

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

S-2 NARRATIVE REPORT

MISSION DATE: November 3, 1944

MISSION WBR. 164

TARGET: Vienna, Austria - Moosbierbaum Oil Refinery

I. CHRONOLOGY

Three B-24 type aircraft (PFF equipped) took off at 0740-0742 hours to bomb the oil refinery at Moosbierbaum, Austria. There were no early returns although one aircraft failed to reach the target due to failure of Radar equipment. Two aircraft dropped 4 tons of 250 lb RDX bombs on the target at 1047-1050 hours from 24,500 feet. One aircraft jettisoned 2 tons at the I.P. (Murzzuschlag) at 1026 hours and returned to base when Pathfinder equipment failed. The prior return landed at 1415 hours. The two aircraft bombing the primary target returned at 1505 hours.

II. ROUTE AND ASSAULT

Three PFF aircraft took off at one minute intervals and departed on course to San Vito at 0822-0824 hours. The briefed route was flown to the I.P., Murzzuschlag, thence to target on an axis of 23 degrees. In both instances, the Mickey Operators picked up Vienna about 60 miles from the target but were unable to make positive identification of the target itself until well in on the bomb run. However, both were quite confident that they made a satisfactory run and dropped on the briefed aiming point. One operator reported that he caught a fleeting glimpse of the Danube River just a few seconds after bombs away which tends to confirm his belief that the bombs were dropped on the target. The weather at the target was reported as "solid soup" of 10/10 cumulus at 15,000 feet and 9/10 cirrus at 27,000 feet. Enroute, a solid overcast was experienced all the way with 7/10-8/10 undercast. One aircraft deviated from the briefed course in order to skirt thunderstorms on the return. This aircraft experienced flak from the vicinity of Zagreb due to navigational error.

III. RESULTS

No visual observation was possible but the two radar operators believe that their bombs fell in the target area with a good possibility of hitting the target proper.

IV. ENEMY RESISTANCE

A. Fighters: One observation indicated a possible JU-88 in the target area at 24,000 feet but positive identification was impossible due to poor visibility. A single vapor trail was observed in the target area well above the observer's aircraft.

B. Flak: No flak was experienced at the target. Moderate, accurate, heavy flak was experienced at Zagreb on the return by one aircraft which was too far West of briefed course.

V. FLIGHT LEADERS: (Bombardiers)

Durwinis Schmidt Furtado