

HEADQUARTERS
2d BOMBARDMENT DIVISION
APO 550

TACTICAL MISSION REPORT

FIELD ORDER NO.

630

TARGET

BRUNSWICK/MAGGUM
BRUNSWICK/JERUM

DATE

8 MAY 1944

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COPY NO. 3

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HEADQUARTERS 2d BOMBARDMENT DIVISION
AAF 147 APO 558

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By Auth of CG
2d Bomb Div
Initials *RLS*
Date *20 May 1944*

20 May 1944

SUBJECT: Tactical Report of Mission, 8 May 1944.

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

1. Data.

- a. Date of Mission - 8 May 1944.
- b. Primary Targets - Brunswick/Waggum - 96th CBW, 14th CBW, 20th CBW,
2nd CBW "B".
Brunswick/Amerun - 2nd CBW "A".
- c. Secondary Target - Brunswick - Center of City (PFF) - All CBWs.
- d. Last Resort Target - Any military objective positively identified
as being 50 miles inside Germany or any A/D
in occupied country not adjacent to a built-
up area.
- e. Units Participating -

| | | | | | | |
|-------------|---|---|-----------|---|----|-----------------|
| 2nd CBW "A" | - | 6 | Squadrons | - | 12 | A/C each |
| 2nd CBW "B" | - | 2 | " | - | " | " |
| | - | 2 | " | - | " | " |
| | - | 1 | " | - | " | " from 20th CBW |
| | - | 1 | " | - | " | " from 96th CBW |
| 20th CBW | - | 6 | " | - | " | " |
| 14th CBW | - | 5 | " | - | " | " |
| | - | 1 | " | - | " | " from 96th CBW |
| 96th CBW | - | 6 | " | - | " | " |

2. Narrative.

a. 307 aircraft were dispatched from Four Combat Wings to visually attack targets in the Brunswick area with the city of Brunswick as the PFF target. Four Groups of P-47s and one Group of P-51s were dispatched as fighter support.

b. Assemblies were accomplished without incident and the Division departed the English coast as briefed. The route was flown as planned with only slight deviations on courses and times.

c. The target area was covered over by 10/10 clouds and all wings bombed the city of Brunswick on PFF with unobserved results.

d. Anti-aircraft fire was moderate to intense and inaccurate at the target. Some gunfire was encountered enroute, which was moderate and inaccurate. Fighter opposition varied from light to very heavy attacks for some Groups. Massed attacks occurred in three general areas: the target area, generally south of Hildesheim and in the Celle area on the route in to the target. Eleven aircraft were lost; four to enemy aircraft, two ships collided on the bomb run and five to unknown causes. Claims were forty-two destroyed, five probable and seven damaged.

For the Commanding General:

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

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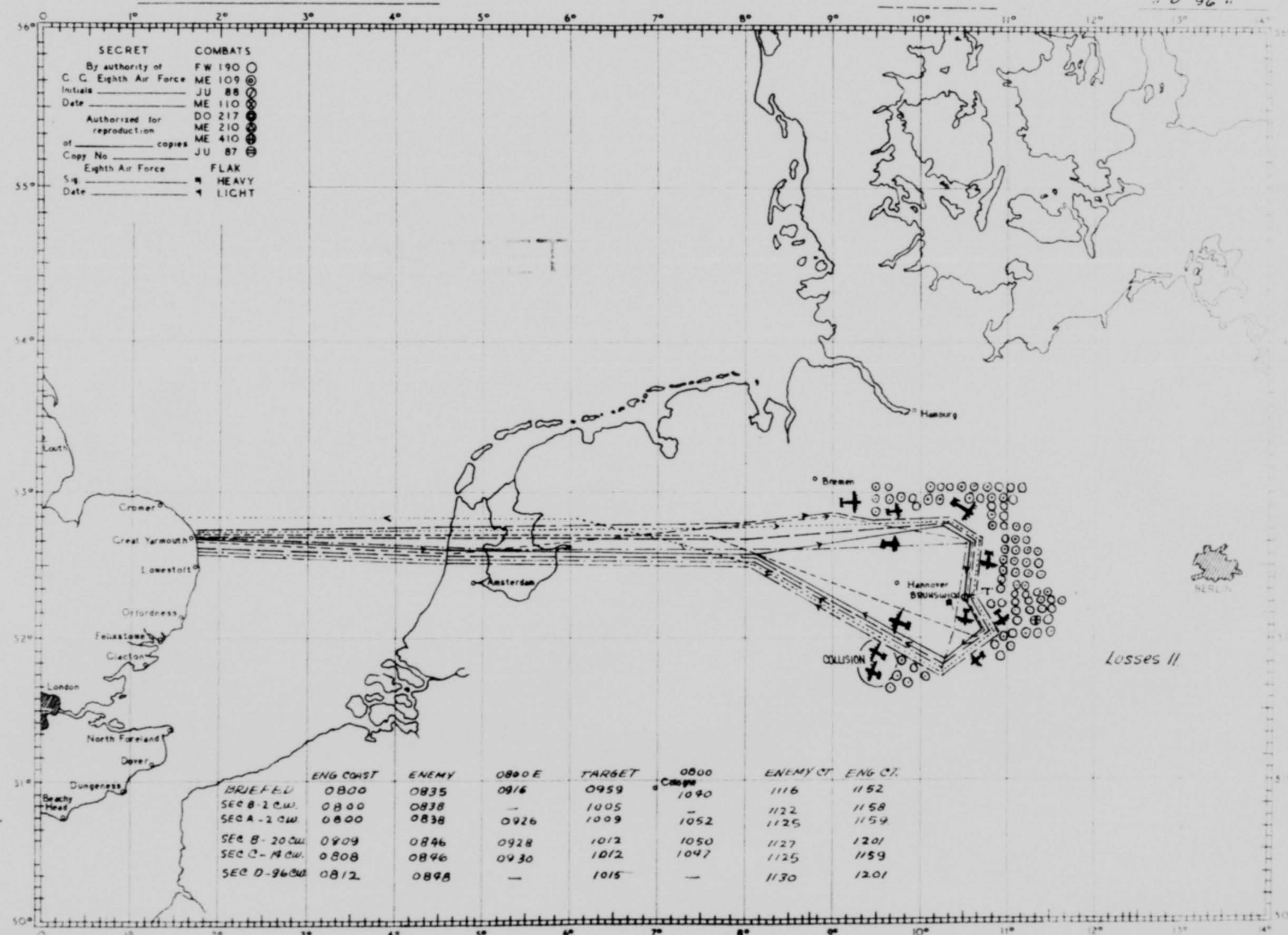
TRACK CHART

