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U. S. SECRET
(Equals British MOST SECRET)301st
GROUP15 January 1944.
Date of Mission

Attack Sheet

1. Target Portocivitanova RR Bridge - Both Waves.
2. I. P. 1st Wave - No I.P. used, Axis 255°, 2nd Wave - No I.P. used, Axis 40°.
3. Intervalometer Setting b 20 ft - Both Waves.
4. Approach Altitude b 1st Wave - 19,000ft, 2nd Wave - 18,200ft.
5. Bombing Altitude 18,200 feet - Both Waves.
6. Bombing Speed (Indicated) b 155 M/H - Both Waves.
7. Auto Pilot or PDI run b PDI - Both Waves.
8. Method of sighting (how many leaders sighted and how did the wing bombardier sight) 1st Wave - Sq Leaders for rate & course, all others for rate. 2nd Wave - only #3 Sq dropped, Sq Leader sighted for rate & course, all others for rate only.
9. Rally direction 1st Wave - Left airspeed b 1st Wave - 160.
2nd Wave - Right 2nd Wave - 165.
10. Rendezvous time and place Foggia - Both Waves. 1st Wave - 1030.
43 14 N 43 50 E 2nd Wave - 1114.
11. Course to target Both Waves - Foggia - 14 40 E - 13 50 E - Fano - Portocivitanova.
12. Return course Both Waves - Portocivitanova - Direct to Base.
13. Cruising speed 1st Wave - 155 M/H, 2nd Wave - 160 M/H.
14. Position in wing, cruising b Both Waves - 4th, Bombing b Only Gp on Target.
15. Point of climb Foggia - Both Waves, speed of climb 150 M/H - Both Waves.
16. Target time 1st Wave - 1202, 2nd Wave - 1316.
17. Position of escort to bomber formation f
18. Length of bomb run (in seconds) b 1st Wave - Approx. 120 seconds, 2nd Wave - 180 seconds.
19. No. of bombs salvoed on target b None.

Cruising Formation
(Diagram)

First Wave

Attack Formation
(Diagram)

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T T T T

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Second Wave

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SECRET

HEADQUARTERS FIFTH WING (US)

APO 520
14 January 1944
2140A.

OPERATIONS ORDER)

NUMBER 243)

1. No change.

2. Thirty-six (36) B-17's plus spares of the 2nd, 99th, 301st and 97th Bomb Gps with maximum Fighters of the 1st, 14th and 325th Ftr Gps as escort, will attack in two (2) waves and destroy Railroad Marshalling Yards, Viaducts and Bridges in the FLORENCE AREA on 15 January 1944. This is Plan "B" and will be flown if Plan "A" is cancelled.

TARGETS: 1st Wave - 2nd BG (18 A/C) - CERTALDO M/Y and Railroad Bridge. ALTERNATE TARGET: POGGIBONSI M/Y.

99th BG (18 A/C) - BUCINE-VIADUCT.

ALTERNATE TARGET: AREZZO M/Y.

99th BG (18 A/C) - AREZZO M/Y.

ALTERNATE TARGET: None.

301st BG (18 A/C) - FANO Railroad Bridge.

ALTERNATE TARGET: CESANA RIVER, RR Bridge.

2nd Wave - 2nd BG (18 A/C) - CERTALDO M/Y and RR Bridge.

ALTERNATE: POGGIBONSI MARSHALLING YARDS.

97th BG (18 A/C) - BUCINE VIADUCT.

ALTERNATE: AREZZO M/Y.

97th BG (18 A/C) - AREZZO M/Y.

ALTERNATE: None.

301st BG (18 A/C) - FANO RR Bridge.

ALTERNATE: CESANA RIVER, RR Bridge.

RENDEZVOUS: 1st Wave - 1020A - FOGGIA TOWN, 4,000 ft.

2nd Wave - 1105A - FOGGIA TOWN, 4,000 ft.

ORDER OF FLIGHT: 1st Wave: 2nd - 99th - 99th - 301st Bomb Gps.

2nd Wave: 2nd - 97th - 97th - 301st Bomb Gps.

ROUTE OUT: FOGGIA TOWN to (43 deg N 14 deg 40 min E) to I.P. to TARGET.

INITIAL POINT: 2nd, 99th and 97th Bomb Gps on line from (43 deg N 14 deg 40 min E) to their targets. The 301st BG will proceed alone to (43 deg 50 min N 13 deg 50 min E).

AXIS OF ATTACK: 2nd, 99th & 97th BGs - 280 degrees (approx).

301st Bomb Gp - 270 degrees (approx).

TARGET TIME: 1st Wave - 1215A.

2nd Wave - 1300A.

BOMBING ALTITUDE: 1st Wave - 18,500 ft.

2nd Wave - 20,000 ft.

TARGET ELEVATION: CERTALDO M/Y & Bridge - 900 ft. (approx).

BUCINE VIADUCT - 900 ft. (approx).

AREZZO M/Y - 840 ft.

FANO Bridge - 45 ft.

RALLY: Left turn.

ROUTE BACK: The 99th and 97th BGs of each wave will rally to POGGIBONSI and rejoin formation with the 2nd BG enroute to (42 deg 20 min N 10 deg 45 min E) to (41 deg N 12 deg E) to (40 deg 48 min N 13 deg 26 min E) to Base. The 301st BG of each wave will rally to (43 deg 30 min N 13 deg 19 min E) to (43 deg N 14 deg 40 min E) to Base.

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(Opns Order No. 243 cont'd)

3. a. The 14th Ftr Gp will provide close escort for the 1st Wave of B-17's into the FLORENCE AREA.

b. (1) Thirty-six (36) P-47's of the 325th Ftr Gp equipped with belly tanks will furnish top cover for the 1st Wave in the FLORENCE AREA.

(2) Sixteen (16) P-47's of the 325th Ftr Gp equipped with Wing tanks will provide close escort with the 1st Ftr Gp for the B-17's of the 2nd Wave the entire route through the FLORENCE AREA and return route to Base.

c. The 1st Ftr Gp with sixteen (16) P-47's of the 325th Ftr Gp will provide close escort for the 2nd Wave of B-17's the entire route through FLORENCE AREA and return route to Base.

d. Target area for the 97th BG will be as shown on attached target chart #3-55-1.

e. Aiming point for the 2nd BG will be as shown on attached photos.

f. Aiming point for the 99th BG is as shown on map side of target chart #3-55-1A.

g. Aiming point for the 301st BG is as shown on attached target chart. The 301st BG will not have escort after reaching 43 deg N 14 deg 40 min E.

h. Bomb loads for all Groups will be 1,000's with .1 second nose and .025 second tail fuses.

i. No change.

5. Command radio - 6440. VHF Channel "B" for Bombers, Channel "A" for Fighters. Bombers will stand by on Channel "B" for any calls from Fighters. Collective call signs for Bomb Gps (99th BG - Seedcake one)(2nd BG - Seedcake two)(97th BG - Seedcake three)(301st BG - Seedcake four); for fighters - (1st Ftr Gp - Shortbread)(14th Ftr Gp - Roastlamb)(325th Ftr Gp - Searchlight). All Bomb Gps will send "Bombs Away" message as previously instructed.

By Command of Brigadier General ATKINSON:

J. A. Thomas
J. A. THOMAS,
Colonel, Air Corps,
Ass't Chief of Staff, A-3.

DISTRIBUTION:

- 1 ea CG, XV AF
- 1 ea CG, 5th WG
- 2 ea Bomb Gp, 5th WG
- 2 ea Ftr Gp, 5th WG
- 1 ea A-3, A-2, P.I.

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HEADQUARTERS FIFTH WING (US)

AFD 520
14 January 1944
2130Z

AMENDMENT NO. 1 TO OPERATIONS ORDER #242

1. Delete paragraph 3. g. and insert the following:

3. g. (1) Sixteen (16) P-47's of the 325th Ftr Gp with wing tanks, will furnish top cover in target area, line rendezvousing with the bombers and P-38's at BALATON LAKE, HUNGARY, 20,000 ft at 1240Z approx.

(2) In addition the 325th Ftr Gp will furnish sixteen (16) P-47's, with one (1) belly tank, as top cover escort to the P-38's and bombers through the SPLIT-MOSTAR AREA.

(3) Twenty-four (24) P-47's of the 325th Ftr Gp with belly tanks, will intercept bombers on return route at ten (10) miles North of BRNO, YUGOSLAVIA (45 deg 20 min N 18 deg E), 20,000 ft at 1345Z, engage any enemy fighters seen and then return direct to Base.

By Command of Brigadier General ATKINSON:

J. A. Thomas
J. A. THOMAS,
Colonel, Air Corps,
Ass't Chief of Staff, A-3.

DISTRIBUTION:

1 ea CG, XV AF
1 ea CG, 5th Wg
2 ea Bomb Gp, 5th Wg
2 ea Ftr Gp, 5th Wg
1 ea A-3, A-2, P.I.

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HEADQUARTERS FIFTH WING (US)

AFG 520
14 January 1944
1830A

OPERATIONS ORDER)

NUMBER 242)

1. a. See Intelligence Annex. *attached to O.O. #232*

b. No change.

2. Thirty-six (36) B-17's each of the 99th, 2nd, 97th and 301st Bomb Gps with auxiliary P-38's of the 1st and 14th Ftr Gps and forty-eight (48) P-47's of the 325th Ftr Gp as escort, will attack and destroy Aircraft Components Shops of the BUDAPEST/TOROL Messerschmitt A/C Factory, BUDAPEST, HUNGARY on 15 January 1944. This will be known as Plan "A".

ALTERNATE TARGETS: (1) Marshalling Yards at BRGD, YUGOSLAVIA.
(2) Town of TRAVNIK, YUGOSLAVIA.

RENDZVOUS: 99th & 2nd BGs - TORTOSILLA, 4,000 ft at 1030A.

97th & 301st BGs - GRILIA, 5,000 ft at 1025A.

97th & 301st BGs will line rendezvous with the 99th and 2nd BGs at LAKE VARANO, at assembly altitudes at 1045A.

FIGHTER REVERE RENDZVOUS: All Fighter Groups will line rendezvous with Bombers at Southwest tip of KORCULA ISLAND, 8,000 ft at 1115A.

ORDER OF FLIGHT: 99th - 2nd - 97th - 301st Bomb Gps.

ROUTE OUT: LAKE VARANO to SW tip KORCULA ISLAND (42 deg 56 min N

16 deg 38 min E) to LAKE BALATON (46 deg 54 min N

17 deg 53 min E) to I.P. to TARGET.

INITIAL POINT: East tip LAKE VALENCIA (47 deg 14 min N 18 deg 40 min E).

ANGLE OF ATTACK: 66 degrees.

TARGET TIME: 1300A.

BOMBING ALTITUDE: 330 ft.

BALLY: Right turn.

ROUTE BACK: BALLY to (47 deg 13 min N 19 deg 04 min E) to West tip of KORCULA ISLAND to BASE.

3. a. The 1st Ftr Gp will escort the two lead Groups of B-17's.

b. The 14th Ftr Gp will escort the last two Groups in the Wing formations.

c. (1) Twenty-four (24) P-47's of the 325th Ftr Gp with wing tanks, will furnish top cover for the 1st Ftr Gp and the two lead Bomb Gps the entire route or to maximum limit of endurance.

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(Ops order No. 242 Cont'd)

(2) Twenty-four (24) P-47's of the 325th Ftr Gp with belly tanks, will intercept bombers on return route at ten (10) miles North of BRUD, YUGOSLAVIA (45 deg 20 min N 18 deg E), 20,000 ft at 1345A, engage any enemy fighters seen and then return direct to Base.

X. Bomb load for Bomb Gps will be 1000's with .1 second nose and .025 second tail fuses. Aiming points are as indicated for all Groups on the attached target chart. Brief on possible snow covered terrain. Maintain minimum interval between Groups for fighter cover and mutual support.

4. No change.

5. Command radio 6440. VHF for bombers Channel "B", for fighters Channel "A". Collective call signs for bombers - (99th BG - Seedcake one) (2nd BG - Seedcake two) (97th BG - Seedcake three) (301st BG - Seedcake four); for fighters - (1st Ftr Gp - Shortbread) (14th Ftr Gp - Roastlamb) (325th Ftr Gp - Searchlight). All Bomb Gps will send "Bombs Away" message as previously instructed. Bombers will stand by on "B" Channel at all times for calls from Fighters.

Cy Command of Brigadier General ATKINSON:

J. A. Thomas
J. A. THOMAS,
Colonel, Air Corps,
Asst Chief of Staff, A-3

~~ATTACH: 1. Intelligence Annex.~~

DISTRIBUTION:

- 1 ea CG, XV AF
- 1 ea CG, 5th Wg
- 2 ea Bomb Gp, 5th Wg
- 2 ea Ftr Gp, 5th Wg
- on A-3, A-2, P.I.

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C-3, 15th A.F.

SECRET
HEADQUARTERS 47TH WING

14 January 1944

FROM: HIDEWICK - WING

TO : Col. GORDON, 47TH WING

SAM GORDON, Colonel, A.C., A-3.

RE: _____

ITEM: _____

C-3, 15th A.F. 15, 1944 PLAN A

B-17's FOR HIDEWICK AND HIDEWICK'S ATTACK SUBSIST AT 1300 H

FIRST BOMBING HIDEWICK YARD

SECONDARY BOMBING HIDEWICK YARD (SEE TARGET ONE ON HIDEWICK CHART B-1 - 1)

HIDEWICK YARD AT 8,000 FT AT 1115 HIDEWICK WITH FIGHTERS AT HIDEWICK
(4050 H, 1717 E) AT 10,000 FT AT 1125 HIDEWICK

LEAD 449TH

ROUTE OUT HIDEWICK TO 4232 E, 1817 E TO HIDEWICK AT 4450H, 1945 E TO
I.E. TO TUI

INITIAL POINT HIDEWICK YARD (4450 H, 2029 E) TO FOR ALTERNATE USE

AXIS OF ATTACK HIDEWICK 131 DEG TO 295 DEG ON ALTERNATE

TARGET TIME 1315 HIDEWICK

BOMBING ALTITUDE 449TH 22,000 FT OR 450TH 24,000 FT OR HIDEWICK 19,500
AND 21,000 FT ON ALTERNATE

ROUTE HIDEWICK RIGHT OR ALTERNATE LEFT

ROUTE BACK TO DIRECT TO 4232 E, 1817 E TO HIDEWICK

a. 36 OF 449TH LOAD 500's WITH .1 AND .025 HIT NORTHWEST HALF YARD AT HIDEWICK
TO HIT WEST HALF OF HIDEWICK YARD TOb. 36 OF 450TH LOAD 500's WITH .1 AND .025 HIT SOUTHWEST HALF OF YARD AT
HIDEWICK TO HIT EAST HALF OF HIDEWICK YARD TOGORDON
(4341 E)
1859 E

SECRET
HEADQUARTERS 47TH WING

14 JANUARY 1944

FROM: BIRMINGHAM - AIRPORT

TO: SAC, BIRMINGHAM, AIRPORT

SAN GERMÁN, Colonel, A.C., A-3.

RE: _____

NR. _____

OPER 1 JAN 15, 1944 PLAN A

8-17's WITH LIGHTNING AND THUNDERBOLTS ATTACK BIRMINGHAM AT 1300 H

TARGET BIRMINGHAM AIRPORT

PRIMARY TARGETS BIRMINGHAM YARD (SEE TARGET ONE ON BRIEFING CHART 8-1-44)

SECONDARY TARGETS BIRMINGHAM AT 8,000 FT AT 1115 HRS ON WITH FIGHTERS AT BIRMINGHAM
(4050 H, 1710 H) AT 10,000 FT AT 1125 HRS

LOAD 449TH

ROUTE OUT BIRMINGHAM TO 4232 H, 1817 H TO BIRMINGHAM AT 4455H, 1945 H TO
I.P. TO TGT

RETURN ROUTE BIRMINGHAM (4455 H, 2009 H) TO AIR ALTERNATE ONE (40920E)

MODE OF ATTACK BIRMINGHAM 131 TRAIL TO 295 TRAIL ON ALTERNATE

TARGET TIME 1215 HRS

LOADING ALTITUDE 449TH 22,000 FT ON 450TH 24,000 FT ON BIRMINGHAM ONE 19,500
AND 21,000 FT ON ALTERNATE

ROUTE BIRMINGHAM RIGHT ON ALTERNATE L.P.

