

HEADQUARTERS
2d BOMBARDMENT DIVISION
APO 558

TACTICAL MISSION REPORT

<u>FIELD ORDER NO.</u>	<u>TARGET</u>	<u>DATE</u>
556	BOURGES A/D TOURS MARQUIS-MINOYESQUE	10 APRIL 1944

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2d BOMBARDMENT DIVISION

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DOD DIR 5200.9, 27 Sep 58

COPY NO. 3

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HEADQUARTERS 2d BOMBARDMENT DIVISION
AAF 147 APO 558

S E C R E T
 : By Auth of CG :
 : 2d Bomb Div :
 : Initials CHP :
 : Date 10 May 44 :
 : : : : : : :
 26 April 1944

SUBJECT: Tactical Report of Missions, 10 April 1944.

TO : Commanding General, Eighth Air Force, AAF 101, APO 634

1. Data.

a. Date of Missions - 10 April 1944

b. Primary Targets -

96th Combat Wing - Bourges Airdrome and Aircraft Factory
 20th Combat Wing - Bourges Airdrome and Aircraft Factory
 2nd Combat Wing - Tours - Aircraft Repair Works
 14th Combat Wing - Marquis-Minoyescque - Noball.

c. Secondary Targets -

96th Combat Wing - Avord Airdrome
 20th Combat Wing - Avord Airdrome
 2nd Combat Wing - Orleans/Bricy Airdrome

d. Last Resort Targets - None

e. Units Participating - 96th CBW (458th, 466th, 467th BG)
 20th CBW (448th, 93rd, 446th BG)
 2nd CBW (453rd, 445th, 389th BG)
 14th CBW (392nd BG)

2. Narrative.

(Two missions were planned for this Division - one against aircraft installations at Bourges/Tours and one against the Noball target - Marquis-Minoyescque.)

Mission Against Bourges/Tours

a. A Task Force, consisting of 238 aircraft from three Combat Wings, were dispatched to attack the Bourges aircraft factory and airdrome and the aircraft repair works at Tours. Two Groups of P-47's were assigned as fighter support.

b. Wing assemblies were accomplished without incident, but while S-ing to lose time the 445th became detached from the 2nd Combat Wing and flew with the 20th Combat Wing. The Division assembly from splashers 9 to Solsey Bill was not accomplished as planned. The 96th Combat Wing, leading the Division, departed the English coast two minutes early and was immediately forced to alter course due to the fact that the 2nd Combat Wing was approaching from the left on a collision course. The 96th Combat Wing took up a position to the rear and left of the 2nd Combat Wing. The 20th Combat Wing had meanwhile crossed the coast ahead of time and was in front and to the left of the 96th Combat Wing. On reaching the French coast, the 2nd Combat Wing turned on its separate briefed route and the 20th and 96th Combat Wings on their route. At the turn, prior to the IP, the 20th and 96th Combat Wings were flying abreast. The Wing Commanders made contact over VHF, and it was decided to let the 20th Wing go into the target first since they were on the inside of the turn. This maneuver was well executed and the units proceeded to the target. The return route was as briefed.

c. The 96th and 20th Combat Wings with the 445th Bomb Group attacked the Bourges factory and airdrome with fair to good results. The primary target of the 2nd Combat Wing was overcast, and the second Squadrons of both the 453rd and 389th bombed Romarantin airdrome with fair results. The lead Squadrons bombed the secondary, the Orleans/Bricy airdrome, with good results.

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Tactical Report of Missions, 10 April 1944 - Continued

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d. Flak was meager and inaccurate enroute with moderate and accurate gunfire in the target area. Fifteen to twenty FW 190's attacked one Group, but were quickly dispersed by our good fighter cover. Our losses are one aircraft to enemy fighters, six enemy aircraft are claimed to be destroyed.

