

MISSION NO. 116

TO: SAINT LO, FRANCE

401ST BOMBARDMENT GROUP (H)

R E P O R T O F O P E R A T I O N A L

D A Y

MISSION SUMMARY REPORT

MISSION # 116

Date 25 July 1944

ASSIGNMENT

1. Assigned Target: SAINT LO, FRANCE
2. Commitments: The 401st was to furnish the Lead, High and Low Boxes, of 12 A/C each, for the 94th "A" CBW. One spare was furnished for each box.

EXECUTION

1. Target Bombed: SAINT LO, FRANCE
2. a. Wing Leader: Major L. STANN
Lead Navigator: Capt. H. D. WOOD
Lead Bombardier: Capt. H. W. MEADVILLE
- b. High Box Leader: 1st Lt. C. A. LINCOLN
Lead Navigator: 1st Lt. F. W. RICKS
Lead Bombardier: 1st Lt. S. J. DANILAVEZ
- c. Low Box Leader: Capt. K. H. OPIE
Lead Navigator: 2ndLt. J. M. SCHWARTZ
Lead Bombardier: 1st Lt. J. E. BROWNE

3. Takeoff and Assembly:

Take off and assembly was as briefed. The wing formed in about thirty-five minutes. No difficulty or confusion was experienced.

4. Attack:

- a. Penetration: Since the clouds were very low the Wing was instructed to bomb below the clouds. Consequently the altitude throughout the route had to be changed. All altitudes were 3,500 feet below briefed altitudes. Slight variations in timing resulted due to the change in altitude.

MISSION SUMMARY REPORT (Cont)

a. Penetration: (Cont) The bomb-bay doors were opened at the I.P. A good visual run was made on the target, inspite of the heavy smoke which was coming up from it. Bombs were dropped by the Lead and Low Boxes. The High Box was unable to drop because of the smoke. The run into the target was straight except for one place where evasive action was taken against flak.

b. Bombing Approach and Run:

Lead Box: As we crossed the coast, coming into Normandy, the Navigator started taking "G" fixes and kept me informed as to just where we were at all times. This was very helpful for there was a haze over the Cherbourg peninsula, in general, which made pin-pointing rather difficult. Our altitude had been lowered 3,500 feet because of low clouds and the bombsight was reset to compensate for this. As we moved along on the Bomb Run the target area could be identified but the Aiming Point itself was obscured with smoke from previous bombings, smoke from the Artillery fire on the ground, and smoke from the markers that were to mark off the target area. By means of triangulation, and orientation to the surrounding territory, the cross-hairs were placed on the assigned M.P.I. even though it was not clearly visible. Bombs were dropped on a Mag. Heading of 199° at 1040 hours. Results were excellent.

High Box: Bombing altitude was lowered 3,500 feet because of the low ceiling over the continent. The bombsight was adjusted for this difference and we started down the Bomb Run. The target area was hard to distinguish because of the haze and smoke from previous bombing and Artillery fire. The Aiming Point could not be definitely identified through all these obstructions so we did not drop our bombs. Immediately after crossing the target area we made a turn to the right and came into low clouds which forced us down to 6,00 feet. So, we could not bomb a secondary target.

Low Box: As we approached the I.P. the Wing Leader called on V.H.F. and said we would bomb at briefed altitude minus 3,500 feet, (12,500 ft. for our group) so the Bombsight data previously set in was changed accordingly. At the I.P. we were partially in an overcast and there was rather a bad haze present. As we started on the Bomb Run we could pin-point ourselves along the river to our left and the highway to the right. There was quite a bit of smoke over and to the right of the target area making it easy to locate the area itself but very difficult to see any landmarks within the area.

MISSION SUMMARY REPORT (Cont)

b. Bombing Approach and Run: (Cont)

Low Box: (cont) As we approached the bomb release line objects in and about the target area became more discernable. Synchronization was made on the assigned M.P.I. with bombs away at 1040 $\frac{1}{2}$ hours on a Mag. Heading of 195°. The intervalometer setting, used by the planes following along in the Box, dispersed the bombs very satisfactorily, allowing for good saturation with excellent results.

c. Weather: There were three layers of clouds; one layer of about 3-5/10ths at about 5,000 feet; a middle layer of 9-10/10ths at 14,000 and a third layer about 3-5/10ths at 21,000 feet.

d. Withdrawal: The Wing was unable to reform on withdrawal because of the poor visibility. There was a layer of clouds that got lower and lower along the route back home. The Wing had to alter altitude to stay under the clouds. Over the channel the Wing altered course to the right to stay in the clear.

e. Return to Base: From the English coast to the base was as briefed. A normal peel-off landing was made. All ships returning safely.

5. Aircraft Not Attacking:

Lead Box: All scheduled A/C, including spare, attacked the target.

High Box: A/C 42-31863 - Not Sortie. Returned early because of internal failure of engine.

All other A/C of this box entered enemy territory, passed over target, but did not drop bombs because of poor visibility.

Low Box: All scheduled A/C, including spare, attacked target.

6. Enemy Opposition:

No fighters were encountered. Light inaccurate flak was seen at the target.

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>Flak</u>
0	1	1

8. Casualties:

None

MISSION SUMMARY REPORT (Cont)

9. Statistical Summary of Operations: (See attached Form)

10. Bombing Data:

a. Observations:

Lead Box: The results were excellent, the assigned area blanketed with the clusters.

High Box: No bombs were dropped.

Low Box: The assigned area was hit directly with good dispersion of the bombs.

b. Disposition of Bombs:

Lead Box: 13 aircraft dropped 458 x 100# Frag clusters on target, one of these aircraft after dropping 4 clusters on target jettisoned 34 upon return.

High Box: All aircraft did not bomb, 11 A/C jettisoned 414 clusters in channel and 2 A/C returned 76 clusters.

Low Box: 13 A/C dropped 494 x 100# Frag clusters on target.

c. TABULAR SUMMARY OF DISPOSITION OF BOMBS (All Boxes)

	<u>Aircraft</u>		<u>Bombs</u>			
	<u>Over Target</u>	<u>Bombing</u>	<u>Number</u>	<u>Size</u>	<u>Type</u>	<u>Fusing Nose Tail</u>
Main Bombfall	38	34 ⁷⁶	952	100#	MIA1	M110
Other Attacks	-	-	-	-	-	-
<u>Total Bombs on Target</u>			952	100#	MIA1	M110
<u>Other Expenditures</u>			448	100#	MIA1	M110
<u>Bombs Returned</u>			76	100#	MIA1	M110
<u>Total Loaded on A/C Taking Off</u>			<u>1476</u>	<u>100#</u>	<u>MIA1</u>	<u>M110</u>

11. Lost Aircraft:

None.

Submitted By:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

STATISTICAL SUMMARY OF OPERATIONS

801st Group

1st BD F. O. 447

Date of 25 July 1944

94th "A" CBW

	LEAD BOX		HIGH BOX		LOW BOX
	XXXXXXXX		XXXXXXXX		
1. No. of A/C Failing to Take Off	-		-		-
2. No. of A/C Airborne	13		13		13
3. No. of A/C Airborne Less Spares	13		13		13
4. No. of A/C Sorties	13		12		13
5. No. of A/C Attacking	13		0		13
6. No. of A/C Not Attacking	0		13		0
(a) Early Returns Included			(1)		
7. Name of Primary Target	SAINT LO, FRANCE				
(a) No of A/C Attacking	13				13
(b) No., Size & type of bombs	458		-		494
	100# Frag Clust.				100# Frag Clstrs.
8. Name of Secondary Target	NONE				
(a) No of A/C Attacking					
(b) No., Size & type of Bombs					
9. Name of Last Resort Target	NONE				
(a) No. of A/C Attacking					
(b) No., Size & type of Bombs					
10. Name of Target of Opportunity	NONE				
(a) No. of A/C Attacking					
(b) No., Size, & type of Bombs					
11. Name of Target Opportunity	NONE				
(a) No. of A/C Attacking					
(b) No., Size & type of Bomb					
12. No of A/C Lost - TOTAL	None		None		None
13. - to Flak					
14. - to Flak & E/A					
15. - to Enemy A/C					
16. - to Accident					
17. - to Unknown					

STAT SUMMARY (Cont'd)

	LEAD	HIGH	LOW
18. Time of Takeoff	0730	0732	0745
19. Time of Attack	1041	--	1040 $\frac{1}{2}$
20. Average Time of Flight	5.2	5.2	5.2
21. Altitude of Release	11,220	-	12,720
22. Visual or PFF	Vis		Vis
23. Enemy Resistance - AA Int.&ACC.	Very light Inacc.	Very Light Inacc.	Very Light Inacc.
24. - Fighters	None	None	None
25. - Bombers	None	None	None
26. U.S. A/C Engaged by Enemy A/C	None	None	None
27. Degree of Success	Excellent	None	Excellent

PFF A/C Borrowed from Groups as follows:

None.

PFF A/C Loaned to Groups as follows:

None.

NOTES:

Combat Flight Leader Major Stumm

Date 25 July 1944

Deputy Flight Leader 1st Noonan

~~615~~ SQDN

~~INSTEAD (SPARE)~~

081

~~DUNNORTH~~

~~BREMAN~~

310

146

- 612th SC JABWOCK
- 613th IN MACRO
- 614th IW GOLFCLUB
- 615th IY BUZZARD

401st Lead Formation
At Take-Off, Assembly
and On Cruise.

