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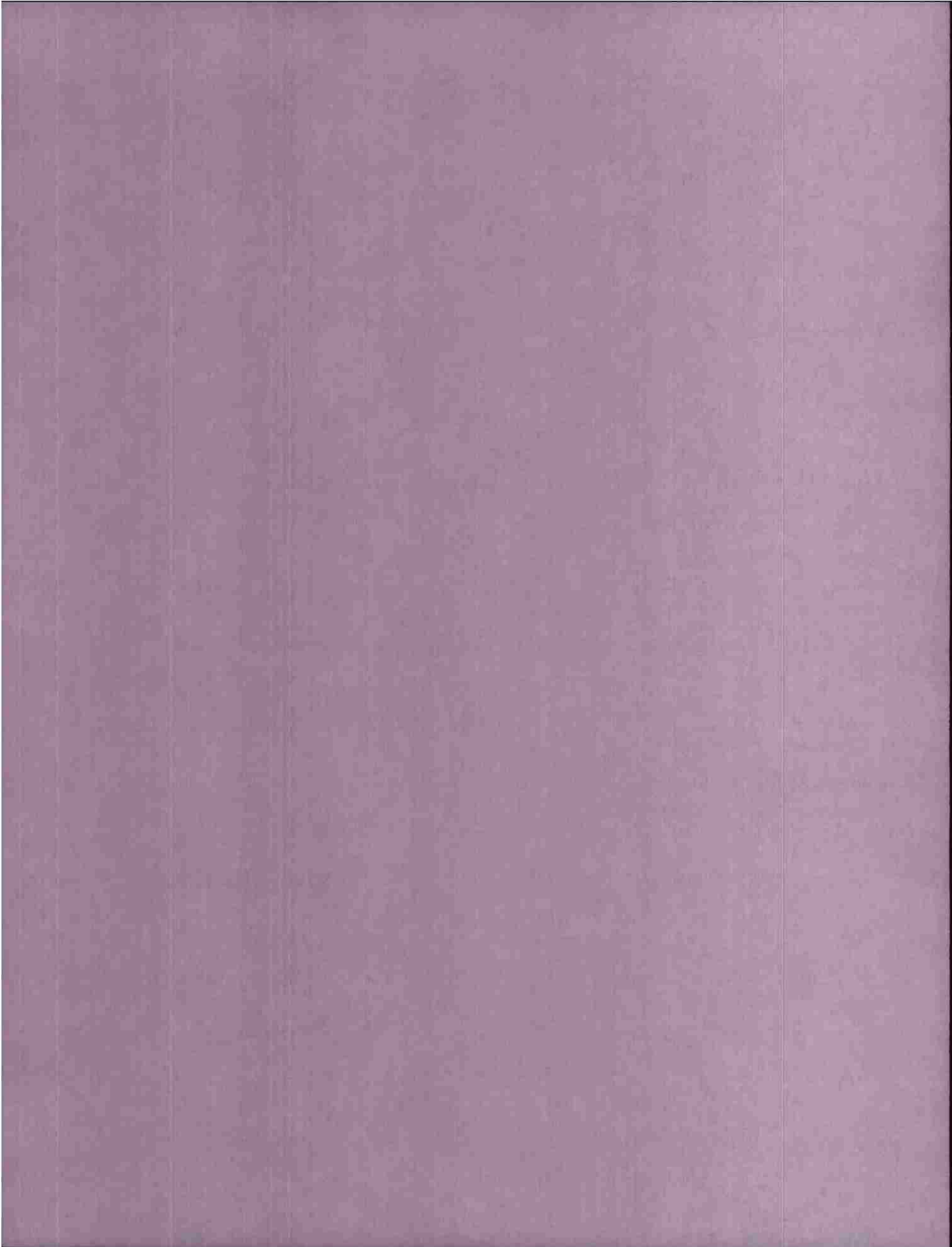
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62-416-54-0-25
25 Dec 1944

