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MISSION NO. 8 - PRACTICE MISSION
7 OCT 44

2-5239-91

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TACTICAL MISSION REPORTS

PRACTICE MISSION F.O.# 8

73RD WING - 497TH & 499TH BOMB GPS.

OCT. 7, 1944

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CONSOLIDATED MISSION REPORT

Practice Mission. Field Order No. 8

497th & 499th Bombardment Groups

7 October 44

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CONSOLIDATED MISSION REPORT

Wing: 73d Wing

F.O. No. 8

Date: 12 October 1944

Mission No. 8

By:

Date of Mission: 7 October 1944

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SUMMARY

NARRATIVE SUMMARY: 497th Group

On 7 October 1944, seven B-29 aircraft, two from the 870th Bomb Squadron and five from the 871st Bomb Squadron, took off without escort from advance base, Walker Army Air Field, at 1236 GCT to attack the bombing range on Cayo Traviesa. Of these, two aircraft returned early as follows:

A/C #641 (871st) Returned to Walker immediately after take off due to oil leak.

A/C #655 (871st) Landed at Herington at 1510 GCT. Fuel transfer pump inoperative.

The remaining five aircraft attacked the primary target.

There were no personnel casualties nor any aircraft lost, missing or damaged. Opposition from enemy aircraft was light, consisting of several attacks from each of approximately ten P-51's in the vicinity of Tampa, Florida. Attacks were reported to have been poorly coordinated, lack of knowledge of speed of B-29 apparently causing some confusion on the part of the fighters. Gunners indicated that fighters made themselves vulnerable to machine gun fire from B-29s.

Each aircraft was loaded with four 500 pound M43 practice bombs. A total bomb load of 7 x 4 x 500: 14,000 pounds. Of these, 19 bombs (9,500 pounds) were dropped on the primary target. There were no obstructions to visual bombing of the target, visibility being unlimited. The bomb impact pattern was good, with the average mean point of impact at approximately 1,100' circular, 129' over and 1,082' to the right.

All aircraft landed safely at Herington, last aircraft at 0251 GCT, 8 October 1944.

NARRATIVE SUMMARY: 499th Group

Sixteen B-29s (6 - 877th, 5 - 878th and 5 - 879th Squadrons) took off from SHAAF, Salina, Kansas, 1245 to 1301 GCT, 7 October 1944, to attack Cayo Traviesa (21° 58N 81° 50W) in accordance with 73d Wing F.O. 9.

The Section assembled at 4,000 ft. at Neosho (30° 00N 88° 42W) in route formation for the advance to the target. The section formation

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consisted of the three-plane lead element and three four-plane "boxes". Col. Samuel R. Harris, Group Commander, and Lt. Col. George A. Shealey, Group S-3, in A/C #4644, accompanied the mission as an observer spare.

The advance to the initial point was made through a front at Little Rock, Arkansas and 8/10 towering cumulus from the Gulf of Mexico to landfall on the northern shore of Cuba. Weather over the target was CAVU. Route back no change.

Five A/C aborted, including the entire lead element and No. 1 and No. 4 planes of the second element. All abortives were due to mechanical failures.

The remaining 11 ships, including the observer spare, continued to the target and dropped 36 - 500 lb. M43 practice bombs on the primary target from 30,000 feet at 1930 to 1941 GCT. The axis of attack was 91° T. Two bombs were dropped on the Secondary Target and two on the Alternate Target. Four bombs hung up in effective A/C and were brought back. Eight bombs were jettisoned and 12 others brought back by non-effective A/C.

Although only 11 A/C bombed the targets and 4 bombs did not release, first phase photo interpretation reveals 45 bombs hit in the Primary Target area. This is due to other planes over the target the same day.

Of the 45 bomb hits plotted by the PI, 7 were from 400 to 1,000 feet from the center of the target, 20 from 1,000 to 2,000 feet, 10 from 2,000 to 3,000 feet and 8 hits had a circular error of more than 3,000 feet.

The mission was intercepted both during the advance to the target and the withdrawal. Twenty-six fighters made a total of 50 passes at the bombers, including 3 AT-6s, 2 BT-13-As at Independence, Kansas, 9 P-47s at Leesburg, Florida, 6 P-51s and 5 P-47s at Tampa, Florida, and 1 BT-13 at Chanute, Kansas. No attacks were made in the target area.

Attacks were made all around the clock from both high and level. P-51s did not attack. P-47s attacked from 12 to 6 o'clock with a few coordinated beam attacks at 3 and 9 o'clock, making from 4 to 5 passes each, and breaking away from 50 to 300 yards. Trainer fighters, because of their lack of speed were unable to repeat passes. Except for P-47s which used 2 and 3 plane sections in attacks, all other attacks were by single ships without organized plan. Since the B-29 gunners were equipped with live ammunition they tracked fighters in sights only. No gun cameras were installed.

Thirteen A/C including non-effectives returned directly to SHAAF, landing between 2020 GCT, 7 October 1944, and 0331 GCT, 8 October 1944.

One non-effective, A/C #4665, landed at Tulsa, Oklahoma, at 0020 GCT, 8 October 1944, for fuel and repairs before proceeding to SHAAF, landing at 0250 GCT, 8 October 1944.

One effective, A/C #4670, landed on a 3,000 foot runway at Stuttgart,

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Arkansas, because of engine trouble and proceeded to SHAAF 8 October, landing at 2000 GCT.

Two non-effectives have not returned to this base. A/C #4659 landed at Montgomery, Alabama because of carburetor failure and A/C #4682 landed at Batista Field because of broken fuel transfer lines and No. 2 engine failure.

Practically all of the mechanical failures which caused abortives occurred at 30,000 feet. In general, the effective A/C considered the mission a success. Their chief criticisms were based on the failure to fly the mission according to flight plan. Specifically, the mission was flown in level flight at less speed than briefed and climbs were made too fast.

The aborting of the entire lead element and the No. 1 and No. 4 A/C of the second element was most unusual and scarcely could be reasonably anticipated. It resulted in some confusion as to the ultimate leader, but the fact that the Section proceeded to its objective indicates that considerable initiative and air discipline were exhibited.

A/C #4669, piloted by Major C. E. Anderson, 879th Squadron, originally scheduled as a spare, filled in and led the formation over the target.

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THIS FORM BE

FOR SEVEN DAYS
ENTERED
SECTION

ROUTE FOR
FROM

MILEAGE

30,000

20,000

10,000

Sea Level

30,000

20,000

10,000

SEA LEVEL

△ △
* *

Forecast

Actual

GREEN LINE - 0° ISOTHERM	BLUE LINE - COLD FRONT	LIGHT TURBULENCE
PURPLE LINE - DASHED OPTIMUM FLIGHT ALTITUDE	RED LINE - WARM FRONT	MOD. TURBULENCE
	PURPLE LINE - OCCULDED FRONT	HEAVY TURBULENCE