~~615~~ SQDL

~~613~~ SQDN

~~GILLISPIE~~

~~MAHRE~~

113

706

~~OSBORN~~

~~WINDARD~~

~~RANDON~~

~~FOX~~

476

091

113

736

~~MAHRETT~~

468

~~REMPFONIK~~

~~BOY~~

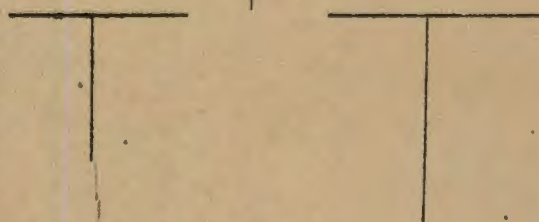
873

594

SPARES

~~RECORD~~

659



Lt Lincoln

25 July 1944

Lt Risher

Combat Flight Leader _____

Date _____

Deputy Flight Leader _____

LINCOLN

SQDN

551

612th SC JAWOCK

0230N W MACRO

0140N W GOLFOUSS

0200N W BUZZARD

HARASYM

RISHER

145

872

LA FSQDN

HANSEN DN

602

182

KENNEY

TAYLOR

LIPPERT

THOMSON

151

363

511

313

aborted

LEWICK

780

KOVACH

KOONS

369

7800

HILL

SPARES

628

Combat Flight Leader MAJ STARR

Date 25 July 44

Deputy Flight Leader _____

SQDN

IRWIN (STARR)

081

DICKWIRTH

HEENAN

310

146

SQDL

SQDN

GILLESPIE

MAHRE

113

706

OSLANDER

WINGARD

HAMMOND

POW

428

091

113

736

HASKETT

468

MELONCHUK

DOE

873

394

SPARES

MERCER

659

- 612th SC JABWOCK
- 613th IN MACRO
- 614th IW GOLFCUB
- 615th IY BUZZARD

**401ST LEAD BOX FORMATION
OVER TARGET**

Combat Flight Leader Lt Opie Date 25 July 1944

Deputy Flight Leader Lt Ball

SQDN

- 612th SC JABWOCK
- 613th IN MACRO
- 614th IW GOLFCLUB
- 615th IY BUZZARD

OPIE
510

HOOVER
632

Ball
790

401st Low Formation
At Take-Off, on Cruise,
and Assembly.

SQDL

SQDN

NO. COB
891

WITERS
072

WINGS
992

THOSE
893

LOUHAN
947

KITA
104

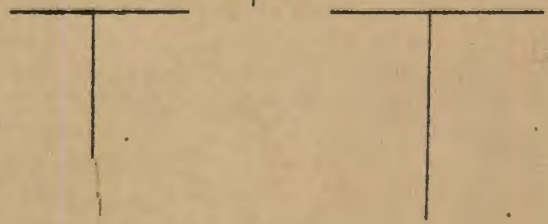
BITTERS
087

LEAGUE
938

LOWE-16
962

SPARES

KONE
993



HIGH BOX 94TH "A" FORCE

Combat Flight Leader _____ Date 25 July 44
LT LISCHEN
Deputy Flight Leader _____

--- SQDN

- 612th SC JABWOCK
- 613th IN MACRO
- 614th IW GOLFCLUB
- 615th IY BUZZARD

LINCOLN

551

401ST HIGH BOX FORMATION
OVER TARGET

MARASYN

RISHER

145

872

--- SQDN

--- SQDN

LA FEVGE

HANSON

602

132

KENNY

HILL

LIPPERT

THOMSON

151

638

511

318

LERWICK

780

KOVACH

ROGERS

369

869

SPARES

LOW BOX 94TH "A" FORCE

Combat Flight Leader LT DEIB Date 25 July 44
Deputy Flight Leader _____

SQDN

- 612th SC JAWOCK
- 613th IN MACRO
- 614th IW GOLFCLUB
- 615th IY BUZZARD

OTIE
510

ROCKING
832

DALL
790

401ST LOW BOX FORMATION
OVER TARGET

SQDN

SQDN

MO GORD
891

ELIERS
072

BURTS
992

KROST
595

LOCHART
947

KURA
931

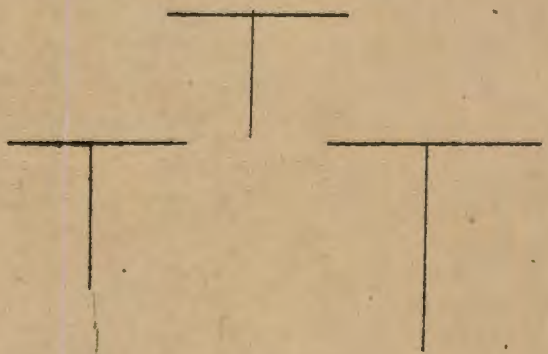
BITTING
087

BRINERD
938

LAUGHLIN
962

KONZE
993

SPARES



94TH "A" LEAD BOX

Combat Flight Leader MAJ STANN Date 25 July 44

Deputy Flight Leader LT HEENAN

615 SQDN

- 612th SC JABWOCK
- 613th IN MACRO
- 614th IW GOLFCUB
- 615th IY BUZZARD

IRWIN (STANN)
(MEADVILLE)

IN C 1081

DUCKWORTH

HEENAN

IY P 6310

IY R 6146

615 SQDN

615 SQDN

GILLESPIE

MANNIK

IY J 7115

IN U 7706

OSSLANDER

WINGARD

HAMMOND

FOX

IW Q 7478

IY O 1091

IN R 6118

IN T 7736

HASKETT

IY C 2468

MELOFCHIK

DOV

IY Q 9875

IW D 2394

SPARES

MERCER

IW J 2659

Ground Spare
SC 0-7487

612th weather ship 662

Gas 2100

3:15 Bk.
4:15 Briefg
6:15 Station

High Box

Combat Flight Leader Lt Lincoln Date 25 July 1944

Deputy Flight Leader Lt Risher

614 SQDN

612th SC JABWOCK
613th IN MACRO
614th IW GOLFCLUB
615th IY BUZZARD

LINCOLN

IY L 7551

HARASYN

RISHER

IW S 6145

IW A 7872

614 SQDL

613 SQDN

LA FEVOR

HANSON

IW O 7602

IN B 6132

KENNEY

TAYLOR

LIPPERT

THOMASON

IW B 7151

IW X 1868

IN G 7511

IN F 6313

LERWICK

IW R 7780

KOVACH

KOONS

IW K 1369

IW H 7869

SPARES

HILL

SC A 7628

Low Box

Combat Flight Leader Lt Opie

Date 25 July 1944

Deputy Flight Leader Lt Ball

612 SQDN

612th SC JABWOCK
613th IN MACRO
614th IW GOLFCLUB
615th IY BUZZARD

OPIE

SC T 7510

HOCKING

SC L 7632

BALL

SC J 7790

612 SQDN

613 SQDN

MC CORD

SC P 1891

ETTERS

IN K 1072

BURNS

SC D 6992

KNOST

SC R 2393

LOCKHART

IN S 2947

KUTA

IN N 6104

RITTING

SC K 1087

LINFORD

SC S 7938

LOUGHLIN

SC G 7962

SPARES

KONZE

SC C 9993

HEADQUARTERS AAF STATION #128
 OFFICE OF THE NAVIGATION OFFICER

25 July 1944

SUBJECT: Lead Navigator's Narrative

TO : Commanding Officer, 401st Bombardment Group (H)

1. Flight plan, Log, and Track Chart Attached.

2. Narrative:

a. T/O at 0730 hours; Land at 1218 hours.

b. Group formed at 0835 hours at 13000 feet.

c. Formed CBW at 0843 hours at 13000 feet.

d. Began climb at 0730 hours; reached alt. at 0815 hours.

e. Weather encountered over England:

(1) Clouds 10 / 10th - Visability 5 miles.

(2) Wind at altitude 239 degrees, 21 Knots.

f. Means of navigation over England. Gee

g. Means of checking Metro Winds Gee

h. Joined task force at 0955 hrs. at Sp1 411
 (Splasher, City, Coord.)

i. English Coast out at 1001 hrs.; Enemy Coast in at 1032 hrs.

j. Fighter Rendezvous:

(1) Going in _____ hrs. None

(2) Coming back _____ hrs.

k. Wind used for bombing:

(1) 293 degrees, 20 Knots.

(2) Determined by Gee
 (Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1032 hrs.

(2) Mag. heading over target 215 degrees.

(3) Altitude over target 11500 feet.

(4) Bombs away at 1041 hrs.

(5) Method of target identification and weather over target:

Gee, Visual, smoke pots

m. Gee:

(1) Coordinates of furthest fix 49-03 N. 01-46 E.

(2) Obtained at 1104 hours.

n. Difficulties encountered with special equipment.

