

Folder No. 4

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By PT NARA Date 8/26/05

CONFIDENTIAL

TACTICAL MISSION REPORT

OF

499TH BOMB GP.

GALVESTON MISSION

OCT. 14, 1944

CONFIDENTIAL

Training Mission

2-5239-77

GALVESTON - 14 Oct 44

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CONSOLIDATED MISSION REPORT

PRACTICE MISSION

GALVESTON

499TH BOMB GROUP

14 OCTOBER 44

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2-5239-77

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By PT NARA Date 8/26/05

Restricted
Group or Wing
499th Bomb Gp
Date
15 Oct 1944
By
A-2, XXI B.C.

CONSOLIDATED MISSION REPORT

SUMMARY

F. O. No.
Mission No.
14 hr. Shakedown
Date of Mission
14 Oct 1944

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NARRATIVE SUMMARY:

1. Nine flyaway B-29s of the 499th Bombardment Group (VH) took off from SHAAF, Salina, Kansas, 14 October 1944 to perform a "shakedown" training mission.

2. The mission as scheduled and briefed comprised a navigation flight in formation of approximately 3,200 miles and 14 hours duration, visual bombing of Oyster Bay Bombing Range from 30,000 feet and controlled gunnery in flight over the Gulf of Mexico after the attack. There were no secondary, alternate or targets of opportunity. The mission was a substitute for 73rd Wing FO 9, cancelled because of weather.

3. Three-plane elements from the 877th, 879th and 878th Bombardment Squadrons (VH) took off in that order from 141346Z to 141355Z.

4. Lt. Col. Brandon, Commanding Officer of the 878th Squadron led the Group, with Lt. Cox, 878th Squadron, on his right wing as Deputy Leader. Lt. Col. Chambers, Commanding Officer, 879th Squadron led the second element and Major Scheiber, 877th Squadron led the third element.

5. The Group assembled over SHAAF at 4,000 feet, advanced to Brownsville Texas at that altitude; thence to New Orleans, climbing to 30,000 feet before reaching the IP at Seabrook, at 142131Z.

6. All 9 A/C bombed the primary target, six of them in formation, three of them individually. Thirty-six 500 lb M43 Practise bombs were dropped on the primary target, 50 percent of them with less than 1000' CE, according to first phase interpretation of the strike photos.

7. The six A/C in formation bombed at 142138Z to 142140Z from 30,000 to 31,300 feet. The lead A/C bombardier, Capt Whitney, 878th Squadron, sighted for both range and deflection, the others sighting for range only. Each dropped four bombs in train, with inter-valometer setting of 120 feet.

8. Weather over the target was CAVU, with a slight haze. Wind direction was 270T, velocity 22 knots. Headings on the attack varied from 195T to 205T IAS varied from 190 to 195 mph.

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9. The three A/C which left the formation were as follows:

a. 1st Lt. Cox, 878th Squadron in A/C #4693 had a fire in #2 engine at 142014Z, on course 135 miles SE of Galveston. He feathered the prop, left the formation and proceeded directly to the target which he bombed at 142105Z from 16,000 feet on a heading of 244T. 1st Lt. Rose, 879th Squadron, in A/C #5222, filled in Lt. Cox's position on the Group Leader's right wing.

b. Capt. Boozer, 877th Squadron, in A/C #3440, left the formation at the IP because of heavy frosting and bombed as a straggler at 142140Z from 31,700 feet on a heading of 195T.

c. Capt. Wilkinson, 877th Squadron in A/C #4698, left the formation on course at 30° 04N 90° 25W and bombed at 142138Z from 30,100 feet on a heading of 195T. Because of failure of fuel transfer equipment, he landed at DALLAS at 150105Z. Departed DALLAS at 151648Z and landed at SHAAF at 151832Z.

10. After bombing the target, the Group proceeded to a position 25° 00N 94° 00W over the Gulf of Mexico at 30,000 for gunnery and thence to Brownsville, Texas, descending to 26,000 feet, thence direct to SHAAF, descending 200 feet per minute to 4,000 feet.

11. All planes, except A/C #4698 as noted in Par 9c, landed at SHAAF from 150720Z to 150728Z.

12. Fighter interception, although not scheduled nor briefed was encountered at OKLAHOMA CITY and CORPUS CHRISTI on route out. One P-38 attacked A/C #673 at OKLAHOMA CITY at 141515Z at 4,500 feet. One pass was made at 2 o'clock out of the sun, and high breaking away at 1,000 yards.

Five attacks were made on the formation at CORPUS CHRISTI from 141743Z to 141753Z by three P-47s and two AT-6s at 4,500 feet. One AT-6 attacked A/C #3440 at 9 o'clock high out of the sun, breaking away at 600 yards. One AT-6 made two passes at A/C #4679, one from 3 o'clock and one from 6 o'clock, both level, breaking away at 200 yards.

Three P-47s made the only coordinated attack on A/C #5222 at 6 o'clock from below, one closing to 600 yards on the tail.

13. No A/A or other simulated enemy action was encountered.

14. There were no personnel casualties, or A/C lost, missing or damaged.

15. Observations are listed in detail in Par 32.

16. Technical data is covered in Pars 35, 36, 37 and 38.

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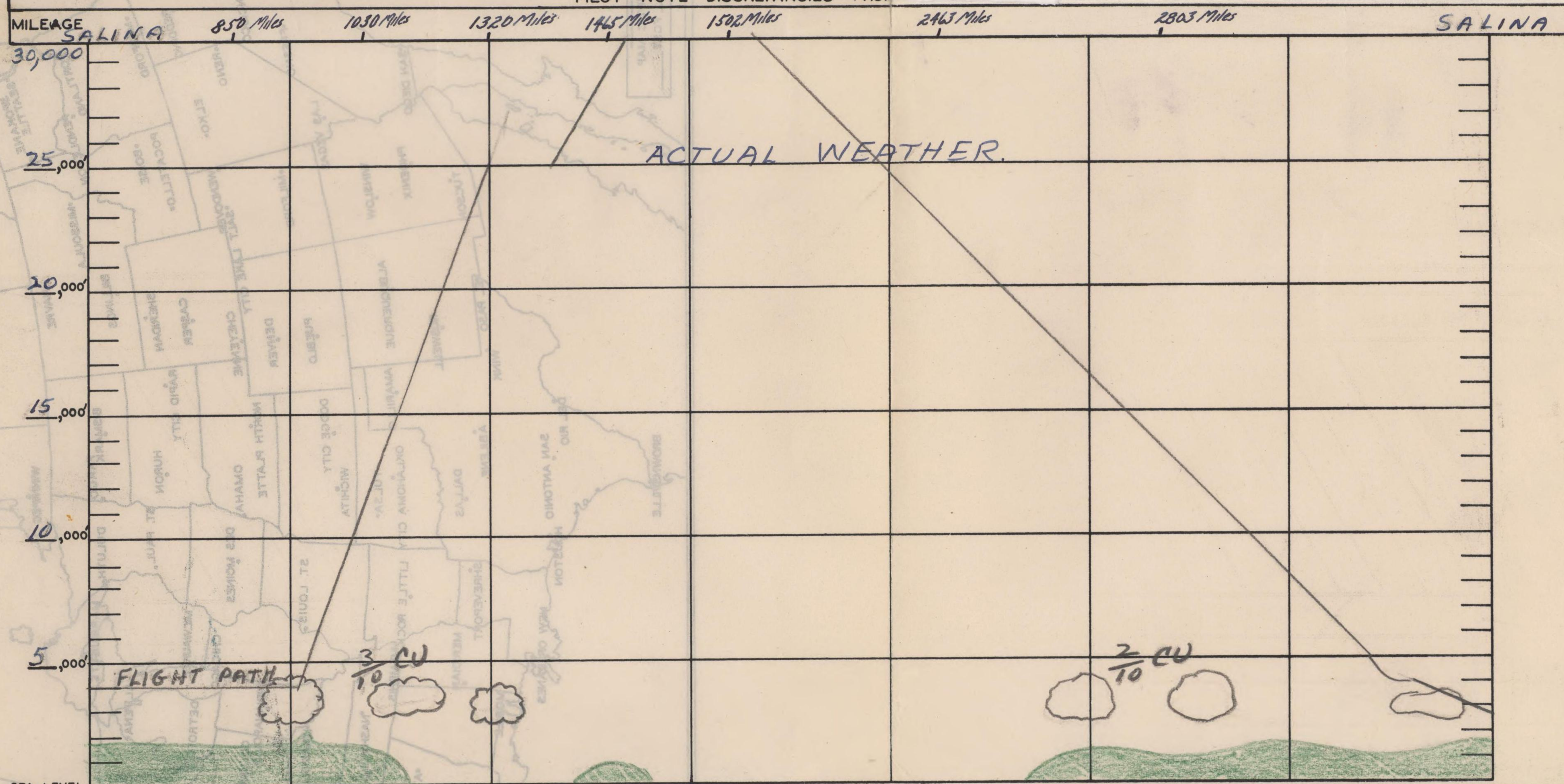
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THIS FORM BECOMES C-O-N-F-I
WHEN CURRENT
VERTICAL