DATE May 8, 1944

TARGETS

PRIMARY BRUNSWICKROUTE FOLLOWED BY BRIEFED

Sec B - 2 CW
" A "
" B - 20 CW "
" C 14 "
" D 96 "



Losses //

0276

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Tactical Report of Mission, 8 May 1944

2. Bombing.

| GROUP | DIRECT OF RUN | LEADER OF RUN | ALTITUDE | TIME OF RELEASE | PILOT PILOT BRUNSWICK | VIEW VISUAL | RANGE & DEFLECT | RANGE | NUMBER A/C BOOMED |
|-------|------------------|-----------------------|----------|--------------------|-----------------------------|----------------|---------------------|-------|--|
| 453 | 190 | 7 min. | 22,000' | 1003 $\frac{1}{2}$ | | X | Dropped on Lead PFF | | 22 + 2 PFF |
| 389 | 180 | | 22,000' | 1005 | | X | " " 453rd | | 22 + 4 A/C of 445 |
| 445 | 210 | 8 min. | 22,000' | 1009 | | X | " " Lead PFF | | 23 + 1 PFF + 1 A/C of 446th + 4 A/C of 446th + 5 of 456th. |
| 446 | 184 | 11 $\frac{1}{2}$ min. | 22,000' | 1010 $\frac{1}{2}$ | | X | " " 445th | | 16 |
| 93 | 170 | 2 min. | 22,000' | 1012 | | X | " " Lead PFF | | 30 + 1 PFF + 5 A/C of 446th |
| 448 | 190 | | 21,000' | 1012 | | X | " " 93rd | | 27 |
| 44 | 185 | 17 min. | 22,500' | 1013 | | X | " " Lead PFF | | 29 + 1 PFF |
| 392 | 190 | | 22,000' | | X | | " " 44th | | 25 + 9 of 447th |
| 466 | 190 | | | 1015 | | | " " Lead PFF | | 21 + 1 PFF + 10 of 467th |
| 458 | 190 | | 20,100' | 1017 | X | | " " 466th | | 17 + 11 of 467th |

- a. The assigned primary target for this mission was Brunswick, Germany.
- b. Brunswick was attacked by eleven Groups on PFF through 10/10 undercast in a Wing Formation.
- c. One A/C did not bomb due to battle damage and salvaged at 5233N-1000E. One A/C did not bomb due to a rack malfunction. Salvaged at Hindon, Germany.

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Tactical Report of Mission, 8 May 1944.

3. Anti-Aircraft Fire.

a. Target - Brunswick.

- (1) All Groups encountered intense but inaccurate gunfire in the target area. The method of fire control consisted mainly of fixed barrages although a certain amount of predictor control fire was also encountered. Only two Groups reported that the barrages were fairly accurately placed, and all the predictor control fire appears to have been very inaccurate and usually much too low.
- (2) Rockets were seen in the target area which came up leaving the usual trail of white smoke, arched over, and burst three times at approximately 200 ft intervals as they descended. At each burst a number of burning fragments were emitted but no smoke.
- (3) Rockets were also seen which burst into red flares, and enemy fighters attacked one formation shortly after these were seen. There was a difference of opinion among crews as to whether these flares were attached to parachutes.
- (4) Gunfire was encountered at various places en route which could not be pinpointed on account of the weather conditions.

b. Anti-Aircraft Officer's Comment.

- (1) "Chaff" appears to have worked very satisfactorily during this operation.