None

COMMENTS:

H. D. WOOD
 Captain, A. C.
~~Lead Navigator, Lead Bomb~~
 SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

25 July 1944

SUBJECT: Lead Navigator's Narrative

TO : Commanding Officer, 401st Bombardment Group (H)

1. Flight plan, Log, and Track Chart Attached.

2. Narrative:

- a. T/O at 0745 hours; Land at 1305 hours.
- b. Group formed at 0900 hours at 12000 feet.
- c. Formed CEW at 0900 hours at 12000 feet.
- d. Began climb at 0745 hours; reached alt. at 0815 hours.
- e. Weather encountered over England:
 - (1) Clouds 10 / 10th - Visability 5 miles.
 - (2) Wind at altitude 255 degrees, 18 Knots.
- f. Means of navigation over England. Geo. DR Radar
- g. Means of checking Metro Winds Geo. Aicplot
- h. Joined task force at 0955 hrs. at 1002 (Splasher, City, Coord.)
- i. English Coast out at 1002 hrs.; Enemy Coast in at 1002 hrs.
- j. Fighter Rendezvous:
 - (1) Going in _____ hrs.
 - (2) Coming back _____ hrs. **None**
- k. Wind used for bombing:
 - (1) 240 degrees, 18 Knots.
 - (2) Determined by Geo. Aicplot (Method)
- l. Bomb run and Method of Target Identification:
 - (1) Reached IP at 1031 hrs.
 - (2) Mag. heading over target 208 degrees.
 - (3) Altitude over target 12000 feet.
 - (4) Bombs away at 1040 hrs.
 - (5) Method of target identification and weather over target:
Visual, smoke
- m. Geo:
 - (1) Coordinates of furthest fix 49-00 N. 02-50 E.
 - (2) Obtained at 1100 hours.
- n. Difficulties encountered with special equipment.
None

COMMENTS:

J. M. SCHWARTZ
2nd Lt., A. C.
SIGNATURE
Lead Navigator, 401st Bg

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

25 July

1944

SUBJECT: Lead Navigator's Narrative

TO : Commanding Officer, 401st Bombardment Group (H)

1. Flight plan, Log, and Track Chart Attached.

2. Narrative:

a. T/O at 0732 hours; Land at 1235 hours.

b. Group formed at 0902 hours at 13000 feet.

c. Formed CBW at 0902 hours at 13000 feet.

d. Began climb at 0732 hours; reached alt. at 0815 hours.

e. Weather encountered over England:

(1) Clouds 6-8 / 10th - Visibility 10 miles.

(2) Wind at altitude 255 degrees, 20 Knots.

f. Means of navigation over England. Pilotage, EE, Gee

g. Means of checking Metro Winds Gee

h. Joined task force at 1001 hrs. at Selsey Hill
(Splasher, City, Coord.)

i. English Coast out at 1001 hrs.; Enemy Coast in at 1032 hrs.

j. Fighter Rendezvous:

No fighters

(1) Going in _____ hrs.

(2) Coming back _____ hrs.

k. Wind used for bombing:

(1) 271 degrees, 21 Knots.

(2) Determined by Gee
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1029 hrs.

(2) Mag. heading over target 200 degrees.

(3) Altitude over target 13400 feet.

(4) Bombs away at _____ hrs. **Did not bomb**

(5) Method of target identification and weather over target:

Pilotage and Gee, Target obscured by smoke

m. Gee:

(1) Coordinates of furthest fix 49-30 N. 02-30 E.

(2) Obtained at 1110 hours.

n. Difficulties encountered with special equipment.

None

COMMENTS:

FRANK W. RICKS

1st Lt., A. C.

Lead Navigator

SIGNATURE

High

FLIGHT PLAN

PILOT Lt. Irwin Air Commander - Major tann NAVIGATOR Lt. C. W. Bryant, Capt. H. D. Wood DATE 25 July 1944

Table with columns: STATIONS, ENGINES, TAXI, T.O. Rows include LEAVE BASE, COAST OUT, ENEMY COAST, I.P., TARGET, ENEMY COAST, ENGLISH COAST.

Table with columns: SUN (Rises, Sets), MOON (Rises, Sets), TWILIGHT (AM, PM)

"Z" hr - 1000 Ref Alt -15000 Bomb Alt. Lead -16000 Hi - 17000 Gaining Oxygen 2 1/2 Last T.O. -0917 To Selsey Hill

WATCH Fast Slow RATE secs/hour Div assembly Sp 11

Main flight data table with columns: FROM TO, W/V UESD, HEIGHT, IAS MPH /K, T.A.S. (K), COURSE, DRI-FT, TRUE HDNC, VAR., MAC. HDNC., C. S., buncher DIST., TIME, E.T.A., CELESTIAL DATA (TIME, BODY, ALT., AZI.)

FLIGHT RECORD

Flight record table with columns: TIME, COURSE, W/V USED &/OR D.R. DRIF, TRUE HDNC, MAC. HDNC, NAVIGATIONAL OBSERVATION, GENERAL OBSERVATION, I.A.S. MPH /K, HEIGHT & AIR TEMP, T. A.S., RUN (DIST, TIME), TO RUN (DIST, TIME), E.T.A.

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1012		293/20	197		Wind 293/20K Haze, 2-4/10, 10/10 14000, 1/10 4000 Flak 1040 - 1045		150 130	12500 0	161	11	04	165	48	17½	1029½
1023	179	f6½	185½					11500	161			169	22½	08	
1032	179	f6½	185½		I. P.										
1041	198	f7	205		BOMBS AWAY		150	11500 0				169			
1047	275	f2	277		Enemy Coast		150 130	11500	158			158	63	24	1211
1104	272	f5	277		49-03N 02-44W		169					158			
1104			300				165	6000							
1112			18		Haze, 2-4 st. 10/10 5000	49-17N 03-09W	170	5000 f14							
1119	24	-2	22		Wind 230/10K		160 139	4000 f15	150			159	62	23	1142
1135	48	0	48		50-17N 02-51W							161	20½	07½	1142½
1143	30	0	30		English Coast, 3' left Portland Bill Haze, 2-4 st. 10/10 4000		155 f15	3000							
1246	33	f2	35		50-41N 02-24W		160	3000							
1156	25	f1	26		51-00N 02-08W			3000		21½	10	129	105	49	1210
1206					51-29N 01-43W		160	2600		34½	20				
1209½					51-35N 01-34W		160	2500							
1219½	44	f1	45	55			160	2300		26	10	156 156	38	14½	1234
1240					Base										

SIGNED _____

NAVIGATOR

TRACK CHART

TARGET
 Primary Saint Lo, France
 Secondary _____
 Last Resort _____

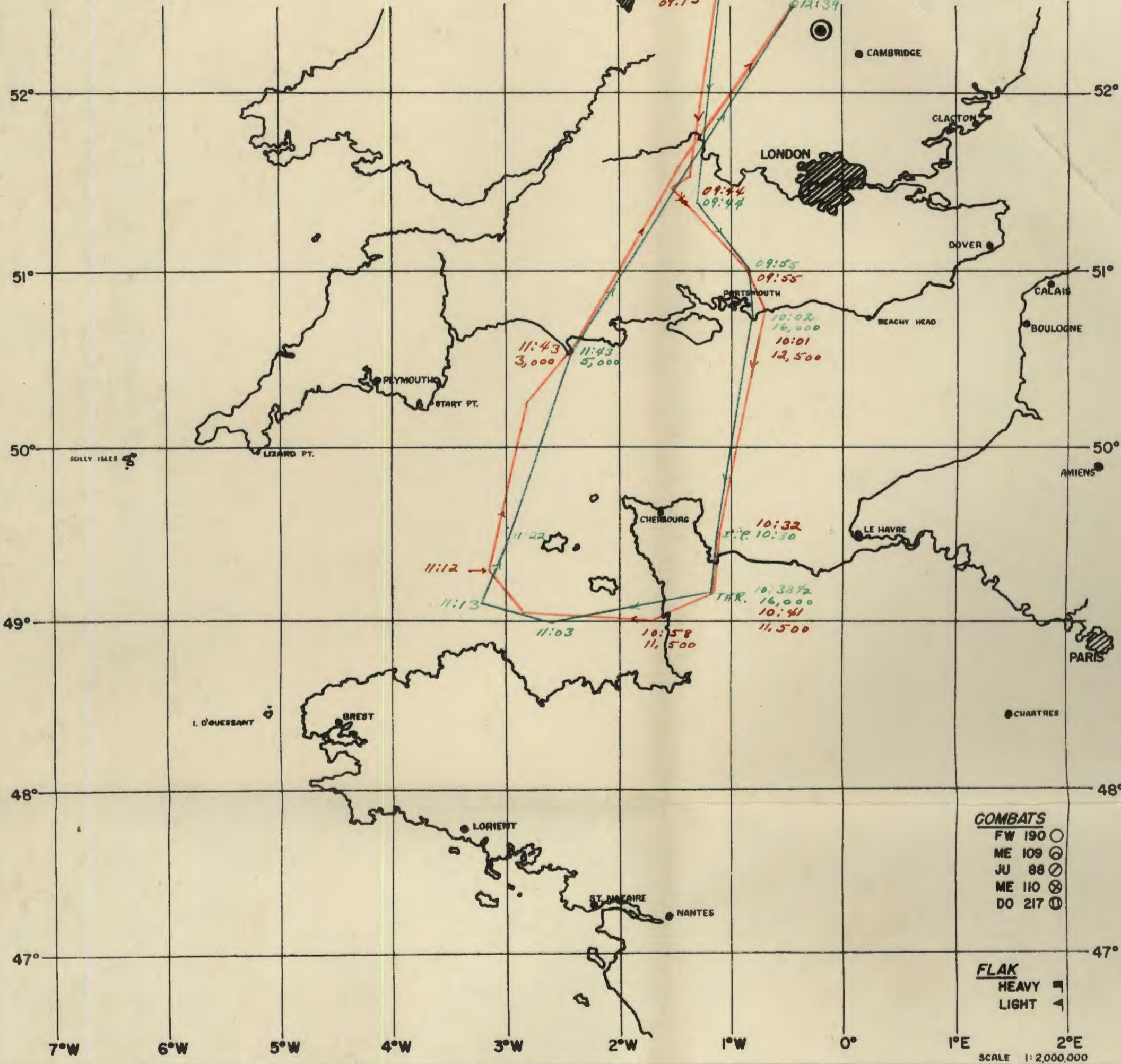
DATE July 25, 44

Green
Orange

Route followed by

Briefed Course
401st B. C. (H)