Mission Against Marquis/Minoyesque

a. The 392nd Bomb Group of the 14th Combat Wing dispatched nine aircraft, together with six G-H ships, to attack the Noball target at Marquis-Minoyesque. One Group of P-38's provided close support.

b. Assemblies were ragged due to hasty briefing and late take-offs. Two G-H Ships made up the first element, the following four elements consisting of two to three aircraft per flight. Units flew the briefed course to the target. The Group returned to base as briefed.

c. The first element did not bomb due to a malfunction of the bomb-bay doors on the lead G-H ship. The following four elements all report excellent bomb runs with all equipment functioning properly. Results were unobserved due to 8 - 10/10 undercast.

d. Flak along the route and in the target area was meager and inaccurate. Fighter cover was excellent and no enemy aircraft were seen. There were no losses or claims.

For the Commanding General:

Charles B. Westover
CHARLES B. WESTOVER
Colonel GSC
Chief of Staff

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TACTICAL BOMBING MISSION REPORT - 10 April 1944

GROUP	DIR. OF RUN	LENGTH OF RUN	ALTITUDE	TIME OF RELEASE	PILOT	FLEW AUTO-PILOT	FLEW MANUAL	RANGE & DEFLEC.	RANGE	NUMBER A/C BOMBED
<u>BOURGES A/D</u>										
448	53°	2½ min.	15,000'	1012	X			2	2	26
446	50°	3 min.	14,000'	1013	X			2	2	28
93	30°	1 min.	15,500'	1014	X			2	2	23
458	35°	1 min.	15,000'	1014			X	2	2	20
467	73°	30 sec.	15,000'	1015	X			2	2	26
466	61°	30 sec.	14,000'	1016			X	2	2	22
445	20°	1½ min.	16,000'	1050	X			1	1	13
<u>ROMARANTIN A/D</u>										
453	58°	30 sec.	12,700'	1041	X			1	1	14
389	350°	3 min.	9,500'	1042			X	1	1	12
<u>ORLEANS/ERIC</u>										
453	30°	2 min.	12,000'	1055	X			1	1	11
389	45°	2 min.	11,000'	1057	X			1	1	14
<u>NOBALL NO. 5</u>										
392	89°	5 min.	23,000'	0937			X	DROPPED ON LOAD PFF SHIPS		5 / 4 PFF

1. The primary targets for this mission were Tours Airdrome, Bourges Airdrome and Noball #5. Tours Airdrome was not attacked due to an undercast and the secondary target at Orleans/Eric and a target of opportunity at Romarantin were attacked instead.
2. Bourges Airdrome was attacked by seven groups. Orleans/Eric and Romarantin airdrome were each attacked by two squadrons. The second squadron of the lead group heading for Orleans/Eric attacked Romarantin Airdrome because the Bombardier misunderstood the Command Pilot's order not to bomb. The Bombardier of the second squadron of the second group attacked Romarantin Airdrome, thinking it was the secondary. Noball No. 5 was attacked by 5 aircraft plus 4 PFF aircraft through 10/10 undercast. Bombing was to be done by 3 ship elements with a special aircraft leading each element, but 5 aircraft returned to base and 2 aircraft did not bomb following a PFF aircraft which had a bomb bay door malfunction. Another special aircraft failed to bomb because it was flying with the preceding element which did not bomb.
3. One squadron at Bourges did not bomb because on the run another squadron was underneath them. 5 aircraft failed to bomb due to rack malfunctions. Bourges Airdrome was attacked with fair results.

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Tactical Report of Mission, 10 April 1944

3. Anti-Aircraft Fire.

- a. No AA fire was encountered at Bourges, Orleans/Bricey or Romorantin. Meager and very inaccurate Gunfire was encountered at "Noball" No. 5.
- b. Meager Gunfire was encountered on route at Le Havre, Tours, Blois and Chartres.

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Tactical Report of Mission, 10 April 1944.

