

1 SEPT 1944

1st Flight - Yellow

33-Y-Young-Kimball-Myers
 17-J-Wilson -Stone-Piasecki
 11-P-Prouty
 7-I-Hopkins
 6-N-Goin
 8-D-Robbinett
 14-H-Thompson

3rd Flight - Red

59-H-Mattes-Freidman-Drifka
 56-I-Sirney
 34-L-Paddock
 37-E-Miller
 40-Y-Nelson
 38-O-Thrumper
 58-T-Becklund

START ENGINES - 0555

CAMERA SHIPS -

2nd Flight - Green

52-R-Morris-Davis
 49-K-Haubert
 44-B-Carter
 55-W-Bodycomb
 47-O-Holtz
 51-Z-Calvin
 45-I-Pascoe

4th Flight - White

25-B-Vernon-Gwinnup
 22-S-Steinberg
 20-E-Boots
 28-Q-Smith
 72-A-Jackson
 21-K-Demers
 24-H-McKenney

TAXI - 0605

TIMES - Take-off - 0615

Key Point - 0820 at 13,000 ft.

ETA - 1230

Depart Base - 0707 at 6,000 ft.

RENDEZVOUS - 484th in rectangle from 0700 until 0725. 451st and 461st will follow SOP to rendezvous with lead group. 484th will enter rectangle at Candela, make $1\frac{1}{2}$ turns, and depart from Bovino.

TARGET INFORMATION - Target Time - 1000

Altitude - 23,000 ft.

Axis of Attack - 55°

Rally - Left off target and then Right.

ESCORT - Call sign - Reckless on A Channel.

COMMUNICATIONS:

484th

451st

461st

Call Sign

Burglar 1

" 2

" 3

Aldis Lamp

Red W William

Red U Unit

Red V Victor

Flares

Red-Red Rendy

Yellow-Yellow Level of

Green-Yellow Descent

Red-Yellow Climb.

Recall - Ashtray

SQUADRON CALL SIGNS: 724-Younggirl; 725-Swirling; 726-Rayburn; 727-Samson

NOTES: 1. PFF in lead ship for navigational purposes.
 2. No Alternate targets, Bomb primary only.
 3. Groups will be at bombing altitude before T.P. #3, and will go into right echelon at T.P. #3.

SECRET

PLAN ABLE

2 September 1944

1st Flight - Red

33-V-Tudor-Hess-Woods
35-F-Janesch-Donoven
56-I-Harris
59-H-Donohue
37-E-Smith
34-L-Nelson
57-X-Miller

2nd Flight - White

29-L-Rutkowski-Cook
19-J-Heath
20-E-Boots
22-S-Steinburg
28-G-Smith
27-I-Uhl
72-A-McKenney

3rd Flight - Green

52-R-Bodycomb-Barrett
47-O-Haybert
51-Z-Ramsdell
48-H-Waite
55-W-Shelton
44-B-O'Connell
54-S-Calvin

4th Flight - Yellow

17-J-Hopkins-Young-Gouse
9-A-Brown
16-L-Moye
5-C-Prouty
14-H-Spreha
8-D-Williams
11-P-Brewer

START ENGINES - 0700

TAXI - 0710

CAMERA SHIPS -

TIMES - Take-off - 0720
Key Point - 0933 at 16000 Ft.
ETA - 1133

Depart Base - 0820 at 9000 Ft.

RENDEZVOUS - 461st Group will be in rendezvous rectangle from 0813B until 0833B. 484th Group and 451st Group will follow SOP to rendezvous with lead Group. 461st Group will enter at and depart from rendezvous rectangle at Candela going out between 304th and 55th Wing areas. Rendezvous altitudes - 7,000 ft., 8,000 ft. and 9,000 ft.