" " "
 " " "
 " " "
 " " "



COMBATS

- FW 190 ○
- ME 109 ⊙
- JU 88 ⊗
- ME 110 ⊗
- DO 217 ⊕

FLAK

- HEAVY ▣
- LIGHT ◁

SCALE 1:2,000,000

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

Target Area

NAVIATION DATA:

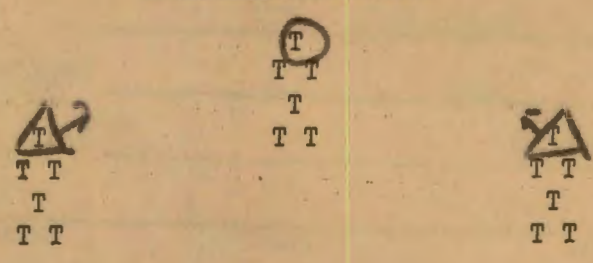
MEAN TEMP.

METRO 45.5 ACTUAL 40

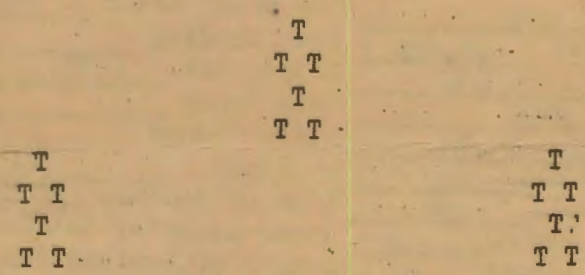
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000	<u>280</u>	<u>293</u>	<u>24</u>	<u>20</u>	<u>-8</u>	<u>0</u>
15000						
17000						
19000						
20000						
25000						
28000						
30000						

METHODS OF BOMBING



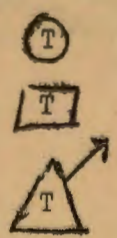
COMPOSITE GROUPS



Bombardier making complete sighting operation

Bombardier making range operation only

Bombardier dropping on leader, with arrow indicating leader's position



W.D.
 A.G. FORM
 12 E. Modified
 25-9-43 8 BC APO 634

LEAD BOX
 COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Capt Meadville DATE 25 July 1944
 PILOT Major Stann TAKE OFF 0730
 NAVIGATOR Capt Wood & Lt. Bryant AIRPLANE 081
 ORGANIZATION _____ SQUADRON 618 GROUP 401st LANDED _____
 OBJECTIVE St. Lo, France (MPI) _____
 INITIAL POINT _____
 METHOD OF ATTACK _____
 Individual Flight Squadron Group Wing
 NUMBER A/C IN GROUP 18 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING, GROUP Lead A/C COMPOSITE GROUP _____
 RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
 BOMBS, TYPES AND SIZES 100# M1A1
 NUMBER OF BOMBS LOADED 492 RELEASED 458
 FUZING, NOSE M110 Inst TAIL -
 SYNCHRONIZATION _____
 On Fast Slow

INFORMATION AT RELEASE POINT:

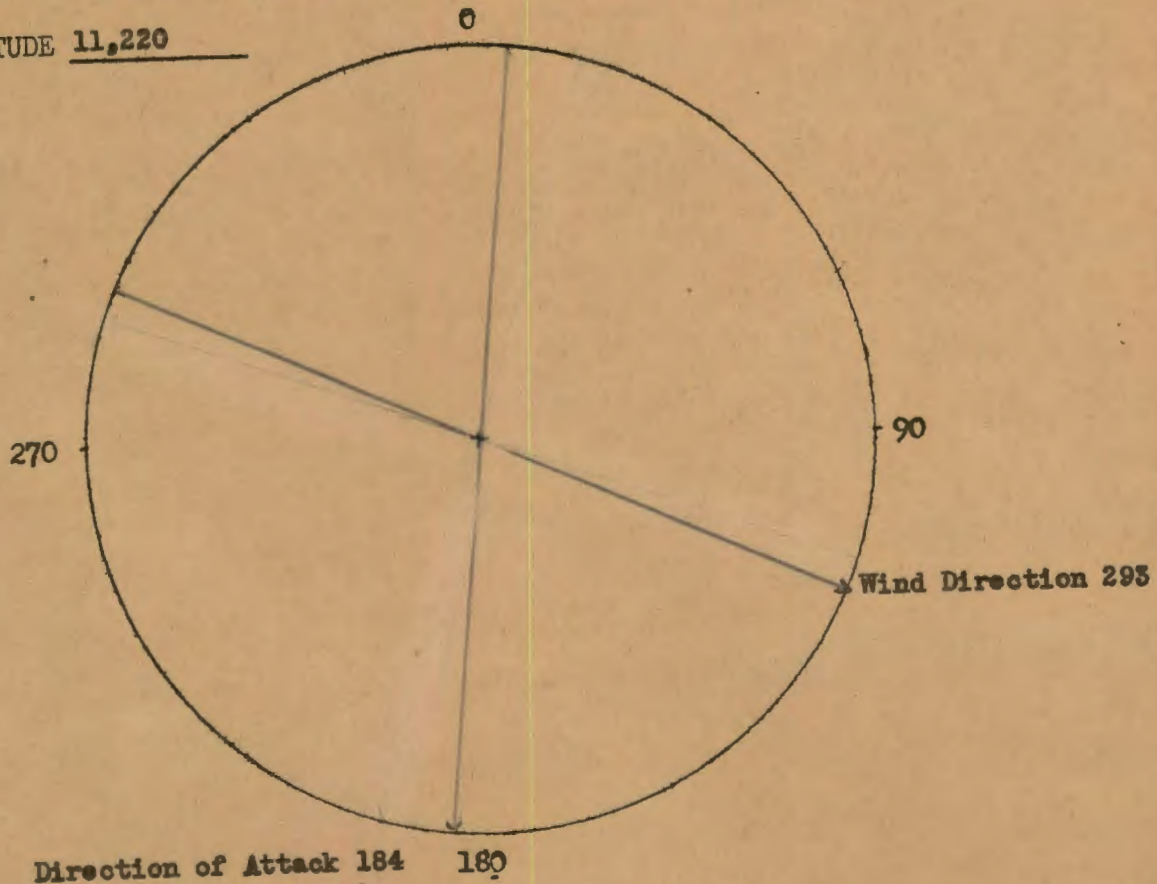
Altitude of target	<u>280</u>	Mag Head, order	<u>190</u>	Actual	<u>184</u>
True Altitude above target	<u>11,220</u>	True Heading		<u>205</u>	
Ind. Altitude	<u>11500</u>	Drift, Est	<u>7L</u>	Actual	<u>4L</u>
Pressure alt of target	<u>152</u>	True Track		<u>201</u>	
Altimeter setting	<u>29.92</u>	Actual Range		<u>6270</u>	
C.I.A.S. <u>150</u>	I.A.S. <u>150</u>	B.S.Type		<u>M-9</u>	
G.S., Est <u>191</u>	Actual <u>182</u>	Time of Release		<u>1041</u>	
Wind Direc. Metro <u>260</u>	Actual <u>295</u>	Intervalometer Setting		<u>150ft</u>	
Wind Veloc. Metro <u>24</u>	Actual <u>20</u>	Length of Bombing Run		<u>60sec</u>	
D.S. <u>196</u>	Trail <u>34M</u>	ATF	<u>3017</u>	C-1 Pilot	<u>Yes</u> A-5
Tan. D.A. EST. <u>.43</u>	Actual <u>.56</u>	Manual Pilot			