4. Enemy Aircraft Encounters.

- a. The 96th Combat Wing did not encounter any E/A during this mission.
- b. The 20th Combat Wing sighted only one E/A. This was reported as an Me 410 and was seen near St. Julien on the way in to the target.
- c. The only attacks and encounters experienced by the Division were those directed against one Group of the 2nd Combat Wing. One Group experienced aggressive attacks in the area Northwest of Chartres by some 25 FW 190's and Me 109's. FW 190's were predominating. They were colored silver, greyish blue and dark green. The attacks occurred after bombs away. Groups of three or four E/A would come in toward rear position, low, from out of sun. In many cases deception was practiced with two E/A breaking off and the remaining E/A pressing home the attack. Nearly all attacks were directed toward rear positions generally low, taking best advantage of the sun. The enemy exploited a slight break in our fighter cover, but our fighters responded quickly and drove off the attacking planes.
- d. It is estimated that a total of 25 E/A were sighted on this mission. Some of these may have been from Reserve Training Units, but it is thought they were primarily from operational units, probably based in the area where the attacks occurred. The Me 410 seen may have been operating as a spotter plane, but there is no direct evidence of this. This mission further substantiates the fact that most targets in France may be attacked with relative impunity from E/A attacks, but that any breaks in our fighter cover will be exploited quickly and with effect by E/A.

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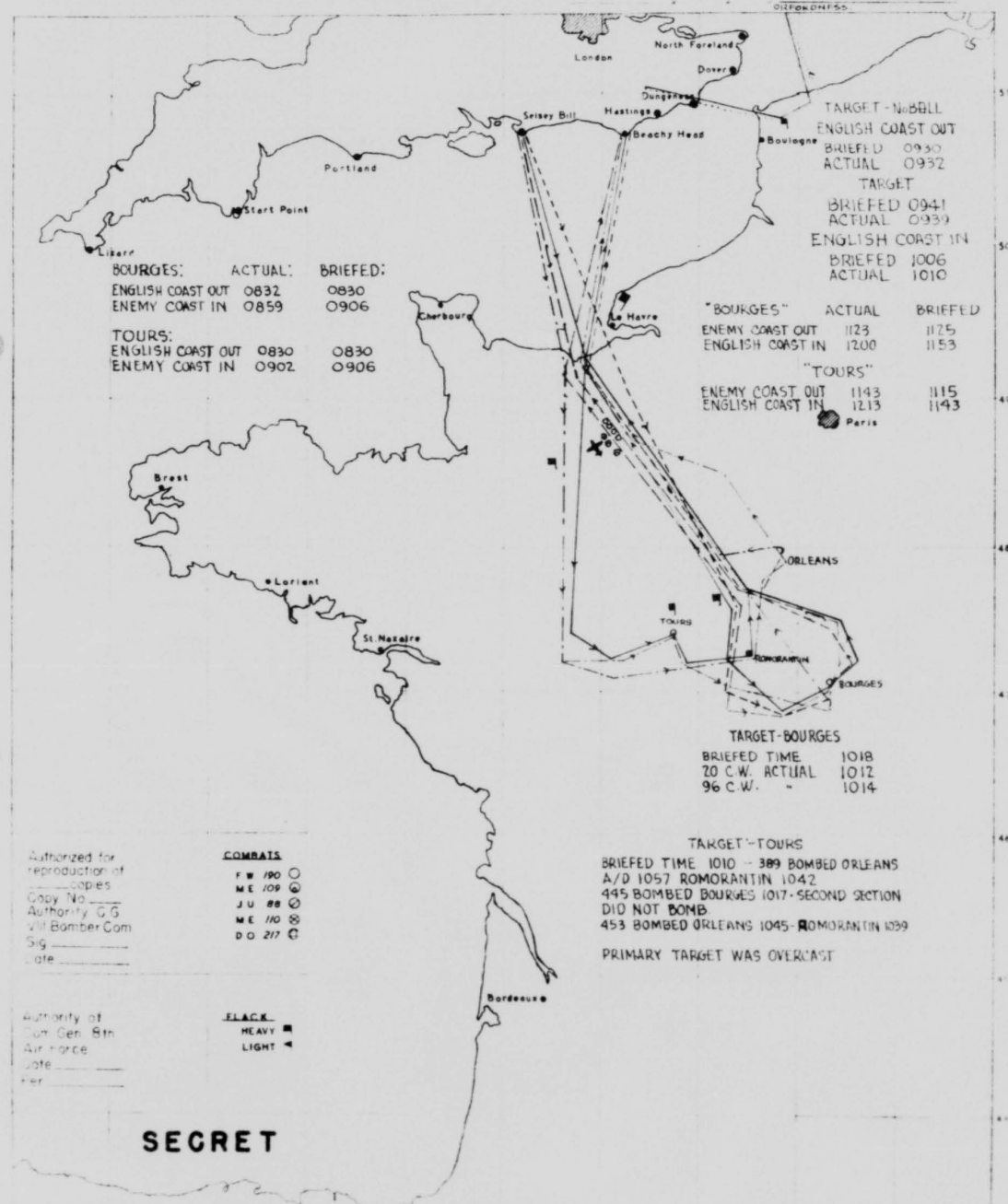
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TRACK CHART

