

55BW Mission Summary No. 107, 22 Sept 44 (Cont'd).

1. General Summary. On 22 Sept 44, 118 B-24 a/c of the 55th Bombardment Wing took off from 0755-0824A to bomb MUNICH, GERMANY. Group assemblies and Wing rendezvous were made in briefed areas. There were 8 early returns.

110 e/c were over the target from 1243-48A. 107 a/c from 22,800-24,300' dropped 264 tons 500 lb RDX bombs, .1 and .01 fusing. 4½ tons were jettisoned. 10 a/c returned 5 tons to base.

Results: A number of buildings in the MUNICH railroad shops were damaged from direct hits. The marshalling yard south of the workshops has many tracks cut by direct hits. The OBERWIESENFELD A/D is rendered unserviceable due to numerous craters in the landing area.

Fighters consisting of 32-35 P-38s, seen at 1030-45A at approximately 4406N-1421E. P-51s were observed as early as 1022A, but were observed in force just after bombers left target. The flight of escort departed over YUGO and the ADRIATIC.

Flak encountered at the target was M-IAH and was of 4-5 minutes duration.

Flak reported at 4748N-1303E with 20 smoke generators in operation. Flak observed at 4540N-1215E - SH; BERCHTESGADEN - SH (smoke screen); and TRAUNSTLEIN - SH (smoke screen).

Weather: Over ADRIATIC 2/10 cirrus at 25,000' with 4-6/10 stratocumulus, tops 10-12,000'. Over ALPS 8-10/10 alto-cumulus, tops 18,000'. Over target 4-8/10 stratocumulus, tops 14-16,000'. Visibility 15 miles in haze. Return approximately same as on route out.

100 a/c landed from 1535-1612A. 6 a/c landed at friendly fields. 4 a/c are missing.

2. 460th Bomb Group. On 22 Sept 44 at 0605A 31 scheduled a/c were dispatched. 4 a/c returned early.

Because of cloud conditions which interfered with visual bombing of the PT, the NE Industrial Area of MUNICH was attacked. At 23,150' 27 a/c were over this target at 1248A. 26 a/c dropped 64.75 tons of 500 lb RDX bombs. First attack unit bombed by offset, using the A-5. Second attack unit used PFF. Due to release malfunction, 1 a/c failed to bomb target and jettisoned 15 minutes after target. 1 a/c had 1 bomb hung up that was later jettisoned in ADRIATIC.

Results: Bombs fell in the MUNICH-railroad-workshops and across the marshalling yard to the south. Several strikes were visible in the marshalling yard. Complete assessment prevented by clouds.

25 a/c returned to base, mean landing time 1540A. 2 a/c failed to return and crews report both of them headed for SWITZERLAND. These a/c severely damaged by flak at target, one observed with #3 engine smoking and the other with #3 engine and bomb-bay smoking.

3. 464th Bomb Group. On 22 Sept 44, 26 a/c took off at 0755A to bomb MUNICH, GERMANY. 1 a/c returned early.

27 a/c were over target at 1245A, and 25 a/c dropped 62½ tons of 500 lb RDX bombs from 23,400'. 2 a/c returned bombs to base due to malfunctions. Bombing was by PFF due to haze, smoke screen and 8/10 cloud cover over target.

Results: Bombs fell across the MUNICH OBENWIESENFELD A/D. Strikes cover the landing area from the northeast corner to the southwest corner. Near misses are visible on the hangers. Complete assessment is prevented by clouds.

26 a/c landed at base between 1522-1550A. 1 a/c landed at PESCARA.

4. 465th Bomb Group. On 22 Sept 44 at 0807A, 31 a/c scheduled took off in two attack units to attack the Railway Workshops in North MUNICH, GERMANY. 1 a/c returned early after reaching coast of YUGOSLAVIA, due to severe oxygen leak.

30 a/c over target at 1243A at 22,800', and dropped 73 tons of 500 lb RDX bombs. 1 a/c jettisoned 5 bombs in ADRIATIC at 1110A in order to keep up with the formation. 3 a/c jettisoned 1 bomb each in ADRIATIC at approximately 1500A after their bombs hung up due to reck malfunction.

Results: Bombs fell in the MUNICH railroad workshops. Several direct hits are visible on a number of buildings and trackage within the area. Clouds prevent complete assessment.

28 a/c landed at 1553A. 2 a/c are missing. 1 a/c last observed in target area slightly below and to left of formation with 1 engine feathered. Information from P-38 escort indicates 1 B-24 believed to be Lt. Kraft's headed for SWITZERLAND. The other a/c hit by flak at target feathered #1 and #2 engines and last seen falling behind formation in vicinity of the ALPS.

5. 485th Bomb Group. On 22 Sept 44 at 0824A, 28 scheduled a/c took off to bomb MUNICH. There were 2 early returns.

26 a/c over target at 1244A dropped 64¾ tons of 500 lb RDX bombs from 24,300'. 1 a/c jettisoned 1 bomb at 4807N-1145E at 1251A after bomb had failed to release over target. Bomb run was begun on PFF. Target was identified through a break in the clouds, but not in time to bomb visually.

Results: Bombs fell in eastern half of the MUNICH railroad workshops and across the rail facilities to the south. Several direct hits are visible on the buildings in the shops. Clouds prevent complete assessment.

26 a/c over field at 1545A. A/c #438 landed at 1527A with #4 engine feathered and left tire flat, blocking runway for 30 minutes while tire was changed. Formation circled field during this time. 5 a/c left formation because of gasoline shortage and landed at PANTANELLA. 21 a/c landed, mean landing time 1612A.