BOMBARDIER'S INDIVIDUAL PLOT

TARGET S. Lo, France

METHOD OF BOMBING Visual

ALTITUDE 11,220



LEAD BOX

PLOT

WIND DIRECTION 293

WIND VELOCITY 20

DIRECTION OF ATTACK 184

REMARKS -----

W.D.
 A.G. Form
 12 E. Modified
 25-9-43, 8 BC APO 634

LOW BOX
 COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Browne DATE 25 July 1944
 PILOT Capt. Opie TAKE OFF 0745
 NAVIGATOR Lt. Schwartz AIRPLANE 510
 ORGANIZATION _____ SQUADRON 612 GROUP 401st LANDED 1505
 OBJECTIVE St. Lo, France (MPI) _____
 INITIAL POINT _____
 METHOD OF ATTACK _____
 Individual Flight Squadron Group Wing
 NUMBER A/C IN GROUP 13 COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 13 A/C
 DEFLECTION AND RANGE SIGHTING, GROUP Lead A/C COMPOSITE GROUP _____
 RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____
 BOMBS, TYPES AND SIZES 100# M 141
 NUMBER OF BOMBS LOADED 494 RELEASED 494
 FUZING, NOSE M110 Inst TAIL _____
 SYNCHRONIZATION _____
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target <u>280</u>	Mag Head, order <u>190</u>	Actual <u>195</u>
True Altitude above target <u>12,720</u>	True Heading _____	Actual <u>195</u>
Ind. Altitude <u>12,500</u>	Drift, Est. _____	Actual <u>81</u>
Pressure alt of target <u>1152</u>	True Track _____	
Altimeter setting <u>29.92</u>	Actual Range <u>7112</u>	
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	B.S. Type <u>M-2</u>	
G.S., Est <u>195</u> Actual <u>175</u>	Time of Release <u>10401</u>	
Wind Direc. Metro <u>260</u> Actual <u>240</u>	Intervalometer Setting <u>150ft</u>	
Wind Veloc. Metro <u>25</u> Actual <u>18</u>	Length of Bombing Run <u>49sec</u>	
D.S. <u>184</u> Trail <u>50M</u> ATF <u>33.05</u>	C-1 Pilot <u>Yes</u> A-5 _____	
Stan. D.A. Est. <u>40</u> Actual <u>56</u>	Manual Pilot _____	

TYPE OF RELEASE Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN Target Area

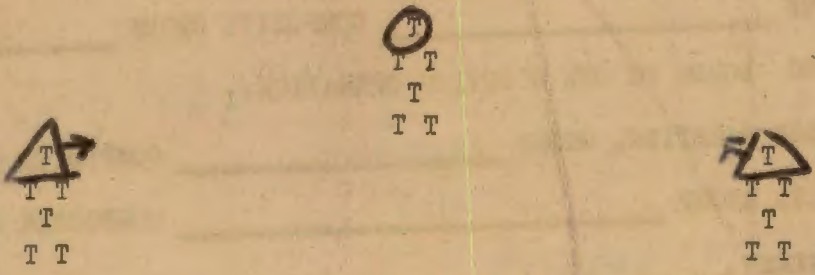
NAVIGATION DATA:

MEAN TEMP. METRO 46 ACTUAL 47

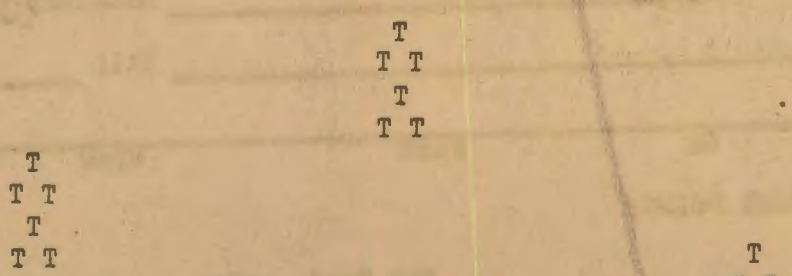
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	Metro	Actual	Metro	Actual	Metro	Actual
12000	260	240	25	18	-8	-5

METHODS OF BOMBING



COMPOSITE GROUPS



Bombardier making complete sighting operation (T)

Bombardier making range operation only (T)

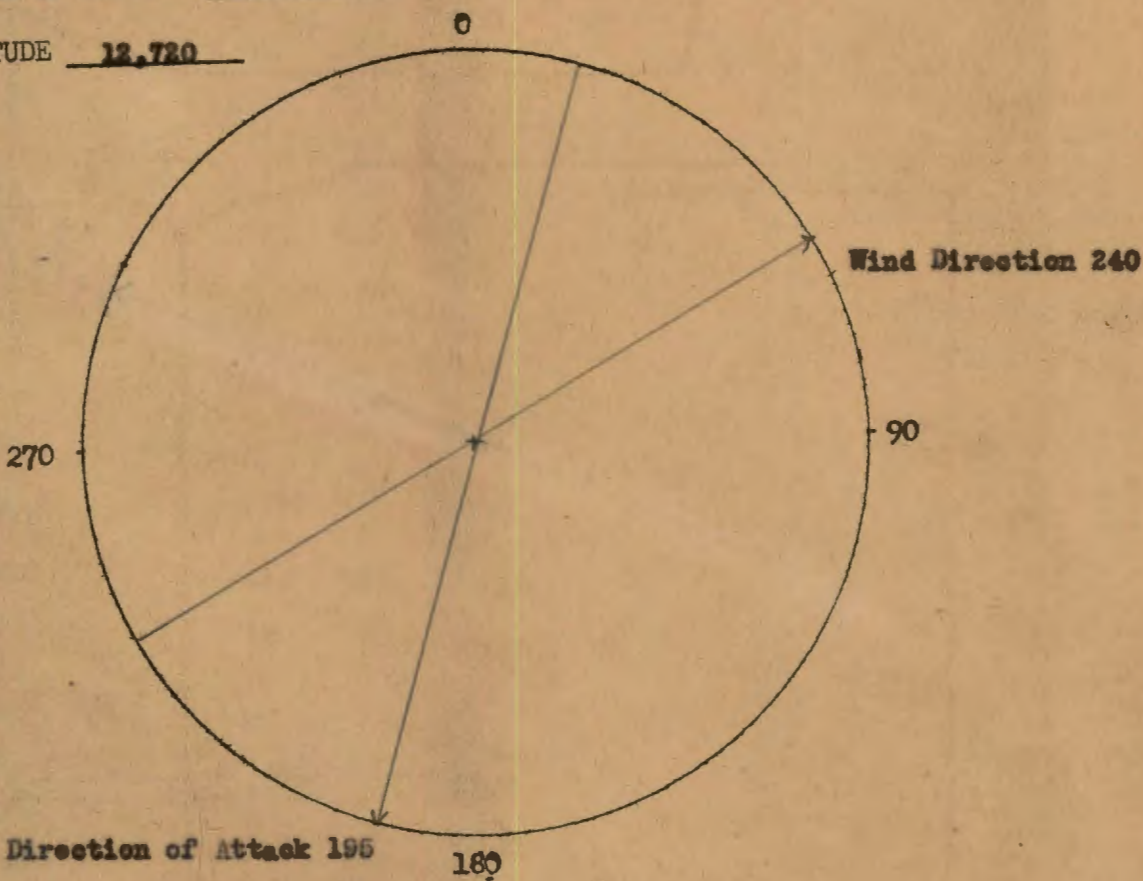
Bombardier dropping on Leader, with arrow indication of Leader's position. (△ T)

BOMBARDIER'S INDIVIDUAL PLOT

TARGET St. Lo, France

METHOD OF BOMBING Visual

ALTITUDE 12,720



PLOT LOW BOX

WIND DIRECTION 240

WIND VELOCITY 18

DIRECTION OF ATTACK 195

REMARKS -----

YOUR TARGET TODAY IS A REPEAT PERFORMANCE ON WHAT WAS
PLANNED FOR YESTERDAY. YOU CAN FULLY APPRECIATE THAT IT IS A TARGET
OF HIGHEST TACTICAL IMPORTANCE, FOR YOU ARE TO BOMB TROOP CONCENTRATIONS
ONLY HUNDREDS OF YARDS PRACTICALLY FROM OUR OWN TROOPS. #####
#####

THE MILITARY IMPORTANCE OF SUCCESSFUL, PRECISION BOMBING
WITHIN ZERO HOUR PLUS 55 MINUTES, IS INDICATED BY THE FACT 5 MINUTES
LATER ASSAULT TROOPS OF 1st US ARMY WILL START ADVANCING INTO TARGET.
A/C ARRIVING OVER TARGET AFTER ZERO PLUS 55 WILL BOMB SECONDARY TARGET
WHICH IS ANY M/Y, RR BRIDGE, RD. BRIDGE, ENEMY COLUMN OR CONVOY, ANY
OTHER CONCENTRATION OF TROOPS AND EQUIPMENT. ALL TARGETS MUST BE POSITIVELY
IDENTIFIED AND NOT ADJACENT TO A BUILT UP AREA AND NOT INSIDE INSIDE
CURRENT BOMB LINE. SIGHTING MUST BE VISUAL.

- 2nd Div.
- 1st Div.
- 3rd Div.

9th AF WILL ATTACK TARGETS IN THE SAME AREA AS THE 8th AND WILL CON
DUCT FIGHTER BOMBER OPERATIONS IMMEDIATELY BEFORE THE 8th AF ATTACK.
9th AF MED. BOMBERS WILL ATTACK TARGETS IN THE SAME ##### AREA 1/2 hour
AFTER 8th AF HAVE COMPLETED BOMBING.
8th AF HEAVIES BE ATTACKING IN SUPPORT OF THE 1st US ARMY WHICH WILL
ATTACK S. AND SW ACROSS THE (PEREIS- ST. LO HIGHWAY) THIS DATE.

RED SMOKE WILL BE LAID DOWN BY THE ARTILLERY ALONG THE RD. AT 1 MILE
INTERVALS. N. BOUNDARY OF AREA WILL BE MARKED AT 2 min. INTERVALS FROM
ZERO -5 TO PLUS 50.

NO SECOND RUNS WILL BE MADE ON TARGET

FRIENDLY GROUND FORCES WILL CONDUCT COUNTER BATTERY ARTILLERY FIRE
AGAINST E/FLAK POSITIONS THROUGHOUT ENTIRE MISSION.