TARGET
PrimaryDATE April 10, 1944
1st TASK FORCE - BOURGES 20 C.W. 461 W.
2nd TASK FORCE - TOURS 2 C.W.
NOBALL 14 C.W.Route followed by 1st TASK FORCE BRIEFING
20 C.W. BOURGES
2 C.W. TOURS
14 C.W. NOBALL MARQUETTE

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Tactical Report of Mission, 10 April 1944

2 BD F.O. 256

5. Communications.

a. Communications Channels.

- (1) Communication on W/T and VHF R/T was good. Local interference was caused by ignition noise.

b. Navigational Aids.

- (1) Satisfactory.

c. Equipment Failures and Performance.

- (1) One of the six G-H sets was not in normal working condition at target; switch was set to off position by command of pilot on bombing run. Of the five G-H sets in working order one was not used to drop bombs; command pilot did not permit bombs to be dropped. None of the G-H aircraft used the auto-pilot on run. All sets were in good condition after return.

d. Radar and Radio Counter-Measures.

- (1) Each aircraft carried 312 units of "Window" chaff at the rate of 4 units simultaneously every ten seconds. Chaff was discharged from 5 minutes before target and continuing for 13 minutes.

e. Pathfinder Equipment and Performance.

- (1) Six G-H equipped aircraft from 329th Squadron were dispatched to lead each of the six flights.

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Tactical Report of Mission, 10 April 1944 2 BD F.O. 257

5. Communications.

a. Communications Channels.

- (1) Communication on W/T and VHF R/T was good. Local interference was caused by ignition noise. One Group reported difficulty contacting CBW HF D/F station while trying to send in bomb strike.

b. Navigational Aids.

- (1) One Group reported difficulty in using "GEE" set because of jamming over channel and Northern France. Other aids satisfactory.

c. Equipment Failures and Performance.

- (1) Four instances of VHF failure and 8 instances of liaison receiver or transmitter failure were reported. Other failures were interphone failures.

d. Radar and Radio Counter-Measures.

- (1) Aircraft in both task forces carried 432 units of "Window" chaff. Discharge rate was four units simultaneously every 10 seconds.

e. Pathfinder Equipment and Performance.

- (1) None used.