AF 4
Ship 81-D
Item 1

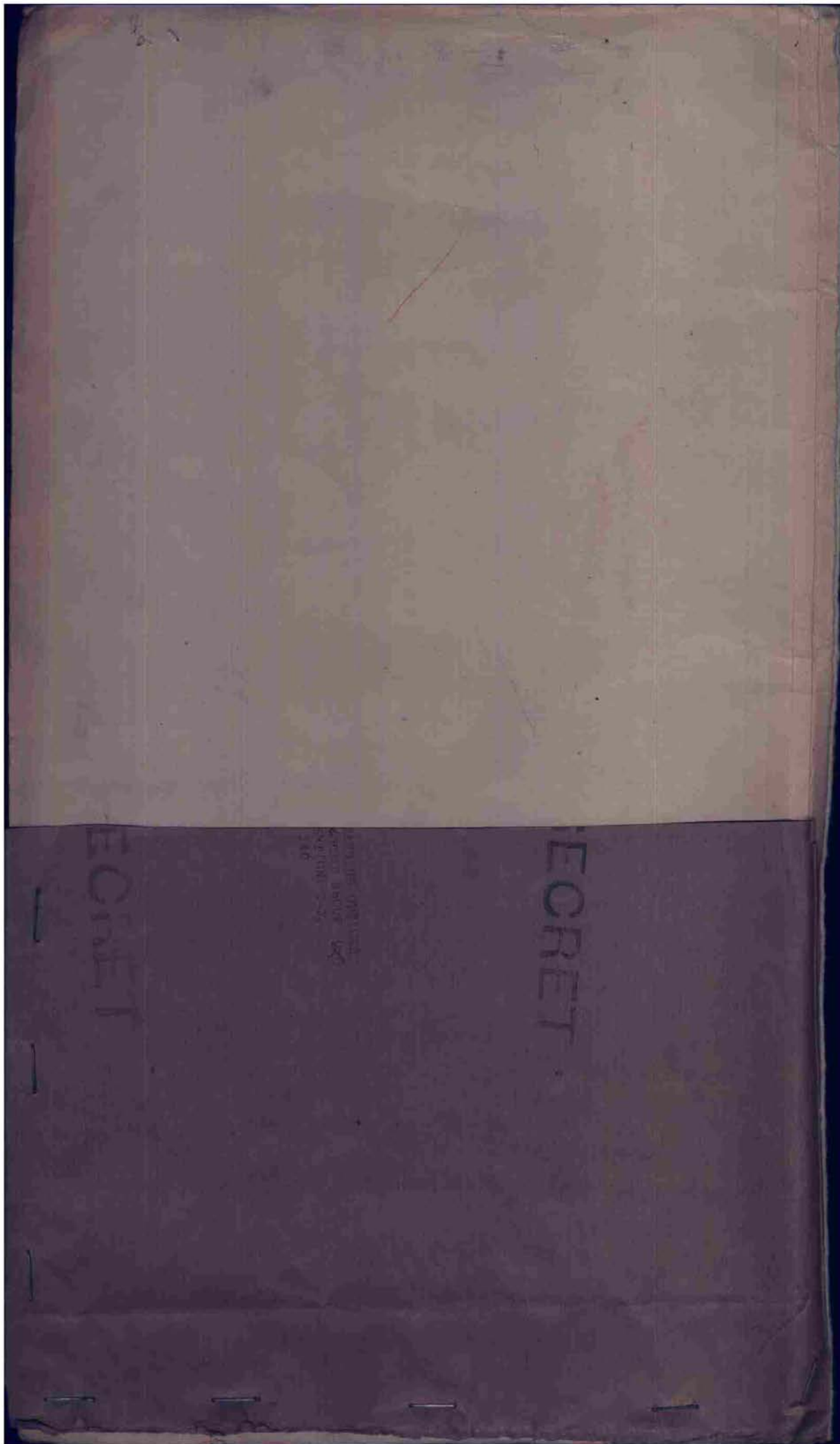
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