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B

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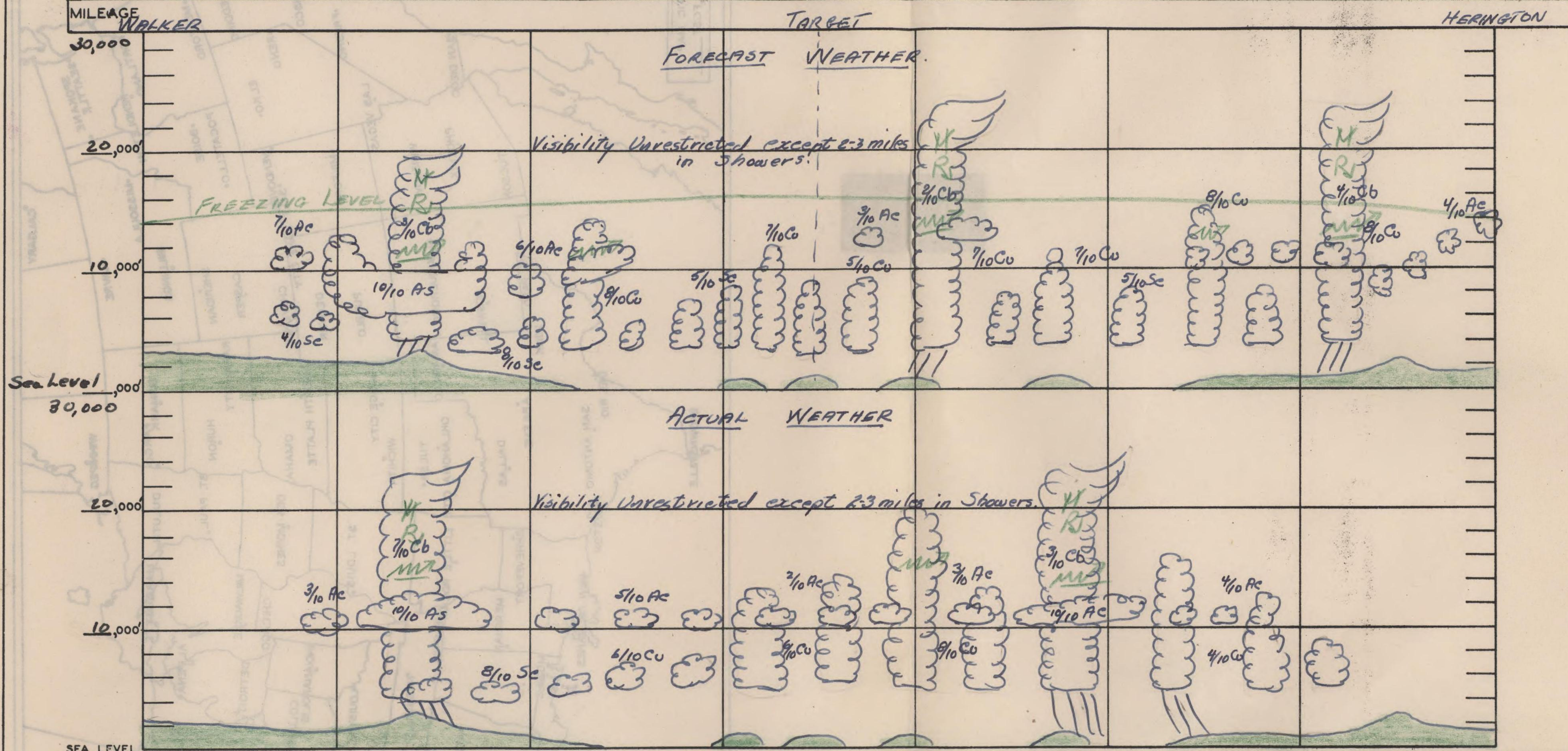
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THIS FORM BECOMES C-O-N-F-I-D-E-N-T-I-A-L FOR SEVEN DAYS
WHEN CURRENT WEATHER IS ENTERED
VERTICAL CROSS-SECTION

ROUTE FORECAST FROM <u>WALKER</u> TO <u>HERINGTON</u> VIA <u>BATISTA</u>	FOR PERIOD FROM <u>0600 CWT</u> TO <u>2200 CWT</u>	DATE <u>7 Oct 1944</u>	TIME FORECAST IS MADE
PILOT NOTE DISCREPANCIES FROM FORECAST			

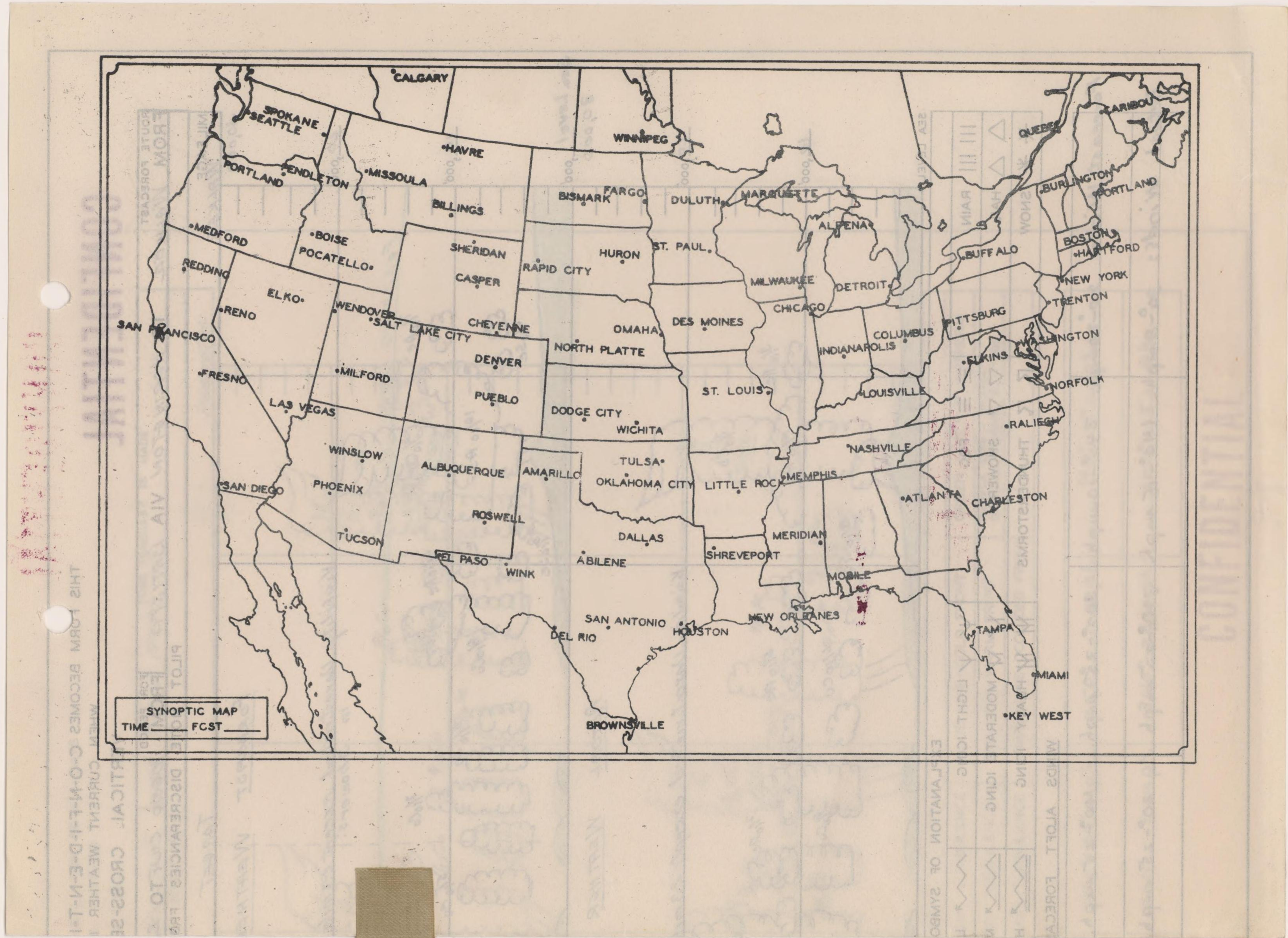


EXPLANATION OF SYMBOLS					
RAIN	≡ ≡ FOG	∇ ∇ LIGHT ICING	⚡ LIGHT TURBULENCE	— BLUE LINE - COLD FRONT	— GREEN LINE - 0° ISOTHERM
△ △ HAIL	▽ ▽ SHOWERS	⚡ MODERATE ICING	⚡ MOD. TURBULENCE	— RED LINE - WARM FRONT	— PURPLE LINE - DASHED OPTIMUM FLIGHT ALTITUDE
* * SNOW	⚡ THUNDERSTORMS	⚡ HEAVY ICING	⚡ HEAVY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

