summary No. 103, 17 Sept 44 (Cont'd).

1. General Summary. On 17 Sept 44, between 0745-0810A, 117 B-24 a/c were scheduled, and 122 a/c (116 scheduled plus 6 spares) took off to bomb the MAGYAR and SHELL Oil Refineries at BUDAPEST, HUNGARY. 14 scheduled a/c returned early. 3 spare a/c returned.

Group assemblies were effected at higher than briefed altitudes, due to undercast, line rendezvous were effected satisfactorily, but Wing rendezvous was fully effected late and on course, due to unfavorable cloud conditions.

Fighter escort, P-38 and F-51 a/c were first observed at 1047A at 4548N1730E. Coverage was excellent, and escort remained with formation until 1331A over the ADRIATIC.

105 a/c were over targets between 1152-1156A. 103 a/c dropped 256.5 tons of RDX bombs, fused ,1N, mixed .01 and .025T, from 22,300-4,000'. 9 sorties jettisoned 8.5 tons. 2 early returns jettisoned 5 tons. 12 scheduled a/c returning early brought 31 tons back to bases. 3 spares returned 7.5 tons.

Results:

460 Gp - Photos show the target well covered by the main concentration of bombs. First strikes fell in the Storage and Dispatch area causing explosions, Pattern continued through the Processing Towers, Pressure Tanks and Distillation Units. Other hits fell in the Boiler House area causing huge explosions and fires. Other hits fell in the FARENCVAROS M/Y damaging ten to fifteen goods wagons.

464 Gp - Photos show a close and heavy concentration of strikes in the target area. Other strikes fell in the Storage Tanks for intermediate or finished products causing a large explosion. Other direct hits on crude oil storage tanks and on an oil freighter at the docks. Another small concentration of bombs fell short of the target at the South end of the FARENCVAROS M/Y. Approximately ten of these strikes fell on a small unidentified industrial plant. Six to ten hits on the South choke point of the FARENCVAROS M/Y.

465 Gp - Photos show target area smoke obscured from previous bombing. Ten to twelve strikes were visible in the target area including direct hits on the crude oil storage tanks and one direct hit on unidentified rectangular building located in the Southeast portion of the target area.

485 Gp - Photos show the target completely obscured by smoke. Five to seven bombs are visible, bursting in the FARENCVAROS M/Y and others in the smoke covered target area causing flames which were visible through the smoke.

Flak at targets was reported as M to I, I to A, Heavy. There was no other flak.

Two Groups saw no e/a, one Group saw 7 and one Group saw 7-12 e/a. There were no encounters.

105 a/c were down between 1435-1440A. There were no losses, a/c missing or a/c at friendly fields.

Route was flown as briefed.

Weather: At bases 3-5/10 stratocumulus increasing to 7-9/10 over the ADRIATIC. Over VUGOSLAVIA 8-10/10 stratocumulus. 1-3/10 cumulus over targets. On return, same except 3-5/10 stratocumulus over ADRIATIC, 6-8/10 over ITALY. Visibility 15-20 miles.

2. 460th Bomb Group. On 17 Sept 44, at 0745A, 30 scheduled a/c were dispatched to bomb the BUDAPEST/MAGYAR O/R in HUNGARY.

Group assembly and rendezvous with the 485th were accomplished as briefed. The 460th joined the Wing at 0908A on course 10 minutes after departure from SPINAZZOLA. Fighter escort, P-38s, first seen at 1059A at 4614N1800E, furnished penetration, target and withdrawal cover. They left the formation at 1300A at 4434M1622E. 3 a/c returned early.

At 24,000', 27 a/c were over the PT at 1156A. 26 a/c dropped 63.5 tons of 500 lb RDX bombs. One a/c, unable to join our formation, flew with the 485th and dropped 2.5 tons on the target with that Group. Due to rack malfunction, 1 a/c failed to drop bombs on the target and jettisoned bombs in a field about 40 miles SW of the target. 4 a/c had 6 bombs hung up which were jettisoned in the ADRIATIC. The first attack unit used the auto pilot on the bomb run but the leader of the second attack unit was not able to do so because of malfunction.