ROUTE FORECAST FROM SALINA TO SALINA VIA BATISTA FOR PERIOD FROM 0600 CWT TO 2200 CWT
PILOT NOTE DISCREPANCIES FROM



SEA LEVEL

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

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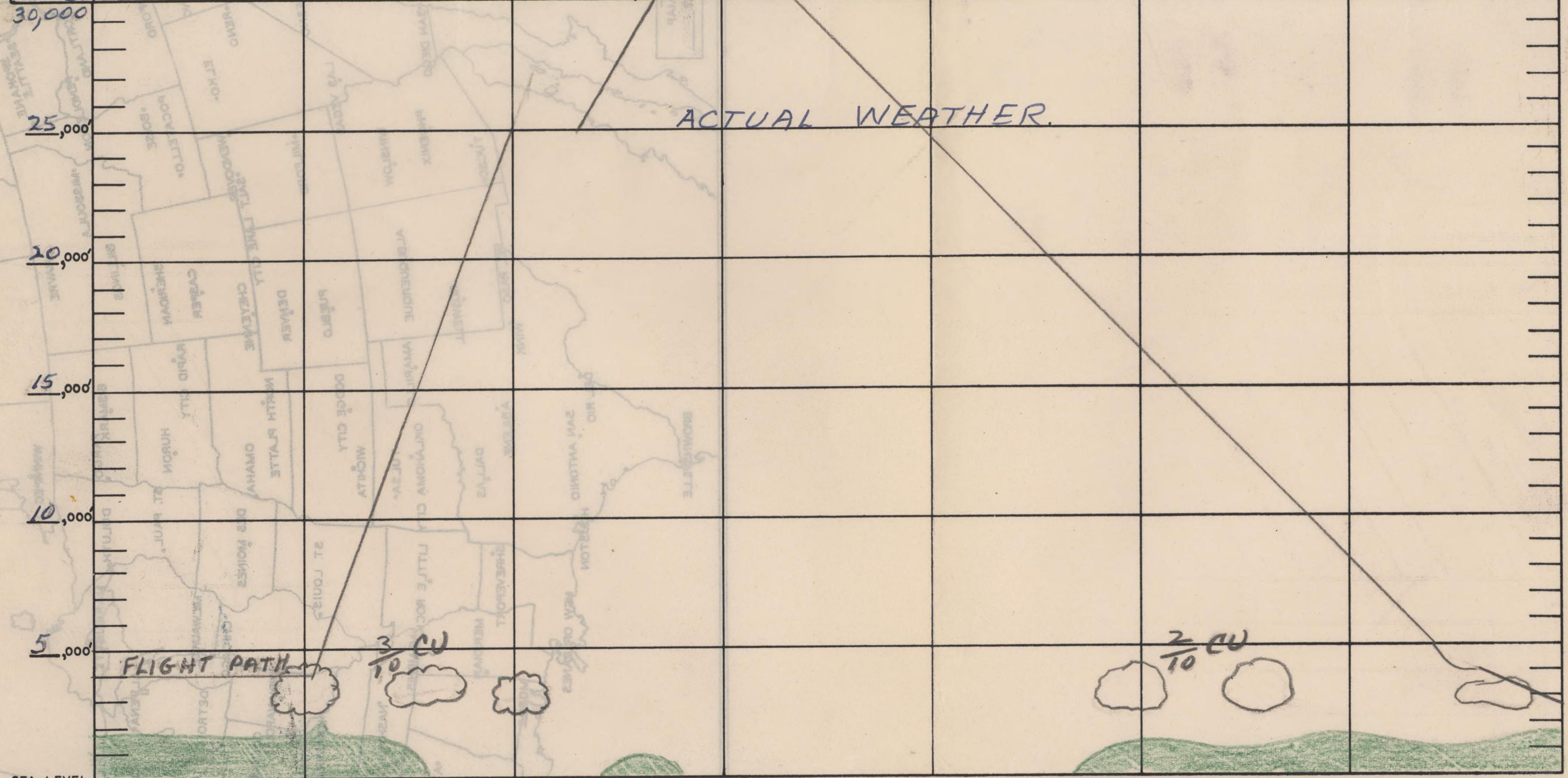
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VERTICAL

ROUTE FORECAST FROM SALINA TO SALINA VIA BATISTA FOR PERIOD FROM 0600 CWT TO 2200 CWT

MILEAGE SALINA 850 Miles 1030 Miles 1320 Miles 1465 Miles 1502 Miles 2463 Miles 2803 Miles SALINA