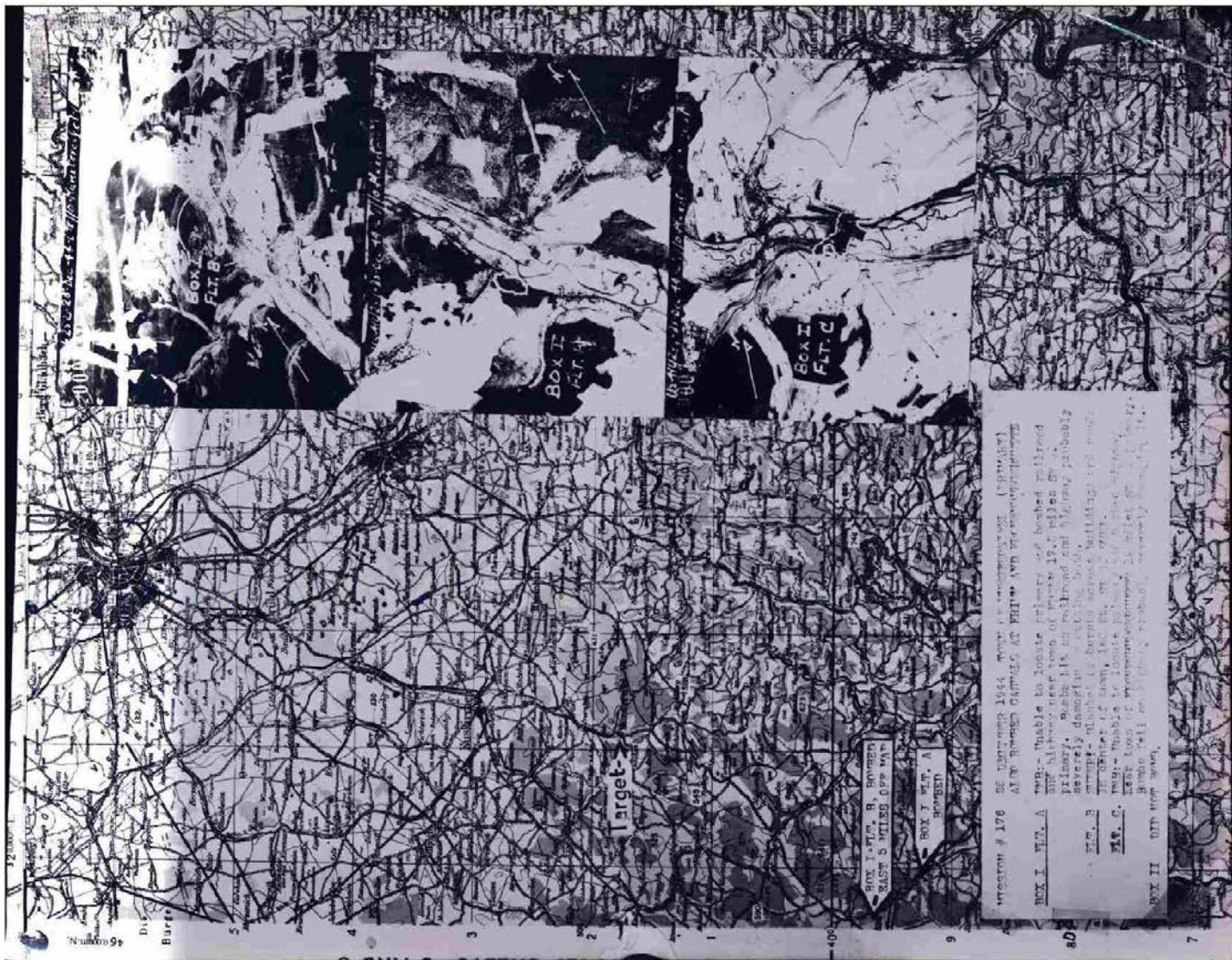
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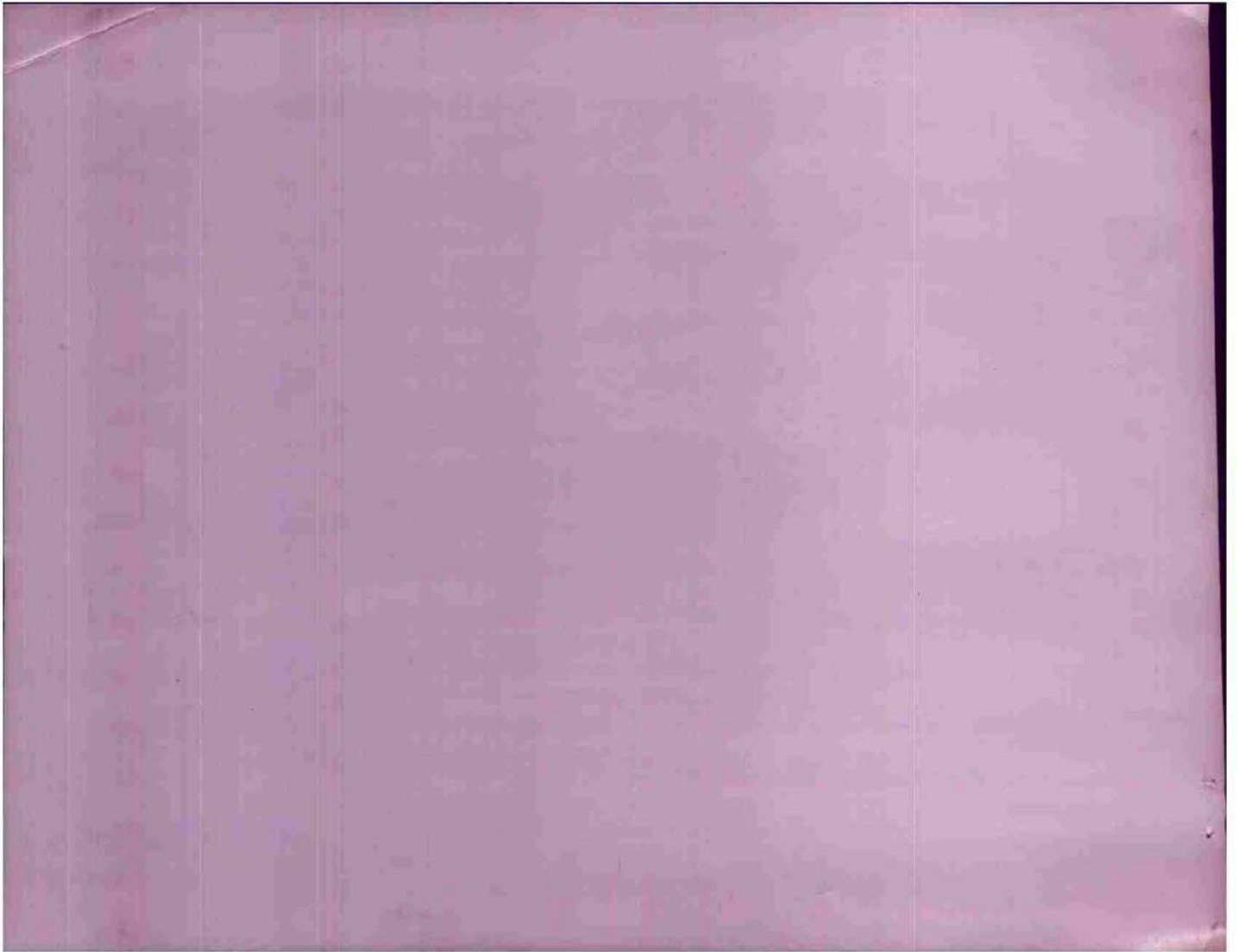
P.R.C.

