

## HEADQUARTERS 304TH WING (US)

APO 520  
25 May 1944  
2230B

A.2

Operations Order)  
Number 137)

1. a. (1) See latest Intelligence Summaries.

b. (1) Omitted.

(2) Operations for 26 May, 1944. Plan Able. B-17's of five groups will destroy ST. ETIENNE W/Y. Time at Keypoint is 09:28G. One group of B-17's, 5th wing will attack city of BIRAC at 10:00G. Four groups of B-24's of 47th wing will attack targets in NICK Area. Time at Keypoint is 10:08G. Three groups of B-24's of 49th wing will destroy LYON VAISE W/Y. Time at Keypoint is 09:38G. Four groups of B-24's of 55th wing will destroy LYON LA MOUCHE W/Y. Time at Keypoint is 09:48G. 306th wing, fighters will provide close escort on penetration, over target and on withdrawal for bombers as follows: one group P-51's with five groups of 5th wing and two squadrons P-38's with one group of 5th wing. One group of P-51's with 49th wing. One group of P-38's with 55th wing, and 2 squadrons P-38's with 47th wing.

2. Thirty-six plus spares B-24's of all groups this wing will attack W/Y's in Southern FRANCE as follows: 1st C. wing (459th and 454th BG's) - CHAMBERY W/Y. 2nd C. wing (455th and 456th BG's) - GRENOBLE W/Y.

TARGET: See attached target charts.

SECONDARY TARGET: 1st C. wing (459th and 454th BG's) - VAR River Bridge. 2nd C. wing (455th and 456th BG's) - ANTISSON Viaduct. Minimum intervalometer settings. Attack generally from North to South if on return route. Each combat wing will operate as a unit attacking respective alternate targets.

FIGHTER RENDEZVOUS: One group P-38's will rendezvous with bombers of this wing at KEYPOINT at 09:58G at 19,000 ft., and provide close escort on penetration, over target and on withdrawal.

BOMBER RENDEZVOUS: 1st C. wing (459th and 454th BG's) at GIULIA at 3,000 ft at 07:10G. 2nd C. wing (455th and 456th BG's) at SPORNARA at 4,000 ft at 07:15G.

WING LEAD: 459th BG with 454th, 455th, and 456th BG's in order.

ROUTE OUT: Base to PONZA ISLAND (40°55'N, 12°52'E) to TURNPOINT HEVELLATA POINT (42°34'N, 09°42'E) to KEYPOINT (43°47'N, 07°33'E) to IP's to Target. Time at KEYPOINT is 09:58G at 19,000 ft.

INITIAL POINT: 1st C. wing (459th, 454th) - ST. LAURENT (45°23'N, 05°43'E). 2nd C. wing (455th, 456th) - (44°55'N, 05°40'E).

AXIS OF ATTACK: 1st C. wing (459th and 454th) - 44 degrees N.  
2nd C. wing (455th and 456th) - 09 degrees N.

TARGET TIME: 1st C. wing (459th, 454th) - 10:45G.  
2nd C. wing (455th, 456th) - 10:39G.

BOMBING ALTITUDE: 459th BG - 19,000 ft; 454th BG - 20,000 ft.;  
455th BG - 19,000 ft; 456th BG - 20,000 ft.

SECRET

(Operations Order Number 137 dated 25 May 1944 cont'd.)

**BOMBING FORMATION:** 9-Ship front for all groups, second attack units stacked down.

**TARGET ELEVATION:** CHAMBERY - 850 ft.

GRENOBLE - 715 ft.

**RALLY:** Right. On rally the Second Combat Wing should turn so as to be generally with 1st Combat Wing on route out.

**ROUTE BACK:** Reverse route out. Avoid MODANE (45°12'N, 06°41'E).

3. x. All Groups load 500's GP with .1 sec nose and half .01 sec and half .025 sec tail fuzes. Intervalometer setting for all groups 25 ft.

4. Omitted.

5. Command on 6440 KG for bomber to bomber and VHF Channel 'A' for bombers and fighters. Collective call signs for bombers (459th BG - SENILE FOUR ONE)(454th BG - SENILE FOUR TWO)(455th BG - SENILE FOUR THREE)(456th BG - SENILE FOUR FOUR). Call sign for fighters (1st FG - RADCLIFF FIVE).

Recall signal; FUEL.

Air Force formation will be column of Wings with 5th Wing leading, 49th Second, 55th third, 304th fourth, and 47th Wing fifth.

NO bombing will be done by Pathfinder. Target will not be bombed unless it is positively identified.

Bombs will not be jettisoned on FRANCE except in dire emergency.

Window will be used in accordance to SOP. Each aircraft of lead attack units of each group will load three cartons of window, dispensing to begin three minutes before IP and continue until clear of flak.

Refueling service will be available at CORSICA on return route. As it is essential that as many airfields as possible be utilized in order to distribute work involved between units already operating at maximum effort, Bomber aircraft requiring refueling only will land at SOLENZARA (41°51'N, 09°23'E), GHISONACCIA, and BORGO. Bomber aircraft requiring crash landings will land at BORGO or GHISONACCIA. Aircraft crash landing at BORGO should land parallel with but not on PSP. At GHISONACCIA aircraft crash landing should land on dirt strip. All this must be stressed in briefing and all crews informed that servicing will be slow. CAPODICHINO will be used for aircraft that can reach ITALY but not home bases. In extreme emergency any field may be used. All groups will use care to conserve fuel at all times to enable maximum number of ships to reach ~~xxxxxx~~ base without landing for refueling. Crews landing away from home base will send message immediately upon landing.

All ships will have gas tanks topped-off before take-off.

Adherence to Target times and Keypoint time is most important to obtain maximum cover from fighter escort at this range.

By order of Colonel UPTHEGROVE:

WILLIAM R. LARGE, Jr.,  
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Ass't. A-3.