SEA LEVEL

EXPLANATION OF SYMBOLS

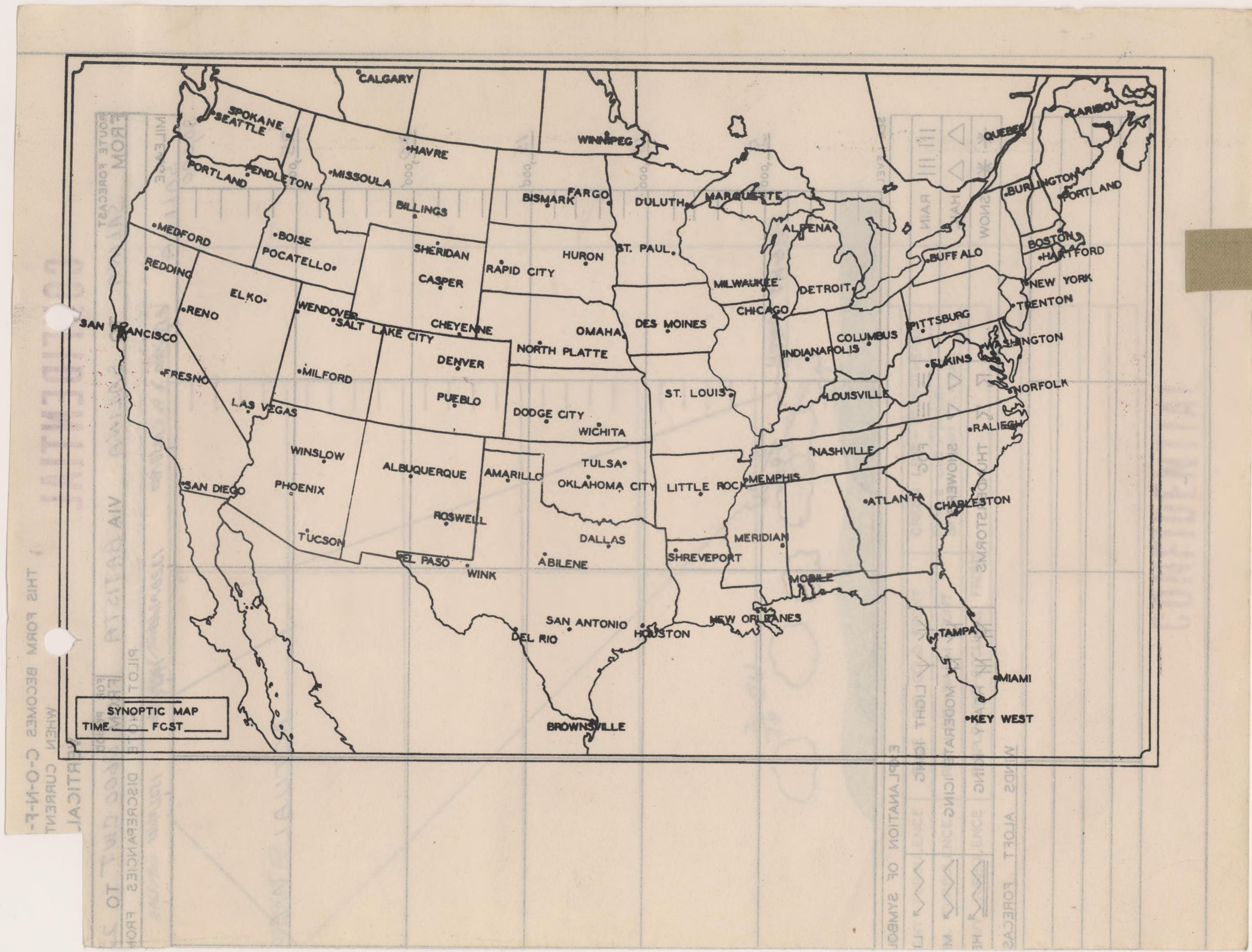
RAIN	≡ ≡ FOG	∇ ∇ LIGHT ICING	⚡ LIGHT TURBULENCE	— BLUE LINE - COLD FRONT	— GREEN LINE - 0° ISOTHERM
△ △ HAIL	▽ ▽ SHOWERS	⚡ MODERATE ICING	⚡ MOD. TURBULENCE	— RED LINE - WARM FRONT	— DASHED PURPLE LINE - OPTIMUM FLIGHT ALTITUDE
* * SNOW	⚡ THUNDERSTORMS	⚡ HEAVY ICING	⚡ HEAVY TURBULENCE	— PURPLE LINE -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

WINDS ALOFT FORECAST

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B

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SYNOPTIC MAP
TIME FCST

THIS FORM BECOMES C-O-N-F-
WHEN CURRENT

FROM
ROUTE FORECAST
MILES PER HOUR
WINDS AFOFT FORECAST
DISCREPANCIES FROM
PILOT REPORTS TO 3000 FT
FOR

EXPLANATION OF SYMBOLS
LIGHT FOG
MODERATE FOG
HEAVY FOG
ICE
MODERATE ICING
HEAVY ICING
WINDS AFOFT FORECAST

XXI BOMBER COMMAND ANTI-AIRCRAFT OFFICER'S REPORT

None.

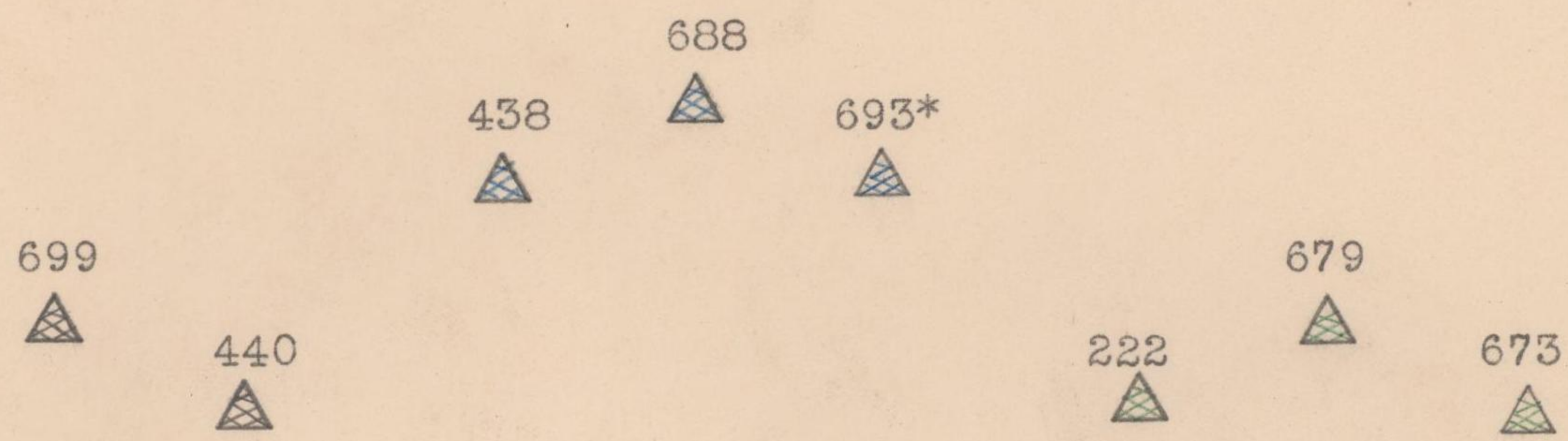
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OUT



Interval - 1,000' - Spacing 500

Time - 7 Hrs, 31 Min.