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10 April 1944

UNIT		2BD	389	445	453	93	446	448	458	466
A I R C R A F T	NO. A/C TAKING OFF	230	26	26	26	24	28	26	22	22
	NO. A/C DISPATCHED	228	26	25	26	24	28	26	21	22
	NO. A/C ATTACKING	209	26	13	25	23	28	26	20	22
	NO. A/C NOT ATTACKING	21	-	13	1	1	-	-	2	-
	NO. A/C SORTIES	226	26	25	26	23	28	26	20	22
B O M B S	NO. A/C	158	-	13	-	23	28	26	20	22
	NO. & TYPE	615x1000GP 3169x100IB	-	676x100IB	-	1186x100IB	223x1000GP	1307x100IB	120x1000GP	123x1000GP
	TONNAGE	465.9	-	33.8	-	59.3	111.5	65.3	60.0	61.5
	TARGET	-	ST-Orleans/Bricey TO-Romantina	-	ST-Orleans/Bricey TO-Romantina	-	-	-	-	-
	NO. OF A/C	ST-25 TO-26	ST-14 TO-12	-	ST-11 TO-14	-	-	-	-	-
	NO. & TYPE	ST-166x1000 TO-176x1000	ST-95x1000GP TO-81x1000GP	-	ST-71x1000GP TO-95x1000GP	-	-	-	-	-
	TONNAGE	171.0	88.0	-	83.0	-	-	-	-	-
	TOTAL TONNAGE ALL TARGETS	636.9	88.0	33.8	83.0	59.3	111.5	65.3	60.0	61.5
	A/C LOST TO FLAK	-	-	-	-	-	-	-	-	-
	A/C LOST TO E/A	-	-	-	-	-	-	-	-	-
B A T T L E	A/C LOST TO FLAK - E/A	1	1	-	-	-	-	-	-	-
	A/C LOST TO ACCIDENT	-	-	-	-	-	-	-	-	-
	A/C LOST UNKNOWN	-	-	-	-	-	-	-	-	-
	CASUALTIES-KILLED, WOUNDED SERIOUSLY, SLIGHTLY, MIA	0-0-0-10	0-0-0-10	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0
	CLAIMS - E/A DESTROYED, PROB., DAM., NO CLAIM	6-0-0-1	6-0-0-1	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0
	A/C BATTLE DAMAGE	2-1-0-0	0-1-0-0	0-0-0-0	1-0-0-0	1-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0
	CAT 1-2-3-4									

TACTICAL COMMANDER'S REPORT
6. STATISTICAL SUMMARY OF OPERATIONSPREPARED BY:
STATISTICAL CONTROL
2BOMB DIVISION

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10 April 1944

FORM V-11

UNIT		467	2BD	93 GH	392
AIRCRAFT	NO. A/C TAKING OFF	30	18	6	12
	NO. A/C DISPATCHED	30	15	6	9
	NO. A/C ATTACKING	26	9	4	5
	NO. A/C NOT ATTACKING	4	9	2	7
	NO. A/C SORTIES	30	13	6	7
BOMBERS	NO. A/C	26	9	4	5
	NO. & TYPE	149x1000GP	56x1000GP 32x100IB	16x1000GP 32x100IB	40x1000GP
	TONNAGE	74.5	29.6	9.6	20.0
	TARGET	-	-	-	-
	NO. OF A/C	-	-	-	-
	NO. & TYPE	-	-	-	-
	TONNAGE	-	-	-	-
	TOTAL TONNAGE ALL TARGETS	74.5	29.6	9.6	20.0
	A/C LOST TO FLAK	-	-	-	-
	A/C LOST TO E/A	-	-	-	-
BATTLE	A/C LOST TO FLAK - E/A	-	-	-	-
	A/C LOST TO ACCIDENT	-	-	-	-
	A/C LOST UNKNOWN	-	-	-	-
	CASUALTIES-KILLED, WOUNDED SERIOUSLY, SLIGHTLY, MIA	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0
	CLAIMS - E/A DESTROYED, PROB. DAM. NO CLAIM	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0
RESULTS	A/C BATTLE DAMAGE	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0
	CAT. 1-2-3-4				

TACTICAL COMMANDER'S REPORT
6. STATISTICAL SUMMARY OF OPERATIONSPREPARED BY:
STATISTICAL CONTROL
2BOMB DIVISION

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SECRET:
 AUTH: 1045868
 INITIALS: du
 DATE: 12 April 1944

HEADQUARTERS
 458TH BOMBARDMENT GROUP (H)
 Office of the Group Operations Officer
 AAF 123 APO 558

13 April 1944

SUBJECT: Report of Operations Officer, Mission of 10 April 1944, Bourges,
 France.

TO : Commanding Officer, 458th Bombardment Group (H)
 AAF 123, APO 558

1. General Narrative:

See the enclosed Command Pilot's Narrative.

2. Aircraft Not Attacking:

Twenty-two (22) aircraft took off and left our base in the formation shown in the enclosed formation diagram. One (1) aircraft, A/C #41-28718, left the formation and turned back before becoming dispatched. Thus, twenty-one (21) aircraft were dispatched.