WINDS ALOFT FORECAST							
Forecast Winds:	20°-20 mph.	240°-10 mph.	300°-25 mph.	40°-25 mph.	340°-25 mph.	250°-10 mph.	40°-15 mph.
Actual Winds:	30°-8 mph.	140°-15 mph.	330°-25 mph.	20°-25 mph.	320°-15 mph.	340°-20 mph.	300°-15 mph.

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FLAK CLOCK

DOES NOT APPLY

WIND	MPH	FROM	Degree	TARGET
Date Computed				From Trading
ROUTES RECOMMENDED				
IN				
OUT				

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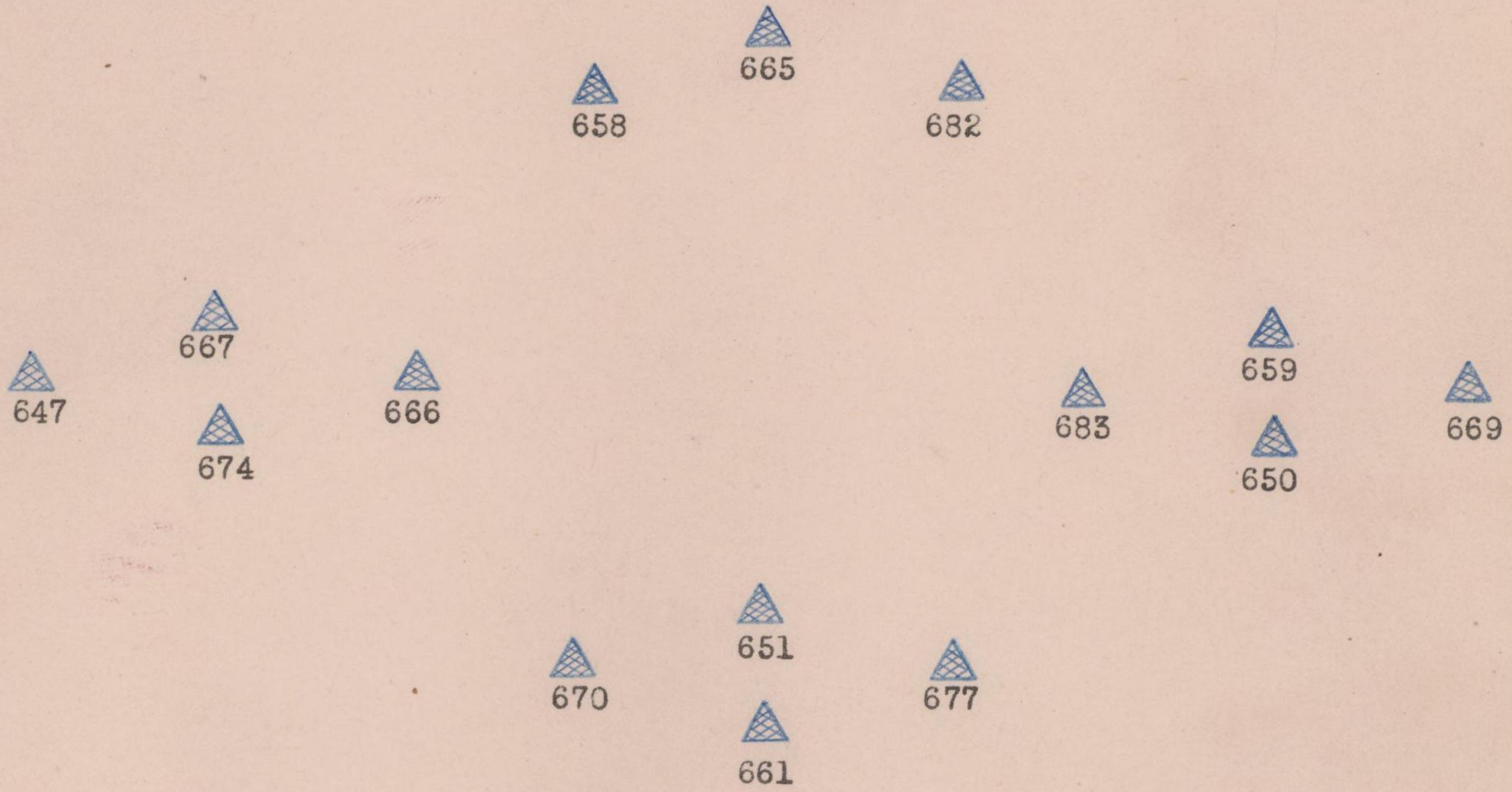
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FORMATIONS

Formation Out: 499th Bomb Group.



No other information available. (Corrective action being taken).

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497th & 499th Bomb Groups
12 Oct 44
A-3

FO No. 8
Mission 7 Oct 44

Basic Data

1. Time of Take-Off:
 - a. 497th Bomb Gp from Walker Army Air Base, first A/C 0737 to last A/C 0754 CWT.
 - b. 499th Bomb Gp from Salina Army Air Base, first A/C 0745 to last A/C 0801 CWT.
2. Time of Landing:
 - a. Herington AAB, 497th Bomb Gp 5 A/C landed from 2137 to 2151 CWT.
 - b. Salina AAB, 499th Bomb Gp 11 A/C landed from 1520 to 2231 CWT.
3. Squadron Assembly: None. Assembly by Group.
4. Group Assembly:
 - a. Tulsa, Oklahoma at 4,000.
 - b. Neosho, Missouri at 4,000.
5. Wing Assembly: None
6. A/C Returning Early:
 - a. 497th Bomb Group
 - (1) A/C No. 655 return Herington, 1010 CWT, fuel transfer pump out.
 - (2) A/C No. 641 return Walker 0755 CWT, broken oil line.
 - b. 499th Bomb Group
 - (1) A/C No. 682, landed Batista, Cuba, 1445 CWT, two broken fuel lines and No. 2 engine runaway prop.
 - (2) A/C No. 659, landed Maxwell field, 1422 CWT, No. 3 engine feathered, broken carburator diaphragm.
 - (3) A/C No. 650, returned Salina, 1520 CWT, turbos out.
 - (4) A/C No. 665, landed Tulsa, fuel transfer out.
 - (5) A/C No. 658, landed Stuttgart, Ark, Nos 1 and 4 prop governors out.

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<u>FROM</u>	<u>TIME</u>	<u>IAS</u>	<u>ALT</u>
36°10N - 96°-00'	1400	203	4000
32°25N - 90°-00'	1600	200	5000
27°00N - 85°-50'	1800	195	20,000
23°30N - 85°-30'	2000	190	30,000

499th Bomb Gp.

