

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

S-2 NARRATIVE REPORT

MISSION DATE: November 16, 1944

MISSION NBR. 176

TARGET: Sjenica, Yugoslavia - German Troop Concentrations

I. CHRONOLOGY

Fourteen B-24 type aircraft took off from base at 0843-0859 to bomb a German troop concentration at Sjenica, Yugoslavia. One aircraft was an early return; caused by when an engine became inoperative on penetration to the target. Crews were briefed to bomb, visually, only the primary target. Nine aircraft returned 16.2 tons of 100 lb bombs to base. One aircraft returned 1.75 tons of 500 lb RDX bombs to base. Three aircraft jettisoned 1.75 tons of 500 lb RDX bombs, after engine failed. Location of disposition of 1.2 tons of 100 lb bombs (24 hour delay fuse) is as follows: 40.17N-18.30E; 41.22N-18.33E, 41.40N-18.45E; 42.00N-18.50E. Thirteen aircraft returned to base at 1247 hours.

II. ROUTE AND ASSAULT

Route was flown as briefed. From the Initial Point, Draskovina, Yugoslavia, to the primary target, Sjenica, Yugoslavia, the formation encounter 10/10 undercast up to 15,000 feet and were unable to bomb. There was no escort. Weather was 4/10 cumulus up to 6,000 feet to yugoslav coast, building up to 7/10 to 8/10 undercast with tops at 10,000 feet to the Initial Point.

Lt. Andrews assumed lead of #1 box due to an early return of Capt. Leavitt.

III. RESULTS

None. No bombs dropped on target because of weather.

IV. ENEMY RESISTANCE

- A. Fighters: None
- B. Flak: None

V. OBSERVATIONS

None

VI. CASUALTIES

None

VII. FLIGHT LEADERS:

<u>PILOT</u>	<u>BOMBARDIER</u>	<u>NAVIGATOR</u>	<u>PILOT</u>	<u>BOMBARDIER</u>	<u>NAVIGATOR</u>
Alexander	Leavitt	Suey	Lewis	Cobena	Chittero

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S-2 NARRATIVE REPORT

MISSION DATE: November 16, 1944

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TARGET: Munich, Germany - West Marshalling Yard

I. CHRONOLOGY

Twenty-eight B-24 type aircraft took off at 0745-0804 hours to attack the Munich West marshalling yard. One aircraft returned early due to engine failure. The early return dropped 1.75 tons of 500 lb RDX bombs on target of opportunity (Casarsa Railroad Bridge) at 1130 hours from 20,000 feet. Twenty-seven aircraft dropped on the primary at 1238 hours from 23,500 - 24,500 feet. Twenty-five of these dropped 43.5 tons of 500 lb RDX bombs. Two others dropped 4 tons of 100 lb G.P. bombs with long delay fusing. Twenty-one returned to base.

II. ROUTE AND ASSAULT

The 450th Bomb Group lead the 47 Wing formation over the briefed course to I.P. Due to 9/10 undercast the turn at the I.P. was cut short and the target attacked on a 358 degree T.C. instead of the 31 degree briefed axis. Both attack units bombed by PFF methods. A sharp right rally was executed thence on briefed course to base. 30-40 P-51's provided close escort from Ancona where they were contacted at 1030 hours at 20,000 feet to the target and departed at Ancona at 1430 hours. III RESULTS

Interrogation of Bombardiers and Mickey navigators indicated that the bombs were dropped on the briefed aiming point. All reported an excellent bomb run with perfect coordination. No visual observations were made due to 9/10 cloud cover.

Photographs show that the briefed aiming point was not hit. An analysis of a bombs-away photo shows that the point of impact would be approximately at K-12 on TC 13-38-NA. It is believed that the Neuauwing Aircraft Factory and the railroad repair shops at that point received hits.

Photos of the bomb strikes of the aircraft bombing the target of opportunity show the bomb burst on the highway just short of the highway bridge Casarsa.

IV. ENEMY RESISTANCE

- A. Fighters: None
- B. Flak: Moderate, inaccurate, heavy at target and Innsbruck.

V. OBSERVATIONS

At 1120 hours at 45.34N-12.56E from 22,000 feet the tail gunner of aircraft #733 observed a submarine crash diving just off shore.

VI. CASUALTIES

Five aircraft received minor flak damage.

VII. FLIGHT LEADERS:

<u>PILOT</u>	<u>BOMBARDIER</u>	<u>NAVIGATOR</u>	<u>PILOT</u>	<u>BOMBARDIER</u>	<u>NAVIGATOR</u>
McWhorter	Butner	Lazott	Martus	Gaune	Epstein
Kent	Campbell	Cozart	Price	Brickett	Burt