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

S-2 MARRATIVE REPORT

MISSION DATE: February 21, 1945

MISSION NBR. 225

TARGET: Vienna, Austria - Matzleinsdorf Marshalling Yard

I. <u>CHRONOLOGY</u>

Twenty-eight B-24 type aircraft took off at 0845-0859 hours to bomb the Vienna/Matzleinsdorf Marshalling Yard. One aircraft returned early after losing supercharger on one engine. Twenty-seven aircraft dropped 51.5 tons of 500 lb RDX bombs on the primary target at 1313-1316 hours from 23,500. One aircraft returned 2 tons of bombs to base in making an early return. One aircraft jettisoned 1 ton of bombs at 48.06N-15.45E due to an accidental release. Twenty-seven aircraft returned to base at 1623 hours. None lost. None missing. One aircraft landed at friendly field, but has since returned to base.

II. ROUTE AND ASSAULT

Rendezvous was made over Manduria with the 449th Bomb Group, at 8000 feet and departed on course at 0947 hours. The route was flown as briefed and the target attacked on an axis of 80 degrees from the Initial Point, Michlsbach (48.06N-15.45E). The rally from the target was sharp right and the return route was flown as briefed. The first 3 squadrons bombed by synchronous PFF method, and 1 squadron bombed by offset method. 25-30 P-38 aircraft made rendezvous at 1145 hours, 19,000, at 44.30N-15.00E and withdrew at 1410 hours, 18,000 feet at Zagreb, Yugoslavia. 30 P-51 aircraft also provided target cover, being sighted at 1310 hours, 25,000 feet just before target. Route weather was generally CAVU, with .6/.8 altocumulus at 10,000 feet for a short period in Austria just before the I.P. was reached. The target weather was CAVU, with the target obscured by dense smoke or haze at low level.

III. RESULTS

(Indicated by photo coverage).

First squadron made PFF run and bombs away photos indicate the bombs hit on, or near the primary target.

Second squadron made PFF run and bombs away photos indicate bombs hit on east choke point of the primary target.

Third squadron made PFF run and hit the PFF MPI scoring a heavy concentration on the railroad tracks and repair facilities.

Fourth squadron made run by offset method and scored hits on railroad track and repair facilities of Ostbahn.

IV. ENEMY RESISTANCE

- A. Fighters: None
- B. Flak: Intense, accurate, heavy at target. No route flak received.

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S-2 Warrative Report (Continued)
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V. OBSERVATIONS

At 1340 hours, 46.50N-16.05E, at 24,000 feet: 4 FV-190 aircraft heading 175 degrees; on parallel course, but stayed far out of range. Were observed from 5-10 minutes.

At 1345 hours, 45.57N-15.58E, from 25,000 feet: 3 ME-109 aircraft first observed down at 300 feet, climbed to 12,000 feet and assumed counter heading. Aircraft were black with red and yellow markings.

At 1320 hours, Vienna area, at 25,000 feet: 3 JU-88 aircraft (or ME-110); observed on parallel heading for very short period, stayed out of range.

VI. CONCLUSION

- A. Total Losses: None
- B. Damage: From flak at target:
 One aircraft sustained severe damage;
 21 aircraft sustained minor damage.
- C. Casualties: Two officers and two EM wounded. One officer suffered frostbite of right hand.
- D. Victories: None
- E. Radar Observations and Report: Three squadrons made PFF runs: 2 of these being complete runs observing 6 and 5 angles, respectively. The third squadron made complete PFF run, but just before bombs away a glimpse of the target indicated bombs would fall left of the marshalling yard (visual aiming point) and correction was made to put bombs on the briefed PFF aiming point.