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Abstract

Descriptive CONTAINS: LOST, DAMAGED, AND ABORTIVE REPORTS; REPORTS OF MALFUNCTION OF AIRCRAFT
Notes: EQUIPMENT; LOADING LISTS; FIELD ORDERS; BOMBING INFORMATION REPORTS; AND ET CETERA.

Title MISSION REPORT, FOLDER NUMBER 1**Added****Entries****Author:****Subject:**

Major Command:

Administrative Markings

No Administrative Markings Listed

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Scanner ID:	Scanned Date:	
Acc ID	Acc Date:	

GP-416-SU-OP-5
15 MAR 1944

MISSION REPORT

DATE	NUMBER	F.O. NO.
3 MAR 44	# 1	221
4 MAR 44	# 2	222
6 MAR 44	# 3	225
7 MAR 44	# 4	226
18 MAR 44	# 5	241
19 MAR 44	# 6	242
20 MAR 44	# 7	243
23 MAR 44	# 8	246
26 MAR 44	# 9	250
5 APR 44	"RECALL"	257
8 APR 44	"RECALL"	260

FOLDER NO. 1

SECRET

66031772

DECLASSIFIED
DOD DIR 5200.9, 27 Sep 58

P.R.C.

MICROFILMED

9886-1A

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HEADQUARTERS
FOUR HUNDRED SIXTEENTH BOMBARDMENT GROUP (L)
OFFICE OF THE COMMANDING OFFICER

APC 538, U. S. Army,
21 March 1944.

SUBJECT: Transmittal of A-3 Bombing Information Reports.

TO : Commanding General, IX Bomber Command, APC 538, U. S.
Army. ATTENTION: Operational Research Section.

1. Transmitted herewith are the A-3 Bombing Information Reports and inclosures on operational mission 20 March 1944, submitted in compliance with IX Bomber Command Memorandum 15-2D.

For the Commanding Officer:

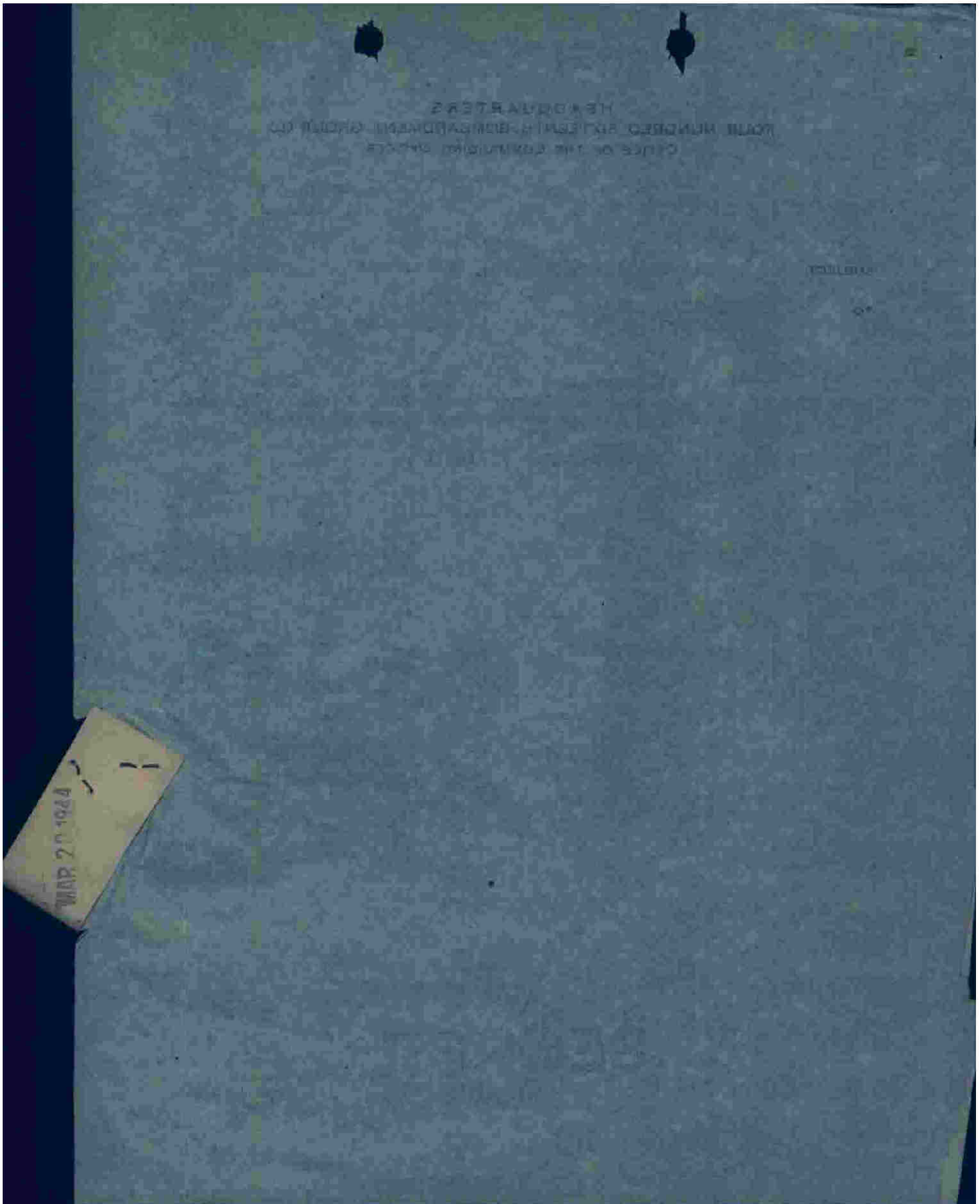
GEORGE SCHENKEL,
Captain, Air Corps,
Adjutant.

2 Incls:

Incl #1 - Bombing Information Report (Box I) and incl.
Incl #2 - Bombing Information Report (Box II) and incl.

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MAR 22 1944
#7



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BOMBING INFORMATION

ANNEX "A"

IX B.C. FIELD ORDER NO. 243BOX 1 GROUP 416 DATE 20 Mar 44 TARGET ATTACHED Touraine

1. Method of Sighting: Pre-set synchronous.
2. Bombing approach: 050° Mag. Manual P.D.I.
3. Was mercury erection system used? YES _____ NO X
4. Did entire box drop on lead bombardier? YES _____ NO X

In either case explain fully method of sighting and dropping of bombs; and specify exact aiming point actually used: Aiming point was 240 feet short of M.P.I., 20 mile subtracted from trail and M.P.I. used as aiming point.

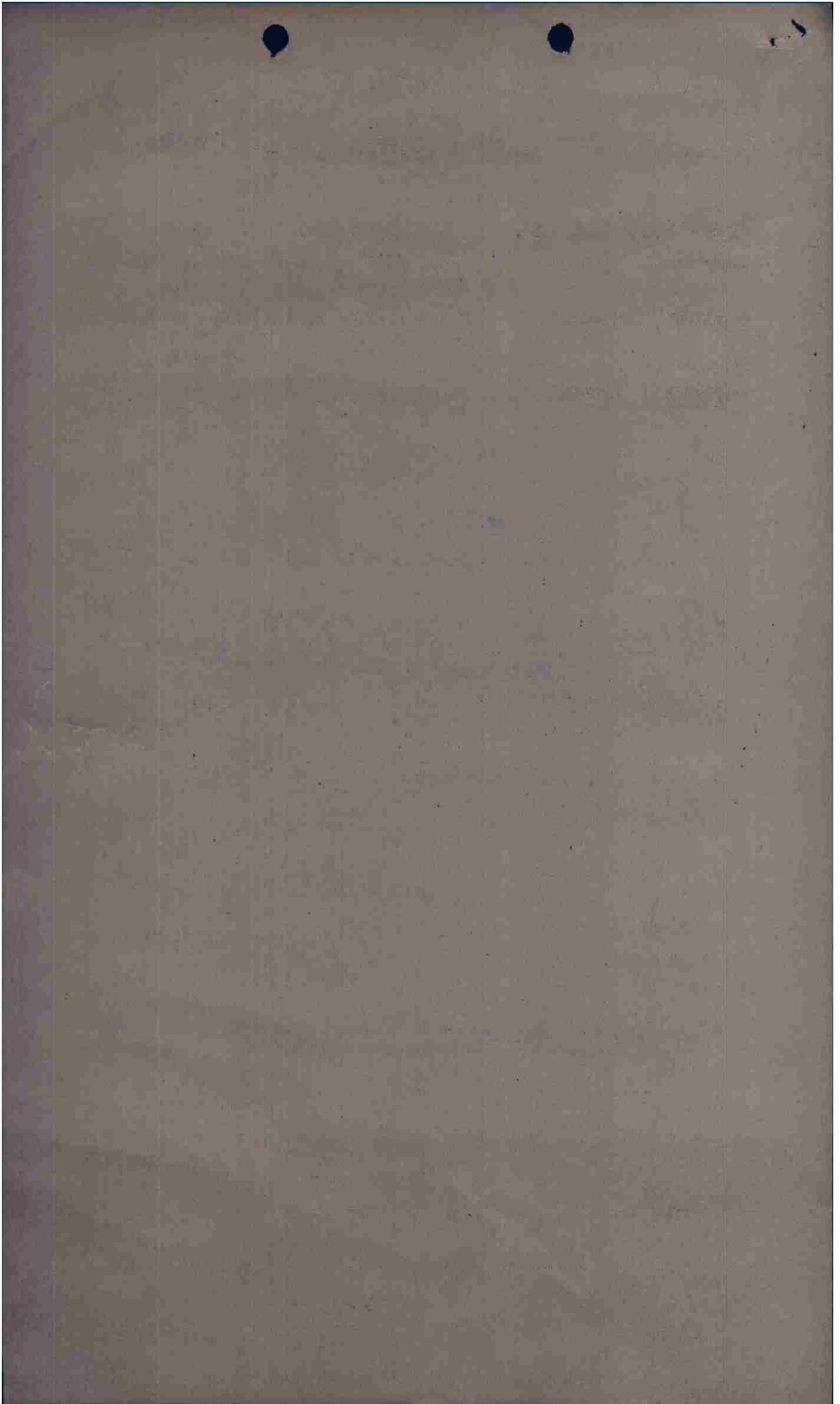
5. Name of lead bombardier: Lt. Max A. Tapp
6. Name of lead pilot: Lt. Col. Thomas R. Ford
7. Intervalometer setting: None
8. Indicated Air Speed: 230 Ground Speed: 250 Altitude: 12,000 feet
9. Length of bomb run: 30 Sec:
10. Bomb Load and Fusing per A/C: A X 500 lb FUSED 1/10 N 1/40 T
11. Total Bombs Dropped: 105 (2 boxes)

12. Full statement of all factors affecting bombing - including: -

- (a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES X NO _____. If "YES" state conditions and effect. Fog obscured target.
- (b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or A/C? YES ____ NO X. If answer is "YES", state circumstances and effect on bombing:
- (c) Did Flak affect bombing? YES ____ NO X. If answer is "YES", state to what extent Flak affected bombing or bomb run:
- (d) To what extent did attacks by enemy aircraft affect bombing? No enemy aircraft.
- (e) State any difficulties on bombing run: None.
- (f) Malfunctions, personnel errors or other factors affecting bombing: Bomb fell from lead ship after doors were opened at beginning of run. wing ships dropped on this bomb. (See inclosure I)
- (g) Bombing results as reported by crews:

Aimed at right Target: YES X NO ____Results claimed: GOOD ____ FAIR ____ POOR ____ BAD MISS X

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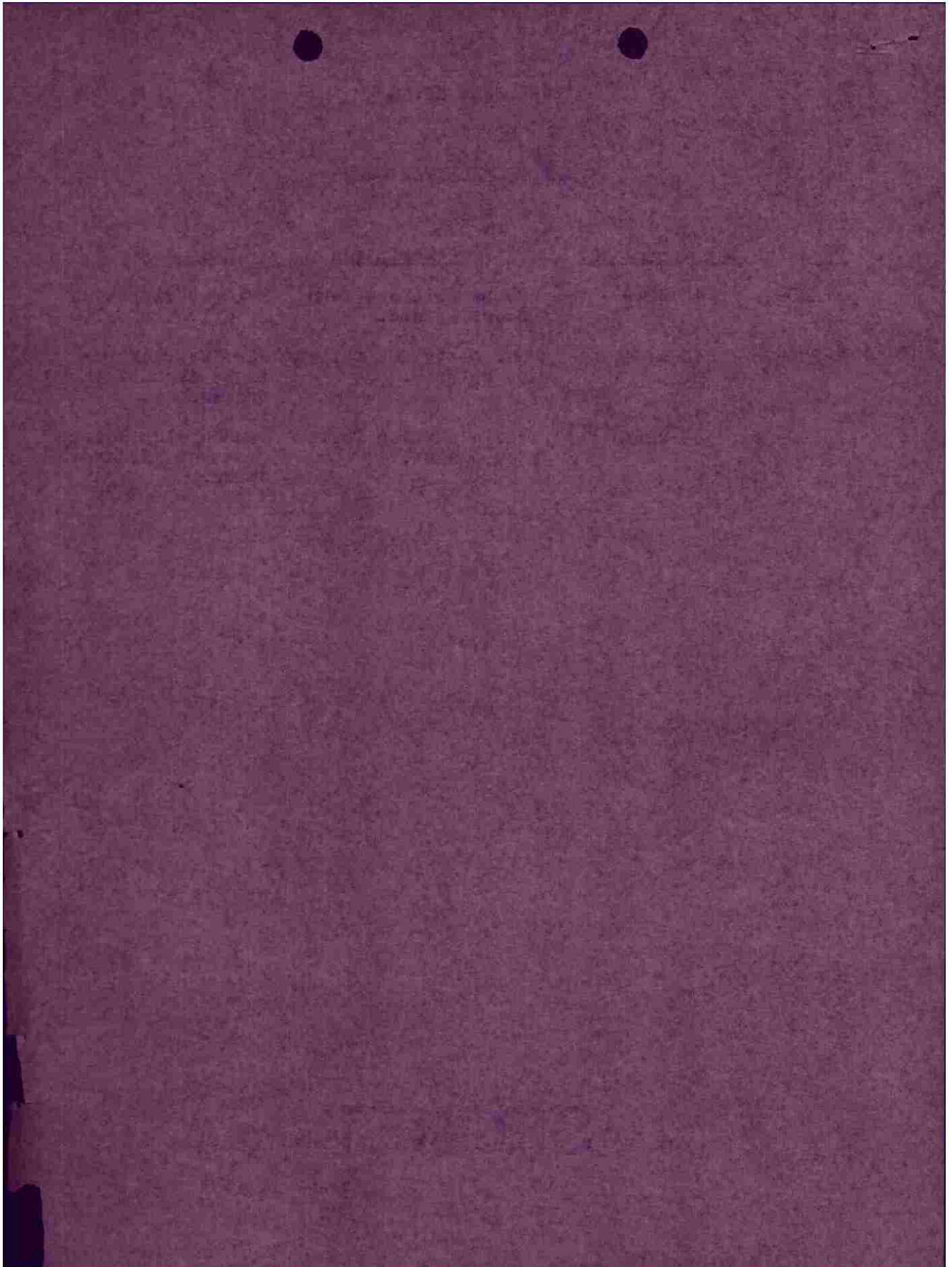


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INCLOSURE NO. 1
BOX 1
REPORT OF MALFUNCTIONS

<u>Type</u>	<u>AAF Serial No.</u>	<u>Description</u>	<u>Cause</u>
A-200-25	43-9219	Bombs fell out when doors opened.	Evident vibration of salvo relay.
A-200-25	43-9224	No. 3 station failed to release.	Wire to rack release circuit broken.
A-200-25	43-9227	No. 4 station failed to release.	Cannon plug loose; armament personnel error.

