

55BW Mission Summary No. 128, 15 Nov 44 (Cont'd).

1. General Summary. On 15 November 1944, 21 B-24 a/c were scheduled to bomb the LINZ, AUSTRIA, Benzol Plant by PFF, bombing individually. 19 a/c took off between 0804-0832A. There was no rendezvous, as a/c individually left a point of departure at 2-minute intervals. All a/c left point of departure on scheduled time. There was no fighter escort.

9 a/c were over PT between 1113-1141A, and 2 a/c were over Targets of Opportunity at 1135 and 1202A. 9 a/c dropped 17.75 tons of 500 lb RDX bombs (fused .1N, .1 and .025T and 20% long delay) from 21,500-26,000'. Results were unobserved. 2 a/c dropped 4 tons on Targets of Opportunity. 1 sortie a/c jettisoned .25 ton due to rack malfunction at PT, 7 early returns jettisoned 10 tons. 2 early returns brought 3 tons back to bases after jettisoning long delay fused bombs.

Flak at PT ranged from Nil to IAH. Other heavy flak was encountered at IP, at SALZBURG, at 4728N-1430E, and at 4823N-1315E.

No e/a were seen.

11 a/c were down at bases between 1445-1625A. 2 a/c are missing. None landed at friendly fields.

Details of weather, operational incidents, and of the function of PFF equipment are cited in the several Bombardment Group reports.

Table of Operational Data:

	A/C No.	Group	Took Off	Target Time	Tonnage	Altitude	Heading	Flak at Target	Down at Base	Catagory
1.	779	485	0804	1138	2.00	26,000	172	S-MIH	1455	Effective Sortie
2.	758	485	0806	----	----	----	----	----	----	Weather Return
3.	805	465	0812	1130	2.00	26,000	----	0	1625	Effective Sortie
4.	957	465	0813	1113	2.00	24,800	----	IAH	1445	Effective Sortie
5.	952	465	0814	1129	2.00	25,200	----	MAH	1445	Effective Sortie
6.	034	485	0815	1138	1.75	24,640	165	S-MIH	1450	Effective Sortie
7.	065	465	0815	----	----	----	----	----	----	Ineff. Sortie
8.	070	464	0815	----	----	----	----	----	1455	Bombed TO
9.	969	485	0816	----	----	----	----	----	----	Missing
10.	533	464	0817	----	----	----	----	----	----	Weather Return
11.	021	460	0818	1140	2.00	21,500	----	MIH	1515	Effective Sortie
12.	057	460	0819	----	----	----	----	----	----	Early Return
13.	759	460	0820	1120	2.00	24,800	----	MAH	1515	Effective Sortie
14.	028	464	0820	----	----	----	----	----	----	Missing
15.	582	460	0822	----	----	----	----	----	----	Ineff. Sortie
16.	048	464	0823	1140	2.00	24,400	120	0	1520	Effective Sortie

17.	084	465	0825	----	----	----	----	----	----	Early
18.	633	460	0829	1141	2.00	25,200	----	MAH	1515	Return
19.	032	464	0832	----	----	----	----	----	1500	Effective
										Sortie
										Bombed TO

2. 460th Bomb Group. On 15 Nov 44, 5 scheduled a/c dispatched to bomb LINZ Benzol Plant, AUSTRIA, by PFF. The 5 a/c, #9021, 2057, 8759, 0582, and 0633, took off at 0818, 0819, 0820, 0822 and 0829A, respectively.

A/c #0582 returned early with the radar equipment inoperative. Bombs were jettisoned in the ADRIATIC.

A/c #2057 penetrated to within 10 miles of the IP, when engine and PFF equipment failures forced it to return. Due to rack malfunction, bombs were not jettisoned above bomb line. A/c jettisoned bombs (6x500) manually at 4535N-1502E in order to hold altitude.

3 a/c bombed PT by PFF. From 24,800' a/c #8759 dropped 8 bombs at 1120A. From 21,500' a/c #9021 dropped 8 bombs at 1140A. From 25,200' a/c 0633 dropped 8 bombs at 1141A. In all, 6 tons of 500 lb RDX bombs were dropped in target area. Mickey navigators are certain that bombs were dropped in the assigned area. Over the ALPS, PFF operator reported jamming on "G" Set.