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Tactical Report of Mission, 8 May 1944

4. Enemy Aircraft Encounters.

- a. The 44th Group report sightings and attacks by 25 to 30 Me 109s and FW 190s at 0955 in the vicinity of Hanover. The E/A simulated escort tactics, then peeled off in two's and three's to make a diving attack at two and three o'clock at the high right Squadron. The E/A passed over the formation and attacked a following Group. Some of the FW 190s were reported to be the long nosed type. In the vicinity of Brunswick two Me 410s were observed, one of which made a climbing attack on a ship of the high element of the high Squadron. At 1025 hours at about 5208-0945 two FW 189s were observed below the formation. These attacked from below when the P-38 fighter cover moved ahead.
- b. The 93rd Group report sighting three Me 109s in the target area but these did not attack.
- c. The 309th Group report sightings from Danner Lake to the IP on the route in to the target. E/A tactics consisted of mass attacks by 25 to 30 Me 109s and FW 190s on a Group flying ahead followed by intermittent attacks by individual E/A on the 309th. A total of 150 to 200 E/A were observed.
- d. The 392nd Group report attacks by 40 to 50 ME E/A, predominantly Me 109s at 1055 hours in the vicinity of 5245-1008. When E/A flew to the right of the Group simulating escort tactics, then pulled ahead and formed into groups of two to four abreast, which then attacked at two o'clock high from out of the sun. A few long nosed FW 190s were seen in the area mentioned.
- e. The 445th Group was not attacked but observed attacks by about 60 ME E/A on another Group. The encounters occurred northwest of Hanover on the route in and continued for about 30 minutes. Most attacks were by individual E/A and were mainly from six o'clock low and three o'clock low. Six Me 109s were seen to use contrails as cover prior to their attack which came in at four o'clock.
- f. The 446th Group reports a few sightings and attacks. Three Me 109s were seen in the Danner Lake area at 0920 on the route in; three Me 109s and three FW 190s were observed at Hachens; and three FW 190s at Brunswick at 1009 making a rocket attack on the formation.
- g. The 448th Group was lightly attacked by four Me 109s northwest of Hanover on the route out. This group also sighted three black FW 190s northwest of Gelle and ten Me 109s in the Danner Lake area. About 100 Me 109s and FW 190s were sighted in the target area.
- h. The 453rd Group first encountered fighter opposition in the Gelle area at 0930 on the route in. Attacks continued against this Group for about 40 minutes. Most attacks came from head on, slightly high, out of the sun in waves varying numbers of E/A. This Group reports total sightings of 250 E/A. Approximately 50 of these were reported to be Me 110s.
- i. The 458th Group report 75 to 80 E/A seen from Danner Lake on through the target and back to Danner Lake. One rocket attack by twelve FW 190s from head on, out of the sun, occurred in the target area.
- j. The 466th Group report sightings of 15 Me 109s, 10 FW 190s and four unidentified TE E/A. One rocket attack occurred in the target area just at bombs away. The E/A came in from eleven o'clock high out of the sun. Another attack by 8 to 10 Me 109s, abreast, occurred just after bombs away. The E/A attacked from head on slightly high. These were carrying belly tanks.

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Tactical Report of Mission, 8 May 1944. (E/A Encounters cont'd)

- k. The 467th Group report sightings of about 50 Me 109s and 10 FW 190s from the vicinity of Doehdorf at 0950 hours to the target area, and again from near Brunswick at 1016 to the vicinity of Bad Harzburg at 1030 hours. The E/A would simulate escort tactics off to the side and slightly high, then would pull ahead and continue with the weaving and S-ing. They would then peel off to attack either in trail or in groups of three to four abreast. Most attacks were made from eleven to one o'clock high. The E/A would pass through the formation, breaking away below. These attacks were pressed very close. This Group observed that frontal attacks by several E/A flying abreast would be made on units flying a tight formation. The E/A would hold their fire and skid their A/C with the hope of causing stragglers. It was also observed that Groups flying a loose formation were more likely to be attacked by smaller numbers of E/A.
- l. The use of massed and concentrated attacks was again noted on this mission. All E/A were observed in the area from Dummer Lake to the target and back again to Dummer Lake. Massed attacks occurred in three general areas; the majority of massed attacks occurred in the Celle area on the route in to the target. Estimates of the number of E/A seen run to as high as 250. This Division lost 11 A/C - 4 to E/A, 5 to unknown, and 2 to accident.
- m. The following unfamiliar E/A was reported by crews of the 369th Group: SE A/C with long bullet shaped fuselage, radial engine and wings swept well back, elliptical trailing edge and small rounded fin and rudder. This A/C appeared slightly larger than other E/A.

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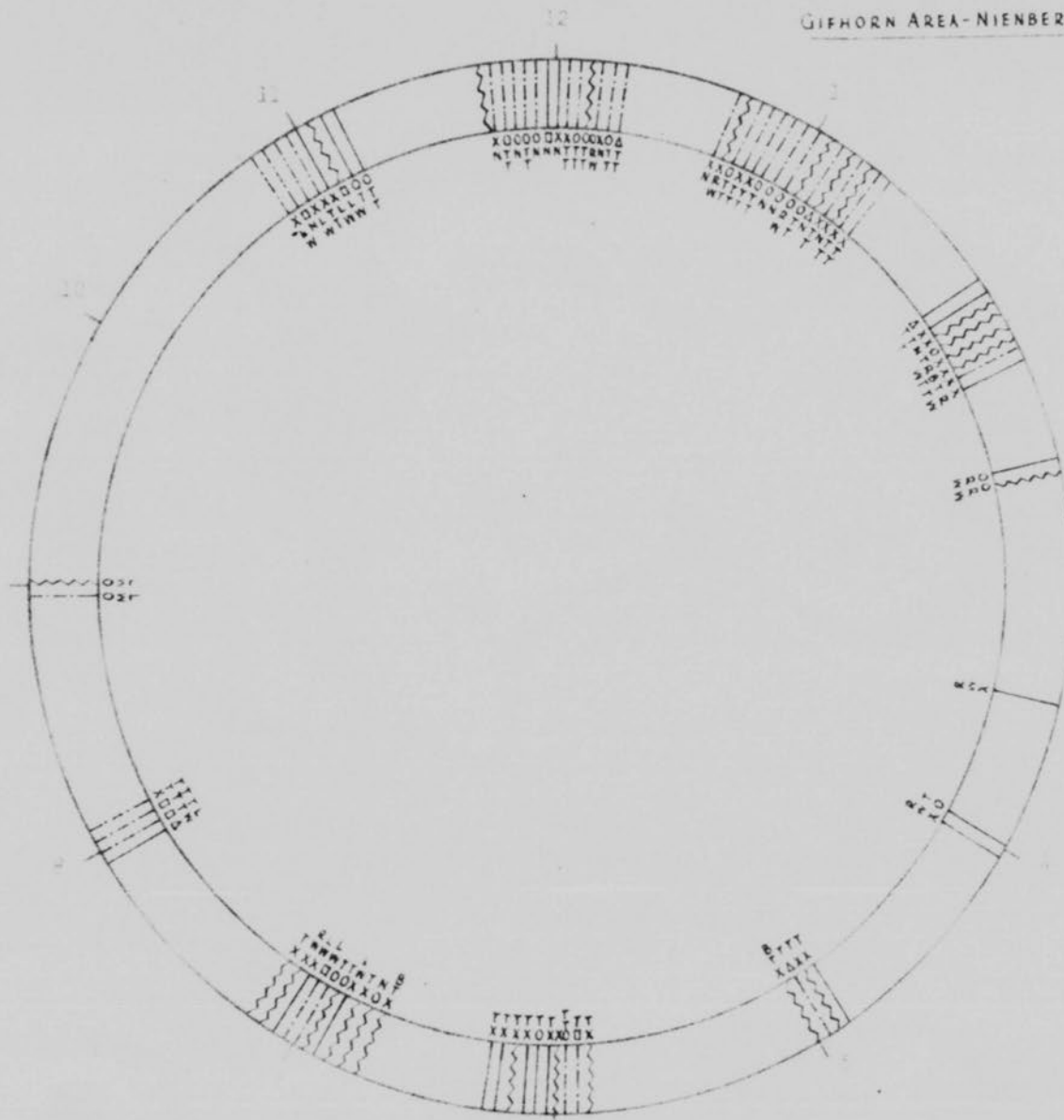
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COMBAT REPORT FORM (WING)

TARGET BRUNSWICK ~~WING~~ 2ND B. D. DATE 8/MAY/44TIME OF ATTACKS 0938 TO 1043VICINITY OF ATTACKS CELLE AREA

TARGET-HILDESHEIM AREA

GIFHORN AREA-NIENBERG AREA



Attacks from
 Above - - - -
 Level - - - -
 Below - - - -
 Destroyed - A
 Probable - B
 Damaged - C
 No Claim - D

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Tactical Report of Mission, 8 May 1944

5. Communications.

- c. W/T and R/T communications were normal, with exception of a set fault which caused steady carrier on VIF channel B for some time. "Window" was used at two points along the route and at target area with reported effective results. H2X equipment was used. Maximum range was 60 miles. First PFF aircraft was dispatched by the 66th Squadron; operation over target was satisfactory.

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8 May 1944

FOR: V-11

| UNIT | 2BD | 389 | 389PFF | 445 | 453 | 44 | 44PFF | 392 | 93 |
|--|--------------------------|------------|-----------|------------------------|-----------|-----------|---------|---------------------------|------------------------|
| NO. A/C TAKING OFF | 333 | 28 | 5 | 29 | 27 | 32 | 1 | 28 | 30 |
| NO. A/C DISPATCHED | 309 | 24 | 5 | 28 | 24 | 30 | 1 | 27 | 30 |
| NO. A/C ATTACKING | 289 | 22 | 5 | 27 | 22 | 29 | 1 | 26 | 30 |
| NO. A/C NOT ATTACKING | 44 | 6 | - | 2 | 5 | 3 | - | 2 | - |
| NO. A/C SORTIES | 301 | 23 | 5 | 28 | 24 | 30 | 1 | 27 | 30 |
| NO. A/C | 287 | 22 | 5 | 27 | 22 | 29 | 1 | 25 | 30 |
| NO. & TYPE | 1890x500GP 6266x100IB | 1143x100IB | 100x100IB | 132x500GP 832x100IB | 263x500GP | 346x500GP | 6x500GP | 36x500GP 1141x100IB | 264x500GP 416x100IB |
| TONNAGE | 785.8 | 57.2 | 5 | 74.6 | 65.7 | 86.5 | 1.5 | 66.1 IR-5233N 1000E | 86.8 |
| TARGET | - | - | - | - | - | - | - | - | - |
| NO. OF A/C | 2 | - | - | - | - | - | - | 1 | - |
| NO. & TYPE | 12x500GP 56x100IB | - | - | - | - | - | - | 56x100IB | - |
| TONNAGE | 5.8 | - | - | - | - | - | - | 2.8 | - |
| TOTAL TONNAGE ALL TARGETS | 791.6 | 57.2 | 5 | 74.6 | 65.7 | 86.5 | 1.5 | 68.9 | 86.8 |
| A/C LOST TO FLAK | 2 | - | - | 2 | - | - | - | - | - |
| A/C LOST TO E/A | 7 | - | - | - | 6 | - | - | - | - |
| A/C LOST TO FLAK - E/A | - | - | - | - | - | - | - | - | - |
| A/C LOST TO ACCIDENT | 2 | - | - | - | 2 | - | - | - | - |
| A/C LOST UNKNOWN | - | - | - | - | - | - | - | - | - |
| CASUALTIES-KILLED, WOUNDED SLIGHTLY, SLIGHTLY, LA | 7-2-3-112 | - | - | 0-0-0-20 | 0-1-2-80 | - | - | - | - |
| CLAIMS - E/A DESTROYED, FACE, DATA, NO CLAIM | 42-5-7-28 | 19-1-0-3 | 0-0-0-0 | 4-2-0-1 | 12-0-4-19 | 3-0-0-0 | 0-0-0-0 | 0-1-0-3 | 0-0-0-0 |
| A/C BATTLE DAMAGE | 18-9-1-2 | 1-2-0-0 | 1-0-0-0 | - | 3-1-1-1 | 1-0-0-0 | - | 3-1-0-0 | - |

STATISTICAL SECTION
2d BOMB DIVISION

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2d BOMB DIVISION

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| FORM V-11 | | 8 May 1944 | | | | | Tactical Report of Mission |
|-----------|--|------------------------|------------------------|-----------|-----------|------------|-------------------------------|
| UNIT | | 446 | 448 | 458 | 466 | 467 | |
| AIRCRAFT | NO. A/C TAKING OFF | 28 | 31 | 31 | 30 | 33 | STATIONAL SECTION OF DIVISION |
| | NO. A/C DISPATCHED | 24 | 29 | 26 | 29 | 32 | |
| | NO. A/C ATTENDING | 21 | 28 | 23 | 25 | 30 | |
| | NO. A/C NOT ATTENDING | 7 | 3 | 8 | 5 | 3 | |
| | NO. A/C SCUTTLED | 24 | 28 | 25 | 25 | 31 | |
| BOBS | NO. A/C | 21 | 28 | 22 | 25 | 30 | STATIONAL SECTION OF DIVISION |
| | NO. & TYPE | 120x500GP 572x100IB | 212x500GP 502x100IB | 261x500GP | 250x500GP | 1560x100IB | |
| | TONNAGE | 58.6 | 78.1 | 65.2 | 62.5 | 78 | |
| | TARGET | - | - | IR-Minden | - | - | |
| | NO. OF A/C | - | - | 1 | - | - | |
| RESULTS | NO. & TYPE | - | - | 12x500GP | - | - | STATIONAL SECTION OF DIVISION |
| | TONNAGE | - | - | 3 | - | - | |
| | TOTAL TONNAGE ALL TARGETS | 58.6 | 78.1 | 68.2 | 62.5 | 78 | |
| | A/C LOST TO FLAK | - | - | - | - | - | |
| | A/C LOST TO E/A | - | - | - | - | 1 | |
| RESULTS | A/C LOST TO FLAK - E/A | - | - | - | - | - | STATIONAL SECTION OF DIVISION |
| | A/C LOST TO ACCIDENT | - | - | - | - | - | |
| | A/C LOST UNKNOWN | - | - | - | - | - | |
| | CASUALTIES-KILLED, WOUNDED, MISSING, SLIGHTLY, KIA | - | - | 6-0-0-0 | 0-0-0-2 | 1-1-1-10 | |
| | CLAIMS - E/A DESTROYED, PROB., DUB., NO CLAIM | 0-0-0-0 | 0-0-0-0 | 2-0-1-0 | 1-0-1-1 | 1-1-1-1 | |
| RESULTS | A/C BATTLE DAMAGE | - | - | - | - | - | STATIONAL SECTION OF DIVISION |
| | OTHER - CAPTURED | 0-1-0-0 | - | - | 0-2-0-0 | 9-2-0-1 | |

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HEADQUARTERS 21 BOMBARDMENT DIVISION
APO 558

RELATIVE EFFECTIVENESS OF GUN POSITIONS - B-24's

8 May 1944

| | Total | % of Total | Des- troyed | Prob. | Dam. | No Claim | % Des- troyed | % Prob. | % Dam. | % No Claim |
|----------|-------|------------------|----------------|-------|------|-------------|---------------------|------------|-----------|------------------|
| Nose | 14 | | 7 | 1 | 2 | 4 | | | | |
| Top T. | 25 | | 10 | 1 | 2 | 12 | | | | |
| Ball T. | 3 | | 3 | 0 | 0 | 0 | | | | |
| Tunnel | | | | | | | | | | |
| Waist | 10 | | 5 | 1 | 2 | 2 | | | | |
| R. Waist | 10 | | 6 | 0 | 0 | 4 | | | | |
| Tail T. | 20 | | 11 | 2 | 1 | 6 | | | | |
| Other | | | | | | | | | | |
| TOTAL | 82 | | 42 | 5 | 7 | 28 | | | | |

VULNERABILITY OF E/A

| | Total | % of Total | Des- troyed | Prob. | Dam. | No Claim | % Des- troyed | % Prob. | % Dam. | % No Claim |
|-------|-------|------------------|----------------|-------|------|-------------|---------------------|------------|-----------|------------------|
| 109 | | | 21 | 4 | 4 | 20 | | | | |
| 190 | | | 20 | 1 | 3 | 8 | | | | |
| 410 | | | 1 | 0 | 0 | 0 | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| TOTAL | | | 42 | 5 | 7 | 28 | | | | |

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HEADQUARTERS
STATION 123 APO 558
OFFICE OF THE INTELLIGENCE OFFICER

9 MAY 1944

SUBJECT: S-2 REPORT, MISSION 8 MAY 44 (BRUNSWICK/WAGGUM)
TO : COMMANDING OFFICER, AAF 123, APO 558.

ENEMY AIRCRAFT OPPOSITION

1. SEVENTY FIVE TO EIGHTY E/A SEEN FROM DUMMER LAKE AREA INTO TARGET AND OUT TO DUMMER LAKE AREA. AT 1016, TWELVE FW 190'S CAME THROUGH FORMATION IN TARGET AREA, HEAD ON, OUT OF THE SUN. E/A ATTACKED IN MASS, GAINING ALTITUDE AFTER ATTACK TO REGAIN FORMATION. NONE OF OUR AIRCRAFT WERE LOST TO THIS ATTACK.

2. CLAIMS ARE 2-0-1.

ANTI-AIRCRAFT FIRE

3. AA WAS ENCOUNTERED AT THE TARGET AREA AND DUMMER LAKE, HOWEVER IT WAS MODERATE AND INACCURATE.

4. FOUR SCARECROWS WAS ENCOUNTERED AT TARGET AREA, THESE WERE SMOKELESS WITH RED PIECES BREAKING OFF WHICH LOOKED LIKE FLARES. PARACHUTE FLARES WERE OBSERVED AT THE TARGET.

5. FOUR OF OUR A/C SUFFERED MINOR BATTLE DAMAGE.

OBSERVATIONS

6. A LARGE A/D WITH THREE OR FOUR CONCRETE RUNWAYS WAS OBSERVED AT 5248-0506. FLAK BARGES WERE OBSERVED IN THE WESER CANAL JUST NORTH OF BRUNSWICK.

CHARLES M. DERRY,
CAPT. AC,
GROUP S-2 OFFICER

SECRET

SECRET:
AUTH: 0042868
INITIALS: gus
DATE: 9 May

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

9 May 1944

SUBJECT: Statistical Summary of Operations, Mission of 8 May 1944.

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

STATISTICAL SUMMARY OF OPERATIONS

| | | |
|--|------------|------------------------------------|
| A. Group | 458 | |
| B. Division F.O. No. | 289 | |
| C. Date of Operation | 8 May 1944 | |
| D. Ordered Primary Target. | Brunswick | |
| E. A/C Taking Off. | 31 | |
| F. A/C Dispatched. | 26 | |
| G. Sorties | 25 | |
| H. A/C Attacking | 23 | |
| I. A/C Not Attacking | 8 | |
| J. A/C Attacking - Primary Target. | 22 | 21 - 12 X 500 GP 1 - 9 X 500 GP |
| K. A/C Attacking - Secondary Target. | Nil | |
| L. A/C Attacking - Last Resort Target. | Nil | |
| M. A/C Attacking - Opportunity Target. | 1 | 12 X 500 GP - Minden |
| N. A/C Lost - Flak | Nil | |
| O. A/C Lost - Flak and E/A | Nil | |
| P. A/C Lost - E/A. | Nil | |
| Q. A/C Lost - Accident | 1 | |
| R. A/C Lost - Cause Unknown. | Nil | |

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

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HEADQUARTERS
458TH BOMBARDMENT GROUP (H)
AAF 123 APO 558

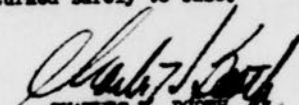
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DATE 9 May

9 May 1944.

SUBJECT: Report of the Operations Officer, Mission of 8 May 1944.

TO: Commanding Officer, 458th Bombardment Group (H).

1. General Narrative - See the Enclosed Command Pilot's Narrative.
2. Aircraft Not Attacking - Thirty one (31) took off for the mission. One (1) aircraft, 42-52404, crashed shortly after take off. Thus, thirty (30) aircraft left our base in the formation plan shown in the enclosed formation diagram. Four (4) aircraft, 42-110172, 42-52274, 42-50279, and 42-50314, left the formation and turned back before becoming dispatched. Twenty six (26) aircraft were dispatched.
3. Of the twenty six (26) aircraft dispatched, one (1) aircraft, 41-28735, turned back before reaching the enemy coast and without meeting with enemy opposition. Thus, twenty five (25) aircraft received sortie credit.
4. Two aircraft, 42-28719 and 41-29300, received sortie credit but returned before reaching the target. Thus, twenty three (23) aircraft went over the target and are credited with an attack.
5. Twenty two (22) aircraft bombed the primary target of Brunswick. One (1) aircraft, 42-100431, dropped only nine (9) of the loaded twelve (12) bombs, and one (1) aircraft, 42-95120, salvaged its bombs over Minden, Germany due to rack malfunction over the primary target.
6. A detailed description of reasons for failure to attack is given in a separate report on Aircraft Not Attacking.
7. Lost Aircraft - One (1) aircraft, 42-52404, crashed and was destroyed on take off. All of the other aircraft returned safely to base.


CHAMBERS E. BOOTH
Capt, AC
Asst Gp Opns Officer

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

S E C R E T

AUTH C04286P
DATE 20 May
INITIAL 10 May

10 May 1944

SUBJECT: Command Pilot's Narrative, Operational Mission for 8 May 1944, Brunswick.

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

1. I was flying deputy lead of the first section on this mission. The Group assembly was made as planned, over Splasher #5, at 13,000'. The weather permitted a visual take off, making it possible for my ship to get into position at an altitude of about 5,000'. The Group assembly was made easily and efficiently due to a small assembly pattern and an air speed of 160 miles per hour. Both sections were in close formation approximately one half hour before wing assembly time. The wing assembly was made on time and we left Great Yarmouth, control point number one, one minute late. Crossing the North Sea and climbing to altitude, the formation was badly strung out. The ascent was slow but the air speed was in excess. About four minutes from the enemy coast the Group lead aborted and I assumed the lead, crossing the enemy coast, control point number 2, three minutes late. The route to and from the target was flown as briefed.

2. Moderate flak was encountered over Dummer Lake area, both on the route in and out. Over the target area intense flak was encountered, however, due to a ten tenths undercast encountered, this flak was of the barrage type and not accurate.

3. The bombing was PFF and bombs were dropped on the smoke marks of the lead Group. The 458th was approximately one mile behind the 466th Group, when they dropped their bombs.

4. The fighter escort was periodical. Shortly before the Wing IP into the target, the fighter escort was good. Thirty minutes after we passed the target area we again had some fighter escort. At all other times we were without escort as far as I was able to observe. The only enemy fighters observed were in the target area. Thirty to thirty-five enemy fighters were observed but no attacks were made on our formation.

