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No. 6

PRACTICE-MISSION

130CT44

2-5239-87

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TACTICAL MISSION REPORT
OF
500TH BOMB GR.
BATISTA MISSION
OCT. 13, 1944

CONFIDENTIAL

Training Mission 10

2-5239-87

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By PT NARA Date 8/26/05

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CONSOLIDATED MISSION REPORT

PRACTICE MISSION F.O. NO. 10

500TH BOMB GROUP

13 OCTOBER 44

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9-5239-87

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CONSOLIDATED MISSION REPORT

Wing: 73rd Wing

F. O. No. 10

Date: 15 October 1944

Mission No. 6

By: XXI Bomber Command

Date of Mission:
13 Oct. 44

SUMMARY

NARRATIVE SUMMARY: 500th Bombardment Group

On 13 October 1944, fourteen (14) aircraft took off from Walker Army Air Field, Kansas, on a practice mission to bomb target at Cayo Traviesa, Cuba. Seven (7) aircraft were from the 881st Bombardment Squadron, four (4) from the 882nd Bombardment Squadron, and three (3) from the 883rd Bombardment Squadron. The first aircraft was airborne at 0730 CWT and the last at 0743 CWT.

Each aircraft was loaded with 4 x 500 lb. M 43 practice bombs.

Thirteen (13) aircraft passed over the target, but only eleven (11) of these aircraft attacked. One of the non-attacking aircraft developed a malfunction in the bomb racks and made no release. This aircraft brought its bomb load back to WAAF. The other non-attacking aircraft's Radar failed, and therefore the aircraft could not make a bomb run. This aircraft jettisoned its bombs off the coast of Florida before landfall was made. One other aircraft turned back just before making landfall at Cuba on the way out. This aircraft reported that its forward upper gun turret cover blew off and struck the #2 prop, which set up such a vibration that it was necessary to feather that engine. This aircraft landed at WAAF at 2216 CWT.

Results of bombing were unknown inasmuch as bombing was done by Radar through the undercast, with all aircraft dropping on the lead aircraft. The lead bombardier computed his first bomb hit to be approximately 750 feet over.

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There was no fighter support on this mission. Only two (2) aircraft reported fighter opposition. Number 435 was attacked once by a P-47 during the Group assembly over Tulsa, Oklahoma, at 0858 CWT. Only one pass was made. Number 441 was attacked by two (2) P-47's coming in line astern and making only one pass. This took place in the vicinity of Tulsa, Oklahoma, at about 0900 CWT.

Weather encountered on the way out was CAVU until the Gulf coast was passed and the climb to 20,000 feet began. At that altitude, layers of cirrus stratus were encountered at about 8/10, and at 30,000 feet layers of cirrus obscured visibility greatly within the formation. An undercast at about 17,000 feet and layers of cirrus extending from 25,000 feet to above 30,000 feet made visual reference to the target impossible. Weather over the target was worse than briefed.

Air-to-air gunnery was accomplished off the northern coast of Cuba, when the formation made a complete circle before heading in toward the IP.

Three (3) aircraft landed away from their home base. Number 218 landed at 1801 CWT at Maxwell Field, Alabama. Number 675 landed at Little Rock, Arkansas, at 2015 CWT because #1 prop governor went out, and difficulty in transferring fuel. Number 219 landed at Tinker Field, Oklahoma City, Oklahoma, at 2140 CWT because of a shortage of fuel, and after reservicing there returned to WAAF at 0110 CWT. The remaining ten (10) aircraft landed at WAAF from 2227 to 2310 CWT.

Discussion of the mission at the critique which followed brought out many of the problems connected with formation flying at high altitudes, and the need for more practice in overcoming them.

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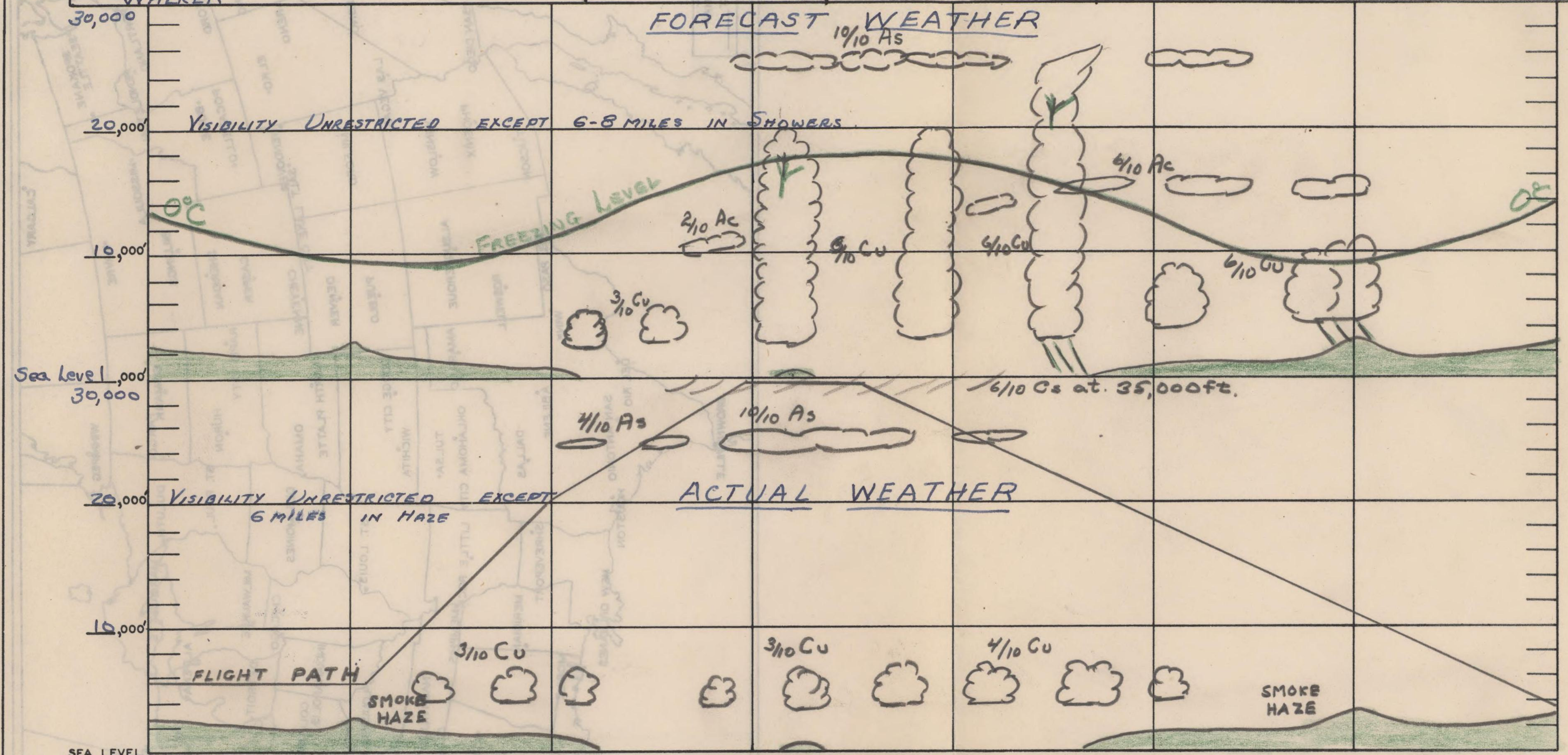
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VERTICAL CROSS-S