ROUTE BACK TO DIRECT TO 4232 H, 1817 H TO BIRMINGHAM

A. 36 OF 449TH LOAD 500's WITH .1 AND .025 HIT SOUTHWEST HALF YARD AT BIRMINGHAM
TO HIT WEST HALF OF BIRMINGHAM YARD

B. 36 OF 450TH LOAD 500's WITH .1 AND .025 HIT SOUTHWEST HALF OF YARD AT
BIRMINGHAM TO HIT WEST HALF OF BIRMINGHAM YARD

C. 36 OF 450TH FIGHTERS LINE-UP

REF BIRMINGHAM 449TH GAIL "BIRMINGHAM ONE" 450TH GAIL "BIRMINGHAM TWO" 22ND GAIL "BIRMINGHAM THREE"

X. 1000 GAIL 2ND ATTACK UNIT HIT ONE AND 2ND GAIL 2ND ATTACK UNIT HIT TWO
ATTACK TO BE MADE IN ORDER OF ATTACK UNIT

SENT BY _____ TIME _____ VIA _____ RECEIPT ACKN _____

SECRET

284

- 34 January 1944

FROM: RIDENOUR - REPORT

TO : CCs, 82nd, 149th and 150th groups

SAM GORDON, Colonel, A.C., 4-3.

0470 2 APR JUN 15, 1942. 1144 B

A-17'S HIT CENTALLO (4333 N, 1102 E) AT 1215 A

PORT TRATO WASH Y BLD, TIA 1 (4353 N, 1106 E)

CONGRAY POTASSIUM Y RILL AND BRIDGE (4347 N, 1127 E) CORNER AT HWY 104A JUNCTION
NORTH OF RIVER LINE RD

100 449TH

1020 N. TO GAMBIA (4303 S, 0948 E), TO COAST AT 4356 S, 1012 E TO I.L. TO 1020 N.

INITIAL POINT ROAD AND RIVER JUNCTION AT 4402 N, 1046 W) TO FOR INTERACTIVE GOLF
SAN PIERRO A. IVE

ANGLE OF ATTACK 126 TRUE CR. FOR ALT. 154 TRUE

1406 1215 A

BOMBING ALTITUDE 22,000 FOR LOW GROUND AND 24,000 FOR 4500TH

WALLY LEFT FROM BOTH TGT.

BACK TO COAST AT 4322 N, 1341 E TO BASE TO BACK WHEN ALTERNATE

2. 36 OF 119TH NIT (SOUTHWEST SECTION OF TRATO 1, 118 PM EIGHT ON SHORE OF ALTERNATE
 10 LBS 500's, .1 & .025

1. 36 OF 450TH RHT NORTHWEST SECTION OF FRANK Y RIA 10 LIGHT ON SHORE OF ALASKA
TO LONG 500'E, .1 & .025

2. MAX. OF 82°F. EXCEPT ENTIRE ROUTE TO

SECRET
HEADQUARTERS 47TH WING

14 January 1944

FROM: BIRMINGHAM - AIRPORT

TO : Cde, 22nd, 449th and 450th Groups

Sgt. GORRILL, Colonel, A.C., 4-3.

RE: _____

INFO 2 JAN 15, 1944, 11:00 B

8-17's HIT CANTALDO (4333 N, 1102 E) AT 1215 A

PORT PRATO WASH Y-RDS, 11A-1 (4353 N, 1106 E)

CANTALDO PORTASSIVE Y-RDS AND BRIDGE (4347 N, 1127 E) CMA OF RAY RAIL JUNCTION
NORTH OF RAB LINE 10PORT PRATO WASH Y-RDS AT 5,000 FT AS 0800 A TO 11:00 A
AT 12,000 FT AT 1000 A

1-10 449th

PORT PRATO WASH Y-RDS AT 5,000 FT AS 0800 A TO 11:00 A
AT 12,000 FT AT 1000 APORT PRATO WASH Y-RDS AND BRIDGE AT 4404 N, 1046 E TO 11:00 A
PORT PRATO WASH Y-RDS

AIRS OF ATTACK 126 TRUE CMA FOR HIT. 154 TRUE

TARGET TIME 1215 A

BOMBING ALTITUDE 22,000 FOR 11:00 A AND 22,000 FOR 450th

BOMBING ALTITUDE 22,000 FOR 11:00 A

BOMBING ALTITUDE 22,000 FOR 11:00 A

a. 36 OF 449th HIT SOUTHWEST SECTION OF PORT PRATO WASH Y-RDS AT 1215 A
TO 1000 500's, .1 & .025b. 36 OF 450th HIT NORTHEAST SECTION OF PORT PRATO WASH Y-RDS AT 1215 A
TO 1000 500's, .1 & .025

c. 36 OF 450th HIT SOUTHWEST SECTION OF PORT PRATO WASH Y-RDS AT 1215 A

d. 1200 GROUP 1200 ATTACK UNIT HIT PORT PRATO WASH Y-RDS AT 1215 A
TO 1000 500's, .1 & .025

THE BOMB 449th GALL "D" 1200 GALL "D" 450th GALL "D" 1200 GALL "D" 450th GALL "D" 1200 GALL "D"

4D2E

SENT BY _____ TIME _____ VIA _____ RECDIFT ACKN _____

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U. S. SECRET
(Equals British MOST SECRET)301st
GROUP15 January 1944.
Date of Mission

Briefing Sheet

1. Target Fano RR Bridge.
2. I. P. 43 50 13 50.
3. Intervalometer Setting ^b 20 ft.
4. Approach Altitude ^b 1st Wave - 19,500 ft, 2nd Wave - 20,500 ft.
5. Bombing Altitude 1st Wave - 19,000 ft, 2nd Wave - 20,000 ft.
6. Bombing Speed (Indicated) ^b 155.
7. Number & Type of Bombs per Ship (with fuse setting) ^b 6 x 1000-lb.
.1 nose & .025 tail.
8. Auto Pilot or PDI Run ^b PDI.
9. Method of sighting ^f on many leaders are to sight, and how the Wing Bomber are to bomb) 3rd leaders range and deflection, wing men for range.
10. Fly direction Left airspeed ^b 155.
11. Rendezvous time and place 1st Wave - Foggia, 1020 - 2nd Wave - Foggia, 1105.
12. Course to target Foggia - 43 00 14 40 - 43 50 13 50 - Target.
13. Return course Target - 43 30 13 19 - 43 00 14 40 - Base.
14. Cruising speed 155.
15. Position in wing, cruising ^b 4th, bombing ^b Only Gp on Target.
16. Point of climb Foggia, speed of climb 150.
17. Target time 1st Wave - 1145, 2nd Wave - 1230.
18. Position of escort to bomber formation ^f _____

Cruising Formation
(Diagram)

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      T
    T  T
  T  T  T
T  T  T  T  T
  T  T      T  T
    T  T      T  T

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Attack Formation
(Diagram)

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    T  T
  T  T
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301st
GROUP*[Signature]*

Briefing Sheet

15 January 1944.
Date of Mission

1. Target Fano RR Bridge.
2. I. F. 43 50 13 50.
3. Intervalometer Setting ^b 20 ft.
4. Approach Altitude ^b 1st Wave - 19,500 ft, 2nd Wave - 20,500 ft.
5. Bombing Altitude ^b 1st Wave - 19,000 ft, 2nd Wave - 20,000 ft.
6. Bombing Speed (Indicated) ^b 155.
7. Number & Type of Bombs per Ship (with fuse setting) ^b 6 x 1000-lb.
.1 nose & .025 tail.
8. Auto Pilot or PDI Turn ^b PDI.
9. Method of sighting ^b of many leaders are to sight, and how the Wing Bomber are to bomb) ^b Leaders range and deflection, wing men for range.
10. Fly direction Left airspeed ^b 155.
11. Rendezvous time and place 1st Wave - Foggia, 1020 - 2nd Wave - Foggia, 1105.
12. Course to target Foggia - 43 00 14 40 - 43 50 13 50 - Target.
13. Return course Target - 43 30 13 19 - 43 00 14 40 - Base.
14. Cruising speed 155.
15. Position in wing, cruising ^b 4th, bombing ^b Only Gp on Target.
16. Point of climb Foggia, speed of climb 150.
17. Target time 1st Wave - 1145, 2nd Wave - 1230.
18. Position of escort to bomber formation ^f _____