Heading - (1) 178^o True
(2) 58^o True
(3) 260^o True

Distance - 1950 Statute

* #693 left formation at 2014Z

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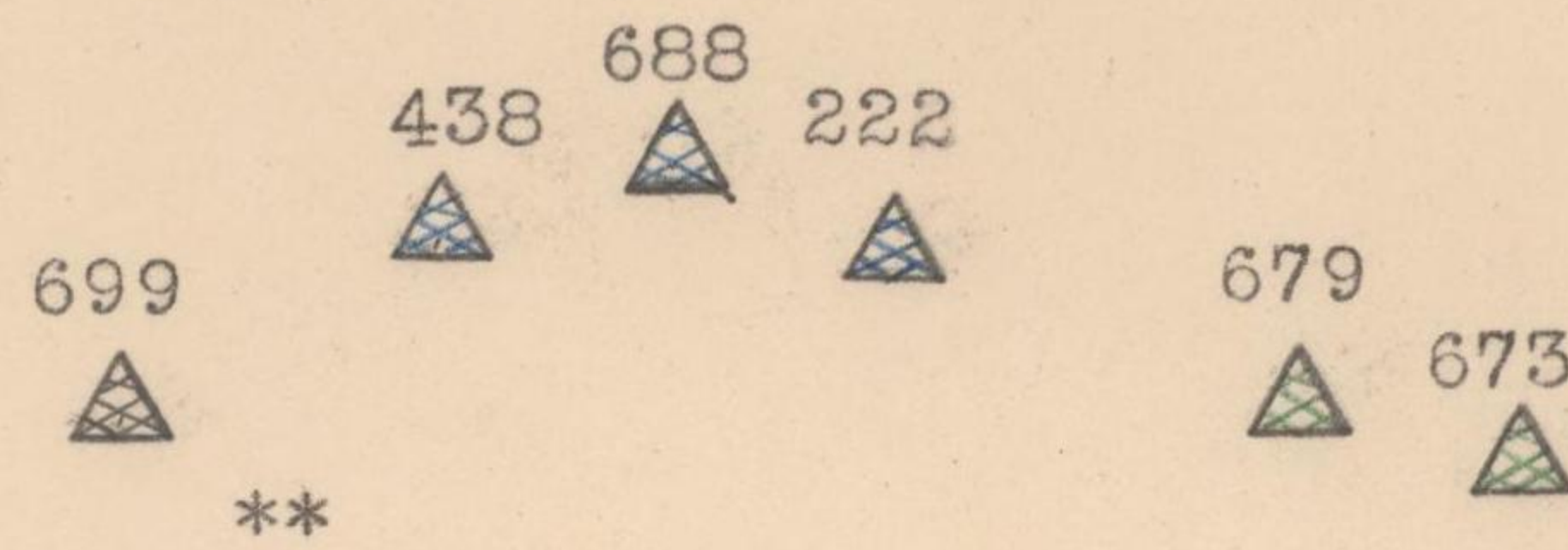
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2
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I.P.



Interval - 50' -- Spacing 100'

Time - 7 Hrs, 24 Min.

Heading - 195° True

Distance - 1910 Statute

** #440 Individual due to frosting on windshield.

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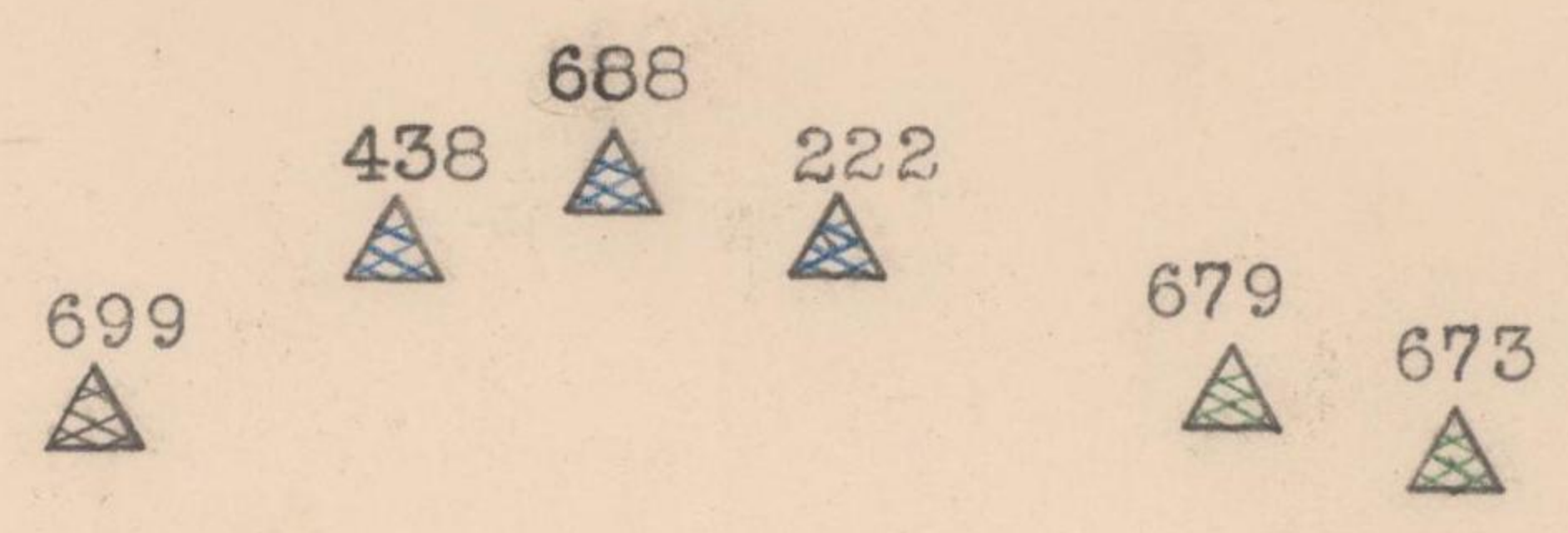
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OVER TARGET NO. 1

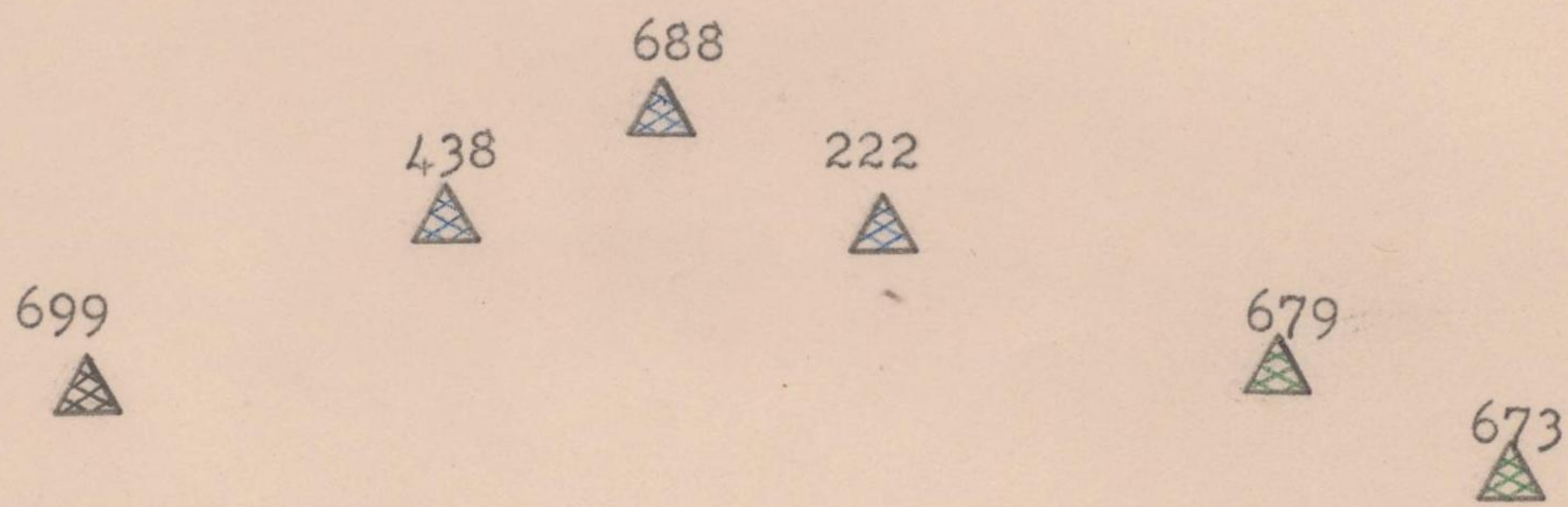


Interval - 50' - Spacing 100'
 Time - 7 Hrs, 31 Min.
 Heading - 195° True
 Distance - 1950 Statute

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RETURN



Interval - 1,000' - Spacing 500

Time 5 hrs, 19 min.

