

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

S-2 NARRATIVE REPORT

MISSION DATE: March 8, 1945

MISSION WBR. 235

TARGET: Komarom, Hungary - Marshalling Yard

I. CHRONOLOGY

Forty aircraft took off at 0815-0842 hours to bomb the marshalling yard at Komarom, Hungary. Adverse weather was encountered at the primary target so the formation proceeded to an alternate. Eighteen aircraft dropped 35 tons of 500 lb G.P. bombs on the Maribor Loco Depot at 1345-1350 hours from 22/26,000'. Twenty-one aircraft jettisoned a total of 41.5 tons. 15.75 tons of this total weight was jettisoned between the I.P. and Maribor because of rack malfunctions and 25.75 tons were jettisoned in the Adriatic due to rack and bombsight malfunctions. One aircraft returned early due to engine failure and jettisoned 2 tons in the Gulf of Taranto. Thirty-five aircraft returned to base at 1548-1600 hours. Four aircraft landed at friendly fields, 2 of which have since returned to base. None lost. None missing. Two aircraft still at friendly fields.

II. ROUTE AND ASSAULT

Rendezvous was effected as planned and the route to the vicinity of the I.P. for Komarom was as briefed. At this juncture it was apparent that the 10/10 undercast would prohibit visual bombing and the formation then proceeded as briefed to Leignitz, the I.P. for the alternate target, the Maribor Loco Depot. Bombing was visual on an axis of 150/160 degrees. The first squadron over effected a bomb release but the second squadron following in trail experienced a bombsight malfunction in the lead ship and retained their bombs. The third and fourth squadrons, because there were aircraft directly below them on the bomb run, made a 360 degree turn to make a second run. The third squadron then effected a bomb release but the fourth squadron experienced a rack malfunction at the I.P. and jettisoned part of their bomb load there. A right rally off the target was effected by all squadrons, and the route to base was flown as briefed. 10-25 P-38's and 10 P-51's rendezvoused with the bomber formation at 1205 hours at 46.20N-16.55E and provided PTW cover until 1400 hours in the Maribor area. At Komarom there was a 10/10 deck of stratocumulus clouds at 10/15,000' while at Maribor there was 4-6/10 stratocumulus up to 15,000'. Enroute the weather varied from CAVU over the Adriatic to 4-6/10 over Yugoslavia.

III. RESULTS

Photo cover shows that the 1st and 3rd Squadrons scored a heavy concentration of hits on the marshalling yard among rolling stock. The round house, repair facilities and industrial buildings adjacent and north of the yard sustained direct hits. Fires and explosions are visible.

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S-2 Narrative Report (Continued)
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IV. ENEMY RESISTANCE

A. Fighters: None

B. Flak:

<u>Squadron</u>	<u>Tgt. time</u>	<u>Bombing Alt.</u>	<u>Flak Exp.</u>	<u>Lost at Tgt</u>	<u>Sev. Dam</u>	<u>Slight Dam.</u>
1st	1345	22,000	M A H	0	0	0
2nd	1345	24,000	M A H	0	0	0
3rd	1349	25,500	M A H	0	0	0
4th	1350	26,000	M A H	0	0	0

Flak at the target was reported as becoming more intense on the rally and fire was of the tracking type. White bursts were above the formation as well as level. Enroute flak was observed at Komarom, Sopron, Papa and Szombardhley.

V. OBSERVATIONS

At 1315 hours from 25,000' a new long airstrip was observed south of the city of Papa, Hungary.

VI. CONCLUSION

A. Losses: None

B. Damage: 6 aircraft sustained minor flak damage over Maribor.

C. Casualties: None

D. Victories: None

E. Radar Observations and Report: This was not a PFF mission.