

HEADQUARTERS
450TH BOMBARDMENT GROUP (H) AAF
APO-520 US ARMY

S-2 NARRATIVE REPORT

MISSION DATE: February 27, 1945

MISSION NBR. 230

TARGET: Salzburg, Austria - Marshalling Yard

I. CHRONOLOGY

Twenty-eight aircraft took off at 0915-0930 hours to bomb the marshalling yard at Salzburg, Austria. Thirteen aircraft dropped 31.5 tons 1000 lb RDX bombs on the primary target at 1342 hours from 25,000 - 25,500 feet. Fourteen aircraft dropped 33.5 tons on an alternate, the Leinz Marshalling Yard at 1407 - 1417 hours from 25,500 - 26,000 feet. One aircraft going over Lienz jettisoned .5 tons at 44.25N-13.55E to stay-in-formation. One aircraft returned early due to engine failure and jettisoned 2.5 tons in the Adriatic at 40.58N-18.10E. Twenty-four aircraft returned to base at 1646-1705 hours. Three aircraft landed at friendly fields but have since returned to base. None lost. None missing. None at friendly fields.

II. ROUTE AND ASSAULT

Rendezvous was effected as planned and the route to the target area was flown as briefed. Bombing was to be by attack units composed of two squadrons each and the PFF method was to be employed. The first two squadrons over Salzburg failed to drop because the "Mickey" operator was unable to identify the target with his equipment and then proceeded to Lienz, an alternate target. The second attack unit bombed Salzburg on an axis of 139/143 degrees by PFF, effected a left rally off the target and returned to base as briefed. The unit that went to Lienz bombed visually and by squadrons on an axis of 140/180 degrees, with the second squadron making a 360 degree turn on the first run and coming in a second time. The route from Lienz to base was flown as briefed. 30-36 P-51's rendezvoused at 1331 hours at 48.40N-12.13E, provided PTW cover and then withdrew at 1430 hours at 45.00N-12-13E. At Salzburg there was a 10/10 undercast of stratocumulus with tops at 10-14,000 feet while at Lienz it was clear. Weather enroute was CAVU to Pola and then there was a 4/10 cumulus deck up to 5000 feet extending to the Alps.

III. RESULTS

Two squadrons bombed Salzburgh by PFF and the solid undercast makes photo assessment impossible.

Photo assessment shows that the first squadron over Lienz scored a good concentration of hits across the center of the yard. The second squadron over (after making a 360 degree turn) changed its A.P. to the northeast of the yard and photos show 2 or 3 bombs fell directly on the railroad bridge at the northeast of the yard.

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IV. ENEMY RESISTANCE

A. Fighters: None

B. Flak:

Squadron	Igt. time	Bombing Alt.	Flak Exp.	Lost at Tgt	Sev. Dam	Slight Dam.
* 1st	1342	25,500	S I H generally low	0	0	1
* 2nd	1343	25,500	S I H bursts were low & left	0	0	0
3rd	1342	26,000	S I H bursts low	0	0	0
4th	1343	25,500	S I H bursts low	0	0	0

* Made bomb run on primary target and experienced flak noted prior to bombing the alternate target, Lienz where nil flak was experienced.

V. OBSERVATIONS

At 1422 hours from 12,000 feet 12 long trains were observed in the marshalling yard at Pordenone, (45.57N-12.40E).

VI. CONCLUSION

A. Losses: None

B. Damage: One aircraft sustained very minor flak damage.

C. Casualties: None

D. Victories: None

E. Radar Observations and Report: Both operators expressed difficulty in picking up the target on the briefed axis as the return was not very strong and tended to blend in with the returns from surrounding mountains.