ROUTE FORECAST FROM WALKER TO WALKER VIA BATISTA FOR PERIOD FROM 0600 CWT TO 2200 CWT DATE 13 Oct 1944 TIME FORECAST IS MADE

PILOT NOTE DISCREPANCIES FROM FORECAST

MILEAGE WALKER 720 NM. TARGET 1338 NM. 1956 NM. 2676 NM. WALKER



EXPLANATION OF SYMBOLS

RAIN	≡ ≡ FOG	∇ ∇ LIGHT ICING	⋈ LIGHT TURBULENCE	BLUE LINE - COLD FRONT	GREEN LINE - 0° ISOTHERM
△ △ HAIL	▽ ▽ SHOWERS	⋈ MODERATE ICING	⋈ MOD. TURBULENCE	RED LINE - WARM FRONT	PURPLE LINE - DASHED OPTIMUM FLIGHT ALTITUDE
* * SNOW	⊞ ⊞ THUNDERSTORMS	⋈ HEAVY ICING	⋈ HEAVY TURBULENCE	PURPLE LINE - OCCLUDED FRONT	

WINDS ALOFT FORECAST

WINDS FORECAST FOR FLIGHT LEVEL	200° 12 mph	10° 35 mph	220° 60 mph	210° 60 mph	240° 55 mph	300° 30 mph	220° 15 mph
ACTUAL WINDS:	NO RELIABLE REPORTS.						

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THIS FORM BECOMES C-O-N-F-I-D-E-N-T-I-A-L WHEN CURRENT WEATHER SYMBOLS ARE PLACED ON IT.

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XXI BOMBER COMMAND ANTI-AIRCRAFT OFFICER'S REPORT

None.

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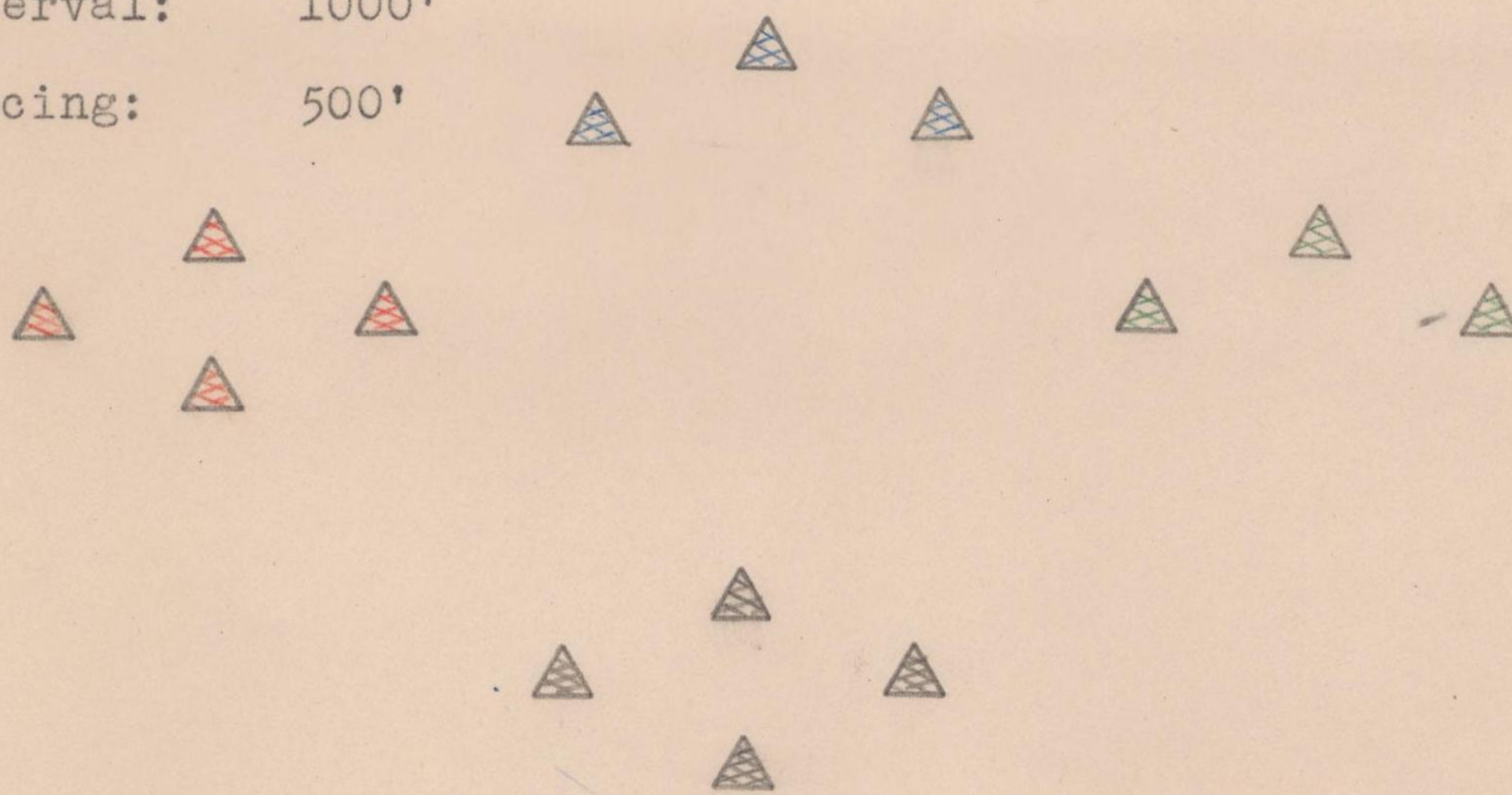
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Formation: OUT
Time: 1555 Z
Heading: 120 T
Dist.: 600 N.M.
Interval: 1000'
Spacing: 500'

Closed south of
Jackson, Miss. ex-
pecting fighter
interception.



