

# 490<sup>th</sup> BG

## General narrative

SUBJECT: Report of 93<sup>rd</sup> "B" group leader.

TO: Commanding officer, 490<sup>th</sup> bombardment group (H), AAF

### General narrative:

1. Group formed over splasher #6 in a hurry as the time for forming was short, so when we left the splasher the ships were all trailing in formation, but approximately in position. We reached buncher #28 on time in behind the 34<sup>th</sup> bomb group who was a little early. The interval was closed up and control point #1 was made on time. After leaving the coast, message was reached that hotshot ships were six (6) minutes late. Control point # was made slightly late but here the wing started "S" ing to hold proper position in the division line.

2. The division stream ahead of the 93<sup>rd</sup> wing was twelve to fifteen (12 to 15) miles North of the route and over ran the turn Northwest of Frankfurt, causing our wing to turn off to the left to get in trail on the run from the I.P. to the target. Our lead squadron was close upon the 34<sup>th</sup> low at times of bombs away and due to C-1 malfunction we believed we hit slightly over the target.

3. Rally point was made good and the high and low squadrons fell into formation shortly thereafter to fly the route home as briefed.

4. Fighter protection was very good.

5. VHF communication clear but discipline poor.

6. Fighters did not have sufficient gas to stay with us on the long route around the flak area and the flak was very light and inaccurate. In the future, recommend that shorter route home be used.

SUBJECT: Report of squadron leader.

TO: Commanding officer, 490<sup>th</sup> bombardment group (H), AAF

490<sup>th</sup> "B" squadron - 93<sup>rd</sup> "B" group.

### General Narrative:

1. The high squadron formed in good order over splasher #6 and left on course on time. The "A" wing was one (1) minute early at the wing assembly point but the interval between the "A" and "B" wing was closed up at control point #1. Control point #2 was made six (6) minutes late due to "hot shot" ships ahead of our wing being late. This caused considerable "S" in which continued to the I.P.

2. Bombs from the high squadron were away at 1506 and the bombardier reported results as good. A visual run was made. The squadron re-assembled with the group at the R.P. and flew the briefed route to base.

3. Flak was encountered near the town of Marche, Belgium and at the target and was meager and inaccurate,

4. All but one aircraft returned to base on the briefed course. Aircraft 43-38687 not yet returned.

SUBJECT: Report of squadron leader.

TO: Commanding officer, 490<sup>th</sup> bombardment group (H), AAF  
490<sup>th</sup> "C" squadron - 93<sup>rd</sup> "B" group.

General narrative:

1. The low squadron formed over Splasher #6 without incident and made the assembly route, reaching the wing assembly point one (1) minute early. The time was lost before control point #2 and because of preceding groups considerable "S" ing was necessary.

2. Bombs were away at 1507 and hit long.

3. Flak along route to the target and at the target it was meager and inaccurate.

4. All aircraft returned to base.

SUBJECT: Report of squadron leader.

TO: Commanding officer, 490<sup>th</sup> bombardment group (H), AAF  
490<sup>th</sup> "C" squadron - 93<sup>rd</sup> "D" group.

General narrative:

1. The low squadron of the composite group took off between 0935 and 0945 and made an S.O.P. ascent to the 11,000 foot assembly altitude over Splasher #6.

2. Take-off of the squadron leader was delayed about thirty (30) minutes and as soon as airborne, instructions were given to the deputy to take over and assemble the squadron.

3. At 1045, just as the squadron leader was reaching altitude, instructions were given the deputy to proceed with squadron to Buncher #27 in order to enable assembling the composite group ten (10) minutes prior to departure for wing assembly.

4. The squadron leader intercepted the composite group at Buncher #26 beginning of the wing assembly line, and trailed thru the wing assembly maneuvering for position to take over the lead. Instruction were given the deputy to cut short on turns and try to close up his squadron into a better group formation.

5. During the division assembly the leader got into the number 2 position and took over the squadron lead. By starting climb early and cutting short the turns both on departing the English coast and upon arriving at the continental coast the low squadron managed to get into a good group formation.

6. Climb was continued on to bombing altitude of about 24,300 feet and group formation flown to the I.P.

7. Peel off at the I.P. was fairly good considering the interference from other formation which were off course and had overshoot the I.P. A visual run was made but results were hard to estimate from incendiaries. Pictures show the bombing to be fair.

8. A fair rally was made and the 93<sup>rd</sup> "D" preceded out descending to about 4,000 feet upon reaching the Belgium coast.

9. No enemy fighters were seen and flak was light but fairly accurate.

10. About the Belgium coast squadrons of the 93<sup>rd</sup> "D" were given clearance to proceed individually to their bases. The low squadron preceded back to Splasher #6 flying night formation and hold 4,000 feet altitude until cleared by the tower. About 1830 to descend and peel off the formation over the field.