

CONFIDENTIAL

HEADQUARTERS
 44TH BOMBARDMENT GROUP (H)
 APO 500 U.S. Army

WH/100/00

SUBJECT: Narrative Mission Report 3 November 1944

TO : Commanding General, 44th Bombardment Group (H)
 APO 500, U.S. Army

1. On 3 November 1944, the three (3) scheduled B-24 type a/c designated below, with one (1) spare, took off at the hour indicated to bomb the Munich West M/Y, as specified in Operations Order No 233.

A/C No 42-52070, 2nd Lt August H. Lechner, Jr, Pilot, at 0752A.

A/C No 42-95613, 1st Lt Franklin K. Lane, Pilot, at 0753A.

A/C No 44-49073, 1st Lt Forrest J. Fobbins, Pilot, at 0754A.

A/C No 42-50523, 2nd Lt Homer C. Mower, Pilot, at 0755A. (Spare).

2. The three (3) scheduled a/c proceeded to and left the line of departure at one minute intervals as prescribed, without incident. Spare a/c No 42-50523 proceeded beyond the prescribed line of departure and made a normal spare return from (41°38'N-15°56'E), landing at 1123A with full bomb load returned.

3. The three (3) scheduled a/c were over the target and, using C-1 Automatic Pilot with PTV, dropped all bombs, aggregating four and one-half (4.5) tons, or one and one-half (1.5) tons each, of 250 pound GP bombs (fused .1 nose and .01 tail) on the axis of attack and at the hours indicated below.

A/C No 42-52070; 1.5 tons, 23°, at 1106A from 25,500'.

A/C No 42-95613, 1.5 tons, 23°, at 1115A from 25,200'.

A/C No 44-49073, 1.5 tons, 26°, at 1117A from 22,700'.

Total dropped 4.5 tons

4. Bomb strike photos show bombs away from two of the three aircraft. Cameras in each aircraft showed a solid overcast at the time of bombing. No terrain features whatsoever are visible on the photos.

C O N F I D E N T I A L

Ltr Narr High Fat, cont'd

5. The crew of a/c No 42-52070, the first over the target, reported SIH-flak, with bursts breaking about one mile to the rear, as though tracking the chaff.

The crew of a/c No 42-95613, the next over the target, reported IAH flak. Though some of the bursts were high and to the rear, several hits were received from near bursts. Time in flak reported by this crew was three (3) minutes.

The crew of a/c No 44-49073, the last over the target, reported IAH to ITH flak from three (3) minutes before bombs away until five (5) minutes after. The first several bursts were accurate and the rest inaccurate.

6. Weather, 9/10 stratocumulus, base 4,000 feet at take off, continuing to coast. Over South Adriatic, 6/10 cumulus and stratocumulus, base 2,000 feet, tops 13,000 feet. Above was 0/10 altostratus at 18,000 feet.

In North Adriatic, these cloud decks merged and ship was in cloud, breaking out just south of the Alps. Light rime ice was picked up on leading edges of wings.

Over Alps, 10/10 altocumulus, tops 20,000 feet and 8/10 cirrostratus at 25,000 feet, these decks occasionally merging.

At target, the cirrostratus had broken up to 2/10-3/10, but below was 10/10 altocumulus, with top at 20,000 feet.

Returning conditions were similar over Alps, but in Adriatic clouds had broken up to 6/10 to 8/10 coverage of various cloud types with several cumulonimbus to 20,000 feet. In South Adriatic and at Base on return, 5/10 to 6/10 altostratus in bands at 14,000 feet and 3/10 to 4/10 cumulus, base 4,000 feet.

Visibility was twelve (12) miles at take off and twenty (20) miles generally over route.

7. Route was flown as briefed, except: Slight deviations made by a/c No 42-52070 to avoid weather over Adriatic. Believing the more intense flak could be better avoided, a/c No 42-95613 made 5° left rally off of target, then right slightly beyond rally point and back on course atendorf. Track charts showing routes flown are attached.

8. Return landings of the three (3) a/c were made as follows: A/C No 42-52070 at 1407A, No 44-49073 at 1414A, and No 42-95613 at 1424A.

C O N F I D E N T I A L

Ltr Narr Miss Ret, cont'd

9. Very satisfactory use and functioning of RFF equipment was reported, except as to s/c No. 44-40073. RFF operator of latter s/c reported that azimuth stabilization unit went off four (4) minutes before IP; that level line was off 23°, and is unfit for bombing or navigational purposes. Target material, including RFF charts, was found adequate.

10. Each s/c attempted photo. Prints of bombs away photo from s/c No A2-50070 and No A2-25613 attached. No bombs away photo taken by remaining aircraft.

For the Commanding Officer:

FRANCIS E. FLEWER
Major, Air Corps
Intelligence Officer

5 Inclosures:
Incls 1, 2, and 3 - Track Charts
Incls 4 and 5 - Selected Prints