TARGET INFORMATION - Target Time - 1000
Altitude - 21,000 Ft.
Axis of Attack - 38°
Rally - Left

ESCORT - None

COMMUNICATIONS -

461st
484th
451st

Call Sign
Keghead 1
Keghead 2
Keghead 3

Aldis Lamp
Red V Victor
Red W William
Red U Unit

Flares
Red-Red-Rendy
Yellow-Yellow-Level
Off
Green-Yellow-Descend
Red-Yellow-Climb

RECALL - Sailfish

SQUADRON CALL SIGNS - 724th - Wetrag - 725 - Pithead - 726-Waspbite
727th - Seedpod

1ST FLIGHT - GREEN
 73-M-Rowsey-Younkin-Davis
 52-R-Eckenroth-Walkey
 53-T-Carter
 47-O-Haubert
 44-B-Pascoe
 43-G-Nall
 49-K-King

2nd FLIGHT - YELLOW
 297 10-E-Prouty-Mahon-Lee-Spear
 780 9-A-Hoppock
 239 4-T-Moye
 544 16-L-Wilson
 939 11-P-Goin
 870 8-D-Robinette
 008 7-T-Thompson

3RD FLIGHT - WHITE
 24-H-Apple-Buckley
 25-B-Steinburg
 29-L-Uhl
 72-A-Jackson
 20-E-Boots
 21-K-Demers
 28-G-Dunmoor

4TH FLIGHT - RED
 56-M-Donahue-Drifka
 35-P-Sirney
 59-I-Mattes
 40-Y-Miller
 38-O-Becklund
 58-T-Trumper
 34-L-Nelson

START ENGINES - 0610

TAXI - 0620

CAMERA SHIPS: 47, 44, 24, 25, 59, 40, 11, 16

TIMES - Take-off: 0630
 Key Point: 0852 at 16,000 ft.

Depart Base: 0726 at 9,000 ft.
 ETA 1120

RENDEZVOUS: 451st BG will be in rendezvous rectangle from 0726 until 0751 B. 461st BG and 484th BG will follow SOP to rendezvous with lead GP. Lead GP will enter rectangle at BOVINO, go around rectangle $1\frac{1}{2}$ times, Rendez and depart from Bandola.

TARGET INFORMATION:	Time: 0954 B	1st Alt.
ALTITUDE	22,000 ft.	17,000 ft.
AXIS OF ATTACK	95° T.	286° T.
RALLY	Right off Target	Left

ESCORT: None

COMMUNICATIONS:	Call Sign	Aldis	Flares
451st	Meathead 1	Red U Unit	Red-Red-Rendz
461st	Meathead 2	Red V Victor	Yellow-Yellow-Level of
484th	Meathead 3	Red W William	Green-Yellow-Descent
			Red-Yellow-Climb

RECALL - Ducksoup

SQUADRON CALL SINGS: 724th Yachtclub - 725th Quarter - 726th Tireburst
 727th Backside

WINDOW: 3 cartons - dispensing at rate of 6 units every 20 seconds - beginning 2 minutes before IP and continue until clear of flak

NOTES: 1. P.F.F. in lead ship for navigational purposes only.
 2. Go will be at bombing altitude at TP #1, and will go into left echelon at TP# 2
 3. Ball Turrets down at IP
 4. Bomb bay doors open until clear of flak
 5. Top hatch open on T.O.

S E C R E T

PLAN ABLE

6 September 1944

1st Flight - ~~WHITE~~

13-S-Rollins-Eaton-Wolfley-Gibbons
19-J-Wilson-Apple-Buckley
72-A-Heath
25-B-Muldoon
28-G-Smith
20-E-McKenney
21-K-Demors

2nd Flight - RED

61-C-Donahue-Hess
35-P-Paddock
40-Y-Schwartz-Thackston
56-M-Miller
57-F-Smith, R.E.
59-I-Mattes
38-O-Becklund

3rd Flight - YELLOW

17-J-Hoppock-Mahon-Gouse-(O) Wallace
10-E-Brown
7-I-Moye-Reichenback
2-S-Thompson
15-K-Williams
11-P-Coin
6-N-Brewer