SCANNED BY ACD
2017

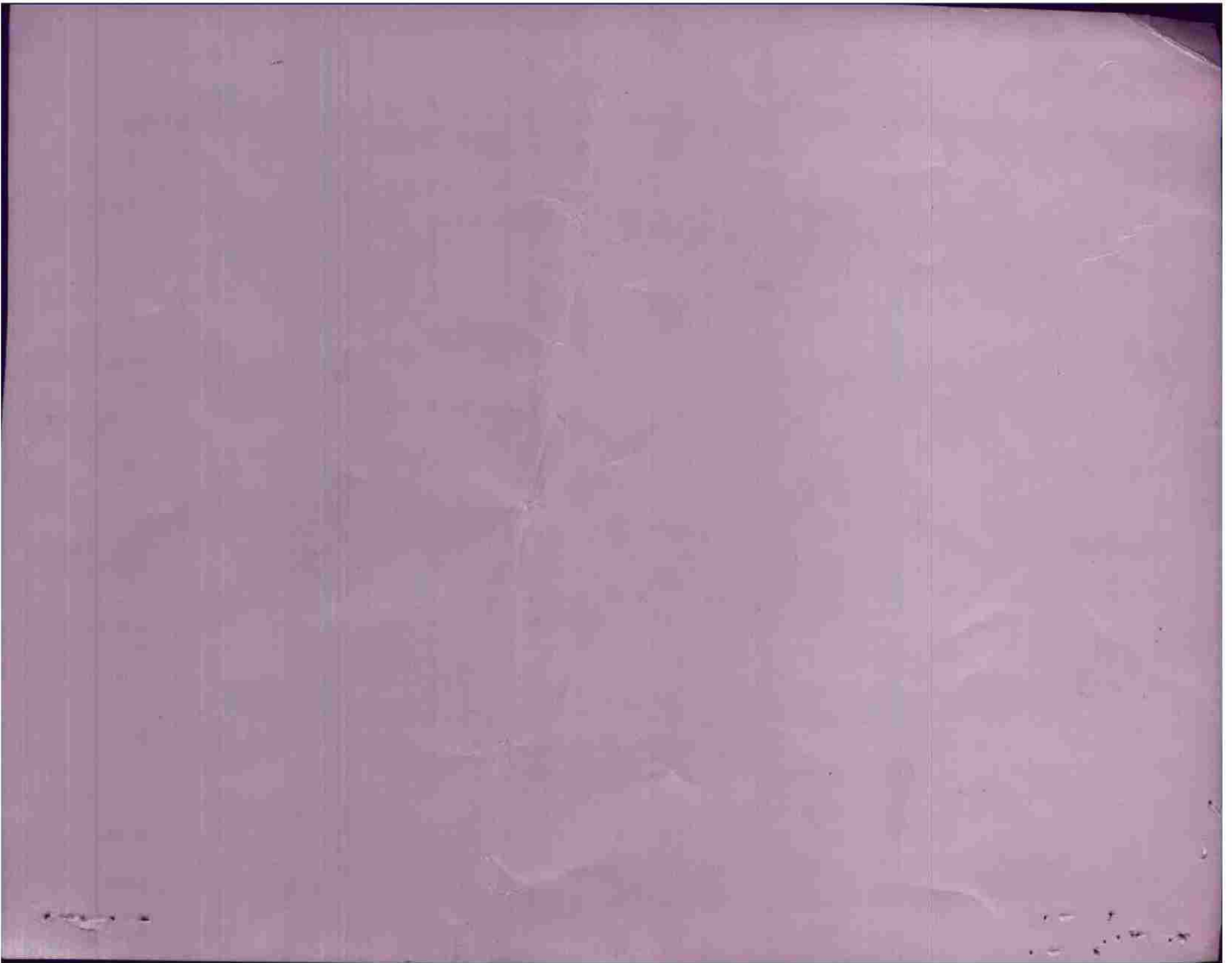