37°-00 - 94°-37 W	1400	202	4372
32°-17 - 90°-25 W	1600	190	4000
27°-03 - 86°-20 W	1800	187	19,478
23°-14 - 82°-16 W	2000	189	26,444

8. Route Back:

497th Bomb Gp.

29°-30N - 84°-30 W	2200	190	15,000
33°-42N - 90°-10 W	2400	190	10,000
37°-35N - 95°-00 W	0200	198	6,500

499th Bomb Gp

30°-27N - 84 - 19W	2200	196	18,288
34°-15N - 90°- 05W	2400	194	9,988
37°-40N - 95°- 28W	0200	194	6,699

9. 497th Bomb Gp.

	<u>PLACE</u>	<u>TIME</u>	<u>ALT</u>
I. P.	21°-54 - 82°-40W	1929	29,000

499th Bomb Gp.

I. P.	21°-48 - 81°52W	1929	28,900
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10. Targets Attack Data:

a. A/C attacking targets

- (1) Primary: 16 A/C
- (2) Secondary: 2 A/C
- (3) Last Resort: 1 A/C

b. Times over target:

- (1) 1434 - 1445
- (2) 1450 - 1500
- (3) 1517 - 1520

c. Heading and altitude from IP to Target: 91° at 30,000'.

d. Heading and altitude over Target: Same

e. Breakaway: None

f. Rally Point: None

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- g. Extra Runs: None
- h. Reasons for Failure to Attack: None
- 11. Escort Data: None

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497th & 499th Bomb Groups
12 Oct 44
A-3

FO No. 8
Mission 7 Oct 44

Loss & Damage

12. Casualties - Personnel: None.
13. A/C Lost: None.
14. A/C Missing: None.
15. Total A/C Failing to Return: None.
16. Damage to A/C: None.

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CONSOLIDATED MISSION REPORT

AA & AIR TO AIR BOMBING

F.O. No.

Mission No.

Date of Mission

Group or Wing

Date

By

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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CONSOLIDATED MISSION REPORT

Group or Wing _____

Date _____

By _____

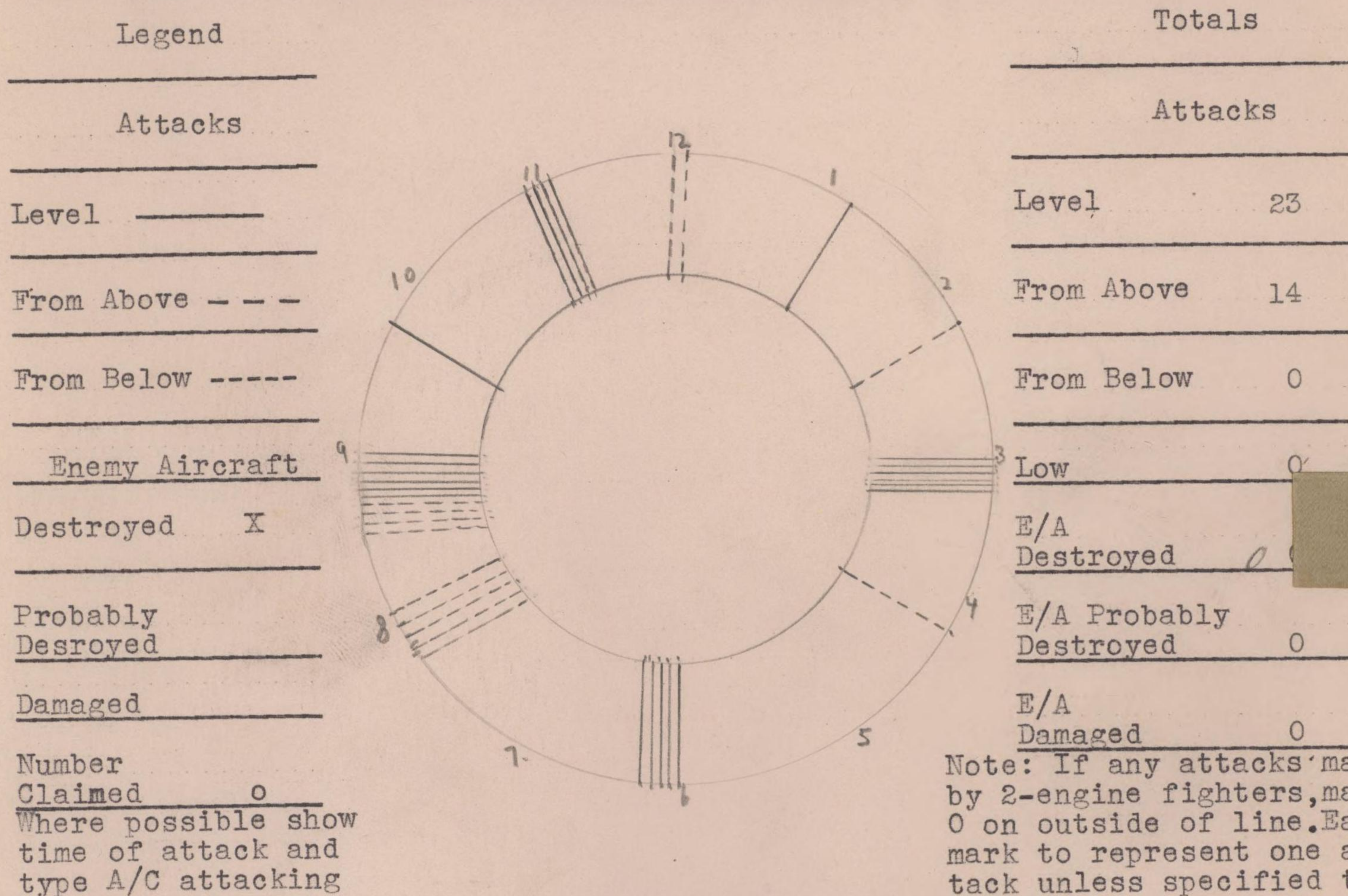
COMBAT DATA

P.O. No. _____

Mission No. _____

Date of Mission _____

20. Analysis of attacks by enemy A/C



21. Yards at which E/A opened fire (correlate this with direction of attack in comment)

Yards
No. A/C _____
Firing _____
Comments _____

22. Types of enemy A/C attacking (Names & numbers)

499th BG - 3 AT6 2 P-47 6 P-51 1 BT-13 497th BG - 10 P-51
 2 BT13 2 P-47 3 P-47 6 P-47

23. Type and accuracy enemy fire & type Projectile: (Range to which E/A pressed home attack)

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

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CONSOLIDATED MISSION REPORT

Group or Wing

F.O. No.

Date

COMBAT DATA (continued)

Mission No.