Cruising Formation
(Diagram)

```

      T
    T  T
  T  T  T
T  T  T  T  T
T  T      T  T
T  T      T  T

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Attack Formation
(Diagram)

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      T
    T  T
  T  T
T  T
T  T
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T  T
T  T

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SAME FORMATION FOR BOTH WAVES.

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U. S. SECRET
(Equals British MOST SECRET)

333

(Equals British MOST SECRET)

301st
GROUP15 January 1944.
Date of Mission

Attack Sheet

1. Target Portocivitanova RR Bridge - Both Waves.
2. I. P. 1st Wave - No I.P. used, Axis 255°, 2nd Wave - No I.P. used, Axis 40°.
3. Intervalometer Setting b 20 ft - Both Waves.
4. Approach Altitude b 1st Wave - 19,000ft, 2nd Wave - 18,200ft.
5. Bombing Altitude 18,200 feet - Both Waves.
6. Bombing Speed (Indicated) b 155 M/H - Both Waves.
7. Auto Pilot or PDI run b PDI - Both Waves.
8. Method of sighting (how many leaders sighted and how did the wing bombardier bomb) 1st Wave - Sq Leaders for rate & course, all others for rate. 2nd Wave - only #3 Sq dropped, Sq Leader sighted for rate & course, all others for rate only.
9. Rally direction 1st Wave - Left 1st Wave - 160.
2nd Wave - Right 2nd Wave - 165.
10. Rendezvous time and place Foggia - Both Waves. 1st Wave - 1030.
43 14 N 43 50 N 2nd Wave - 1114.
11. Course to target Both Waves - Foggia - 14 40 E - 13 50 E - Fano - Portocivitanova.
12. Return course Both Waves - Portocivitanova - Direct to Base.
13. Cruising speed 1st Wave - 155 M/H, 2nd Wave - 160 M/H.
14. Position in wing, cruising b Both Waves - 4th, bombing b Only Gp on Target.
15. Point of climb Foggia - Both Waves, speed of climb 150 M/H - Both Waves.
16. Target time 1st Wave - 1202, 2nd Wave - 1316.
17. Position of escort to bomber formation f
18. Length of bomb run (in seconds) b 1st Wave - Approx. 120 seconds, 2nd Wave - 180 seconds.
19. No. of bombs salvoed on target b None.

Cruising Formation
(Diagram)

T T
T T
T T
T T
T T

First Wave

Attack Formation
(Diagram)

T T
T T
T T
T T
T T
T T
T T

SAME AS FIRST WAVE. Second Wave

T T
T T
T T

ONLY ONE SQUADRON BOMBED TARGET.

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U. S. SECRET
(Equals British MOST SECRET)

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HEADQUARTERS 301ST BOMBARDMENT GROUP (H), AAF
Office of the Operations Officer
APO 520

RER/vlt

19 January 1944.

SUBJECT: Tactics Report.

TO : Commanding General, Fifteenth Air Force, APO 520.

1. Weather report for mission on 15 January 1944:

- a. Foggia to near Target Area - 4/10 strato cumulus clouds at 5000 feet.
Route back from Target was same as route out.
- b. No evasive action taken except for being unable to bomb Primary or Alternate Targets.
- c. There was 10/10 cloud cover over the Primary and Alternate Targets. The Groups bombed Portocivitanova. Clouds were 6/10 strato cumulus at about 5000 feet. Visibility was about 15 miles in haze.

For the Commanding Officer:

Robert E. Remm
ROBERT E. REMM,
1st Lt., Air Corps,
Ass't Opns Officer.

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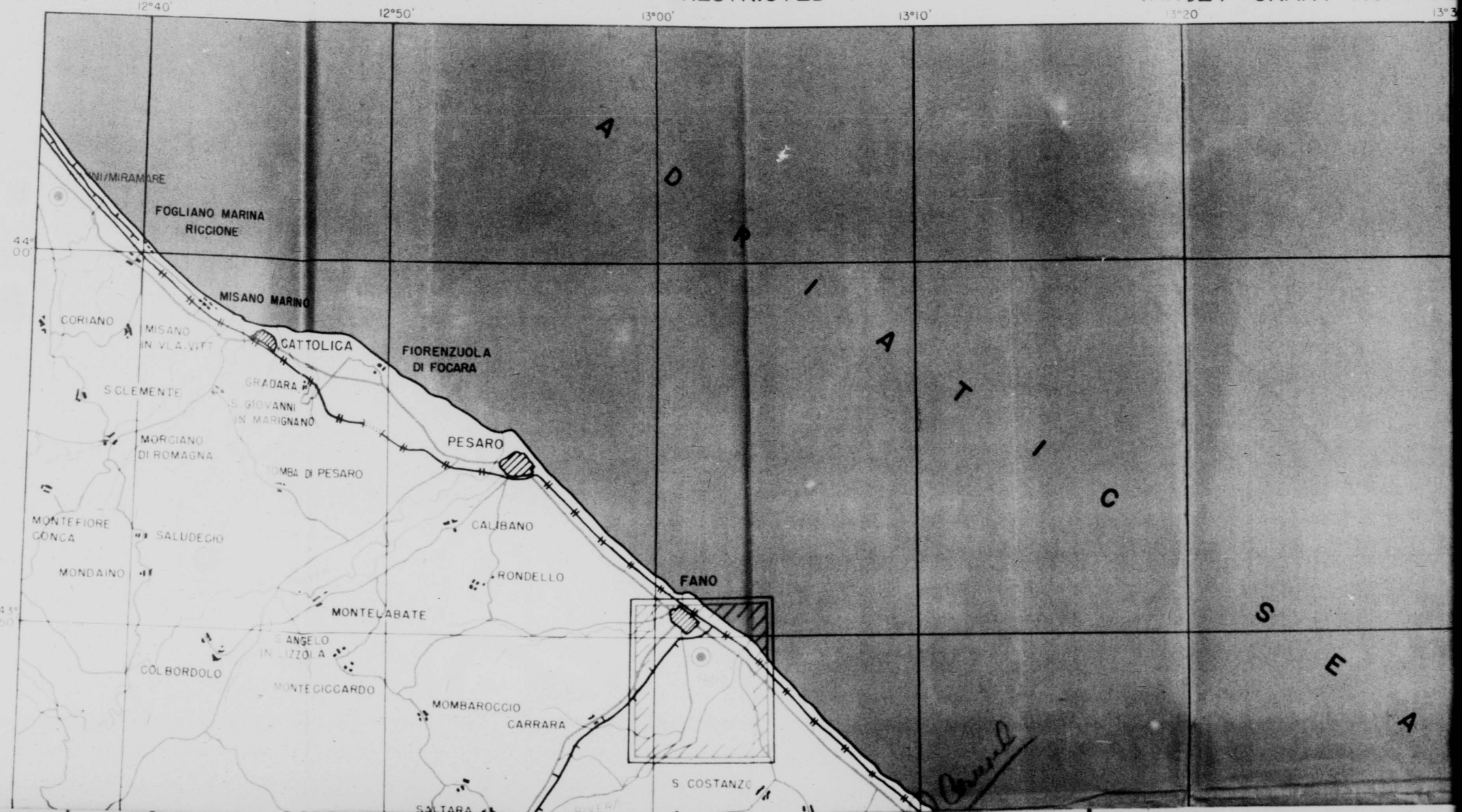
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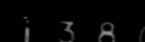
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TARGET CHART NO. 4-53

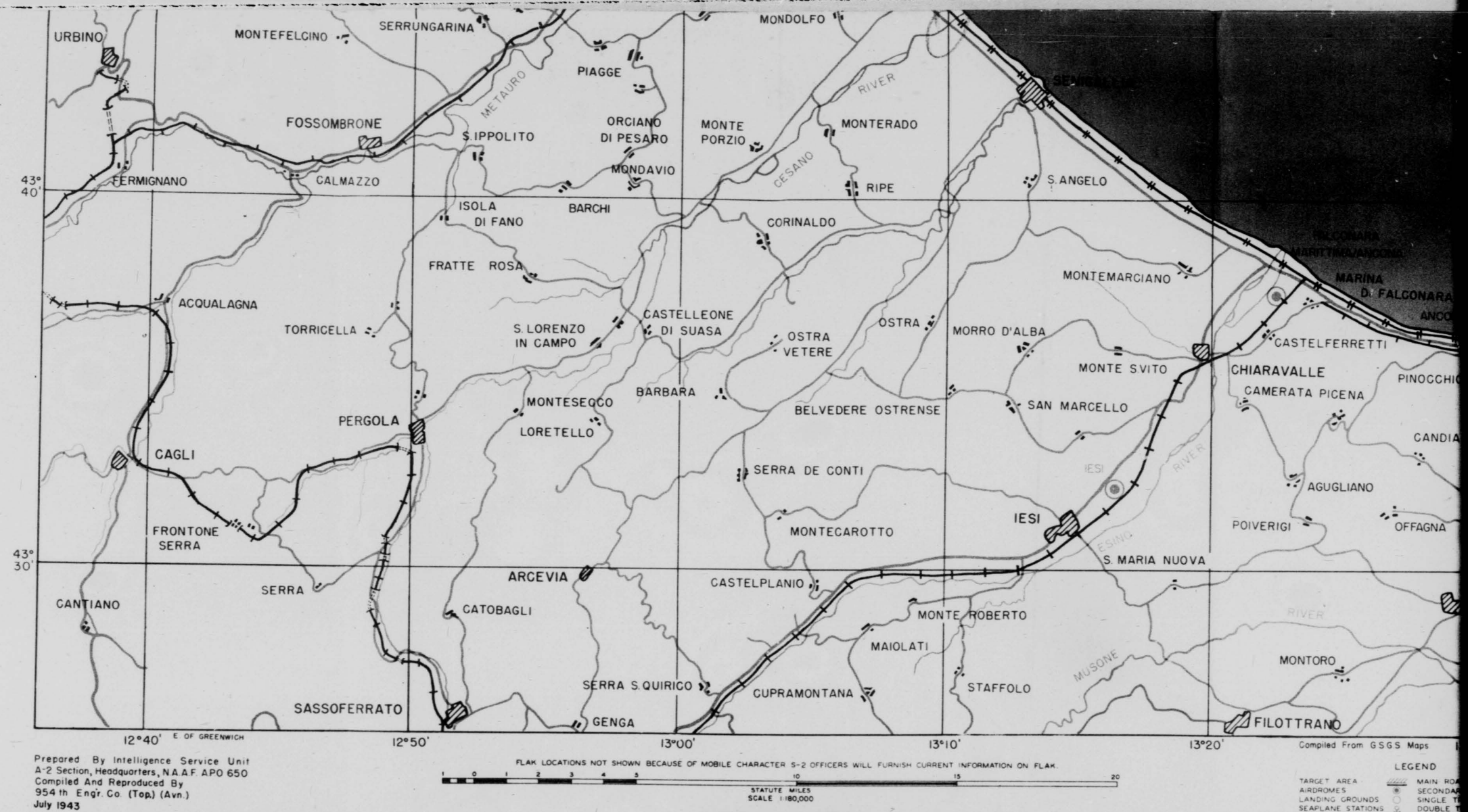


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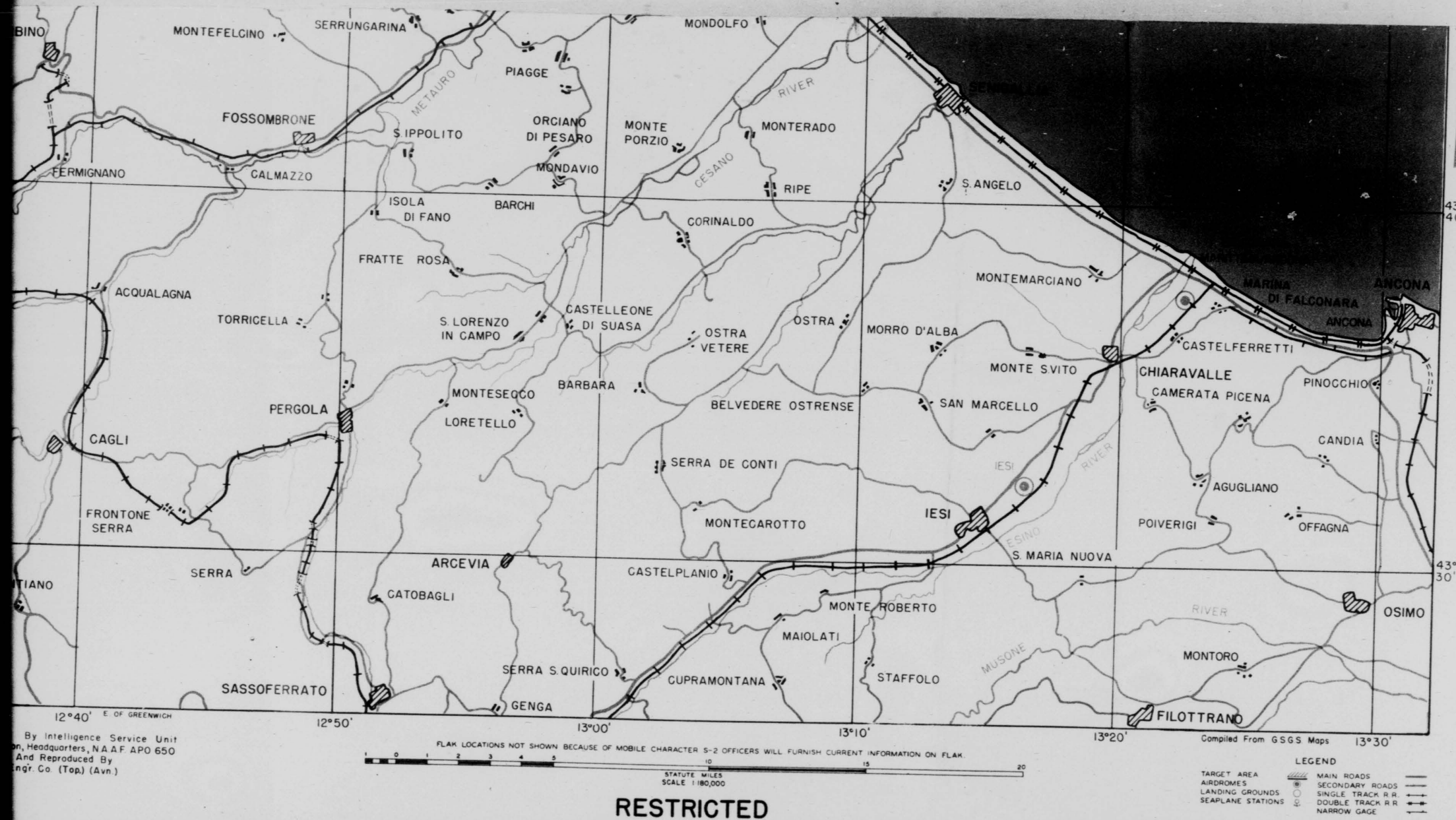


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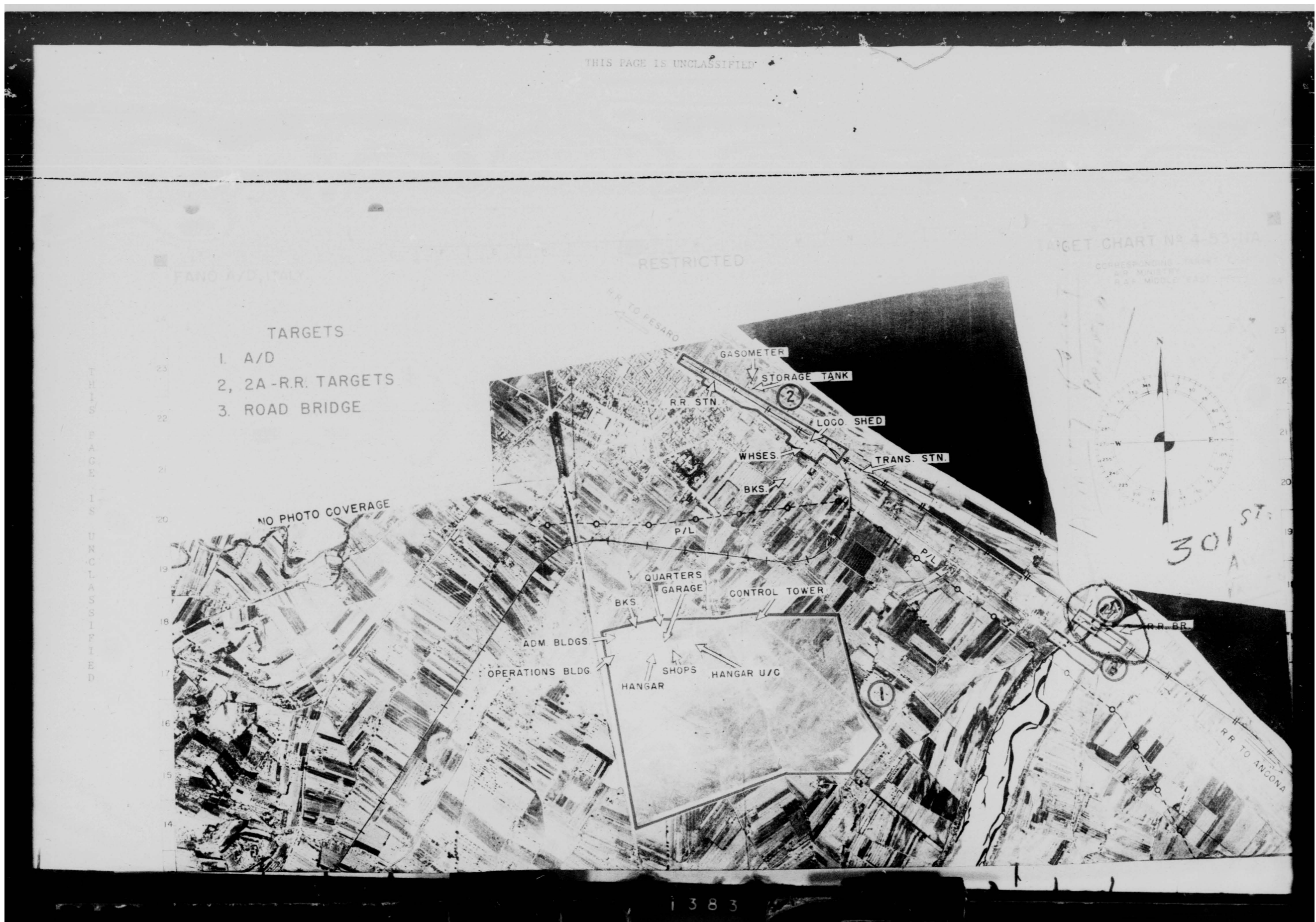
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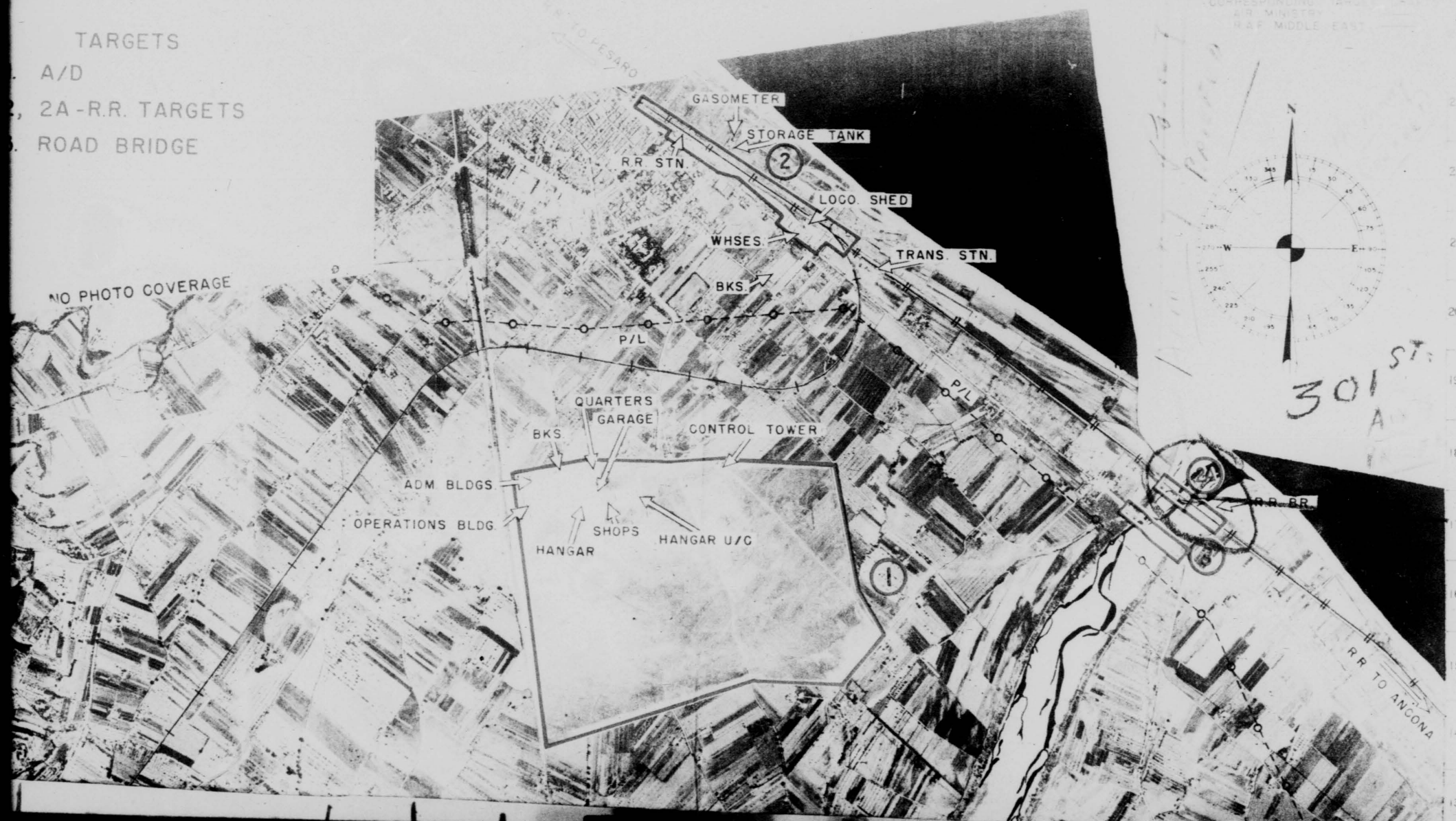
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TARGET CHART No 4-53-NA

CORRESPONDING TARGET CHARTS
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ROAD BRIDGE

NO PHOTO COVERAGE



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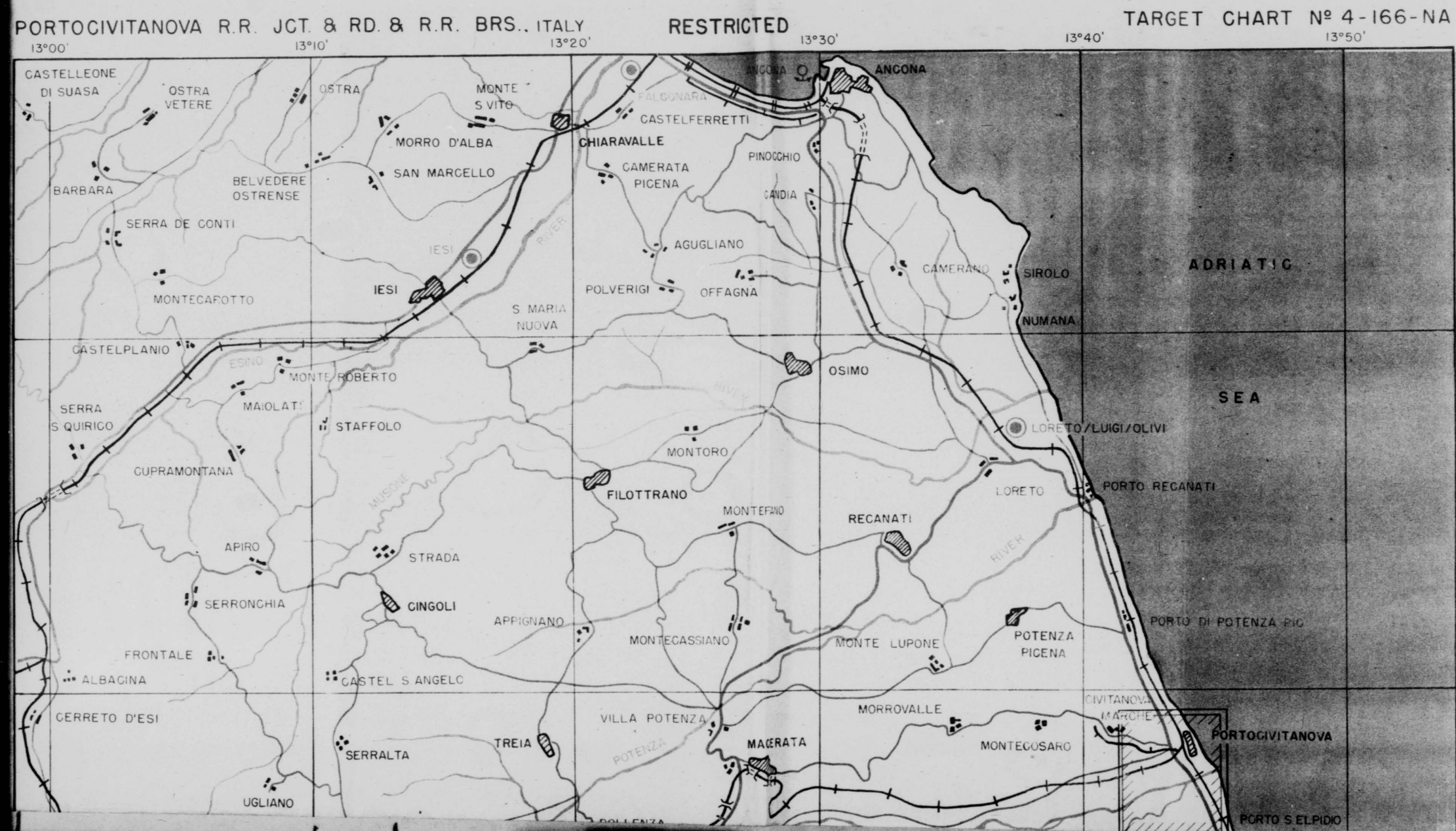
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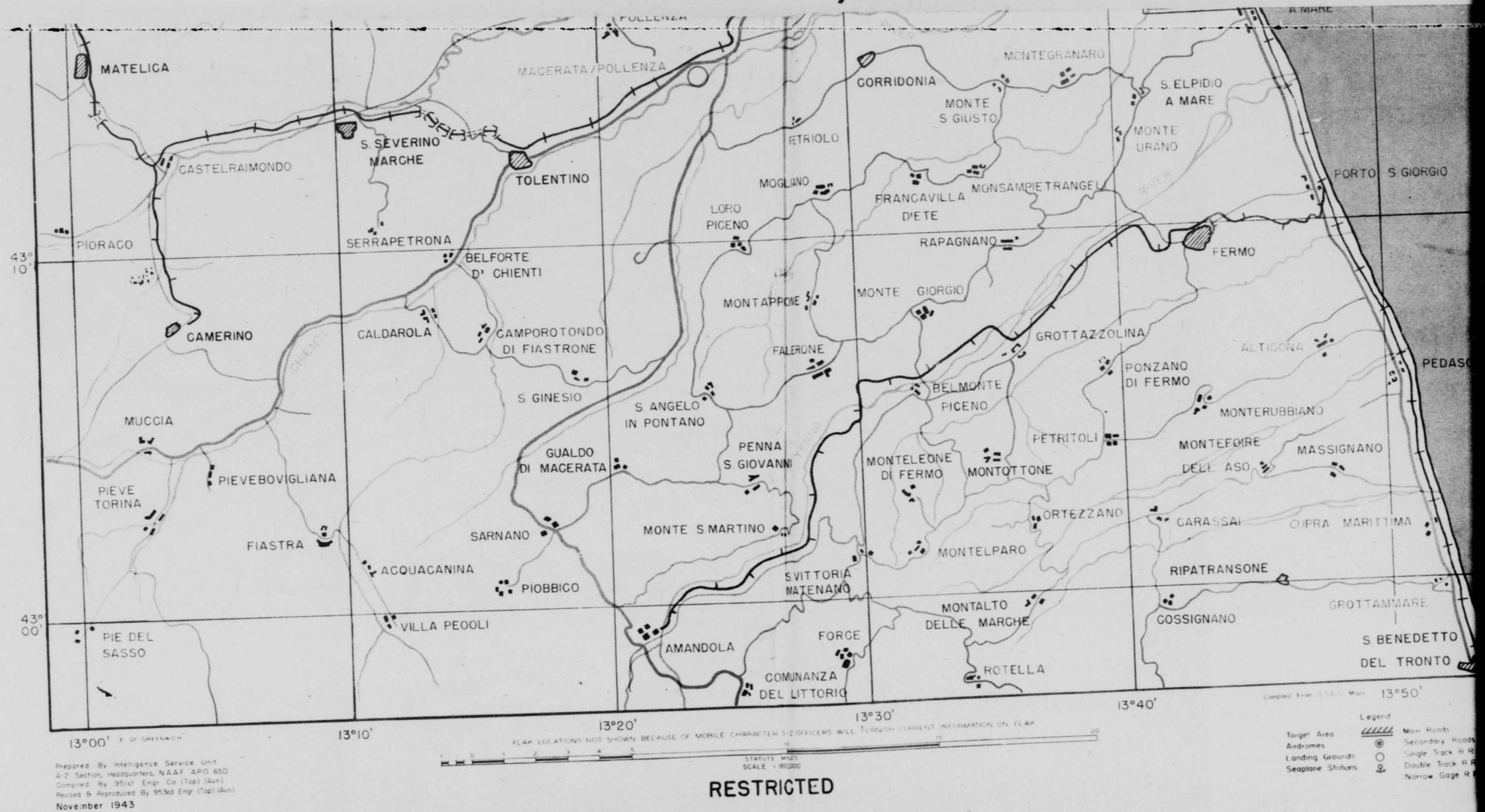
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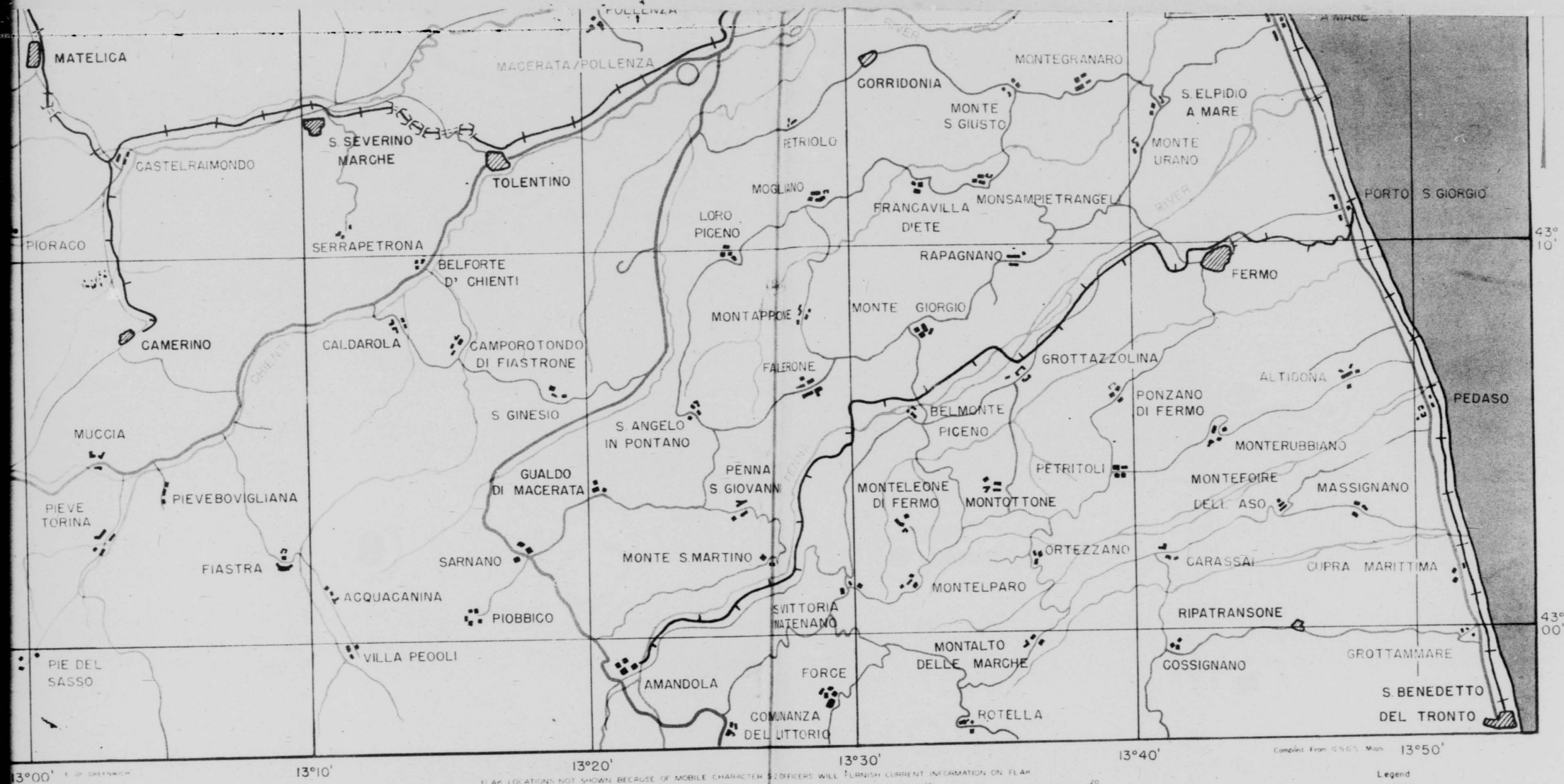
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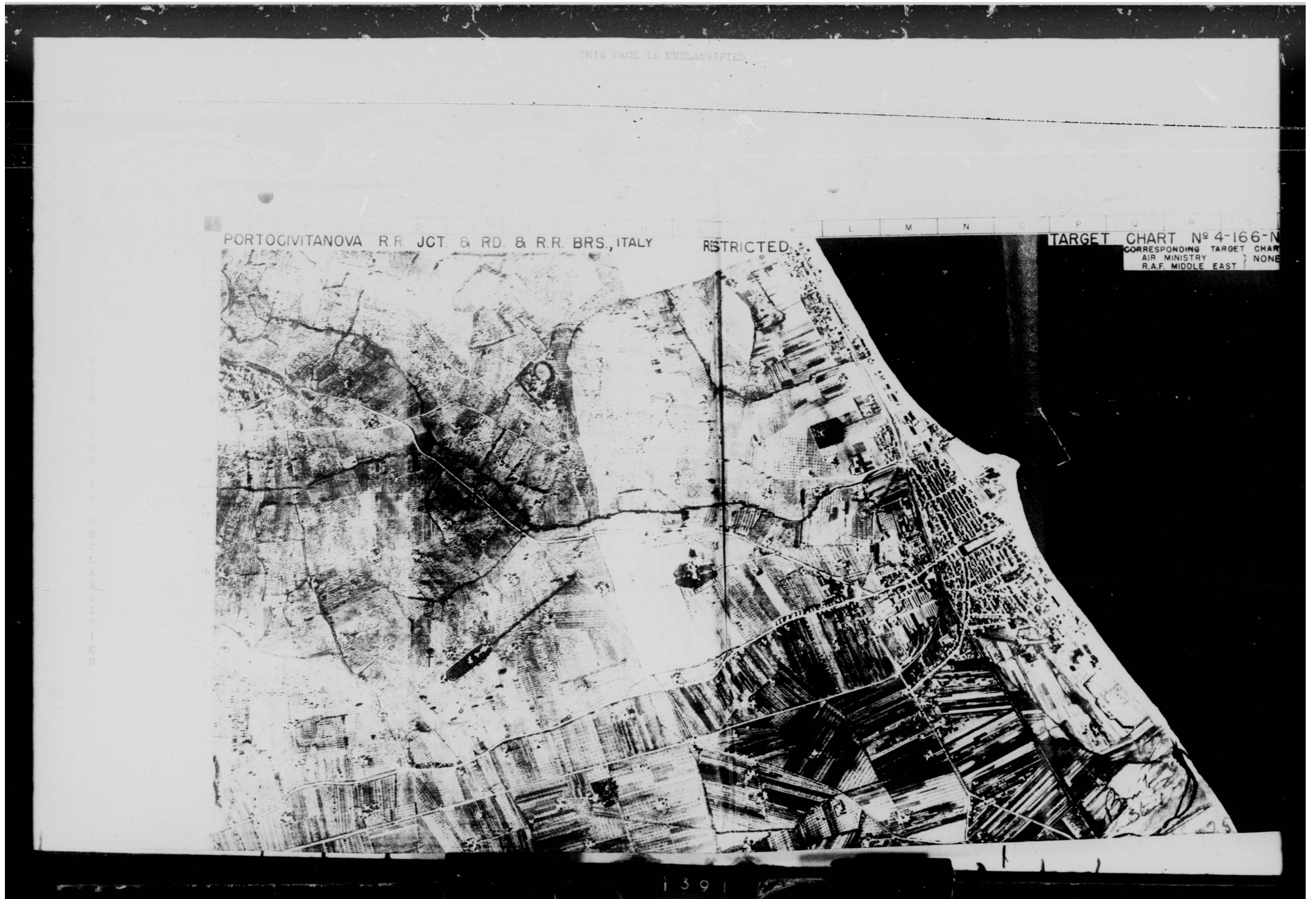
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 Section, Headquarters, NAAF APO 650
 Compiled By 951st Engr Co (Top) (A&H)
 Map B. Reproduced By 953rd Engr (Top) (A&H)
 November 1943

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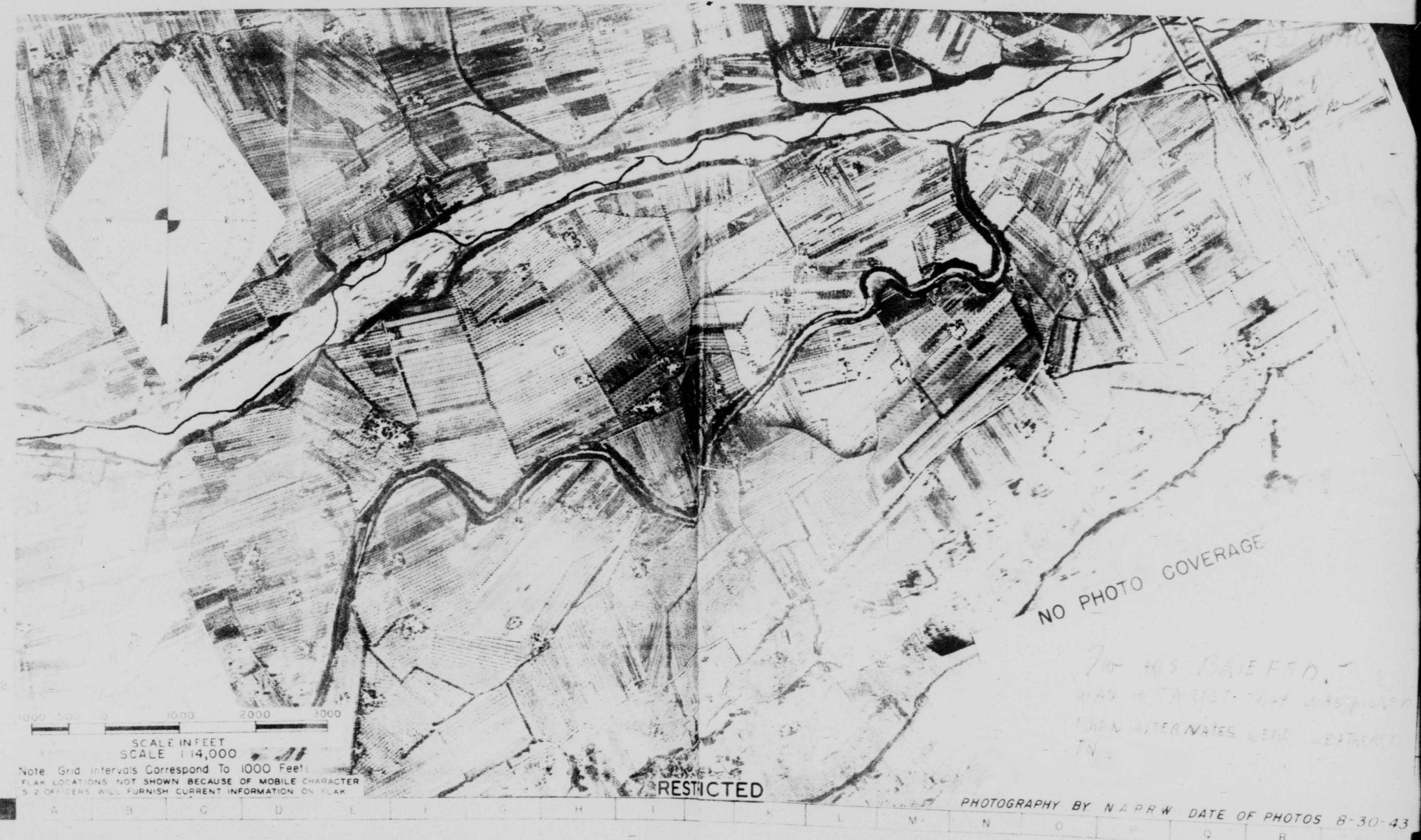




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Scale in Feet
Scale 1:14,000
Grid Intervals Correspond To 1000 Feet
AK LOCATIONS NOT SHOWN BECAUSE OF MOBILE CHARACTER
2 OFFICERS WILL FURNISH CURRENT INFORMATION ON PLAK

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PHOTOGRAPHY BY N A P R W DATE OF PHOTOS 8-30-43

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HEADQUARTERS
