

HEADQUARTERS 49TH BOMBARDMENT WING (H)  
APO 520 U S ARMY

28 October 1944

OPERATIONS ORDER)

NUMBER 225)

1. a. See Latest Intelligence Summaries and Annex "A".

b. (1) Bombers: Six Gps B-17s, 5th Wg, will destroy MUNICH WEST M/Y (48-09N, 11-27E); time at KP 1136A. Four Gps B-24s, 47th Wg, will destroy MUNICH WEST M/Y; time at KP 1116A. Four Gps B-24s, 55th Wg, will destroy AUGSBURG M.A.N. MASCHINEN FABRIC (48-23N, 10-53E); time at KP 1106A. Four Gps B-24s, 304th Wg, will destroy MUNICH WEST M/Y LOCOMOTIVE SHOPS; time at KP 1126A.

(2) Escort: Fighters will provide penetration, target and withdrawal cover for 49th Wg and close escort for 5th, 47th, 55th and 304th Wgs.

2. Maximum effort B-24s each 36 a/c per Gp 451st BG, 461st BG and 484th BG will attack REGENSBURG WINTERHAVEN OIL STORAGE (49-01N, 12-08E) on 29 October 1944. This is Plan "A".

BOMBER RENDEZVOUS: 484th BG will be in rendezvous rectangle from 0854A until 0917A. 451st BG and 461st BG will follow SOP to rendezvous with lead Gp. 484th BG will enter rectangle at CANDELA, go around rectangle 1½ times and leave from BOVINO going out via CASALNUOVO. Rendezvous altitudes: 7,000, 8,000 and 9,000 ft.

FIGHTER BOMBER RENDEZVOUS: See Para. 1. b. (2). To be furnished later.

WING FORMATION: Staggered column of Gps stepped up.

AIR FORCE FORMATION: Column of Wgs: 49th, 55th, 47th, 304th, 5th Wgs.

ORDER OF FLIGHT: 484th BG lead- 451st BG- 461st BG.

ROUTE OUT: Base to KP to TP #1 to TP #2 to IP to Target.

KEY POINT: CAORLE (45-36N, 12-53E) at 1056A. Base alt: 20,000.

TURN POINT #1: MONTEREALE (46-10N, 12-40E).

TURN POINT #2: UBERSEE (47-49N, 12-29E).

TURN POINT #3: REISCHACH (48-18N, 12-43E).

INITIAL POINT: LANDSHUT (48-32N, 12-09E).

AXIS OF ATTACK: 358° TC.

AIMING POINT: Optional.

INTERVALOMETER SETTING: Optional.

AREA TO BE BOMBED: MPI 484 & 451- Tgt #14 & Tgt #15, 461- Tgts #1, 2, & 3 on Illustration No. 6(C)(I)16/6. Target Chart 13-42-NA.

TARGET TIME: 1200A.

BOMBING ALTITUDE: 484- 24,000, 451- 25,000, 461- 26,000 ft.

TARGET ELEVATION: 1069 ft.

RALLY: Right.

ROUTE BACK: Tgt to TP #3 to TP #2 to TP #1 to KP to Bases.

FIRST ALTERNATE TARGET: Primary by PFF.

SECOND ALTERNATE TARGET: ERDING STORES PARK (48-21N, 11-56E) Axis of attack: 123°. RALLY: Slight right. IP: PAFFENHOFEN (48-32N, 11-30E). Bombing altitude: 484-22,000, 451-23,000, 461-24,000 ft. Area to be bombed: MPI- S-10/11. Target Chart 13-37-NA. Target elevation: 1492 ft.

THIRD ALTERNATE TARGET: FRIELASSING ORD. DEPOT (47-51N, 12-58E). Axis of attack: 99°. Rally: Left. IP: TRAUNSTEIN (47-53N, 12-39E). Bombing altitude: 484-22,000, 451-23,000, 461-24,000 ft. Area to be bombed: All Gps: Ord. Depot on No. MP 14-10. Target elevation: 1387 ft.

FOURTH ALTERNATE TARGET: ROSENHEIM M/Y (47-52N, 12-07E) Axis of attack: 278°. RALLY: Right. IP: UDERSEE (47-49N, 12-29E). Bombing altitude: 484-20,000, 451- 21,000, 461- 22,000 ft. Area to be bombed: M/Y between I/J-15/16 and L/K-12/13 on Target Chart 13-112-NA. Target elevation: 1469 ft.

FIFTH ALTERNATE TARGET: KUFSTEIN M/Y (47-35N, 12-10E). Axis of attack: 112°. Rally: Right. IP: ROTTACH (47-42N, 11-47E). Bombing altitude: 484-20,000, 451-21,000, 461-22,000 ft. Area to be bombed: All Gps Tgt #1 on BRCH 13-111-NA. Target Chart: 13-111-NA. Target elevation: 1640 ft.

SIXTH ALTERNATE TARGET: INNSBRUCK/HALL ORD. DEPOT (47-16N, 11-29E). Axis of attack: 281°. Rally: Right. IP: ZELL (47-14N, 11-53E). Bombing altitude: 484-22,000, 451-23,000, 461-24,000 ft. Area to be bombed: As shown on annotated photos. Target elevation: 1880 ft.

SEVENTH ALTERNATE TARGET: INNSBRUCK M/Y (47-16N, 10-53E). Axis of attack: 89°. IP: HAIMING (47-15N, 10-35E). Rally: Left. Bombing altitude: 484-20,000, 451-21,000, 461-22,000 ft. Area to be bombed: Tgt #1 on BRCH 14-13-NA. Target elevation: 1885 ft.

SPECIAL NOTE: Alternate targets #2,3,4,5, 6 & 7 will be bombed by visual means only and Primary will be bombed by visual if possible.