The Group experienced M-IIH flak over the target.

7 e/a were seen on the mission.

The route was flown as briefed.

27 a/c returned to base with a mean landing time of 1435A.

3. 464th Bomb Group. On 17 Sept 44 at 0759A, 28 scheduled B-24 a/c and 3 spare a/c took off to bomb the SHELL O/R, BUDAPEST, HUNGARY. Group assembly, Group and Wing Rendezvous were executed as ordered and without incident. 2 a/c returned early.

29 a/c were over the target at 1152A (briefed 1200A) and 28 a/c dropped 69½ tons of 500 lb RDX bombs from 23,800'. 1 early return

and 2 sorties jettisoned 5.5 tons. 1 early return brought 2½ tons to base.

Recapitulation of Bomb Tonnage

Dropped on target	69.5
Jettisoned	5.5
Returned to base	<u>2.5</u>
Total	77.5

Auto pilot was used by" both attack unit leaders.

IAH flak was encountered at the target.

Fighter escort consisting of 40 P-38s was first observed at 1047A at 4548N1730E and remained in the vicinity of the group until 1315A at the YUGO coast. A total of 25 P-51s were observed beginning at 1029A 4458N1657E and being observed at intervals until 1331A over the ADRIATIC.

29 a/c landed between 1410A and 1500A.

Route was flown as briefed.

4. 465th Bomb Group. 30 of 31 a/c scheduled took off at 0750A on 17 Sept 44 to bomb the SHELL O/R at BUDAPEST, HUNGARY. The group assembled over ANDRIA at 0841A at 7000', and wing rendezvous was accomplished over SPINAZZOLA at 0857A at 8000'. Because of the weather, group assembly was not completed until Wing rendezvous. An escort of P-33s joined the formation at 1100B and provided penetration, target, and withdrawal support. The escort left the bombers at the coast of YUGOSLOVIA at 1324A. Escort was excellent.

There were 3 early returns. All brought bombs back to base.

Flak at the target was M-IAH. No e/a were encountered; but 7-12 ME-109s were seen at 1205A just South of the target. They did not attack.

27 a/c went over the target at 1156A at 22300' and 27 a/c dropped 66 tons of 500 lb RDX bombs. 1 a/c jettisoned 2 bombs 15 mi. South of the target. Another a/c jettisoned 4 bombs. Bombing was done visually by PDI by the leader of both the first and second attack units because of malfunction of the auto pilot.

Recapitulation:

Total tons dropped on target	66
Total tons dropped by sortie a/c	1½
Total tons returned to base	7½
Total tons	75

27 a/e landed at the base at 1440A1 mean landing time.

Route was flown as briefed.

5. 485th Bomb Group. On 17 Sept 44, at 0810A, 28 B-24s scheduled and 3 spares took off to bomb MAGYAR O/R, BUDAPSST, HUNGARY. Group assembly was satisfactory. Wing rendezvous was accomplished without incident.

40 P-38s joined the formation t 1108A, 4355N1624E furnishing cover to the target, over the target, and on withdrawal to 4433M1630E, leaving the formation at 1380A. Escort was exceptionally good.

Of 28 a/c scheduled, 6 returned early to base. Of 3 spares scheduled, all returned to base. 1 early return jettisoned 2.5 tons. 3 spares and 5 early returns brought 12.5 tons back to base.

22 a/c were over the target at 1156A (briefed 1200A). 22 a/c dropped 55 tons of 500 lb GP bombs from 22,700'. Bombing was by visual means, using PDI.