NINETY NINTH BOMBARDMENT GROUP (H) ARMY AIR FORCES

APC 520,
15 January 1944.

SUBJECT: Tactics.

TO : Commanding General, 15th Air Force, APC 520, U. S. Army.

1. In compliance with Paragraph 3, Operations Memorandum Number 4-1, your headquarters, dated 30 December 1943, the following information is submitted.

- a. To the target the weather was clear above twelve thousand (12,000) feet, up to twelve thousand (12,000) feet there was 6/10 cumulus.
- b. Climbed above weather before rendezvous.
- c. Practically no clouds over land in the vicinity of target. An occasional valley had ground fog or low clouds about fifteen hundred (1,500) feet from the ground. The primary target was covered with ground fog, therefore secondary target was bombed.

d. Attached.

e. Attached.

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99th Bomb Group

15 January 1944.

Briefing Sheet

1. Target Bucine Viaduct & Arezzo M/Y, Italy.
2. I. P. On line from Point 43 deg 00 min N 14 deg 40 min E.
3. Intervalometer setting 50 ft. on Viaduct - 150 ft. on M/Y.
4. Approach altitude Gradual Climb to 21,500 ft.
5. Bombing altitude 21,500 - 21,100 - 20,700 - 20,300 ft.
6. Bombing speed (indicated) 155 MPH.
7. Number and type of bombs per ship (with fuse setting) 6 x 1000 lb. M-44, with .1 Nose fuse and .025 Tail fuse.
8. Auto Pilot or PDI run PDI.
9. Method of sighting (how many leaders are to sight, and how the wing bombardiers are to bomb) Group and squadron leaders for range and deflection. Other for range.
10. Rally direction Left turn sirspeed 160 MPH.
11. Rendezvous time and place 1020A - Foggia.
12. Course to target 337 deg to 43 deg 00 min N 14 deg 40 min E, 286 deg to I. P.
13. Return course 274 deg to Poggibonsi, 196 deg to 42 deg 20 min N 10 deg 45 min E, 150 deg to 41 deg N 12 deg E, 104 deg to 40 deg 48 min N 13 deg 28 min E, 70 deg to Base.
14. Cruising speed 150 MPH.
15. Position in wing, cruising Eighteen planes in the second and eighteen in the third, bombing Eighteen planes in the second and eighteen in the third.
16. Point of climb speed of climb 150 MPH.
17. Target time 1215A.
18. Position of escort to bomber formation f

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99th Bomb Group

15 January 1944.

Briefing Sheet (con't)

Cruising Formation

Attack Formation

Group Diamond

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Javelin Down Squadrons echeloned left.

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99th Bomb Group

15 January 1944.

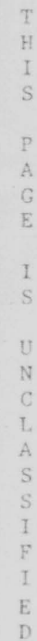
Attack Sheet

1. Target Bucine Viaduct & Arezzo M/Y, Italy.
2. I. P. On line from point 43 deg 00 min N 14 deg 40 min E.
3. Intervalometer setting 150 ft.
4. Approach altitude Gradual climb to 21,500 ft.
5. Bombing altitude 21,500 ft.
6. Bombing speed (indicated) 155 MPH.
7. Auto Pilot or PDI run PDI.
8. Method of sighting (how many leaders sighted and how did the wing bombardiers bomb) Group and squadron leaders for range and deflection. Others for range.
9. Rally direction left turn sirspeed 160 MPH.
10. Rendezvous time and place 1020A - Foggia.
11. Course to target As Briefed.
12. Return course As Briefed.
13. Cruising speed 155 MPH.
14. Position in wing, cruising No. 2, bombing No. 2.
15. Point of climb Foggia, speed of climb 150 MPH.
16. Target time 1200A.
17. Position of escort to bomber formation f
18. Length of bomb run (in seconds) 120 seconds.
19. No. of bombs salvoed on target 21.

Cruising Formation
As BriefedAttack Formation
As Briefed

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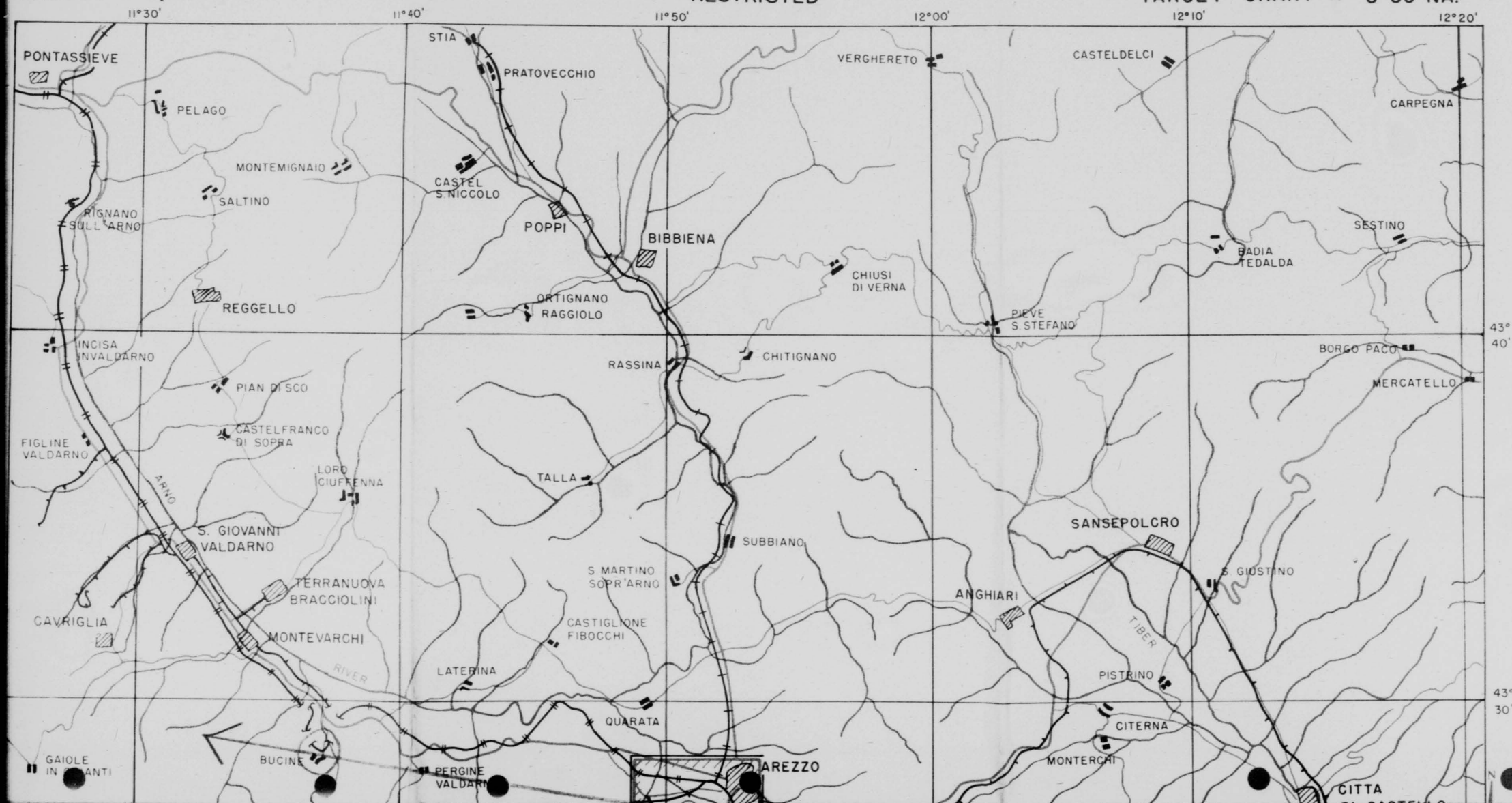


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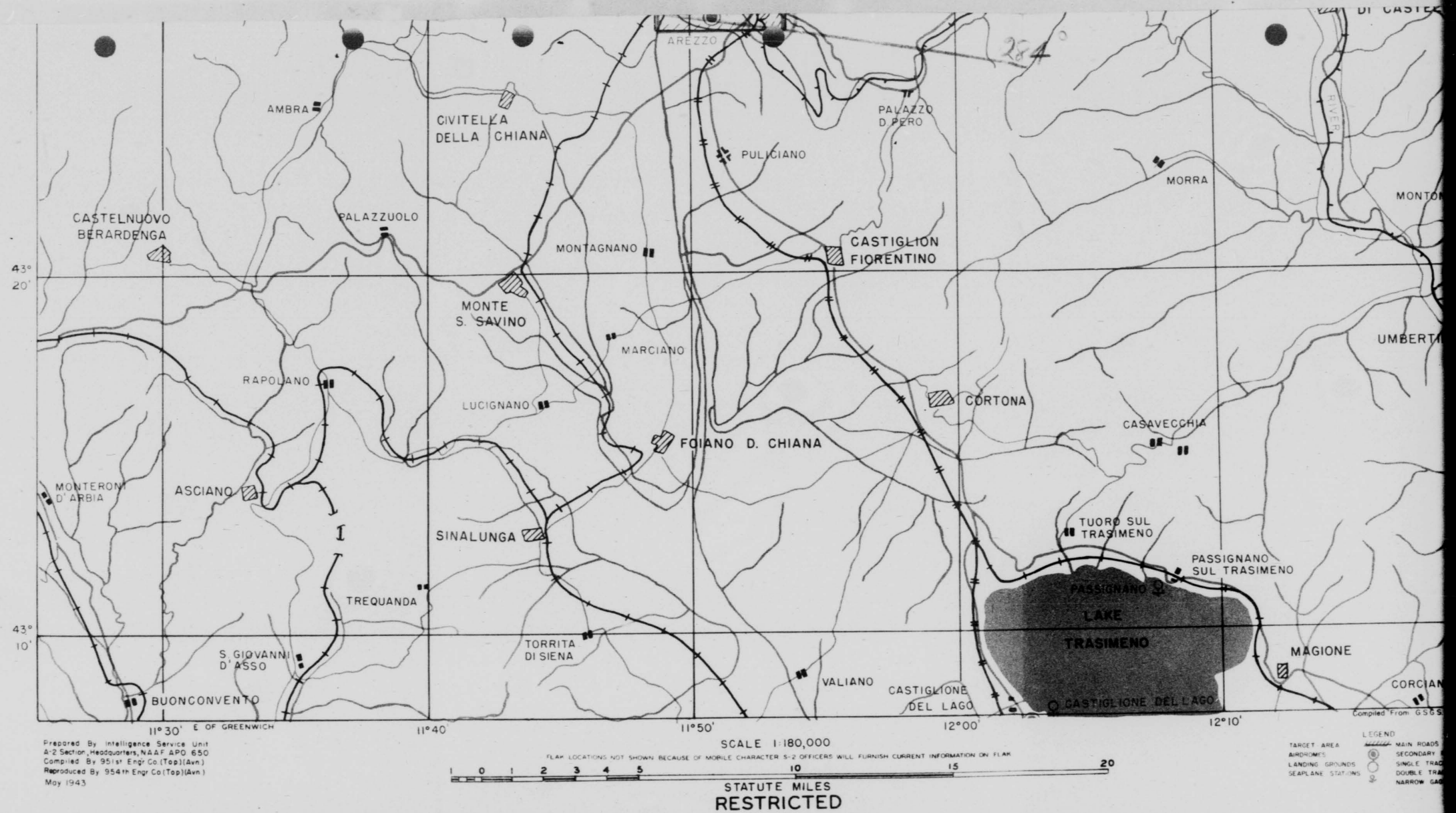
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TARGET CHART N° 3-55-NA.

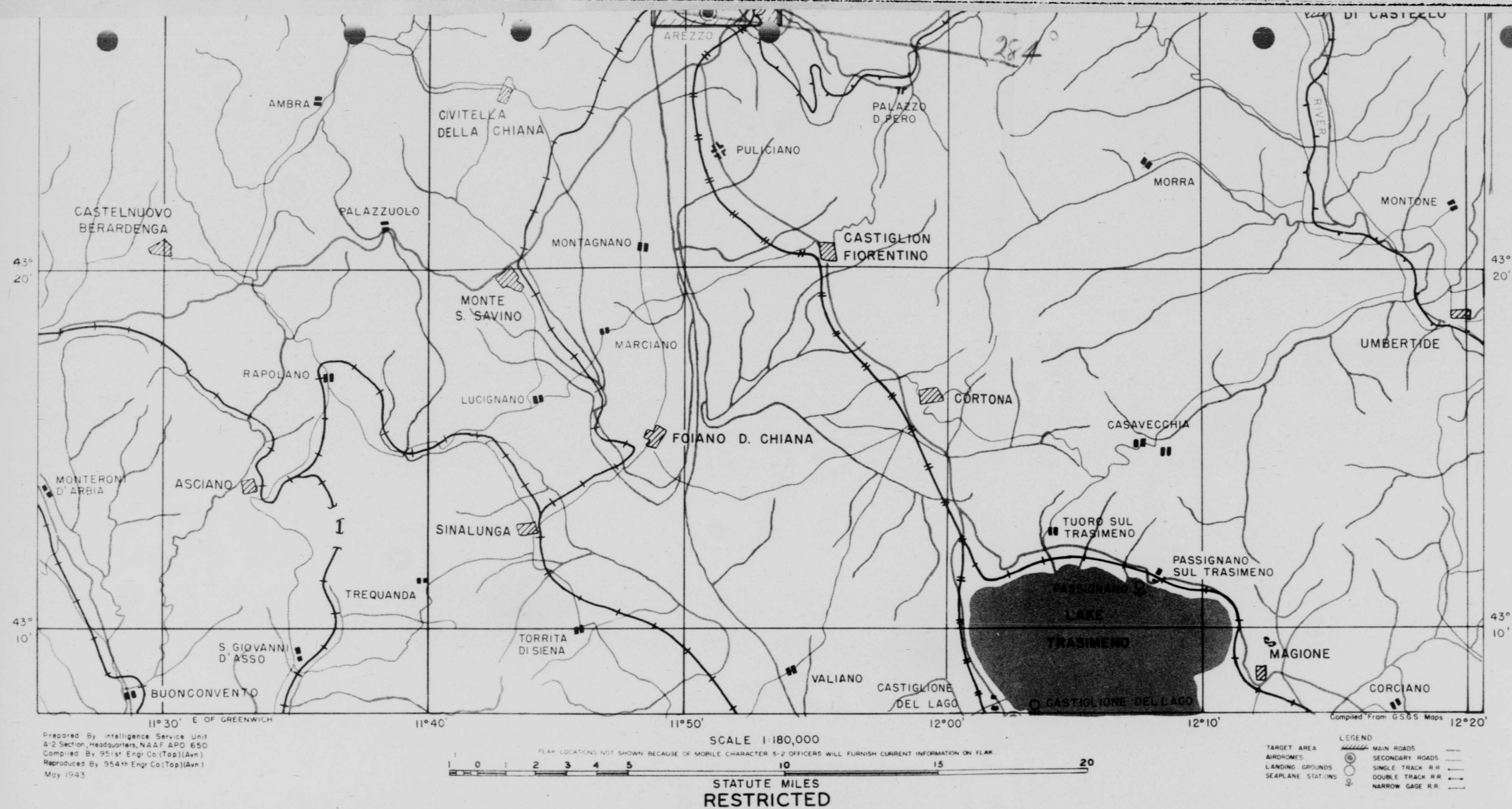


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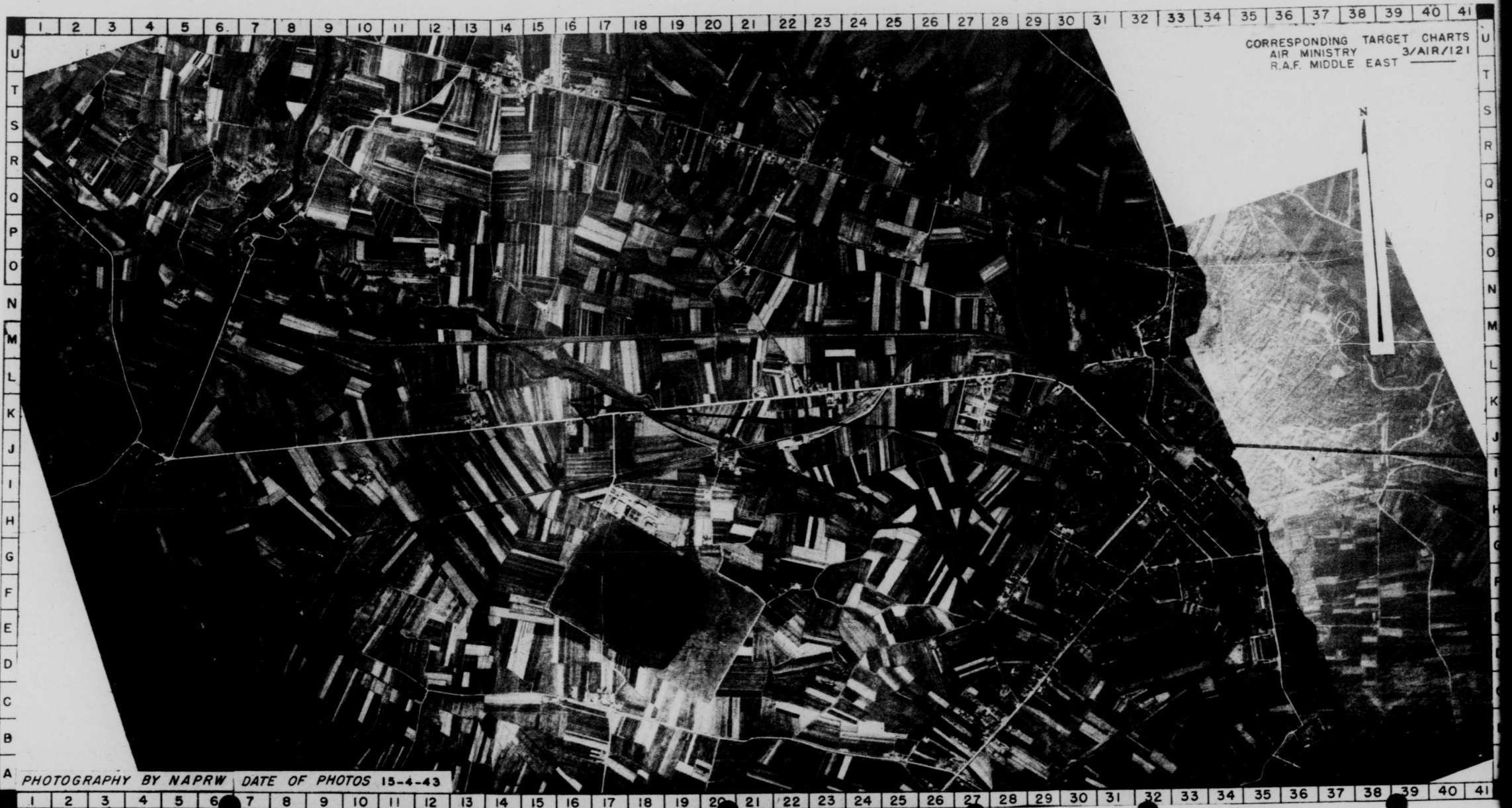


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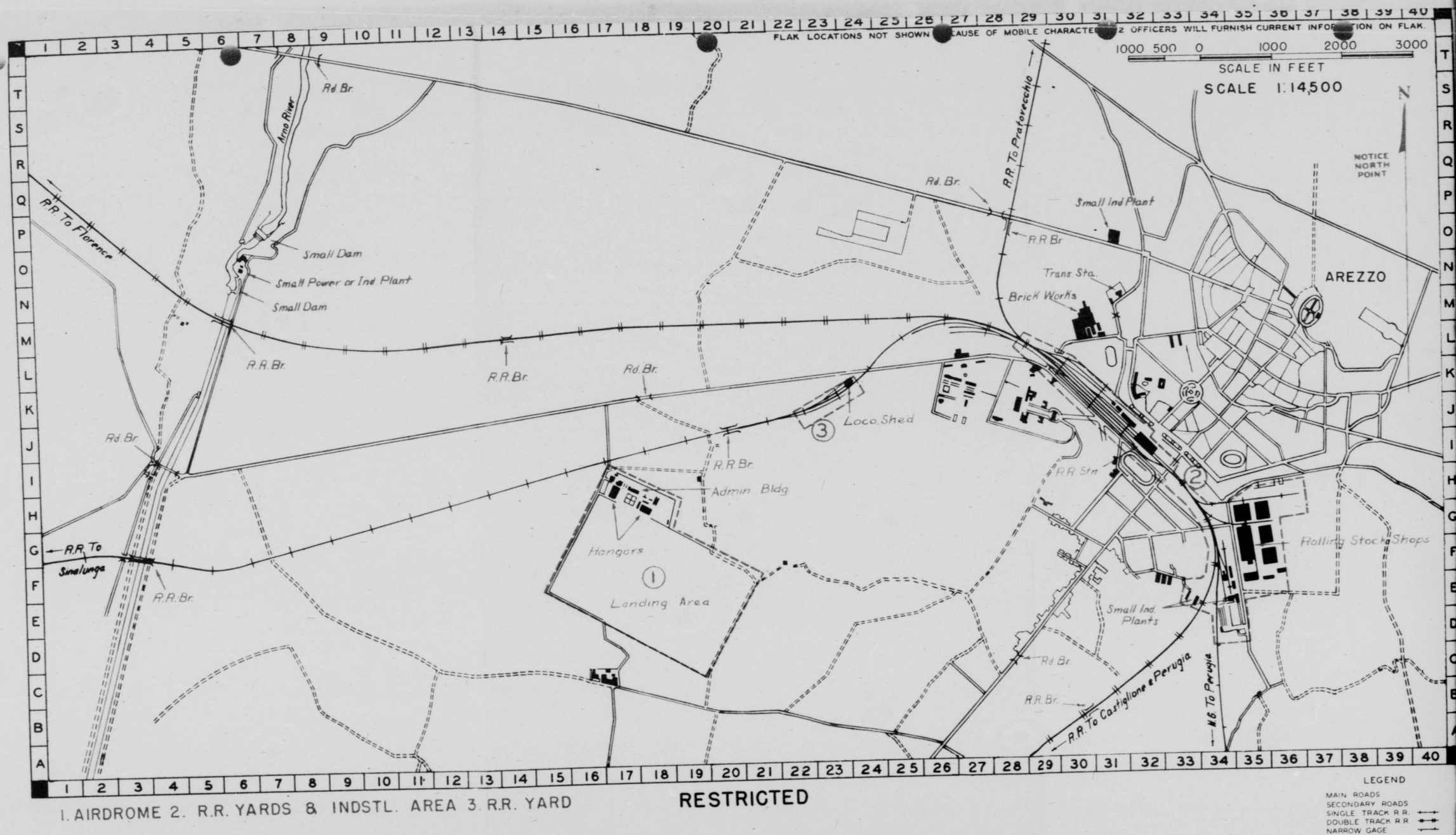
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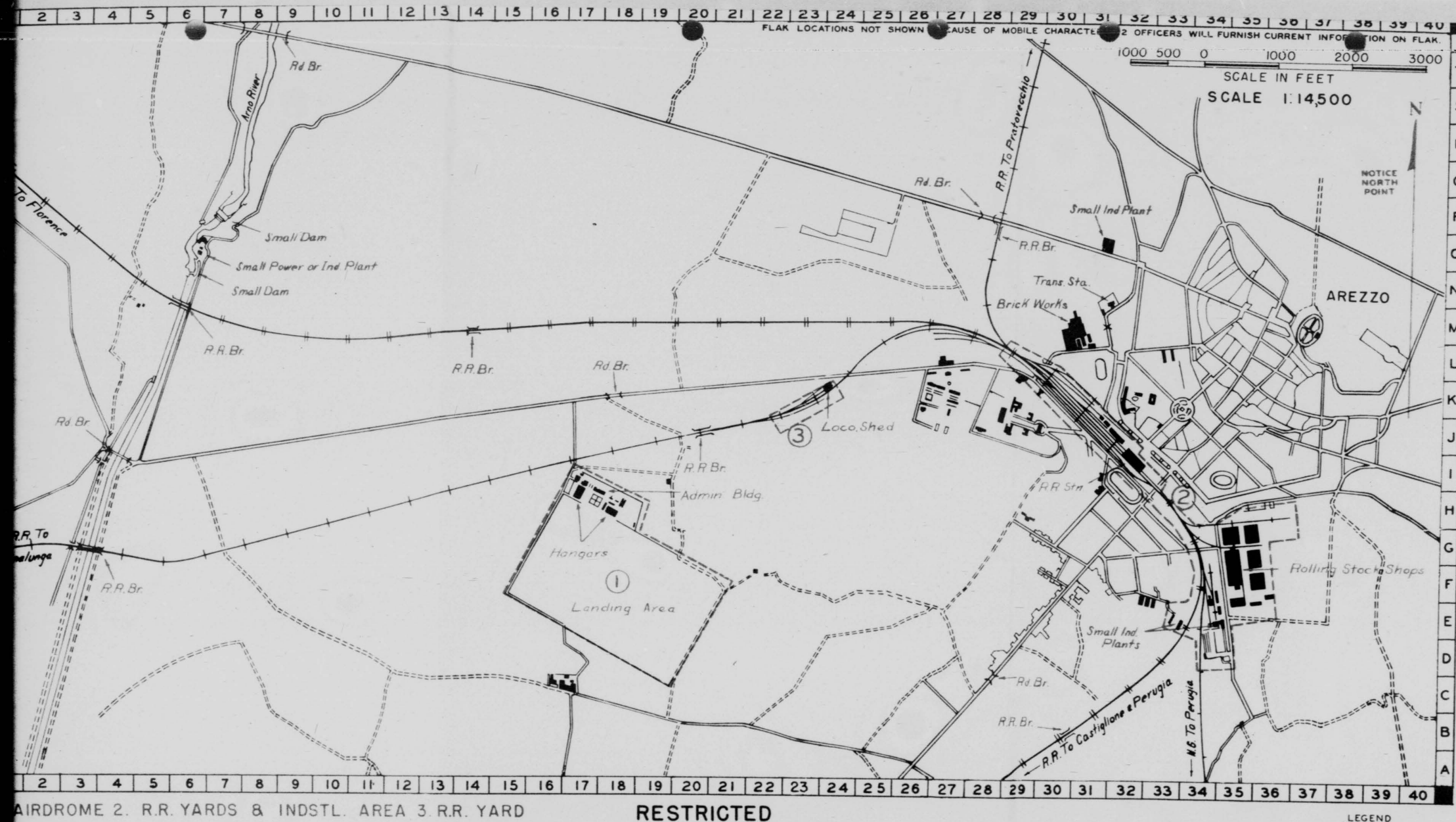
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82ND FIGHTER GROUP15 January 1944
Date of Mission

Briefing Sheet

- 1771
1. Target Frate M/V's, Italy.
2. I. P. Rail & River Junction, NW Pistoia.
3. Bombing altitude setting (OMITTED)
4. Approach direction (OMITTED)
5. Bombing altitude 23,000 - 24,000 ft.
6. Bombing speed (indicated) (OMITTED)
7. Number and type of bombs per ship (with fuse setting) (OMITTED)
8. Auto Pilot or IDL run (OMITTED)
9. Nature of sighting (how many leaders are to sight, and how the wing bombardiers are to bomb) (OMITTED)
10. Roll direction Left airspeed (OMITTED)
11. Rendezvous time and place Capri at 1000 hours.
12. Course to target Penzance to Monte Cristo to Capraia to coast N of
Varazze then 77°-28 mi to IP then 108°-20 mi to target.
13. Return course 108°-127 mi to coast S Ancona to base (150°-160 mi)
14. Cruising speed At bombers speed.
