

number code for identification usually painted in all over neutral gray with squadron code number painted with black paint. These radar equipped ships were sometimes used as one plane on clandestine night missions that were manned by regular flight crews. Sometimes volunteers were sought for these flights.

SOP= Standard Operating Procedure

RDX= Explosive said to be more powerful than TNT, but rumored to be more unstable.

Intervelometer= Planned spacing between bombs as they hit the earth.

Window= Small strips of metal foil cut to determined size that were dropped from bombers to confuse enemy radar.



Unidentified photographer

## Part II, The Mission Plan

The mission of 16 November 1944 had its peculiarities as most missions did one way or another. The 484th BG reported 33 aircraft were airborne, the first take off was at 0750 and the last at 0810 or one per minute plus. This hardly leaves time between take offs for the wake vortex created by air passing by the aircraft to dissipate before another aircraft was rolling down the runway. The wake vortex is strongest at the wing tips. This could cause control problems for the aircraft following if the weather conditions at the time did not dissipate the vortex sufficiently. The vortex was often seen streaming in an ever widening coil at the wing tips of fighter aircraft making a low high speed pass over the squadron tent areas as often happened when one of our gunners shot at a friendly aircraft.

The FAA in recent days has ordered greater distances between commercial aircraft landing one after another, which creates the same control problems as experienced by close take offs during the war.

Major Joel Moe in Able 11 was the group leader, Lt, Percy Kramer was deputy lead of the 33 aircraft taking off, five returned early and three failed to return.

1) Linkous 826 Squadron in 44-48828 (#501Y), Dog 11, the second attack group leader crashed at Fano, with fuel tanks shot up.

2) Jehli, 824 squadron in ship #937 (#16), Baker 31 ditched in the Adriatic Sea, four men bailed out,

3) Howell 824 squadron in Ship #668, Baker 12 landed at Falcona.

4) Roll 824 squadron, in ship #576 (#10), Baker 11 returned early.

5) Sheddon 825 squadron, Ship 44-41136 (#33) Able 13, returned early due to engine trouble, no 1 engine had to be feathered Flying time 2:20 hrs, bombs brought back. No mission credit.

6) Martin, 825 squadron in ship 44-41145 (#48) Able 23, returned early as it could not catch up with the formation, No mission credit.

7) Foss 826 squadron, in ship 44-40648 (#54E) Charlie 31, returned early due to an engine fire to crash land near home base. No mission credit.

8) Weimer 827 squadron, in ship 42-94774 (#84-O) Easy 21, returned early 2:35 hrs flying time.

9) Weaver, 826 squadron in ship 42-52675 (#58-I) Dog 23 was able to complete the mission in spite of having his oxygen system shot out.

Eight photographers were assigned to the mission they are:

1) Pvt. William G Goodlett, Ship 44-41145 (#48). Able 23, This ship returned early consequently no photos were taken from the lead attack unit.

2) S/Sgt Kevin J Moynihan, ship 694, (#24) Baker 21.

3) Pvt. Clarence G Martin, 824 squadron, in ship 576, (#15) Baker 11. This ship returned early, again no photos were taken.

4) Cpl. Wayron F Lane, 826 squadron, ship 42-51835 (#38) Charlie 21.

5) Pvt. Roy E Thomas, 826 squadron, ship 42-94774 (#84-O) Easy 21. This ship returned early, no photos.

6) Sgt Elmer A Gaerditz, 827 squadron, ship 42-52072(#72C) Easy 11.

7) Pvt. James W Taylor 42-51882 (#51B) Dog 21.

8) August Taglemonte 41-10484 (#63N) Dog 13

Quoting in part from the Pilots Flimsey First Attack Unit

### Charlie Flight

11 Ripple	53 D
12 Bird	65 P
13 Spieth	26 Q
21 Dionne (f)	30 A
22 Berhle	36 G
23 Sanderson	35 F
31 Foss	54 E

### Able Flight

11 Moe	528 Z (Micky)
12 Kramer	853 X (Micky)
13 Sheddon	33 D
21 McCoy	39 J
22 Kaiser	45 P
23 Martin (f)	48 S

### Baker Flight

11 Roll (f)	15 F
12 Howell	10 A
13 Calkins	12 C
21 Zimmerman (f)	24 O
22 Svela	18 I
23 Goodwyn	14 E
31 Jehli	16 G