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BOMBING INFORMATION

ANNEX "A"

IX B.C. FIELD ORDER NO. 243BOX II GROUP 415 DATE 20 Mar 44 TARGET ATTACKED Tournechem

1. Method of Sighting: Synchronous
2. Bombing approach: 055° Mag.
3. Was mercury erection system used? YES _____ NO X
4. Did entire box drop on lead bombardier? YES _____ NO X

In either case explain fully method of sighting and dropping of bombs; and specify exact aiming point actually used: Impossible to pick up target in sight - dropped on first box (Majority)

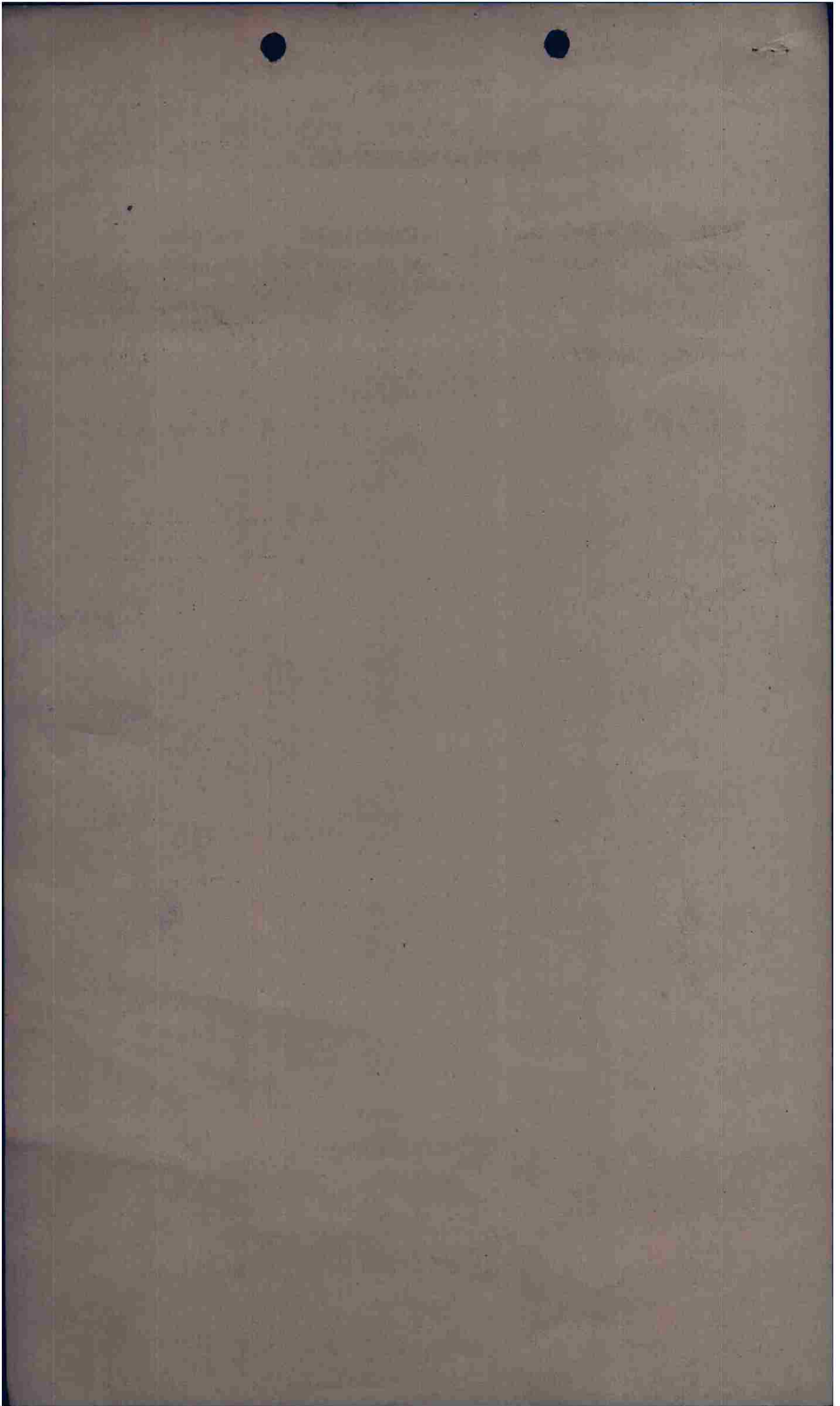
5. Name of lead bombardier: Lt. R. T. McBrien
6. Name of lead pilot: Major R. F. Price.
7. Intervalometer setting: None
8. Indicated Air Speed: 230 Ground Speed: 280 Altitude: 12,000 feet.
9. Length of bomb run: 30 Sec:
10. Bomb Load and Fusing per A/C: 6 X 500 lb FUSED 1/10 N 1/40
11. Total Bombs Dropped: 105 (2 boxes)

12. Full statement of all factors affecting bombing - including: -

- (a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES X NO _____. If "YES" state conditions and effect. Ground haze (light) made target difficult to pick up in sight.
- (b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES ____ NO X. If answer is "YES", state circumstances and effect on bombing:
- (c) Did Flak affect bombing? YES ____ NO X. If answer is "YES", state to what extent Flak affected bombing or bomb run:
- (d) To what extent did attacks by enemy aircraft affect bombing? No enemy aircraft.
- (e) State any difficulties on bombing run: Couldn't pick up target being right of same and hindered by ground haze.
- (f) Malfunctions, personnel errors or other factors affecting bombing: Bomb fell from lead ship first box at beginning of run. (See inclosure I)
- (g) Bombing results as reported by crews:

Aimed at right Target: YES X NO ____Results claimed: GOOD _____ FAIR _____ POOR _____ BAD MISS X

SECRET



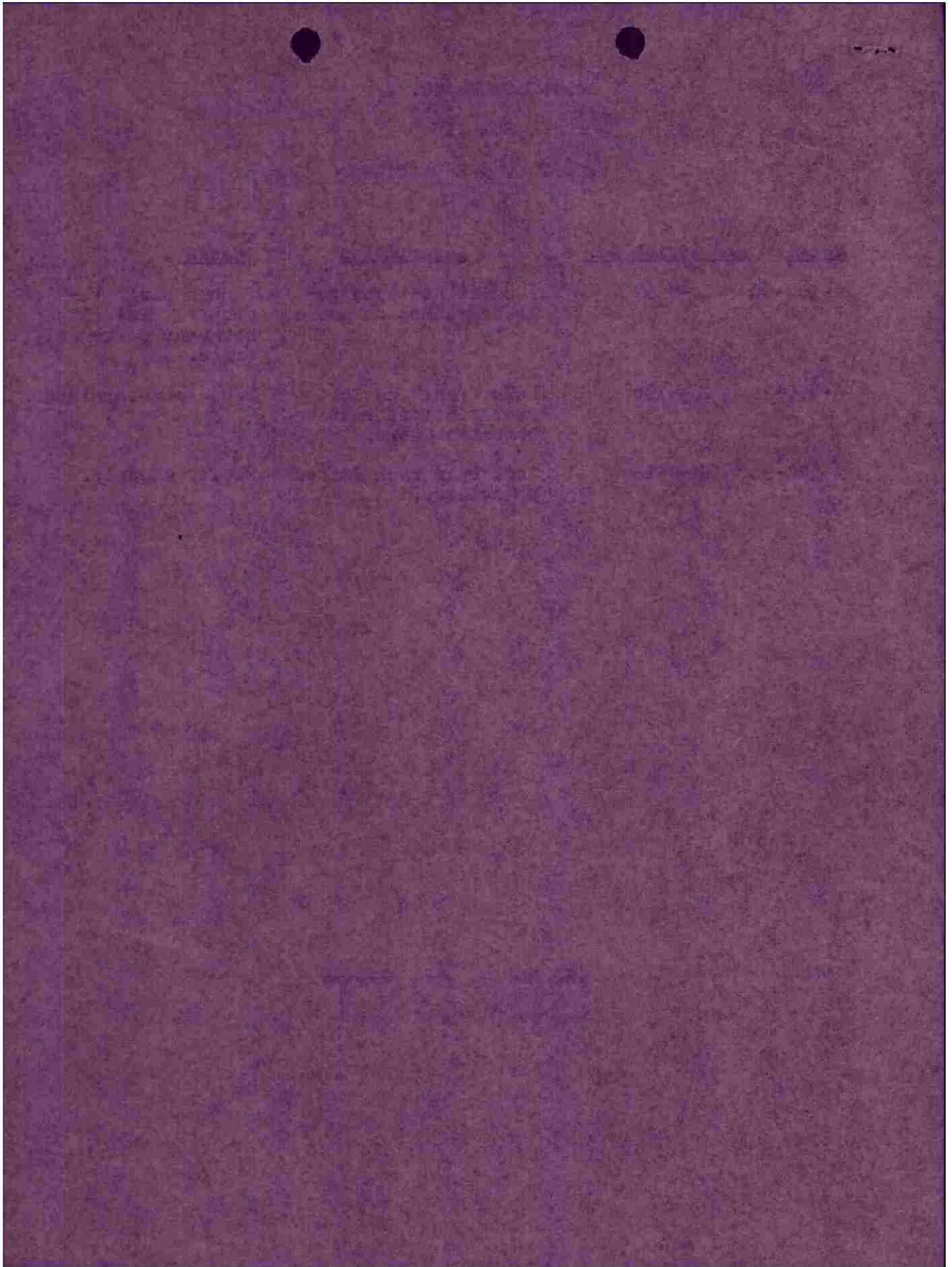
INCLOSURE NO. I

BOX II

REPORT OF MALFUNCTIONS

<u>Type</u>	<u>AAF Serial No.</u>	<u>Description</u>	<u>Cause</u>
A-20G-25	43-9207	Two aft stations released bombs on doors.	Cannon plugs improperly installed; armament personnel error.
A-20G-25	43-9195	Left front and left rear stations released bombs on doors.	Cause undetermined.
A-20G-25	43-9216	Left rear rack failed to release.	Faulty shackle.

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E - B - 4

HEADQUARTERS
416TH BOMBARDMENT GROUP (L)APO 638, U. S. Army,
21 March 1944.

SUBJECT: Lost, Damaged and Abortive Report.

TO : Commanding General, IX Bomber Command, APO 638, U. S. Army.

Target: Tournaihem.

Date : 20 March 1944.

IX Bomber Command Field Order No. 243.

1. Summary:

Group	Type A/C	A/C Dispatched	Abortive		Damaged				Lost	Attacked Target
			Mech	Other	A	AG	B	E		
416	A-20 G's & J's	28	3	1	6	0	0	0	0	27

2. Lost.

None.

3. Damaged.

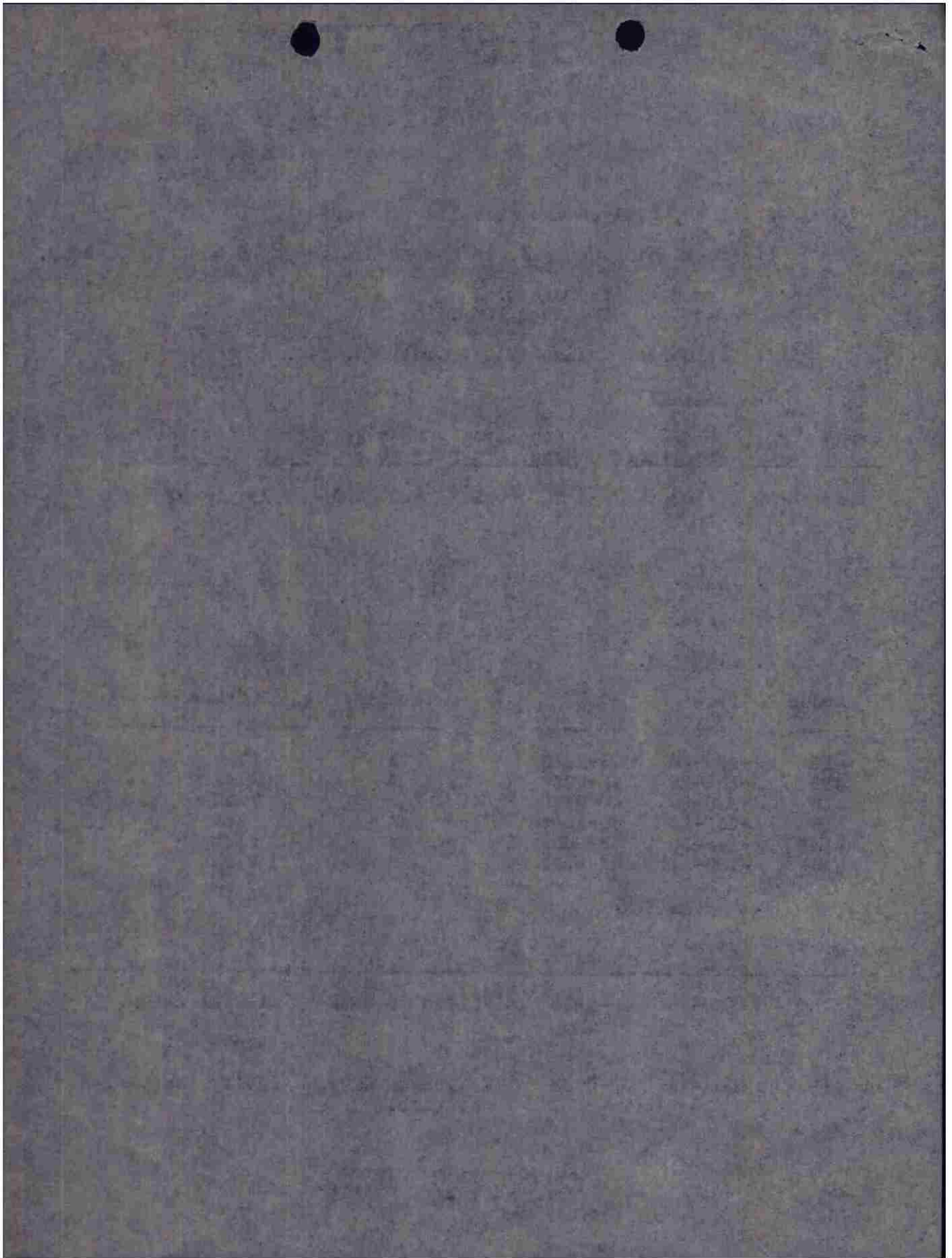
Group	Type A/C	ACSN	Category	Cause
416	A-20G-25	43-9219	A	Flak
416	A-20G-25	43-9227	A	Flak
416	A-20G-25	43-9229	A	Flak
416	A-20G-30	43-9673	A	Flak
416	A-20G-30	43-9696	A	Flak
416	A-20G-30	43-9701	A	Flak

4. Abortives.

Group	Type A/C	ACSN	Cause	Remarks
416	A-20G-25	43-9225	Failed to Bomb	All selection switches not turned on.
416	A-20G-25	43-9215	Failed to drop one bomb.	Faulty shackle.

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- 1 -

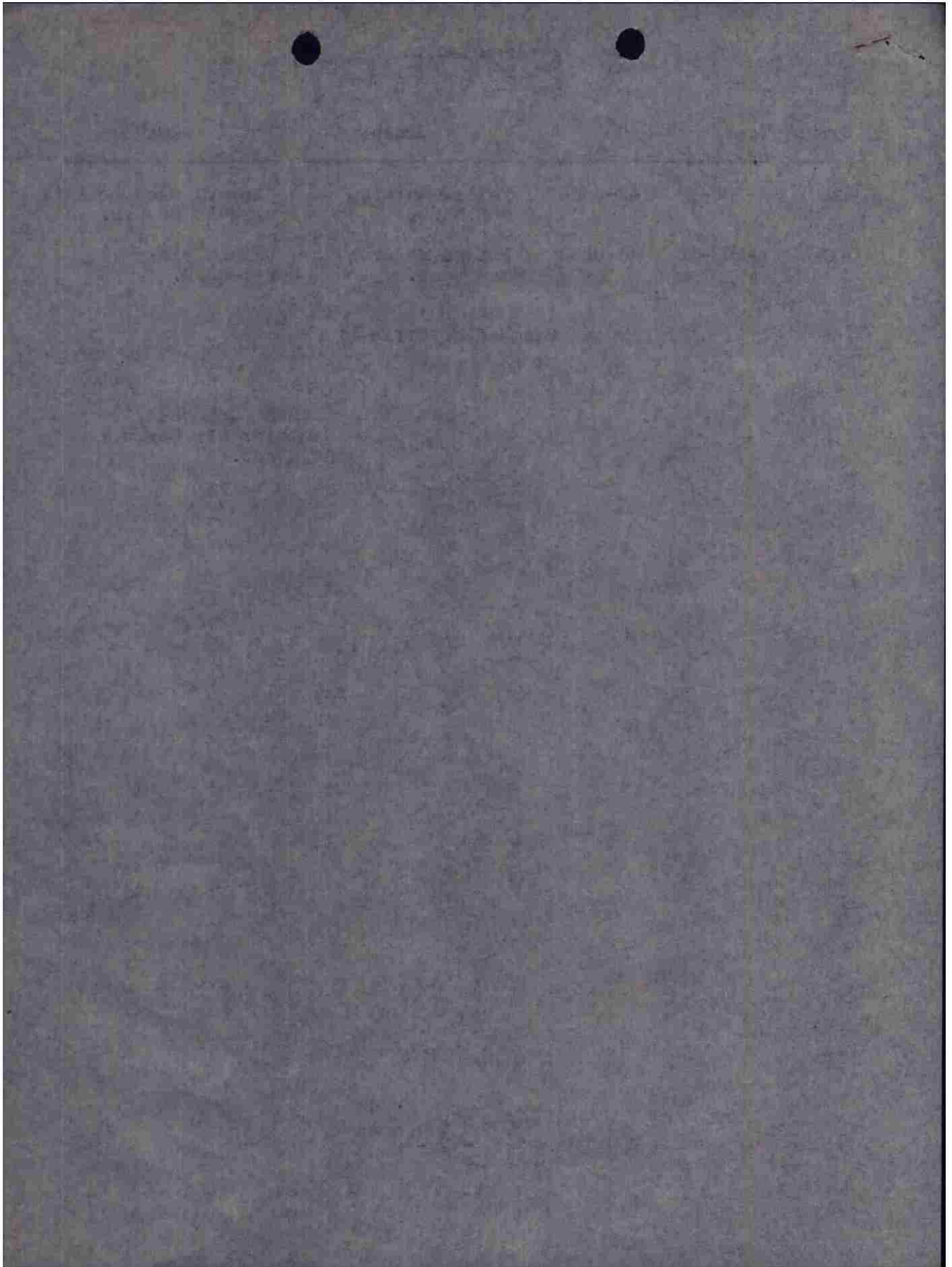


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Group	Type A/C	ACSN	Cause	Remarks
416	A-20G-25	43-9224	Failed to drop one bomb.	Wire to rack release circuit broken.
416	A-20G-25	43-9227	Failed to drop one bomb.	Cannon plug released.

For the Commanding Officer:

GEORGE SCHENKEIN,
Captain, Air Corps,
Adjutant.**SECRET**



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HEADQUARTERS
16TH BOMBARDMENT GROUP (L)APO 638, U.S. Army,
21 March 1944.

SUBJECT: Report of Malfunctions of Aircraft Equipment.