15. Position in wing, cruising (OMITTED), bombing (OMITTED)
16. Point of climb Not given speed of climb Bombers Speed.
17. Target time 1215

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U. S. SECRET
(Equals British MOST SECRET)Briefing Sheet (Continued) 15 January 1944
Date of Mission13. Position of escort to bomber formation 97th Pt - 96th Left - 95th top -
all for ard.**Bombers**○-fighters (Guiding formation
(Diagram))Attack formation
(Diagram)96th ○ ↑○ 95th ↑○ 97th ↑95th ○ →96th ○ →97th ○ →

□ □ →

95th ○ 25000 →96th ○ 24000 →

□ 24000

□ 22000 →

97th ○ 23000 →

Top View

Side View

For the Commanding Officer:

Jack N. Gary
 JACK N. GARY,
 Major, Air Corps,
 Operations Officer.

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U. S. SECRET
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32ND FIGHTER GROUP15 January 1944
Date of Mission

Attack Sheet

1. Target Brate L/Y's, Italy.
2. I. P. APOLIN - 1001A' B
3. Intervalometer setting (OMITTED)
4. Approach altitude (OMITTED)
5. Min. altitude 22,000-24,000 ft for bombers; 24,000-26,000 ft for fighters.
6. Bombing speed (indicated) (OMITTED)
7. Auto Pilot or PDI run (OMITTED)
8. Method of sighting (How many leaders sighted and how did the wing commanders bomb) (OMITTED)
9. Entry direction Left airspeed (OMITTED)
10. Rendezvous time and place Island of Capri at 1013 hrs (15 minutes late)
11. Course to target Base to Analfi to Capri to Poncione Is to Monte Cristo Is to Caprai Is to coast North of Veregge to IP to target.
12. Return course Target to coast at Porto di Potenza to base swinging around Gargane Promontory.
13. Cruising speed Speed of Bombers.
14. Position in wing, cruising (OMITTED), bombing (OMITTED)
15. Point of climb Capri speed of climb Bombers speed.
16. Target time 1231 hours (16 minutes late)

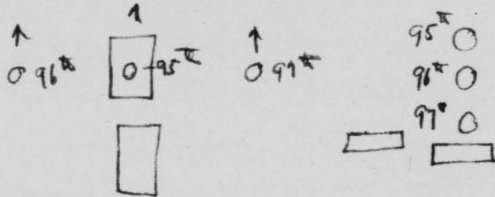
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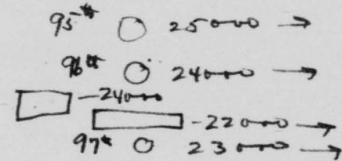
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U. S. SECRET
(When British NOT SECRET)Attack Sheet (Continued) 12 January 1944
Date of Mission17. Position of escort to bomber formation 97th Right - 96th Left - 95th Top -
All forward.18. Length of bomb run (in seconds) (GUTTED)19. No. of bombs salvaged on target (GUTTED)**Bomb** **Fighters** (Diagram)

Top View

Attack Formation
(Diagram)

Side View

for the Commanding Officer:

Jack N. Gary
 JACK N. GARY
 Major, Air Corps,
 Operations Officer

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(When British NOT SECRET)

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HEADQUARTERS
NIGHTY SECOND FIGHTER GROUP
Office of the Operations Officer

INFO No. 520
15 January 1944

WEATHER ANNEX

Enroute: Scattered overcast - 4000-6000 ft. over land to rendezvous then clear over sea with solid overcast off to left which appeared to be N & S, thru middle of Corsica; over land approaching target CAVU except for some haze near ground. North of target all land area appeared covered by solid overcast. Over Adriatic fairly clear with cumulus building up towards south into solid cover up to 3000 ft. at Spun. Over target: Clear.

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HEADQUARTERS
SECOND BOMBARDMENT GROUP (H)
Office of the Operations Officer

DHA/kvs

APC 520,
15 January, 1944.

SUBJECT: Tactics Report.

TO : Headquarters, 15th Air Force, APC 520, U.S. Army.

1. The following information is submitted in compliance with Operations Memorandum 4-1, dated 30 December, 1943, your Headquarters:

a. Weather enroute.

Adra - 7/10 at 6,000'.

b. Evasive action used by the formation to evade encountered weather.

None.

c. Cloud cover in the vicinity of the target.

Clear.

EFFECT ON BOMB RUN.

None.

d. Axis of Attack.

Briefing: 285°
Actual: 287°

e. Aiming Point.

Briefing: 43°32'N - 10°03'E
Actual: 43°32'N - 10°03'E

For the Commanding Officer:

Donald H. Ainsworth
DONALD H. AINSWORTH,
Major, Air Corps,
Operations Officer.

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HEADQUARTERS
SECOND BOMBARDIER GROUP (H)
Office of the Operations Officer

APO 520,

15 January, 1944.

(Date of Mission)

Attack Sheet

1. Target Certaldo R/V and R.R. Bridge
2. I.P. Radda
3. Intervalometer setting Minimum
4. Approach altitude 18,500'
5. Bombing altitude 18,500'
6. Bombing speed (indicated) 155
7. Auto Pilot of FDI run FDI
8. Method of sighting (how many leaders sighted and how did the wing bombardiers bomb) Lead bombardier given S. range and deflection; all others range.
9. Rally direction Left Airspeed 160
10. Rendezvous time and place 1020 - Poggia
11. Course to target As Briefed
12. Return course As Briefed
13. Cruising speed 155
14. Position in wing, cruising 1 Bombing 1
15. Point of climb Base Speed of climb 150
16. Target time 1215
- 17.
18. Length of bomb run (in seconds) 120 Sec.
19. No. of bombs salvoed on target 28

Cruising Formation
(Diagram)

See reverse side

Attack Formation
(Diagram)

See reverse side

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HEADQUARTERS
SIXTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

APO 520,

15 January, 1944
(Date of Mission)

Briefing Sheet

1. Target Certaldo M/Y and R.R. Bridge
2. I.P. Radde
3. Interdiction serving Minimum
4. Approach altitude 18,500'
5. Bombing altitude 18,500'
6. Bombing speed (indicated) 155
7. Number and type of bombs per ship (with fuse setting) 6x1000's
.1 - .025
8. Auto Pilot or PDI run PDI
9. Method of sighting (how many leaders are to sight, and how the wing bombardiers are to bomb) Lead Bombardier each 8. range and deflection;
all others, range.
10. Rally direction Left Airspeed 160
11. Rendezvous time and place 1020 Foggia 4,000'
12. Course to target Foggia-43°00'N-14°40'E-I.P.-Target.
13. Return course Rally-42°20'N-10°45'E-41°00'N-12°00'E-40°45'N-13°
25'E-Dise.
14. Cruising speed 155
15. Position in wing, cruising 1 Bombing 1
16. Point of climb None speed of climb 150
17. Target time 1210

Cruising Formation
(Diagram)

See reverse side

Attack Formation
(Diagram)

See reverse side

Page 1 Ops.
Memo 4-1

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A collection of 10 small diagrams, each showing a different arrangement of the letter 'T'. The arrangements are as follows:

- Diagram 1: Three 'T's in a horizontal row.
- Diagram 2: Three 'T's in a vertical column.
- Diagram 3: Four 'T's in a 2x2 square.
- Diagram 4: Five 'T's in a pentagonal shape.
- Diagram 5: Six 'T's in a hexagonal shape.
- Diagram 6: Seven 'T's in a heptagonal shape.
- Diagram 7: Eight 'T's in an octagonal shape.
- Diagram 8: Nine 'T's in a nonagonal shape.
- Diagram 9: Ten 'T's in a decagonal shape.
- Diagram 10: Eleven 'T's in an 11-sided polygonal shape.

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HEADQUARTERS 440TH BOMBARDMENT GROUP (B) USAF

January 1944.

BRIEFING SHEET

1. Target - Porto Cervo, Sardinia, Italy.
2. Initial Point - Road and river junction at 4404, 1044E. For Pontassieve use Jan. electric cable.
3. Intervalometer setting - 75 feet.
4. Approach altitude - 25,000
5. Bombing altitude - 22,000
6. Bombing speed (Indicated) - 160
7. Number and type of bombs per ship (with fuse setting) - ten 500 lb GP with .1 delay nose fuse; .025 delay tail fuse.
8. Autopilot or PDI run - PDI
9. Method of sighting (how many leaders are to sight and how the wing bomb-ardiers are to bomb - lead bombardiers sight for course and range, others sight for range).
10. Rally direction - left, Airspeed - 160.
11. Rendezvous time and place - 10 hours at Sardinia at 5,000 feet at 0900A. With 21 fighters at Isle of Capri at 12,000 feet at 1000A.
12. Course to Target - Base to Isle of Capri to Portofino (4250N, 12550E) to Genoa (4230N, 12300E) to Genoa (4230N, 12300E) to coast at 4250N, 12150E to 12 to target.
13. Return Course - Target to Coast at 4250N, 12150E to Base. On a true alternate.
14. Cruising speed - 160
15. Position by wing, Crusier - lead, Bombing - lead.
16. Point of climb - Sardinia, Speed of climb 160.
17. Target time - 1215A.
18. Omitted.

Cruising Formation

Attack Formation

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HEADQUARTERS 446TH BOMBARDMENT GROUP (H) USAAF

14 January 1944.

ATTACH SHEET

1. Target - Porto Marsh Yards, Italy.
2. Initial Point - Road and river junction at 4404, 1040E. For Pontassiere use San Pietro's sieve.
3. Intervalometer setting - 75 feet.
4. Approach altitude - 22,000
5. Bombing altitude - 22,000
6. Bombing spread - 100
7. Astorilot or PBI run - PBI
8. Method of sighting - Lead Bombardier sight for course and range, other Bombardiers sight for range.
9. Rally direction - Left.
10. Rendezvous time and place - Bombs at Menduria at 5,000 feet at 0500G. With fighters at Isle of Corri at 15,000 feet at 1000G.
11. Course to target - Base to Isle of Corri to Pontassiere (4053, 1050E) to Montecristo (4250, 1020E) to Genoa (4303, 0949E) to coast at 4304, 1012E to IF to target.
12. Return course - Target to coast at 4322, 1041E to base. Base from Alternate.
13. Cruising speed - 160
14. Position in wing, cruising - Lead, Bombing - Lead.
15. Point of climb - Menduria.
16. Target time - 1215A
17. Omitted.
18. Length of bomb run (in seconds) - 55
19. Number of bombs salvaged on target - none

Cruising Formation

Attack Formation

Same as shown on briefing sheet

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HEADQUARTERS 440TH BOMBARDMENT GROUP (H) USAF

January 1944.

WEATHER DATA

a. 8/10 Cloud, base near 8000' tops near 12000' on route to target. Thin Cirro stratocumulus overcast above flight altitude over target. No clouds below flight altitude over target. Towering cumulus reaching 14000 feet, 8/10 along return route. Bases at 10000'.

b. Visibility restricted to 3-8 miles on ground in target area.

c. Winds at altitude from 5000' near 40 mph.

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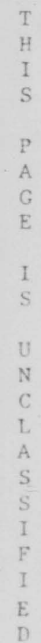
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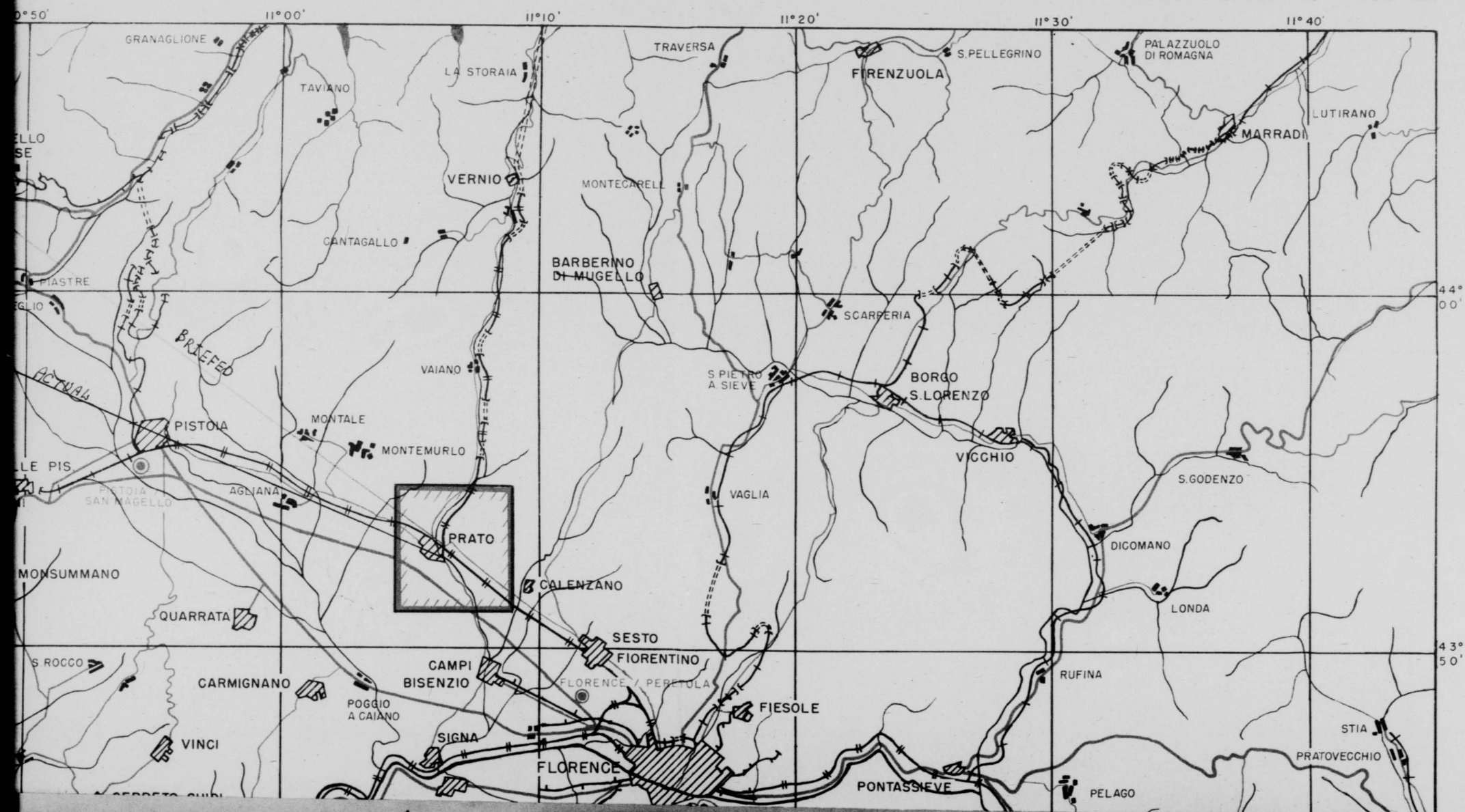