By

Date of Mission

25. Enemy Tactics: 3 AT-6 and 2 BT-13A single attack from 8-10-2-4 o'clock - both high and level positions breakaway at 300 yds. Attackers too slow for repeat attacks.
2 P-47 attacked from 12 o'clock high - Broke away at 400 yds to 6 & 9 o'clock
2 P-47 attacked from 3 & 9 o'clock - Broke away at 20 ft.
6 P-51 did not attack
3 P-47 pursuit curves. 3 & 9 o'clock - Both sides at once - Broke away at 50 yds. made 5 passes each.
1 BT-13 attacked from 1 & 6 o'clock - Made one double pass
6 P-47 attacked from head on (11 o'clock) and attacks varied back to 6 o'clock each ship made at least 4 passes
10 P-51 attacked in pairs, from high at eight and nine and out and down between three and five, using pursuit curve, pressing attack to 350 yds. Pairs were widely separated and in some cases developed into single attacks. Attacks poorly coordinated and A/C apparently misjudged speed of B-29 (190 IAS at 20,000), however P-51's had no difficulty in making three to four attacks each.
26. Enemy Formations: 3 AT-6 and 2 BT-13A single ships attacking without organized plan
2 P-47 Single ship
2 P-47 Single ship
6 P-51 3 two plane formations
3 P-47 3 plane formation
1 BT-13 Single plane
6 P-47 Pairs in trail
10 P-51 Approached in elements of two; attacked in elements of two or singly and broke away singly.
27. Our Tactics and Firepower VS Enemy A/C: Held formation and trailed in sights and no evasive action taken.
28. Results of Hits on E/A: Nil
- 28a. Claims by A/C and by Gun Position: Nil

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CONSOLIDATED MISSION REPORT

Group or Wing		F.O. No.
Date	OBSERVATIONS & CREW COMMENTS	Mission No.
By		Date of Mission

29. Expenditure of Ammunition: 499th BG - Total Rds Loaded - .50 Cal 16,000 - 20 mm 1,040 - Fired - 50 Cal 8,880, 20 mm 440. 497th BG - Total Rds Loaded - .50 Cal 7,000 - 20mm 300 - Fired .50, 4,685- 20mm 101.

30. Our Observed Losses by E/A: Nil

31. Our Observed Losses by A/A: Nil

32. Observations: 499th Bomb Group

Navy Blimp escorted 2 - 1 stack cargo ships 110 ^{OT}	1525	10 mi SE Key West	Blimp 1000'
5 BTs	0858	25 mi NW Neosho	B-29 - 29,000
1 B-17	1650	Gulf	3100
4 B-29s	1510	34 ^o 20N 90 ^o 12W	3100
Convoy 15 ships	1648	12 mi W of Gulfport off coast.	3100
15 coastal freighters (small cargo 90 ^{OT})	1230	28 ^o 30N 87 ^o 40W	16000
15 BT 13 (In training maneuvers)	0837	10 mi West of Coffeyville, Ks	4000
14 AT 6s (In training maneuvers)	0850	30 mi NW Neosho	4000
Barges	1700	Off Gulf Coast	4000
B-25	1400	Near Neosho	4000
5 B-17s	2040	Hendricks Fld.	23,000
40 single engine planes on ground	1540	Key West fr Key	29,000
3 Freighters 270 ^{OT} 5 K	1530	Halfway fr Keys to Cuba	29,000
1 Tug and 5 Double Barges 280 ^{OT} 3K	1222	Off coast	29,000
1 B-29 taking off 360 ^{OT}	1820	Maxwell Fld.	8000
6 P-47s	1625	Leesburg	20000
5 PT-19s circling pattern	1016	Pine Bluff	4600
50 A/C 14 Fighters, others unidentified.	1122	Lauvel AAF	4600
Freighter 6000 ton 230 ^{OT} 12K	1225	Gulf	13000
Merchant Liner 314 ^{OT}	1700	Gulf	6000
Freighter 8M ton 330 ^{OT} 18K	1750	Gulf	4800
Freighter 5M ton 200 ^{OT} 10K	1242	(28 ^o 20N 87 ^o 25W)	20000
Tug pulling barge	1407	23 ^o 39N 83 ^o 49W	30000
Freighter 5M ton 090 ^{OT} 10K	1522	24 ^o 10N 81 ^o 40W	20000
2 small boats 35 ^{OT} 7K	1522	24 ^o 10N 81 ^o 40W	20000
4 Patrol Boats	1527	24 ^o 28N 81 ^o 40W	20000
2 small boats	1633	27 ^o 40N 83 ^o 10W	17500
1 MV Freighter			
2 PBVs Ground	1755	Pensacola	12000

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CONSOLIDATED MISSION REPORT

OBSERVATION & CREW COMMENTS

32. Observations: 497th Bomb Group

3 PBYS at 4,000' H40°	1200	30°30N 80°10W	10,000
1 Liberty Ship H250°	1230	28°27N 86°56W	15,000
3 Unidentified cessels probably tankers on surface H 330°8Kts	1235	28°20N 86°50W	15,000
1 Tanker H 280 5Kts. on surface	1245	27°41N 86°18W	15,000

33. Comments on Maps, Charts, and Photos Used: Nil

34. Crew Suggestions: 497th Bomb Group and 499th Bomb Group.

1. Mild evasive action would have confused fighters
2. Formations: Too slow on level flight - too fast climb to 30,000 feet - Wing elements do not hold position in bad weather. 50 miles difference in air speeds - Speed not less than 190 air speed - Formation flown too slow - Plan sound but didn't work on this mission - were pulling rated power at 30,000 feet - altitudes too variable in penetrating fronts- speed too slow

35. Functioning of Oxygen Systems: Normal

36. Functioning of Clothing Personal Equipment: Normal

37. Cameras: None

38. Technical Failures: 497th Bomb Group

A/C #425 -

1. Defrosting system inoperative
2. Fuel gauge out
3. Fuel shut off valve out and could not transfer fuel from top bomb bay.
4. Upper forward turret gun charger or air compressor failed to work
5. Jam in lower forward turret and left gun in lower aft turret
6. Only two guns in forward turret could fire

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CONSOLIDATED MISSION REPORT

OBSERVATION & CREW COMMENTS

38. (continued)

A/C #431 -

1. No. 1 cylinder head temperature guage out
2. Engineers R/C guage out
3. No. 2 carburetor temperature guage out
4. No. 2 oil pressure low
5. CP gyro inoperative
6. Gun charger on upper turret inoperative
7. Right landing light did not retract
8. Liaison dynamo out
9. Blister dynamo out
10. CFC did not work

A/C #413 -

1. Upper aft, lower aft, and tail guns did not fire
2. No. 2 prop ran up to 2600 rpm's

A/C #627 -

1. Bomb bay doors had to be closed by emergency system

A/C #628 -

1. Bomb rack malfunction
2. Tail gun jammed
3. Navigator could not fire upper forward turret
4. SCR 718 working part time only

Communications - Walker command station poor. Static interfered.

Radar - Inoperative at high altitude over target area in A/C #413. Low sensitivity on A/C #628, all others satisfactory

Central Fire Control - No Comments

Essential Elements of Information - Impossible to contact Radio Buoy.
Only two A/C were able to receive MO's

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CONSOLIDATED MISSION REPORT

OBSERVATIONS & CREW COMMENTS

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38. (Continued)

499th Bomb Group :

1. A/C #674 radio interphone out - Bomb rack malfunction
2. A/C #651 Interverometer malfunction
3. A/C #665 Turbo supercharger going on & off
4. A/C #658 prop congealed oil causing fluctuation of props.
fuel transfer system is too indefinite
5. A/C #666 Dynamotor burned out on ATC radio set & radar went
out near coast.
6. A/C #650 Inverters failed. Two sets of inverter relays
should be installed
7. A/C #679 Upper turret failed to fire reason unknown

Communications - AFCE aileron control became ineffective when
bombaer switched into command set-receiver be-
comes ineffective in other positions- A/C #677
Interference from WX A/C #674

Radar - Non-operative (blown fuze) #658; cut out at 25,000 #661;
out on #666; RFC would'nt lock transmitter #647; Radar
inoperative - altimeter went out could not differentiate
land & water #683; Indicator jammed #650; Unsatisfactory
#674; Alt. inverter & brushes out #651; Pressurizing App.
out #644; out at 30000 OK at 25000 #665.

