

HEADQUARTERS 55TH BOMB WING (H)  
APO 520 US ARMY

12 June 1944

OPERATIONS ORDER)

NUMBER 90)

1. a. See Intelligence Annex.

b. (1) Maximum effort of 4 Groups of B-17s of 5th Wing attack OBERPFAFFENHOFEN A/D Installations at 1000B. Key Point Time: 0659B.

(2) Maximum effort of 2 Groups of B-17s of the 5th Wing Frag OBERPFAFFENHOFEN A/D Dispersal Area at 1000B, Key Point Time: 0659B.

(3) Maximum effort of 3 Groups of B-24s of 49th Wing attack NEUAUBING A/C Factory at 1010B. Key Point Time: 0719B.

(4) Maximum effort of 4 Groups of B-24s of 47th Wing attack ALLACH MAIN WORKS at 1035B. Key Point Time: 0749B.

(5) Maximum effort of 4 Groups of B-24s of 304th Wing attack AYERISCHE HOTOREN WERKE at 1015B. Key Point Time: 0729B.

(6) Maximum effort of 4 Groups of Fighters of 306th Wing provide penetration cover for Bomber Formations. -

(7) Maximum effort of 2 Groups of Fighters of 306th Wing provide target and withdrawal cover for Bomber Formations.

2. Maximum effort of 460th, 465th, and 485th Groups of the 55th Wing destroy HILBERTSHOFEN Ordnance Depot at 1025B, 13 June 1944. This is Plan Able.

FIRST ALTERNATE TARGET: Center of City of MUNICH using PF A/C.

SECOND ALTERNATE TARGET: Center of City of INNSBRUCK. The decision whether to bomb the Second Alternate Target if the primary and First Alternate cannot be attacked should be made enroute to the primary Target.

LAST RESORT TARGETS: TREVISO M/Ys and HESTRE M/Y.

BOMBER RENDEZVOUS: 485th and 460th line rendezvous from ALTAMURA to GRAVINA at 5,000 and 6,000 feet respectively, or above the overcast. 485th on course over ALTAMURA at 0701B. 465th rendezvous in assigned area at 7,000 feet. Wing rendezvous: 485th and 460th on course over SPINAZZOLA at assigned altitudes at 0711B. 465th fall in behind 460th over SPINAZZOLA making approach from the West at 0713B.

FIGHTER BOMBER RENDEZVOUS: 2 Groups Fighter line rendezvous SW of POLA and provide penetration cover. 4 Groups provide penetration, target and withdrawal cover from vicinity of LAKE CHIEN (47 deg 53 min N - 12 deg 28 min E).

ORDER OF FLIGHT: Right echelon of Wings: 5th, 49th, 304th, 55th (485, 460, 465) 47th.

ROUTE OUT: SPINAZZOLA to Key Point TREMITI ISLAND (42 deg 08 min N - 15 deg 30 min E) to CAORLE (45 deg 36 min N - 12 deg 53 min E) to CHIEM LAKE (47 deg 53 min N - 12 deg 28 min E) to LANDSHUT (48 deg 32 min N - 12 deg 09 min E) to AU (48 deg 34 min N - 11 deg 44 min E) to IP to Target NILBERTSHOFEN.

Key Point 5,000' at 0739B. Point of climb, Key Point to reach Head of ADRIATIC at 18,000 feet.

INITIAL POINT: ILLAUNSTER (48 deg 29 min N - 11 deg 30 min E).

AXIS OF ATTACK: 173 degrees.

TARGET TIME: 1025B.

BOMBING ALTITUDE: 485th - 24,000, 460th - 23,000 feet, 465th - 24,000 feet.

TARGET ELEVATION: 1700 feet.

RALLY: Left to ANZING (48 deg 09 min N - 11 deg 52 min E) then Right.

RCUTE BACK: ANZING to MORGL (47 deg 29 min N - 12 deg 04 min E) to AMPEZZO (46 deg 25 min N - 12

deg 48 min E) to CAORLE to (42 deg 00 min  
N - 16 deg 20 min E) to Bases.

3. a. Bomb Load for 465th 40 clustered M-47 Incendiaries.  
Intervalometer Setting 150 feet.

x. (1) Second Alternate: City of INNSBRUCK.

Initial Point: MITTERWALD (47 deg 26 min N - 11 deg 16  
min E).

Axis of Attack: 153 degrees.