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Formation: OUT

Place: 23 05 N
83 26 W

Time: 1849 Z

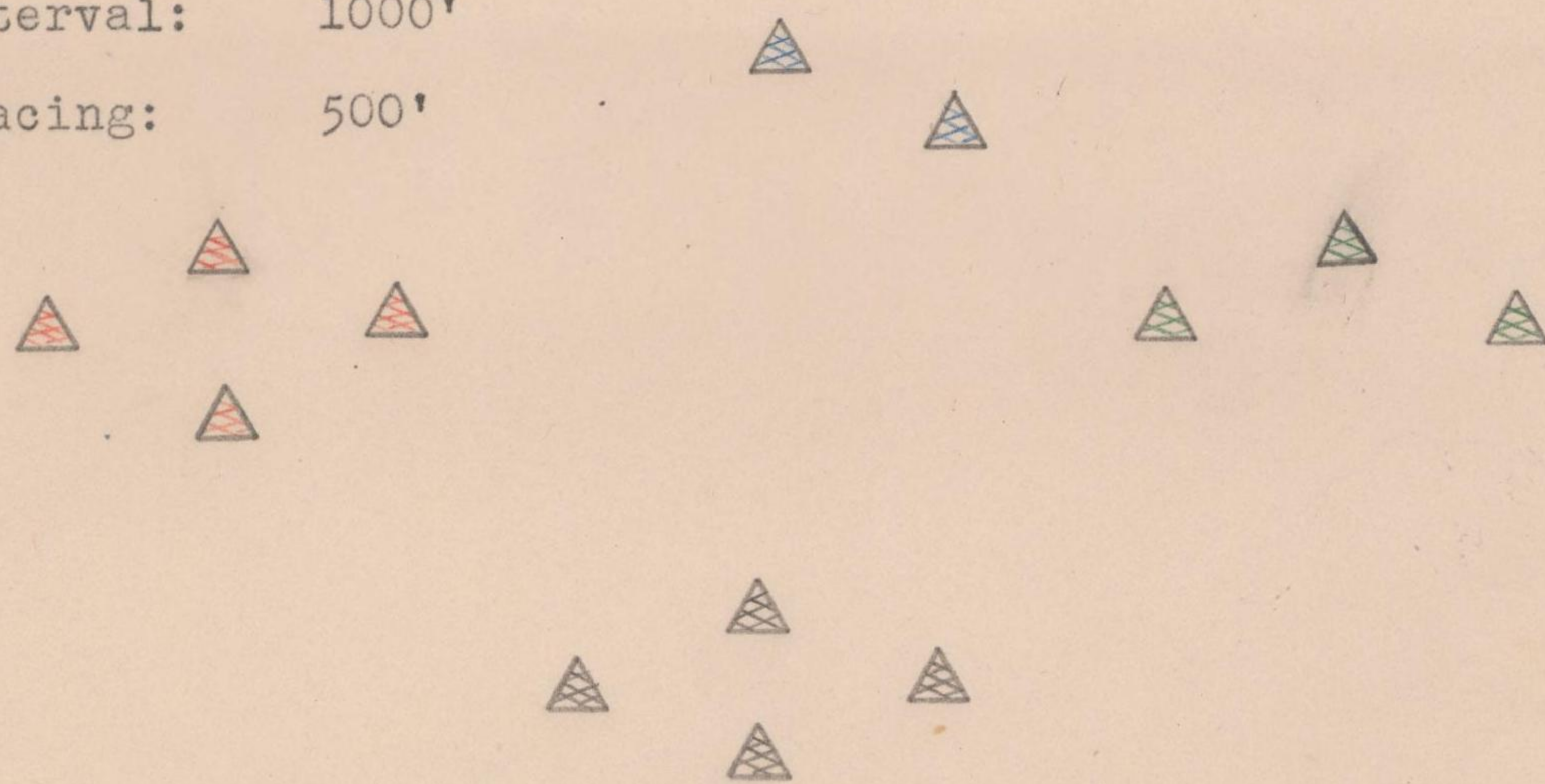
Heading: 150 T

Route Formation

Dist.: 1250 N.M.

Interval: 1000'

Spacing: 500'



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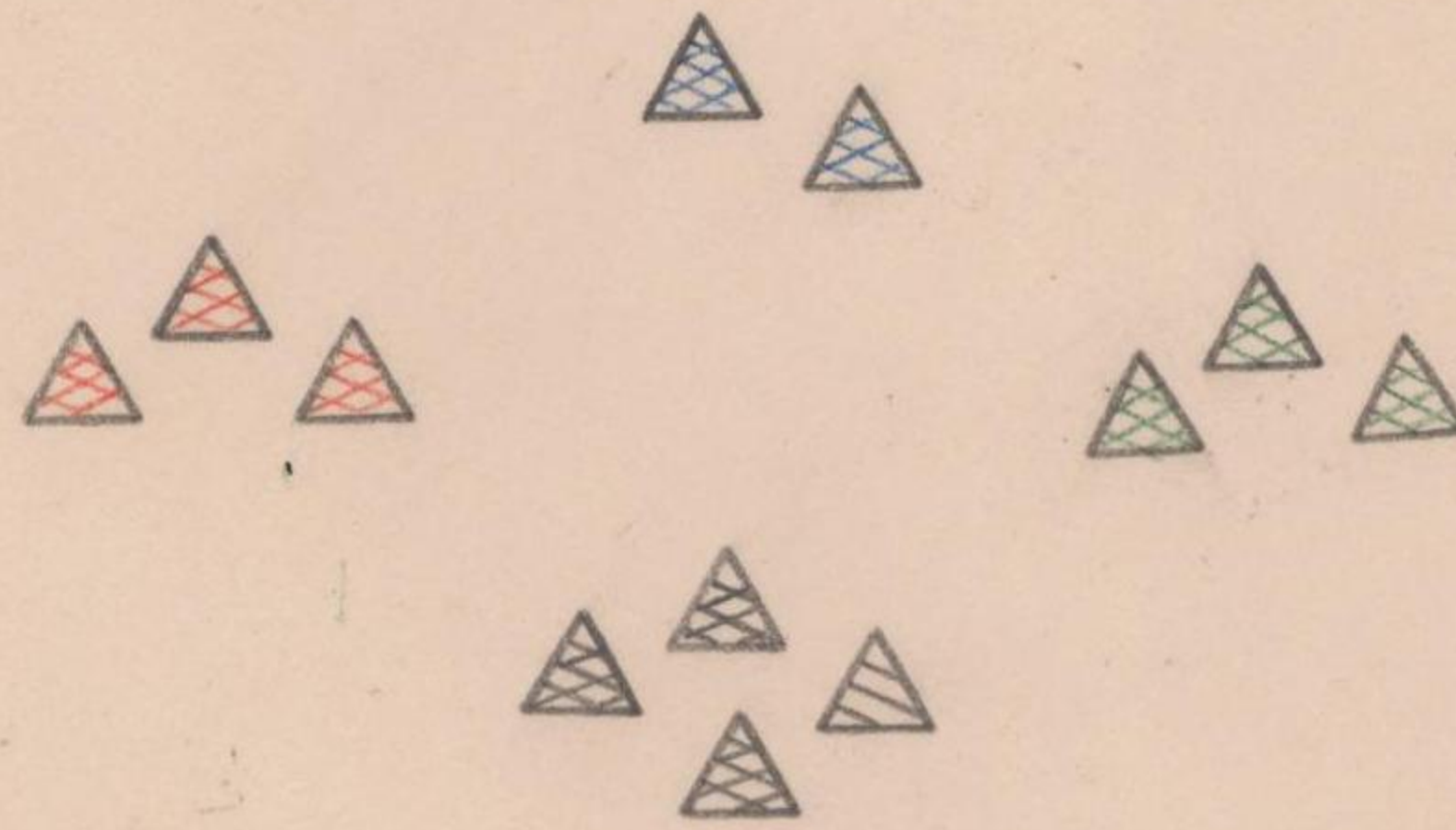
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Formation: At I.P. Place: 21 40 N
Time: 1950Z 82 55 W
Heading: 140 T
Dist: 1500 N. M.
Interval: 50'
Spacing: 100'



