

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

S-2 NARRATIVE REPORT

MISSION DATE: November 6, 11944

MISSION NBR. 168

TARGET: Sarajevo, Yugoslavia - Marshalling Yard

I. CHRONOLOGY

Twelve aircraft took off at 0915-0921 hours to attack the Ali Pasin Most Marshalling Yard at Sarajevo, Yugoslavia. Eleven aircraft reached the target but were unable to bomb because of solid undercast. Ten aircraft returned bombs to base at 1415 hours. One aircraft jettisoned bombs in Adriatic and returned to base at 1050 hours. Number four engine caught fire and was extinguished and the engine feathered. Number One engine developed a bad oil leak and it also had to be feathered. The aircraft was losing altitude rapidly and landed downwind upon arrival at home base. The aircraft overran the runway and crashed on the opposite side of the Manduria Highway. One other aircraft was hit by flak at the target and is missing. When last seen it was headed for the coast in no apparent danger.

II. ROUTE AND ASSAULT

Rendezvoused with 449th, 376th and 98th Bomb Groups at San Vito, on course to Keypoint. The briefed route was flown to the target. Finding a solid undercast covering the target area the leader directed that the formation circle outside the flak range to await a possible clearing in the undercast. After a period of 38 minutes had elapsed without favorable developments the decision was made to return to base. One aircraft was picked off the tail of the formation by flak when it cut short over the target area. Enroute 2/10 scattered cumulus was encountered. The solid undercast began to develop just inside the coast and built up to 10/10 over the target and 10 -15 miles east. Five P-38's were observed at 1145 hours at 20,000 feet and disappeared from sight shortly after the first observation was made.

III. RESULTS

No bombs were dropped on the target due to solid undercast.

IV. ENEMY RESISTANCE

A. Fighters: None

B. Flak: Flak at the target was moderate, inaccurate, heavy type. The fact that one aircraft was hit does not indicate that the flak should be classified accurate as the aircraft ran into the flak which was well off course.

V. OBSERVATIONS

None

VI. CASUALTIES

One aircraft reported damaged by flak and is missing.

VII. FLIGHT LEADERS:

| <u>PILOT</u> | <u>BOMBARDIER</u> | <u>NAVIGATOR</u> | <u>PILOT</u> | <u>BOMBARDIER</u> | <u>NAVIGATOR</u> |
|--------------|-------------------|------------------|--------------|-------------------|------------------|
| Stevens      | Myers             | Chittero         | Lewis        | Miller            | Rudman           |

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450TH BOMBARDMENT GROUP (H) AAF  
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S-2 NARRATIVE REPORT

MISSION DATE: November 6, 1944

MISSION NBR. 169

TARGET: Vienna, Austria - Moosbierbaum Oil Refinery

I. CHRONOLOGY

Twenty-eight B-24 aircraft took off at 0801-0830 hours to bomb the Moosbierbaum Oil Refinery. One returned early. Twenty-seven dropped 53.75 tons of 500 lb RDX bombs on the target at 1200 hours from 23,000 - 24,000 feet. One aircraft jettisoned .25 tons due to release malfunction over the target. Twenty-seven returned to home base at 1516 hours. None lost. None at friendly fields.

II. ROUTE AND ASSAULT

Rendezvoused with other groups of the Wing at 0951 over St. Andrija at 17,000 feet and then on briefed course to the Initial Point, Marbach, from which the target was attacked on an axis of 76 degrees True by two attack units of two boxes each. Bombing was by PFF Method. An escort of 20-30 P-51's rendezvoused enroute to the target at Pals at 1117 hours at 25,000 feet and withdrew at 1230 hours at 25,000 feet. Rally after target was sharp left to avoid the city of Vienna, then right and on the briefed course to home base. Weather enroute was clear to 5/10 cumulus to the Austrian border from which an undercast developed and increased to 9/10 - 10/10 cumulus at 10,000 feet over the target.

III RESULTS

Bombs away photos indicated that bombs of X-1 X-s boxes fell near the East side of the target. Y-1 and Y-2 boxes, dropping as an attack unit, extended bomb bursts into a small village 2,500 feet South of the target.

Bombardier's Combat Mission Report: The mission reached the I.P. as briefed. Approaching the I.P. the leader decided on a PFF run due to the weather. This caused the Group to bomb by two attack units.

The first unit was led by Captain Leavitt as Bombardier and Lt. Ryan as "Mickey" Navigator, both of the 721st Squadron. The run proceeded by PFF with the "Mickey" Navigator getting a return from the target. About twenty-five seconds from the target Captain Leavitt saw they were slightly off course and notified the Pilot. The correction was made and the bombs were dropped by the usual PFF Synchronous Method. The bombs fell some 2000 feet right of course south east of the target.

The second attack experienced the same conditions. A PFF run was made. At the last minute the Bombardier saw the target but it was too late for a run. The bombs were dropped by PFF and the pattern developed some 3000 feet right of course and south of the target.

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S-2 Narrative Report (Continued)

Mission Nbr. 169 Date November 6, 1944

Target: Vienna, Austria - Moosbierbaum Oil Refinery

IV. ENEMY RESISTANCE

A. Fighters: None

B. Flak: Over the target, this Group experienced moderate to intense, accurate and heavy flak of the predicted variety resulting in the holing of five aircraft. Bursts were black and white. Enroute to the target, slight, inaccurate, heavy was encountered at Klagenfurt and intense, inaccurate, heavy at Marbach, the Initial Point, without damage to the group.

V. OBSERVATIONS

At 1255 from 16,000 feet, motor convoy on road estimated at 45 cars. At 1301 at 12,000 feet, long freight train (100 cars) had white tops, movement or heading not reported.

At 1015 hours from 18,500 feet, what appeared to be a new airfield was under construction. At 1330 hours from 10,000 feet, two black aircraft, too far away to be identified, were at 12,000 feet flying parallel to our formation.

At 1200 hours in immediate target area from 23,500 feet a chemical plant appeared to be afire. At 1311 hours at (45.54N-16.50E) from 13,000 feet, many building, towers, and store houses were observed.

VI. CASUALTIES

One crew member slightly wounded in the knee, by flak. One aircraft received major flak damage, four others received minor damage.

VII. FLIGHT LEADERS:

| <u>PILOT</u> | <u>BOMBARDIER</u> | <u>NAVIGATOR</u> | <u>PILOT</u> | <u>BOMBARDIER</u> | <u>NAVIGATOR</u> |
|--------------|-------------------|------------------|--------------|-------------------|------------------|
| Alexander    | Leavitt           | Suey             | Maust        | Hasbrook          | Rummel           |
| Codquillette | McMahon           | Beech            | Massey       | Kemp              | Andrews          |