

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

S-2 NARRATIVE REPORT

MISSION DATE: November 30, 1944

MISSION NBR. 185

TARGET: Munich, Germany - West Marshalling Yard

I. CHRONOLOGY

One B-24 type aircraft took off at 0150 hours 30 November 1944 to bomb the West Marshalling Yard at Munich, Germany. One aircraft dropped 2 tons 500 lb bombs at 0505 1/2 hours from 25,500 feet. .5 tons were 6-72 hour incendiary. Aircraft returned to base at 0825 hours.

II. ROUTE AND ASSAULT

The Pathfinder aircraft modified for night operation was scheduled to take off at one minute intervals at 0145 hours. Due to mechanical failure, one aircraft failed to take off. The one aircraft took off 4 minutes late. The briefed time but crossed the Line of Departure on course as briefed at 0252 hours. The briefed route was flown to I.P. (Saulgrub) from which point the attack was made on the briefed axis of 36 degrees T.C. A sharp right rally was due to a 180 degree change in predicted winds, the target was attacked approximately 20 minutes prior to briefed target time. The briefed route was flown to base. A 10/10 undercast of strata-cumulus with tops at 12,000 feet prevailed over the Adriatic and Northern Italy to the mountains. It was clear over the Alps but the 10/10 undercast built up beyond to 15,000 to 18,000 feet and leveled off at the target at about 12,000 feet.

III RESULTS

The city of Munich was picked up before the I.P., giving the Mickey operator an opportunity to study the blip and pinpoint the target early. An excellent run was made from the I.P. and perfect Bombardier-Navigator teamwork placed the bombs in the target area if not on the Aiming Point itself.

IV. ENEMY RESISTANCE

A. Fighters: None

B. Flak: Intense, accurate flak was experienced over the target. As far as could be observed, this aircraft was the one one over the target at this time and the flak was definitely aimed and followed the aircraft with increasing intensity and accuracy until evasive action was commenced at the BRP.

No flak was experience enroute. However, an unusually intense concentration was observed at Innsbruck. An intercepted message had previously indicated intention of other aircraft to attack Innsbruck instead of primary at Munich.

V. OBSERVATIONS

None due to solid undercast.

VI. CASUALTIES

Damage from flak - 3 holes, slight.