Flak at target was MIH-MAH. Crews report flak accurate for altitude, but trailing in one case. MAH flak was encountered at 4823N-1315E.

Route flown as briefed with one exception. The fact that a/c #0633 failed to pick up the IP resulted in a 35-mile bomb run.

Weather: scattered alto-cumulus to YUGOSLAVIA and thence solid altocumulus to 25,000', with cirrostratus to 30,000'. Over target, solid undercast. On return, weather was same with 9/10 alto-cumulus becoming alto-stratus over ADRIATIC, bases 6,000', tops 12,000'. Over North ADRIATIC 2 a/c ran into a severe storm, with rain, hail and snow.

4 a/c returned to base with mean landing time of 1515A.

3. 464th Bomb Group. On 15 Nov 44, 5 scheduled PFF a/c took off to bomb the LINZ Benzol O/R Buildings; a/c #42-52070 at 0815A, a/c #42-50533 at 0817A, a/c #44-49028 at 0820A, a/c #44-49048 at 0823A and a/c #44-49032 at 0848A.

A/c left point of departure at following times: a/c #42-52070 at 0846A, a/c #42-50533 at 0850A, a/c #44-49028, unknown, a/c #44-49048 at 0857A and a/c #44-49032 at 08481.

A/c #42-50533 constitutes a weather return from 4521N-1458E, having encountered severe turbulence at 20,000' which caused internal

stress. Turbulence encountered in vicinity of 4438N-1352E at which point 3 bombs were jettisoned (including 2 with 6-72 hour long delay fuse) to lighten the load. 5 bombs were jettisoned at 4521-1458E at 1041A.

One of the scheduled a/c was over briefed target at 1140A and dropped 2 tons of 500 lb RDX bombs, 6 bombs of which were fused with .1N and .01, .025T fuses, and 2 with 6-72 hour long delay fuses. A/c bombed from 24,400' on true heading of 120°. PFF was not giving good results as the flux gate was out; however, on bomb run (North) did not fluctuate and the run was smooth with the last correction of 2° being made. The PFF navigator reports that the city was identified in the scope as well as the DANUBE and FRAUM Rivers and that the bombing circle was placed between the two rivers and on the center of the city. The specific target could not be identified in the scope and was oriented by reference.

A/c #44-49032 dropped 2 tons of bombs on a target of opportunity at HIEFLAU (4736N-1446E) at 1135A from 25,100' with unknown results. PFF equipment in this a/c went out at the last TP and run was made to the IP and to target using DR navigation with expectancy that PFF equipment might function. When approximately 17 miles SE of LINZ, the target was picked up in the scope with poor returns. The decision not to attempt a second run on the PT was made in view of the fact that the PFF equipment was giving poor returns over a short range and the additional factor of interference with other a/c in the target area or on the bomb run.

A/c #42-52070 unable to bomb the PT because of PFF equipment being out 45 minutes before target, dropped 1.5 tons of bombs on SALZBURG as a target of opportunity. Tonnage included .5 ton of long delay fused bombs. Due to rack malfunction, .5 ton of bombs failed to release and were jettisoned at 4656N-1345E at 1202A. Bombing of this target of opportunity was by PFF with unknown results.

A/c #44-49028 with 2 tons of bombs, disposition of which is unknown, is missing.

A/c bombing the PT used the C-1 automatic pilot.

The crew of the a/c which bombed LINZ report no flak at the PT, while the crew of a/c #44-49032 which made bomb run by DR reports MIH from LINZ, the bursts being observed 1,000' to left of the a/c. At SALZBURG, SAH flak was encountered.

Weather: 6-8/10 stratocumulus and swelling cumulus at take-off, tops 9-10,000' with scattered showers. Over ADRIATIC, 7/10 swelling cumulus and thin multi-layer clouds to 20,000', which increased and thickened to north. Tops of clouds rose to 26,000' and planes flew in clouds from 4500N to about 30 minutes from the target. Over target, 10/10 altocumulus, tops 20,000'; visibility 20 miles. Same conditions on return except clouds were slightly more broken up

in central and south ADRIATIC with heavy cloudiness to east of course. 8/10 stratocumulus at base on return. Scattered showers over Spur. Many thunderstorms encountered over DINARICS and Eastern ALPS. Moderate mixed icing was picked up in FIUME area at 17,000'. Moderate and occasionally severe turbulence was encountered in clouds.

