

55BW Mission Summary No. 132, 19 Nov 44 (Cont'd).

1. General Summary. On 19 November 1944, 106 B-24 a/c were scheduled and 104 a/c took off between 0730-0750. in two attack units to bomb the LINZ, AUSTRIA, Benzol Plant and the HORSCHING, AUSTRIA, A/D. There were 4 early returns.

Group assemblies and line and Wing rendezvous were effected as ordered. No fighter escort was provided for the a/c attacking LINZ. Fighters supporting a/c which attacked HORSCHING A/D appeared in the target area at 1154A as scheduled, and furnished withdrawal cover until 1230A.

100 a/c were over targets (55 over LINZ, 45 over HORSCHING A/D) between 1154-1155A. 98 a/c (53 at LINZ, 45 at HORSCHING A/D) dropped 202.07 tons (97.82 tons of M-1 clustered frags on HORSCHING A/D, 104.25 tons of 500 lb RDX, fused .1N and .01, .025T, on LINZ) from 22,800-24,500'. 5 sortie a/c jettisoned 5.83 tons, 1 early return jettisoned 2 tons, 1 sortie returned .06 tons, and 3 early returns brought 6 tons of bombs back to bases.

Results: LINZ Benzol Plant: No military damage is evident.

HORSCHING A/D: The 485th Bomb Group covered the Northeastern portion of the landing area and adjacent dispersal areas, destroying 9 aircraft and damaging 4 others. The 460th Bomb Group covered the center of the landing area and the hangars with strikes. All three North hangars received direct hits. Three aircraft were destroyed and 2 damaged.

Flak was as follows: At LINZ, M-I, I-A, H; at HORSCHING, S-M, I-A, H. No other flak was encountered.

No e/a were seen or encountered.

98 a/c were down at bases between 1144-1500A. No a/c was lost, none is missing, 2 landed at friendly fields.

Routes were flown as briefed.

Weather: At take-off, clear to low scattered to north of VIS. From here to a few miles inland of North ITALY Coast, 10/10 stratus, tops 10,000'. Over ALPS, clear except for stratus lying in valleys. At target, 1/10 low cumulus, visibility 20 miles. Returning conditions similar; visibility in base area 15 miles in haze. Clear at base on return.

2. 460th Bomb Group. On 19 Nov 44 at 0750, 23 of 24 scheduled a/c dispatched to bomb the HORSCHING A/D, AUSTRIA.

Group assembly and rendezvous with 485th without incident. Formation over rendezvous point at 0853A. Fighter escort, P-51s, seen momentarily after target at 1200A.

1 a/c returned early because of excessive engine vibration and supercharger trouble. Bomb load jettisoned in ADRIATIC.

Air-ground visibility poor in target area causing briefed IP to be over-run and bomb run was started using PFF. Mickey navigator gave 70° sighting angle and shortly after the bombardier picked up the target and bombed visually. PFF equipment operated well throughout mission and was used for navigation.

22 a/c over target at 1155A at 23,000' and dropped 47.52 tons of M-41 clustered frags. First attack unit leader used auto pilot on bomb run, but leader of second attack unit did not because of erratic functioning of mechanism.

Group experienced S-MAH flak over target for 3-4 minutes.

Route was flown as briefed to IP. IP was over-run causing the group to bomb on an axis of 170°. Return route as briefed except formation did not fly around the Spur.

22 a/c returned to base with mean landing time of 1450A.

3. 464th Bomb Group. On 19 Nov 44, 28 scheduled a/c plus 3 spares took off at 0740A to bomb LINZ Benzol Plant at LINZ, AUSTRIA.

Group form-up and bomber rendezvous made without incident. Wing rendezvous made as briefed with exception that 460th and 485th Groups were well behind at point of rendezvous.

1 a/c returned early, turning back at 4226N-1602E at 0927A due to fuel transfer system being out and was unable to transfer fuel. Bombs were returned to base.

30 a/c over target rt 1154A (briefed target time 1200.) and 29 a/c dropped 56.75 tons of 500 lb RDX bombs, .1 and .01, .025T fusing, from 22,800': 2 a/c jettisoned 3.25 tons; 2 tons at 4824N-1356E at 1147A due to rack malfunction, and 1.25 tons at 4802N-1445E at 1205A as select lever was sprung and could not release all bombs at target. This a/c dropped .75 ton on target.