4th Flight - GREEN

49-K-Ford-Cooley
48-H-Morris
52-R-White
47-O-Haubert
54-E-Holtz
53-T-Calvin
44-B-Ramsdell

START ENGINES - 0620B TAXI: 0630B
CAMERA SHIPS: 19, 25, 40, 59, 15, 11, 47, 44

TIMES: Take Off: 0640B Depart Base: 0747 at 8,000 ft
Key Point: 0852B at 16,000 ft ETA: 1133

RENDEZVOUS: 484th BG will be in rendezvous rectangle from 0740B to 0800B.
451st BG and 461st BG will follow SOP to rendezvous with lead group.
Lead group will enter at Candela and depart from Candela going out
between 304th and 55th Wing areas. Altitude: 8,000 for 451st

TARGET INFORMATION: Time: 0950B
 Primary Alternate
Altitude 23,000 ft 18,000 ft
Axis of Attack 95° TC 286° TC
Rally Right Left

ESCORT: Fighter Callsign "Channel"

COMMUNICATIONS:

	Callsign	Aldis	Flares
484th	Pinhead 1	Red W William	Red-Red - Rendezvous
451st	Pinhead 2	Red U Unit	Yellow-Yellow - Level off
461st	Pinhead 3	Red V Victor	Green-Yellow - Descent
			Red-Yellow - Climb

Recall - Dogface

SQUADRON CALLSIGNS: 724th-Splashdoor 725th-Whitesail
 726th-Samson 727th-Yalekey

WINDOW: First 3 flights will load 3 cartons of window. Dispensing will
begin 2 minutes before IP and continue at the rate of six units
every 20 seconds until clear of flak.

NOTES: 1. PFF will be used for Navigational purposes only.
2. Gps will be at bombing altitude at TP #1 and will go into
left echelon at TP #2.

PLAN ABLE

10 September 1944

724th - WHITE

19-j-Johnshoy-Eaton
 22-S-Apple-Wilson
 25-B-Rutkowski
 72-A-Rollins
 71-F-Heath
 20-E-Boots
 28-G-Muldoon
 31-R-Uhl
 21-K-Jackson

START ENGINES - 0745
 TAXI - 0755
 TAKEOFF - 0800

726th - GREEN

49-K-Walkey
 43-G-Morris
 54-S-Haubert
 55-W-Bodycomb
 42-L-Rowsey
 52-R-Ramsdell
 48-H-Calvin
 44-B-Pascoe
 53-T-Garter

START ENGINES - 0845
 TAXI - 0855
 TAKEOFF - 0900

725th - RED

60-K-Bowen
 57-F-Sirney
 38-O-Johnson
 59-I-Donahue
 58-T-Janensch
 35-P-Paddock
 34-L-Nelson
 56-M-Harris
 36-Y-Miller

START ENGINES - 0755
 TAXI - 0805
 TAKEOFF - 0810

727th - YELLOW

11-P-Brewer
 8-D-Moye
 5-C-Prouty
 10-E-Westberg
 9-A-Brown
 14-H-Thompson
 7-I-Palmer
 16-L-Robinett
 17-J-Mahon-Younkin

START ENGINES - 0855
 TAXI - 0905
 TAKEOFF - 0910

Take off at 1 minute interval, do not circle but set on course and climb to 9000 ft. and begin normal cruise.

Below are suggested power settings:

Climb	Cruise				
RPM-2450	1st hour	2nd hour	3rd hour	4th hour	5th hour
M.P.-41"	RPM-2150	2100	2050	2000	1950
A.S.-160	M.P.-31.50	31	3050	30	30"
	A.S.-160	160	160	160	160
	6th hour	7th hour	8th hour		
	1900	1850	1850		
	30	30	29		
	160	160	160		