TO : Commanding General, IX Bomber Command, APO 638,
U. S. Army.I. Summary of Aircraft Operating.

Date of Mission : 20 March 1944
 Number of Aircraft scheduled : 28
 Number of Aircraft Alerted : 28

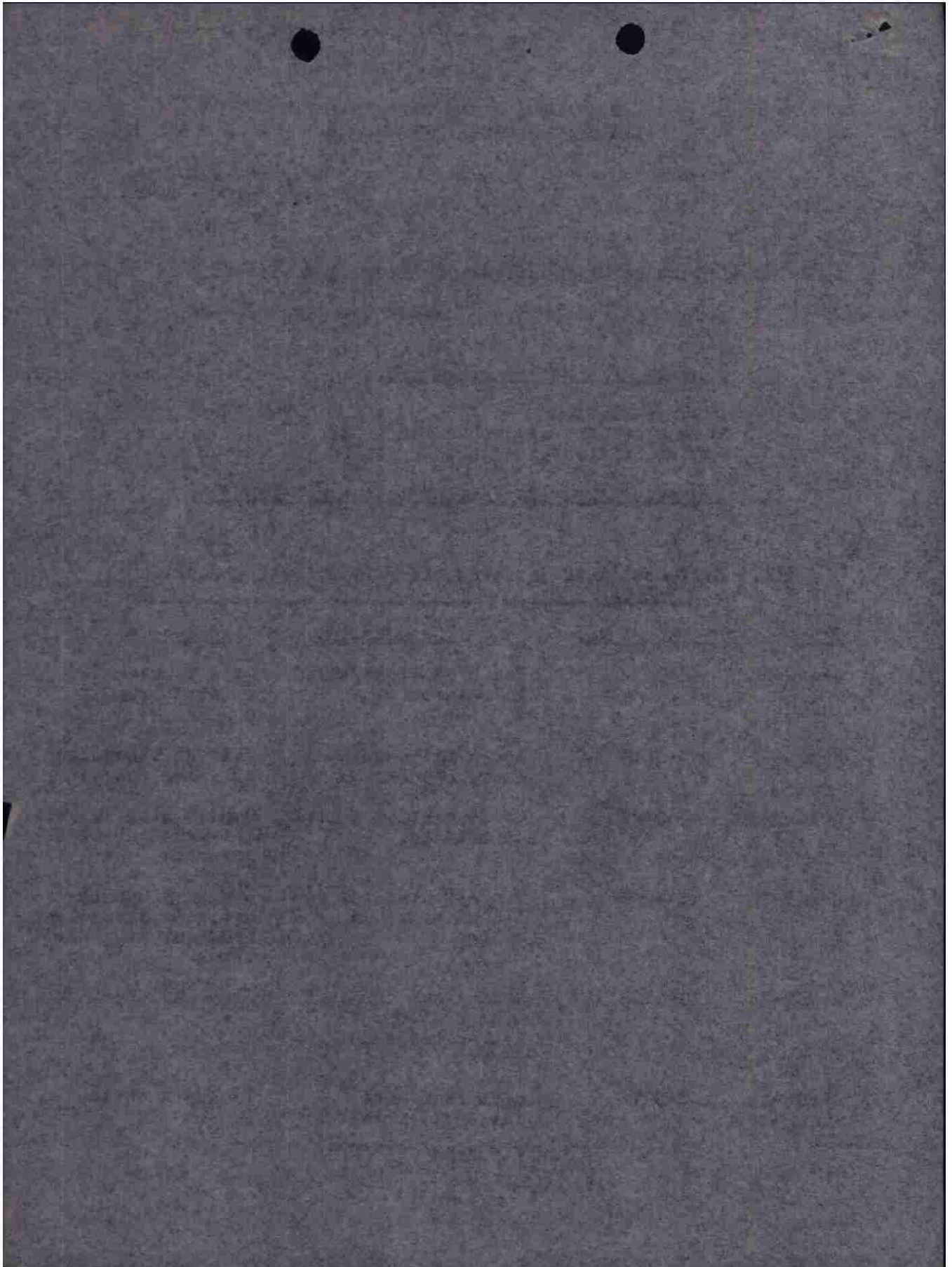
II. Scheduled Aircraft Failing to Become Airborne.

None.

III. Malfunction of Airborne Aircraft Affecting Success of Mission.

Type	AAF Serial No.	Description	Cause
A-200-20	43-9214	No. 3 station failed to release.	Wire to rack release circuit broken.
A-200-20	43-9219	Bombs fell out when doors opened.	Evident vibration of valve relay.
A-200-20	43-9227	No. 4 station failed to release.	Cannon plug loose; armament personnel error.
A-200-20	43-9207	Two aft stations released bombs on doors.	Cannon plugs improperly installed; armament personnel error.
A-200-20	43-9198	Left front and left rear stations released bombs on doors.	Cause undetermined.
A-200-20	43-9218	Left rear rack failed to release.	Faulty sprockets.

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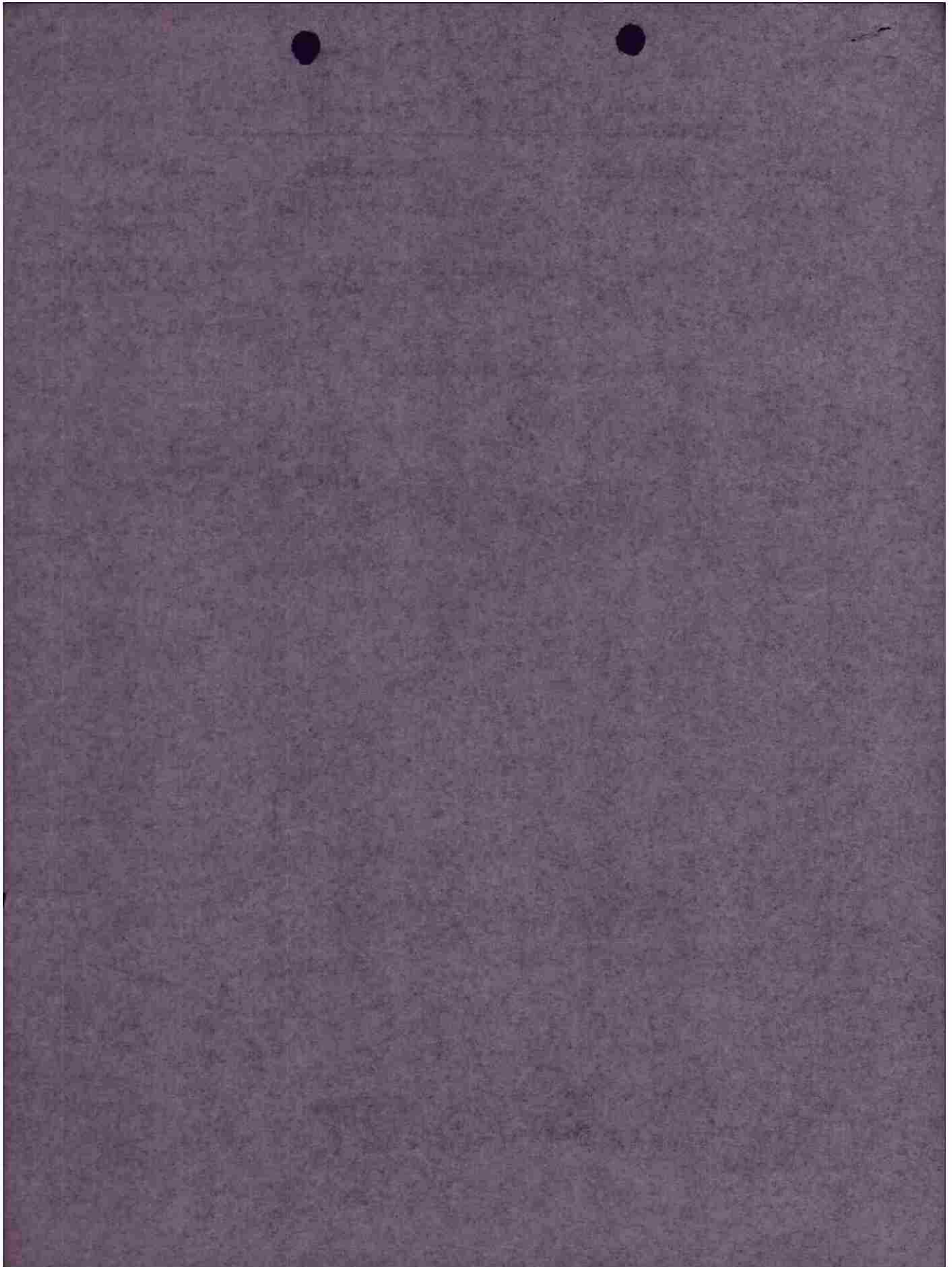
IV. Malfunction of Airborne Aircraft Not Affecting
Success of Mission.

<u>Type</u>	<u>AAF Serial No.</u>	<u>Description</u>	<u>Cause</u>
A-200-25	43-2803	Tunnel gun went off in ship.	Gun not safetied when stowed.
A-200-25	43-2802	Cosmoline on tunnel gun; hard to charge.	Gun needs cleaning. Ammunition does not feed into gun properly.

For the Commanding Officer:

GEORGE SCHENKES,
 Capt., Air Corps,
 Adjutant.

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OPERATIONAL PRIORITY

FROM: 416TH BOMB GROUP (L)

TO : 1A BOMBER COMMAND

TO: 99TH COMBAT WING

416 BG R_____E

CONFIDENTIAL IN THE CLEAR

AUTH: MAJOR WALTER W. FARMER

"J" FORM

CLEARANCE F-1

20 MARCH 1944

PREPARED BY MAJOR HAROLD A. RADETSKY

1. BOX I

871 6 X I G A C-1 D

869 8 B I-1 C B-1 D-1 E

870 6 H I-2 G E-1 F R

GROUP LEADER . . . 871 . . . X

DEPUTY 869 . . . B

BOX II

870 3 J A B

869 1 A-1

863 8 K G B-1 E I D E H

871 1 M

BOX LEADER . . . 870 . . . J

DEPUTY 869 . . . A-1

2. BOX I 23121 BOX II 23121

3. BOX I R/T HEATPASTE ONE BOX II R/T HEATPASTE TWO

4. 0829 . . . BASE . . . TONBRIDGE . . . DUNGENESS

5. 0850 . . . 12000 . . . DUNGENESS

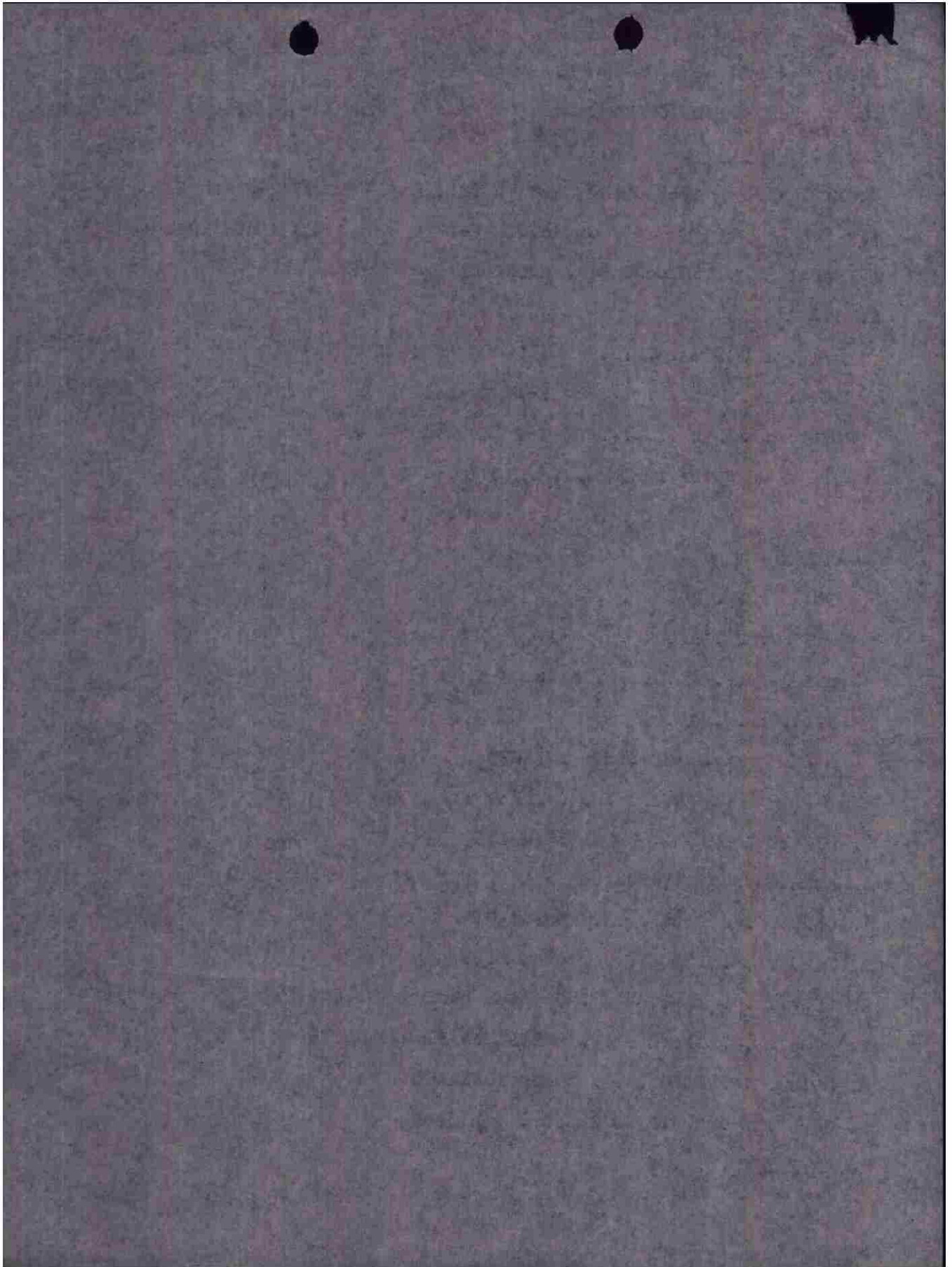
6. 0857 . . . 12000 . . . 3 MILES SOUTH HARDELOT

7. 0906 . . . 11500 . . . 4 MILES WEST GRAVELINE

8. 0916 . . . 9000 . . . NORTH FORELAND

9. 0933 . . . NORTH FORELAND . . . BASE

10. M/F D/F . . . N



11. 4 X 500 LB. G. P.

12. 725 ESTIMATED ENDURANCE 4 HOURS

13. SUBMITTED IN LIEU OF GP F.O.

A. MAPS . . . NORMAL

B. ASSEMBLY . . 1500 . . . HOME A/D

C. IF . . 3 MILES SOUTH OF HARDELOT

D. AXIS OF ATTACK . . 28 DEGREES MAG.

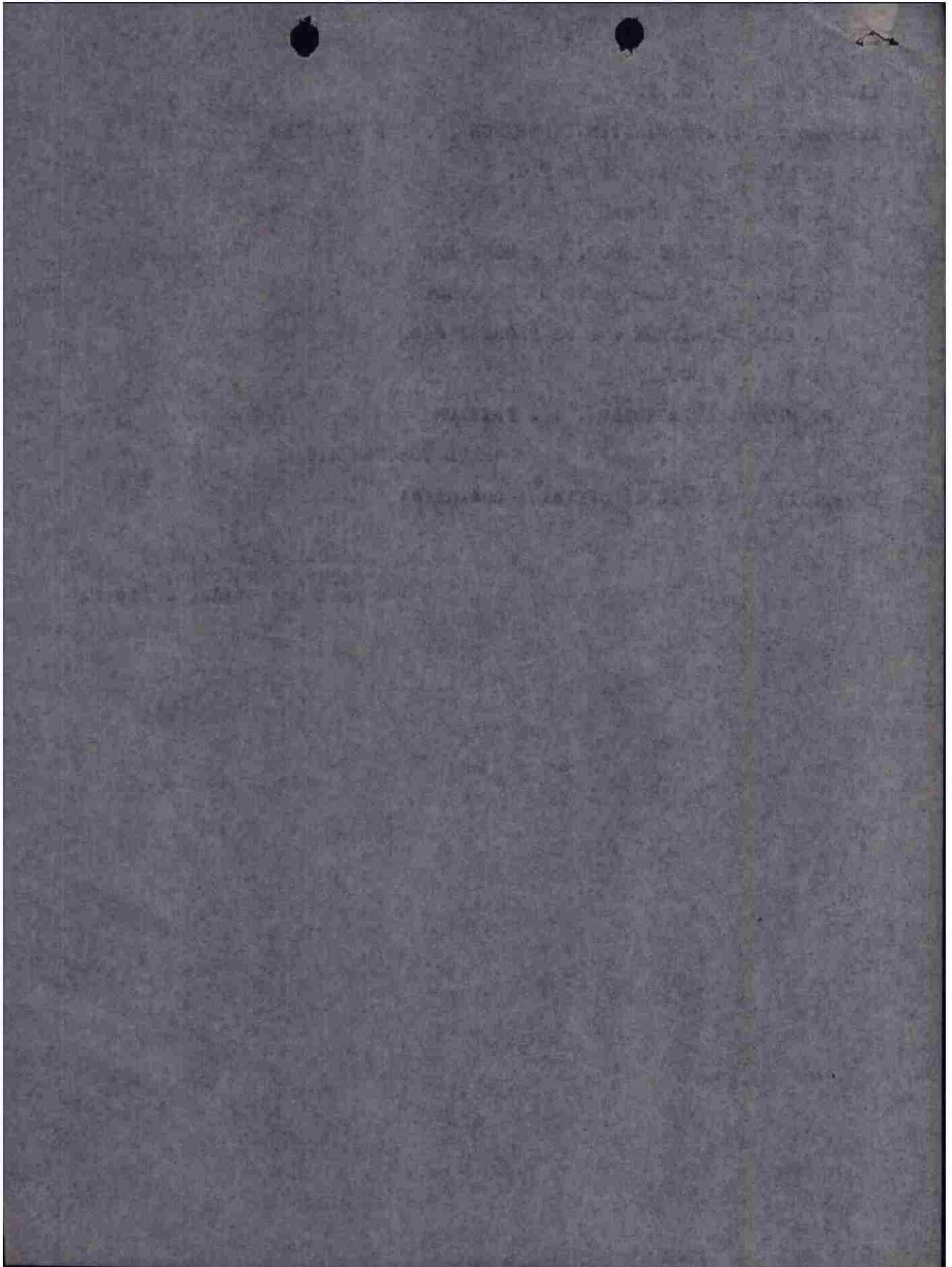
E. TOT . . 0901

F. METHOD OF BOMBING . . . PATTERN

HACE COBOMGR 416

I certify that this is official business:

HAROLD A. RADETSKY,
Major, Air Corps,
Asst Operations Officer.