3. Of the twenty-one (21) aircraft dispatched, twenty (20) did make sorties. Aircraft # 41-29300 turned back before reaching the enemy coast and without being attacked, and is not credited with a sortie.

4. Of the twenty (20) aircraft which did make sorties, all twenty went over the target and are credited as aircraft attacking.

5. All twenty (20) aircraft bombed the primary target at Bourges, France.

6. A detailed description of reasons for failure to attack is given in a separate report on Aircraft Not Attacking.

7. Lost Aircraft:

None of our aircraft were lost. All returned safely to base.

Charles H. Booth
 CHARLES H. BOOTH
 Captain, Air Corps
 Asst Gp Opns Officer

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HEADQUARTERS
AAF 123 APO 558
Office of the Group Operations Officer

AUTH CO 458th Bomb Group
INITIAL gus
DATE 15 April 1944

15 April 1944.

SUBJECT: Command Pilot's Narrative for Operational mission of 10 April 1944.

TO : Commanding Officer, 458th Bombardment Group (H), AAF Station 123, APO 558.

1. A predawn take off was made beginning at 0600 with assembly under the contact plan at 12,000 feet around Splasher 5. Assembly was completed uneventfully, the 466th Group taking position below our group and the 467th assembly above. The Wing departed from Splasher Five (5), one minute late for Splasher 9, the beginning of the Division line. Twenty one (21) aircraft were in our formation at this time, one ship aborted later, just over the French Coast.

2. On the route to Splasher 9, contact was made with Ackerman, but the other Combat Wings, which were to follow the 96th, could not be reached by radio or seen along the route. The navigator reported that the formation would reach Splasher Nine 5 or 6 minutes early and since at that time our formation was somewhat to the left of course, it was decided to pass to the left of Splasher 9, and then put a dog leg in the route between Splasher 9 and Selsey Bill (the end of the Division assembly) in order to depart Selsey Bill (control point one) on time. This maneuver was carried out and the formation passed just south of Splasher nine, 4 minutes early and by playing north of Selsey Bill, departed from that point two minutes early and on course. Shortly after passing Splasher Nine, a second Combat Wing was seen to our rear, but I was unable to establish radio contact with the leader.

3. Almost immediately after departing Selsey Bill, the 453rd Group was observed approaching from the left on a converging course. It was necessary to maneuver the Wing to the right to avoid collision. After this maneuver, the course to the French Coast was continued and two Wings were observed ahead. The 96th was to lead the Division but ended up in the third position, presumably due to the early arrival of the other Wings at Selsey Bill.

4. Landfall was made on course and the briefed route was flown very closely. As the flight progressed and the turning point at Blois was approached, the only other Wing that could be seen was about 10 miles ahead and considerably to the left of course. This Wing made a right turn just before Blois was reached by the 96th Wing. Our turn was made and

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the two Wings ended up flying abreast on the route to the CEW IP. To remedy this situation I called the 20th Wing leader and established communication successfully. It was mutually agreed to have the 20th make an "S" turn to lose distance and fall in behind the 96th. This was tried but the 20th did not lose enough distance and the 20th Wing leader called me to say he could not fall in trail. I told him to take lead of the Two Wings and took my Wing into a 45 degree dog leg to the right, falling into trail of the 20th just as they made a turn towards the target. This maneuver was made over 10/10 overcast, which began just southwest of Blois, and it became questionable as to whether the target would be observed. As a result of the maneuvering and the overcast, I was not certain of my position but the groups uncovered at a point a few miles south of the Group I.P. To try and locate myself, above the overcast, I called the 20th Wing leader ahead, who was approaching the edge of the overcast, and asked him if he was on course and if he could - had he located a town ahead. He reported that he believed the town was not obscured; shortly thereafter he said that he could see it. The target became visible to me a few minutes later and the bombardier made a successful run on the target.