- Each aircraft will load twelve 500 lb GP bombs unfused, with .1 nose and .025 tail fusions packed in separate container and slings to unload bombs. Also a minimum of fourteen empty gasoline drums and a minimum of two boxes of belted 50 caliber ammunition.
- Each aircraft will carry portable refueling unit and on arrival will unload drums and fill them with 500 gallons.
- Aircraft will carry complete combat crews in order to aid in the unloading and transfer of gas. No outside help may be expected.
- All personnel will take bedding rolls, mess kits and warm clothes for cool climate in that area.
- All crews will carry lunches.
- Bron runway is 3500 feet of cement and 2500 feet of gravel. It is recommended aircraft be braked and speed killed on cement, so nosliding will

1st Wave (Red)

58-T-Janensch- Col Eaton
 59-I-Donahue
 56-M-Harris
 35-P-Paddock
 57-F-Sirney
 40-Y-Mattes
 34-L-Nelson
 36-X-Miller
 60-K-Trumper

START ENGINES 05:45
 TAXI 05:55
 TAKE OFF 06:00

SPARES 725th

38-Bowen (O)
 61-Ewartz (C)
 TO 06:25
 727

FERRY SHIPS FOR 725th

6-N-Hoppock
 4-T-Goin
 TO 08:30

2nd Wave (White)

10-J-Jarvis
 29-L-Ruthowski
 28-G-Smith
 20-B-Beets
 72-A-McKenny
 21-K-Demers
 23-B-Steinburg
 45-B-Vernon
 24-B-Jackson- Younkin

START ENGINES 06:00
 TAXI 06:00
 TAKE OFF 06:15

SPARES 724th

31-B-Anderson
 717 Dunsmore
 TO 06:25

726 FERRY SHIPS FOR 724th

49-X-Ford
 43-G-Harris
 T.O. 0830

1. Take off at 1 minute interval, and immediately set course. Deviations in course may have to be made to avoid Mts before altitude is reached.
2. Aircraft will unload at Lyon and then proceed to Istres Le Tube A/D (43-32N 04-57E). Spares and Ferry Ships will proceed directly to Istres Le Tube.
3. Each Aircraft will carry a portable refueling unit and on arrival unload empty drums and fill them with gas from Bomb Bay Tanks. In addition transfer 800 gals. from main fuel system. Have minimum of 500 gals. in tanks for T.O.
4. Aircraft will carry complete combat crew in order to aid unloading and transfer of gasoline.
5. All personnel will be equipped for 10 days. Carry bedding rolls, mess kit, personal items, clothing and mosquito netting and repellent. Pack 4 meals.
6. Lyon Tower call sign - Layshaft on channel "G".
7. Istres Le Tube on Channel "G". Call sign Bismarck. Has two 6,000 ft natural surface strips and one 5700 ft Asphalt runway.
8. St Raphael call sign Red Cliff on Channel "C".
9. Cruising Altitude will be at 9000 ft.
10. Follow route as briefed. Go west of Marseille.
11. Recall Ward Catwalk
12. A.C Commanders will expedite the unloading at Bron, and make every effort to take-off as soon as possible.
13. No smoking near ships while at Bron
15. Keep crew at ship. No wandering around field.
16. Use a cable to lower Bombs.
14. Do Not let any spectators get near plane.

15 Sept. 1944.

1st Wave- (White)

~~28-G-Moran~~ *Johnshoy*
 29-L-Rutkowski
 72-A-McKenny
 21-K-Uhl
 22-S-Steinberg
 25-B-Vernon
 71-F-Heath
 24-H-Apple
~~19-J-Johnshoy~~
~~28-G-Moran~~

START ENGINES 0645
 TAXI 0655
 TAKE-OFF 0700

2nd Wave-(Red)

~~60-K-Bowen~~
 38-O-Younkin
 58-T-Janensch
 59-I-Donahue
 36-X-Miller
 57-F-Sirney
 34-L-Nelson
 35-P-Paddock
 56-M-Harris
~~60-K-Bowen~~

