

CONFIDENTIALHEADQUARTERS
96TH BOMBARDMENT GROUP (H) AC
APO 820 New York, NY

7 November 1944.

SPECIAL NARRATIVE REPORT NO. 126.**MISSION: 6 November 1944 - MOOSHIERBAUM OIL REFINERY, AUSTRIA.****I. CHRONOLOGY.**

28 B-24's took off at 0735 hours to bomb MOOSHIERBAUM OIL REFINERY, Austria. 2 A/C returned early. 26 sorties. 26 A/C were over target at 1155 hours dropping 51 tons of 500 lb. RDX (.10 & .01) bombs from 22,500 to 23,500'. 1 early return jettisoned 2 tons at 43:00H-18:10E. 1 early return jettisoned .5 tons at 42:23H-18:34E and returned 1.5 tons to base. 24 A/C returned to base at 1617 hours. None lost, none missing, and none at friendly field. 20 packages of AU/OSB leaflets were dropped on VIENNA.

II. ROUTE AND ASSAULT.

rendezvoused with 376th Group at 0912-0946 hours at 14,700' at 43:02H-16:10E, VIS and with escort (20 P-51's) at 1028 hours at 20,000' at 44:51H-15:15E. Reached IP at 1143 hours at 23,500' and made right turn into target attacking on an axis of 80 degrees. Rallied left off target and continued on briefed course to base.

III. RESULTS

Visual observation reports some hits in target area just south of pinpoint.
Bomb Strike Photos Show:

- a. Bomb bursts were observed at the following locations:
(N,M,L,-1,-2,-3) (N,1) (8 bursts at 0,1), (2 bursts at N,4), (4 bursts at 0,8), and about (16 bursts at 0,N, 12 & 13, in the field). Possible damage done to the storage building at N,1. Bombs were dropped on PFF.

IV. ENEMY RESISTANCE.

Fighters : Nil.
Flak : At target - moderate, accurate, aimed, (white, red, and black puffs).
At VIENNA - scant and inaccurate.

V. SIGNIFICANT OBSERVATIONS.

- A. Communications: At 1043 hours from 20,000' - Rail line running between Flume and Karlovac, activity along entire route and in M/Y areas.
B. Flak Positions: Nil.
C. Smoke Screens : At 1045 hours from 22,000' at 45:20H-14:28E - Smokescreen over FIUME. At 1050 hours from 22,000' at 45:28H-15:14E, Smokescreen over VIENNA. At 1102 hours from 22,500' at 46:30H-15:33E - Smokescreen at KARLOVAC. At 1151 hours from 23,500' at 46:13H-15:37E - Large column of billowing flame and smoke 500' high followed by column of dense black smoke. At 1154 hours from 23,000' at target - 50 to 75 damage pots in an arc about 1 mile from target as briefed by [unclear].
D. Naval : At 45:20H-16:12E - Submarine submerged in harbor.
E. Others : At 1235 hours from 18,000' at 45:50H-17:00E - B-24 dropped behind and disappeared with 2 engines smoking. At 0915 hours from 15,000' - saw 2 engine plane land. About 50 planes on field.

VI. CONCLUSIONS.

- A. Total Losses: Nil.
B. Damage : 2 A/C received major and 7 A/C received minor damage from flak.
C. Casualties : 1 Navigator received major injury from flak.
D. Victories : Nil.
E. Corrections : None.

Mason W. Gross
MASON W. GROSS, Capt., A.C.
Actg. Intelligence Officer.

CONFIDENTIAL

C O N F I D E N T I A LHEADQUARTERS 47TH WING
APO 520

E: MEF/AJR/PS/11s

10 November 1944.

SUBJECT: Tactical Analysis of Mission of 6 November 1944. (Target - MOOSBIERBAUM OIL REFINERY in AUSTRIA).

TO : Commanding Officer, 98th Bomb Group, APO 520.
 Commanding Officer, 376th Bomb Group, APO 520.
 Commanding Officer, 449th Bomb Group, APO 520.
 Commanding Officer, 450th Bomb Group, APO 520.

1. Bombing Analysis:

a. The 47th Wing attacked the MOOSBIERBAUM Oil Refinery in AUSTRIA with very satisfactory results.

b. The 98th did PFF bombing and bombed by attack units of two boxes each. While on the bomb run, the lead ship of the first attack unit was badly hit by flak which injured the navigator and caused the bombardier to reel back from the sight. He recovered however, and continued working with the Micky, until shortly before bombs away when he picked up the target through a break in the clouds. There wasn't sufficient time for synchronization though, and bombs fell short. The Micky leading the second attack unit experienced some trouble in picking up the target, but the bombardier momentarily saw the target through a break in the clouds and was able to set the pilot on course. Flak hits on the controls and propwash seriously handicapped the lead ship and again bombs fell short of the target.