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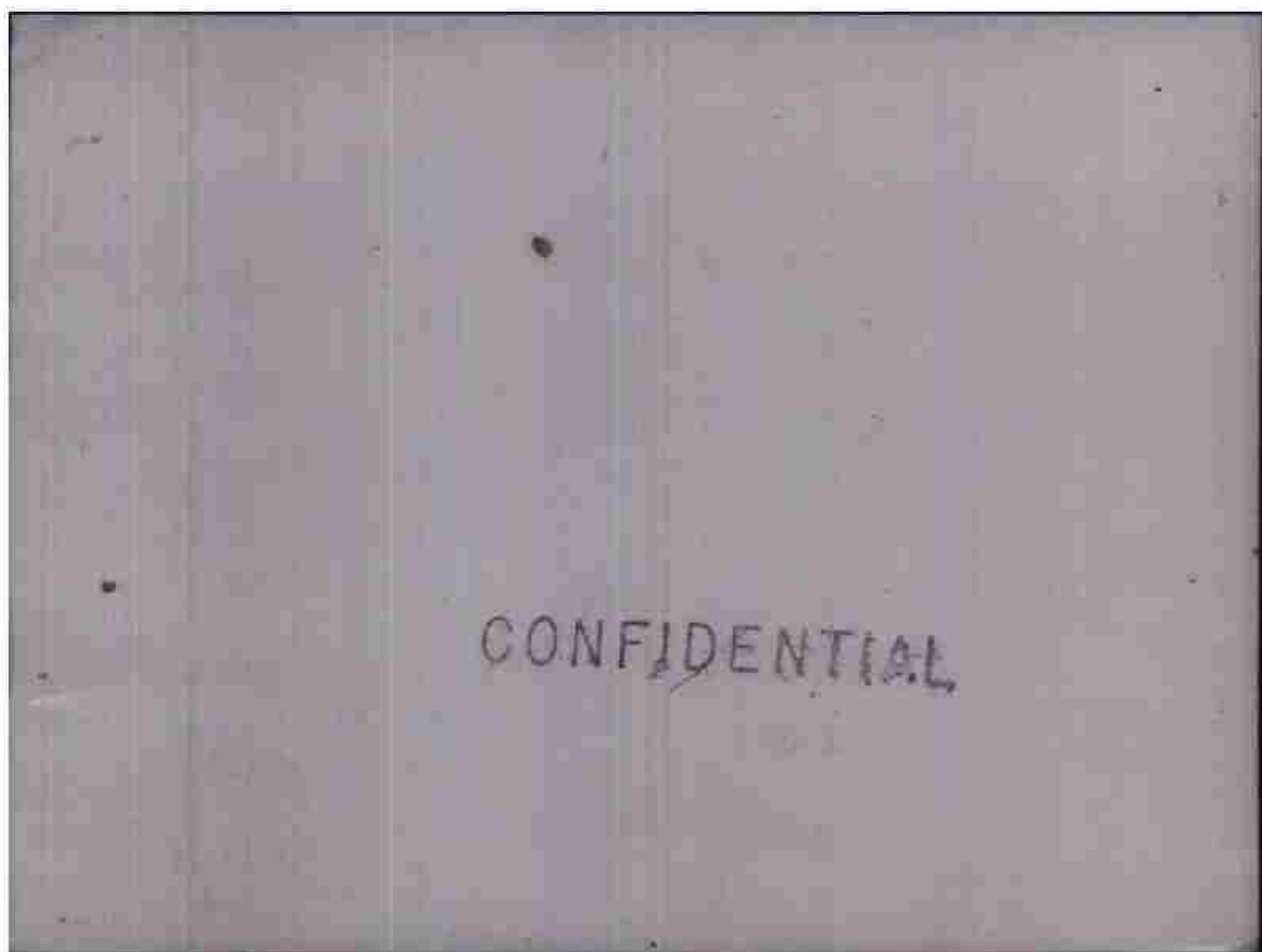