Heading - (1) 190° True
 (2) 255° True
 (3) 358° True

Distance - 1351 Statute

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RESTRICTED

GROUP OR WING
499th GP
DATE
18 Oct 44
BY
XXI BC

CONSOLIDATED MISSION REPORT

CONFIDENTIAL

F. O. NO.
9
MISSION NO.
14 Hr Shakedown
DATE OF MISSION
14 Oct 44

BASIC DATA

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

	FIRST	LAST
877th	1353Z	1356Z
878th	1346Z	1348Z
879th	1350Z	1352Z

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

LANDED AT SHAAF			
42-24693	0024Z	42-24679	0246Z
42-24699	0211Z	42-24673	0257Z
42-24688	0232Z	42-24440	0334Z
42-65222	0236Z		

42-24698 Landed at Love Field, Dallas, Texas 0105Z. Failure of fuel transfer pump.

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

None

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 4X.

Assembly: Salina AAB at 4,000' by individual aircraft from take-off.
(Time unavailable)

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)

None

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499th Bomb Gp
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18 Oct 44
 BY
XXI BC

CONSOLIDATED MISSION REPORT

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9
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14 Hr Shakedown
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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	SHAAF	TIME	1346Z - 1356Z	ALT	- -
TO	26 31 N 97 36 W	TIME	1445Z	ALT	4,500 - 177
TO	31 02 N 97 30 W	TIME	1645Z	ALT	4,225 - 175
TO	26 00 N 96 50 W	TIME	1845Z	ALT	3,910 - 176
TO	29 03 N 95 09 W	TIME	2138Z	ALT	30,225 - 193
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	29 03 N 95 09 W	TIME	2138	ALT	30,225 195
TO	26 08 N 96 26 W	TIME	2245	ALT	24,000 159
TO	31 26 N 97 26 W	TIME	0045	ALT	13,000 172
TO	38 19 N 97 41 W	TIME	0245Z	ALT	4,000 172
TO		TIME		ALT	

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.

2130Z 29 31 N 95 25 W 30,428 ft. at 193 IAS

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CONFIDENTIAL BASIC DATA (continued)

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9
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10. TARGETS ATTACK DATA:

a. No. A/C attacking target: 1. 9 2. 0 3. 0 4. 0

b. Times over target: (Give sq. no., target no., time of first and last A/C over each target - if stragglers, give details)

877th Sq.	3 A/C	Target No. 1	2138Z - 2140Z
878th Sq.	3 A/C	Target No. 1	2105Z - 2138Z
879th Sq.	3 A/C	Target No. 1	2138Z - 2140Z

c. Heading and altitude from IP to target: (By sq. - if great variation within sq., so note)

877th Sq.	3 A/C	195 T, 30,000
878th Sq.	3 A/C	195T, 30,000 - 1 A/C 243 T heading
879th Sq.	3 A/C	195 T, 30,000

d. Heading and altitude over target: (By sq. - if great variation within sq., so note)

877th Sq.	3 A/C	185-190 T, 30,900 - 31,700
878th Sq.	3 A/C	185-195-244 T, 20,700 - 31,500 - 16,200
879th Sq.	3 A/C	195 T 29,980 - 31,500

e. Breakaway (Heading and altitude): (By sq. - if great variation within sq., so note)

none

f. Rally point: (Give place, time, and alt) (How long to re-form as squadron or group - comments)

none

g. Extra runs over target: (A/C No., time, heading, alt., reason, comments)

none

h. Reasons for failure to attack: (A/C No's., Target No's., reasons and comments)

none

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GROUP OR WING
499th BG
DATE
15 Oct 44
BY
XXI BC, A-2

CONSOLIDATED MISSION REPORT
LOSS & DAMAGE

F.O. NO.
MISSION NO.
14 Hr Shakedown
DATE OF MISSION
14 Oct 44

GP #	12. CASUALTIES - PERSONNEL Nil.											
	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

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)

1 A/C #42-24698, 877th Sq. (Capt Wilkinson) landed at Love Field, Dallas, Texas at 140105Z because of fuel transfer pump failure.

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

Nil

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SOLIDATED MISSION REPORT

GROUP OR WING
499th Group
DATE
15 Oct. 44
BY
A-2, XXI BC

AA & AIR TO AIR BOMBING

F.O. No.
MISSION
14 hr Shakedown
DATE OF MISSION
14 Oct. 1944

17. ENEMY A.A. FIRE:

Nil.

18. OUR TACTICS VS A.A.:

Nil.

19. AIR TO AIR BOMBING AND ROCKETS:

Nil.

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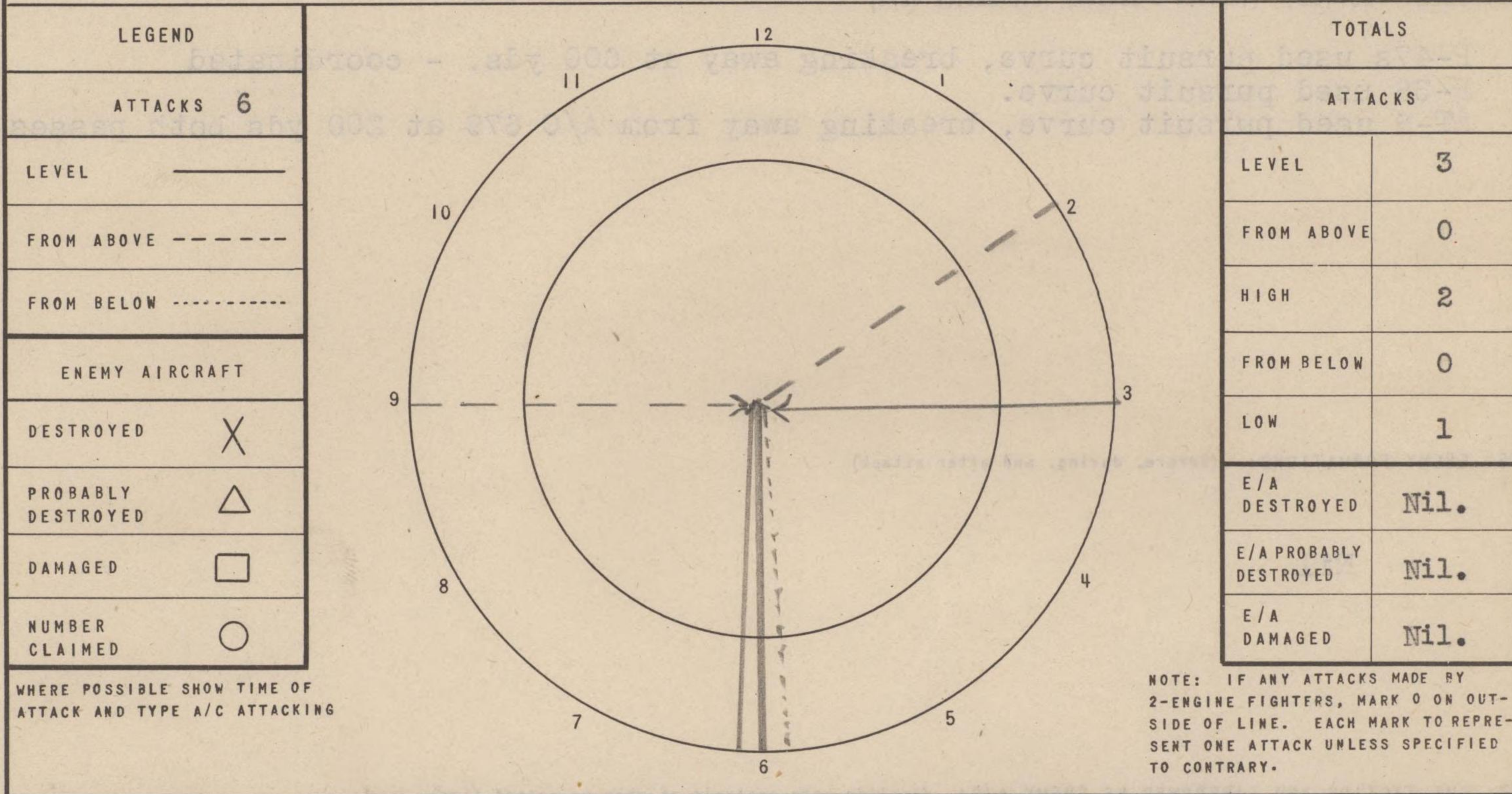
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A-2, XXI BC