HEADQUARTERS
416th BOMB GROUP (L)
OFFICE OF THE WEATHER OFFICER

APO 638
20 March 1944

SUBJECT: Operational Forecast

TO : Group Operations

BASE AT TAKEOFF: .1 to .2 low clouds with bases at
2-3000 feet and tops to 4-5000 feet.
Visibility 3-6 miles.

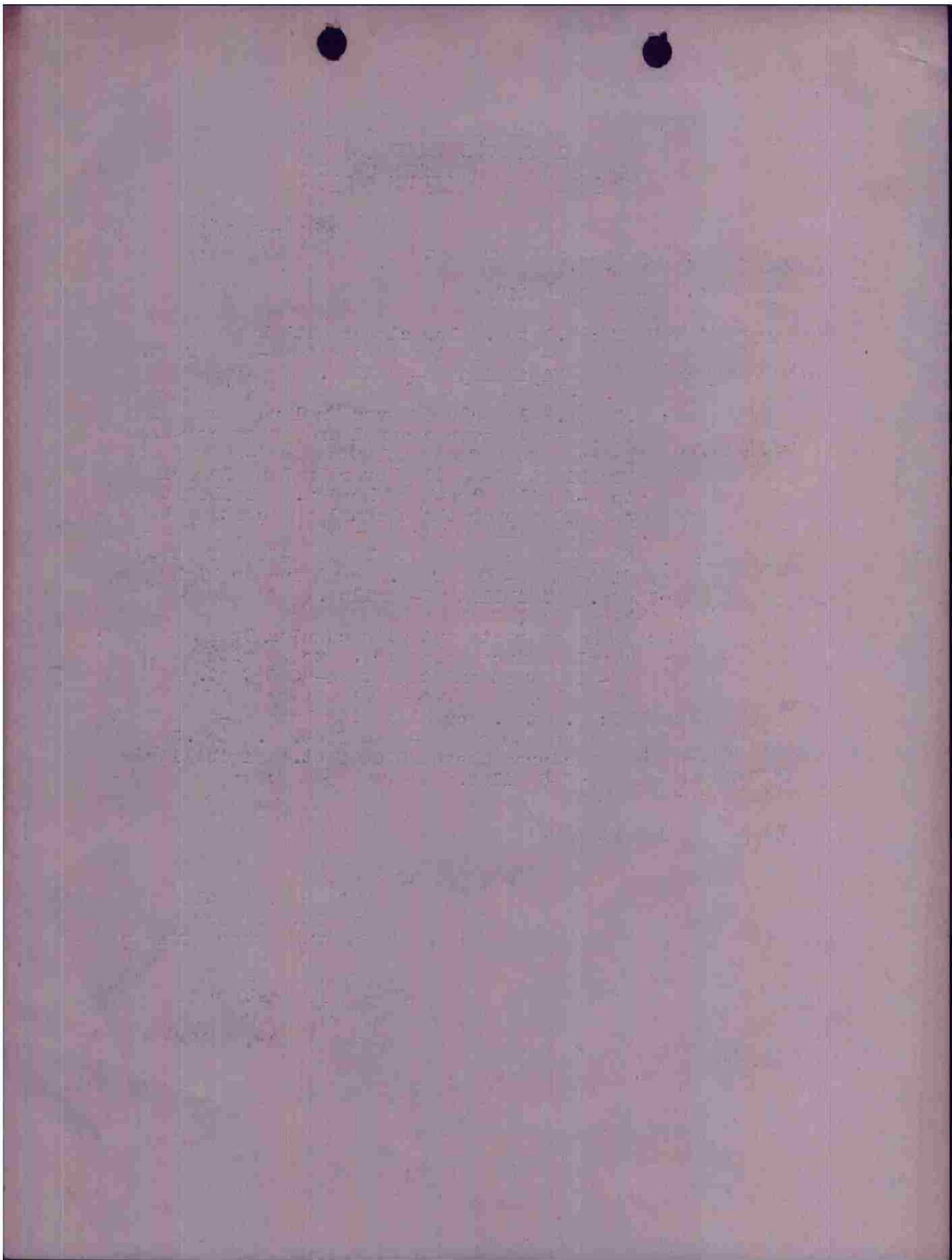
ROUTE OUT: .1 to .2 low clouds over England increasing
to .2 to .3 over channel and enemy coast.
Bases 2-3000 feet with tops to 4-5000 feet.
Visibility 3-6 miles over England lowering
to 2-3 miles south of London. Visibility
3-6 miles over the channel and continent.

TARGET: .2 to .3 low clouds with bases 2-3000 feet
and tops to 4-6000 feet. No medium or high
clouds. Visibility 3-6 miles.

ROUTE BACK: Same as route out with cumulus over
England increasing to .3 to .5 with bases
2-3000 feet and tops to 4-6000 feet.

BASE ON RETURN: .3 to .5 cumulus with bases 2-3000 feet
and tops to 4-6000 feet. .2 to .3
cirrus above 20000 feet. Visibility
3-6 miles.

Walter D. Castle
2nd Lt. Air Corps
Staff Weather Officer



HEADQUARTERS
416th BOMB GROUP (L)
OFFICE OF THE WEATHER OFFICER

APO 638
20 March 1944

SUBJECT: Interrogation Report

TO : Staff Weather Officer, Headquarters IX
Bomber Command, APO 638, U.S. Army.

BASE AT TAKEOFF: Visibility 3 miles. .2 altocumulus
at 7000 feet. .8 cirrostratus above
20000 feet. No low clouds.

ROUTE OUT: No low clouds over England becoming
scattered over channel and continent with
tops to 4000 feet. High clouds decreased
to .2 to .3 over the channel. Visibility
4-6 miles over the entire route.

TARGET: .2 low clouds with tops to 4000 feet. Visibility
4-6 miles. Light haze covered target area.
Scattered cirrus above 20000 feet.

ROUTE BACK: Few scattered low clouds over England
with .1 to .2 around the Thames. Tops
were to 3-4000 feet, otherwise it was
same as route out.

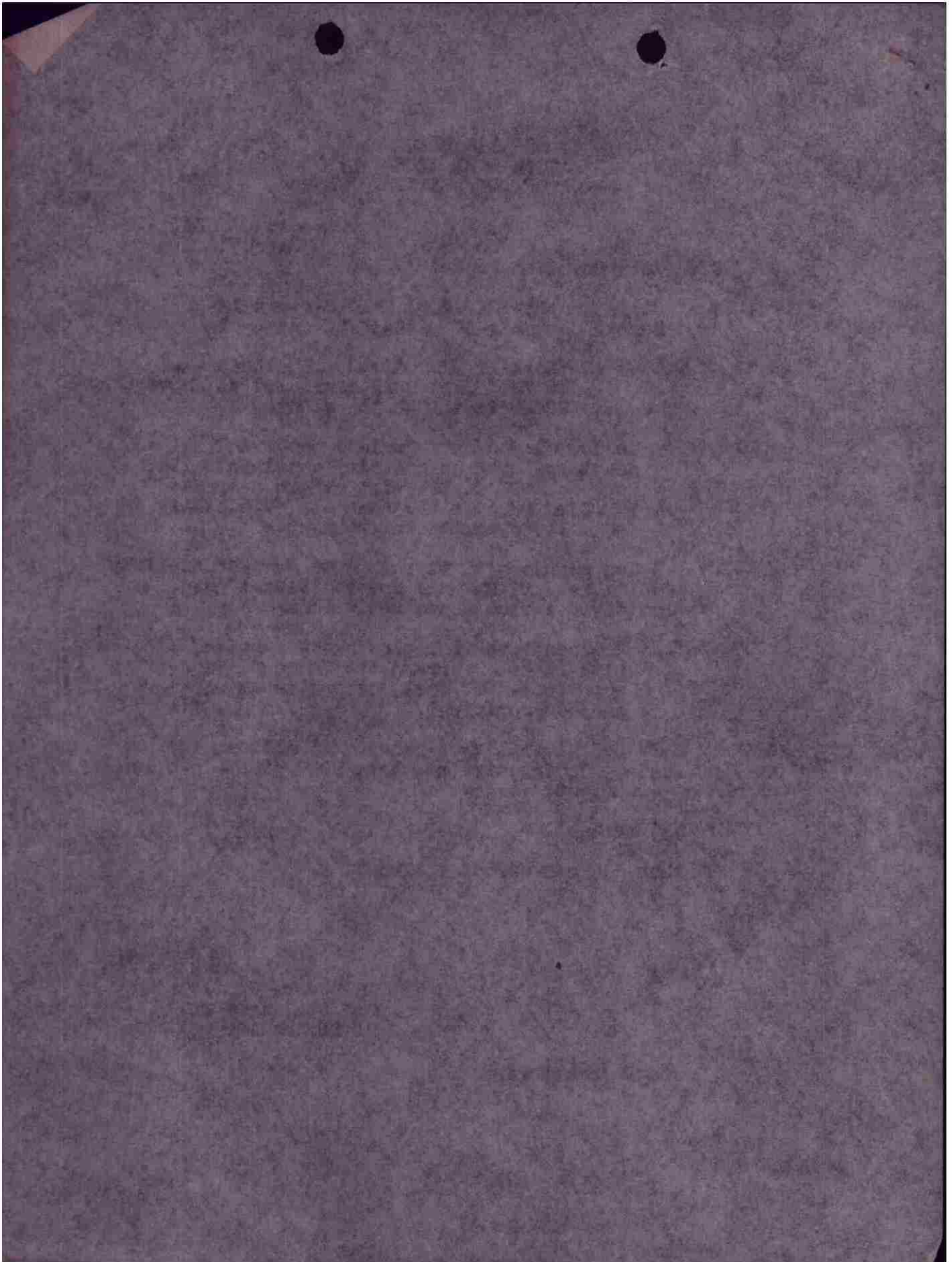
BASE ON RETURN: Visibility 4 miles. .4 altocumulus
at 7000 feet. .6 cirrostratus above 20000 feet. .1 low
clouds at 4000 feet.

WINDS: As Forecast.

Weather did not affect the bombing.

Walter B. Gastle
2nd Lt. Air Corps
Staff Weather Officer

1 Incl.
2 Route Forecast Forms



MISSION NO. 7LOADING LIST20 MARCH 1944BOX IFLIGHT I

- | | |
|---|---|
| <p>1. A/C #914 "K"
Ford, T.R., Lt. Col. ✓
Pape, M.A., 2nd Lt. ✓
Bresnak, J.D., S/S
Cope, G.F., S/S</p> <p>2. A/C #699 "I"
Belhmer, R.L., 2nd Lt. ✓
Kelly, W.J., T/S
Ferguson, W.J., S/S</p> <p>3. A/C #225 "G"
Sommers, H.L., 1st Lt. ✓
Alden, S.F., S/S
Ballinger, R.L., S/S</p> | <p>4. A/C #450 "S"
Campbell, M.W., Major ✓
Palin, W.H., 2nd Lt. ✓
Neilson, A.L., S/S
Fields, W.E., S/S</p> <p>5. A/C #673 "I-1"
McDonald, A.A., 2nd Lt. ✓
Shields, J.J., S/S
Epps, E.T., S/S</p> <p>6. A/C #211 "C"
Napier, J.G., Major ✓
Nielsen, J.O., S/S
Brown, K.P., S/S</p> |
|---|---|

FLIGHT II

- | | |
|--|---|
| <p>1. A/C #203 "A"
Huff, M.J., Capt. ✓
Thompson, J.B., S/S
Hatch, H.L., S/S</p> <p>2. A/C #218 "C-1"
Boukamp, T., 1st Lt. ✓
Colosimo, R.J., S/S
Wing, J.S., S/S</p> <p>3. A/C #219 "D"
Dontas, P., 2nd Lt. ✓
Webb, C.L., S/S
Coffey, G.L., S/S</p> | <p>4. A/C #202 "B-1"
MacManus, P.F.E., 1st Lt. ✓
Rogers, J.L., Jr., S/S
Russell, W.C., S/S</p> <p>5. A/C #370 "D-1"
Peck, W.A., 1st Lt. ✓
Bergeron, A.E., S/S
Kelton, H.E., S/S</p> <p>6. A/C #226 "E"
Hewes, H.E., Jr., 2nd Lt. ✓
Kasper, J.F., S/S
Boyer, H.E., S/S</p> |
|--|---|

FLIGHT III

- | | |
|---|---|
| <p>1. A/C #387 "H"
Jackson, C.R., 1st Lt. ✓
White, H.E., S/S
Bonamo, A.J., S/S</p> <p>2. A/C #689 "I-2"
Rooney, R.J., 1st Lt. ✓
McCleary, H.M., S/S
Dinapoli, S., Sgt</p> <p>3. A/C #696 "G"
Shea, D.F., 1st Lt. ✓
Lee, R.E., S/S
Falk, F.G., Sgt</p> | <p>4. A/C #224 "E-1"
Crispino, J.C., 1st Lt. ✓
Walsh, T.I., S/S
Conopask, R.E., S/S</p> <p>5. A/C #227 "F"
Greene, W.J., 1st Lt. ✓
Evans, O.D., S/S
Palmer, T.A., Sgt</p> |
|---|---|

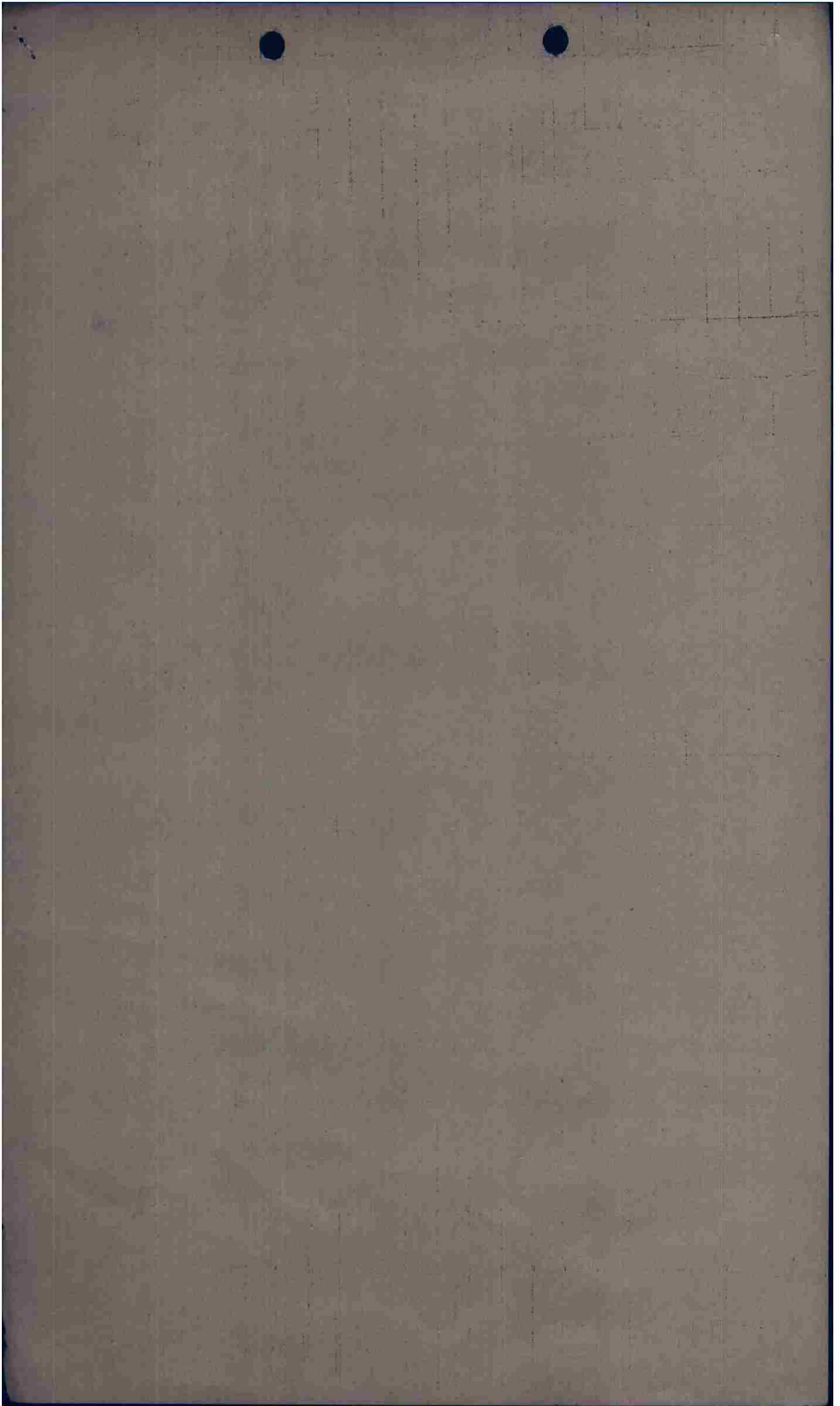
MISSION NO. 7LOADING LIST20 MARCH 1944BOX IIFLIGHT I

1. A/C #439 "J"
 - Price, R.F., Major ✓
 - McBrien, R.T., 2nd Lt. ✓
 - Hume, J.N., S/S "
 - Brown, F.E., S/S "
2. A/C #200 "A"
 - Prentiss, R.B., Capt. ✓
 - Antanaitis, A.J., S/S "
 - Hedrick, H.R., S/S "
3. A/C #207 "B"
 - Poindexter, R.D., 2nd Lt. ✓
 - Molver, V.E., Sgt "
 - Robbins, L.G., T/S "
4. A/C #181 "A-1"
 - Osborne, A.E., 1st Lt. ✓
 - Kelly, E.E., S/S "
 - Coe, W.H., S/S "
5. A/C #379 "G"
 - Meagher, J.F., 2nd Lt. ✓
 - Damico, E.A., S/S "
 - Dickenson, E.S., S/S "