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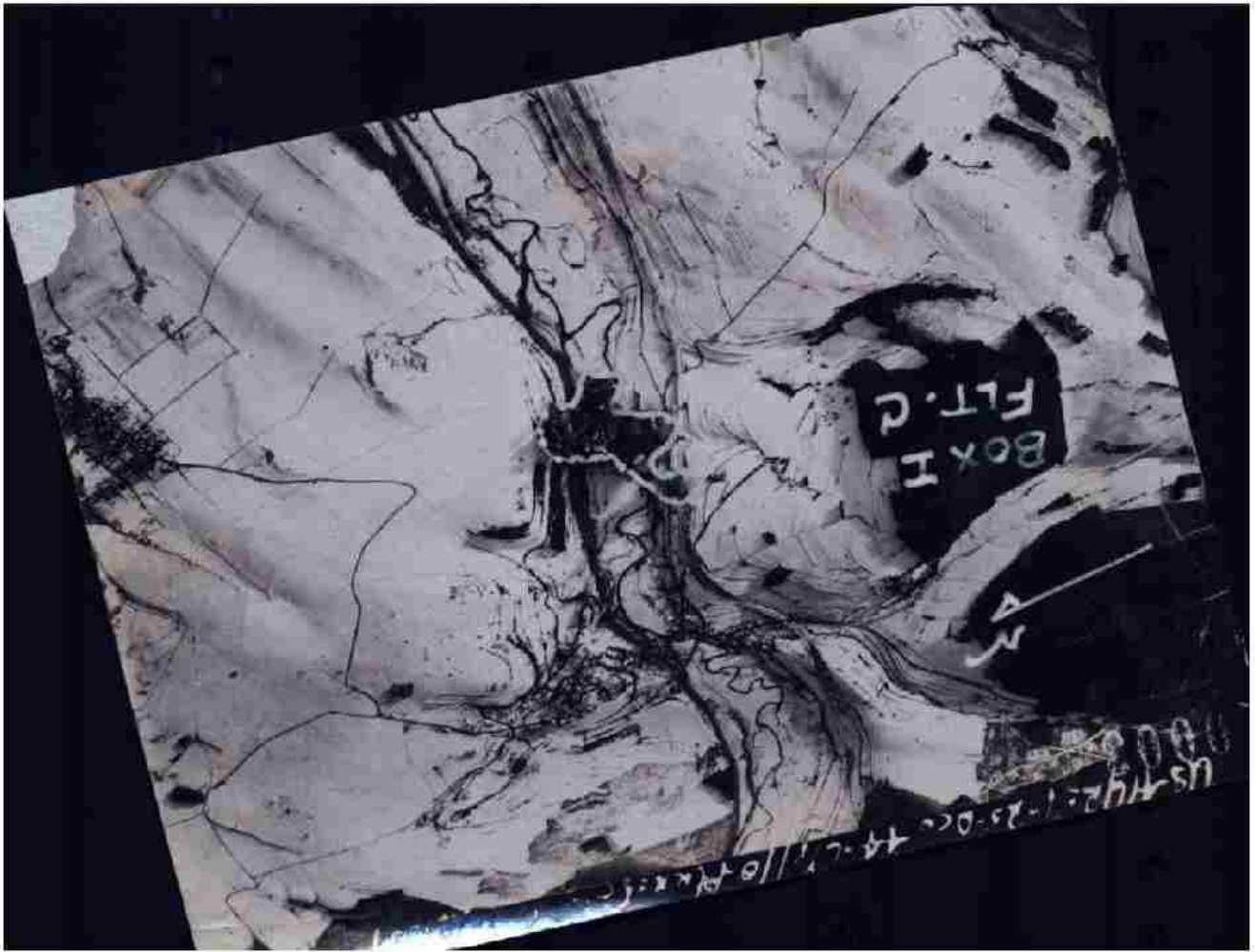


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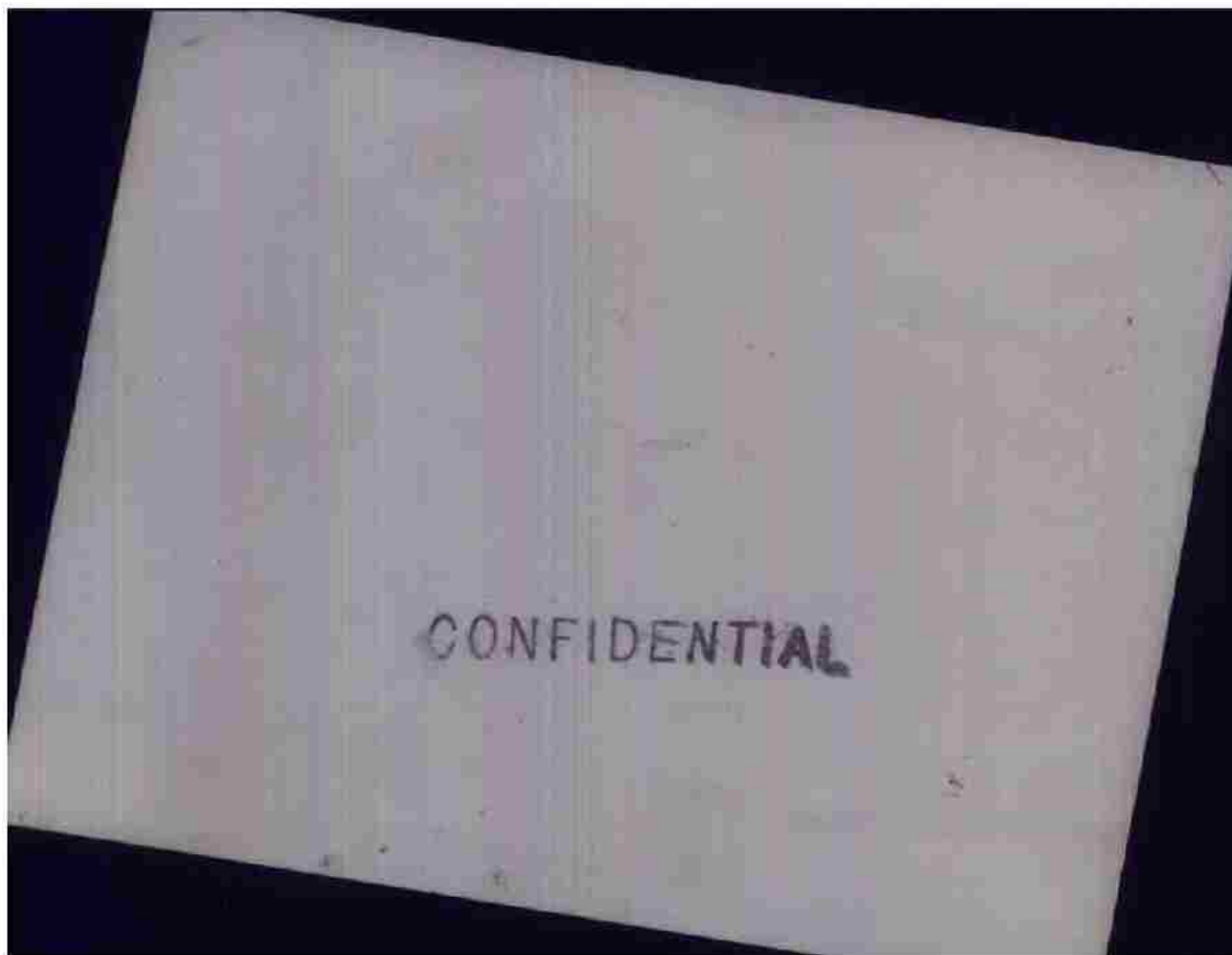
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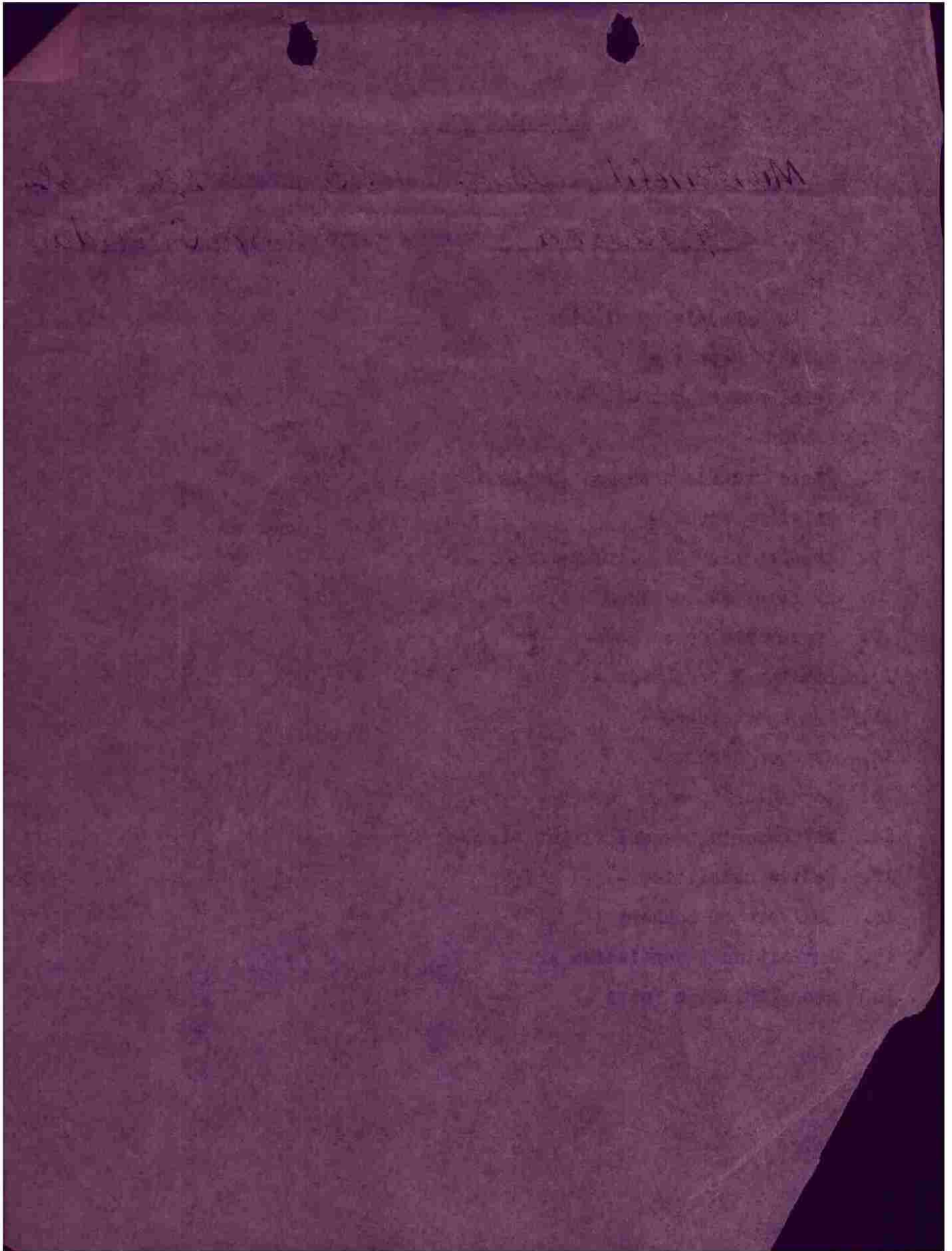
GENERAL INDEX

