

55BW Mission Summary No. 121, 3 November 1944 (Cont'd).

1. General Summary. On 3 Nov 44, 12 B-24 a/c scheduled for a special type of Mission involving a small number of a/c to bomb individually on Pathfinder equipment. The Primary Target, MUNICH West M/Y was bombed (1 a/c bombing INNSBRUCK M/Y). 12 a/c plus 1 spare took off between 0752-0835A. There were 3 early returns, the a/c of one Bombardment Group being unable to accomplish the mission by reason of the failure of equipment. The one spare a/c returned. Instead of rendezvous, a/c proceeded to a point of departure; all reached this point as prescribed and proceeded on scheduled time on the Mission.

11 a/c were over MUNICH West M/Y, and 11 a/c dropped 12 tons of 250 lb GP bombs, fused .1N .01T. 1 a/c dropped 1.5 tons on INNSBRUCK. No a/c jettisoned. The 3 a/c returning early brought 4.5 tons back to base.

Flak at target ranged from Scant through Moderate to Intense heavy and from Inaccurate to Accurate.

1 e/a (ME-109) was seen, none encountered.

9 sortie a/c were down at bases between 1407-1503A. There were no a/c lost, missing or at friendly fields.

For routes and weather see Narrative Mission Reports of Bombardment Groups, below.

For details of Mission see the following table:

A/C No.	Bomb Group	Takeoff Time	Time Over Target	Tons Dropped	Altitude	Flak	Time Down
070	464	0752A	1106A	1.5	25,500	SIH	1407A
613	464	0753	1115	1.5	25,200	IAH	1424
073	464	0754	1117	1.5	22,700	II-AH	1414
416	465	0811					
558	465	0812					
950	465	0813					
034	485	0817	1127	1.5	23,500	IIH	1433
758	485	0818	1135	1.5	22,500	IAH	1436
779	485	0819	1128	1.5	22,500	IAH	1450
633	460	0830	1130	1.5	22,500	M-IAH	1503
862	460	0830	1129½	1.5	24,500	IIH	1437
011	460	0833	1130 (AT)	1.5 (AT)	26,000	O(AT)	1429

Because PFF conditions obtained at targets, no results could be ascertained.

2. 460th Bomb Group. On 3 Nov 44, 3 PFF a/c were dispatched to bomb the MUNICH W M/Y. A/c 0633, 8862, & 2011 took off at 0830, 0832 and 0833A respectively.

These a/c left point of departure on time. Heavy weather conditions were encountered enroute. On take off, 6-7/10 stratocumulus to 4200-1600 where a/c 8862 ran into cumulus with 10000' bases. This a/c stayed in the cloud cover to the target. Weather was the same on return with occasional snow cloud. Near the Spur, 6-7/10 cumulus and

stratocumulus at 8000'. A/c 0633 encountered the same weather with 1-3/10 cirrus over the target, tops at 16000'. A/c 2011 ran into a weather front extending from ANCONA across the ADRIATIC. This a/c circled for 45 minutes and climbed to 28000' before finding a small break in the weather.

Because of excessive fuel consumption in flying over the weather, a/c 2011 elected to bomb a target of opportunity. The operator picked up MUNICH which was used as a check point to identify INNSBRUCK lying due South of the PT. PFF operator picked up INNSBRUCK by its relationship to MUNICH and by a terrain map showing its location in a large valley. The INN River was not seen on the scope however. On an axis of 244 degrees, a 7 minute bomb run was made from 26,000'. At 1213A, 1.5 tons of 250 lb GP bombs were released on this target. PDI was used on the bomb run, the auto pilot being inoperative.

A/c 0633 and 8862 flew to the PT. From 22,500', a/c 0633 was over the target at 1130A. Bomb run was made on an axis of 17 degrees; 1.5 tons of 250 lb GP bombs were released. From 24,500', a/c 8862 was over the target at 1129½. Bomb run was made on an axis of 34 degrees, 1.5 tons of 250 lb GP bombs being released. Auto pilot was used by both a/c. It is believed that a/c 8862 hit the M/Y slightly to the left of the briefed MPI, the bombs extending into the city. A/c 0633 is estimated to have hit as briefed.