Route flown generally as briefed with minor deviations caused by PFF equipment failing to operate correctly.

A/c #44-49028 last seen at time of take-off is missing.

3 a/c landed at base as follows: a/c #42-52070 at 1455A, a/c #44-49032 at 1500A and a/c #44-49048 at 1520A.

Performance of PFF equipment as experienced by individual navigators is described as follows. On a/c #44-49048 which bombed PT: Flux Gato was out on take-off and set did not give good returns. On a/c #42-52070 which bombed SALZBURG, transmitter current jumped to 15 MAS, later returning to normal to the extent that the bomb run on the target of opportunity could be made by PFF. A/c #44-49032, PFF equipment went out and numerous adjustments resulted in no better than considerable interference and poor returns.

4. 465th Bomb Group. On 15 Nov 44, 6 a/c were scheduled to take off at 0800A to bomb the Benzol Plant at LINZ, AUSTRIA. A/c #0805 took off at 0812A, a/c #952 at 0814A, a/c #957R at 0813A, a/c #065 at 0815A, and a/c #084 at 0825A. 1 a/c failed to take off. There was 1 early return.

A/c #084 turned back north of WEISZEN Lake because of failure of radar equipment. 2 bombs with long delay fuses jettisoned in ADRIATIC south of POLA and remaining 6 bombs brought back to base. A/c landed at base at 1400A. A/c #065, ineffective sortie, turned back in vicinity of IP at 1129A after losing an engine, jettisoning 8 bombs at 1136A at 4810N-1430E. A/c landed at base at 1515A.

No e/a were seen. A/c #952 reports MAH flak at target, and a/c #957 reports IAH flak at target. A/c #065, ineffective sortie, reports SIH flak in vicinity of 4728N-1430E at 1201 and 1205A. A/c #805 reports SIH flak at IP, but none over target. No other flak reported.

A/c #952 over target at 1129A at 25,200' dropped 6 - 500 lb RDX bombs fused .1N and .01, .025T and 2 - 500 lb RDX bombs with long delay fuses. A/c #957 over target at 1133A at 24,800' dropped 6 - 500 lb RDX bombs fused .1N and .01, .025T and 2 - 500 lb RDX bombs with long delay fuses. Target was completely cloud covered and a/c #952 and a/c #957 bombed by means of pathfinder equipment, while a/c #805 bombed by ETA. The radar operator of a/c #957 reported that he experienced slight difficulty crossing the ALPS but was definitely able to identify the target. He used check points of DANUBE River, town of PASSAU, river junction at PASSAU, and towns of LINZ and STEYR. Although he could identify the town of LINZ, he could not identify the

target itself. No equipment difficulty was experienced during bomb run. Drift over target was killed and last course correction was 2°. 4 sighting angles were relayed to the bombardier: 70, 65, 60 and 50 degrees. There was no confusion between radar operator and other crew members during mission. Bombs are believed to have fallen in target area.

The radar operator on a/c #952, reported that no difficulty was experienced in navigation and that the target could be definitely identified. No difficulty was experienced on the bomb run and it is believed that drift was killed on run. The last course correction was 2 degrees. Four sighting angles were relayed to bombardier - 70, 65, 60, and 50 degrees. It is believed that the bombs fell in the target area and it is suggested that the bomb run be shorter, as IP was about 10 miles further away than was necessary for individual aircraft. The radar operator on a/c #805 reports his set weak but could be used for navigation to target. The target could be identified with the DANUBE River and STEYR noted as check points. The target area inside the city could not be identified as the set failed to function between the IP and target and bombs were dropped on ETA. Equipment failed to function for remainder of mission. The radar operator on a/c #065, reports that his set was weak and difficulty was experienced in navigation. The target area within the city was not identified because of the weakness of the set. There was no confusion between the radar operator and the crew members at any time during the mission.

