

# S E C R E T

PLAN ABLE

7/8 December 1944

30-K-Smith-Lather  
49-M-Harris

725th - Today  
726th - Wishwell

START ENGINES: 0200A

TAXI: 0210A

TAKE OFF: 0220A

RENDEZVOUS: None. 2 A/C of 484th will leave departure point (West corner of Lake Mesina) between 0253A and 0255A. 2 A/C of 451st will leave departure point between 0255A and 0256A. 2 A/C of 461st will leave departure point between 0256A and 0257A. Departure point altitude will be 8,000 ft.

TARGET: Moosbierbaum Oil Refinery (4819N, 1555E). Tgt Elev. 600 ft.  
Axis - 70°. Interval 150 ft.

ALTERNATES: 1st - Wiener Neustadt M/Y (4749N, 1614E) I.P. - None.  
Axis - West to East. Rally right off target. 26,000 ft.  
bombing altitude. Tgt Elev. - 892 ft.  
2nd - Graz M/Y (4705N, 1524E) I.P. - Knittelfeld (4713N, 1450E)  
Axis - 108°. Rally left off target. Tgt. Elev - 1180 ft.  
Bombing Alt. - Optional below 24,000 ft.

INITIAL POINT: Wieselburg (4808N, 1508E).

BOMBING ALTITUDE: 1st A/C at 26,000 ft. 2nd A/C at 25,500 ft.

RALLY: Sharp right off target.

ESCORT: None.

COMMUNICATIONS: 484th - Playfair 1 451st - Playfair 2 461st - Playfair 3

RECALL: Trumpet.

WINDOW: 2 cartons of window, dispensing to begin 3 minutes before I.P. and to continue at the rate of 3 bundles every 20 seconds until clear.

- NOTES: 1. Crews will turn back if weather conditions do not provide sufficient cloud cover.  
2. All A/C will be at bombing altitude at T.P. #1.  
3. Sharp rally off primary target to avoid Vienna flak.  
4. In the event enemy A/C are encountered A/C formation call sign and codeword "Dogface" on "A" channel giving approximate position and number of enemy A/C encountered.  
5. Each A/C will transmit a radio "Bombs away" flash report.

Base	Dist	TD	DC	Av Alt	TA3	GS	Time	ETA
W. end of Lake Mesina	55	345	-10	7000	154	164	:13	0255
T.P. #1 4400N, 1420E	133	341	-13	13,000	170	160	:50	0345
T.P. #2 Vodixxo (4530N, 1403E)	91	352	-12	19,000	186	190	:28½	0413½
T.P. #3 Villach (4637N, 1551E)	68	353	-11	21,500	195	201	:20½	0434
T.P. #4 Arzberg (4753N, 1428E)	78	019	-11	24,500	204	222	:21	0455
I.P. Wieselburg (4808N, 1508E)	31	060	-2	26,000	209	272	:07	0502
Target (4819N, 1555E)	33	070	-0	26,000	209	274	:07	0509
T.P. #5 Moos (4740N, 1456E)	57	226	+8	24,500	204	144	:24	0533
T.P. #2 Vodixxo (4530N, 1403E)	135	196	+10	22,000	196	170	:47½	0620½
T.P. #1 4400N, 1420E	91	172	+13	17,000	181	175	:31	0651½
Base	169	162	+14	9,000	160	160	1:03½	0755

*Highfield on Night on Dchan.*  
*less*



## SECRET

15302

INTELLIGENCE ANNEX "A" FOR

A-2 Section  
Hq 49th Bomb Wing  
APO 520, US Army  
1700 Hrs. 7 Dec 44.

OPERATIONS ORDER NO. 281, 7 December 1944

PLAN ABLE: The 15th AF will attack oil and communications targets in AUSTRIA by PFF and bomb by individual A/C.

5th Wing	18 PFF A/C	MOOSBIERBAUM Oil Ref.	BC 14-30;	Tgt time 0445A-0455A.
304th "	8 " "	" " "	" "	" " 0519A-0524A.
47th "	12 " "	" " "	" "	" " 0529A-0536A.
55th "	8 " "	" " "	" "	" " 0500A-0505A.
15th FC		Stand down.		