Central Fire Control - Malfunction tail gun plane #661
Only operated partially #658
Ejection jaw of left gun in #5 turret failed
on plane #665
Frozen guns - jam in 20 mm tail cannon in
plane #651

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GROUP
499
DATE
12 OCT 44
BY
E. A. POWELL

CONSOLIDATED MISSION REPORT

BOMBING DATA

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FO
#8
MISSION
BATISTA
DATE
7 OCT 44

39 BOMB DATA (NO & TYPE BY A/C)								40 TARGET ATTACK DATA							
A/C NO.	SQ NO.	BOMB LOAD PRACTICE			NO. BOMBS TARGET	NO BOMBS BROUGHT BACK	TIME	ALTITUDE T	HEADING T	IAS	WIND	BOMB SPACING	LENGTH OF RUN	SIGHTING	RELEASE
		NO.	SIZE	NOSE											
4674	NOT AVAILABLE	4	500	NO FUZE	M101A2	4 Cayo Traviesa	1440	27400	91°	170	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	Primary	NOT AVAILABLE
4683	NOT AVAILABLE	4	500	NO FUZE	M101A2	"	1439	30000	90°	195	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	Second	NOT AVAILABLE
4677	NOT AVAILABLE	4	500	NO FUZE	M101A2	"	1441	29000	88°	185	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	Primary	NOT AVAILABLE
4647	NOT AVAILABLE	4	500		M101A2	"	1436	30700	91°	195	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	Second	NOT AVAILABLE
4644	NOT AVAILABLE	2	500		M101A2	"	1438	30000	92°	195	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	Primary	NOT AVAILABLE
4661		4	500		M101A2	"	1445	28800	91°	195				Primary	
4669		4	500		M101A2	1 Cayo Traviesa 1 Peninsula Dezapata 2 Man Key	1440 1450 1517	31750 31730 30700	85° 350° 360°					Second Primary Primary	
4666		4	500		M101A2	4 Cayo Traviesa	1431	30100	90°	185				Second	
4651		2	500		M101A2	1 Cayo Traviesa 1 Peninsula Dezapata	1445 1500	29300 29300	93° 270°	175 175				Primary Primary	
4667		4	500		M101A2	4 Cayo Traviesa	1439	31800	91°	195				Second	
4670		4	500		M101A2	"	1441	31870	91°	180				Primary	
TOTAL		40	20000												

497TH BOMBARDMENT GROUP

627	NOT AVAILABLE	4	500	NO FUZE	M101A2	4 Cayo Traviesa	JETTISONED	RETURNED	1438	31900	90°	195	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	Primary	NOT AVAILABLE
625	NOT AVAILABLE	4	500	NO FUZE	M101A2	"	JETTISONED	RETURNED	1438	32000	90°	195	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	Second	NOT AVAILABLE
628	NOT AVAILABLE	3	500	NO FUZE	M101A2	3 Cayo Traviesa	JETTISONED	RETURNED	1438	32100	92°	195	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	Second	NOT AVAILABLE
431	NOT AVAILABLE	4	500		M101A2	4 Cayo Traviesa	JETTISONED	RETURNED	1438	32100	90°	195	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	Second	NOT AVAILABLE
413	NOT AVAILABLE	4	500		M101A2	"	JETTISONED	RETURNED	1438	32700	90°	195	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	Second	NOT AVAILABLE
		19	9500				0	9									

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497 & 499 Gp
12 Oct 1944
E A POWELL

FO 8 & 9
BATISTA
7 Oct 1944

41. 5/10 coverage unrestricted visibility.
42. Not available.
43. Not available.
44. Fair.
45. Not available.
46. None.
47. None available.

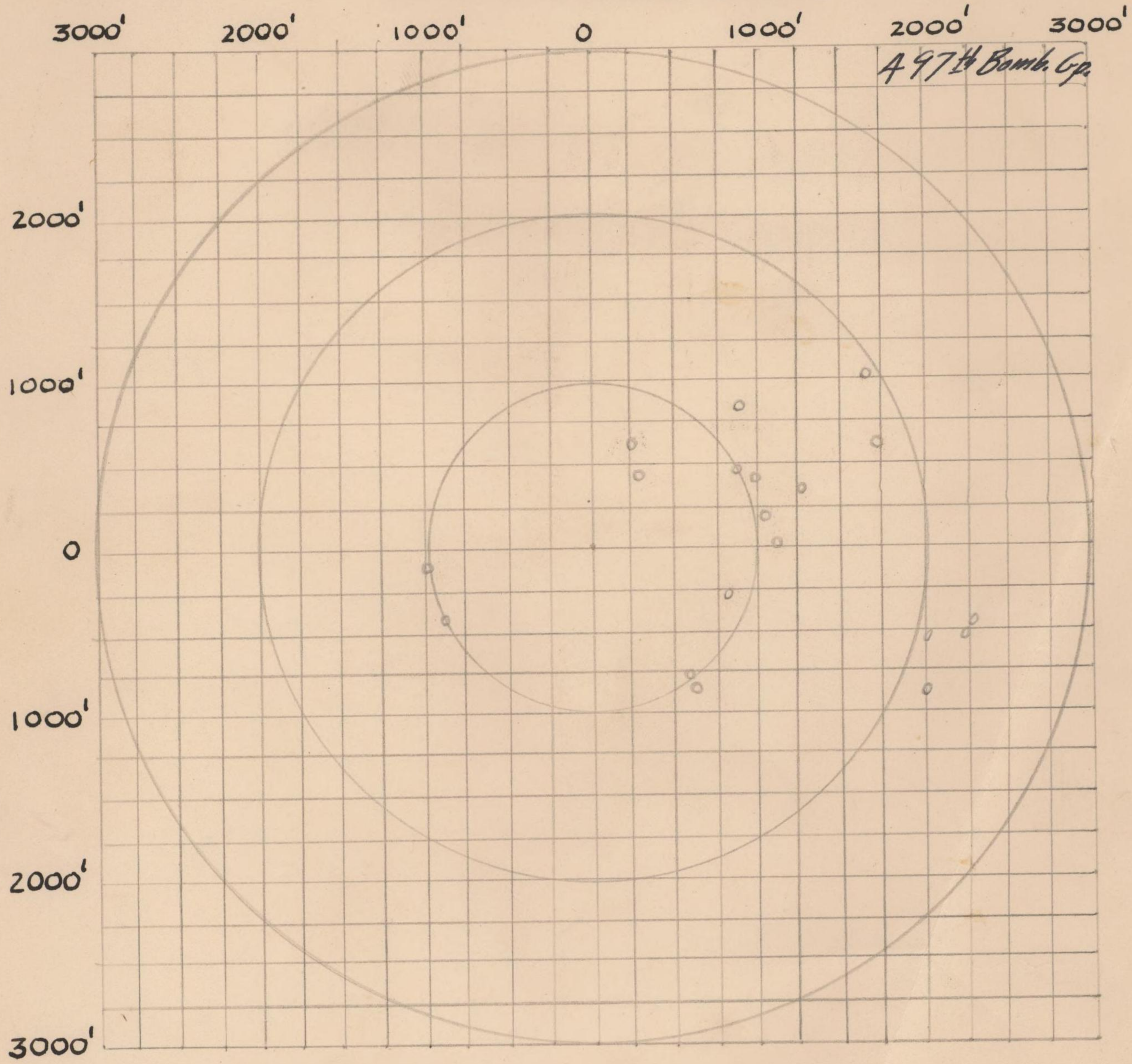
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CONSOLIDATED MISSION REPORT
BOMB IMPACT DATA



(4) SUMMARY OF BOMB DAMAGES:

OBSERVED RESULTS (FIRES, VOLUME OF SMOKE, COLOR OF SMOKE,
HEIGHT OF SMOKE COLUMN WHEN LAST SEEN, ETC.)

