

DECLASSIFIED

Authority NND745005

By RT NARA Date 9-10

CONFIDENTIAL

HEADQUARTERS 47TH WING  
APO 520

E: MEH/AJR/hwm

4 September 1944.

SUBJECT: Bombing - Navigation - PFF Analysis, for 1 September 1944.

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 Railroad Bridges in YUGOSLAVIA with excellent results.

b. The 376th, the first group over the KRALJEVO Bridge, scored excellent results. Bombing with four boxes in trail, all units hit the I.P. as briefed, and were squared away for a good bomb run. The lead ship of the first box experienced an auto pilot - PDI malfunction, so took a dry run to permit deputy lead bombardier JOHNSON to take over. This box then made a 360° turn and came in fourth, putting a good concentration near the aiming point. With better formation in this box, results would have been much better. The second box had some difficulty keeping in trail of the first box on the bombing run; however the bombardier finally picked up target and was synchronized good, but bombs fell about 4,000 ft short. Bombardier was evidently using extended vision. The third box, believe it or not, had a normal bomb run and scored excellent results. The fourth box had a normal run but Bombardier aimed right to compensate for bubbles being off center and the bombs hit exactly where he aimed - right of the target.

c. The 450th, scored superior results on their assigned target, the KRALJEVO R.R. BRIDGE. All boxes hit the I.P., were in trail and squared away for a good bomb run. Due to smoke over the target, the first three boxes made a complete turn, and came in again. All boxes had normal bomb runs. The first box placed their bombs just slightly right of the aiming point, on the approach to the bridge. The second box laid a beautiful pattern on and near the aiming point, and the third box put their bombs down just slightly right of the aiming point. The fourth box did not follow the first three boxes around for a second run, but bombed the first time over. Bombs fell several thousand feet short and left.

00012

d. The 98th led the attack on the MITROVICA R.R. BRIDGE to score very satisfactory results. All four boxes hit the I.P. as briefed, were in trail and squared away for a good bomb run. The first box had a normal run but dropped their bombs about 1000 feet over. The second box, unable to

CONFIDENTIAL



DECLASSIFIED

Authority NNJ 45005  
By TF NARA Date 1-9-10

## CONFIDENTIAL

synchronize perfectly the first time. They held their bombs and made another run to score excellent results. The third and fourth boxes had normal runs, and put their bombs right into the target area.

e. The 449th following the 376th over the MITROVICA R.R. BRIDGE, scored very satisfactory results. All units hit the I.P., were in trail and squared away for a good bomb run. The auto pilot in the first box had gone out prior to I.P. so run was being made on PDI. Part way down run however, PDI went out, so bombardier attempted to talk pilot on course. Unable to definitely establish pin point due to smoke over target, he dropped bombs into smoke area. Photos show the bombs to have hit short and right. Second box experienced a smoke obscured target, preventing accurate synchronization, so bombardier intended to hold bombs for another run. However, trigger must have been depressed as bombs went away when indicies passed. No photo coverage is available, so it is impossible to determine just where bombs hit. The third and fourth boxes had a normal bomb run and were able to definitely establish pin point as smoke had somewhat cleared away by the time they came over. Both of these boxes put their bombs near the aiming point.

f. Summary: Good formation flying on the part of the 450th is evidenced by the good bomb patterns. Lead bombardiers CARR, COHEN and JEFFERSON are to be commended for leading their respective units in to score such excellent results. Had the first two boxes of the 449th taken a dry run instead of attempting to bomb a smoke covered target of this type, they would undoubtedly have placed their bombs on the target on the second run.

The lead bombardier of the 98th used excellent judgement in recognizing a malfunction on the bomb run and in not attempting to bomb regardless. The deputy lead is to be commended for being ready to take over the lead and doing superior bombing. And the fact that the lead was changed without causing confusion, and scattering of the box, exemplifies good coordination by all concerned.

GROUP	THIS MISSION	RATING	REPORTS	LAST FIVE	PREVIOUS PRACTICE TO MISSION
376th	63.2	excellent	excellent	73.7	all units
98th	75.	excellent	excellent	68.5	one unit
450th	67.	superior	excellent	67.1	all units
449th	41.9	very satisfactory	excellent	51.5	two units

2. Navigation Analysis:

a. Rendezvous: The rendezvous was planned to form a formation of two waves, each wave was to be composed of two groups, with a ten minute interval. The Wing was assigned two targets, fairly well separated, and each wave was assigned one of these. The rendezvous point for the entire Wing was SAN VITO. Briefed times and altitudes and actual times and altitudes are as indicated below:

- (1) 376th - 0851 and 8000' - 0851 and 8000'.
- (2) 450th - 0900 and 8000' - 0900 and 7000'.
- (3) 98th - 0902 and 8000' - 0902 and 8000'.
- (4) 449th - 0912 and 8000' - 0911 and 8000'.

CONFIDENTIAL



DECLASSIFIED

Authority NNJ 45005  
By RT NARA Date 1-9-10

CONFIDENTIAL

b. Routes out: The waves were assigned separate courses to follow on their respective targets, splitting at SAN VITO. The two routes were faithfully followed by the entire Wing, with the reasonable exception of doglegs to avoid SCUTARI.

c. Targets: At the targets, all went well. In the individual groups, various boxes made second and third passes at the target. The main reason for this was smoke coverage over the target, although malfunction was responsible in one case. Briefed target time for the entire Wing was 1015 Baker. The first wave (376th and 450th) was to bomb at 17,000' on an axis of 301 degrees true. The second wave (98th and 449th) was to bomb at 18,000' on an axis of 328 degrees true. Actual times, altitudes, and axes are as follows:

- (1) 376th - 1023 - 17,000' - 301° T.
- (2) 450th - 1028 - 17,000' - 301° T.
- (3) 98th - 1023 - 18,000' - 328° T.
- (4) 449th - 1028 - 18,000' - 328° T.

Timing was off due to an unpredicted variation of the metro wind information utilized in the planning. Axes indicated above are average, due to minor variances appearing when bombing by boxes. Rallies were as briefed.

d. Routes back: Again, each wave had its own scheduled course, and again all groups followed these closely, dog legging around SCUTARI.

e. Escort: No escort was scheduled.

f. Communications: No attempt was made to call any escort. Bomber to Bomber (VHF) communications functioned satisfactorily for the entire Wing.

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

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

### 3. PFF Analysis:

a. Pathfinder stand down on this mission.

By order of Colonel RUSH:

*Norman C. Appold*  
NORMAN C. APPOLD,  
Lt. Col., Air Corps,  
Ass't. A-3.

CONFIDENTIAL