49th Wing 6 " " MOOSBIERBAUM Oil Ref., Aust.; (48-19N, 15-55E); BC 14-30; Elev. 600 ft.; MPI K-12/13 on TC 14-39-NA; Axis at 70°; Tgt time 0510A to 0514A; IP WIESELBURG (Same for all Wgs)

Tgt area is approx  $1\frac{1}{2}$  mi NNE of town MOOSBIERBAUM, 22 mi WNW of center of VIENNA. New refinery borders on S bank of DANUBE and old installation is approx  $1\frac{1}{2}$  mi SE. At this point the river flows W to E thru a broad, flat plain, wooded on N bank but open on S bank. To S of tgts is rail line from VIENNA to ST. POLTEN with branches serving both tgts. A canal passes close to E side of S refy and thru W end of tgt at DANUBE R. bank. Tgts are not adjacent to any built up areas.

Tgts are important distillation and aviation gas blending plants. Photo cover 6 Dec, old works, shows considerable repair, construction and operational activity. New unit believed of dismantled French equipment and appears ready to operate in connection with V1 and V2 weapons as well as aviation gas. Estimated 10,000 tons monthly production.

DEFENSES: 91 guns tgt area overlapping 313 guns at VIENNA to SE. Sharpest possible right turn should be taken off primary as crew reports indicate concentration SW of known VIENNA positions. See route photo for other flak.

Possible 20-25 T/E night fighters may be airborne against operations. Night fighter control centers probably at ZAGREB and SZOMBATHELY. However, weather conditions as forecast indicate opposition will be nil or negligible.

ALTERNATE TARGETS:

WIENER NEUSTADT M/Y, Aust.; (47-49N, 16-14E); MBC 14-63 at 7/2; 29 guns; Elev. 892 ft.; Axis At. W to E; Extremely active on photos 6 Dec.

GRAZ M/Y, Aust.; (47-05N, 15-24E); TC 14-41-NA; Elev. 1180 ft.; 20 guns; Axis At. 108°; rally left.

COVERAGE: Primary Target: BC 14-30; TC 14-39-NA; Ill # 2(d) 28 series; PFF RPC 1, 1A, 1F, 1G.

ESCAPE: See current bulletins.

SPECIAL BRIEFING NOTE. Instruct crews to turn back if weather conditions do not provide sufficient protective cloud cover.

*22 Nov 44*



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

HEADQUARTERS 49TH BOMBARDMENT WING (H)  
APO 520  
U S ARMY

E-AJB-24

10 December 1944

SUBJECT: Bombing-Navigation-Pathfinder Analysis for 8 December 1944.

TO : Commanding Officer, 451st Bomb Group, APO 520, U S Army.  
Commanding Officer, 461st Bomb Group, APO 520, U S Army.  
Commanding Officer, 484th Bomb Group, APO 520, U S Army.

1. Bombing Analysis.

a. The 484th, 451st, and 461st Bomb Groups were briefed to bomb MOOS-BIERBAUM OIL REFINERY by individual PFF aircraft, but because of various reasons the primary target was not bombed.

b. Only one aircraft of the 484th Bomb Group took off. Because of clearing weather conditions and because of a poorly functioning PFF set, the ship returned to the base without bombing.

c. Two ships of the 451st Bomb Group took off. Because of clearing weather and a PFF malfunction, the first ship did not attempt to bomb the primary. Being unable to use PFF in picking up a target, the bombardier released his bombs when flak was encountered in the vicinity of VILLACH. The second ship got to the primary target area, but when clear weather and searchlights were encountered, the primary was abandoned. GRAZ M/Y, the first alternate, was bombed by PFF. A smooth bomb run was made and good results are expected.

d. The 461st Bomb Group had two ships to take off. One returned because of clear weather and the other returned when fighters were encountered. No target were bombed.