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CONSOLIDATED MISSION REPORT

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COMBAT DATA

20. ANALYSIS OF ATTACKS BY ENEMY A/C



21. YARDS AT WHICH E/A OPENED FIRE (CORRELATE THIS WITH DIRECTION OF ATTACK IN COMMENTS)

YDS.	100	200	300	400	500	600	700	800	900	1,000
NO. A/C FIRING										

COMMENTS
Some fighters could not close due to speed of bombers. Interception was not scheduled or briefed for this mission.

22. TYPES OF ENEMY A/C ATTACKING (NAMES & NUMBERS)

1 P-38 2 AT-6
3 P-47's

23. TYPE AND ACCURACY ENEMY FIRE & TYPE PROJECTILE: (AND RANGE TO WHICH E/A PRESSED HOME ATTACK)

Nil.

24. ENEMY A/C MARKINGS:

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BY
S-2

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CONSOLIDATED MISSION REPORT

F.O. NO.

MISSION NO.
14 hr
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COMBAT DATA (continued)

25. ENEMY TACTICS: (Include breakaway information here)

P-47s used pursuit curve, breaking away at 600 yds. - coordinated
 P-38 used pursuit curve:
 AT-6 used pursuit curve, breaking away from A/C 679 at 200 yds both passes

26. ENEMY FORMATIONS: (Before, during, and after attack)

Nil.

27. OUR TACTICS AND FIREPOWER VS ENEMY A/C: (Include here analysis of when we opened fire)

Nil.

28. RESULTS OF HITS ON E/A: (Exploded, on fire, wing shot off, etc.)

Nil.

28a. CLAIMS BY A/C AND BY GUN POSITION:

Nil.

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CONSOLIDATED MISSION REPORT

OBSERVATIONS & CREW COMMENTS

F. O. NO.	9
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DATE OF MISSION	10-14-44

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.)

.50 Cal	.20mm
5,840 Rds.	195 Rds.

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:

	Time	Alt.
Ammo Dump	30° 28'N 97° 23'W 1638Z	4,000
Army Camp (under constr)	Temple, Texas 1643Z	4,000
1 Oil Tanker	Corpus Christi, Texas Harbor 1715Z	4,000
3 Dummy A/C	50 Mi S Corpus Christi, Texas 1815Z	4,000
1 AK (Victory type)	Cse 320 T 28 44N-92 52W 2008Z	26,000
15 PTs Cse 220 T 25 Knts	At target 2140Z	30,000
4 LSTs, Cse 240 T, 10 Knts	40 Mi SW Galveston 2255Z	23,000

33. COMMENTS ON MAPS, CHARTS AND PHOTOS USED:

None

34. CREW SUGGESTIONS:

Nil

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CONSOLIDATED MISSION REPORT

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GENERAL TECHNICAL DATA

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9
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14 Oct 44

14 Hr Shakedown

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

A/C #4698, 877th Bomb Sq.--Right Blister oxygen regulator leaked all oxygen out of system.

36. FUNCTIONING OF CLOTHING AND PERSONAL EQUIPMENT:

Heated clothing not used.

37. CAMERAS: (Comments & suggestions):

Nil

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

1 Radio Compass inoperative
2 Command set RX Tuning set
2 K-22 cameras-shutter malfunctions
1 K-22 camera shutter and magazine malfunctions
4 Gun turret malfunctions - 2 tail jams
Defrosting and heating system inadequate for high altitude
Radar set couldn't keep power on - 1 Radar sweep malfunction
Fuel transfer pump failure forced A/C #4698 to land at Dallas, Texas, after bombing.
#2 Engine on fire forced A/C #4693 out of formation.

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10-18-44
BY
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CONSOLIDATED MISSION REPORT

CONFIDENTIAL
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	FUSE		NO.	SIZE LB.	FUSE		I.B.	TARGET NO.			
				NOSE	TAIL			NOSE	TAIL					
4693	878	4	500lb	None	M-101	-	-	-	-	4	-	1	0	0
4698	877	"	"	"	"	-	Landed at Dallas			4	-	1	0	0
4688	878	"	"	"	"	-	-	-	-	4	-	1	0	0
4699	877	"	"	"	"	-	-	-	-	4	-	1	0	0
4673	879	"	"	"	"	-	-	-	-	4	-	1	0	0
5222	879	"	"	"	"	-	-	-	-	4	-	1	0	0
4679	879	"	"	"	"	-	-	-	-	4	-	1	0	0
3438	878	"	"	"	"	-	-	-	-	4	-	1	0	0
3440	877	"	"	"	"	-	-	-	-	4	-	1	0	0
TOTALS →		36	18000			0	0			36	0		0	0

COMMENTS

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05-2184, AF

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By PT NARA Date 8/26/05

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GROUP OR WING
499th BG
DATE
10-18-44
BY
XXI BC

CONSOLIDATED MISSION REPORT

BOMBING DATA (continued)

F.O. NO.
9
MISSION NO.
14 Hr Shakedown
DATE OF MISSION
10-14-44

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
1	4693	2105	16200	244	180	5	240	200'	3 min	Yes	Yes	-	-	Yes	
1	4698	2139	30700	Unknown Ship landed at Dallas						Yes	No	-	-	Yes	
1	4688	2138	20700	185	190	23	270	200'	3min	Yes	Yes	-	-	Yes	
1	4699	2138	30900	185	190	22	270	200'	3 min	Yes	No	-	-	Yes	
1	4673	2140	29800	195	190	6	205	"	"	Yes	No	-	-	Yes	
1	5222	2140	31500	195	190	35	180	"	"	Yes	No	-	-	Yes	
1	4679	2138	31100	195	190	35	235	"	"	Yes	No	-	-	Yes	
1	3438	2138	31500	195	190	38	310	"	"	Yes	No	-	-	Yes	
1	3440	2140	31700	190	190	150	150	"	"	Yes	Yes	-	-	Yes	
TOTAL →															