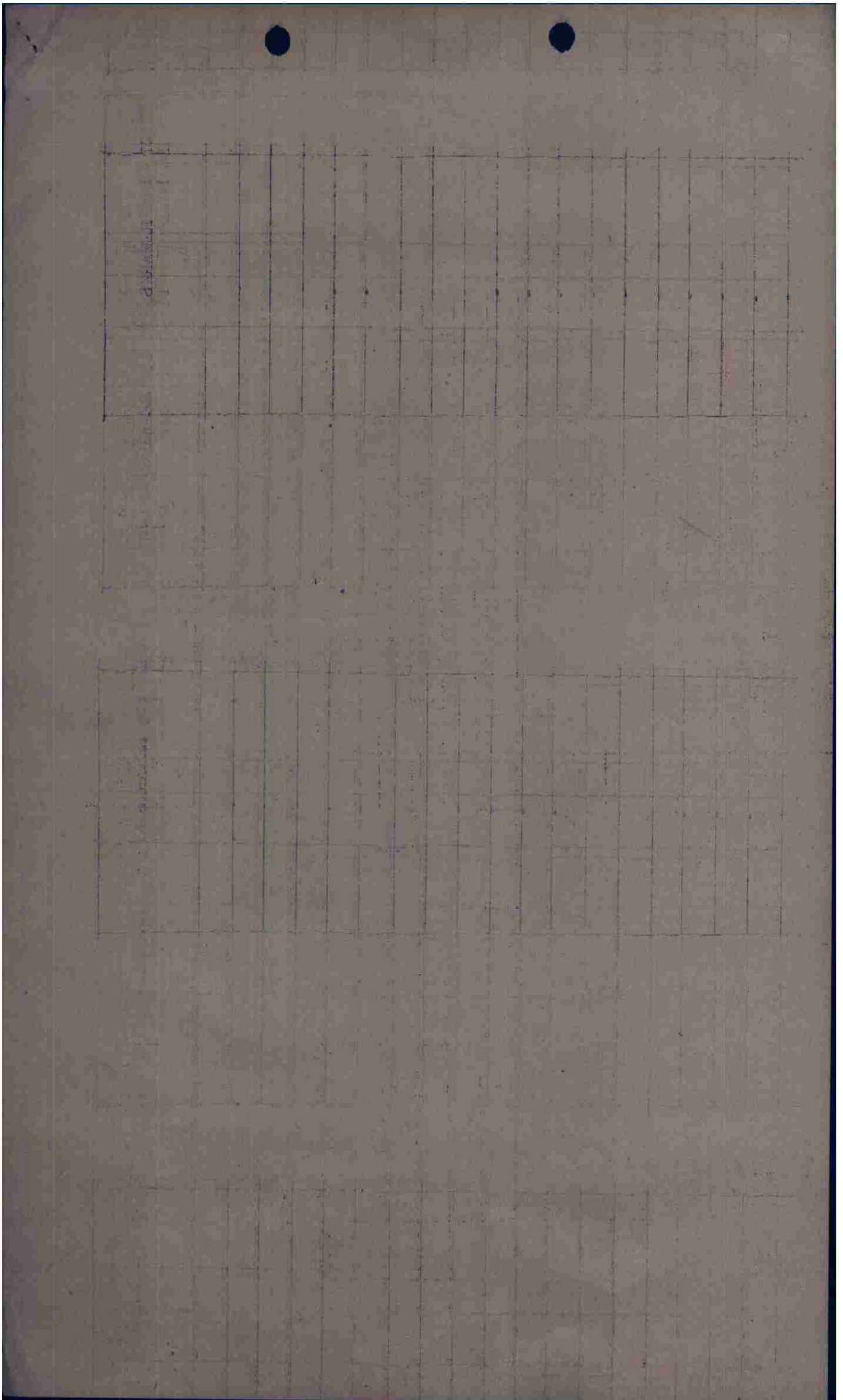
FLIGHT II

1. A/C #182 "B-1"
 - Conant, H.F., Capt. ✓
 - Yost, C.H., S/S "
 - McCreery, J.R., S/S "
2. A/C #216 "E"
 - Bradford, B.H., 2nd Lt. ✓
 - MacDonald, R.W., S/S "
 - Hill, A.A., S/S "
3. A/C #745 "I"
 - Meredith, R.G., 2nd Lt. ✓
 - Shaw, L.R., S/S "
 - Gray, C.M., S/S "
4. A/C #195 "D"
 - Shaefer, R.F., 1st Lt. ✓
 - Judd, E.R., S/S "
 - Fejes, J.A., S/S "
5. A/C #223 "F"
 - Kleopfel, M.E., 2nd Lt. ✓
 - Simpson, D.H., Sgt "
 - Bankston, R., S/S "
6. A/C #701 "H"
 - Aylesworth, T.R., Lt. Col. ✓
 - Newell, S.P., Sgt "
 - Perkins, H., S/S "

Mission No. 7											
Box I											
20 MARCH 1944											
A/C NO.	SCDN.	PILOT	A R G E T	ATO	ENGLISH COAST OUT	ENEMY COAST IN	TOT	ENEMY COAST OUT	ENGLISH COAST IN	A M E R A	FUEL
X 914	D	FORD	0805	0805	0850	0857	0901	0906	0916	H-C	72.5
I 699	D	BEHLMER	0805	0805	0850	0857	0901	0906	0916	C	72.5
G 225	D	SOMMER	0805	0805	0850	0857	0901	0906	0916		72.5
S 450	B	CAMPBELL	0805	0805	0850	0857	0901	0906	0916		72.5
I-1 673	B	Mc DONALD	0806	0806	0850	0857	0901	0906	0916		72.5
C 211	B	NAPIER	0806	0806	0850	0857	0901	0906	0916		72.5
A 203	D	HUFF	0806	0806	0850	0857	0901	0906	0916		72.5
C-1 218	D	BOOKAMP	0806	0806	0850	0857	0901	0906	0916		72.5
D 219	D	DONNA	0807	0807	0850	0857	0901	0906	0916		72.5
B-1 202	B	McMANUS	0807	0807	0850	0857	0901	0906	0916		72.5
D 370	B	PECK	0807	0807	0850	0857	0901	0906	0916		72.5
E 226	B	HEWES	0808	0808	0850	0857	0901	0906	0916		72.5
H 387	C	JACKSON	0808	0808	0850	0857	0901	0906	0916		72.5
I-2 689	C	ROONEY	0808	0808	0850	0857	0901	0906	0916		72.5
G-1 696	C	SHER	0809	0809	0850	0857	0901	0906	0916		72.5
E-1 224	C	CRISPINO	0809	0809	0850	0857	0901	0906	0916		72.5
F 227	C	GREENE	0809	0809	0850	0857	0901	0906	0916		72.5
LAND TIME											
0939											
0940											
0942											
0943											
0946											
0947											
0948											
0949											
0950											
0952											
0953											
0937											
1005											
0954											



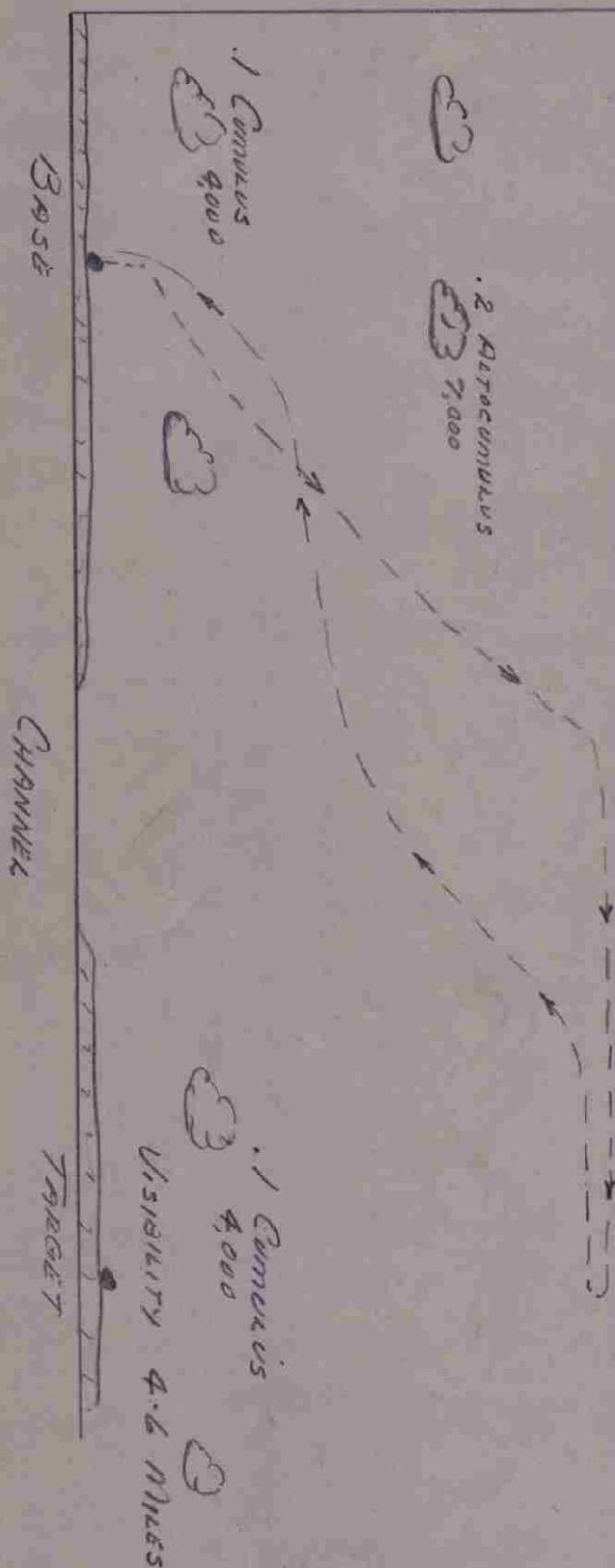
Mission No. 7															Box II		20 March 1944	
NO.	A/C NO.	SCDN.	PILOT	A R G E T	ALTO	ENGLISH COAST IN	ENEMY COAST IN	ENEMY COAST OUT	ENGLISH COAST IN	C A M E R A	FUEL	BOMB LOAD	LAND TIME	REMARKS				
J	439	C	PRICK	0809	0850	0857	0901	0906	0916	H-C	72.5	G.A. 4x500	0956					
A	200	C	PRENTISS	0810	DUNCANSS 12,000	3 mi. SOUTH HADELEY 12,000	4 mi. WEST CHAFFININGS 11,500	4 mi. WEST 9,200					0957					
B	207	C	POINDESTER	0810									0959					
A-1	181	B	OSBORNE	0810									0959					
G	379	A	MAGHERA	0810									0957					
B-1	182	A	CONANT	0811									1001					
E	216	A	BRADFORD	0811									1001					
I	745	A	MEREDITH	0811									1002					
D	195	A	SHEPHERD	0811						C			1003					
F	223	A	KLEPPFEL	0812						H-C			1003					
H	701	A	RYLES WORTH	0812						H-C			1004					



Cross Section For 20 March 1944.