START ENGINES 0700
 TAXI 0710
 TAKE-OFF 0715

1. 18 B-24's will conduct supply mission to BRON A/D. Lyon, France. All aircraft will unload at Lyon and proceed back to Base.
2. 3 Airplanes to carry 10/500 #GP Bombs, one drum of 1120 oil, 17 empty drums, and two thousand rounds of 50 cal. ammunition per airplane. 15 airplanes to carry 800 gallons of gasoline in Bomb Bay tanks and two thousand rounds of .50 cal. ammunition per airplane. Eight of the fifteen airplanes to carry sixteen empty drums, and two drums of 1120 oil. Remaining seven airplanes to carry seventeen empty drums and one drum of 1120 oil per airplane.
3. Each aircraft will carry a portable refueling unit. Eight hundred gallons of gasoline will be pumped out of bomb bay tanks and 600 to 700 gallons out of wing tanks. Have minimum of 1,000 gallons for take-off.
4. Aircraft will carry complete combat crew to assist in unloading and transfer of gasoline.
5. Lyon Tower call sign "LAYSHIFT" - on Channel "C".
6. Aircraft will R.O.N. at Bron. if they cannot take-off in time to reach Corsica before dark. Do not take-off after 1700.
7. Follow briefed course exactly. Go west of Marseille.
8. Alternate fields Estres Le Tube (43-32) 07-57E). St Raphael (43-25) 0644) Radcliff on Channel "C"
9. Squadrons Call Sign: 724th Sq. 725th Sq.
 Before 1400 B Squarebox Snailpace
 After 1400 B Rayburn Motion
 Recall word Poker.
10. Big Fence is open until 2000 if ships are expected back after 2000 they will stay open on request.
11. Aircraft may use Damage on "C" Channel for homing after 2000. It is located at Foggia.
12. Radio operators will send weather reports at 30 minute intervals to Wing.
13. Field Discipline:
 - a. A/C Commanders will expedite unloading at Bron. and make every effort to T.O. as soon as possible.
 - b. Runway runs N. and S. 3500 ft. of cement and 2500 ft. of gravel at So. end. LAND SHORT!!!
 - c. Taxi with caution.
 - d. No smoking
 - e. Unloaded planes very nose heavy.
 - f. Lower bombs with cable. OK to drop bombs if on dirt.
 - g. Do not eat lunch until Plane is completely unloaded.

PLAN ABLE

SECRET

17 September 1944

*No credit
loaded
Marseille*
1st Wave - RED

58-T-Janensch
58-I-Donahue
34-L-Schwartz
38-O-Becklund
36-X-Mattes
35-P-Schaidt
56-M-Worsthorn
57-F-Tudor
60-K-Bowen

2nd Wave - WHITE

25-B-Moran
71-F-Heath
72-A-Boots
21-K-Demera
22-S-Jackson
23-G-Smith
24-H-Apple
29-L-Rutkowski
19-J-Johnshoy

START ENGINES - 0530A

TQXI - 0540A

TAKE-OFF - 0545A

Wing Order of Flight - 484 - 451 - 461

START ENGINES - 0545A

TAXI - 0555A

TAKE-OFF - 0600A

1. Loading A. 3 A/C to carry 10 - 500# GP bombs, one drum 1120 oil, 1000 rounds ammunition per each A/C.
15 A/C to carry 100 octane gas in bomb bay tanks, 1000 rounds of 50 Cal. ammunition and two drums 1120 oil.
B. All A/C will have as many empty drums as can be loaded.
C. All Pilots will make check to see that portable refueling units are aboard.
2. Any A/C RON at Bron A/D must have a darn good reason. Ships must be off at 1600 A time.
3. Course same as previous missions - KEEP ON COURSE!
4. Alternate A/D Estres Le Tube (4332N 0757E) St. Raphael (4325N 0644E) Channel "C" Tower Frequency.
5. COMMUNICATIONS:
 - A. Squadron Call Signs:

725th	724th
Before 1300A Squarebox	Today
After 1300A Wonkie	Toughmeat
 - Recall: Scarface.
 - B. Big Fence will be available until 1900A.
After 1900A use "DAMAGE" on "C" Channel for homing.
 - C. Pilots should resort to radio flimsy when in doubt as to the facilities available in the area.
 - D. Radio operators will send weather report at 30 minute intervals.
 - E. Call sign at Bron A/D is "LAYSHAFT" on "C" Channel. Keep on lookout for other A/C especially when low overcast persists.
6. FIELD DISCIPLINE:
 - A. All A/C Commanders will expedite unloading and get off as soon as possible.
 - B. Runway is N and S. 3500 ft. of cement and 2500 ft. of gravel at south end. LAND SHORT.
 - C. Taxi with caution.
 - D. NO SMOKING.
 - E. Unloaded planes very nose heavy, place crew in tail.
 - F. Lower bombs with cable - O.K. to drop on dirt.
 - G. All A/C with bomb bay tanks will unload 1500 gals of gas - others will take 700 gals. out of wing tanks.

CONFIDENTIAL

WEATHER STATION
H.Q. 451 Bomb Group H

September 24, 1944

Route forecast to Athens, Greece:

Scattered high cirrus above 23,000 entire route. Few scattered low cumulus or stratocumulus over route and target, except over mountains 5/10 heavy cumulus with tops at 10-12,000. Elsewhere tops 8-10,000 and base 5000. 3/10 low cumulus and 1/10 to 2/10 middle altocumulus below flight level over Athens. Visibility 20 miles on the average over the Route and Target.

WINDS: Surface 190 deg 5 knots, 5000 180 deg 5 knots, 10,000/230 deg 10 knots
ROUTE 10,000 240 deg 10 knots, 15,000 270 deg 15 knots, 20000 300 15
Target 20,000 320 deg 20 knots, 25,000 330 deg 25 knots

TEMPERATURES: Surface 22°C, 5000 14, 10,000 8C, 15,000 -4, 20,000 -13
25,000 -24C

PRESSURE ALTITUDE Sea Level pressure at Target: ~~30.10~~ 30.21 inches.

ALTITUDE CORRECTION: 21,000 Plus 970 feet, 23,000 Plus 1040 feet.

WILLIAM L. FIMLEY
1st Lt, Air Corps
Group Weather Officer

Practice Mission for 27 Sept 1944.

"A" Group

1st Flight -Yellow
17-J- Hoppock
11-H- Thomas
2-P- Spreha

2nd Flight-Yellow
13-R-Biggs
7-I-Mack
16-L-Stumpf

3rd Flight - Red
32-S-Tudor
57-F-Smith, A.D.
58-T-Smith, R.E.

4th flight - Red
39-B-Johnson
59-I-Mattes
38-O-Campbell

"B" Group

1st Flight -Green
49-K-Ford-Calvin
53-T-Anstette
41-J-Jackson

2nd Flight - Green
46-W-Walkey-Cooper
48-H-Porter
47-O-Spellacy

3rd Flight - White
23-D-Jackson
21-K-Readshw
29-L-Durkett

4th Flight - White
28-G-Smith-Reichenbach
22-S-Custer
72-K-Elliott

	"A"	"B"
START ENGINES:	0903	0909
TAXI	: 0913	0919
TAKE-OFF	: 0923	0929
DEPART BASE	: 1013	1014

KEY POINT: 1044 at 10,200 ft.
ETR : 1300

RENDEZVOUS: "A" Group will take-off, complete 180° turn, come back over East end of Base at 2000' and head for Orta Nova circling that point to 5000'.

"B" Group will use regular rendezvous, climbing to 6000'.

"B" Group will rendezvous behind "A" Group at Candela at 1018.

Both Groups then departing on course.

TARGET INFORMATION: TIME - 1200 Altitude - 20,000('A' Group), 21,000('B' Group)
Axis of Attack - 22° Rally - Right

COMMUNICATIONS:

"A" Group - MOTION (727th Call Sign)

724th - STAGHEAD

"B" Group - SILKFAN (726th Call Sign)

725th - GRAVY

VHF Channel "B" for Group to Group

4875 KC's for Flight to Flight.

NOTES: Pilots will experiment by using 8° of Flaps to determine flying characteristics of plane.