COMMENTS

Ship # 4698 - Aborted after bombing

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CONSOLIDATED MISSION REPORT

Group or Wing
499th BG
Date
10-18-44
By
XXI BC

BOMBING DATA

F.O. No.
9
Mission No.
14 Hr Shakedown
Date of Mission
10-14-44

41. CONDITIONS OVER TARGET: (Narrative for each target - to include weather, AA., visibility, smoke, camouflage, enemy A/C and other observations and conditions)
- CAVU over target, visibility excellent except for slight haze, no smoke, enemy A/C or AA.
42. I. P. & A. P.: (Comments on selection of I.P., A.P., turn at I.P., etc)
- I.P. Seabrook - I.P. very good, no trouble finding I.P.
43. REASONS FOR FAILURE TO BOMB:
- All aircraft bombed target. No bombs returned.
44. RESULTS OF BOMBING OBSERVED: (Own and others)
- Very good impacts reported by Bombardiers. First phase photo interpretation reveals 36 bomb hits on Target No. 1, 50 percent of them less than 1000' CE. One direct hit.
45. POSSIBLE SOURCES OF ERROR IN BOMBING: None
46. USE OF RADAR & EFFECIENCY: Not used to release bombs.
47. COMMENTS AND SUGGESTIONS: None

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GROUP OR WING
499th BG
DATE
10-18-44
BY
XXI BC

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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)

F.O. NO.
9
MISSION NO.
14 Hr Shakedown
DATE OF MISSION
10-14-44

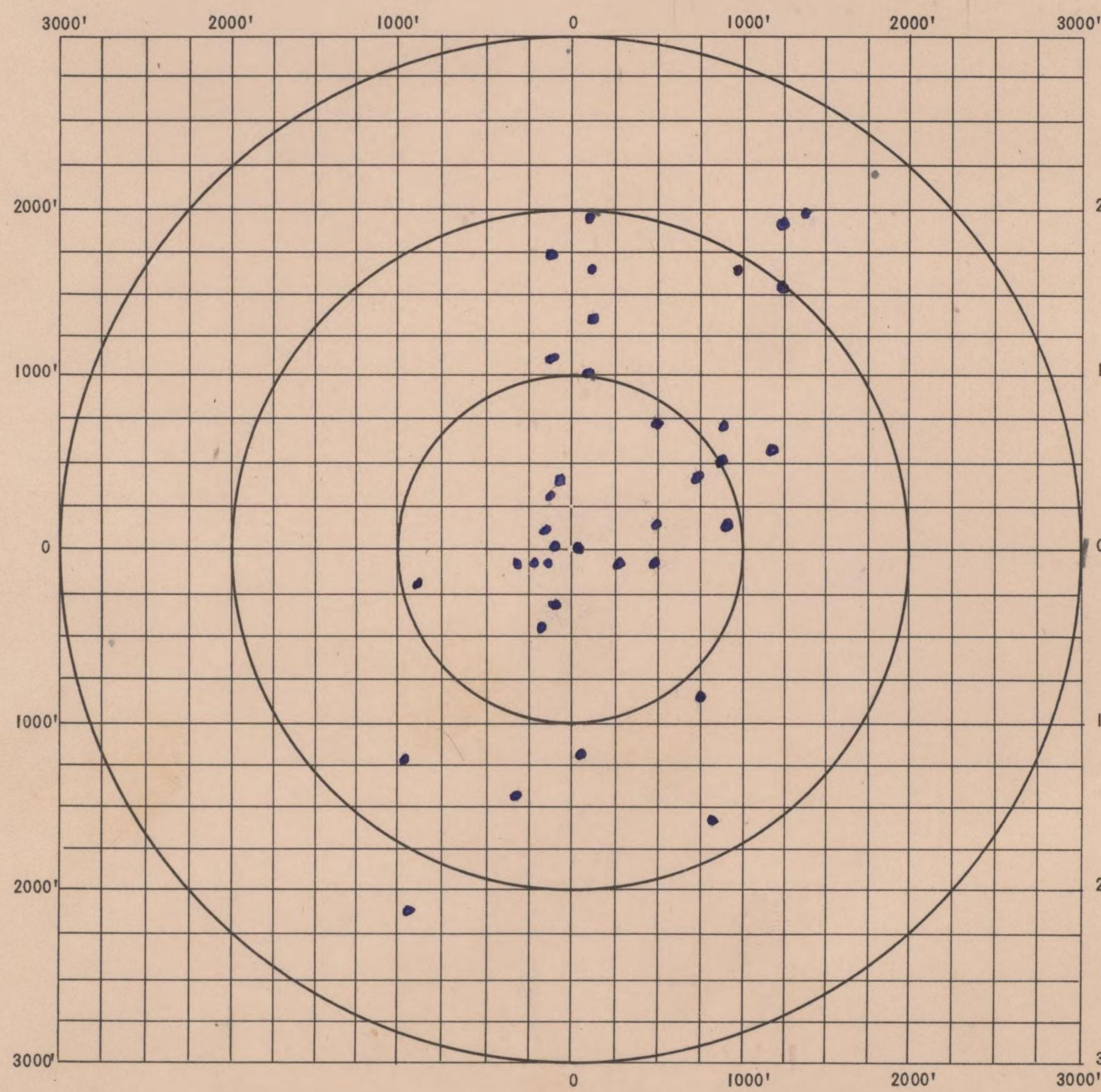
48. DESCRIPTION, DIMENSIONS, & AREA (IN SQ. FT. OF TARGET)

Small lake on Island near Oyster Bay - Oblong Shaped - Approx 800' x 1300'

49. AIMING POINT & DESCRIPTION

Center of Lake

50. BOMB PLOT (COMPILED FROM BOMBING DATA & PHOTOS)



51. SUMMARY OF BOMB DAMAGE

12 Impacts within 500' of aiming point
 17 Impacts within 1000' of aiming point
 32 Impacts within 2000' of aiming point
 All 36 impacts within 2400' of aiming point.

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XXI BOMBER COMMAND NAVIGATOR'S REPORT

52.

1. Take-off at 1346Z from SHAAF, Salina, Kansas 14 October 1944 to 26 31 N 97 65 W to 31 20 N 97 30 W to 26 00 N 96 50 W arriving over the target 2138Z at an altitude of 30,225 feet. The target, a lake on the Oyster Bay Bombing Range, was reached on schedule. The weather was CAVU with a slight haze. Arrival at IP was made without difficulty.
2. Several changes in route improved the navigators' technique. The IP was easily distinguished both visually and by Radar.
3. No comments (Navigators' Logs have not as yet been received from the group).
4. Nil.
5. None.
6. No comment (Navigators' Logs have not as yet been received from the group).
7. None (Navigators' reports not as yet received from the group).

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XXI BOMBER COMMAND BOMBARDIER'S REPORT

53.

- b. (1) Target: Oyster Bay Bombing Range, Galveston, Texas. All nine aircraft bombed primary targets, six in formation and three individually.
- (2) Bombing was visual with the bomb sight only.
- (3) Bombing was according to plan.
- (4) The three aircraft which bombed individually had mechanical difficulties which caused them to lag behind the formation.
- (5) The G# charge of black powder used for spotting made it very difficult to spot the hits exactly.
- (6) 50% of the strikes were in the 1000' circle and only 9% further out than the 2000' circle.
- (7) The weather was CAVU at the target but the target itself, a small lake, was not well defined.
- (8) No failures.
- (9) No malfunctions.
- (10) None reported.

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54. BOMBER COMMAND WEATHER OFFICER'S REPORT

1. Weather had no effect on this mission. Haze persisted over the route, but did not restrict visibility to a point where it affected the formation.
2. Weather on route did not differ very much from that forecast.
3. None.