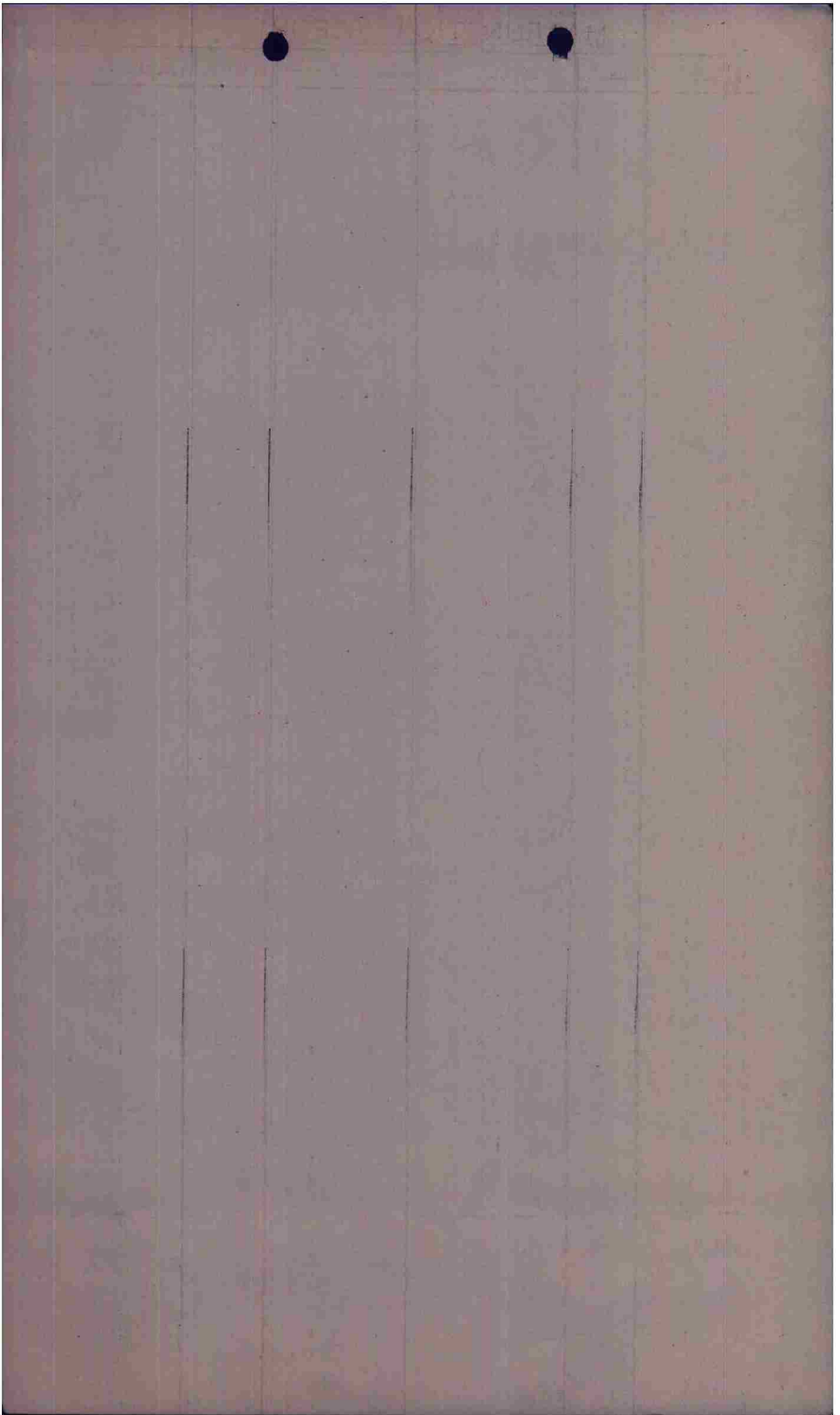
8 Cirrostratus Above 20,000

Partly Cirrus
Over Target

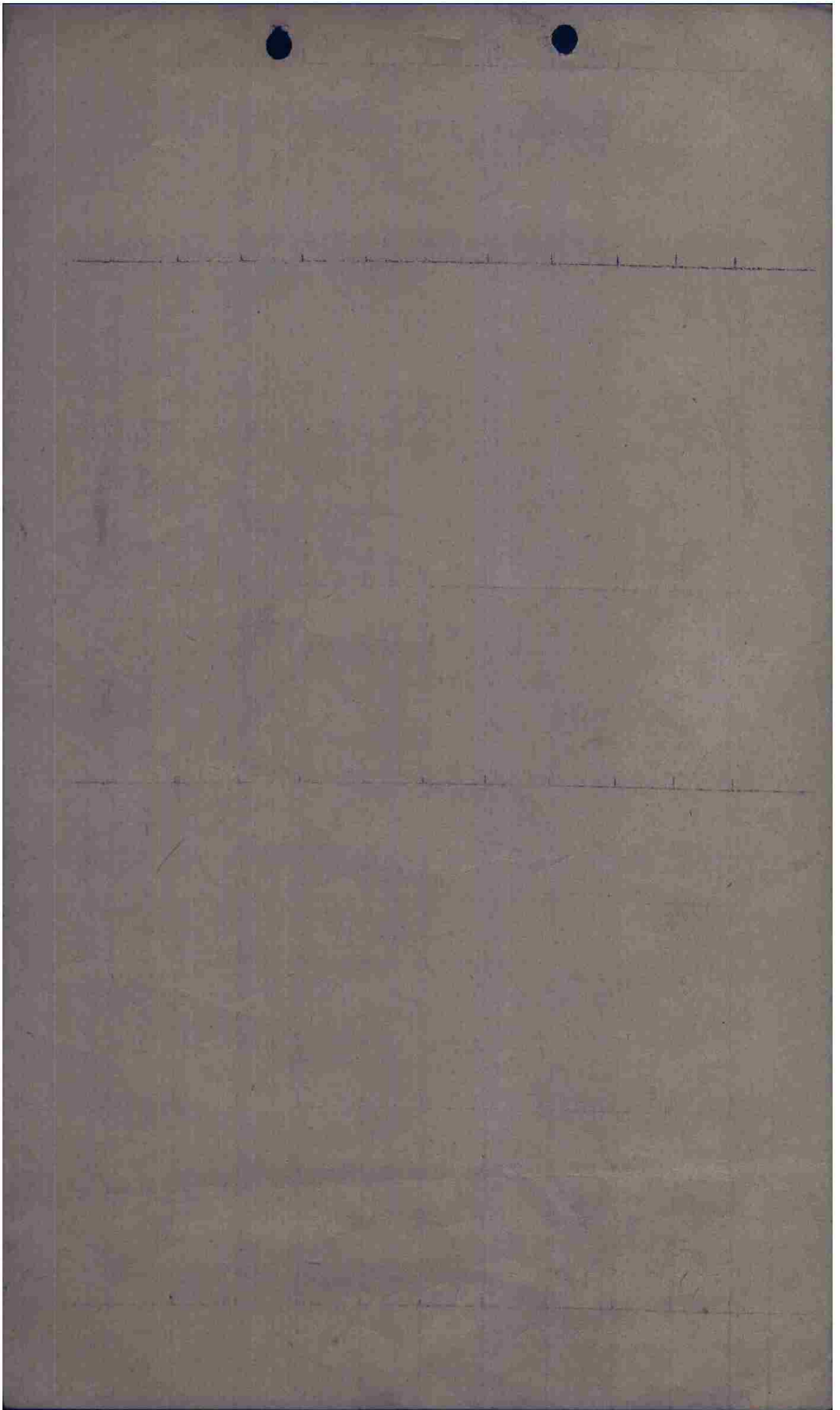


MISSION NO. 7 MALFUNCTION REPORT 20 MARCH 1944

PILOT	PLANE	ENGR.	ARMAMENT	COMMUN.	BATTLE DAMAGE
Sommers	225		No bombs dropped. Pilot error - did not get all switches turned on.		
Ruff	203		Tunnel gun went off in ship. Functioning of gun not thoroughly understood by the gunner. Gun not safetied when stowed.		
Dontas	219		Bombs fell out when doors opened. Evident vibration of salvo relay.		
McManus	202		Cosmoline on tunnel gun. Hard to charge. Gun needs cleaning. Ammunition does not feed into gun properly.		
Crispino	224		No. 3 station failed to release. Wire to rack release circuit broken.		
Greene	227		No. 4 station failed to release. Cannon plug loose; armament personnel error.		
Poindexter	207		Two aft stations released bombs on doors. Cannon plugs improperly installed; armament personnel error.		
Shaefer	195		Left front and left rear stations released bombs on doors. Cause undetermined.		
Bradford	216		Left rear rack failed to release. Faulty shackle.		



20 March 1944				
SHIP NO	SQUADRON	PILOT and/or POW/DIR	GUNNER	ILLUSTRATIONS
225	D	SAMMERS	(Advantage)	NO CAMBS DROPPED
203	D	HUFF	X	Tunnel gun went off in ship.
219	D	DONTAS		Bombs fell out when doors opened.
202	B	McMANUS	X	COSMOLINE ON TUNNEL GUN, HARD TO CHARGE.
224	C	Crispino		No. 3 STATION FAILED TO Release
227	C	Greene		No. 4 station failed to release
209	C	Pendexter		Two aft stations released bombs on doors.
195	A	SHAFTER		Left front & left rear stations released bombs on doors.
216	A	Bradford		Left rear rack failed to release.
				CAUSES OF ILLUSTRATIONS
				Pilot error - did not get all switches turned on.
				Disconnecting of gun not thoroughly understood by the gunners. Gun not SAFETIED when STOWED.
				Gradient misalignment of valve relays.
				Gun needs cleaning. Ammunition does not feed into gun properly.
				Wire to rack release circuit broken.
				Cannon plus loose; Ammunition personnel error.
				Cannon plugs improperly installed; Ammunition personnel error.
				Causes undetermined.
				Faulty switch, etc.
William B. McDonald Capt. H.C. Command Officer				



COG V YAA YAA

9/20

FROM COBOMGR 416

TO CG IX BOMBER COMMAND

ATT: COM O

CONFIDENTIAL BT

R-342J

A- YS - 8

B- 20 MARCH 1944

C- 668 (7) D1 D E F G H I

669(7) A1 B2 C D1 E I1 S

670 (8) A B E1 F G H I2 J

671 (6) A C1 D G I X

TOTAL 28

D- 668 -E- INTER PHONE OUT IN PILOTS POSITION

671 - D - VHF RECEIVER OUT, SLIGHTLY DETUNED

E- NONE

F- NOT APPLICABLE

G- NOT APPLICABLE

H- NOT APPLICABLE

I- VERY SATISFACTORY

J- NOT APPLICABLE

K- NONE

L- 671 - X - ACKNOWLEDGEMENT OF TRANSMISSION PARAGRAPH L

XXX RPT LINE L-

L- 681- X - MISSION COMPLETED RETURNING TO BASE

M- 671-X- ACKNOWLEDGEMENT OF TRANSMISSION IN PARAGRAPH L

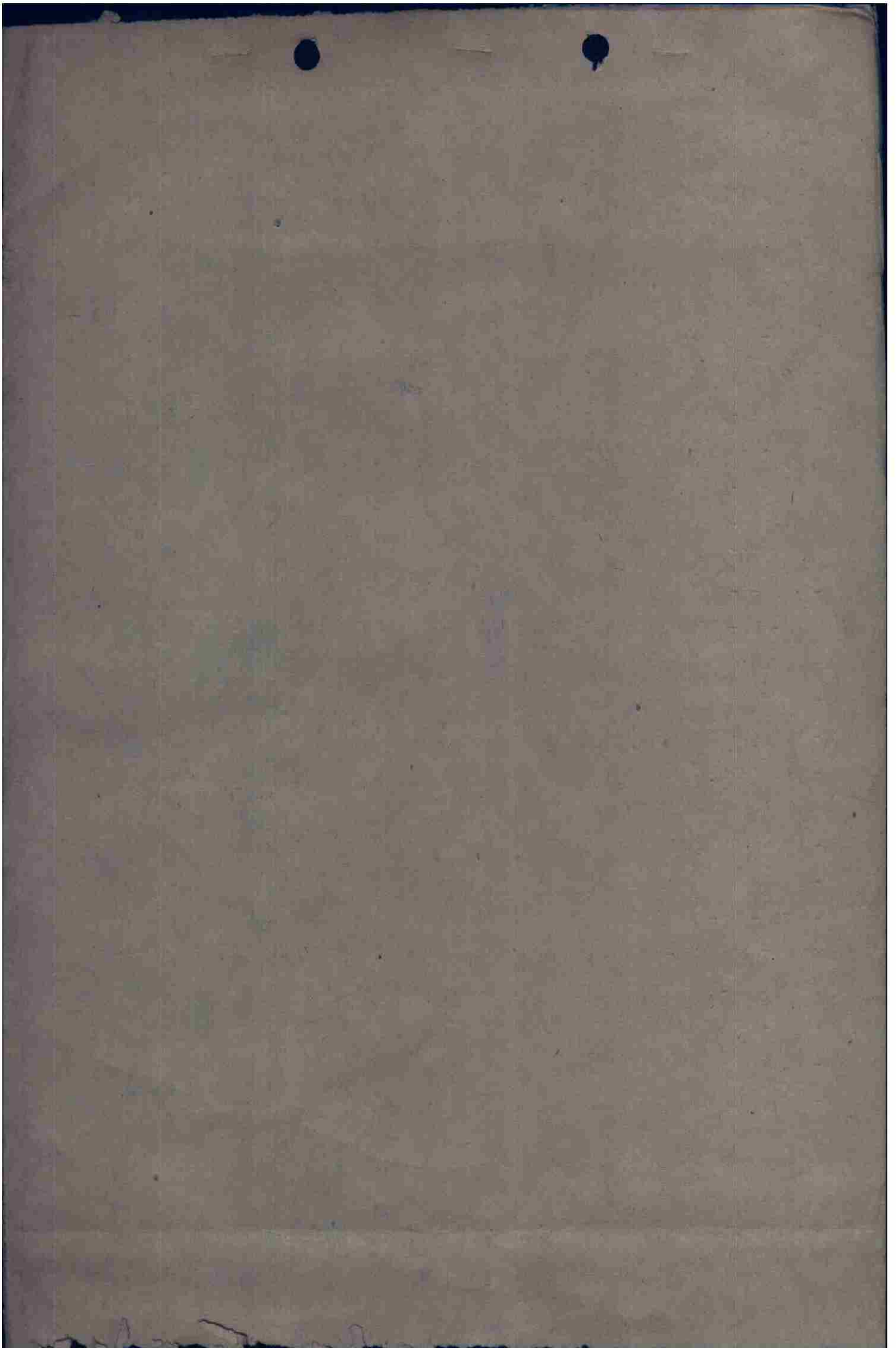
N- NONE

O- GOOD RADIO PERFORMANCE

MACE COBOMGR 416

BT 201150A

WB BBBB



AR AR

OIYAA ARE U THR AND IF SO PLSE STAND BY FOR AN EMERGENCY B/CAST
OK AS TIC PLSE

ALL STNS STAND BY FOR B/CAST PLS DON DO NOT INTERRUPT
IF NOT COMING IN GOOD AT FIRST
CALL ON PHONE IF ANYTHING SHOULD GO WRONG PLS

OISLG OIEAL OI

OISLG OIEAL OIEFF OIENW OIPNT OIAJX OIPPF OIETH OIYAA OIMAG OIMIB
OISMC IAH UBA GPB UGI 98CBW 99CBW V OICOG 16/19 OP
T (OIPNT PASS TO C.O.P.C. PINETREE)
(UBA PASS TO OIMIB)
(UGI PASS TO GPB)

FROM NINTH BOMBER COMMAND 192127A 9BC R2385E

TO: CO 1ST PROVISIONAL PFF SQUADRON
COBOMGP 322, 323, 386, 387, 344, 391, 416

COCBTWIG 98, 99

COMAF 9

COMAF 8

COMASPTCOM 9

COMFICOM 8

COFIWIG 67

AOC-IN-C HQFC RAF

SASO 2 GROUP RAF

SASO 11 GROUP RAF

OPERATIONAL PRIORITY

SECRET SENT IN CLEAR AUTH COL KILBORN

IX BOMBER COMMAND

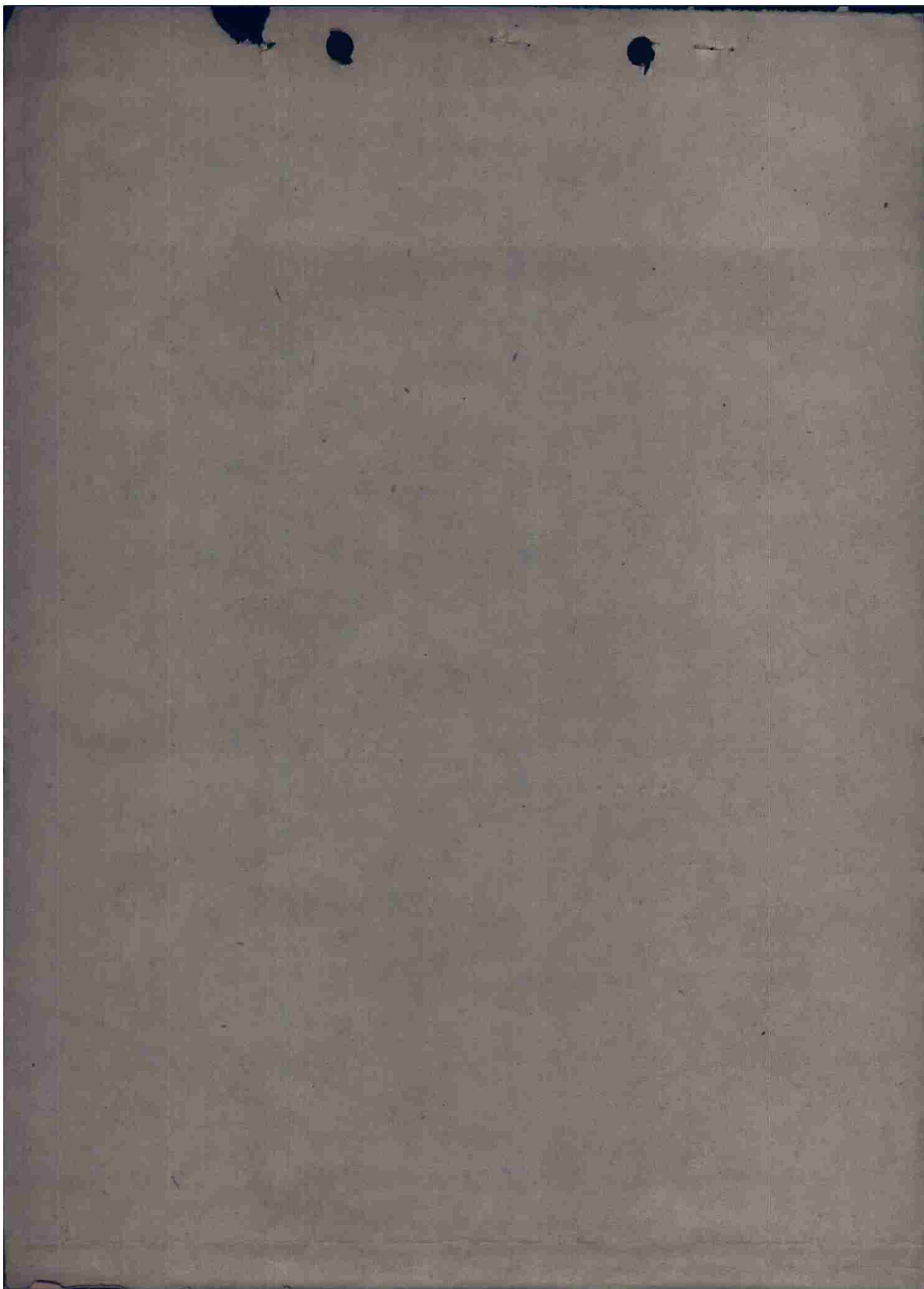
APC 638

19 MARCH 1944

F. O. 243

MAPS: NORMAL

1. A.



(2) VIII USAAF WILL ATTACK GL2643 A AND B LEAVING BEACHY HEAD AT 0900
SPITFIRES OF 11 GROUP RAF WILL PROVIDE AN UMBRELLA OVER NOBALL TARGETS AND P-47 OF IX F.C. WILL FURNISH ESCORT ON Z-601

2. A. THIS COMMAND WILL ATTACK TARGETS IN FRANCE

ZERO HOUR: 200830A

3. A. 387 GROUP:

(1) TARGET: (A) PRIMARY: Z 601
(B) SECONDARY: Z 475

(2) RENDEZVOUS:

(A) WITH 391 GROUP ON ASSEMBLY LINE TUNBRIDGE WELLS TO HASINGS AT 11,500 FEET. THE 387 GROUP WILL LEAVE TUNBRIDGE WELLS AT ZERO MINUS SIX MIN. THE 387 GROUP WILL LEAD.

(B) WITH FIGHTERS AT HASTINGS AT 11,500 FEET, AT ZERO HOUR.

(3) ALTITUDES: BOMB 11,500 FEET, CROSS ENEMY COAST OUT 11,500 FEET.

(4) INITIAL POINT: NANTEUIL

(5) AXIS OF ATTACK: GENERALLY EASTSOUTHEAST TO WESTNORTHWEST.

(6) M.P.I. : 1ST BOX 026021 - 2ND BOX 032022
ILLUSTRATION NO. S5551/2

(7) RALLY POINT: FROISSY

B. 391 GROUP:

(1) TARGET: (A) PRIMARY: Z 601
(B) SECONDARY: Z 475

(2) RENDEZVOUS:

(A) WITH 387 GROUP ON ASSEMBLY LINE TUNBRIDGE WELLS TO HASTINGS AT 12,000 FEET. THE 387 GROUP WILL LEAVE TUNBRIDGE WELLS AT ZERO MINUS 6 MIN. THE 387 GROUP WILL LEAD

(B) WITH FIGHTERS AT HASTINGS AT 12,000 FEET, AT ZERO HOUR.

(3) ALTITUDES: BOMB 12,000 FEET, CROSS ENEMY COAST OUT 12,000 FEET.

(4) INITIAL POINT: NANTEUIL

(5) AXIS OF ATTACK: GENERALLY EAST SOUTHEAST TO WEST NORTHWEST.

