

Second Attack Unit

Dog Flight

11 Linkous	828 Y (Micky)
12 Eiden	55 F
13 Mauldin (f)	63 N
21 Kelder (f)	51 B
22 Cox	52 C
23 Weaver	58 I

Easy Flight

11 Rounds (f)	72 C
12 Mann	86 Q
13 Johnson	85 P
21 Weimer (f)	84 O
22 Frobom	87 R
23 Bolton	76 G
31 Seaman	88 S

Standard Cruising Formation

Able Flight

	T 11	Lead aircraft
T 12		T 13 Deputy lead, either side
	T 21	
T 22		T 23
	T 31	

The number preceding the pilot's name indicates placement of each aircraft in the formation as shown above. The number after the pilot's name is the nose number painted on the nose and tail of the fuselage sides to identify each squadron aircraft. The letter following is the radio call identification, usually not painted on the fuselage exterior of 484th BG aircraft. Some 15th AF aircraft units displayed the radio letter on the lower rudder.

Bomb Load. Eight 500lb RDX fused tail Normal two fuses Nose one second, (.1), tail one tenth of a second (.01) The exception was Kramer in ship 42-51853 (Pathfinder) Able 13, was to load delayed action fuses. It was revealed in the television series shown on PBS on unexploded bombs some years ago, that German bombs used one fuse that was placed on the side of the bomb, instead of the two used by the Americans.

Test fire guns at 1050. Target time 1205. Intervelometer setting 50 feet. Auto pilot is to be used instead of PDI (pilot direction indicator).

The targets were: 1) primary: Munich West M/Y (48-09N, 11-13E), First alternative Rosenheim M/Y, Second alternative Salzburg M/Y, Third Alternative Innsbruck M/Y.

The 484th BG will be in rendezvous rectangle (fly in a box pattern) at Candela from 0913 to 0936. and go around one and a half times. The 451st & 461st will follow SOP the 484th. Rendezvous altitudes: 484th 10,000, 451st 11,000, & 461st at 12,000 feet. The 484th will lead the attack. Bombing Altitudes 484-24,000, 451-25,000, & 461st-26,000 feet. Target elevation 1725 feet. Rally right turn.

Fighter escort, (52 P-51s) will intercept the 49th Wing for-

mation at Masseria at 1145 to provide close escort on penetration at target and withdrawal.

Maximum PFF (Pathfinder) or better known as "Micky ships" will lead units, this is SOP. The mission was a planned PFF mission, but visual bombing will be conducted if possible. 451st & 461st will load 4 cartons of window (tin foil strips). The 484th will load two carton of window, Dispensing will begin three minutes before the IP and continue at the rate of three bundles every 20 seconds.

Communications: Tower 5210 or Channel "B", Interplane-Channel "B". Fighters-Channel "A", Intergroup-Channel "C".

Flak was reported at Mestre, Treviso, Udine, Bolzano, Munich, Muhldorf, Venice, Grado, Neryesa, Innsbruck, Rosenheim, and Salzburg.

The course to and from the target was detailed in the orders that came down from group to avoid known flak areas. But as often happened the Luftwaffe Flak arm would move guns using the railroads. The guns could fire directly from their flat car mountings after swinging out stabilizer arms to the road below.

Reports filed during and after the mission

The bombing was offset using the synchronous PFF method, the actual bomb run was made using the autopilot bombing from 23,900 feet. Airspeed to the target was 160 miles per hour. Length of the bomb run 240 seconds or four minutes a long anxious time for flight crews to endure. Temperature at bombing altitude was -40.

1/Lt George W Adams in Able 11 (Maj. Moe's ship) used the PFF method, but had to turn short of the IP to keep out of the prop wash of the group in front some ten miles short of the IP.

1/Lt L E Friedman acting as group navigator in Able 11 reported that the rendezvous with the other 484th Groups was good at the key point Ancona at 1041. Actual target time was 1244, some 39 minutes late of the planned 1205 eluded to earlier in this story. The fighter escort joined the formation at 1120 just short of the Italian coast going in and coming back.

1/Lt Bracken the radar navigator reported that the target was first identified on the scope some 40 miles from the target with the approach to the IP made by PFF and was accurate. The last PFF reading for correction as made for range at 12 miles and for course at 15 miles.



#36 Lands at Torretta