NONE

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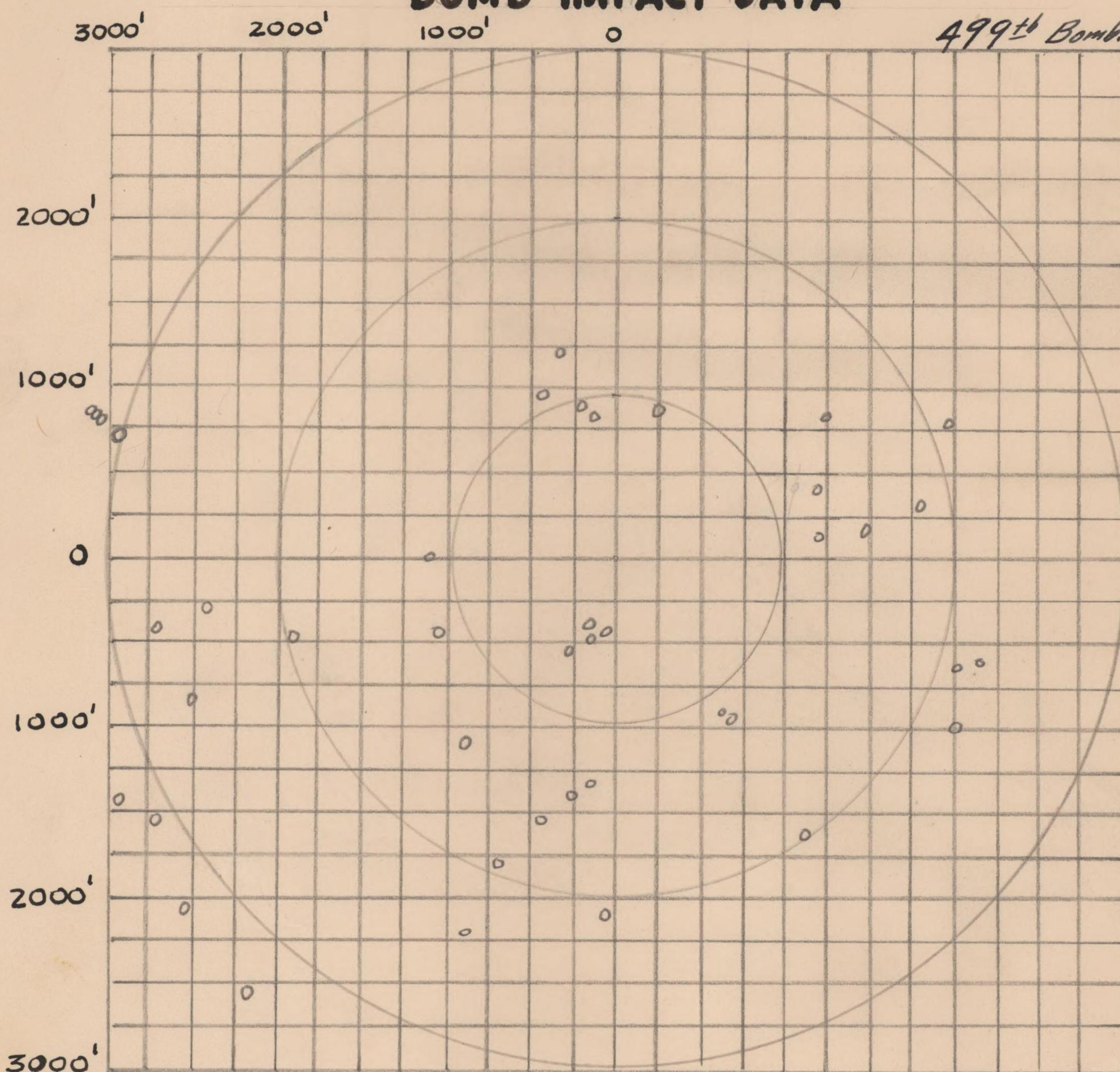
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CONSOLIDATED MISSION REPORT

BOMB IMPACT DATA

499th Bomb. Gr.



(4) SUMMARY OF BOMB DAMAGE

OBSERVED RESULTS (FIRES, VOLUME OF SMOKE, COLOR OF SMOKE, HEIGHT OF SMOKE COLUMN WHEN LAST SEEN, ETC.)

P. I. DAMAGE ASSESSMENT EVALUATION

- 7 BOMBS - 15.5% WITHIN 1000' OF AIMING PT.
- 27 BOMBS - 60% WITHIN 2000' OF AIMING PT.
- 37 BOMBS - 82% WITHIN 3000' OF AIMING PT.
- 8 BOMBS - 18% OF TOTAL MORE THAN 3000' FROM AIMING PT.
- 45 BOMB IMPACTS SHOWN ON STRIKE PHOTOGRAPHS....

Prepared BY P. I. FROM PHOTOGRAPHS

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GROUP BOMBARDIER'S REPORT

1. 16 A/C bombed Cayo Traviesa
2 A/C bombed Peninsula Dezapata
1 A/C bombed Man Key
2. Visual bombing was accomplished.
3. Bombing was done according to plan.
4. Target was obscured for 2 planes bombed secondary target.
5. Sources of error are not available.
6. Results were Fair to Good.
7. 5/10 cloud cover unrestricted visibility.
8. No reason for failure to bomb.
9. No bombing equipment failure.
10. Arming wires returned. Not available.

GROUP NAVIGATOR'S REPORT

Nothing available at this time.

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GUNNERY

Report on 499th Bombardment Group.

1. b. (1) 19 Aircraft on mission.
- (2) Guns loaded cold.
- (3) Only equipment failure due to faulty switch procedure and improper interphone procedure - Gun failures due to improper preflight. Excess oil should never have been on guns. Improper headspacing seems to have occurred frequently.
- (4) Recommend stress be put on gunners preflight and on interphone commands, there is no reason for guns freezing or having faulty ammunition if the gunner will preflight properly.
- (5) As far as gunnery is concerned it is felt some good lessons were learned due to poor preparation for the mission by the gunners themselves. It is a good thing it was only a Batista mission as far as gunnery is concerned.

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GUNNERY

Report on 497th Bombardment Group.

1. b. (1) 5 aircraft on mission.
- (2) Guns loaded cold.
- (3) Equipment failure as a whole due to charger trouble, this seems to point to faulty maintenance. As the 499th Group had no charger failures. Improper headspacing probably caused many failures.
- (4) Recommend armament sections take more care in charger installations and headspace adjustments and that gunners be more careful on preflight checks.
- (5) Gunnery mission no good except for lessons learned due to failures.

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56. Engineering Officer and Flight Engineer's Report.
Report covers data on 497th Group only. Data on 499th not available. Corrective action is being taken.