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R.R. JCT. & M/Y, ITALY

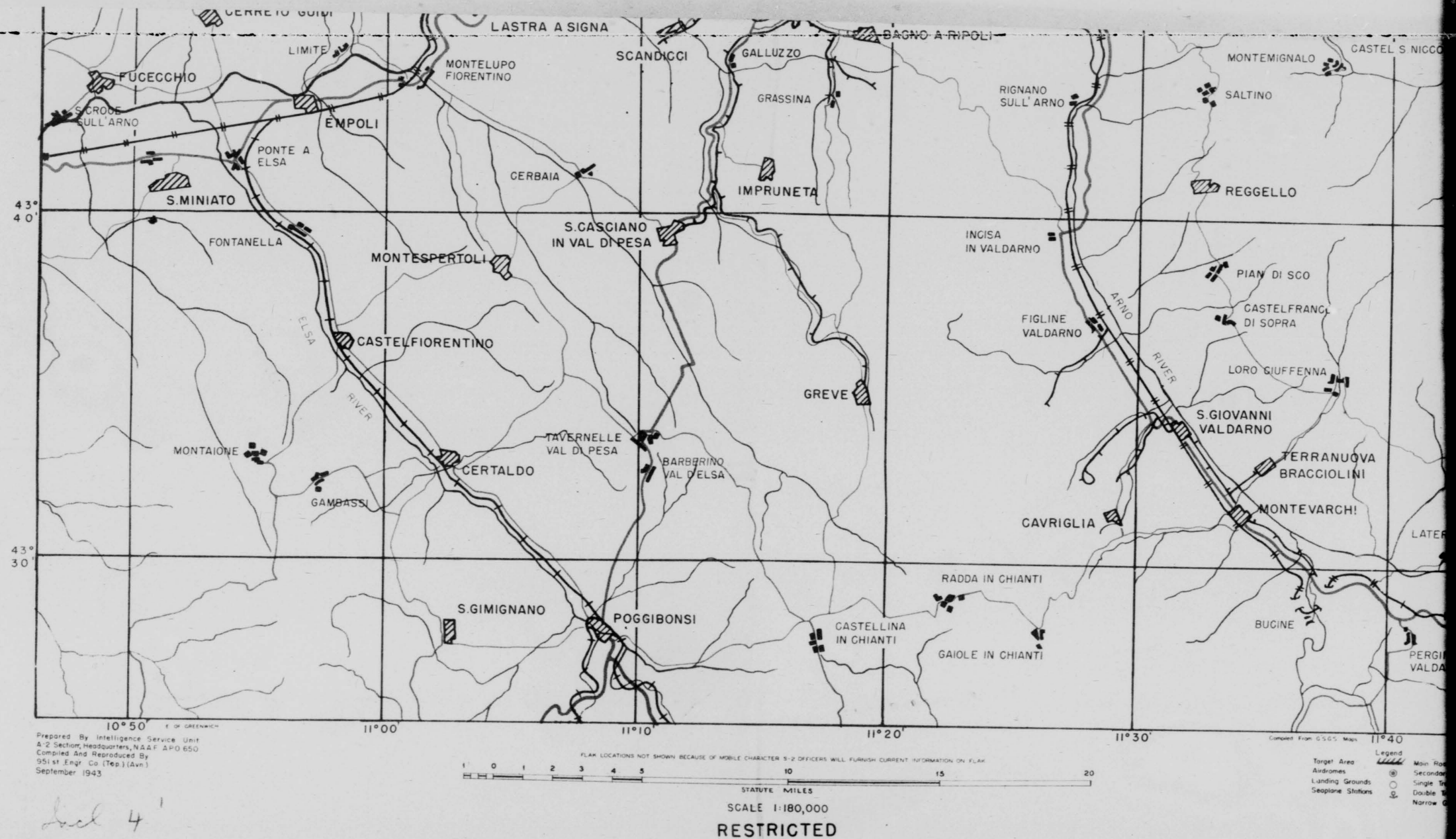
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TARGET CHART N° 4-133-NA

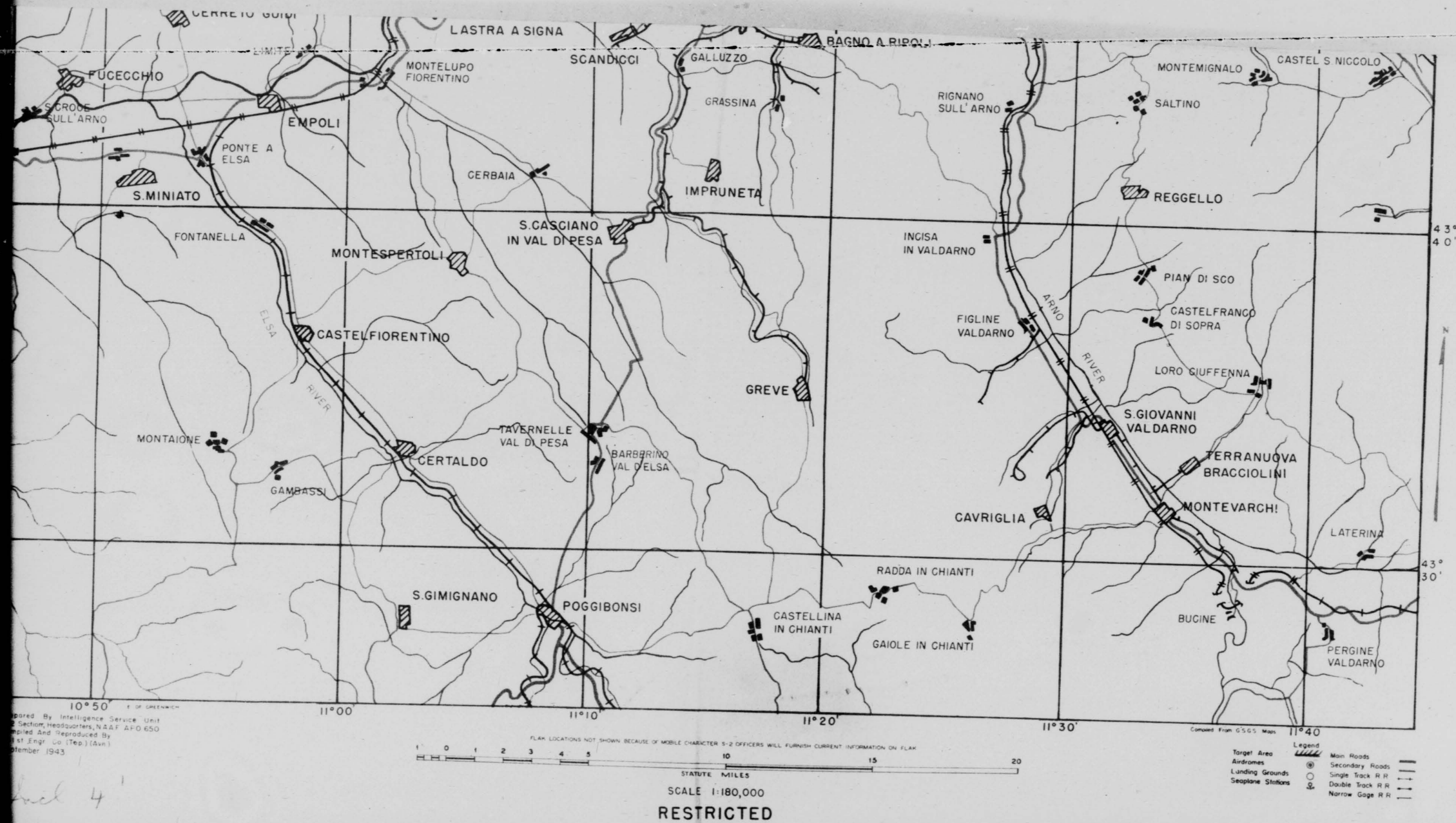


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14th Fighter
Group

15 January, 1944.

Weather Report

- A. Weather Enroute 3/10s Cumulus.
- B. Evasive Tactics No evasive tactics used.
- C. Over target and effects. CAVU with patches of low clouds.

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15 January, 1944.
Date

Attack Sheet

1. Target Certaldo M/Y - Bucine Viaduct - Arezzo M/Y.
2. I. P. On line from (40°N 14° 40'E) to target.
3. Intervalometer setting^b _____
4. Approach Altitude^b _____
5. Bombing Altitude 18,500 Ft.
6. Bombing speed (indicated)^b _____
7. Auto Pilot or PDI run^b _____
8. Method of sighting (how many leaders sighted and how did the wing bombardiers bomb)^b _____
9. Rally Direction Left Turn Airspeed^b _____
10. Rendezvous time and place Foggia Town - 1020A - 4,000ft
11. Course to target Foggia Town to (43°N 14° 40'E) to I.P. to Target.
12. Return Course Rally to Foggibonsi to (42°20'N 10°45'E) to 41°N 12°E to (40°48'N 13°26'E) to Base.
13. Cruising speed 170MPH
14. Position in wing, cruising^b _____
15. Point of climb At Base Speed of climb 170 MPH
16. Target Time 1215A
17. Position of escort bomber formation^f Above bombers
18. Length of bomb run (in seconds)^b _____
19. No. of bombs salvoed on target^b _____

Cruising Formation
(Diagram)

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Attack Formation
(Diagram)

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Memo 4-1

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U. S. SECRET
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15 January, 1944.
(Date)

Briefing Sheet

1. Target Certaldo M/Y - Bucine Viaduct - Arezzo M/Y.
2. I. P. On line from (43°N 14° 40'E) to target.
3. Intervalometer setting^b _____
4. Approach Altitude^b _____
5. Bombing Altitude 18,500'
6. Bombing speed (indicated)^b _____
7. Number and type of bombs per ship (with fuse setting^b _____)
8. Auto Pilot or PBI run^b _____
9. Method of sighting (how many leaders are to sight, and how the wing bombardiers are to bomb^b _____)
10. Rally direction Left turn Airspeed^b _____
11. Rendezvous time and place Foggia Town - 1020A - 4,000ft.
12. Course to target Foggia Town to (43°N 14° 40'E) to I.P. to target.
13. Return Course Rally to Foggibonsi to (42°20'N 10° 45'E) to (41°N 12°E) to (40°48'N 13°26'E) to Base.
14. Cruising speed 170 MPH
15. Position in wing, cruising^b _____ Bombing^b _____
16. Point of Climb At Base Speed of climb 170MPH
17. Target time 1215A
18. Position of escort to Bomber formation^f Above Bombers

Cruising Formation
(Diagram)

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Attack Formation
(Diagram)

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Memo 4-1

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HEADQUARTERS
 NINETY-SEVENTH BOMBARDMENT GROUP (H), ARMY AIR FORCES
 Office of the Operations Officer E-BAH/keb

15 January 1944.

SUBJECT: Tactics.

TO : Commanding General, Fifteenth Air Force, APO 520, U.S. Army.

1. In compliance with instructions contained in Operations Memorandum No. 4-1, Headquarters, Fifteenth Air Force, dated 30 December 1943, the following information is submitted:

- a. Weather Enroute: 3/10 to 4/10 thin cirrus at 24,000 feet over entire route. 10/10 with breaks, base 6,500, top 7,000 feet, over Italy between Appenines and Adriatic. Scattered low clouds at 1000 feet. Visibility under 7000 feet cloud deck very poor - not more than 6 miles from the air. Otherwise 30 miles or better from the air.
- b. No evasive tactics used to evade weather enroute.
- c. Weather over target area: 3/10 to 4/10 thin cirrus at 24,000 feet. Otherwise clear. Visibility 30 miles or better from the air. Wind at 20,000 feet, 30 degrees and 55 mph. Probable wind was 360 degrees and 65 mph.
- d. Shown on attached target chart.
- e. Shown on attached target chart.

For the Group Commander:

Thomas W. Ferabee
 THOMAS W. FEREBEE,
 Captain, Air Corps,
 Asst. Oper. Officer.

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97TH BOMB
GROUP

15 January 1944.
Date of Mission

Briefing Sheet

1. Target: Bucine Viaduct and Arezzo M/Y
2. I.P. 45°25'N - 12°15'E
3. Intervalometer setting ^b Bucine 50' - Arezzo 150'
4. Approach Altitude ^b 21,300 Bucine - 20,500 Arezzo
5. Bombing Altitude Same as approach
6. Bombing speed (indicated) ^b 152
7. Number and type of bombs per ship (with fuse setting)
^b 6 X 1000 .1 nose and .025 tail fuse
8. Auto Pilot or PDI run ^b PDI
9. Method of sighting (how many leaders are to sight, and how the wing bombardiers are to bomb) ^b Lead bombardier each wave for range and deflection. All bombardiers for range
10. Rally direction left airspeed ^b 155
11. Rendezvous time and place 1105 at Poggia
12. Course to target 339° to 45°N 14°40'E, 288° to I.P. 284° to target