P/W PROCEDURE:

CHECK AGAIN FOR YOUR DOG TAGS, GI SHOES, IDENTITY PHOTOS, ESCAPE KIT
AND PURSE HIDDEN ON YOUR PERSON AND CLOSE FIT OF YOUR PARACHUTE
HARNES.

HEADQUARTERS
101st BOMBARDMENT GROUP (H)
Office of the Staff Weather Officer
APO 557, U.S. Army

28 July 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 28 JULY 1944.

TAKE-OFF: 0530. 4/10 stratocumulus, base 4000', tops 5000'. 3/10 altocumulus, base 6-7000', tops 8-9000'. Nil high cloud. Visibility 4 miles.

ROUTE OUT: 4-6/10 stratocumulus, base 3-4000', tops 5-6000', increasing to 6-8/10 and then becoming obscured by middle cloud upon reaching the English coast. Stratocumulus and cumulus occasionally visible through breaks in altocumulus and tops of cumulus occasionally extending up through the altocumulus throughout the rest of the route. 2-4/10 altocumulus, base 6-7000', tops 8-9000', increasing to 8-10/10 at the English coast, tops 10-12,000', breaking at 50 deg. 13 min. N 7 deg. 20 min. E to 7-8/10, tops 10-12,000', again increasing to 9-10/10 just before reaching the I. P. Nil high cloud. Visibility unrestricted aloft.

TARGET: 0943. 10/10 altocumulus, tops 10-12,000' with occasional cumulus tops penetrating the altocumulus with tops to 12-14,000'. Nil high cloud. Visibility unrestricted.

ROUTE BACK: 9-10/10 altocumulus, tops 10-12,000', becoming 7-8/10 at 50 deg. 46 min. N 11 deg. 44 min. E, again becoming 6-10/10, tops 10-12,000' at about 7 deg. E, breaking to 5-7/10 at the enemy coast, tops 8-9000', base 6-7000'. Cumulus and stratocumulus visible through the breaks in the altocumulus over the continent with cumulus tops occasionally penetrating the altocumulus, becoming 4-6/10 cumulus and stratocumulus, base 2-3000', tops 8-10,000' over the channel and 6-8/10 swelling cumulus, base 2-3000', tops 8-10,000' over England. Nil high cloud. Visibility unrestricted aloft.

BASE ON RETURN: 1319. 8/10 cumulus and stratocumulus, base 2500'. 5-7/10 altocumulus, base estimated at 8000'. Nil high cloud. Visibility 4 miles.

REMARKS: Nil contrails from bombers. Light non-persistent contrails noted from fighters at 28-30,000' in the target area. Temperatures nearly as briefed, -30 deg. at 25,000'. Winds aloft: East of 7 deg. E at 20,000', 280 to 290 deg. at 40 to 45 knots.

Arthur B. Street

ARTHUR B. STREET
Captain, Air Corps
Staff Weather Officer

OPERATION
RECAP
MEAN TEMP
SURFACE (PRESSURE-ALT)
WIND DIRECTION ON SURFACE
WIND VELOCITY

OPERATIONAL ROUTE FORECAST

 DATE 28 July 1944

 PERIOD 0130 - 1430 hrs

AG P BR HQ SOS

122929

CONFIDENTIAL

 DECLASSIFIED PER NAID 745005
 BY ED NARA DATE 7/2/10

	A Base to 06 Deg East	B 06 Deg E to Target to	C 06 Deg East to Base	D
WEATHER	Partly Cloudy Becoming with haze becoming Partly Cloudy	Partly Cloudy 06 Deg E. Partly Cloudy becoming Cloudy	Cloudy	
CLOUDS	2-4/10 Stratocumulus base 1000ft tops 5000ft. 2-4/10 Single Layer Alti- cumulus base 5000ft tops 10000ft. Nil High Cloud.	2-4/10 Stratocumulus Rapidly Increasing and becoming 6-8/10 Swelling Cumulus base 2-3000ft tops 12-15000 with Occa- sional tops to 18,000ft East of 10 Deg. East. 2-4/10 Single Layer Alto-cumulus base 5000ft tops 10,000ft becoming 5-7/10 Alto-cumulus form- ed by the spreading out of Cumulus base 12,000ft	6-8/10 Swelling Cumulus base 2-3000ft tops 12- 15,000ft. becoming 5-7/10 Over England base 2-3000ft tops 6-3000ft. Medium and High Cloud decreasing to Nil. Tops 15,000ft. Nil High Cloud becoming 2-4/10 Cirrus base 22,000ft tops 25,000ft. Target Conditions	***NOTE*** Dense Persistent Contrails above 25,000ft and Associated with Cirrus were Ever Found. Persistence Persisting to 06 Deg East on Return.
ICING	10,000ft Nil	10,000ft becoming 5000ft Nil Ice becoming Moderate to Heavy Clear in SW	Reverse of B-C Cumulus Tops.	
VISIBILITY	3-5 miles becoming Unrestricted Alt.	Unrestricted Aloft and Vertical Visibility 15 miles Plus.	Unrestricted Alt becoming 6 miles Plus at Base.	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Base to 07 Deg East 230 15	07 Deg East to Target. 250 10	Temperatures Plus 10	
1000 FT	330 20	250 15	Plus 09	
10000 FT	330 25	250 20	-01	
15000 FT	330 30	250 25	-10	
20000 FT	330 30	250 30	-21	
25000 FT	330 35	250 30	-31	
30000 FT	300 50	250 35	-42	

BASE ALTIMETER SETTING 29.59 in TARGET SURFACE TEMP. Plus 10 TARGET MEAN TEMP. -05.0 Minus
 TEMP. AT 25,000 FT. -31.0 TARGET SURFACE (PRESSURE-ALT) -20ft.
 TARGET SEA LEVEL PRESSURE 29.95 in. FOR TARGET PRESSURE ALTITUDE ADD TARGET ELEVATION TO MEAS 20ft

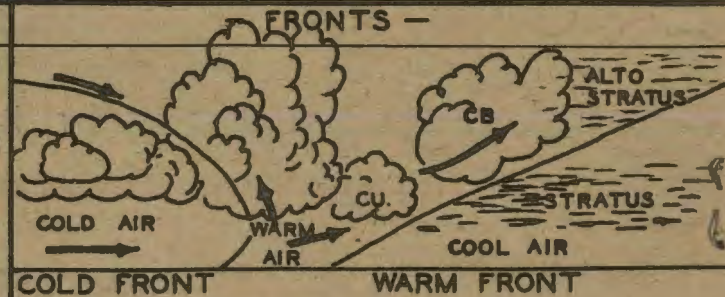
AIRCRAFT REPORT

		BASE TO COAST	OVER CHANNEL OR SEA	OVER CONTINENT & TARGET
TIME				
POSITION				
ALTITUDE				
CLOUD BELOW AIRCRAFT	AMOUNTS AND TYPE			
	HEIGHT OF BASE AND TOP			
CLOUD ABOVE AIRCRAFT	AMOUNTS AND TYPE			
	HEIGHT OF BASE AND TOP			
VISIBILITY				
TEMPERATURE				
WINDS				
REMARKS: AS WEATHER ENCOUNTERED, FRONTAL POSITIONS, ETC.				

NOTE: AT LEAST ONE COMPLETE OBSERVATION SHOULD BE ENTERED IN EACH COLUMN. THE OTHER SIDE OF THIS CARD HELPED YOU— WON'T YOU GIVE THE NEXT FELLOW A BREAK!

CLOUD TYPES AND ABBREVIATIONS

LOW CLOUDS = ST-STRATUS
 SC-STRATOCUMULUS
 MIDDLE CLOUDS = AS-ALTOSTRATUS
 AC-ALTOCUMULUS
 HIGH CLOUDS = CI-CIRRUS
 CS-CIRROSTRATUS
 CLOUDS OF VERTICAL EXTENT =
 CU-CUMULUS CB-CUMULONIMBUS



DECLASSIFIED PER NND 745005 BY ED NARA DATE 1/2/10

SECRET

51

JUL 27 1944 22 38

51

DPE PLK GLA BMP V 94TH CBW NR 2 OP

FROM 94TH CBW 272159B
TO 351ST BG
401ST BG
457TH BG
1ST BD

Y-96-E SECRET AUTHORITY LT. COL. B. K. VOORHEES.
94TH CBW SUPPLEMENT NUMBER 1 TO 1ST BD FIELD ORDER NUMBER 452.

A. FORCE REQUIRED:

3. CBW'S 12 A/C

	"A" CBW	"B" CBW	"C" CBW
LEAD BOX	401	457	351
LOW BOX	401	457	351
HIGH BOX	401	457	351

DISPOSITION OF PFF:

- 2 A/C TO 401
- 2 A/C TO 457
- 2 A/C TO 351

B. ASSEMBLY:

1. "A" CBW ASSEMBLE BUNCHER Y (COTTESMORE) LEAD 10,000 FEET.
- "B" CBW ASSEMBLE BUNCHER X (GLATTON) LEAD 11,000 FEET.
- "C" CBW ASSEMBLE BUNCHER W (KINGS CLIFFE) LEAD 11,000 FEET.

