

HISTORY

of the

484TH BOMBARDMENT GROUP (HEAVY)

1 March 1945 to 31 March 1945

FOLLOWING IS A BRIEF SUMMARY OF MARCH OPERATIONS:

During the month of March weather conditions were an improvement over the previous month. Twenty (20) missions were flown, Six hundred and ten (610) sorties and only Twenty six (26) early returns.

Tonnage dropped during the month totaled eleven hundred sixty eight and one tenth tons. (1168.10). Sixty three (63) combat crew members are listed as missing.

MISSION NO. 152, 1 March 1945, Moosbierbaum Oil Refinery.

Thirty five (35) of our aircraft took off to bomb this vitally important industrial target at Moosbierbaum, but because of a 10/10 undercast it was necessary to bomb by instruments. No results were observed but a good run was made and good results were expected. Fifty one (51) tons of bombs were dropped on the target and one ship failed to return.

MISSION NO. 153, 2 March 1945, Linz Benzol Plant, Austria.

Twenty eight (28) of our aircraft took off to bomb the Linz Benzol Plant in Austria. Again it became necessary to bomb by PFF methods due to 10/10 undercast. Fifty three (53) tons of bombs were dropped a little left of the course, but in the target area. Despite the short bomb run good results were obtained.

MISSION NO. 154, 4 March 1945, Graz Main Marshalling Yard.

Thirty three (33) of our aircraft took off to bomb the Graz Main Marshalling yards in Austria. This attack was of vital importance to further disrupt the already disorganized rail system from Vienna to the Hungarian front and South to Yugoslavia. The run on the target was started by PFF methods but was picked up visually in time for the Bombardier to make necessary corrections. Fifty nine and a half (59.5) tons of bombs were dropped and bomb strike photos showed a tight concentration of bombs on the target. One of our aircraft was lost.

MISSION NO. 155, 8 March 1945, Hegyeshalom M/Y.

Thirty nine (39) of our aircraft took off to bomb the RR cars at Hegyeshalom M/Y in Hungary. Again the importance of this attack was the disruption and disorganization of military supplies and traffic enroute to the front and its destruction would be in effective support for the Russian ground troops. Two forces were flown this day and good results were obtained by both. Fifty seven and a quarter (57.25) tons of bombs were dropped

MISSION NO. 156, 9 March 1945, Graz M/Y, Austria.

Thirty eight (38) aircraft took off to bomb Bruck Marshalling yards but due to adverse weather conditions it became necessary to bomb the alternate, Graz Station and M/Y. This was bombed in two units with nine ship fronts. Handicapped by 10/10 undercast PFF methods were employed. Difficulty was encountered by both units on the bomb run and no results were observed but in spite of this results were believed to have been good. Eighty and a quarter (80.25) tons of bombs were dropped.

MISSION NO. 157, 12 March 1945, Florisdorf Oil Refinery.

Thirty nine (39) of our aircraft were dispatched to bomb the remnants of the Florisdorf Oil Refinery. Complete cloud cover (10/10) was encountered over the target and it was necessary to bomb by instruments. Sixth two (62) tons of bombs were dropped this day and no results were observed.

MISSION NO. 158, 13 March 1945, Regensburg Main M/Y.

Twenty eight (28) of our aircraft took off to bomb the Regensburg Main marshalling yards in Germany. Again due to complete cloud cover over the target it was necessary to drop by PFF methods. Forty eight and a quarter (48.25) tons of bombs were dropped with results unobserved.

MISSION 159, 14 March 1945, Weiner-Neustadt, Austria.

Thirty four (34) of our aircraft were dispatched to bomb rolling stock in the Brux marshalling yard, but due to adverse weather conditions it became necessary to bomb an alternate, Weiner Neustadt M/Y in Austria. On reaching the latter 10/10 cloud cover was encountered which made it

necessary to employ PFF synchronous bombing methods. Eighty two and a half (82.5) tons of bombs were dropped. No results were observed and one of our aircraft is missing.

MISSION NO. 160, 15 March 1945, Weiner-Neustadt M/Y, Austria.

Thirty seven (37) of our aircraft took off to bomb Schwechat Oil Refinery but weather again forced the group to turn to an alternate, Weiner-Neustadt M/Y, Austria. PFF methods were used extensively for navigation and not until a sudden break in the clouds identifying the IP, were instrument methods abandoned and the bombing done by visual methods. Seventy two and a half (72.5) tons of bombs were dropped. Excellent results were obtained and fires were burning fiercely when our aircraft left.

MISSION NO. 161, 16 March 1945, Moosbierbaum Oil Refinery.

