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HEADQUARTERS 47TH WING APO 520

E: MEF/AJR/PS/11s

8 November 1944.

SUBJECT: Tactical analysis of Mission 4 November 1944. (Targets - MUNICH WEST M/Y, ROSENHEIM M/Y, and ERDING A/D by PFF-Synchronous Methods).

TO: Gommanding 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:

The 47th Wing attacked the MUNICH WEST M/Y, ROSENHEIM M/Y, and ERDING A/D by PFF-Synchronous methods with results generally unobserved.

h. The 376th led the Wing in the attack and experienced close coordination between the bombardiers and mickey operators. The group was composed of six boxes on today's mission. The first two boxes dropped as one attack unit on the primary, MUNICH WEST M/Y. The third, fourth and sixth boxes flew close formation and all boxes dropped on the leader of the third box again on the primary. The fifth box started a normal PFF-bynchronous run on the primary but the interphone between the mickey and the bombardier went out, preventing the bombardier from receiving corrections, so the run was discontinued. The interphone difficulty was corrected and this box made a PFF-bynchronous run on the first alternate - the ERDING A/D INSTALLATIONS. Results were unobserved.

c. The lead attack unit of the 98th did an excellent job but the second and third units didn't fare so well. This group also put up six boxes. The first attack unit, composed of the first two boxes had an excellent run with good coordination between bombardier FINCK and Mickey JOHNSON. Although the leaders bombs did not go away at bomb release line the release point marker fired - giving the "bombs away" signal to wing bombardiers. Leader toggled his bombs immediately. This is another instance of the value of the flare in the lead ship. The second attack unit started a normal run but shortly thereafter the lead mickey ship lost an engine and the PFF equipment went out so the leader called the other ships to tell them he was leaving the formation. Communication was poor however, and the unit followed the leader when he turned off the bomb run. Shortly after turning, the leader salvoed his bombs and most of the unit then dropped on him. Other ships jettisoned their bombs intermittenly enroute home. The confusion in the second attack unit caused the third attack unit to become separated. The first box of this third unit did not attempt to bomb, but dropped their bombs enroute home. The second box of this unit made a run on a marshalling yard in a small town near INNSBRUCK. Bombs were seen bursting near the tracks but an accurate observation was impossible because of broken clouds.

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- d. The 450th also bombed by PFF-Synchronous methods. The group was formed by six boxes making up three attack units. The first unit was unable to pick up the M/Y so they picked up another industrial target and made their run on this new target. The second unit had a long run with good bombardier-mickey coordination. Their target was the marshalling yards. The third unit was the second unit over the target. The Mickey set in the load of this third unit had gone out prior to the I.P. so the unit pulled up close intending to drop on the first unit. However, at the I.P. the mickey operator discovered that his set was in good enough condition to make a run so they followed the first unit on course and set up their own rate on the M/Y.
- course with another group, which gave the first unit a short run. The Mickey operator did pick up the target however, and results are believed to have been satisfactory. The lead ship of the second attack unit experienced a Mickey equipment malfunction on the bomb run so the run was discontinued. This unit later made a visual run on the ROSENHEIM M/Y, but results could not be determined because clouds obscured the target as the bombs struck. The lead ship had a rack malfunction but the release point marker fired, giving the "bombs away" signal, and once again proving the value of this flare. The third attack unit experienced a normal run, excellent bombardier-mickey coordination, and what is believed to have been excellent results.
- excellent work of some of the bombardier-mickey teams nullified this problem to a large extent. The 450th was the outstanding group today in complete PFF-Bombing. Every lead mickey-bombardier team in this group overcame their difficulties and bombed the primary by PFF-Synchronous. As it happened, they became the only group to put all of their bombs into the primary. Bombardier NOBLETT and Mickey Operator MAURO, leading the third attack unit of the 450th, gave a very good example of teamwork. Coming up to the I.P. with what they thought was inoperative PFF equipment they discovered then that it was good enough to make the run. Although it was too late to make a good course run, with excellent bombardier-mickey-pilot coordination they flew course on the preceding unit and set up their own rate, thereby scoring excellent results.

NOTE: The "last five" scores are the same as reported on the analysis of the October 29 mission.

### 2. Navigation Analysis:

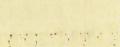
a. Rendezvous: The pattern was normal with one wave over SAN PAN and one wave over MANDURIA. The 376th (wing lead group) and 98th, in that order, were assigned SAN PAN and the 450th and 449th, in that order, MANDURIA. Although hampered by heavy cumulus development, the rendezvous was very satisfactory. Briefed times and altitudes and actual times and altitudes were as follows:

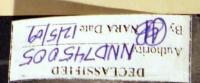
(1) 376th - 0802 at 8,000 ft - 0803 at 12,500 ft.

(1) 376th - 0802 at 8,000 ft - 0803 at 12,500 ft. (2) 98th - 0803 at 9,000 ft - 0806 at 13,000 ft. (3) 450th - 0805 at 9,000 ft - 0803 at 14,000 ft.

(4) 449th - 0806 at 10,000 ft- 0806 at 13,000 ft.