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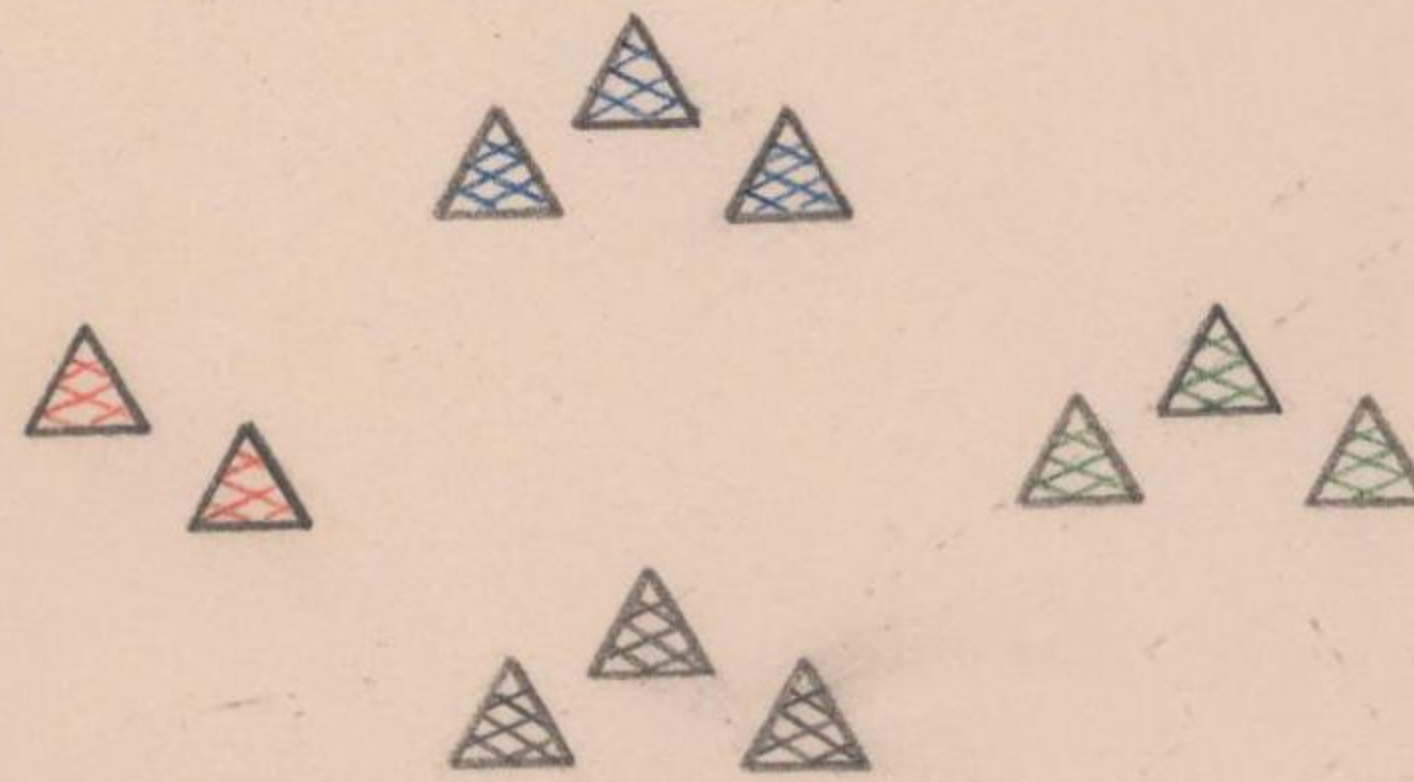
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Formation:	Over target No. 1	Place:	21 53 N 81 50 W
Time	2004Z		
Heading	55 T	One A/C separated	from formation.
Dist:	1540 N.M.		
Interval:	50'		
Spacing:	100'		



Individually from Leesburg, Florida.

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GROUP OR WING	500th BG
DATE	10-13-44
BY	XXI BC

CONSOLIDATED MISSION REPORT

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BASIC DATA

F.O. NO.	10
MISSION NO.	6
DATE OF MISSION	10-13-44

1. TIME OF TAKEOFF: (From **WAAF** Place; Time of Takeoff, First and Last A/C of each squadron)

881st: 0730-0735
 882nd: 0736-0740
 883rd: 0741-0743

2. TIME OF LANDING: (Give Place, Time, A/C No., Sq No., and deviations from landings ordered)

881st - WAAF	2216 #689	882nd - WAAF	2233 #700	883rd - Maxwell	1801 #218
	2230 #643		2240 #221	Little Rock	2015 #675
	2245 #680		2251 #687	WAAF	2242 #441
	2246 #692		2310 #668		
	2300 #435				
	2308 #694				
	0110 #219				

3. SQUADRON ASSEMBLY: (Place, Alt. and time ordered; Time of Arrival each A/C; Time Departure from Squadron Assembly point)

2140 at Tinker Field

In accordance with 500th Bomb Group assembly procedure during first 16 minutes of flight south of WAAF

4. GROUP ASSEMBLY: (Place, Alt., and Time Ordered; Time of arrival each squadron; Time Departure from Group Assembly Point). If an additional composite Group is used, so specify and report as u.

Completed over Tulsa, Oklahoma at 4000 - 4500 feet

5. WING ASSEMBLY: (Place, Alt., and Time Ordered; Time of Arrival your Group; Time departure from Wing Assembly Point)

None

6. AIRCRAFT RETURNING EARLY: (A/C No., Sq. No.; Place, Time, Reason)

#689 - 881st Sq - WAAF - 2216 - Feathered #2 engine after propellor damage by upper forward turret cover blowing off 30 miles south of Havana, Cuba at 1440.