A. Aircraft Malfunctions:

1. Aircraft failing to take off:

- a. A/C No. 426: No 1 tachometer out and No 4 booster pump inoperative.
- b. A/C No 626: Flat tire found at pre-flight. Recommended action - thorough pre-flight by ground crew several hours before mission.
- c. A/C No 412: No 2 tachometer out due to insufficient slack in leads.

2. Aircraft failing to attack target:

- a. A/C No 641: Severe oil leak No 1 nacelle appeared to come from oil cooler. Investigation indicated oil tank filled too full causing leak from expansion. Recommended action - more thorough pre-flight by both combat and ground crew.
- b. A/C No 655: Transfer system failed. Preliminary investigation indicated transfer pumps damaged by residue in lines from previous pump failure. Recommended action - thorough flushing of all transfer lines after fuel transfer pump failure. Possible installation of screens at pump ports.

B. Battle Damage: None.

C. Analysis of Cruise Control:

1. No ships failed to return due to lack of fuel.
2. Data on A/C completing mission:

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A/C No.	Fuel Aboard	Formation			Total for Mission					
		Position Fl	No	Flying Time	Distance Air Mi	Fuel Used	Total Time	Tot Dist Air Mi	Tot Fuel Used	Fuel Remain'g
4627	7975	1	1	8:50	2230	5061	14:30	3500	6865	1110
3425	8070	1	2	8:45	2235	4070	14:00	3365	6736	1334
4628	8070	1	3	7:20	2400	4236	13:50	3475	6900	1170
3431	8065	2	4	8:45	2228	5138	14:10	3464	6805	1260
3413	8070	2	5	8:47	2200	5110	14:05	3340	6985	1085

3. Above data indicates that cruise control was carried out satisfactorily.

D. Functioning of Intercommunication system: Satisfactory.

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

COMMUNICATIONS

COMMAND RADIO: VHF radio transmission was very satisfactory.

LIAISON RADIO: Contact with ground stations was difficult due to high atmospheric disturbances. Position reports were forwarded through Galveston for relay by teletype by some radio operators. Severe arcing of knife switch reported due to icing of antenna. Following is summary of messages:

"F" messages successfully received.....96
CW contacts attempted.....231
CW contacts completed.....137
Number of position reports attempted.....161
Number of position reports completed.....101
Number of D/F stations called..... 8
Number of D/F calls successfully completed... 8
Number of weather reports received..... 14

STRIKE REPORTS: Strike message was transmitted on 15515 kc. Not received by ground station due to disturbances. The lead A/C of one unit failed to transmit strike message due to 6 B-29 A/C preceding them over target. Later learned six lead A/C belonged to another organization on separate mission.

RADIO BEACON: Signals transmitted were not received by any A/C due to disturbances. One operator in A/C which had left formation reported reception of beacon signals GP instead of Y.

MISCELLANEOUS REMARKS: Radio operators fail to listen in prior to transmitting. Incomplete logs were turned in.

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

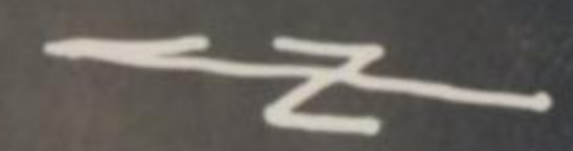
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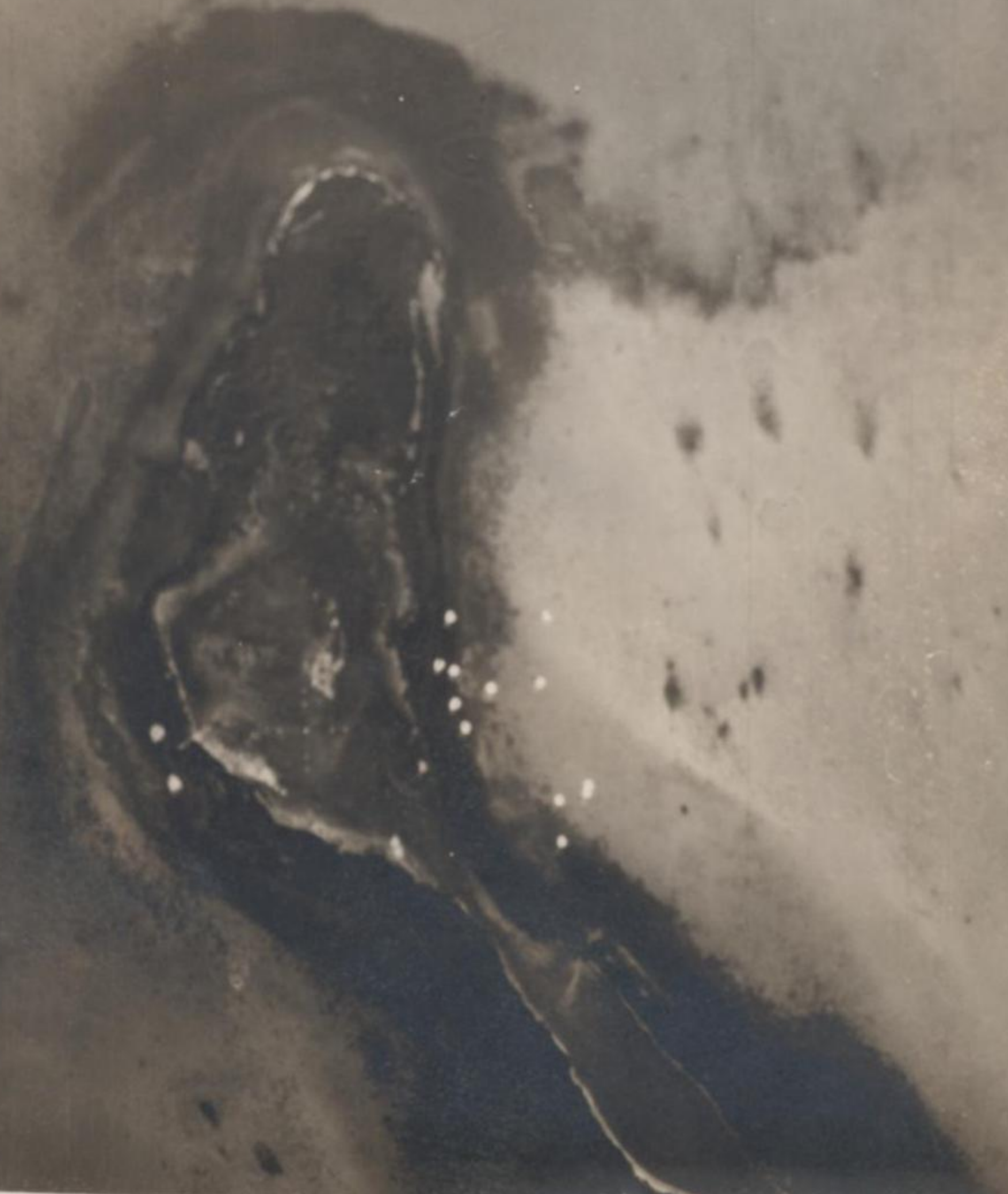
IMPACT



True
Heading 91°

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EASTMAN TOPOGRAPHIC SAFETY

EASTMAN TOPOGRAPHIC SAFETY

C SAFETY

(27PL879BS4M409)(IVI)(10:7:?) (12:29000)(CAYO TRAVIESA)
(RESTRICTED)(L T ZAFIROFF)

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(27PL878B54M411)(IVI)(10:7:1440)(12:27000)(CAYO TRAVIESA)(RESTRICTED)
(LT. PIACQUADIO)

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AF42-57246

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