(6) M.P.I.: 1ST BOX 026021, 2ND BOX 025011
ILLUSTRATION NO. S5551/2

(7) RALLY POINT: FROISSY

C. 386 GROUP:

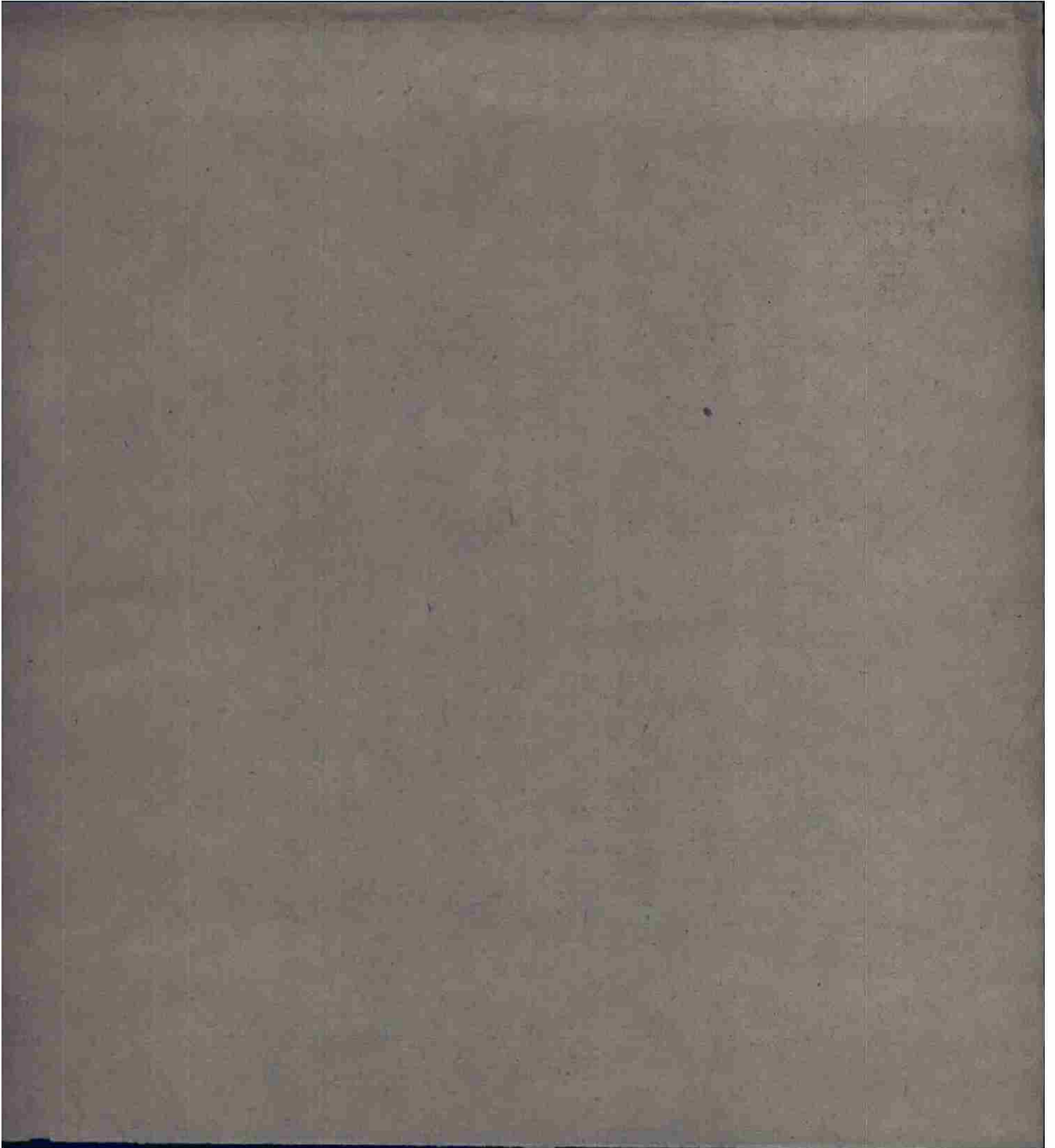
(1) TARGET: (A) PRIMARY: Z 601
(B) SECONDARY: Z 475

(2) RENDEZVOUS:

(A) WITH 344 GROUP ON ASSEMBLY LINE TUNBRIDGE WELLS TO HASTINGS AT 11,500 FEET. THE 386 GROUP WILL LEAVE HASTINGS AT ZERO PLUS FOUR MIN. THE 386 GROUP WILL LEAD.

(B) WITH FIGHTERS AT HASTINGS AT 11,500 FEET, AT ZERO PLUS 10 MIN.

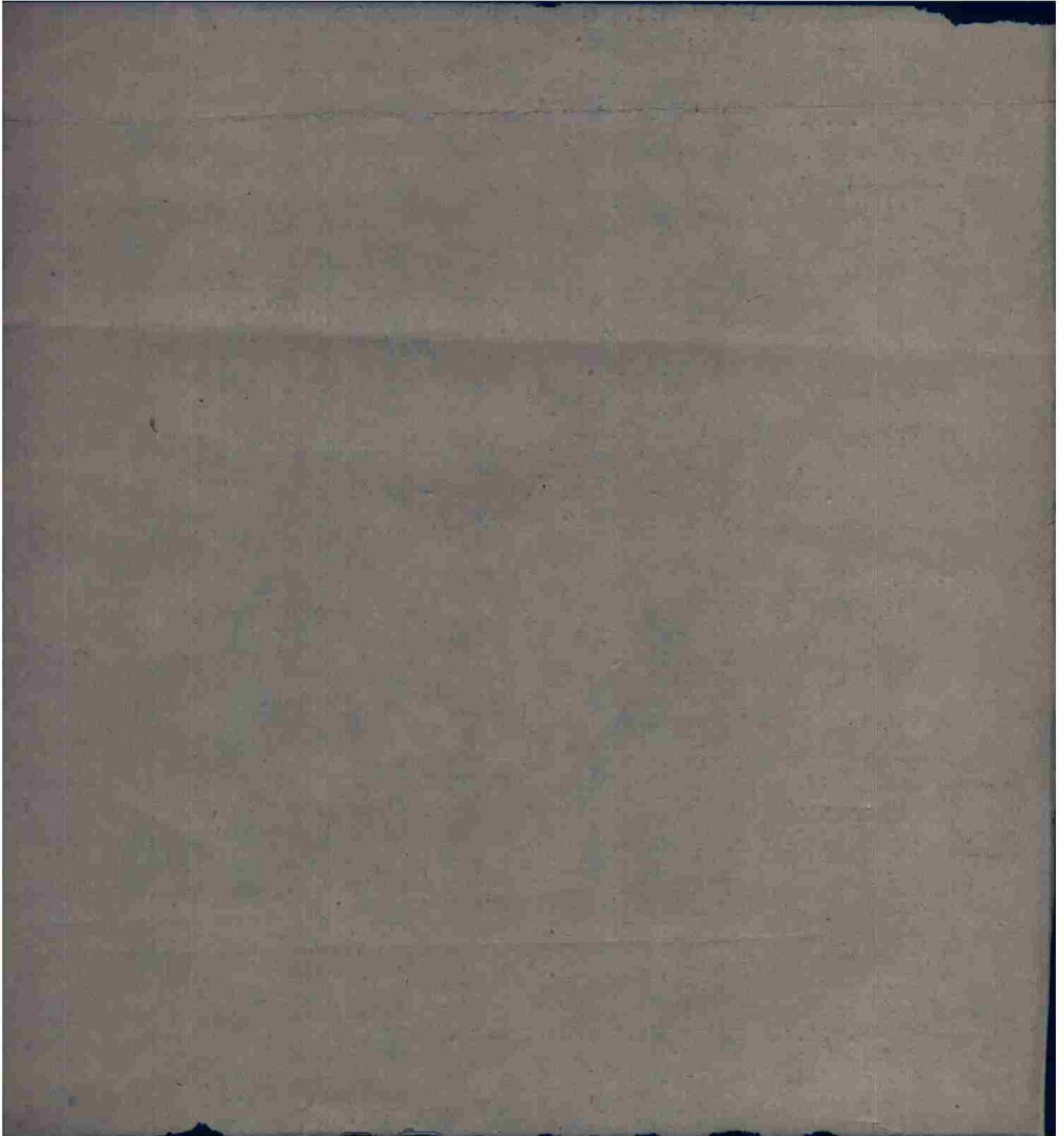
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- (3) ALTITUDES: BOMB 11,500 FEET, CROSS ENEMY COAST OUT
11,500 FEET.
- (4) INITIAL POINT: NANTEUIL
- (5) AXIS OF ATTACK: GENERALLY EAST SOUTHEAST TO WEST
NORTHWEST.
- (6) M.P.I.: 1ST BOX - 026021 2ND BOX - 030020
ILLUSTRATION NO. S 5551/2
- (7) RALLY POINT: FROISSY
- D. 344 GROUP:
- (1) TARGET: (A) PRIMARY: Z 601
(B) SECONDARY: Z 475
- (2) RENDEZVOUS:
- (A) WITH 386 GROUP ON ASSEMBLY LINE TUNBRIDGE WELLS
TO HASTINGS AT 12,000 FEET. THE 386 GROUP WILL
LEAVE TUNBRIDGE WELLS AT ZERO PLUS FOUR MIN.
THE 386 GROUP WILL LEAD.
- (B) WITH FIGHTERS AT HASTINGS AT 12,000 FEET, AT
ZERO PLUS 10 MIN.
- (3) ALTITUDES: BOMB 12,000 FEET, CROSS ENEMY COAST OUT
12,000 FEET.
- (4) INITIAL POINT: NANTEUIL
- (5) AXIS OF ATTACK: GENERALLY EAST SOUTHEAST TO WEST
NORTHWEST.
- (6) M.P.I.: 1ST BOX - 026021 2ND BOX - 028016
ILLUSTRATION NO. S 5551/2
- (7) RALLY POINT: FROISSY
- N
- E. 416 GROUP:
- (1) TARGET: Z 3121
- (2) ROUTE OUT: BASE TO DUNGENESS (AT ZERO HOUR PLUS
20 MINUTES) 3 MILES SOUTH OF HARDELLOT
TO TARGET.
- (3) ROUTE BACK: TARGET TURN LEFT TO 4 MILES WEST
GRAVELINES TO NORTH FORELAND TO BASE.
- (4) ALTITUDES: BOMB 12,000 FEET, CROSS ENEMY COAST OUT
11,500 FEET
- (5) INITIAL POINT: THREE MILES SOUTH HARDELLOT
- (6) AXIS OF ATTACK: GENERALLY SOUTHWEST TO NORTHEAST
- (7) M.P.I.: ILLUSTRATION: A/38/4 REF. 014033
- F. 323 GROUP:
- (1) TARGET: (A) Z 3110C
- (2) ROUTE OUT: BASE TO DUNGENESS (AT ZERO PLUS 30 MINUTES)
TO 3 MILES SOUTH HARDELLOT TO TARGET.
- (3) ROUTE BACK: TARGET TURN RIGHT TO 3 MILES SOUTH
HARDELLOT TO DUNGENESS TO BASE.
- (4) ALTITUDES: BOMB 12,000 FEET, CROSS ENEMY COAST OUT
XX 11,500 FEET.
- (5) INITIAL POINT: 3MILES SOUTH HARDELLOT
- (6) AXIS OF ATTACK: GENERALLY SOUTHWEST TO NORTHEAST
- (7) M.P.I.: ILLUSTRATION A/11/2 REF. 017022
- G. 322 GROUP:
- (1) TARGET: (A) Z-3148
- (2) ROUTE OUT: BASE TO DUNGENESS (AT ZERO PLUS 40 MIN.)
TO THREE MILES SOUTH HARDELLOT.

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- (3) ROUTE BACK: TARGET TURN LEFT TO FOUR MILES WEST GRAVELINES TO NORTH FORELAND TO BASE.
- (4) ALTITUDES: BOMB 12,000 FEET, CROSS ENEMY COAST OUT 11,500 FEET.
- (5) INITIAL POINT: THREE MILES SOUTH HARDELOT.
- (6) AXIS OF ATTACK: GENERALLY SOUTHWEST TO NORTHEAST.
- (7) M.P.I.: ILLUSTRATION A/100/1 REF. 028033
- X. (1-4) NO CHANGE.
- (5) AIRCRAFT REQUIRED: 36 ALL GROUPS
- (6) BOMB LOAD: PARAGRAPH 3A - 1 BOX 6 X 500 LB. G.P.
AND 2 X 600 LB. G.P.
- 1 BOX 14 X 250 LB. G.P.
- PARAGRAPH 3B - 1 BOX 8 X 500 LB. G.P.
- 1 BOX 14 X 250 LB. G.P.
- PARAGRAPHS 3C,D - 1 BOX 20 X M47A1 INCENDIARY
- 1 BOX 14 X 250 LB. G.P.
- PARAGRAPH 3E - 4 X 500 LB. G.P.
- PARAGRAPHS 3F,G - 8 X 500 LB. G.P.
- ALL FUSINGS 1/10 SEC. NOSE AND 1/40 SEC. TAIL.
- (7) INTERVALOMETER SETTING: MINIMUM
- (8) ROUTE OUT: PARAGRAPHS 3A,B,C,D BASE TO TUNBRIDGE WELLS TO HASTINGS TO TOCQUEVILLE TO 49 DEG. 43 MIN. NORTH 01 DEG. 42 MIN. EAST TO FROISSY TO 49 DEG. 20 MIN. NORTH, 03 DEG 00 MIN. EAST TO NEMTEY NANTEUIL TO TARGET.
- (9) ROUTE BACK: PARAGRAPHS 3A,B,C,D TARGET TURN RIGHT TO FROISSY TO 49 DEG. 43 MIN. NORTH, 01 DEG. 42 MIN. EAST TO TOCQUEVILLE TO HASTINGS TO BASE.
- (10) EMERGENCY AIRDROMES: WEST MALLING, MANSTON AND GRAVESEND

4. NO CHANGE

5. SIGNALS TO FOLLOW.

COMBOMCOM NINE

BT19002 2127A

JLP/RG/0PC AR

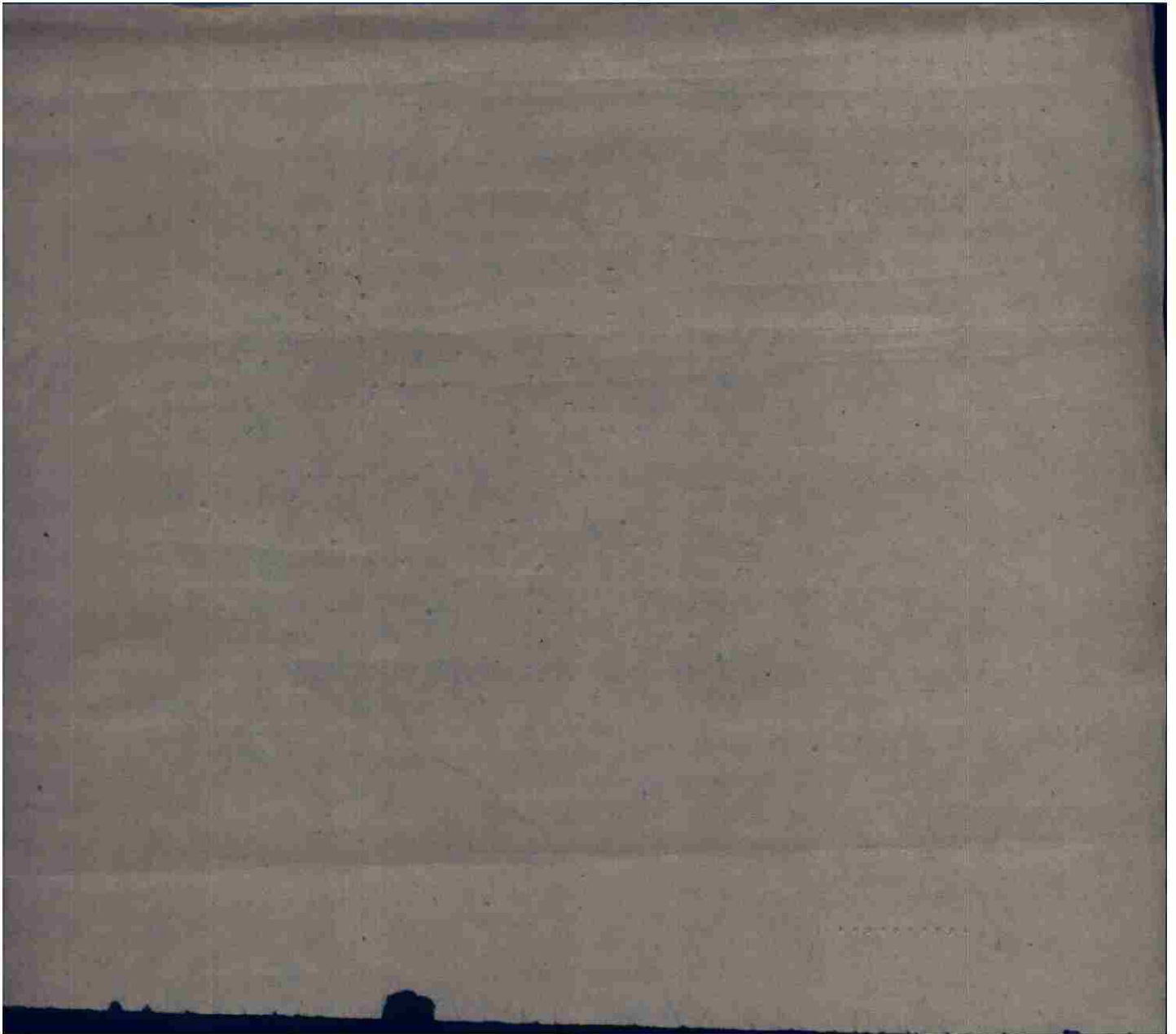
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KOIYAA