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By PT NARA Date 8/26/05

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GROUP OR WING
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DATE
10-13-44
BY

CONSOLIDATED MISSION REPORT

F.O. NO.
10
MISSION NO.
6-01-01
DATE OF MISSION
10-13-44

BASIC DATA (continued)

7. ROUTE OUT: (From, To, Time, Alt.) - Explain deviations from route ordered. (Note altitudes flown and changes with time, place and IAS)

FROM	WAAF	TIME	1230Z	ALT	1970
TO	36°10'N - 96°00'W	TIME	1354Z	ALT	4000
TO	26°50'N - 85°42'W	TIME	1700Z	ALT	20,000
TO	28°48'N - 82°55'W	TIME	1950Z	ALT	26,400
TO	21°53'N - 81°50'W	TIME	2004Z	ALT	26,400
TO		TIME		ALT	

8. ROUTE BACK: (From, to, alt., time) - Explain deviations from routes ordered. (Note altitudes flown and changes with time and place and IAS)

FROM	21°53'N - 81°50'W	TIME	2004Z	ALT	26,400
TO	26°45'N - 82°05'W	TIME	2102Z	ALT	26,400
TO	28°48'N - 81°53'W	TIME	2132Z	ALT	23,000
TO	34°07'N - 90°55'W	TIME	0042Z	ALT	8,100
TO	WAAF	TIME	0325Z	ALT	7,000

9. INITIAL POINTS: (Give place, time, alt., for IP for each target 1,2,3,4) Explain deviations from IP's ordered; and comments on selection of IP itself and angles of turn at IP, etc.

Radar navigation over target was necessary due to complete high and low overcast. Malfunction of Radar Set in lead aircraft made navigation over-target area very difficult and IP was not flown over as briefed.

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GROUP OR WING
500th BG
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16 Oct 44
BY
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CONSOLIDATED MISSION REPORT

LOSS & DAMAGE

F.O. NO.
10
MISSION NO.
6
DATE OF MISSION
13 Oct 44

GP #	12. CASUALTIES - PERSONNEL											
	PILOT	CO-PILOT	BOMB.	NAV.	FL. ENG.	RADAR	RADIO	R.S.G.	L.G.	R.G.	T.G.	OTHER
NUMBER PARTICIPATING												
MISSING												
KILLED												
BADLY WOUNDED												
SLIGHTLY WOUNDED												
TOTAL												

COMMENTS

None

13. A/C LOST: (A/C No., place, time, description, bale-outs, probable cause; verification, if any - comments)

None

14. A/C MISSING: (A/C No., place and time last seen or heard from, and any relative comment)

None

15. TOTAL A/C FAILING TO RETURN: (By squadron)

None

16. DAMAGE TO A/C: (Give Sq. No., A/C No.; by what damaged; when; where and extent of damage)

A/C #689. Top turret cover blew off and damaged #2 propellor necessitating feathering.

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CONSOLIDATED MISSION REPORT

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AA & AIR TO AIR BOMBING

Group or Wing
500th Group
Date
10/16/44
By
XXI BC

F. O. No. 10
Mission No. 4
Date of Mission
10/13/44

17. Enemy A.A. Fire: None

18. Our Tactics VS A.A.: None

19. Air to Air Bombing and Rockets: None

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CONSOLIDATED MISSION REPORT

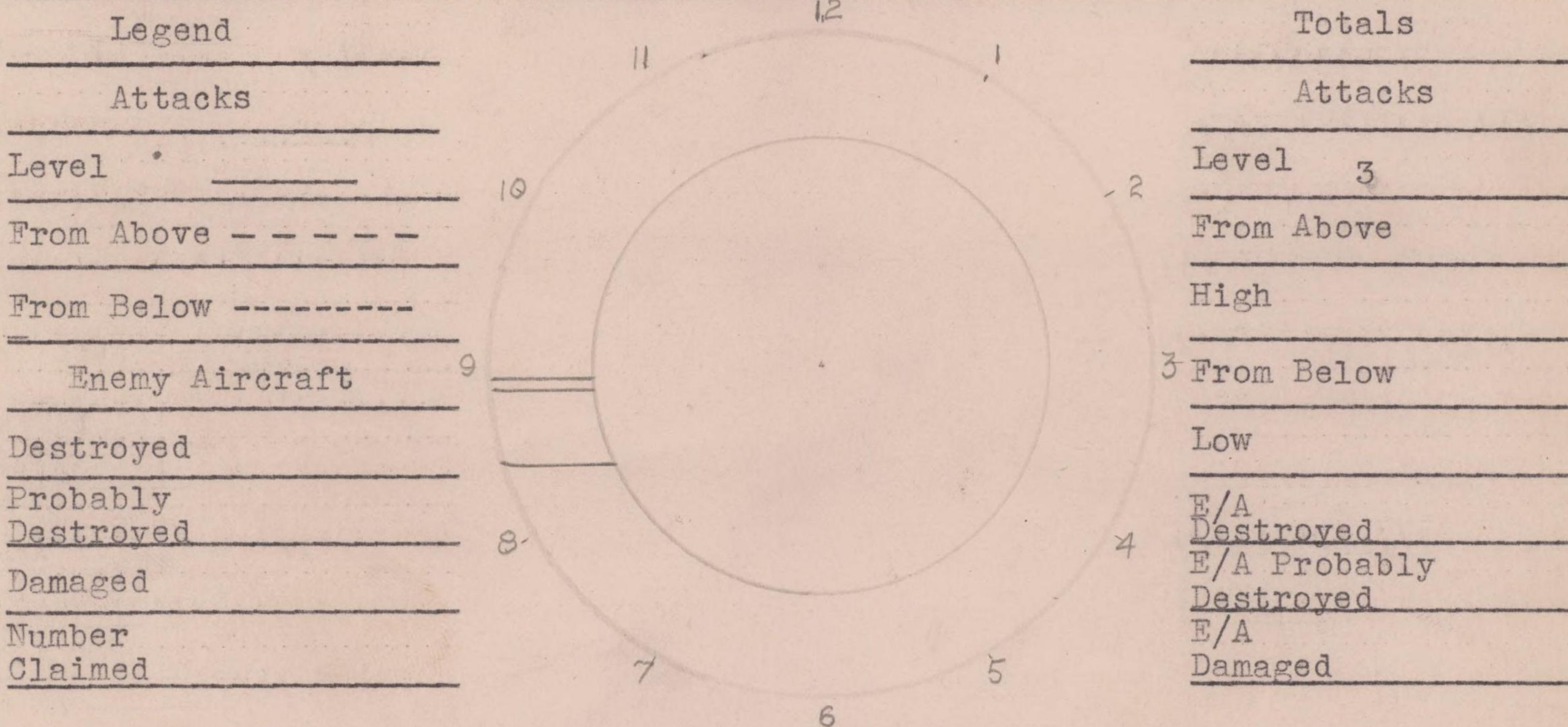
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COMBAT DATA