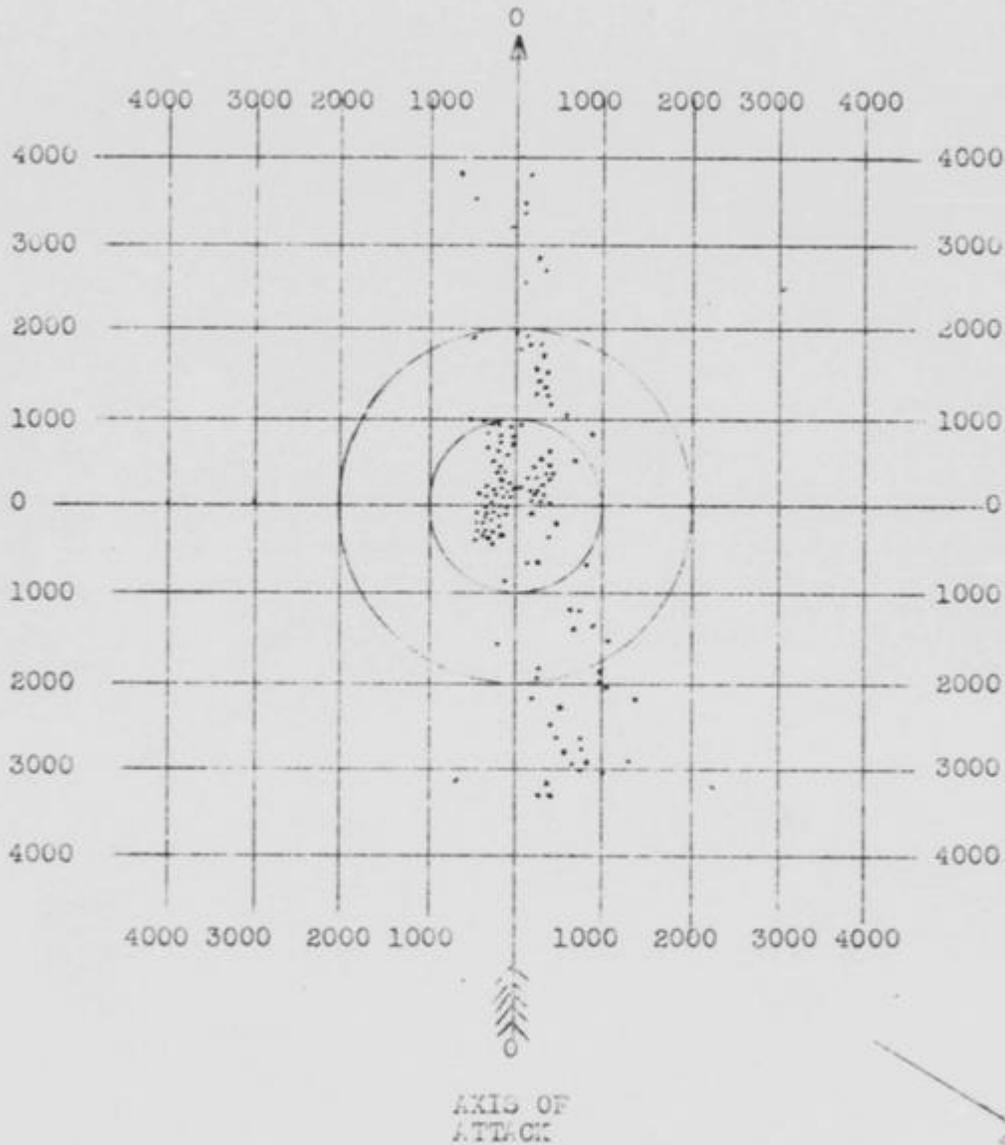
No e/a were seen or encountered. M-IIH flak was not over the target. No other flak was encountered or observed.

Return was made without incident. 22 a/c landed, mean landing time 1440A. Route was flown as briefed.