Rally: Left.

Route Back: Target to CAORLE and designated return  
route from primary Target.

Bombing Altitudes: 485th - 22,000 feet, 460th - 21,000  
feet, 465th - 22,000 feet.

Intervalometer Settings: same as for MUNICH Target.

Third Alternate: TREVISO M/Ys.

Initial Point: CONEGLIANO (45 deg 53 min N - 12 deg 18  
min E) .

Axis of Attack: 190 degrees.

Rally: Left avoiding VENICE.

Route Back: Target to (42 deg 00 min N - 16 deg 20 min  
E) to Bases.

Bombing Altitudes: 485th - 20,000 feet, 460th - 19,000  
feet, 465th - 20,000 feet.

Intervalometer Settings: 485th and 460th - 65 feet,  
465th 100 feet.

485th attack East half of South Yard, 460th attack  
West half of South Yard, 465th attack Northeast Yard.

Fourth Alternate: MESTRE M/Y.

Initial Point: ODERZO (45 deg 47 min N - 12 deg 29 min  
E) .

Axis of Attack: 213 degrees.

Rally: slight Left avoiding VENICE.

Route Back: Targets to 42 deg 00 min N - 16 deg 20 min E to Bases.

Intervalometer Settings: 485th and 460th - 75 feet, 465th - 50 feet.

Bombing Altitudes: 485th - 19,500 feet, 460th - 18,500 feet, 465th - 19,500 feet.

485th attack East third of South Yard, 460th attack middle of South Yard, 465th attack West Third of Yard.

- (2) Bomb Load for 460th and 485th 8 - 500s with .1 nose and mixed .01 and .025 tail fuse. Intervalometer Setting 170 ft.
- (3) All Groups use MPI as show on attached Photos.
- (4) All Groups will be led by PF A/C.
- (5) Wing Formation must be close right echelon on route and close column over the Target for maximum protection and Bombing Accuracy.
- (6) Alternate attack units load 4 cartons of Chaff. Dispensing to begin 3 minutes before IP at a rate of 6 units every 20 seconds and until clear of Flak.
- (7) Stragglers and early returns will "hit the deck" over ADRIATIC on return to base for maximum safety from enemy radar and Fighters.
- (8) Lead Bombardiers must definitely decide at IP whether PF is to be used or not so that operators will be fully prepared.
- (9) Under no circumstances will a second pass be made at either primary or first alternate Target.
- (10) Success of this plan is largely dependent on exact coordination of timing between Wings. To achieve the necessary coordination, all Wings must adhere exactly to time schedule and must have their relative positions positively established at all times. If this is accomplished, any subsequent variations from time schedule due to wind will be negligible and will affect all units equally. The use of Right echelon of Wings makes it imperative that all units adhere exactly to proper course passing over all specified turn points. Cutting short on corners cannot be tolerated by any units. Each leader must maintain visual contact with the unit ahead of him in his echelon. Specified initial

points and axes of attack must be used. It must be impressed on all leaders that failure to obey all instruction implicitly will substantially increase battle losses in all units of the Air Force. All Group and Wing Leaders must be thoroughly familiar with the route, timing and plan of attack of every unit of the Air Force on this mission so that air decisions will be intelligently founded.

4. No Change.

5. a. Command Radio: Assigned Group Frequency and for communication within the Group.

b. VHF Channel A for Bombers to Fighters and Group to Group.

c. Bomber Call Signs: 5th Wing - BOULDER 1, 47th Wing - BOULDER 5, 49th Wing - BOULDER 2, 55th Wing - BOULDER 4, (485th-BOULDER 41, 460th-BOULDER 42, 465th-BOULDER 43) 304th Wing - BOULDER 3.

d. Fighter Call Signs: PIXIE 1,2,3,4,5,6 in order of interception with Air Force Bomber Formation.

e. Recall Signs: 5th Wing - REMEDY 47th Wing - RIOT 49th Wing - AFFORD 55th Wing - CATWALK 304th Wing - CLASS 306th Wing - DANDY

x. Carpet will be employed by all units so equipped. Radio discipline is of the utmost importance in limiting proportion of opposition likely to be encountered in this Target Area.

By order of Colonel ACHESON:

JOHN N. MEICHER,  
Lt Col, Air Corps,  
A-3.

DISTRIBUTION:

1 cy ea CO, A-3, A-2, PI 55BW.  
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