Group or Wing
500th Group
Date
10/16/44
By
XXI BC

F.O. No. 10
Mission No. 4
Date of Mission
10/13/44

20. Analysis of Attacks by Enemy Aircraft



21. Yards at Which E/A Opened Fire (Correlate this with direction of attack in comments)

No. A/C
Firing
Comments

22. Types of Enemy A/C Attacking

- 1 - P-47
- 2 - P-47's

23. Type and Accuracy Enemy Fire & Type Projectile: None

24. Enemy A/C Markings: U.S.

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CONSOLIDATED MISSION REPORT
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COMBAT DATA (continued)

F. O. No. 10
Mission No. 4
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25. Enemy Tactics: P-47 attacked left wing man, flew parallel then made sharp 90° turn and attacked tail section from 9 o'clock level direction, closed in to about 500 yards then broke away under tail at 7 o'clock.
2 P-47's attacked in line astern from 9 o'clock level, each made only one pass, breaking away under formation at 3 o'clock, they closed to about 700 yards.

26. Enemy Formations:

- 1 P-47 made single attack
- 2 P-47's made one single attack each

27. Our Tactics and Firepower VS Enemy A/C: None

28. Results of Hits on E/A: None

28a. Claims by A/C and by Gun Position: None

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OBSERVATIONS & CREW COMMENTS

F.O. NO.
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29. EXPENDITURE OF AMMUNITION: (Time and place exhausted by A/C and turret no. If possible get estimate of expended ammunition by A/C and turret.)
 (a) Expenditures of Ammunition: Formation fired between 1355 and 1405 over the Gulf just north of Cuba.

Total Rds loaded		Total Rds Fired	
50 Cal	20mm.	50 Cal.	20mm.
23,800	1060	14,905	500

30. OUR OBSERVED LOSSES BY E/A: (A/C No., time, place, alt. Place in formation, chutes seen, other comments)

None

31. OUR OBSERVED LOSSES BY A/A: (Do as above)

None

32. OBSERVATIONS:

1 B-24 at 9 O'clock high heading north at 7000'	0808	37° 55' N 98° 02' W	4400'
3 B-24's on ground.	0810	Hutchison Naval Air Station	4000'
1 Catalina at 2500'.	1045	32° 00' N 91° 10' W	4000'
11 Destroyers heading out to sea	1133	Gulfport, Miss	6000'
1 Blimp at 3000' est. speed 50-75 MPH.	1725	5 Mi. S of Ft. Meyers, Florida	7000'

33. COMMENTS ON MAPS, CHARTS AND PHOTOS USED:

Nil

34. CREW SUGGESTIONS:

Nil

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GENERAL TECHNICAL DATA

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35. FUNCTIONING OF OXYGEN SYSTEM (With comments & suggestions):

#689 blew bulkhead between radar compartment and camera hatch - depressurizing the aft chamber and shaking crew members up in that chamber. No injuries. Otherwise, oxygen system satisfactory.

36. FUNCTIONING OF CLOTHING AND PERSONAL EQUIPMENT:

Satisfactory

37. CAMERAS: (Comments & suggestions):

Nine (9) camera (ZK-22's) were installed in nine (9) planes. No exposures made because of weather conditions over target area.

38. TECHNICAL FAILURES: (Incl. effect of weather & alt. on equipment)

#689 - upper forward turret cover blew off and may have struck propellor on #2. Shortly thereafter #2 engine went out after terrific vibration set in.
#668 - lost upper forward turret cover. Gunner was still able to fire guns of that turret at 25000' to 30000'. Due to loss of the forward turret cover shell casings blew outside and kept striking the waist blisters. #4 engine prop governor on #689 stuck and held at 2100 RPM's. Reported at 1855. Radar out on #441 because of power failure. Range on radar very poor on #219 - only ten (10) mile range effective.

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CONSOLIDATED MISSION REPORT

BOMBING DATA

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39. BOMB DATA (NO. & TYPE BY A/C)

A/C NO.	SQ. NO.	BOMB LOAD H.E.				BOMB LOAD I.B.				NO. BOMBS DROPPED			NO. BOMBS JETTISONED	NO. BOMBS BROUGHT BACK
		NO.	SIZE	FUZE		NO.	SIZE LB.	FUZE		H.E.	I.B.	TARGET NO.		
				NOSE	TAIL			NOSE	TAIL					
668	882	4	500#		M101A2					4		P	0	0
221	882	4	"		"					4		P	0	0
700	882	4	"		"					4		P	0	0
687	882	4	"		"					4		P	0	0
694	881	4	"		"					0		-	4	0
643	881	4	"		"					4		P	0	0
692	881	4	"		"					4		P	0	0
680	881	4	"		"					4		P	0	0
219	881	4	"		"					4		P	0	0
689	881	4	"		"					4		-	4	0
435	881	4	"		"					0		-	0	4
218	883	4	"		"					0		P	0	0
675	883	4	"		"					4		P	0	0
441	883	4	"		"					0		-	4	0
TOTALS →		56	7000lb			-	-			40	0		12	4

COMMENTS

12 Bombs jettisoned due to engine failure, just before reaching target.
 4 bombs returned because of R-S2 selector fuze being burned out.

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BOMBING DATA (continued)

40. TARGET ATTACK DATA															
TARGET NO.	A/C NO.	TIME	ALT.	HDG.	LAS	WIND VELOC.	WIND DIRECT	BOMB SPACING	LENGTH OF RUN IN TIME	SIGHTED		RELEASE METHOD			
										RANGE	DEFL.	MAN.	CI	ELEC.	HOW TOGGLED
		Z													
1	219	2009	32600	37°	195	40	250	200'	120sec	- No bombs spotted - on Leader					
2	643	2005	27500	35°	190	44	184	200'	"	10/10 Undercast					
3	221	2005	31000	88°	195	40	250	200"	"						
4	692	2003	27050	92°	185	22	340	200'	"						
5	700	2006	28000	42°	200	40	250	200'	"						
6	668	2006	28100	55°	190	20	170	200'	"						
7	694	2005	32050	88°	195	50	270	200'	"						Leader Radar on leader
8	680	2003	28850	34°	195	60	260	200'	"						"
9	687	1956	26400	Bombs Dropped in Gulf											TOG
10	435	-	32200	Bombs Returned to Base											-
11	689	-	27000	Bombs Dropped before Reaching Target											TOG
12	441	-	-	Bombs Dropped in Gulf											TOG
13	218	2010	27000	88°	185	40	250	200'	"						On leader
14	675	675	27350	30°	180	70	270	200'	"						"
	Z														
		Time													
TOTAL		→													

COMMENTS: No photos obtained and no spots obtained due to a 10/10 undercast.