2. Navigation Analysis.

a. Two ships each from the 484th BG, 451st BG, and 461st BG were scheduled to depart from the SOUTH WEST CORNER OF LAKE LESINA between 0253A and 0257A at 8,000 ft. All ships departed at the specified times and altitude. There were no low or middle clouds over the bases at takeoff time.

b. (1) 484th BG-

Ship #890 followed the briefed course from LAKE LESINA to (47-40N, 14-22E) where 5 enemy aircraft were encountered. The pilot decided to return to base.

(3) 451st BG-

Ship #055 followed the briefed course from LAKE LESINA to TP #3 (VILLACH). Because of clearing weather and failure of PFF equipment, bombs were dropped on VILLACH M/Y at 0452A from 24,000 ft. The axis of attack flown is unknown because compass was inoperative. This ship rallied right.

Ship #654 followed the specified course very accurately from LAKE LESINA to the IP. The primary target was clear, and the ship encountered searchlights. The pilot then abandoned the primary target and flew to GRAZ, the second alternate target. Bombs were dropped by PFF at 0535A from 26,400 ft. The axis of attack flown was 227°. This ship rallied right.

THIS WAS A NIGHT MISSION  
SINGLE SORTIE, I WAS  
SHIP #654 IN THE ATTACK  
BOREALLY AWAKE



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

Bombing-Navigation-PFF Analysis for 8 Dec 44, dtd 10 Dec 44 Cont'd.

weather, to return to base.

The briefed target time on this mission was 0510A to 0514A with an average altitude of 26,000 ft. The briefed axis of attack was 70° TC.

c. All ships followed reasonably close to the briefed course on the route back.

d. No fighter escort was scheduled.

e. COMMENTS: Scattered middle clouds with bases of 9,000 ft, increasing to 10/10 middle clouds bases 9,000, top 21,000 just north of ANCONA were encountered over the ADRIATIC. Moderate rime icing was found in clouds up to 18,000 ft. There were a few cumulonimbus clouds with thunderstorms. From the coast of ITALY to the primary target, 3/10 to 5/10 middle clouds were encountered. Over the target it was clear.

3. Pathfinder Analysis.

a. 484th BG- One plane aborted soon after take off because of engine trouble. The other plane, #890, turned back because of a combination of reasons, including clear weather, unsatisfactory PFF equipment, and attack by enemy aircraft. The PFF equipment worked all right until a fuse in the inverter blew out. The fuse was changed and blew out again. The fuse was changed again and the rectifier current was too low to give signals. The 4-position plug was adjusted to No. 4 position and the set worked again. There was excessive arcing and spoking on the PPI all the time that the set was working. No bombs were dropped. About 10 Mickey fixes were logged at irregular intervals.

b. 451st BG- The mission of the first plane to take off was performed in an unsatisfactory manner. The bombardier, navigator, and Pathfinder Operator performed their jobs unskillfully and failed to coordinate each other's work. The plane's flux-gate compass was inoperative. However, it is not inordinately difficult for a Pathfinder Operator to navigate in this circumstance. Furthermore, the accuracy of Mickey fixes is not affected by compass failures, because bearings can be taken relative to the plane's heading. Shortly after bombs were dropped on unknown flak positions, the Pathfinder Operator identified VILLACH as the locality where the bombs fell.

The mission of the second plane, #654, was performed in an exemplary manner. Position reports were furnished by the Pathfinder Operator at appropriate intervals, and the navigator integrated the Mickey fixes with his own DR calculations to keep the plane properly oriented throughout the mission. At the plane commander's discretion the second alternate target was bombed by PFF synchronous methods. Good coordination between the bombardier and the Pathfinder Operator was reported. A complete record of the bomb run was obtained by PRI photographs. The PFF set worked satisfactorily.

c. 461st BG- Both planes aborted because of clear weather. One plane was attacked by enemy aircraft. All PFF equipment worked satisfactorily and was used for navigation only. The Pathfinder Operator in plane #903 identified GRAZ on the PPI at 30 miles but there was no cloud protection for a bomb run.

*W. Bird Jr.*



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

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APO 520 U S ARMY

E-AJB-24

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