55TH BOMB WING

460TH GROUP 17 SEPTEMBER 1944
MISSION NO. 99

BUDAPEST HUNGARY O/R



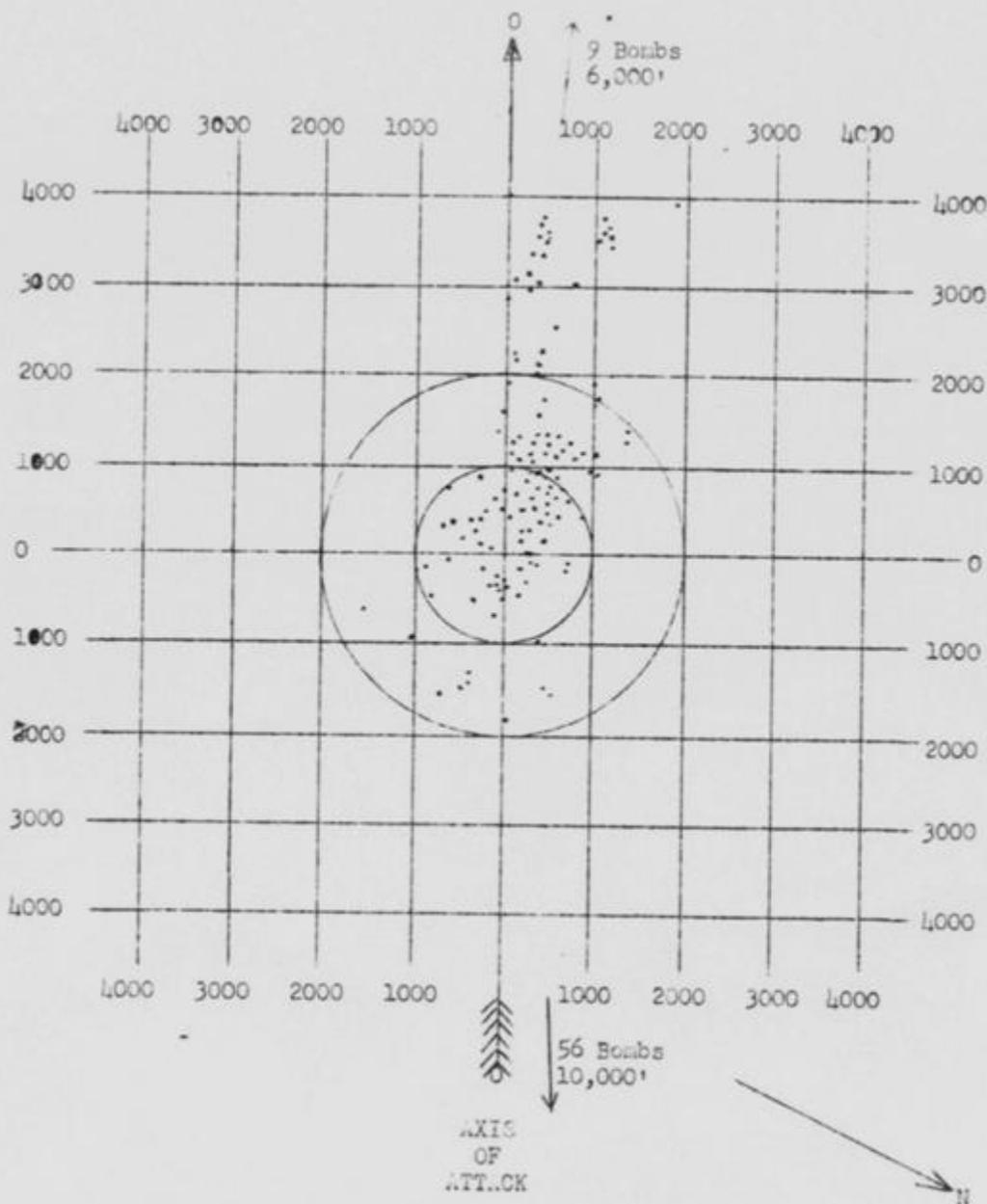
Bombs Dropped	254
Bombs Plotted	133 - 52.4%
Plotted within 1000'	77 - 57.5%
Plotted within 2000'	104 - 78.2%
Plotted outside 2000'	29 - 21.8%

(0-0 is desired mean point of impact)