5. After bombs away, a slight turn was made to the right to give our wing more clearance from the 20th ahead, a left turn was made to reassemble the Wing. The turn was completed short of the briefed point which brought our Wing abreast and to the left of the 20th Wing. Withdrawal was completed in this manner, flying slightly to the left of the briefed course.

6. During the entire flight the formation of the Group and Wing was reported as being very good.

7. Landing was normal, the twenty aircraft landed/13 minutes.

8. During the bomb run from the Group I.P. the deputy lead of the first section could not get the bomb select lever into select position, and while forcing the lever the bombs released prematurely; four ships dropped on the deputy. One other ship in the first section had a malfunction and dropped bombs late. The bomb release of the 2nd Section was satisfactory.

9. No enemy aircraft were encountered and no flak was observed at any point along the route.

Brunow W. Feiling
BRUNOW W. FEILING,
Lt. Col., Air Corps,
Command Pilot.

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AUTH: C64886P
INITIALS: JW
DATE: 11 Apr

HEADQUARTERS
456TH BOMBARDMENT GROUP (H)
AAF 123 APO 556
Office of the Operations Officer

11 April 1944

SUBJECT: Statistical Summary of Operations, Mission of 10 April 1944.

TO: Commanding Officer, 456th Bombardment Group (H), AAF 123, APO 556.

STATISTICAL SUMMARY OF OPERATIONS

A. Group . . . . .	.456
B. Division F.O. No. . . . .	.257
C. Date of Operation	10 April 1944
D. Ordered Primary Target.	Bourges A/C Factory and Airfield.
E. A/C Taking off . . . . .	.23
F. A/C Dispatched . . . . .	.21
G. Sorties . . . . .	.20
H. A/C Attacking . . . . .	.20
I. A/C Not Attacking	2
J. A/C Attacking - Primary Target. . . . .	.20 - 6 X 1000 GP (5 dropped 3 Miles early) (1 dropped 5 minutes late)
K. A/C Attacking - Secondary Target. . . . .	.Nil
L. A/C Attacking - Last Resort Target . . . . .	.Nil
M. A/C Attacking - Opportunity Target . . . . .	.Nil
N. A/C Lost - Flak on . . . . .	.Nil
O. A/C Lost - Flak and E/A . . . . .	.Nil
P. A/C Lost - E/A . . . . .	.Nil
Q. A/C Lost - Accident . . . . .	.Nil
R. A/C Lost - Cause Unknown. . . . .	.Nil

Joseph S. Williams
JOSEPH S. WILLIAMS
1st Lt, Air Corps
Group Statistical Officer.

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721	382	C	431	273
<u>ZIMMERMAN</u>	<u>GRANT</u>	300	<u>TOOMAN'S FEILING</u>	<u>UMPHREY</u>
L	J K-21	<u>KECK</u>	B K-21 341	Q K-20
	340	M K-20	<u>CLARK-FREEMAN 735</u>	276
	<u>GULICK</u>		A K-21 GATNES	<u>MANKEE</u>
	N K-20		S	T
		455	718	
		<u>SCHAAF</u>	<u>TAYLOR</u>	
		O	M K-20 303	
			<u>WELSH</u>	
			H	

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404	738	C	365	719
<u>STILSON</u>	<u>GOLDSMITH</u>	059	<u>WHITLOW-JAMISON</u>	<u>BERTIS</u>
Q K-21	C K-20 706	<u>BRUDOS</u>	B K-20 359	K-20
	<u>OLAH</u>	E K-20	<u>GLENN</u>	733
	F		J K-21	<u>ARLIFE</u>
			D	FP
			305	
			<u>DAVIS</u>	
		353	N K-20	
		<u>HARRIS</u>	682	
		J K-21	<u>BRAUER</u>	
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| 1. 718 -13 | 9.. 305 - 9 |
| 2. 382 - 28 | 10. 719 - 13 |
| 3. 303 - 34 | 11. 738 - 3 |
| 4. 455 -33 | 12. 682 - 1 |
| 5. 340 - 31 | 13. 353 - 7 |
| 6. 365 - 29 | 14. 733 - 40 |
| 7. 359 - 3 | 15. 335 - 4 |
| 8. 059 - 20 | 16. 404 - 5 |