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b. Route out: The route out was essentially as briefed. Deviation of a minor nature was necessitated by weather, and in some cases by improper echoloning. The keypoint was ANCONA. Briefed altitude and time at this point was 16,000 feet or higher and 0953. Actual times and altitudes were as follows:
(1) 376th - 0952 at 16,000 feet.

(2) 98th - 0953 at 21,300 feet. (3) 450th - 0954 at 20,300 foot.

(4) 449th - 0957 at 20,000 foot.

Beyond the keypoint, 10/10ths overcast was encountered. This condition persisted with occaisonal holes, up to and over the target. Mickey was of great aid in following the briefed route, hitting the initial point, and making the proper bomb run.

c. Target: The 98th and 376th were approximately over the initial point when they turned onto the run. The 450th was a little inside and thereby shortened its run. The 449th found itself on a collision course at the initial point and was forced to dogleg left on the turn onto the target. Target time was briefed as 1142, the axis at 30 degrees true and bombing altitudes at 23,500 fest (376th and 450th) and 25,000 feet (98th and 449th). Actual times axes, and altitudes were as follows:

(1) 376th - 1142 on 17° at 23,500 feet. .. 98th - 1143 on 29° at 25,000 feet. (2)

(3) 450th - 1144 on 24° to 34° at 23,300 foot. (4) 449th - 1145 on 34° at 24,700 foot.

The briefed rally was right and was followed by all groups.

- d. Route back: This was generally as followed by all groups, with the exception of two deviation. The 376th, followed by the other groups, passed over an alternate target - ERDING AIRDROME. In the VIESTE Area, all groups turned off to the left of course to avoid a weather build-up.
- 2. Escort: The escort, some 60 P-38's joined the wing early in the route out - in the VENICE Area (just North of the keypoint). A constant escert of 60 P-38's was maintained up to, over, and after the target. Departure of the escort took place in the North Adriatic Area, being reported by the Wing as a whole between UDINE to ANCONA.
- f. Communications: All communications were satisfactory, although the wing lead group (376th) had difficulty contacting the rearmost groups (450th) and 449th).
- g. Ratings: The navigation of this mission as a whole, is rated excellent. Individual group ratings are as follows:
  - 98th navigation excellent logs excellent. (2) 376th - navigation superior - logs excellent.
  - (3) 449th navigation excellent logs superior. (4) 450th - navigation excellent - logs excellent.

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# WHADQUARTERS DEFIN DOMESTIC FOR (H) AAP Office of the Operations Officer

MISSION NO. 324

DATE 4 November 1044.

# OPERATIONS INTERNATIONS MUNICH WEST M/Y, GEMMANY (20)

SQUAD.			TIME OF	THE	
SHIP MO.	FILCT	CO-PILCT	11-072	LANDED	Min had
34ard		THE RESERVE THE PARTY NAMED IN	1	1	
457 B	VENGIE		0710	1258	(TB) Fuel Trans. Trouble.
008 C	E OF CZ SHSWI		0704	1503	COMPLETED MISSION
Leading147 E	HAREGEN-HELSO	(415)	0650	1528	11 11
161 H	DOLFE		0711	1635	
924 I	BUNDERSON		0713	1520	
209 J	BURAINS		0708	1524	
989 K	JOHES		0709	1522	
674 L	HARRELL		0706	1521	
009 N	CHOSEY		0705	1523	
420 Q	JOYCE		0714	1800	OK AT POGGIA- OK
443 R	HUNOWSKI		0712	1820	OK AT FALCOMARA OK
344th				1	
148 B	FLOURNOY		0718	1740	Land Foggia Main- CK
990 C	KANLS		U720	1501	COMPLETED MISSION
174 D	ATWOOD		0717	1532	
785 E	KSYHOLDS		0715	1542	
624 H	BONNIFIELD	100	0716	1531	
250 I	STICKLEY	1	0719	1533	
559 K	KCHL		0721	1513	
526 L	OSTENDONF		U715	1 SOLDON	Land Ancons/ Foppin
981 0	SHITE		0722	1500	COMPLEYED MISSION
917 P	PHRION		0723	1745	OK AT FOGGEN O'K
34511					
892 A	MCANINCH	1	0735	1517	COMPLETED MISSION
577 B	EARHOW(415)		0651	1529	
364 D	RINCO		0724	1509	
063 G	GAMBLE		0736	200000	OK AT IESI
910 H	BARDAGE		0733	1518	COMPLETED MISSION
999 I	SHADLE		0740	1223	(TB) Supercharger Out
305 J	SHROYER		0759	1516	COMPLETED MISSION
986 H	GARRETT		0738	1519	The second second second
328 N	LITTLEFIELD		0734	1508	
679 P	PHIPPS		0737	1513	
Load- 415th					
099 A	POTTEN		0653	1530	
860 B	WILSON	-	0708	1520	
039 0	SUMMERS	- 1	0707	1523	
365 B	SODERQUIST		0657	1536	
058 F	WILLIAMSON	0 00 = 1	0653	1529	
110 K	LALGEO		0702	1521	
818 L	KUCKI (344)		0718	1400/3	Land areens lesi
382 H	FUHRBAN		0652	1527	COMPLETED MISSION
062 P	FASIG	1	0703	1525	
631 Q	FRASE	1	0703	1519	