Thirty five (35) of our aircraft took off to bomb Moosbierbaum Oil Refinery, Austria. On this date, Moosbierbaum was one of five remaining refineries producing in the Vienna area and our objective was to destroy the remaining producing facilities and hamper repairs of the others previously damaged. Flak encountered was extensively heavy and accurate, resulting in 11 minor and 2 major damage to our ships, but all returned in spite of this. Sixty two and three quarters (62.75) tons of bombs were dropped with good results.

MISSION NO. 162, 19 March 1945, Muhldorf M/Y, Germany.

For the first time during the month the weather enroute to the target and return was clear. Thirty nine (39) of our aircraft took off to bomb rolling stock in the Muhldorf marshalling yards. Some difficulty was experienced on the bomb run due to smoke from fires and bombs of previous groups but aiming points were picked up before bombs away. Good results were obtained and a total of seventy four and nine tenths (74.9) tons of bombs were dropped. All aircraft returned safely.

MISSION NO. 163, 20 March 1945, Wels (E) M/Y, Austria.

Forty (40) of our aircraft took off to bomb rolling stock in the Wels (E) marshalling yard in Austria. Again enjoying clear weather enroute to the target and return no difficulty was experienced on the bomb run. Seventy eight and a half (78.5) tons of bombs were dropped, with excellent

results. The target was completely saturated, destroying the round house, trains of cars were left burning and many explosions were seen. All our aircraft returned safely.

MISSION NO. 164, 21 March 1945, Villach, Bruck and Pragersko.

On this date the Bruck marshalling yard in Austria had been originally briefed as the primary target. But due to adverse weather conditions encountered near and over the target it became necessary to break up the formation with the result; that two boxes bombed the primary with excellent results, one box bombed Villach North marshalling yards with good results, and the entire second attack unit bombed the Pragersko marshalling yards leaving fires burning fiercely. A total of thirty eight (38) aircraft were dispatched, dropping eighty nine and a half (89.5) tons of bombs on the primary and two alternates.

MISSION NO. 165, 22 March 1945, Kagraan Oil Refinery.

Twenty nine (29) of our aircraft were dispatched to bomb Kagraan Oil Refinery, located just North of the city of Vienna. After our previous attack on Moosbierbaum, Kagraan was then one of four remaining refineries to destroy. Sixty two and a quarter (62.25) tons of bombs were dropped with good results. Flak encountered over the target was intense, accurate and heavy with over three quarters of the formation receiving major or minor damage. One aircraft failed to return as a result of this.

MISSION NO. 166, 23 March 1945, Kagraan Oil Refinery.

Despite the previous days attack on Kagraan, further accurate bombing was deemed necessary to accomplish the objective; the complete destruction of this refinery. A total of thirty four (34) aircraft were dispatched dropping sixty and three quarters (60.75) tons of bombs in the target area. One explosion was seen. Again, as in the previous days mission, flak encountered was intense, accurate and heavy. As a result of this, every ship in the group received major or minor damage. Our losses were two aircraft.

MISSION NO. 167, 24 March 1945, Budjovice M/Y.

Twenty nine (29) aircraft were dispatched to bomb the Budjovice marshalling yards where supplies moving from Germany to Vienna had

been accumulating as a result of the recent attacks on main lines. Fifty five (55) tons of bombs were dropped short, but walked into the yard and completely destroyed the roundhouse.

MISSION NO. 168, 25 March 1945, Prague, Czechoslovakia.

Our objective was the destruction of the ME-262 jet-propelled A/C at Prague/Kbely airdrome. Twenty seven (27) aircraft were dispatched and identification of the target was difficult because due to the surrounding terrain, smoke and haze. But definite check points were identified before bombs away and forty five (45) tons of frag bomb clusters were dropped in the target area with good results. No ships were lost.

MISSION NO. 169, 26 March 1945, Strazhof M/Y.

Twenty eight (28) aircraft were dispatched to bomb the Strazhof marshalling yards. The attack was made in boxes, by trail, dropping fifty three (53) tons of bombs with good results. Flak damage was minor and all of our aircraft returned safely.

MISSION NO. 170, 30 March 1945, Graz M/Y, Austria.

On this date four (4) aircraft were dispatched to make "Lone Wolf" attacks on the Vienna North Station Goods Depot, but due to adverse weather conditions it became necessary to abandon the primary and turn to the alternate, Graz marshalling yards. One and a half (1.5) tons of bombs fell in the yard with fairly good results.

MISSION NO. 171, 31 March 1945, Linz Benzol Plant.

Twenty eight (28) of our aircraft took off to bomb the Linz Benzol Plant in Austria. Due to 8/10 cloud cover in the target area, a combination of PFF and offset bombing was employed. By check points, identified in the target area on the bomb run, a good concentration of bombs on the target was obtained. Intense, accurate and heavy flak was encountered in the target area and half of the formation received minor flak damage. Thirty nine (39) tons of bombs were dropped and all aircraft returned safely.