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Group or Wing
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CONSOLIDATED MISSION REPORT

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41. CONDITIONS OVER TARGET: (Narrative for each target - to include weather A.A., visibility, smoke, camouflage, enemy A/C and other observations and conditions).

10/10 cloud cover over target.

42. I.P. AND A.P.: (Comments on selection of I.P., A.P., turn at I.P., etc.)

None

43. REASONS FOR FAILURE TO BOMB:

Two aircraft passing over target failed to bomb: One because of malfunction of racks and the other due to radar equipment failure.

44. RESULTS OF BOMBING OBSERVED: (own and others)

Not observed due to weather.

45. POSSIBLE SOURCES OF ERROR IN BOMBING:

Unknown

46. USE OF RADAR & EFFICIENCY:

All bombs were dropped by radar. The efficiency can not be determined.

47. COMMENTS AND SUGGESTIONS:

None,

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500th
DATE
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CONSOLIDATED MISSION REPORT

BOMB IMPACT DATA

(PREPARED BY GROUP PI AND GROUP BOMBARDIER)

(One sheet for each target. If more space needed for item 51, use additional blank sheet of paper and number it Page 16A)

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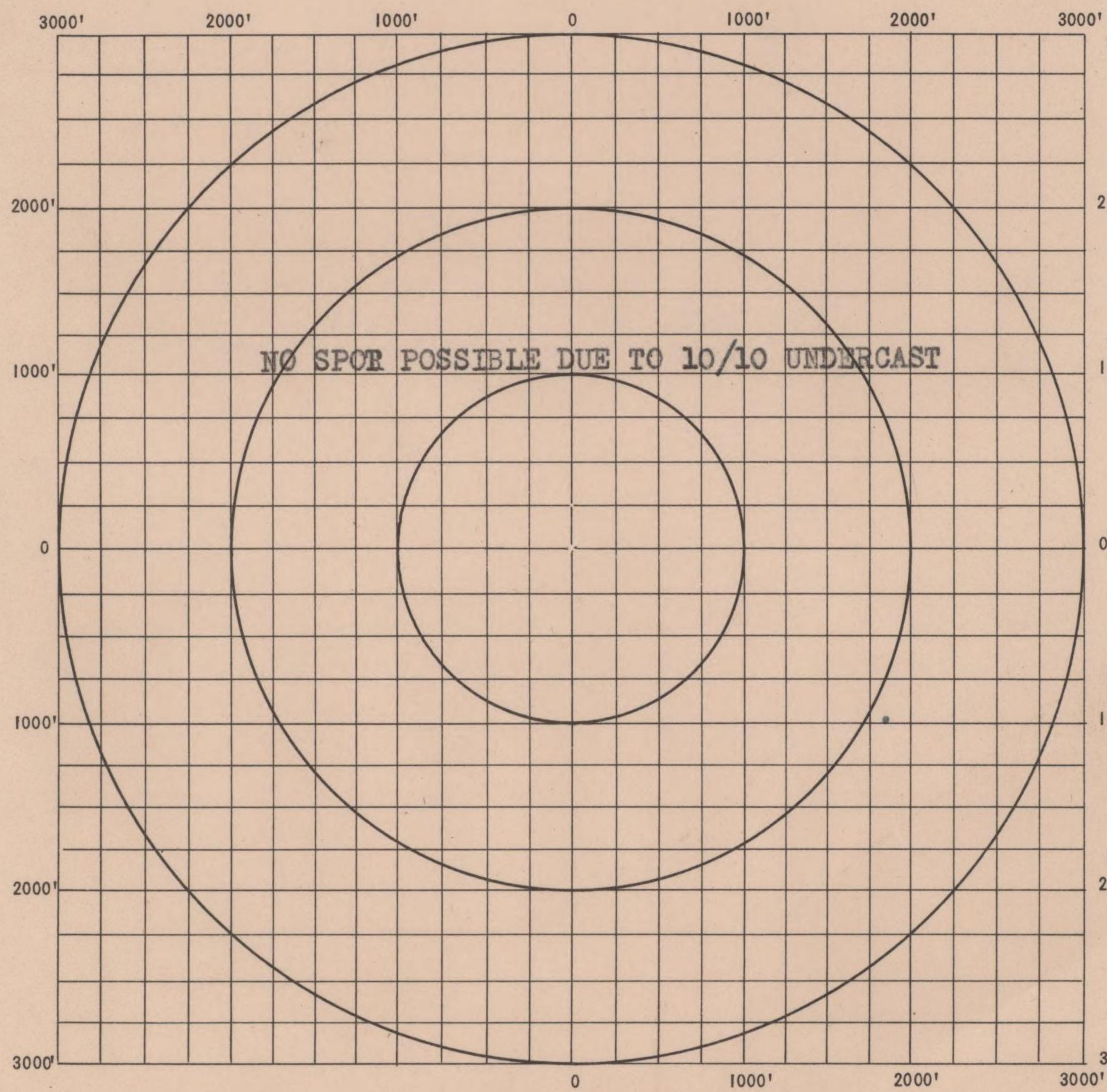
48. DESCRIPTION, DIMENSIONS, & AREA (IN SQ. FT. OF TARGET)

White cross on island Cayo Traviesa, Cuba
 600' X 600'

49. AIMING POINT & DESCRIPTION

Center of Cross

50. B O M B P L O T (COMPILED FROM BOMBING DATA & PHOTOS)



51. SUMMARY OF BOMB DAMAGE

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By PT NARA Date 8/26/05

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52. BOMBER COMMAND NAVIGATOR'S REPORT

1. Take-off at 1230Z from WAAF to 30 00N 88 42 W to IP (21 54 N 82 36 W). The coast of Cuba was reached before the proper altitude was obtained and a circle back into the Gulf was necessary. This was due to the wind being much lighter than briefed. From the IP to the target (Cayo Traviesa) radar was used because of 10/10 cloud cover over the target. Bombs were dropped at 2004Z.

2. Route back was from target to Leesburg, Florida, to Dothan, Mississippi and by individual aircraft from there to WAAF.

3. Difficulties in navigation were encountered by the navigators in the target area. First, the navigator arrived at the coast of Cuba too early. Secondly, the leaders of the formation had to change at the last minute due to radar malfunctions in the lead aircraft.

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53. BOMBER COMMAND BOMBARDIER'S REPORT

Cayo Traviesa was the primary target and the only target bombed. It was bombed by ten (10) aircraft. Three (3) aircraft jettisoned their bombs and one aircraft returned its bombs to the home base, due to a rack malfunction.

The plan was to bomb visually after a practice radar approach at 30,000 ft. Actually, the entire attack was made by radar. Some difficulty was experienced by the lead aircraft in trying to find a plane whose radar equipment was working, so that that ship could take the lead.