WEST

- | |
|--------------------|
| 1. 431 - 37 |
| 2. 341 - 39 |
| 3. 300 - 38 |
| 4. 273 - 45 |
| 5. 276 - 49 |
| 6. 735 - Henger #4 |
| 7. 721 - 43 |
| 8. 706 -36 |

458th Pilots and Aircraft as listed on Formation Plans

Date	Target	Pilot	458th Msn	Pilot Msn	Cmd Pilot	Ld	Serial	Last 3	RCL	Sqdn	A/C Msn	A/C Name	Comments
10-Apr-44	BOURGES A/F	ANDREW	19	3			41-28733	733	P	J4	12	RHAPSODY IN JUNK	
10-Apr-44	BOURGES A/F	BRAUER	19	10			41-28682	682	I	Z5	15	UNKNOWN 003	
10-Apr-44	BOURGES A/F	BRUDOS	19	11			42-110059	059	E	J3	3	UNKNOWN 056	
10-Apr-44	BOURGES A/F	BURTIS	19	8			41-28719	719	Q	J3	10	PADDLEFOOT	
10-Apr-44	BOURGES A/F	CLARK	19	7	FREEMAN	D1	42-100341	341	A	J4	7	SATAN'S MATE	
10-Apr-44	BOURGES A/F	DAVIS	19	9			41-29305	305	N	Z5	7	I'LL BE BACK/HYPOCHONDRIAC	
10-Apr-44	BOURGES A/F	GAINES	19	9			41-28735	735	S	J4	8	UNKNOWN 005	
10-Apr-44	BOURGES A/F	GLENN	19	8			41-29359	359	J	J3	11	TAIL WIND	
10-Apr-44	BOURGES A/F	GOLDSMITH	19	7			41-28738	738	O	Z5	5	MEAT AROUND THE CORNER	
10-Apr-44	BOURGES A/F	GRANT	19	13			42-52382	382	J	7V	15	WURF'LESS	
10-Apr-44	BOURGES A/F	GULICK	19	7			41-29340	340	N	7V	2	YANKEE BUZZ BOMB	
10-Apr-44	BOURGES A/F	HARRIS, T	19	6			42-52353	353	J	Z5	15	UNKNOWN 049	
10-Apr-44	BOURGES A/F	KECK	19	11			41-29300	300	M	J4	16	LORELEI	
10-Apr-44	BOURGES A/F	MANKER	19	7			41-29276	276	T	J4	5	URGIN VIRGIN/The ROTTEN SOCK	
10-Apr-44	BOURGES A/F	NEDROW	19	3			41-29303	303	H	Z5	13	LIBERTY LIB	
10-Apr-44	BOURGES A/F	OLNEY	19	3			41-28706	706	F	J4	6	DREAM BOAT/SPARE PARTS	
10-Apr-44	BOURGES A/F	SCHAAF	19	12			42-52455	455	O	7V	13	PLUTOCRAT	
10-Apr-44	BOURGES A/F	STILSON	19	6			42-52404	404	Q	Z5	6	BELLE OF BOSTON	
10-Apr-44	BOURGES A/F	TAYLOR, O	19	11			41-28718	718	M	7V	17	BO	
10-Apr-44	BOURGES A/F	TOOMAN	19	5	FEILING	L1	42-100431	431	B	J4	9	BOMB-AH-DEAR	
10-Apr-44	BOURGES A/F	UMPHREY	19	12			41-29273	273	Q	J4	15	FLAK MAGNET	
10-Apr-44	BOURGES A/F	VOGEL	19	10			42-52335	335	R	Z5	16	ADMIRABLE LITTLE CHARACTER	
10-Apr-44	BOURGES A/F	WHITLOW	19	10	JAMISON	L2	42-100365	365	B	7V	11	WOLFGANG (maybe)	
10-Apr-44	BOURGES A/F	ZIMMERMAN	19	3			41-28721	721	L	J4	11	DOWNWIND LEG	