C. ROUTE AND TIME SCHEDULE:

		"A" CBW

DEPART POINT Y	COTTESMORE	ZERO MINUS 9 MIN 10,000 FT.
POINT A	CROWLAND	ZERO MINUS 3 MIN 10,000 FT.
POINT C	SPLASHER 7	ZERO PLUS 16 MIN 15,000 FT.
POINT Z	ORFORDNESS	ZERO PLUS 29 MIN 15,000 FT.

"B" CBW

 DEPART POINT X GLATTON ZERO HOUR MIN 11,000 FT.
 POINT B CHATTERIS ZERO PLUS 4 MIN 11,000 FT.
 POINT C SPLASHER 7 ZERO PLUS 18 MIN 15,000 FT.
 POINT Z ORFORDNESS ZERO PLUS 31 MIN 15,000 FT.

"C" CBW

DEPART POINT W KINGS CLIFFE ZERO MINUS 1 MIN 11,000 FT.
 POINT B CHATTERIS ZERO PLUS 6 MIN 11,000 FT.
 POINT C SPLASHER 7 ZERO PLUS 20 MIN 15,000 FT.
 POINT Z ORFORDNESS ZERO PLUS 33 MIN 15,000 FT.

D. ROUTE BACK:

LET DOWN HEADINGS ON:

	LEAD	LOW	HIGH
COTTESMORE FOR "A" CBW	360	345	015
GLATTON FOR "B" CBW	090	075	105
KINGS CLIFFE FOR "C" CBW	045	030	060

E. ADDITIONAL INSTRUCTIONS:

- 401 GROUP LEADER COL. BOWMAN WILL BE "A" CBW AIR COMMANDER.
 457 GROUP LEADER MAJ. HOZIER WILL BE "B" CBW AIR COMMANDER.
 351 GROUP LEADER MAJ. FISHBURNE WILL BE "C" CBW AIR COMMANDER.
- GASOLINE INSTRUCTIONS: 2700 GALLONS.
- EMERGENCY AIRDROME : FRAMLINGHAM 5212N 0124E.
- SPARES TURN BACK AT MID-CHANNEL.
- LEAD A/C RADIO OPERATORS WILL NOT RELAEASE CHAFF. THEY WILL MAINTAIN A CONTINUOUS WATCH ON DIVISION FREQUENCY EXCEPT IN EMERGENCY.

F. BOMBING INSTRUCTIONS:
 NONE.

G. COMMUNICATIONS:

- WX CODE WORD VBTIA.
 C/S WX A/C FOR "A" CBW BUZZARD O-OBOE
 C/S WX A/C FOR "B" CBW ECLIPSE A-ABLE
 C/S WX A/C FOR "C" CBW HOTMINT D-DOG

2. VHF CALL SIGNS AND FLARES FOR :

"A" CBW		"B" CBW		"C" CBW	
LEAD	W/C ABLE LEAD RY	W/C BAKER LEAD	RY	W/C CHARLIE LEAD	GY
LOW	W/C ABLE LOW R	W/C BAKER LOW	R	W/C CHARLIE LOW	RR
HIGH	W/C ABLE HIGH G	W/C BAKER HIGH	G	W/C CHARLIE HIGH	GG

- 94TH CBW SOP NUMBER 19 WILL BE READ TO ALL CREWS AT BRIEFING
- VHF CODE WORD FOR ABANDON MISSION:
 "A" CBW - HARVARD BEATS YALE
 "B" CBW - PRINCETON TIES PENN
 "C" CBW - ARMY SINKS NAVY
- W/T CC SIGNS: NORMAL.

H. INTELLIGENCE INSTRUCTIONS:

- FLAK INFORMATION: CLOCK COMPUTED WITH WIND AT 40 MPH FROM 300 DEGREES.
 IN : 5-2-1-3-4-10-12-8-9-11-7-6
 OUT : 2-1-5-6-10-11-12-9-7-8-3-4

BT 272159B
 AS PLS
 REM AR
 K WITH R WHEN READY

DPE R ..272238B WM AR

USLIST PB - PC - STP V OIBMP NR 50 OP

SECRET

FROM:- OIBMP 272050B
 TO:- USLIST PB
 USLIST PC
 OITHE
 OIPNT
 OIKHI
 STP
 SECRET BT

1BD Y-1208-E

FIELD ORDER NO. 452

1. A. FIGHTER SUPPORT: TO FOLLOW

B. FRIENDLY ACTIVITIES:

5 CBW'S 3RD DIV. B-17'S LEADING 1ST DIV. ON GQ-1515
 3 CBW'S 3RD DIV. B-24'S IN BRUSSELS AREA
 2ND DIV. ON TACTICAL TARGETS IN PARIS AREA.

2. TARGETS AND MPI'S:

TARGETS	MPI'S	FORCE	BOMB LOAD
GQ-1515 (PFF)	BLDG 9 ON ILL/14	ALL CBW'S	10 X 500 GP 1/10 - 1/40
GQ-1515 (VISUAL)	BLDG 4 ON ILL/14	94A,B,C, CBW'S	"
	BLDG 2 ILL/14	40A,B,C, CBW'S	"
	BLDG 14 ILL/14	1 A,B,C, CBW'S	"
	045065/14	41 A,B,C, CBW'S	"

IN EVENT OF VISUAL BOMBING, EVERY EFFORT WILL BE MADE TO STRIKE MPI'S AS ASSIGNED. IF MPI'S ARE SMOKE COVERED, REFERENCE LANDMARKS WILL BE USED IN SIGHTINGS.

SECONDARY AND LAST RESORT: ANY MILITARY INSTALLATION IN GERMANY OR ANY A/D, M/Y, R.R. BRIDGE, ROAD BRIDGE, ENEMY COLUMN OR CONVOY ON ROAD, CONCENTRATION OF TROOPS OR EQUIPMENT NOT ADJACENT TO A BUILT UP AREA. TARGETS MUST BE POSITIVELY IDENTIFIED AND A VISUAL SIGHTING MUST BE MADE.

3. A. COMPOSITION OF FORCE:

94'A' CBW	LEAD	1'A' CBW	SEVENTH
'B'	SECOND	'B'	EIGHTH
'C'	THIRD	'C'	NINTH
40'A' CBW	FOURTH	41'A'	TENTH
'B'	FIFTH	'B'	ELEVENTH
'C'	SIXTH	'C'	TWELFTH

EACH CBW WILL CONSIST OF 36 A/C

B. DISPOSITION OF PFF A/C:

91 GRP. FURNISH PFF A/C AS DESIGNATED BY 1ST CBW
 305GRP. FURNISH PFF A/C AS DESIGNATED BY 40TH & 41ST CBW
 351GRP. FURNISH PFF A/C AS DESIGNATED BY 94TH CBW

C. ROUTE AND APPROXIMATE TIME SCHEDULE FOR LEAD A/C: 94'A'CBW

ORFORDNESS	ZERO PLUS 29	MIN 15000	START CLIMB
5147-0352E	ZERO PLUS 57	MIN 20000	
5120-0507E	ZERO PLUS 72	MIN 20000	
5013-0624E	ZERO PLUS 95	MIN 20000	START CLIMB
5100-0900E	ZERO PLUS 123	MIN 25000	
I.P. 5122-1052E	ZERO PLUS 148	MIN 25000	
TARGET	ZERO PLUS 160	MIN 25000	START DESCENT
5047-1158E	ZERO PLUS 170	MIN 22000	
5013-0738E	ZERO PLUS 240	MIN 20000	
5013-0624E	ZERO PLUS 260	MIN 20000	
5120-0507E	ZERO PLUS 296	MIN 20000	
5147-0352E	ZERO PLUS 320	MIN 20000	START DESCENT
ORFORDNESS E	ZERO PLUS 355	MIN 10000	

D. SPECIAL INSTRUCTIONS RE ROUTE:

- (1) BASE REFERENCE ALTITUDE: 15000
- (2) DIVISION ASSEMBLY LINE: SPLASHER 7 TO ORFORDNESS
- (3) INTERVAL BETWEEN CBW'S: 2 MINUTES

E. ZERO HOUR AND DATE: 0700 HOURS DBST, 28 JULY, 1944

X. (1) BOMB LOADINGS AND FUSINGS: SEE PARA 2

(2) INTERVALOMETER SETTINGS:

PFF: MINIMUM -
VISUAL: SALVO -

4. SUPPLY: NORMAL

5. COMMUNICATIONS.

A. SPLASHERS: 10A, 4B, 6C, 5D, 7E, 8F, 13G, 11H AND 16I
IN OPERATION ENTIRE MISSION.

B. GEE INFORMATPON: EASTERN WYOMING, SOUTHERN ~~UTAH~~ UTAH,
SOUTHERN JEFFERSON AND EASTERN QUINCY
ON GRADE "A" ENTIRE MISSION.

////C.

C. M.F. D/F SECTION " G "

D. R.C.M.:

(1) WINDOW: ALL AIRCRAFT WILL COMMENCE RELEASE OF
CHAFF AT ONE MINUTE BEFORE THE I.P. AND
CONTINUE FOR 16 MINUTES. EACH AIRCRAFT WILL
CARRY 384 UNITS.