A/c 0633 encountered M-IAH flak over the PT. A/c 8862 reported IAH flak. A/c 0633 was forced to feather the #3 engine due to flak damage. Over INNSBRUCK, a/c 2011 reported no flak encountered. The 3 a/c, 2011, 8862, 0633, returned to base, landing at 1429, 1437, and 1503A respectively.

The 2 a/c that bombed the PT used their PFF equipment for navigational aid on the entire mission. Numerous fixes were taken every hour and route was flown as briefed. Terrain pilotage by H2X was especially helpful. One a/c, 2011, PFF on 50-mile range was inoperative until the Ancona front was passed. Afterward, PFF picked up the POLA Peninsula and North coast of ITALY. Coastal towns were used as check points and over the ALPS, valleys were used as check points on the terrain maps. Terrain maps considered useful by the operator.

3. 464th Bomb Group. On 3 Nov 44, 3 scheduled PFF a/c with 1 spare, took off at 0752, 0753, 0754 and 0755A to bomb the MUNICH W M/Y.

The 3 scheduled a/c proceeded to and left the line of departure at 1 minute intervals as prescribed, without incident. Spare a/c 533 proceeded beyond the prescribed line of departure and made a normal spare return from 4138-1556, landing at 1123A with full bomb load returned.

The 3 scheduled a/c were over the target and, using C-1 Auto Pilot with PFF, dropped all bombs aggregating 4.5 tons, or 1.5 tons each, of 250 lb GP bombs on the axis of attack and at the hours indicated below:

A/c 070, 1.5 tons; 23 deg, at 1106A from 25,500'.

A/c 613, 1.5 tons, 23 deg, at 1115A from 25,200'.

A/c 073, 1.5 tons, 26 deg, at 1117A from 22,700',
Total dropped 4.5 tons

Weather, 9/10 stratocumulus, base 4000' at take off, continuing to coast. Over South ADRIATIC, 6/10 cumulus and stratocumulus, base 2,000', tops 13,000'. Above was 9/10 altocumulus at 18,000'.

In north ADRIATIC, these cloud decks merged and ship was in cloud, breaking out just south of the ALPS. Light rimed ice was picked up on leading edges of wings.

Over ALPS, 10/10 altocumulus, tops 20,000' and 8/10 cirrostratus at 25,000' these decks occasionally merging.

At target, the cirrostratus had broken up to 2/10-3/10, but below was 10/10 altocumulus, with tops at 20,000'.

Returning conditions were similar over ALPS, but in ADRIATIC clouds had broken up to 6/10 to 8/10 coverage of various cloud types with several cumulonimbus to 20,000'. In South ADRIATIC and at base on return, 5/10 to 6/10 altostratus in bands at 14,000' and 3/10 to 4/10 cumulus, base 4,000'.

Visibility was 12 miles at take off and 20 miles generally over route.

Route was flown as briefed, except: Slight deviations made by a/c 070 to avoid weather over ADRIATIC. Believing the more intense flak could be better avoided, a/c 613 made 5 deg left rally off target, then right slightly beyond rally point and back on course at ENDORF.

Return landings of the 3 a/c were made as follows: a/c 070 at 1407A, a/c 073 at 1414A and a/c 613 at 1424A.

Very satisfactory use and functioning of PFF equipment as reported, except as to a/c 073. PFF operator of latter a/c reported that azimuth stabilization unit went off 4 minutes before IP; that level line was off 23 deg and is unfit for bombing or navigational purposes.

4. 465th Bomb Group. 3 a/c were scheduled to take off at 0810A on 3 Nov 44, to bomb a target in GERMANY. A/c 065 took off at 0811A, a/c 085 at 0812A, and a/c 522 at 0813A.

A/c 085 turned back at 4310-1440 and returned bombs to base. It was reported that radar equipment was inoperative. A/c 065 turned back at 4530-1300 and returned bombs to base. Radar operator stated that radar equipment had only a 10mile range and that the scope was clear with static making navigation impossible. A/c 522 turned back at 4540-1300 and returned bombs to base. His radar operator reported a malfunction in the inverters and stated that there was no bombing circle, while navigation was possible by PFF, bombing was not.

A/c 522 reported that at 1052A at 4500-1320, one ME-109 appeared at 22,000' and paralleled the bombers course at the same altitude for about 10 minutes. The e/a was at 2,000 yds and was apparently trying to decide whether to attack. A/c 522 went into clouds and made a 90 deg turn to course. The e/a was not able to follow him.

No flak was encountered.

Weather: 3/10 stratocumulus from 5,000-7,000' from the base to the Spur. At the Sput, 8/10 to 10/10 altocumulus from 8,000' to 10,000' was encountered, but it decreased to the North. Just north of PIAMOSA Island 10/10 cumulus stratus ne at 17,000' and ran to above 25,000' at 4530-1310. Moderate icing was encountered at 17,000' with temperature at -16 C. On return, overcast stopped at 7,000' off ANCONA.

A/c 085 landed at 1100A. A/c 065 landed at 1300A. A/c 522 landed at 1254A.

5. 485th Bomb Group. On 3 Nov 44, 3 B-24 a/c Nos. 034, 043, and 758 took off at 0817, 0818, and 0819A respectively to bomb MUNICH W M/Y. A/c 043 returned to base at 0835A with needle ball out and A/c 779 took off to release returned A/c at 0847A.

Scheduled take-off was delayed 17 minutes by local thunderstorms, but a/c arrived in the rendezvous area at 7,500' well within scheduled time. They departed on course from this rendezvous, leaving at one minute intervals starting at 0855A.

A/c 043 returned bombs to base at noted above.

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

A/c 034 IIH for 4 minutes; flak being low and behind;

A/c 758 IAH for 4 minutes; flak slightly behind ship

A/c 779 OAH for 3 minutes

Target Statistics:

<u>A/C</u>	<u>Tons</u>	<u>Altitude</u>	<u>Heading</u>	<u>Time</u>	<u>Remarks</u>
034	1.5	23,500	23 deg	1127	Bomb run by PFF and C-1
758	1.5	22,500	35 deg	1135	Bomb run by PFF, but C-1 not used by joint agreement between pilot and Mickey Oper.
779	1.5	22,500	35 deg	1128	Bomb run by PFF and C-2

4.5 tons of 250 lb GP bombs were dropped by the 3 a/c. All bombardiers and Mikey Operators report that bombs fell in the target area or just over in the city proper.

Weather: A/c 034 climbed above overcast just North of the Spur through broken cumulus and cumulonimbus to ANCONA area where solid undercast cumulonimbus tops reached 22,000', and the cirrus spreading out from the tops of these cumulus gave instrument conditions to the north slopes of the ALPS. Base of the scattered cirrus over MUNICH was at 24,000'. There was choppy turbulence over the ALPS at 23,000'. On return conditions were about the same. South of ANCONA middle cloud averaged 7/10 to 5/10 to base. Route winds were 240/45K. Temperature at 23,500' over the target -32C.

A/c 758 and 779 report 9/10 cumulus base at 6,500' with showers. Visibility 10 miles 10/10 cumulus, bases 6,000' to 8,000' to variable from base to ANCONA area. Instrument conditions from ANCONA to MUNICH with exception of a break near CAORLE. Moderate to heavy turbulence on Southern ALPS slopes at 15,000'. Cumulonimbus tops at 23,000' flattening out to thick heavy cirrus. Just to the altocumulus deck, tops at 15,000' over the entire area around MUNICH and as far as vision would permit in all directions.

Return to base was made without incident. A/c 034, 758, and 779 landed at 1433, 1436, and 1450A respectively.

A/c 034. The Mickey Operator reports that the PFF equipment performed perfectly. A total of 35 fixes were given to the navigator on the flight and the IP and target were very apparent on the scope. The GEE box was inoperative.

The officer personnel said all target material and PFF charts provided, both visual and PFF, were adequate and useful. A Point, rather than an area rendezvous is preferred and it is believed that time allowance allowed between take-off and rendezvous is more than required.

A/c 758. The Mickey Operator reports that the PFF equipment functioned properly with the exception that the absolute altimeter was inoperative. The target was easily identified on the scope. The GEE box was inoperative.

The officer personnel said that all target material and PFF charts were useful. The course was exceptionally well laid out, particularly with reference to check points.

A/c 779. The PFF equipment worked well, even to the extent of performing evasive action on the first part of the bomb run.