Robert H. Hinckley
ROBERT H. HINCKLEY, Jr.
Captain, Air Corps,
Command Pilot

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Mission of 8 May 1944

Barton-Henson-Campbell
K-20 : 172 O

D
Gentry
:719Q

Vogel
K-21:342 S

Curtis
K-20: 274 H

^C
Kingsley
K-21:404 Q

Schulze-Hinckley-Daley
366B: K-21

Watson
K-20: 596 R

Burtis
:288 L

Bradley
K-20:290 M
Olney
K-20:359 J

Sims
:709 I

Englehardt
: 738 O

Roubal-Wright-Burton
K-21:311 A

Tooman
K-21:431 B

^C
Gracun
K-20:455

Weber
K-21:365B

Clark
K-21:408 D

De Neffe
1 :133 O

D
Keck
341A

Taylor
K-20: 177S

Umphrey
:962 N

Shaw
:735S

Stout
: 050 J

Gulick
340 N

D SQUADRON

Glenn
697 P

Zimmerman
K-21:314 L

McNawara
K-21:441 I

Stewart
516 K

^C
Mankor
705 H

Nedrow
:946 R

Davis
279D

SPARES
709
117
300

Andrew
K-22:320J

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 |
|-----------|-----------|------------|-----------|-----------|-----------|----|-----------|--------|-----|------|---------|------------------------|---|
| 08-May-44 | BRUNSWICK | ANDREW | 37 | 13 | | | 42-50320 | 320 | J | J4 | 8 | UNKNOWN 018 | |
| 08-May-44 | BRUNSWICK | BARTON | 37 | ABT | HENSON | L | 42-110172 | 172 | D | Z5 | -- | UNKNOWN 017 | ABORT - #3 ENG GAS LEAK |
| 08-May-44 | BRUNSWICK | BRUDOS | 37 | ABT | | | 41-29300 | 300 | M | J4 | -- | LORELEI | ABORT - ELEC SYSTEM OUT |
| 08-May-44 | BRUNSWICK | BURTIS | 37 | 20 | | | 41-29288 | 288 | L | J3 | 16 | BIG-TIME OPERATOR | |
| 08-May-44 | BRUNSWICK | CLARK | 37 | 15 | | | 42-100408 | 408 | D | J4 | 15 | BEASTFACE | |
| 08-May-44 | BRUNSWICK | CRAGUN | 37 | 18 | | | 42-52455 | 455 | O | 7V | 24 | PLUTOCRAT | |
| 08-May-44 | BRUNSWICK | CURTIS | 37 | ABT | | | 42-52274 | 274 | H | J3 | -- | UNKNOWN 029 | ABORT - LAND GER UP-LOCK WOULDN'T HOLD RT GEAR UP |
| 08-May-44 | BRUNSWICK | DAVIS | 37 | ABT | | | 42-50279 | 279 | D | Z5 | -- | ENVY OF 'EM ALL | ABORT - #4 RUNAWY SUPER CHG AND PROP |
| 08-May-44 | BRUNSWICK | DeNEFFE | 37 | 20 | | | 42-95183 | 183 | O | J4 | 1 | BRINEY MARLIN | |
| 08-May-44 | BRUNSWICK | ENGLEHARDT | 37 | 7 | | | 41-28738 | 738 | O | Z5 | 19 | MEAT AROUND THE CORNER | |
| 08-May-44 | BRUNSWICK | GENTRY | 37 | ABT | | | 41-28719 | 719 | Q | J3 | -- | PADDLEFOOT | ABORT - #4 ENG OIL PRES DROP |
| 08-May-44 | BRUNSWICK | GLENN | 37 | 17 | | | 41-28697 | 697 | P | Z5 | 8 | DIXIE BELL II | |
| 08-May-44 | BRUNSWICK | GULICK | 37 | 17 | | | 41-29340 | 340 | N | 7V | 15 | YANKEE BUZZ BOMB | |
| 08-May-44 | BRUNSWICK | KECK | 37 | 17 | | | 42-100341 | 341 | A | J4 | 16 | SATAN'S MATE | |
| 08-May-44 | BRUNSWICK | KINGSLEY | 37 | ACC | | | 42-52404 | 404 | Q | Z5 | 13 | BELLE OF BOSTON | Take off Accident Sta 123 -Crashed 6KIA |
| 08-May-44 | BRUNSWICK | MANKER | 37 | 17 | | | 41-28705 | 705 | H | J4 | 25 | YE OLDE HELLGATE | |
| 08-May-44 | BRUNSWICK | McNAMARA | 37 | 8 | | | 42-52441 | 441 | I | J3 | 27 | LAST CARD LOUIE | |
| 08-May-44 | BRUNSWICK | NEDROW | 37 | 15 | | | 42-94946 | 946 | R | 7V | 2 | THE CAT'S (ASS) | |
| 08-May-44 | BRUNSWICK | OLNEY | 37 | 13 | | | 41-29359 | 359 | J | J3 | 25 | TAIL WIND | |
| 08-May-44 | BRUNSWICK | ROUBAL | 37 | 21 | WRIGHT | L | 42-100311 | 311 | A | 7V | 20 | YOKUM BOY | BURTON (LEAD NAV?) |
| 08-May-44 | BRUNSWICK | SCHULZE | 37 | 18 | HINKLEY | L | 42-100366 | 366 | B | Z5 | 16 | MIZPAH | DALEY (LEAD NAV?) |
| 08-May-44 | BRUNSWICK | SHAW, C | 37 | ABT | | | 41-28735 | 735 | S | J4 | -- | UNKNOWN 005 | ABORT - #4 ENG LOW FUEL PRES, LOSS OF POWER |
| 08-May-44 | BRUNSWICK | SIMES | 37 | 6 | | | 41-28709 | 709 | I | 7V | 14 | LUCKY STRIKE | |
| 08-May-44 | BRUNSWICK | STEWART | 37 | 18 | | | 42-7516 | 516 | K | J3 | 6 | GATOR | |
| 08-May-44 | BRUNSWICK | STOUT | 37 | 4 | | | 42-95050 | 050 | J | 7V | 4 | GAS HOUSE MOUSE | |
| 08-May-44 | BRUNSWICK | TAYLOR, O | 37 | 23 | | | 42-95177 | 177 | S | 7V | 2 | BO II | |
| 08-May-44 | BRUNSWICK | TOOMAN | 37 | 12 | | | 42-100431 | 431 | B | J4 | 17 | BOMB-AH-DEAR | |
| 08-May-44 | BRUNSWICK | UMPHREY | 37 | 19 | | | 41-28962 | 962 | N | J4 | 2 | FLAK MAGNET II | |
| 08-May-44 | BRUNSWICK | VOGEL | 37 | 18 | | | 41-29342 | 342 | S | J3 | 18 | ROUGH RIDERS | |
| 08-May-44 | BRUNSWICK | WATSON | 37 | 19 | | | 41-29596 | 596 | R | Z5 | 2 | HELL'S ANGEL'S | |
| 08-May-44 | BRUNSWICK | WEBER | 37 | 18 | | | 42-100365 | 365 | B | 7V | 23 | WOLFGANG (maybe) | |
| 08-May-44 | BRUNSWICK | ZIMMERMAN | 37 | ABT | | | 42-50314 | 314 | L | 7V | -- | ETO PLAYHOUSE | ABORT - #1, 4 PROP GOV INOP |