(2) CARPET: NORMAL

E. FIGHTER-BOMBER V.H.F. CHANNELS:
8A.F. FIGHTER-BOMBER COMMON

F. V.H.F. CALLSIGNS:

(1)	BOMBERS - 94TH	(A) CBW - VINEGROVE	4 - 1
		(B) CBW - "	4 - 2
		(C) CBW - "	4 - 3
	40TH	(A) CBW - "	4 - 4
		(B) CBW - "	4 - 5
		(C) CBW - "	4 - 6
	1ST	(A) CBW - "	4 - 7
		(B) CBW - "	4 - 8
		(C) CBW - "	4 - 9
	41ST	(A) CBW - "	4 - 10
		(B) CBW - "	4 - 11
		(C) CBW - "	4 - 12

(2) FIGHTERS - BALANCE 4

(3) GROUND SECTOR CONTROL - COLGATE

(4) V.H.F. CODE WORD FOR AUTHENTICATION - SAD EYES

G. V.H.F. RELAY AIRCRAFT - 40TH C.B.W. WILL OPERATE RELAY AIRCRAFT
IN VICINITY OF 5210 - 0230E AT
20,000 FEET FROM ZERO PLUS 60 MINUTES
UNTIL RECALLED

H. WEATHER SCOUTING A/C CALLSIGNS:

FIRST UNIT - BUCKEYE RED
SECOND UNIT - BUCKEYE BLUE

6. SPECIAL INSTRUCTIONS:

(1) SPLASHER ASSIGNMENTS: USE CBW BUNCHERS

40TH CBW: FIXED BEACON NO. 8

(2) SCOUTING FORCE:

FIRST UNIT (4 P-51 A/C, C/S BUCKEYE RED) WILL
PICK UP BOMBERS AT ORFORDNESS AND PERFORM WEATHER RECONNAISSANCE
ALONG ROUTE TO 0624E THEN DIVERTING TO LUDWIGSHAFEN AND
SAARBRUKEN REPORTING WEATHER IN THAT AREA.

SECOND UNIT (8 P-51 A/C, C/S BUCKEYE BLUE) WILL
INTERCEPT BOMBERS APPROX 0600E AND FLY BRIEFED BOMBER ROUTE TO
ARRIVE OVER TARGET 20 MINUTES PRIOR TO TARGET TIME AND REPORT
WEATHER TO CBW LEADERS. ON WITHDRAWAL, POSSIBLE BETTER LET DOWN
POSITIONS ETC. WILL BE REPORTED TO 'CYCLE'.

COMMUNICATIONS ON 1ST DIV. VHF CHANNEL.

--- WILLIAMS COMBOMDIV ONE---

AS
VALE BB (USLIST PB-PC)
DRE R.....272156B WM AR

HEADQUARTERS
101ST BOMBARDMENT GROUP (M)
Office of the Armament Officer
AAF Station 128

F-C-2

A.P.O. 557
25 July 1944

SUBJECT: Armament Malfunction Mission Report

TO : Commanding General, 1st Bombardment Division, APO 557
ATTN: Division Armament Officer

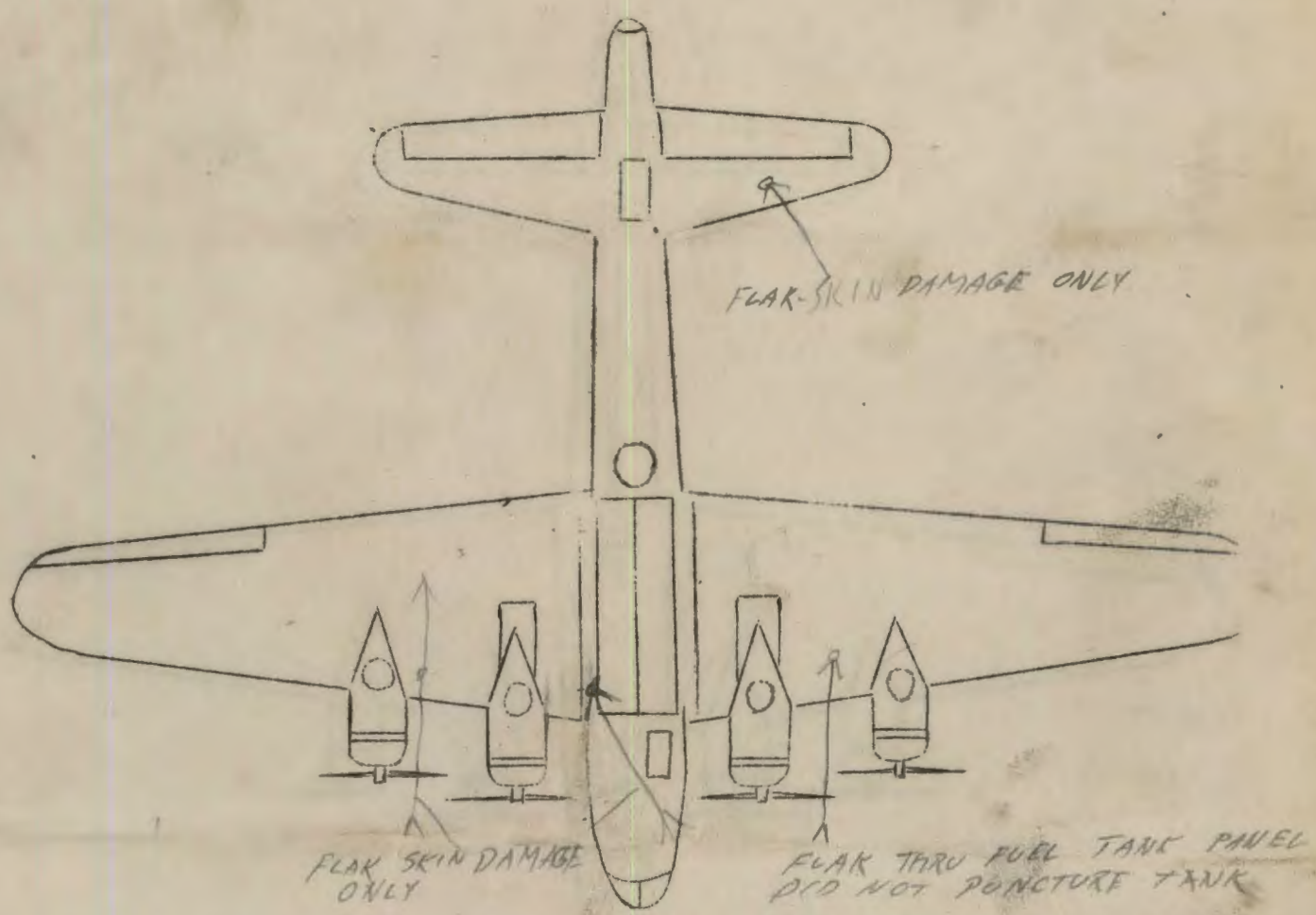
1. Negative Armament Malfunction Report is submitted for the mission of 25 July 1944.
2. There were sixteen (16) aircraft equipped with the all-electric bomb release system participating in the mission.

SAM P. BROOMHALL JR.
1st Lt., Air Corps,
Group Armament Officer

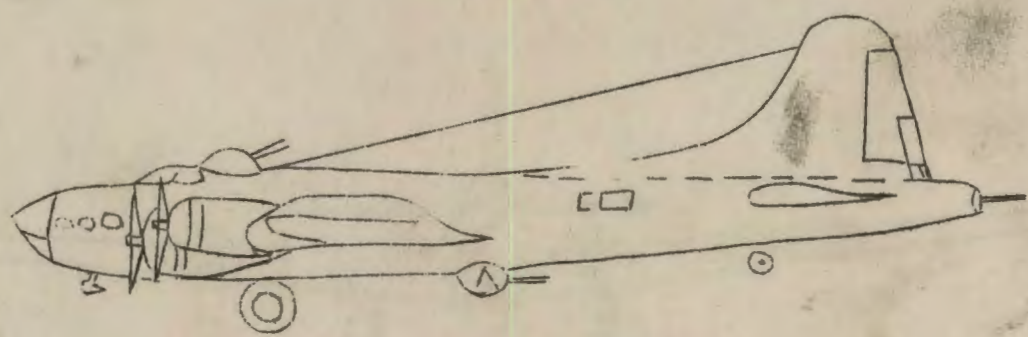
AIRPLANE NO. 43-37706

BQDN 613

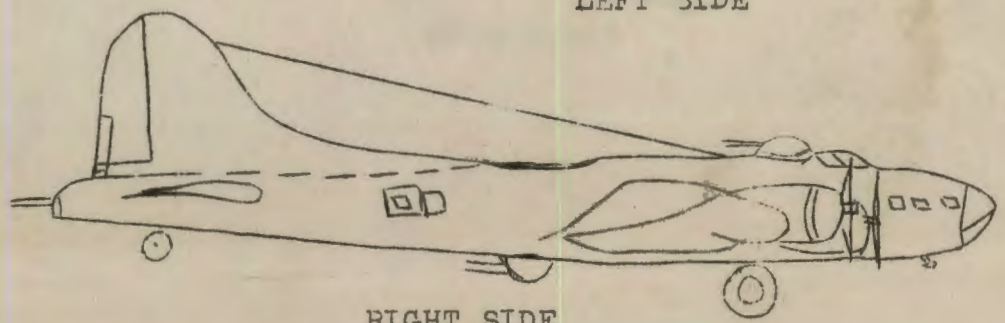
DATE 25 JULY 44



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

NO INJURIES

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE