

398th Operations Officer's Report

5 September 1944

Target: Chemical Works, Synthetic Oil Research Labs
Ludwigshafen, Germany

HEADQUARTERS
AAF STATION 131
APO 557, U.S. Army

6 September 1944

SUBJECT: Operations Officer's Report on Mission 5 September 1944

TO: Commanding General, First Bombardment Division, APO 557
Commanding General, 1st Combat Wing, APO 557

1. SUMMARY OF OPERATIONS:

A. Data:

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|--------------------------|---|
| (1) Date of Mission: | 5 September 1944. |
| (2) Target Assigned: | Ludwigshafen, Germany |
| (3) Target Attacked: | Ludwigshafen, Germany |
| (4) Units Participating: | 36 A/C including a PFF of this group plus 1 PFF from the 381st Group formed the 1st "B" CBW |
| (5) Failed to Take-off: | None |
| (6) Lost: | None |
| (7) Returned Early: | 42-97574, 42-102562, 42-109188 |

2. NARRATIVE:

Lead Group 1st "B" CBW [601st]

Take-off was on time and normal - thirty-seven (37) planes took off. Assembly was at Debden, circling to the south at 15,000 feet. No trouble was experienced during assembly. We departed on course one (1) minute early.

Due to a high layer of clouds on course to departure point I ordered a sharp 360-degree turn to the left while we climbed. This turn also helped to space us in the Division column behind 1st "A" CBW. We hit departure point on course two (2) minutes late, but in our correct position in the Division.

We crossed the English coast at 19,000 feet and as a result of accurate information on weather given by "Buckeye Rd" we remained at 19,000 feet all the way to the control point #2 on time, on course. We started our climb to bombing altitude at control point #3 and were at 25,000 feet by the time our IP was reached.

Target information by "Buckeye Red" was clear, concise and accurate. We bombed blind and results were unobserved.

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Flak over target was moderate to heavy and, as far as our wing was concerned, it was inaccurate.

Route back was as briefed. Weather information by "Buckeye Red" was again good.

Communication was good.

Weather information at base could have been better in this respect. We dispersed wing formation over the channel whereas we could have brought Wing over base without much difficulty had we had accurate cloud information at base.

High Group 1st "B" CBW [602nd]

Mission took off on time and in formation except one A/C aborted with a feathered engine. Route in was followed as briefed with an early climb due to weather. No. 1 engine developed trouble with an oil leak before reaching the target and slowed us down enough so that we had to drop bombs with the low group rather than with the lead group.

We skirted the flak and little or no damage in the group.

Return route was followed as briefed to the channel where we had a Wing dispersal and from there we came in as a group.

We were number two group to land and encountered no trouble during the landing procedure.

Low Group 1st "B" CBW [600th]

Take-off was normal. Assembly was at 15,000 feet over Debden and was accomplished without incident. Wing departed assembly point one (1) minute early. Wing climbed to 19,000 feet over channel and this altitude was held to control point #3 where climb was started to 25,000 feet.

Bomb run was made at 25,000 feet. Low Group lead was PFF and a separate run was made. High group dropped on low group. Results were unobserved due to cloud.

Let-down and return to base were made without incident.

Flak over target was moderate and inaccurate.

No E/A were observed.

Weather was as briefed.

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Detailed reasons why A/C did not attack:

A/C 42-97374 - Not a pathfinder. Left formation and returned to home base due to broken exhaust manifold on No. 1 cylinder of No. 2 engine. Not a sortie.

A/C 42-102562 - Not a pathfinder. Left formation and returned to home base due to internal failure of No. 4 engine. Not a sortie.

A/C 42-107188 - Not a pathfinder. Left formation and returned to home base due to an external hydraulic oil line on #4 engine. Was a sortie.

EDWIN B. DAILY,
Major, Air Corps,
Operations Officer

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