In addition to the 10/10 undercast there were what appeared to be thin layers of clouds which developed in thickness as the target was approached.

One aircraft was separated from the formation. Since its radar equipment was out, this ship jettisoned its bombs later. Another aircraft jettisoned its bombs after feathering an engine and returning before reaching the target. The plane which brought its bombs back to the home base suffered a malfunction in its racks due to the burning out of an R-S2 selector fuse. This was later verified.

Results of the bombing were unobserved and cannot be evaluated. Arming wires were returned by all aircraft.

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54. BOMBER COMMAND WEATHER OFFICER'S REPORT

1. No weather officer accompanied this mission and the Group Weather Officer had some difficulty determining what the actual weather conditions were.
2. Head winds had been forecast and probably were considerably weaker than expected as aircraft arrived at target before they had gained altitude.
3. It is difficult to determine whether middle layer cloud as forecast at briefing was incorrect or whether incomplete reports on the mission were made. However, this did not affect the mission as 10/10 high clouds were forecast at 25,000 feet and 10/10 clouds were found at this altitude over the target.

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55. D. Report by XXI Bomber Command Gunnery Officer
500th Group - 73rd Wing

1 - b.

- (1) Fourteen B-29's took part in mission
- (2) Guns loaded hot
- (3) Most of malfunctions were in guns themselves rather than CFC Equipment. Two turrets domes lost due to improper locking by the gunners however guns still fired and did not freeze on these turrets. Of the gun malfunctions over oiling was most prevalent.
- (4) To prevent gun malfunctions and loss of turret domes, it has been recommended that gunners make a double check on turret dome locking and excess oil during preflight check.
- (5) Mission fairly successful for gunnery but gunners should be more careful on their preflight checks and ammunition loading.
- (6) Corrective action recommended in paragraph 1 - b (4) and (5) above has been referred to the 500th Group for action.

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56. BOMBER COMMAND ENGINEER'S REPORT

1. Report of scheduled aircraft failing to take off with reasons.
 - a. 42-24600 failed to take off because of burned out starter on No. 1 engine.
2. Aircraft malfunctioning (those aircraft returning early).
 - a. None
 - b. None
3. Aircraft malfunctioning (those aircraft completing mission).
 - a. Statement of difficulties and repairs needed.
 - (1) 42-65218 landed at Maxwell Field, Montgomery, Alabama, enroute back to home station with the following difficulties and repairs needed.
 - (a) Low on gas because fuel could not be transferred out of bomb bay or centerwing section.
 - (b) RPM would drop off very slowly, approximately 100 RPM in fifteen (15) minutes. Resulted in change of propellor governors.
 - (c) Air Position Indicator out.
 - (d) Defroster not working properly.
 - (e) In addition to above, on ground inspection after return to home base it was discovered that all four carburetors were leaking resulting in having to change No. 1 & 3, and No. 2 & 4 were able to be tightened.
 - (2) 42-24675 Landed at Little Rock, Arkansas, enroute back to home base, due to shortage of gas. Prop governor on No. 1 engine was changed because propellor would not change pitch after reaching 2300 RPM.
 - (3) 42-65219 Landed at Oklahoma City Air Depot enroute back to home station because of gas shortage.
 - (4) 42-24689 The rear pressurized door station 834 blew out at 18,000 feet enroute to target, and near the target the upper forward turret cover blew off resulting in bending two prop blades on No. 2 engine. The engine was feathered at once causing no damage to engine.
 - b. Suggested changes in equipment or practice: None
4. Damage to aircraft: None.
5. Analysis of cruise control.
 - a. 42-24668 Used maximum fuel on mission. This aircraft changed position from No. 1 in No. 3 element to No. 1 element near target because its radar equipment was working best. On

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return trip the powers used were low, but airspeed was too low for maximum range. This aircraft also lost upper forward turret cover before reaching target.

- b. 42-24692 was lead ship in the formation, but burned 7400 gallons of fuel. This was mainly due to the fact that aircraft had difficulty in climbing from 20,000 feet to 30,000 feet.
- c. 42-65219 landed at Oklahoma City Air Depot to refuel. On the return trip this aircraft maintained an airspeed of 205 MPH which is too high for maximum range at gross weights of 100,000 to 89,000 pounds.

(1) Fuel consumptions for all aircraft was high (minimum 6900 gals) because of high powers required while flying between 20,000 feet and 30,000 feet. It seems that some time was lost while flying at 30,000 feet, as formation was at that altitude for approximately one (1) hour and thirty (30) minutes. Strong headwinds were encountered on the return trip.

- 6. Functioning of intercommunication system.
 - a. Intercommunications worked effectively with the exception of the force leader. Set was intermittent.
- 7. Suggested changes in aircraft or equipment. None

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BOMBER COMMAND COMMUNICATIONS
OFFICER'S REPORT

No. 58

1. GROUND STATION: Contact satisfactory with exception of some interference from Grand Island, Nebraska
2. AIR TO AIR HOMING: None
3. SUMMARY OF MESSAGES:
 - "F" messages successfully received 50
 - CW contacts completed 79
 - D/F calls completed: Not required
 - Weather reports received. 11
4. STRIKE MESSAGE: Transmitted on 11610 kc. and 15515 kc.
5. MALFUNCTIONS OF EQUIPMENT: 3 out of 13 compass sense antennas broke.
6. MISCELLANEOUS REMARKS: Position reports were received while over Cuba with signal strength of two. VHF Command Radio reception satisfactory with exception of one A/C reporting channel "D" not functioning properly. During latter portion of flight other aircraft entered radio net prohibiting reception of "F" messages.

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BOMBER COMMAND RADAR OFFICER'S REPORT

No. 59

1. TARGETS ATTACKED

Batista Target

2. RADAR'S USE IN NAVIGATION

Radar used for navigation during periods varying from 1½ to 14 hours, on 11 of the 14 aircraft flying the mission. A total of 29 radar fixes and 10 Radar Winds were obtained.

3. RADAR BOMBING.

a. Use of AN/APQ-13

AN/APQ-13 failed to function in 3 of the 14 aircraft.

b. Identification of IP and Target.

Due to failure of much of the Radar equipment the identification of both the IP and Target was very poor and in many instances the equipment failed to operate for any appreciable length of time above 20,000 feet.

4. FUNCTIONING OF EQUIPMENT.

a. Malfunctions.

Inverters failed to operate on a number of aircraft.
Transmitters were continually kicking out.
Scopes were noisy.
Transmittal current fluctuated.
Range was short on a number of sets.

b. IFF operated satisfactorily.

5. No Scope Pictures were taken.

6. It appears that the sets were not properly preflighted and that the operators and Radar Mechanics should make a very thorough preflight check on the equipment. Operators have been instructed to completely fill out their mission reports so that the necessary information will be obtained, and to properly preflight sets before take-off.

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