c. The 376th scored very satisfactory results on the target. The first attack unit, composed of the first and second boxes, turned slightly left of the I.P. and started a PFF run on the target. Shortly before reaching the bomb release point, the lead bombardier was able to see the target through a break in the clouds, so he took over and finished the run visually. Bombs from the first box hit over, but the second box, dropping on the first, put their bombs into the target for satisfactory results. The third box made most of their run on PFF and when Bombardier SHIRCLIFFE picked up the target shortly before bombs away, course and rate had been so well killed by Micky Operator SUNDSTROM that only a few minor corrections were necessary. This box scored superior results. The fourth box had no Micky in the lead, so they pulled up close to drop on the third box. However, they were a little too far back and bombs fell short.

d. The 449th, bombing by attack units of two boxes each, scored very satisfactory results on the target. Results of this group would have been much better, except that the pattern was somewhat elongated because most of the wing

C O N F I D E N T I A L

00287

C O N F I D E N T I A L

Bombardiers had their intervalometers set for PFF bombing. The first unit had a normal PFF run until shortly before bombs away when Bombardier PETERS picked up the target and made the last few corrections. The first bombs hit near the aiming point, and a very good concentration was laid down on the Refinery. The second attack unit, led by Bombardier PERKS, practically duplicated the run and the results of the first unit. Several bombs from this unit also developed over because of the long intervalometer setting, but they too put an excellent concentration into the Refinery. Mickey Operators BERFIELD and ROGERS did their work so well that when the target opened up, the bombardiers had only minor corrections to make.

a. The 450th, last over the target, were forced to make their entire run by PFF Synchronous, as smoke and clouds had covered the target by this time. Photos show very good patterns from both attack units, but no bombs on the target. Both of the patterns were right of course.

f. Summary: Hats off to the Mickey operators in the 376th and 449th. In each case, the mickey operators leading the units had course and rate so well set up that when the bombardiers were able to pick up the target in the last few seconds, only minor corrections were necessary. Such excellent coordination and teamwork is outstanding. It is highly desired that in every case possible, a well coordinated Bombardier-Mickey team be used as a team every time they lead a mission.

NOTE: Twelve aircraft from each group were also dispatched to bomb ALI PASIN MOST M/Y at SARAJEVO, YUGOSLAVIA, but because of a complete undercast no bombs were dropped. Therefore, no bombing analysis of this mission is possible.

2. Navigation Analysis:

I. Four Groups - Target MOOSBIERBAUM OIL REFINERY.

a. Rendezvous: Due to the length of the mission and to local weather problems, a remote rendezvous was designed, utilizing VIS and SV. ANDRIJA Islands. Boxes formed enroute to these points and the groups were able to gain the necessary altitude in lesser time than is usually required. The 98th and 376th, first and second groups in the wing formation, were assigned VIS Island as a rendezvous point. The 449th and 450th, third and fourth groups, were assigned the Island of SV. ANDRIJA. Briefed altitudes and times, over these points and actual altitudes and times were as follows:

- (1) 98th - 15,000 feet at 0945 - 15,000 feet at 0945.
- (2) 376th - 17,000 feet at 0946 - 17,000 feet at 0947.
- (3) 449th - 15,000 feet at 0950 - 15,000 feet at 0950.
- (4) 450th - 17,000 feet at 0951 - 16,500 feet at 0949.

The rendezvous, on the whole, was highly successful. Boxes, and in one or two cases, units were formed between bases and the rendezvous points. The briefed timing was designed to bring the groups over the keypoint in order with the usual one and two minute spacing between groups and waves.

b. Route out: The 98th, as wing lead group, led a good course to the initial point. Echelonning was left, and as the 98th was left of course at times, this caused the rear-most group (the 450th) to be pinned against flak

C O N F I D E N T I A L

C O N F I D E N T I A L

positions. The 450th, however, avoided damage by doglegging when necessary. Briefed time at the keypoint was 1003 and the altitude was briefed as 17,000 feet or higher. Actual times and altitudes were as follows:

- (1) 98th - 1002 at 17,000 feet.
- (2) 376th - 1005 at 18,500 feet.
- (3) 449th - 1006 at 16,500 feet.
- (4) 450th - 1008 at 17,500 feet.

The route, from the keypoint to the initial point, was generally as briefed, although no allowance was made by the lead group for the left echelon.

c. Target: All groups were left at the initial point, and all groups overshot on the turn into the target. This resulted in a longer run and a more southerly axis of attack. The briefed target time was 1144, the axis 76 degs true, and bombing altitudes 23,500 feet (98th and 449th) and 25,000 feet (376th and 450th). A 10/10ths overcast of check points was encountered 25 miles prior to the initial point and this condition persisted up to and beyond the target. Turns into the target were made on mickey and dod reckoning. The mickey was a great aid under these conditions. Actual target times, axes of attack and bombing altitudes were as follows:

- (1) 98th - 1153 on 100 deg, at 23,500 feet.
- (2) 376th - 1156 on 90 deg, at 25,000 feet.
- (3) 449th - 1200 on 92 deg, at 24,500 feet.
- (4) 450th - 1202 on 77 deg, at 23,300 feet.