FLIGHT PLAN

Base	Dist	TC	DG	ALT	TAS	GS	Time	ETA
Candela								10:18
G. Spulico, Key Pt.(3958N-1638E)	86	144	-1	9000	162	196	:26	10:44
Manduria(4024N-1738E)	54	61	-10	12000	170	175	:18	11:02
Grovina in Puglia(4049N-1625E)	61	295	+7	16000	181	160	:23	11:25
I.P. E.L. Lesina(4155N-1535E)	75	330	+2	19000	190	161	:28	11:53
TGT. Pianosa Is.(4213N-1545E)	20	22	-6	20000	194	170	:07	12:00
4140N-1650E	58	124	-4	16000	186	210	:17	12:17
Base	62	250	+11	7500	163	150	:25	12:42

WINDS USED:	5,000 ft.	320 deg.	35 Knots
	10,000 ft.	340 deg.	40 Knots
	15,000 ft.	330 deg.	30 Knots
	20,000 ft.	340 deg.	30 Knots.

SECRET

Sept 30, 1944
Stand down

PLAN ABLE * FORCE ABLE:

1st Flight Yellow

69-T-Prouty-Applegate-Collins
 73-M-Brewer-Hoppeck-Stone
 14-M-Fenton
 7-I-Goin
 16-L-Garforth
 5-C-Williams

2nd Flight Red

33-S-Tudor, - Denoven
 60-K-Miller
 56-M-Campbell
 50-T-Trumper
 62-R-Mattes
 34-L-Baker

3rd Flight-White

28-G-Moran-Jackson-Emmerling
 74-Q-Apple
 29-L-Uhl
 13-R-Thompson
 10-B-Brockett
 4-T-Oakes

4th Flight-Green

55-W-Morris-Reichenback-Salem
 34-S-Calvin
 47-S-King
 53-T-Carter
 52-R-White
 21-K-Denvers

CAMERA STRIPS - 49-53-52-10-34-7-11-25

START ENGINES: 0910

TAXI: 0920

TIME: 0915

TIMES: take off - 0930
 ETR 1554

Depart Base - 1038 at 6,000 ft

Key point

1152 at 16,000
 ft.

RENDZVOUS: 461st BG will line rendezvous behind 451st BG when 451st BG flies over Bobino on a TC of 331 at 1044. Lead group will depart via Casalnuovo

Target Information - Time 1320

PRIMARY 1st ALTERNATE

Altitude 23,000 Primary on PFF

Axis of Attack 87

Rally Right

ESCORT

Call Sign - Burglar 4 on A Channel

WX Recon - Left column route out
 Way back

Tailpiece 2

Tailpiece 3

451st CALL SIGN
 Cartload

ALDIS LEMPS

Red U Unit

Red V Victor

FLARES

Red-Red Rendezvous

Yellow-Yellow-Level off

Green-Yellow-Descent

Red-Yellow-Climb

SQUADRON CALL SIGNS

724

725

726

727

Before 1300 Backstep

Twisted

Judith

Ryeoheat

After 1300 Grayburn

Shortcut

Watchpot

Backstep

Window - 2 cartons - Dispensing will begin 3 min. before IP and continue at a rate of 3 units ever 20 seconds until clear of flzk.

- NOTES:
1. PFF A/C in lead and deputy
 2. The simultaneous attack from two directions designed to divide target flak. Care must be exercised to insure execution of timing, axis of attack and rally exactly as planned
 3. 2 A/C will proceed bomber formation by 50 miles and report route weather to wing leaders.
 4. Group will be at bombing altitude at TP 5
 5. Bomb turrets down at IP
 6. Bomb bay doors open until clear of flzk.
 7. CLOSE FORMATION IS DAMN GOOD LIFE INSURANCE.....!