13. Return course Poggibonsi to 42°20'N, ~~14°40'E~~ 10°45'E to 41°N 12°E to 40°48'N 13°26'E to base
14. Cruising speed 152
15. Position in wing, cruising ^b Second, bombing ^b second
16. Point of climb 41°55'N 15°20'E speed of climb 150
17. Target time 1300
18. Position of escort to bomber formation ^f _____

Cruising Formation

Attack Formation

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Memo 4-1

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97TH BOMB
GROUP

15 January 1944
Date of Mission

Attack Sheet

1. Target Orriete and Mentalte d. Castve
2. I.P. 42°50'N 12°20'E 42°29'N 11°50'E
3. Intervalometer setting ^b 50 and 150
4. Approach Altitude ^b 20,500' to 21,300'
5. Bombing altitude Same as approach
6. Bombing speed (indicated) ^b 150
7. Auto Pilot or PDI run ^b PDI
8. Method of sighting (how many leaders sighted and how did the wing bombardiers bomb) ^b Chain of command on squadron leader
9. Rally direction left airspeed ^b 160
10. Rendezvous time and place 1105 at Foggia
11. Course to target 235° and 235°
12. Return course 42°20'N 10°45'E to 41°N 12°E to 40°45'N 13°25'E to base
13. Cruising speed 155
14. Position in wing, cruising ^b Second, bombing ^b Second
15. Point of climb 41°55'N 15°20'E speed of climb 150
16. Target time 1300
17. Position of escort to bomber formation ^f _____
18. Length of bomb run (in seconds) ^b 200 seconds
19. No. of bombs salvoed on target ^b 12

Cruising Formation

Attack Formation

SAME AS BRIEFING SHEET

Note: No target chart of this area available.

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Memo 4-1

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N (991863473)(Ship 473)(325 Hrs-1-18-44)(2° 20' 30" (195° Prato Italy-Bomb Damage)

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~~U. S. SECRET equals British MOST SECRET~~HEADQUARTERS
1ST FIGHTER GROUP
APO 520

BEM/egr

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16 January, 1944.

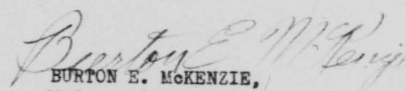
SUBJECT: Tactics Report.

TO : The Commanding General, Fifteenth Air Force, APO 520, US Army.
(ATTENTION: A-3)

1. In compliance with Operations Memorandum 4-1 dated 30 December 1943, from Headquarters Fifteenth Air Force, the following report is submitted for the mission of 15 January, 1944:

- a. Enroute - solid overcast below 5,000 feet over base to Adriatic Sea. Thin haze throughout entire route from Termoli, Italy until formation ran into mountainous regions on homeward leg. Over target - CAVU with thin haze.
- b. Formation cruised twenty five miles north of rendezvous to get through cloud cover, then back to rendezvous point over cloud cover which was at about 4,500 feet on top.
- c. Clear in the vicinity of the target area.

For the Commanding Officer:


 BURTON E. MCKENZIE,
 Major, Air Corps,
 Operations Officer.

1 Incl;
 Incl 1 - Briefing and Attack sheets.

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1ST FIGHTER GROUP

16 January, 1944.

Attack Sheet

1. Target: Arezzo and Bucine Bridges.
2. I.P.: Ancona.
3. Intervalometer setting ^b;
4. Approach altitude ^b;
5. Bombing altitude: 21/23,000 feet.
6. Bombing speed (indicated) ^b;
7. Auto Pilot or PDI run ^b;
8. Method of sighting (how many leaders sighted and how did the wing bombardiers bomb) ^b;
9. Rally direction: Left.
10. Rendezvous time and place: 1105A hrs. at Foggia Town.
11. Course to target: Base to rendezvous to Adriatic Sea North to Ancona inland to Arezzo to Bucine.
12. Return course: South to Naples to Base.
13. Cruising speed: 180 MPH.
14. Position in wing, cruising ^b; bombing ^b;
15. Point of climb: Foggia. speed of climb: 160 MPH.
16. Target time: 1245A hrs.
17. Position of escort to bomber formation ^f: 1500 feet above bombers and cross weaved.
18. Length of bomb run (in seconds) ^b;
19. No. of bombs salvoed on target ^b;

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Memo 4-1

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16 January, 1944.

1ST FIGHTER GROUPBriefing Sheet

1. Target: Docks, Marshaling Yards, and Bridge at Bucine, Italy.
2. I.P.: 15° 30' E 43° N.
3. Intervalometer setting ^b:
4. Approach altitude ^b:
5. Bombing altitude: 21,000 feet.
6. Bombing speed (indicated) ^b:
7. Number and type of bombs per ship (wish fuze setting) ^b:
8. Auto Pilot or PDI run ^b:
9. Method of sighting (how many leaders are to sight, and how the wing bombardiers are to bomb) ^b:
10. Rally direction: Left. airspeed: ^b
11. Rendezvous time and place: 1105A hrs at Foggia.
12. Course to target: Base to rendezvous to Adriatic Sea North to Ancona inland to Arezzo to Targets.
13. Return course: Reciprocal.
14. Cruising speed: 180 MPH.
15. Position in wing, cruising ^b: bombing ^b:
16. Point of climb: From rendezvous to Initial Point. speed of climb: 160 MPH.
17. Target time: 1245 hrs.
18. Position of escort to bomber formation ^f: 1500 feet above the bombers.

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Memo 4-1

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