The briefed rally was left until clear of flak and then right to MISTELBACH and SZENC (i.e., around the VIENNA and BRATISLAVA flak positions). This was successfully accomplished by all groups.

d. Route back: The route from target to base was generally as briefed for the entire Wing.

e. Escort: The scheduled escort was to be as follows:

- (1) Approximately 20 P-38's were to rendezvous at 1132 at TARNITZ to dispense chaff on the bomb run and to assist in the provision of target cover.
- (2) 48 P-51's were to rendezvous at 1107 at (4657-1558), and provide penetration, target and withdrawal cover.

Escort experienced was generally as briefed. P-38's were seen over the target. 40 to 60 P-51's joined the Wing at 1115 at (4615-1440) and left at 1343 at (4330-1623).

f. Communication: On the whole, this phase of the operation was very satisfactory. However, the 98th's lead lost B and C Channels (VHF) before departure from VIS. Contact with the weather was very difficult. Contact with the escort was not made. The 449th had difficulty with C Channel (VHF) and the 450th had poor contact with the wing lead.

g. Ratings: The overall rating of the navigation of this mission is excellent. Individual group ratings are as follows:

- C O N F I D E N T I A L -

C O N F I D E N T I A L

- (1) 98th - navigation excellent - logs excellent.
- (2) 376th - navigation very satisfactory - logs excellent.
- (3) 449th - navigation very satisfactory - logs superior.
- (4) 450th - navigation very satisfactory - logs excellent.

II. Four Groups - Target ALI PASIN MOST Marshalling Yards at SARAJEVO.

a. Rendezvous: This phase of the operation was briefed to follow the usual procedure. All four groups (since the mission called for twelve aircraft per group) were scheduled to depart on course from SAN VITO. Briefed times and altitudes and actual times and altitudes at this point were as follows

- (1) 449th - 1040 at 15,000 feet - 1039 at 14,000 feet.
- (2) 450th - 1041 at 15,000 feet - 1043 at 15,000 feet.
- (3) 376th - 1042 at 14,000 feet - 1044 at 14,000 feet.
- (4) 98th - 1043 at 15,000 feet - 1043 at 15,000 feet.

Due to small formations, the wing was in good order a very short time after departure from SAN VITO. The Wing order was as above.

b. Route out: The 449th was 2 to 3 miles right of course enroute to the initial point. As echeloning was also right, this fact caused difficulty in the two rearmost groups. Good weather was experienced along the route as far as the initial point. The initial point and target were completely obscured by a 10/10ths overcast.

c. Target: The 449th (wing lead) turned North three minutes prior to the initial point. This group passed North and then West around the target. The group then turned East and took up a heading of 180 degrees for the key-point. The other groups found the same circumstances and did not drop their bombs.

d. Route back: This was essentially as briefed.

e. Escort: 5 P-38's were seen at 1145 at (4205-1858).

f. Communications: Several groups entered the complaint that, although communication in general was very satisfactory, all groups were not standing by at all times.

g. Ratings: The overall rating of the navigation of this mission is considered, in general, as excellent. Individual group ratings were as follows:

- (1) 98th - navigation very satisfactory - logs excellent.
- (2) 376th - navigation very satisfactory - logs excellent.
- (3) 449th - navigation excellent - logs superior.
- (4) 450th - navigation very satisfactory - logs excellent.

3. PFF Analysis:

a. Nine pathfinder aircraft were dispatched in the wing formations to aid navigation and bombing. Lt. MULHOLLEN of the 98th was the wing lead Mickey.

C O N F I D E N T I A L

C O N F I D E N T I A L

b. Both units in the 98th and 376th started the bomb run on PFF; while on the run, the bombardiers saw the target and released by visual methods. Both units of the 449th and 450th made PFF-Synchronous bombing runs. The usual fixes were given the navigators en route.

c. This target is small for radar and is located in an open area; however, it can be bombed by pathfinder methods. The 449th did it, scoring hits on the plant and surrounding area. The route out and back as well as the axis of attack was considered satisfactory for radar by operators who flew on this mission.

d. Rating of Mickey logs:

- (1) 98th - excellent.
- (2) 376th - excellent.
- (3) 449th - excellent.
- (4) 450th - excellent.

NOTE: PFF Stand down for mission of Nov. 6/44 to YUGOSLAVIA (ALI PASIN MOST M/Y at SARAJEVO).

By command of Brigadier General RUSH:

Robert H. Warren
ROBERT H. WARREN,
Lt. Col., Air Corps,
A-3.

DISTRIBUTION:

- 6 - C.G. 15th A.F.
- 1 - C.G. , 47th Wg.
- 1 - C of S, 47th Wg.
- 3 - on Gp.
- 2 - on Sq.
- 1 - Wg Bomb.
- 1 - Wg Nav.
- 1 - Filo.

C O N F I D E N T I A L