OICOG R.....192252A RSS AR

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OISLG OIEAL OIEFF OIENW OIPNT OIAJX OIPPF OIETH OIYAA OIMAG OIMIB
 OISMC IAH UBA GPB UGI 98CBW 99CBW V OICOG 18/19 OP
 T (OIPNT PASS TO C.O.P.C. PINETREE)
 (UBA PASS TO OIMIB)
 (UGI PASS TO GPB)

FROM NINTH BOMBER COMMAND 192325A 9BC R2387E
 TO: CO 1ST PROVISIONAL PFF SQUADRON

COBOMGP 322, 323, 386, 387, 344, 391, 416

COCBTWIG 98, 99

COMAF 9

COMAF 8

COMASPTCOM 9

COMFICOM 8

COFIWIG 67

AOC-IN-C HQFC RAF

SASO 2 GROUP RAF

SASO 11 GROUP RAF

OPERATIONAL PRIORITY

SECRET SENT IN CLEAR AUTH COL KILBORN

IX BOMBER COMMAND

AP0 638

19 MARCH 1944

ANNEX 1 TO F.O. 243

5. COMMUNICATIONS

A. 387 GROUP:

(1) BOMBER CALL SIGN: SNAPPY ONE, TWO

(2) RECALL CODE WORD: NUMBER 50/50

(3) VERIFICATION CODE: BOX NUMBER 50/50

B. 391 GROUP:

(1) BOMBER CALL SIGN: SNAPPY THREE, FOUR

(2) RECALL CODE WORD: NUMBER 50/50

(3) VERIFICATION CODE: BOX NUMBER 50/50

C. 386 GROUP:

(1) BOMBER CALL SIGN: REDGATE ONE, TWO

(2) RECALL CODE WORD: NUMBER 51/51

(3) VERIFICATION CODE: BOX NUMBER 51/51

D. 344 GROUP:

(1) BOMBER CALL SIGN: REDGATE THREE FOUR

(2) RECALL CODE WORD: NUMBER 51/51

(3) VERIFICATION CODE: BOX NUMBER 51/51

E. 416 GROUP:

(1) BOMBER CALL SIGN: MEATPASTE

(2) RECALL CODE WORD: NUMBER 33/33

(3) VERIFICATION CODE: BOX NUMBER 165/165

F. 323 GROUP:

(1) BOMBER CALL SIGN: UGAND

(2) RECALL CODE WORD: NUMBER 56/56

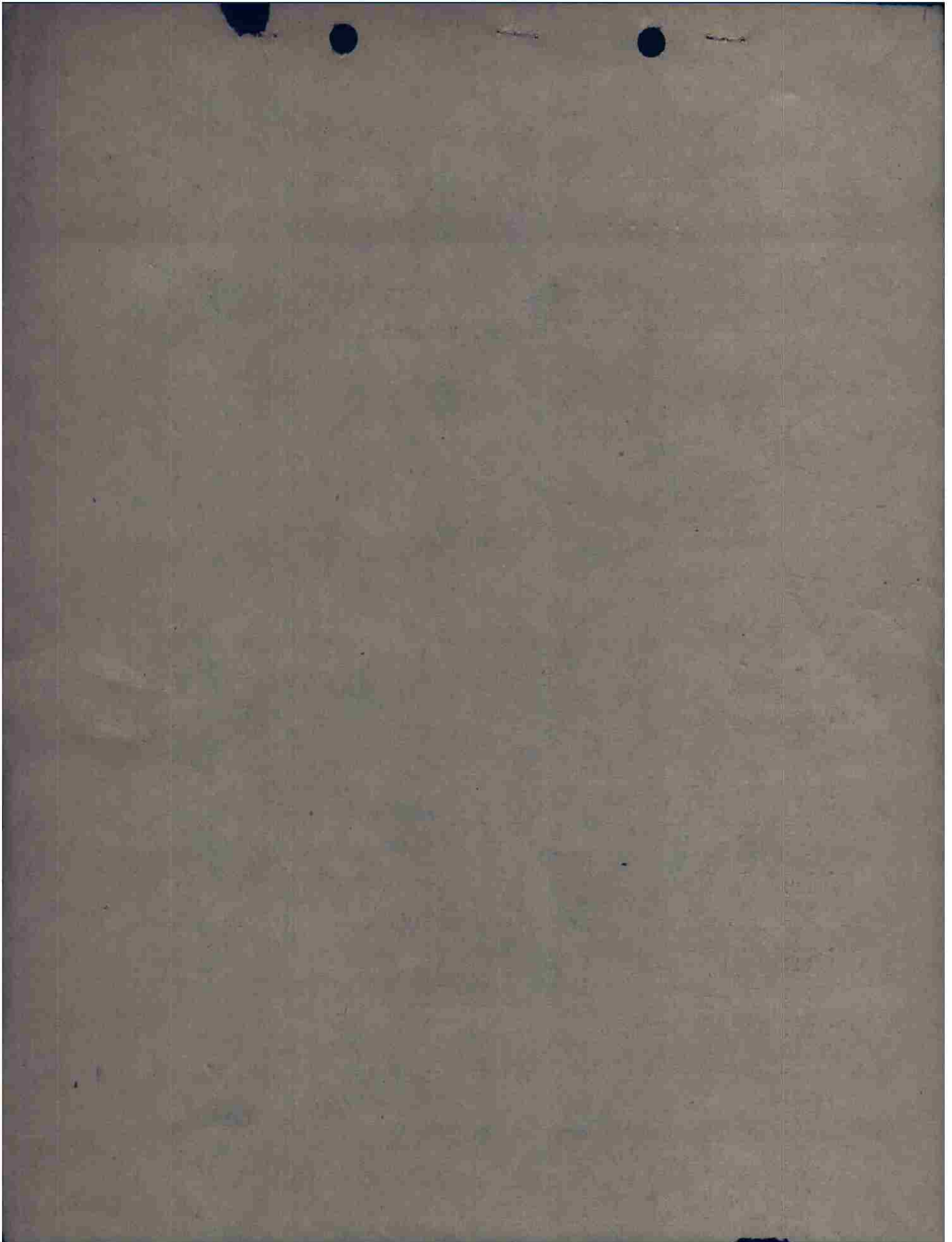
(3) VERIFICATION CODE: BOX NUMBER 210/210

G. 322 GROUP:

(1) BOMBER CALL SIGN: PINTPOT

(2) RECALL CODE WORD: NUMBER 22/22

(3) VERIFICATION CODE: BOX NUMBER 154/154



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- (1) EMERGENCY HOMING: TO WEST MALLING ON VHF CHANNEL D
C/S: BIRDCAGE
- (2) SPLASHER BEACONS: 4A, 5G, 6C, 7D, 8E, 9F, 10B, 11H, 16I ENTIRE
MISSION
- (3) GEE INFORMATION: GRADE A TRANSMISSION EASTERN WYOMING
AND SOUTHERN CAROLINA FOR ENTIRE
MISSION
- (4) WEATHER CODE SEQU: BAVT
- (5) M/F D/F SECTION: N
- (6) BOX LEADERS OR DEPUTY WILL REPORT ON VHF CHANNEL C
AFTER LEAVING TARGET AREA, REPEAT, TARGET AREA.
- (7) COMMUNICATIONS PROCEDURE: IX BOMBER COMMAND MEMO 100-22
DATED 20 FEBRUARY 1944.

VOMBOMCOM NINE

BT192325A

JLP/PJC AR

ALL STNS AS FOR K WITH R

OIYAA/OICOG R.....200X30A WFG AR

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OISLG OIEAL OIEFF OIENW OIPNT OIAJX OIRPF OIETH OIYAA OIMAG OIMIB

OISMC IAH UBA GPB UGI 98CBW 99CBW V OICOG 1/20 OP

T (OIPNT PASS TO C.O.P.C. PINETREE)

(UBA PASS TO OIMIB)

(UGI PASS TO GPB)

FROM NINTH BOMBER COMMAND 200055A 9BC R2389E

TO: CO 1ST PROVISIONAL PFF SQUADRON

COBOMGP 322, 323, 386, 387, 344, 391, 416

COCBTWIG 98, 99

COMAF 9

COMAF 8

COMASPTCOM 9

COMFICOM 8

COTIWIG 67

AOC-IN-C HQFC RAF

SASO 2 GROUP RAF

SASO 11 GROUP RAF

OPERATIONAL PRIORITY

SECRET SENT IN CLEAR AUTH COL KILBORN

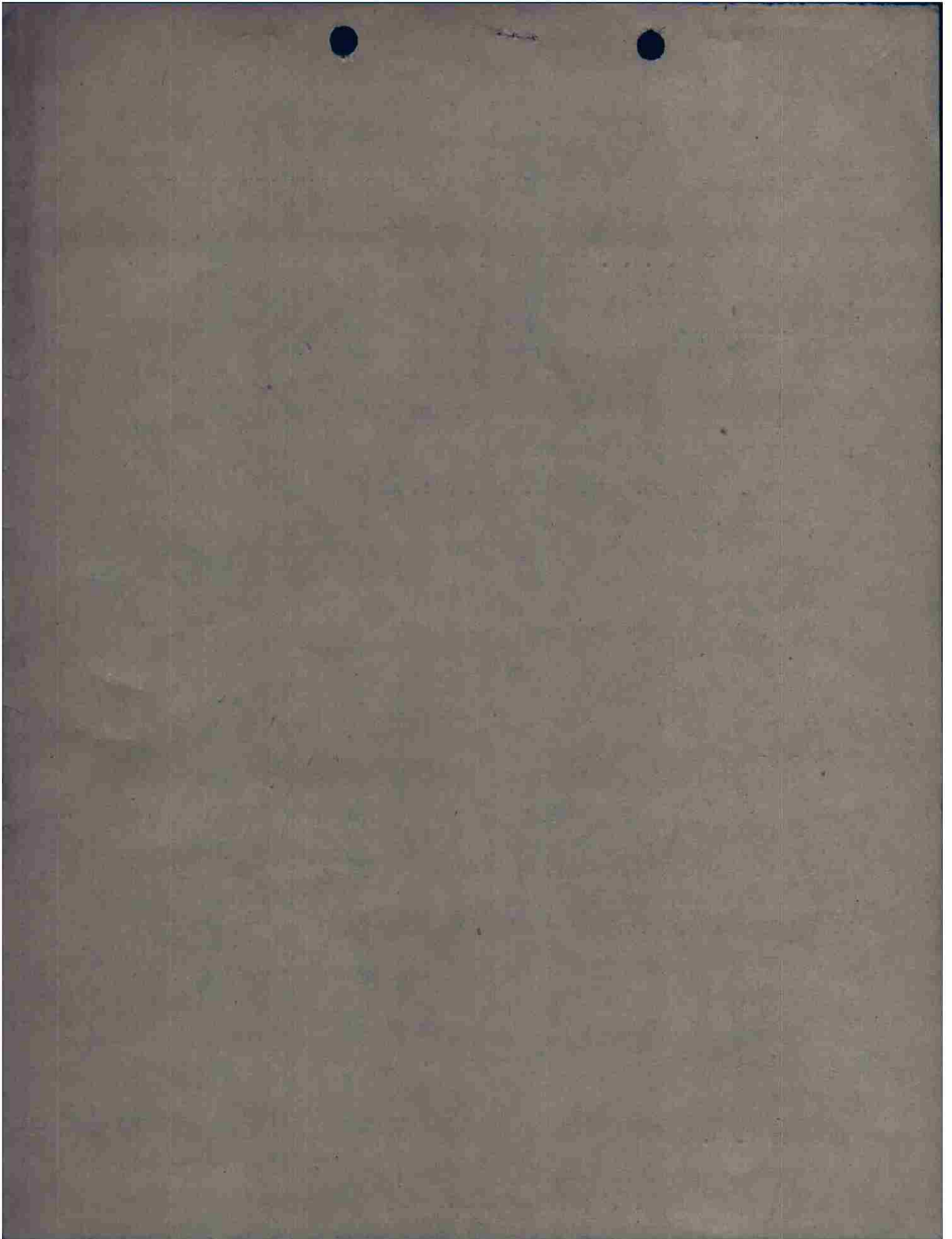
IX BOMBER COMMAND

APC 638

20 MARCH 1944

ANNEX 2 TO F. O. 243

AMEND PARAGRAPH 5X SUB 7 TO READ AS FOLLOWS:



(7) COMMUNICATIONS PROCEDURE: IX BOMBER COMMAND MEMO
100-22 DATED 20 FEBRUARY 1944, WITH FOLLOWING CHANGE:
INSTEAD OF DESIGNATING MONITORING PLANES TO STAND
BY ON CHANNEL C, ALL, REPEAT, ALL BOX LEADERS AND
DEPUTY BOX LEADERS WILL MONITOR CHANNEL C FROM
TAKEOFF TO RETURN TO BASE. ALL OTHER AIRPLANES
WILL GUARD VHF BOMBER TO BOMBER CHANNEL ASSIGNED.
COMMUNICATION BETWEEN BOX LEADERS, GROUP LEADERS,
AND WING LEADERS WILL BE ON CHANNEL C. LEADERS
WILL CHANGE TO BOMBER TO BOMBER CHANNEL TO
COMMUNICATE WITH AIRPLANES OF FORMATION, IMMEDIATELY
RETURNING TO CHANNEL C WHEN FINISHED.

COMBOMCOM NINE

BT200055A

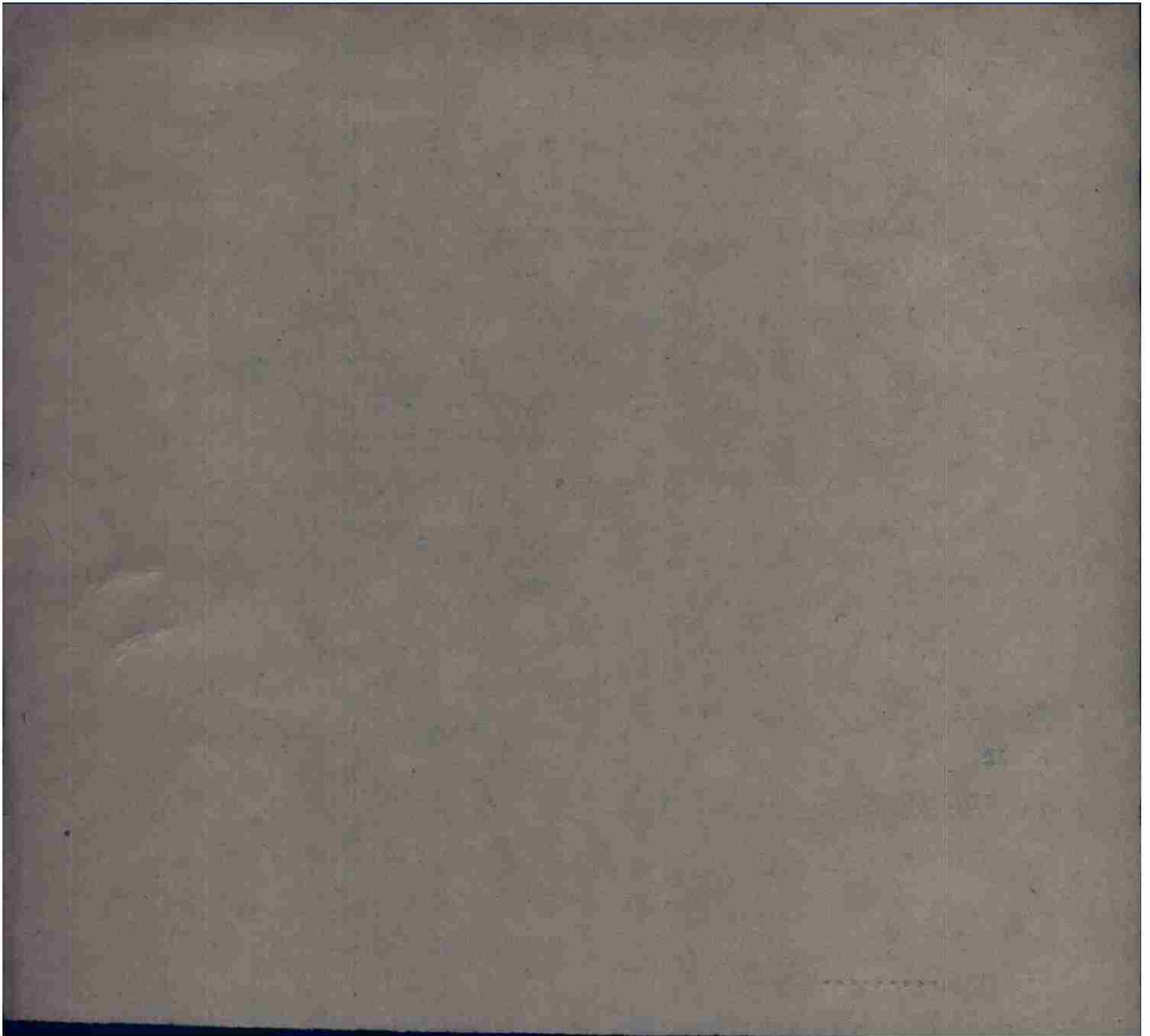
JLP AR

ALL STNS AS FOR K WITH R

OIYAA

OICOG R.....200145A WFG BBBB

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