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XXI BOMBER COMMAND GUNNERY OFFICER'S REPORT

55. a. The following gunnery information is from the mission flown by the 499th Bomb Gp., 14 October 1944.
- (1) Nine aircraft flew the mission with one aircraft failing to reach gunnery range because of engine failure.
 - (2) Guns were loaded hot.
 - (3) Turrets and CFC system functioned well. There were some stoppages on the guns and also 20mm cannon.
 - (4) This mission stresses the fact that gunners can not be over-trained in the elimination of stoppages.
 - (5) Gunners were alert. No difficulty was found in changing from primary to secondary control.

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56. Report of Command Flight Engineer.

1. Report of scheduled aircraft failing to take off.
 - a. 42-24684 - On preflight #1 Tack on Flight Engineer's panel went out and airplane commanders' Tack Fluctuated about 100 RPM. #1 Tack generator was replaced. On an attempted later take-off the airplane ran off the end of the runway, without damage to the airplane. No malfunction found in warning system.
 - b. 42-65220 - One engine ran rough. It was found that one blade of the prop, which had been installed by the Sub-Depot, was improperly indexed.
2. Aircraft malfunctioning (those aircraft returning early).
 - a. 42-24693 - After 0645 flying time MP on #2 engine dropped to 10" and RPM fluctuated about 100 RPM. At this time cabin pressurized air from #2 engine stopped. Engine was feathered, airplane flew 55 minutes to complete bomb run and returned to base flying a total of 10:45 hours on the mission. Large quantity of ferrous and non-ferrous metal in sumps indicates internal failure.
 - b. 42-24698 - Landed at Dallas, Texas after 11:10 hours of flight. Both fuel transfer pumps failed.
3. Aircraft malfunctioning (those completing Mission).
 - a. All airplanes encountered heavy icing on the inside of the single thickness cabin windows.
 - b. Turbo-surge was experienced to a very slight degree in most airplanes. In some cases the surge was so slight and of such short duration, no corrective action was required. In others it was corrected by reducing Turbo Boost Selector setting to 6 or $6\frac{1}{2}$ with full throttle. All crews were instructed to run props through periodically above 20000 feet and reduce Manifold Pressure with Turbo Boost Selector on reduction of power at top of climb. Most crews ran props through but did not reduce Turbo Boost Selector until surge was encountered.
 - c. 42-24699 and 42-24679 experienced difficulty in transferring fuel from top bomb bay tank due to improper operation of the new shut-off valve in the transfer line. Further observations required before change of equipment can be recommended.

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- d. 42-24699 and 42-63438 had oil temperature regulator become inoperative in the automatic position.
 - e. 42-65222 had two Carburetor Air Temperature gauges go out. Cause not yet determined.
 - f. 42-24679 had one Cylinder Head Temperature gauge go out. Cause not yet determined.
 - g. 42-63438 had circuit breaker on aft fuel transfer pump pop out several times. Cause not yet determined.
 - h. 42-24679 had fluctuation of about 100 gal on #1 fuel quantity gauge. Other examples of inaccuracy of fuel gauges are indicated on fuel consumption figures on Flight Engineer's Individual Mission Reports of Fuel Consumption.
4. Damage to aircraft - None.
5. Analysis of Cruise Control:

FUEL CONSUMPTION DATA CHART

<u>Elem</u>	<u>Total Fuel</u>		<u>Ave</u>	<u>Ave Air Miles</u>	<u>Average Gal/Mi.</u>	<u>Fuel Above Leader</u>	
	<u>Min</u>	<u>Max</u>				<u>Ave</u>	<u>Max</u>
(1)	6192	6313	6252	3232	1.93	1.0%	2.0%
(2)	6785	7115	6950	3232	2.14	12.2%	15.0%
(3)	6200	6605	6402	3232	1.98	3.4%	6.7%
Overall	6192	7115	6534	3232	2.02	5.5%	15.0%

The spread of 1000 gallons from maximum to minimum, is far too great. The airplane which used the greatest amount of fuel flew at 10 to 15 MPH above Maximum Range airspeed for the last three hours of the mission. This is directly against recommended procedure, and results will be called to the attention of all groups.

6. Functioning of the Intercommunications System. - See Communications Officers Report.

7. Suggested Changes in Aircraft or Equipment.

- a. Immediate correction of cabin icing condition, for which installation of duct blowers or cabin fans seems the quickest effective measure.

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- 7. b. Redesign of fuel transfer pumps.
- c. Development of accurate data on rate of fuel transfer at various altitudes and with various heads.

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57. CONSOLIDATED MISSION PHOTOGRAPHIC REPORT:

f. Group Photographic Report.

- (1) Type K-22 cameras (12" Cone) were installed in the following aircraft:
42-63440; 42-24673; 42-24688; 42-24699; 42-65222; 42-24693;
42-24679; 42-63438; 42-24698.
- (2) Vertical photographs were taken from the following aircraft:
42-24688; 42-24699; 42-65222; 42-24693; 42-24679; 42-63438.
- (3) Camera Operation:
 - (a) Camera in 42-65222 had a shutter malfunction. Photos are poor.
 - (b) Camera in 42-63438 had a shutter and magazine malfunction.
Photos are very poor.
- (4) Reasons for Failures:
 - (a) Camera hatch doors were not opened on 42-63440; and 42-24673.
 - (b) 42-24698 did not return.
- (5) No hand-held cameras.
- (6) Exposure data: Shutter speed, 1/150 sec.; f/stop, 8; altitude,
30,000 ft. (One at 16,000 ft.); single exposures only.
- (7) Remarks: None.

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No. 58 BOMBER COMMAND COMMUNICATIONS OFFICER'S REPORT:

1. GROUND STATION: 5725 kcs. faded to S-1, 550 miles from base for approximately one hour duration between 1830 and 1930Z. Excessive static on 11610 kcs., also voice interference.
2. AIR TO AIR HOMING: Not effective.
3. SUMMARY OF MESSAGES:
 - "F" messages successfully received..... 86
 - OW contacts completed 63
 - D/F calls completed..... --
 - Weather reports received..... 45
4. STRIKE MESSAGE: Transmitted on 11610 kcs. and 5725 kcs.
5. MALFUNCTIONS OF EQUIPMENT: Radio compass inoperative on one aircraft and command set RX tuning cable kinked on two aircraft.
6. MISCELLANEOUS REMARKS: Poor net discipline on 6910 kcs. was reported by one A/C; discipline was good on all other frequencies. Security was satisfactory. All frequencies used were satisfactory except as noted in No. 1 above.

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BOMBER COMMAND'S RADAR
OFFICER'S REPORT

No. 59

1. TARGETS ATTACKED:

Oyster Bay Bombing Range, Galveston, Texas.

2. RADAR'S USE IN NAVIGATION:

Radar was used extensively and successfully as an aid to navigation. Radar Winds were accurate; Radar Bombing Approach was very satisfactory; and, Radar Bombing could have been possible but was not used since the crews were briefed to do visual bombing.

3. RADAR BOMBING.

a. Use of AN/APQ-13.

Crews were briefed to do visual bombing rather than radar bombing. The AN/APQ-13 failed to operate in two of the nine aircraft participating. In three other aircraft the equipment operated at appreciable less than peak performance.

b. Identification of IP and Target.

Identification was very satisfactory.

4. FUNCTIONING OF EQUIPMENT.

a. Malfunctions.

Bad tube in receiver.
Non operation of inverter relay.

5. Apparently the equipment malfunctions were due to the fact that the equipment was new and had not been benched and flight checked. In the instances in which the AN/APQ-13 were operative the results were very satisfactory.

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