3. x. (1) All Gps ½ load 500# RDX bombs fused .1 nose and mixed .01 and .025 tail and ½ M-17 Incendiary clusters.
  - (2) Gps will be at bombing altitude at IP and go into left echelon at 5 minutes before IP.
  - (3) PFF A/C will lead all units.
4. No Change.
5. a. (1) Command Radio: SOP.
  - (2) Bomber Call Signs: (5th Wg, "Bellbouy 3"), (47th Wg, "Bellbouy 1"), (451st BG, "Encore 2"), (461st BG, "Encore 3"), (484th BG, "Encore 1"), (55th Wg, "Headtop"), (304th Wg, "Bellbouy 2").
  - (3) Fighter Call Signs: 49<sup>th</sup> WG escort will use "Mixtub". WX Recon A/C (Route Out: "Cleargum 1"), (Route Back: "Cleargum 2").
  - (4) Recall Identification Codeword: (5th Wg, "Skipper"), 47th Wg, "Blackjack"), (49th Wg, "Carson"), (55th Wg, "Moonglow"), (304th Wg, "Pingpong"), 15th Ftr Cmd, "Trumpet").

(5) Bomber-Fighter WX Recon VHF Channel: "A".

(6) Visual Signals: SOP.

Aldis Lamp: SOP.

(7) All units so equipped will employ carpet. All A/C of 484th BG load two (2) cartons Window (CHA-3(3)). Dispensing will begin 3 minutes before IP and continue at the rate of three (3) bundles every 20 seconds until clear of flak. All A/C of 451st and 461st BGs load four (4) carton Window (CHA-3). Dispensing will begin 3 minutes before IP and continue at the rate of six (6) bundles every 20 seconds until clear of flak.

b. (1) Combat Wing Commander: Major Gorton.

(2) Deputy Combat Wing Commander: Captain Neel.

By Order of Colonel LEE:

LEROY L. STEFONOWICZ  
Lt. Col., Air Corps  
A-3

OFFICIAL:

LEROY L. STEFONOWICZ  
Lt. Col., Air Corps  
A-3

A-2 Section  
Hq 49th Bomb Wing  
APO 520, US Army  
1745 hrs.28 Oct 44

PLAN ABLE: 15<sup>th</sup> AF attacks oil, industrial and communications targets in GERMANY with maximum effort.

5th Wing: Munich W M/Y BC 13-101-NA

47th " Munich W Goods sidings "

55th " Augsburg M.A.N. Maschinen Fabric TC 13-1-NA

304th " Munich Loco Depot TC 13-101-NA

15th FC String, close escort on penet, tgt cover and wdr for 49<sup>th</sup> Wing. Close escort on penet, tgt cover, wdr for 5, 47, 55 and 304 Wgs. Provide chaff dispensing A/C to precede 47 Wg

49th Wing REGENSBURG WINTERHAFEN OIL STGE BC 13-42-NA (49°01'10"-12°08'20") REGENSBURG, Ger. Oil Stge tanks (Winterhafen) Elevation 1080 ft.

Tgt area situated on S bank of DANUBE River 1 ½ mi due E of REGENSBURG. River flows W-e and is joined by N-s flowing REGEN R. immediately opposite center of town. To S of tgt is triangular RR junction. From this northbound line passes thru tgt area and crosses

DANUBE. One concentration of stge tanks lies just N of W area of Winterhafen (slip) just E of rail line.

It must be stressed these tgts are of highest value to the enemy. Conclusive evidence accumulates that the GERMAN war machine is being seriously handicapped in late operations by shortage of oil and fuel. No reconnaissance has been possible since last PFF missions. Due to importance and size, considerable tgt value remains.

DEFENSES: Primary tgt-54 guns in tgt area. Mission planned at PFF.

Axis of attack selected on that basis. Sharp right rally. See route photo for other flak particularly at MUHL DORF and T\ACHERTING SW of REISBACH (TP5). Due to location of 49th tgt, believed 75-85 S/E fighters in NURENBERG area (if airborne) more likely to intercept 49th than other Wings.

ALTERNATE TARGETS:

ERDING Stores Pk, Ger.	48°21-11°56;	Elev. 1490 ft	0 guns
FRIELASSING Ord Dpt, Ger,	47°51-12°58	" 1387 "	42 "
ROSENHEIM M/Y, Ger.	47°52-12°07	" 1469 "	0 "
INNSBRUCK M/Y, Ger.	47°16-11°24	" 1885 "	53 "
" HALL Ord Dpt, Ger.	47°16-11°29	" 1880 "	53 "
KUFSTEIN M/Y, Ger,	47°35-12°10	" 1640 "	0 "

COVERAGE: Primary Tgt:-BC 13-42-NA; TC 13-42-NA; I11#6©(i)16|6;  
PFF Chart PC 32.

ERDING Stores Dpt MP 13-31. FRIELASSING Ord Dpt.MP 14-10. ROSENHEIM M/Y, TC 13-112-NA. INNSBRUCK M/Y, TC 14-13-NA. INNSBRUCK-HALL Ord Dpt.,TR 193 & 206) and MP 14-39 (being supplied). KUFSTEIN M/Y TC 13-111-NA.

ESCAPE: Refer to Bulletin #44. Late info on CZECHOSLOVAKIA now makes emergency landing strip at TRIDUBY, 48°41'30"-19°11'40", no longer safe. On safe area map of CZECHO., W half area 45 no longer safe with E half only comparatively safe.

Distribution  
1 ea CO,A3,PI,WR,5Wg,15FC  
2 ea CGXVAF, 5 ea A2, 10 ea Gp

CLIFTON V. STELL  
Major, Air Corps,  
A. C. of S., A-2