

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

S-2 NARRATIVE REPORT

MISSION DATE: December 6, 1944

MISSION NBR. 188

TARGET: Sopron, Hungary - East Marshalling Yard

I. CHRONOLOGY

Forty-two B-24 type aircraft took off at 0715-0744 hours to bomb the East marshalling yard at Sopron, Hungary. There was one early return due to the loss of an engine from mechanical reasons. Thirty-nine aircraft dropped 94.5 tons of 500 lb RDX bombs on the target at 1123 hours from 21,000 - 22,500 feet. Two jettisoned their full load of 5 tons: one after they had failed to release at the target because of mechanical failure and the other in the Adriatic because of the loss of an engine over the target from mechanical cause and lack of opportunity to bomb an alternate. In addition, 3 of 39 dropping on the target did not release full loads: one returned .75 tons to the base because of rack malfunction, one jettisoned .25 tons in the Adriatic which had hung up and one jettisoned .5 tons which also had hung up. Forty-one aircraft returned to the base at 1405 hours. None lost. None missing. None at friendly fields.

II. ROUTE AND ASSAULT

Rendezvous and route to the target were as briefed. In the Vis vicinity, there was 4/10 cumulus with tops at 8000 feet and thin cirro-stratus over the Yugoslav mountains. In the Zagreb area, there was 9/10 strato-cumulus with tops at 12,000 feet and thin cirro-stratus at 20,000 feet which continued to obscure the ground substantially until the I.P. of Friedberg was reached. From the I.P. to the target, it was CAVU and made possible a good run. Bombing was visual and was done by boxes on an axis of attack of 54 degrees. One box found it necessary to make a 360 degree turn and bomb on the second run. Rally was right and the route back was flown as briefed. Target cover was provided by 30-35 P-38's which were observed at 1120 hours at 22,000 feet and 16 of them remained within view of the Group and withdrew at 1200 hours.

III RESULTS

Visual observation verified by photo-coverage reveals devastating damage with destruction of trackage, transshipment sheds, offices, supply dumps, and rolling stock.

IV. ENEMY RESISTANCE

- A. Fighters: None
- B. Flak: None

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S-2 Narrative Report (Continued)

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V. OBSERVATIONS

A. AIR: At 1120-1200 hours in the target area from 21,500 feet, five unidentified enemy aircraft were observed in the target area but there were no attacks on the Group or group following.

At 1126 hours at 47.23N-17.03E, from 21,000 feet, a plane, which looked like a HE-111, was observed in a square-shaped field (not a landing field).

At 1130 hours 10 miles south of the target from 20,000 feet, a ball of fire was seen heading to earth and it is believed to have been an aircraft, type unknown.

At 1145 hours 15 miles southwest of lake Balaton from 16,000 feet, one ME-109 was observed but it stayed out of range and appeared to be an observer.

At 1245 hours at 43.57N-16.55E from 14,000 feet, a B-24 dropped through the clouds, apparently out of control.

B. MISCELLANEOUS: At 1058 hours a dam was observed on the Drava River and appeared to be equipped with water power unit for electricity - 4 transmission line towers on West end of the dam.

At 1116 hours at Friedberg from 21,500 feet, the right waist gunner saw an explosion on the ground which might have been a plane.

At 1128-1132 hours about 30 miles east of target while in right rally, a red flare was observed. Four minutes later, another red flare was observed and shortly after that, a radio message from the 55th Wing was intercepted stating that they were being attacked by 50 ME-109's.

At 1137 hours at 19,000 feet, strong signals were received on the Mickey Jammer.

At 1334 hours a 42.10N-17.40E from 3000 feet, a large oil slick was observed on the water.

VI. CONCLUSION

A. Losses: None
B. Damage: None
C. Casualties: None
D. Victories: None