

CONFIDENTIAL

310.1
: ...
: Commanding General, 551 ... (1)
: ...

1. On 10 April 1944, ...
A/C No 44-51172, ...

2. ...
A/C No 44-51172, ...
return to base. ... 0915
hours in compliance to 44-51172.

3. The forty two (42) ...

4. Under the leadership of Col ...
uty Group Commander, ...
to the rendezvous point, ...
altitude.

5. The route was flown as briefed to the ...
due to a/10th's undershoot, course ...
to attack any alternate. In ...
times and positions of turn points for the remainder of the route,
is enclosed.

6. Six (6) ... returned early.

a. A/C No 44-52412 turned back at 10425 hours at 4525N-
1235W, due to losing oil from No 1 engine.

b. A/C No 44-10610 turned back at 10325 hours at 4525N-
1235W, due to loss of oil pressure in No 1 engine.

c. A/C No 44-10374 turned back at 10355 hours at 4525N-
1235W, due to piston ring failure in No 1 engine.

d. A/C No 44-50401 turned back at 10515 hours at 4432N-
1224W, due to inability to catch up with the formation. This ...



SECRET

1. After reaching the target, A/C No. 11-4037, returning after reaching the primary target, disposed of its bomb load as follows:

a. A/C No. 11-4037 disposed of two and one half (2.5) tons of bombs at 10450 hours, to retain altitude.

b. A/C No. 11-4037 disposed of two and one half (2.5) tons of bombs at 10450 hours, to retain altitude.

c. A/C No. 11-4037 disposed of two and one half (2.5) tons of bombs at 10450 hours, to retain altitude.

d. A/C No. 11-4037 disposed of two and one half (2.5) tons of bombs at 10450 hours, to retain altitude.

e. A/C No. 11-4037 disposed of two and one half (2.5) tons of bombs at 10450 hours, to retain altitude.

f. A/C No. 11-4037 disposed of two and one half (2.5) tons of bombs at 10450 hours, to retain altitude.

g. A/C No. 11-4037 disposed of two and one half (2.5) tons of bombs at 10450 hours, to retain altitude.

h. A/C No. 11-4037 disposed of two and one half (2.5) tons of bombs at 10450 hours, to retain altitude.

i. A/C No. 11-4037 disposed of two and one half (2.5) tons of bombs at 10450 hours, to retain altitude.

j. A/C No. 11-4037 disposed of two and one half (2.5) tons of bombs at 10450 hours, to retain altitude.

k. A/C No. 11-4037 disposed of two and one half (2.5) tons of bombs at 10450 hours, to retain altitude.

2. A/C No. 11-4037, returning after reaching the primary target, disposed of its bomb load as follows: a. A/C No. 11-4037 disposed of two and one half (2.5) tons of bombs at 12000 hours to retain altitude. These bombs were estimated to have hit about three (3) miles west of the assigned primary.

3. Of the thirty five (35) a/c proceeding with the formation in an endeavor to attack an alternate target, bomb loads were disposed of as follows:

a. Twenty (20) a/c returned their full bomb loads to



1. The above mentioned (13) c/o's are attached to the following reports:
(1) I/O No. 44-10000 at 1000 hours at 1000-1000.
(2) I/O No. 44-10001 at 1001 hours at 1000-1000.
(3) I/O No. 44-10002 at 1002 hours at 1000-1000.
(4) I/O No. 44-10003 at 1003 hours at 1000-1000.
(5) I/O No. 44-10004 at 1004 hours at 1000-1000.
(6) I/O No. 44-10005 at 1005 hours at 1000-1000.
(7) I/O No. 44-10006 at 1006 hours at 1000-1000.
(8) I/O No. 44-10007 at 1007 hours at 1000-1000.
(9) I/O No. 44-10008 at 1008 hours at 1000-1000.
(10) I/O No. 44-10009 at 1009 hours at 1000-1000.
(11) I/O No. 44-10010 at 1010 hours at 1000-1000.
(12) I/O No. 44-10011 at 1011 hours at 1000-1000.
(13) I/O No. 44-10012 at 1012 hours at 1000-1000.

- (14) Each of the above listed c/o's contains a copy of the report of the investigation of the cause of the failure of the engine, due to the failure of the fuel pump.
- (15) I/O No. 44-10013 at 1013 hours at 1000-1000. This c/o was prepared to determine the cause of the failure of the engine, and the results of the investigation are attached to the report of the investigation, and the report is attached to the report of the investigation at 1013 hours.

c. The (13) c/o's attached to the following reports:

- (1) I/O No. 44-10014 at 1014 hours at 1000-1000. This c/o was prepared to determine the cause of the failure of the engine, and the results of the investigation are attached to the report of the investigation, and the report is attached to the report of the investigation at 1014 hours. Results of the investigation are attached to the report of the investigation, and the report is attached to the report of the investigation at 1014 hours.

(1) [Illegible text]

[Illegible text]

[Illegible text]

10. [Illegible text]

[Illegible text]

[Illegible text]

11. [Illegible text]



OPERATIONAL

12. Over Adriatic, 1/10ths cirrus (1), 18,000 feet.

Over Adriatic, 3/10ths cirrus, 18,000 feet increasing to 11,000 feet over the coast. 3/10ths cirrus encountered in all areas, 18,000 feet. Lower continued variable in amount, or in kind at various points. Visibility was 15 miles over Adriatic.

Clear of low clouds over Gulf of Venice, North Italy and Southern Alps. Over Northern Alps 1/10ths cirrus, top 18,000 feet.

At Trent, 3/10ths to 5/10ths cirrus at 18,000 feet and 3/10ths cirrus, top 10-11,000 feet. Visibility was 15 miles (25) miles.

On return, visibility conditions were cleared over Adriatic, cirrus had built up to 10-12,000 feet over Italy. Light showers.

3/10ths cirrus at Trent on return, 18,000 feet, top 18,000 feet, visibility fifteen (15) miles.

13. Observations were recorded as follows:

a. An effective smoke screen in the vicinity of Ljubljana (46°5'N-13°10'E) at 11:30 hours, from 10,000 feet.

b. About three hundred (300) units in the Alps at 12:15 hours, from 11,000 feet.

c. About three hundred (300) units in the Alps at 12:45 hours, from 18,600 feet.

d. An effective smoke screen at Trento at 13:00 hours, from 18,000 feet.

14. All scheduled a/c returned to this base as follows:

a. Six (6) early return a/c, from 12:30 hours to 14:50 hours.

b. One (1) a/c, returning after reaching the primary target, at 14:35 hours.

c. Thirty three (33) formation a/c from 15:00 hours to 15:25 hours.

d. A/c No. 42-51736, following landing at Zara (Brkos)



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Mr. [Name], [Address], [City], [State], [Zip]
[City], [State], [Zip]

[Text]

[Text]

[Text]

[Text]

- Incl 1 - Truck Chart
- Incl 2 - Selected Print

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