55TH BOMB WING

464TH GROUP 17 SEPTEMBER 1944
MISSION NO. 78

BUDAPEST SHELL C/R

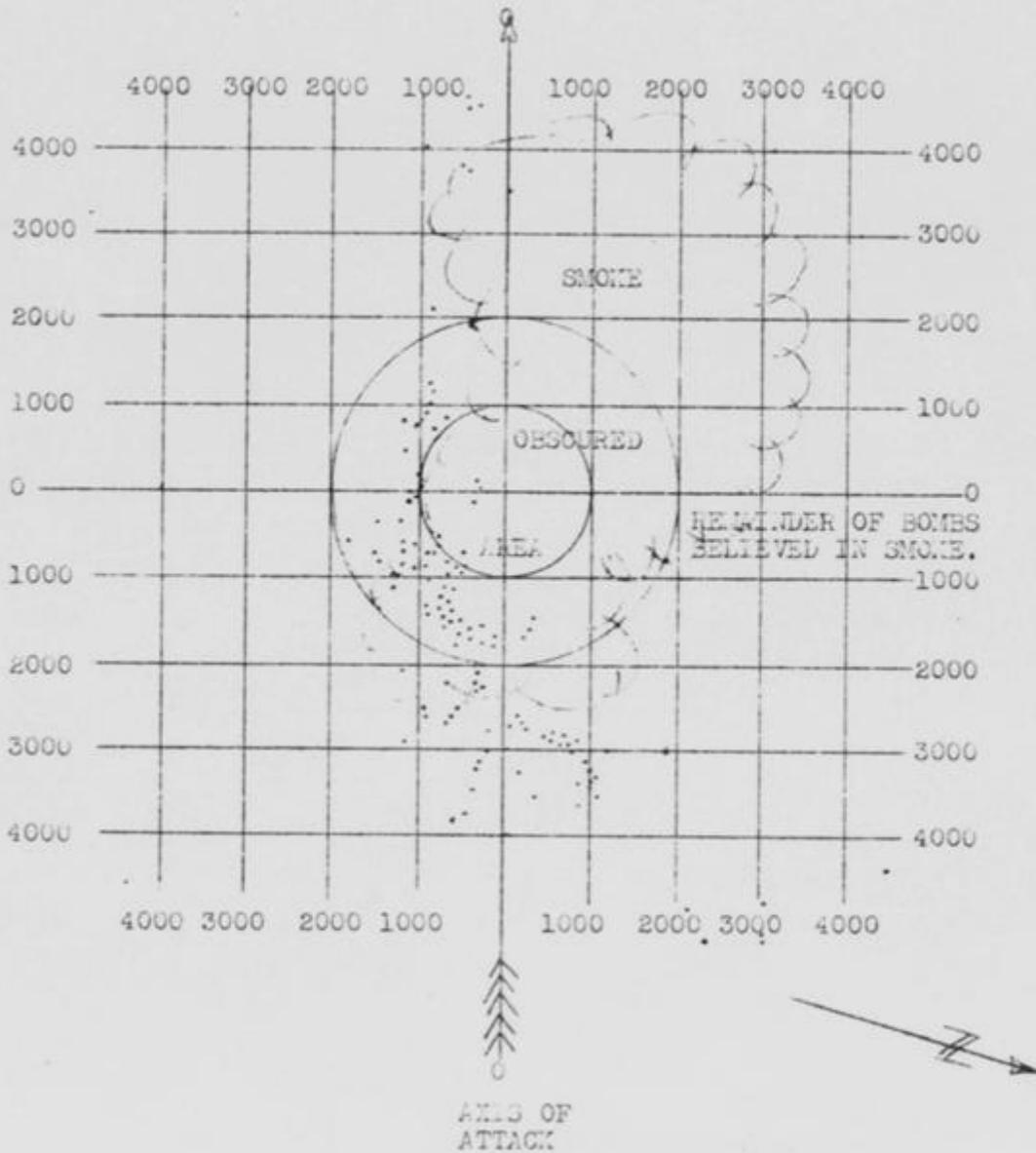


Bombs Dropped	278
Bombs Plotted	196 - 70.5%
Plotted within 1000'	62 - 31.6%
Plotted within 2000'	102 - 52.0%
Plotted outside 2000'	94 - 48.0%

(0-0 is desired mean point of impact)

55TH BOMB WING
 485TH GROUP 17 SEPTEMBER 1944
 MISSION NO. 83

BUDAPEST SMIEL O/R



Bombs Dropped 264
 Bombs Plotted 124 - 47.0%
 (Percentages are not attempted because of
 smoke obscured area).

