

C O N F I D E N T I A LHEADQUARTERS 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 : 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 MUNICH WEST M/Y, ROSENHEIM M/Y, and ERDING A/D by PFF-Synchronous methods with results generally unobserved.

b. 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-Synchronous 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-Synchronous 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 salvaged his bombs and most of the unit then dropped on him. Other ships jettisoned their bombs intermittently 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 lead 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.

e. The 449th, also made up of six boxes, experienced a collision 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.

f. Summary: Once again weather was our greatest adversary, but the 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.
- (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 echeloning. 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 feet.
- (4) 449th - 0957 at 20,000 feet.

Beyond the keypoint, 10/10ths overcast was encountered. This condition persisted with occasional 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 feet (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.
- (2) 98th - 1143 on 29° at 25,000 feet.
- (3) 450th - 1144 on 24° to 34° at 23,300 feet.
- (4) 449th - 1145 on 34° at 24,700 feet.

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.

e. 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 escort 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:

- (1) 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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HEADQUARTERS
88TH BOMBARDMENT GROUP (H) AAF
Office of the Operations Officer

MISSION NO. 324

DATE 4 November 1944

OPERATIONS INFORMATION
MUNICH WEST M/Y, GERMANY (20)

SQUAD.	SHIP NO.	PILOT	CO-PILOT	TIME OF T-OFF	TIME LANDED	REMARKS
343rd						
	457 E	VERGIE		0710	1258	(TS) Fuel Trans. Trouble.
	008 C	KOPACZSKI		0704	1503	COMPLETED MISSION
Leading	147 E	HAEGER-NELSON	(415)	0650	1528	" "
	161 H	DOYLE		0711	1635	" "
	924 I	BUNDERSON		0713	1620	" "
	209 J	BLAVINS		0708	1524	" "
	989 K	JONES		0709	1522	" "
	674 L	HARRILL		0706	1521	" "
	009 N	CROSSY		0705	1523	" "
	420 Q	JOYCK		0714	1800	OK AT FOGGIA OK
	443 R	KUNOWSKI		0712	1830	OK AT PALCOMARA OK
344th						
	148 B	FLOUKNY		0718	1740	Land Foggia Main OK
	990 C	MAWLS		0720	1501	COMPLETED MISSION
	174 D	ATWOOD		0717	1532	" "
	785 E	KEYHOLDS		0715	1542	" "
	624 H	BONNIFIELD		0716	1531	" "
	250 I	STICKLEY		0719	1533	" "
	559 K	KOHL		0721	1513	" "
	526 L	OSTENDORF		0715		Land Ancona/Foggia
	981 O	SMITH		0722	1500	COMPLETED MISSION
	917 P	FRITZ		0723	1745	OK AT FOGGIA OK
345th						
	592 A	MCANINCH		0735	1517	COMPLETED MISSION
	577 B	FARROW(415)		0651	1529	" "
	364 D	SIMCO		0724	1509	" "
	063 G	GAMBLE		0736		OK AT IESI
	910 H	HARDAGE		0738	1518	COMPLETED MISSION
	998 I	SHADLE		0740	1223	(TS) Supercharger Out
	305 J	SHROYER		0739	1516	COMPLETED MISSION
	986 M	GARNETT		0738	1519	" "
	328 N	LITTLEFIELD		0734	1508	" "
	679 P	PHIPPS		0737	1513	" "
Lead-	415th					
	099 A	POTTER		0653	1330	" "
	860 B	WILSON		0708	1520	" "
	039 C	SUMMERS		0707	1523	" "
	365 E	SODENQUIST		0657	1539	" "
	058 F	WILLIAMSON		0653	1529	" "
	110 K	ALGERO		0702	1521	" "
	818 L	KUCKI (344)		0718	1400/5	Land Ancona Iesi
	382 N	FURMAN		0652	1527	COMPLETED MISSION
	062 P	PASIG		0703	1525	" "
	631 Q	FRASE		0703	1519	" "