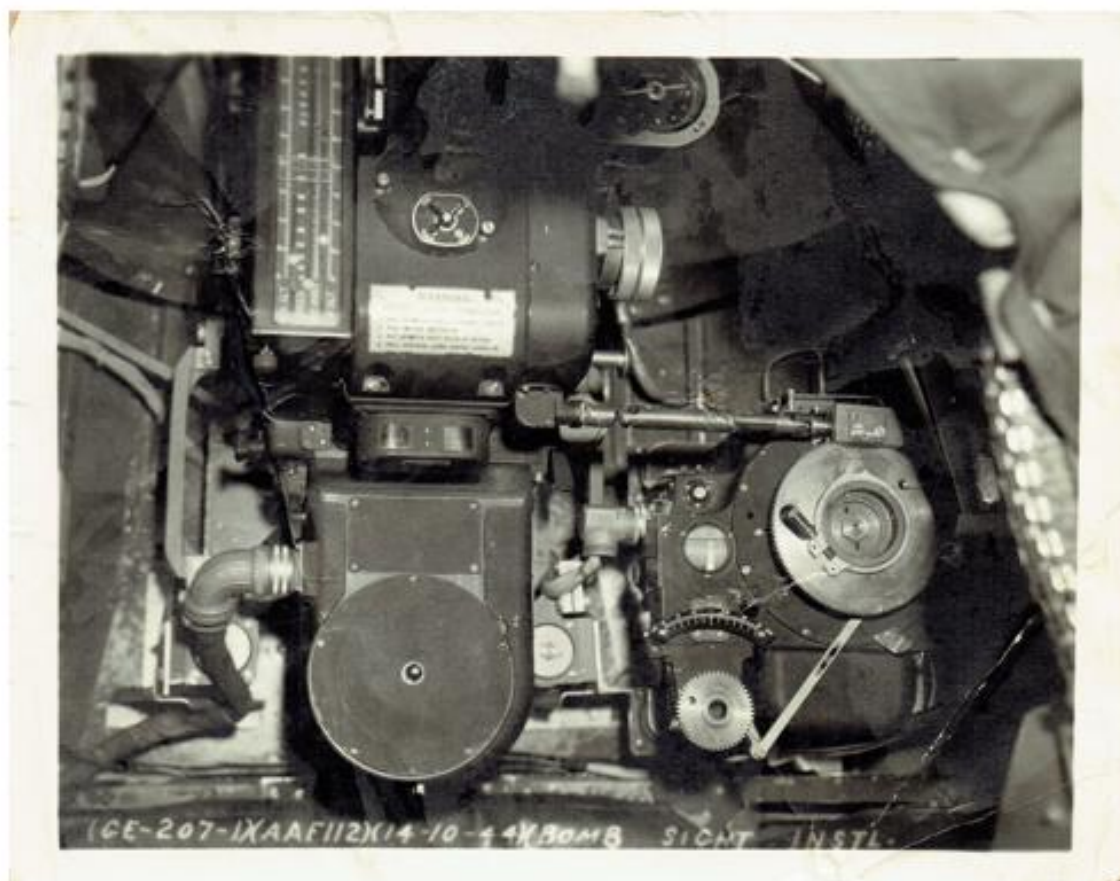


# George Weller's Bombsite Modification Overview



## George Weller's Bombsite Modification Overview

After George Weller completed his 30 accredited tour missions, he stayed in Britain to research the possibility of adapting the Sperry Bombsight to Honeywell's C1 Autopilot. The following is a brief overview of that effort:

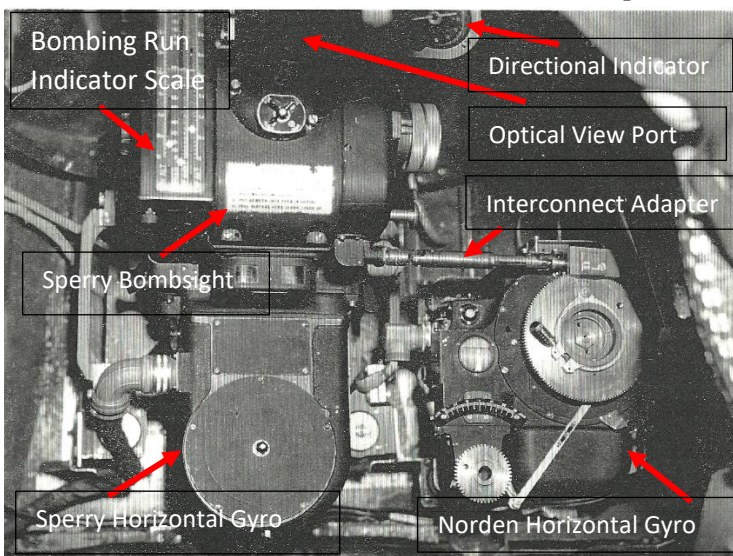
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On 22nd of November 1943, 10 days after George Weller arrived for his tour out of England, the Army Air Corp, canceled its contract with Sperry for the S1 bombsight and A5 autopilot. All S1 bombsights not yet received were destroyed along with all manuals and thousands of A5 autopilots were put into storage. All units already in use, would remain in use, but no units were to be installed in any new aircraft. The Norden M series bombsight was now standardized along with the Honeywell C1 autopilot.

Upon hearing of the cancellation, George felt that although the Sperry had some drawbacks, he knew that its proven performance and design made it worth keeping. If he could reconfigure the S1's interface, and at the same time adapt it to Norden's Honeywell C1, then it would solve two problems. First, the S1 would control the autopilot much as the Norden does and second, it would now work with the Honeywell C1, the newly standardized B24 autopilot. His hope was that the Sperry bombsight would be more favorably looked upon and that this might lead to suspending its cancelation.

By his own account, George did some preliminary work that included two large concept drawings for S1 bombsight modifications. He did this while he was in the midst of his combat tour with the 446th BG. When he completed his tour in August 1944, the C.O. revoked his transfer to Casual Pool 12th Replacement Control Depot in Lancashire, England so that he could stay with the 389th BG in Ketteringham to continue his endeavor to build the S1 => C1 interface.

He received a number of passes from August to November to visit the Burtonwood and High Wycombe AAF Airfields. The passes all stated "for the purpose of carrying out the instructions of the C.O." and closed with "By order of Colonel Potts".



We know that he drew up and drafted drawings of the proposed modification and that his visits to Burtonwood were made to manage the manufacturing of the parts. We also know that he later managed the final prototype that was placed into a B24J for subsequent testing (Bombardier's assessment is below).

By the end of November 1944 the project was wrapped up and George was sent to Stone AAF with orders to return to the U.S. We can only assume that nothing came of his modifications. Newer technology bombsights and the B-29 were on their way in and could only have lessened the likelihood that those in charge would reverse their decision to scrap the Sperry S1.



564TH BOMBARDMENT SQUADRON (H) AAF  
Office of the Operations Officer  
AAF 114 APO 558

20 November, 1944.

TO WHOM IT MAY CONCERN:

Following are the observations I have made after using the Norden-Sperry Combination Sight, assembled by Lt G. F. Weller: I have flown with both the Sperry and Norden Sights and used them in Combat.

It is basically the same as the Sperry sight with the advantages of both sights incorporated as one.

There is little difference in the Sperry procedure. Displacement corrections have a decided advantage over the old system. The displacement can be made simultaneously with the course correction. All turns are smoothly coordinated with no jerky motion.

I can bomb more accurately with this sight because of:

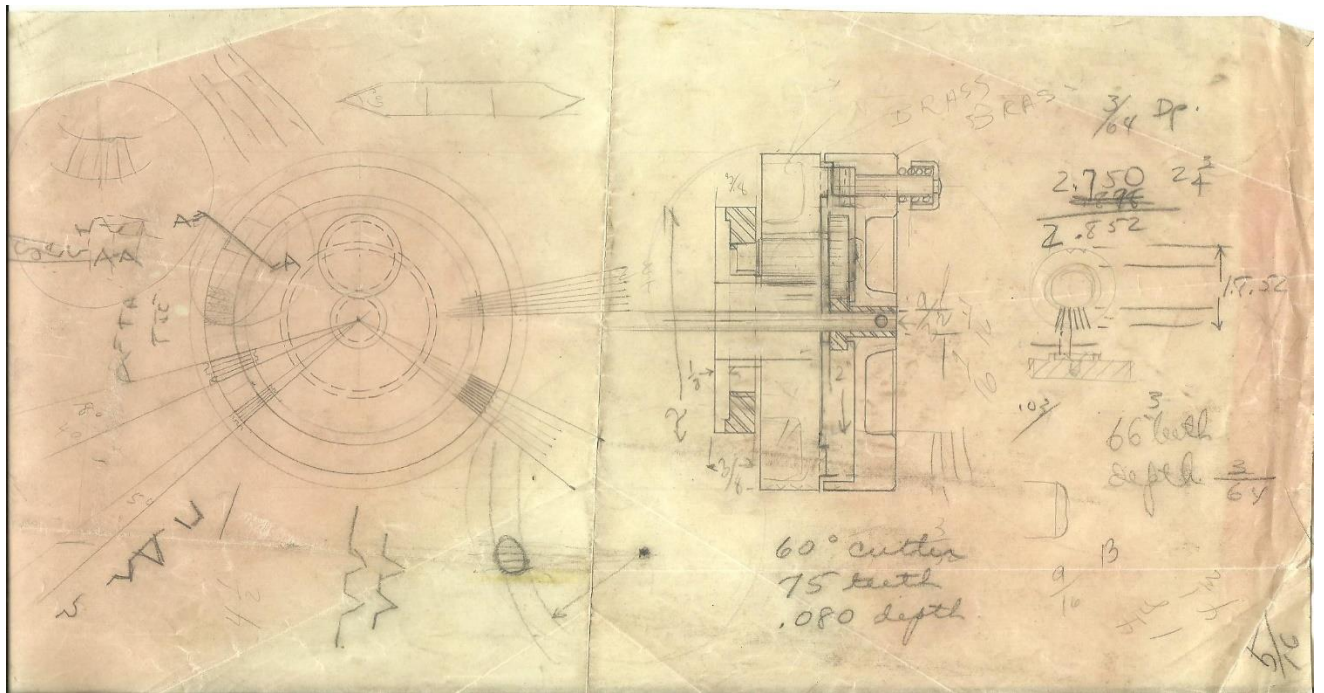
The erection system.

Swinging on the target, it is much easier to get a coordinated turn and a turn in proportion to the amount that it is desirable to turn.

The apparent drift can be killed approximately six miles from the aiming point.

Because of the position of the compass, it proved to be advantageous in aligning the aircraft on the target.

*Robert B. Williams*  
ROBERT B. WILLIAMS,  
Captain, Air Corps,  
Squadron Bombardier.





STATION HEADQUARTERS  
389TH BOMBARDMENT GROUP (H) AAF  
AAF 114 APO 558

21 November 1944

TO: Lieutenant Colonel Kenneth O. Dessert.

In Re: First Lieutenant George F. Weller, O-679699.

Dear Kenny:

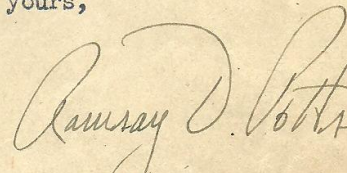
The bearer of this letter, First Lieutenant George F. Weller, O-679699, has completed an operational tour under my command, and has been relieved of further combat in this command.

Lieutenant Weller was washed-out of pilot training and later went into bombardiering. While serving as a bombardier he did some exceptional work in modifying our Sperry and Norden sights in order to combine the best features of the two. He is over age for pilot training, but I feel that he is deserving of a waiver in view of the outstanding experimental work he has accomplished, and the intense desire he has to be a pilot.

I would appreciate it if you will do what you can to obtain this waiver for him, and place him in pilot training. If this is impossible, I am certain that Lieutenant Weller's talent will be of benefit to the service in some research or experimental job.

With best wishes and sincere regards.

I am, very truly yours,



RAMSAY D. POTTS,  
Colonel, Air Corps,  
Commanding.