The weather enroute was as follows: 4/10s to 6/10s cumulus to 11,500' and to 14,000' over the ADRIATIC to VIS. Solid clouds from there to target between 17,000' and 25,000'; at target, 10/10s undercast to 25,000' with cirrus above; on return, same back to 4440N-1540E, as route out. From there 9/10s cumulus to the ADRIATIC and 8/10s cumulus over the ADRIATIC from 3,000 to 8,000'.

A/c #952 and #957 landed at base at 1445A, and #805 landed at 1625A. The former two a/c flew the course as briefed while the latter a/c was far west of course from the target back to the YUGOSLAVIAN border, then crossed over and flew considerably east of course before correcting and reaching the ADRIATIC at the briefed point. This accounts for his delay in returning to the base from the target. A/c #952 received-slight damage from flak.

5. 485th Bomb Group. On 15 Nov 44, 4 a/c took off to bomb the LINZ Benzol O/R, AUSTRIA, as follows:

A/c #48779 at 0804A
A/c #48758 at 0806A
A/c #52034 at 0815A
A/c #51969 at 0816A

The a/c proceeded to GIOMINOZZA, leaving that point on course at 8,000' at 2-minute intervals beginning at 0853A. There was no rendezvous with other groups, and there was no fighter escort scheduled.

No e/a were seen. Flak encountered at PT was as follows:

A/c #48779, S-MIH for 3 minutes; flak being low and behind

A/c #52034, S-MIH for 4 minutes; flak being low behind and
to each side

A/c #51969, MIH for 2 minutes at SALZBURG (4749N-1303E)

There were no casualties from flak.

A/c #48758 turned back at 4610N-1410E at 1042A because of weather conditions. This a/c jettisoned 2 bombs, 500 lb RDX, long delay fusing, in ADRIATIC at 4400N-1420E and returned 6 - 500 lb RDX bombs, fused .1 and .025. A/c #52034 jettisoned 1 - 500 lb RDX long delay bomb in ADRIATIC at 4400N-1410E on return due to rack malfunction over target. A/c #51969 is missing: disposition of bombs unknown. A total of 3 tons of 500 lb RDX bombs fused .1N and .025T and 3/4 ton of 500 lb RDX bombs fused long delay were dropped by the two a/c.

Weather: A/c #48779 and a/c #52034 reported at take-off 3-5/10 low bases at 6,000', 1-3/10 middle at 12,000' with small rain areas. Light icing from 7-15,000'. Clouds increased gradually to Vis, becoming 7-9/10 multi-layer at 24,000' north of VIS. In North ADRIATIC snow and turbulence. North of ALPS clouds decreased slightly, tops going down to 25,000'. Over target solid undercast to 25,000'. On return conditions persisted with solid line of thunderstorms east of POLA. Clouds decreased in amount and thickness to south, becoming 6-8/10 low at 6,000' over base. Wind over target 190° 45K.

A/c #48779 landed at base at 1455A. Due to very strong cross wind the other a/c were ordered to land at PANTANELLA. A/c #52034 landed at PANTANELLA at 1450A, and a/c #48758 (early return) landed at PANTANELLA. A/c #51969 is missing.

A/c #48779 Mickey Operator reports that PFF equipment performed perfectly. Adequate fixes were given to the navigator on the flight. The target was definitely identified on the scope with the contour of the river being used as a check point. This a/c bombed with the C-1. The GEE box became inoperative enroute just above the 45° meridian. Officer personnel said all target material and PFF charts provided were adequate. A complaint on the briefed return route over mountains inland and parallel to the coast was registered. Due to weather conditions a route over ADRIATIC would have been safer.

A/c #52034 Mickey Operator reports that the PFF equipment functioned perfectly. The only difficulty experienced in navigating to the target was a blurring of the scope when thunderheads were encountered. The target was very apparent on the scope. The town of PASSAU north of LINZ and the river from PASSAU to LINZ were used as check points. Five sighting angles were relayed to the bombardier and at least 30 fixes were given to the navigator during the flight. The GEE box became inoperative over the ADRIATIC enroute and remained

inoperative until the coast of ITALY was reached on return. Officer personnel said all target material and PFF charts were useful.

A/c #48758 returned prior to reaching the target. Mickey Operator reported excessive interference on the scope from thunderheads.