Recapitulation:

Dropped on target	56.75 tons
Jettisoned	3.25 tons
Returned to base	<u>2.00 tons</u>
Total	62.00 tons

Bombing was by visual means and PFF was used for navigational purposes only.

There was a very effective smoke screen at the target with smoke generators in groups in a large semi-circle to the west of the target area. The generators appeared to have been in operation for

some time as the entire area was well covered. It was impossible to estimate the number or exact location of these generators. Ground wind appeared to be blowing the smoke across the target area from the Southwest.

Group leader used C-1 auto pilot on bomb run, but leader of Second attack unit used PDI due to auto pilot being inoperative.

Flak at target IAH and extremely accurate. Time in flak 4-5 minutes, with heaviest concentration immediately after bomb release line and continuing on the rally. Almost no flak was encountered prior to bomb release line.

No fighter escort was observed by group either on penetration, at target, or on withdrawal.

29 a/c landed at base between 1445-1515A. 1 a/c landed at friendly field.

Route was flown as briefed.

4. 465th Bomb Group. On 19 Nov 44 at 0730A, 26 of 27 scheduled a/c took off in two attack units to bomb the Benzol Plant at LINZ, AUSTRIA.

Group assembled at 0822A at 7,000' and Wing rendezvous was accomplished at 0850A at 8,000'. No escort was observed during the mission.

There was 1 early return; bombs were returned to base. A/c turned back at 4620N-1350E after landing gear had come down and could not be raised.

Flak at target was M-IIH and of 3-4 minutes duration. No flak was encountered enroute. No e/a were seen or encountered.

25 a/c over target at 1155A at 24,000'. 24 a/c dropped 47.5 tons of 500 lb RDX bombs, fused .1N, .025T. 1 a/c did not drop because an engine was lost at IP and 4 bombs were jettisoned at 4820N-1406E, at about 1153A, the other 4 bombs at 4810N-1450A at about 1205A. 1 a/c jettisoned 2 bombs between IP and target just after opening bomb bay doors due to toggle switch malfunction. The remaining 6 were salvoed on target. Lead a/c used visual off-set method of bombing with PDI although rate indicator seemed to be defective. C-1 pilot was defective and could not be used. Lead a/c also had rack malfunction and bombs had to be salvoed when they failed to drop when switch was hit. Second attack unit leader bombed by means of pathfinder equipment. Radar operator reports that he could identify the target and experienced no difficulty with equipment during bomb run. Reported target area could be picked up 15 miles away. Drift thought to be killed and last course correction was 4°. Four sighting angles given to bombardier: 70, 65, 60, 50. Reported too much talking over

interphone on bomb run which caused some confusion between operator and bombardier.

Recapitulation:

Dropped on target	47.5 tons
Jettisoned	2.5 tons
Brought back	<u>2.0 tons</u>
Total	53.0 tons

25 a/c landed at base at 1455A. No a/c are lost or missing. None landed at friendly fields.

Route was flown as briefed.

5. 485th Bomb Group. On 19 Nov 44 at 0730A, 24 scheduled a/c took off to bomb the HORSCHING A/D.

Assembly at 9,000' accomplished at 0841A. 485th fell in behind 460th Group, with departure 5 minutes late. Wing rendezvous accomplished at 0850A by turning inside rendezvous point and falling in behind 464th and 465th Groups on course. Fighter rendezvous with 20-25 P-51s accomplished at 1155A in target area. They remained with formation until 1230A on course.

There was 1 early return, because of a gas leak. This a/c returned all bombs.

23 a/c over target at 1154A, dropping 50.3 tons of 100 lb frags from 24,500'. Of a/c bombing, 3 jettisoned .8 ton on rally and in ADRIATIC. 1 a/c returned .6 ton to base.

PFF equipment used as aid to navigation. Bombing run was visual. C-1 in lead ship, 1st wave, not used on bomb run as the bombardier's controls were not working accurately enough to insure a safe run. Second attack wave leader was forced to disengage C-1 and made a PDI bomb run as the target was approached because an a/c from the first wave, which later fell out of formation and landed at friendly field for refueling, fell back over second wave forcing him to re-align his position for bomb run.

No e/a were seen or encountered. S-IAH flak was experienced for approximately 2½-3 minutes over target and on rally.

22 a/c landed without incident, mean landing time 1444A. A/c which landed at friendly field returned to base at 1755A.

Route was flown as briefed.