TARGET Munsteriefil DATE 25-12-44 NO. a/c 35 MISSION 176 P.O. 682

STATUS Attacked BRIEFING OFFICER Capt Sheridan

1. II HQ Synopsis of Mission -
2. Opflash Report -
3. Telephone Report -
4. Photos -
5. Field Orders, Annexes, Aminta -
6. Briefing Notes -
7. Loading List of Airplane Crews -
8. Chart of Route Flown - Flak -
9. Operations Oprep Report - **P.R.C.**
10. Bombing Information -
11. M/A Encountered -
12. Weather Report -
13. Communications YB Report -
14. Navigator's Log and Flight Plan -
15. Battle Casualties -
16. Analysis of Gunnery -
17. Ammunition Expenditures -
18. Recapitulation Forms -

00091990



ITA JEA V JKI JKI 12/14 R R

FROM 416TH BOMBARDMENT GROUP (L) 14/1910A
TO 9TH BOMBARDMENT DIVISION ATT: A-2
97TH COMBAT BOMB WING ATT: A-2

CONFIDENTIAL BT

416BG J-178-D

OPSFLASH FOR 25 DECEMBER 1944 (MORNING)

AMEND PARAGRAPH D TO READ:
D. 3 A-20'S AND 15 A-26'S

AMEND PARAGRAPH E TO DELETE:

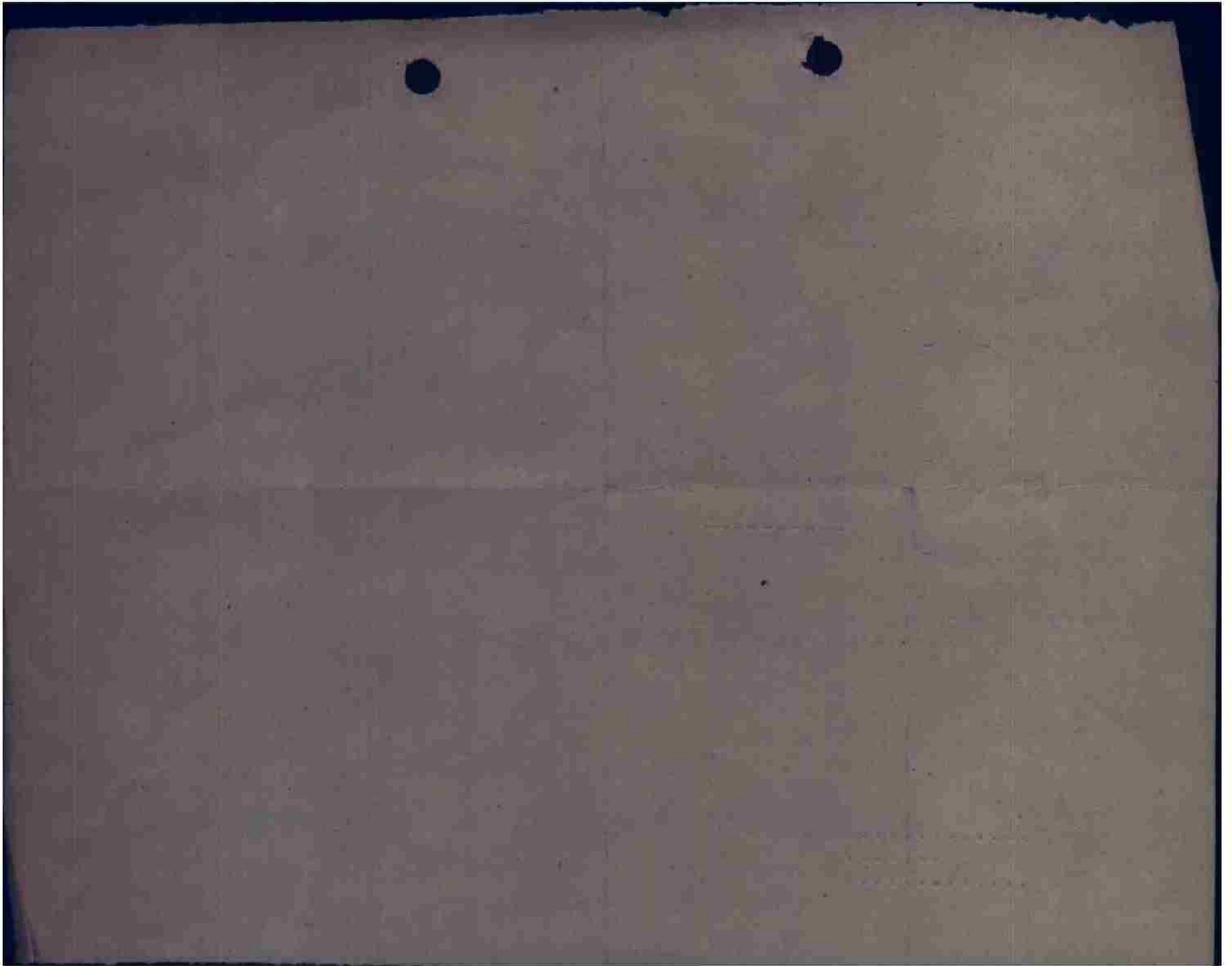
E. 1 A-26 SHOT DOWN BY FLAK BEFORE REACHING TARGET.

AMEND PARAGRAPH F:
F. 42 X 250 GP ON PRIMARY INSTEAD OF
28 X 250 GP ON PRIMARY.

AYLESWORTH COBOMGR 416

BT 14/1910A
AMM BBBB

EJ/
JEA R.....142215A CW KK
IYS TZMMMZM.....
ITA R.....142215A LBC KK



Suggested amendments to Opsflash for 25 December 1944 (morning)

Amend paragraph ^D ~~K~~ to read :

~~K~~. D. 3 A-20's and 15 A-26's

Amend paragraph E. to delete "1 A-26 shot down by flak before reaching target."

Amend paragraph F.
42 x 250 GP on primary instead of 28 x 250 Gp on primary.

Amend paragraph

..30.

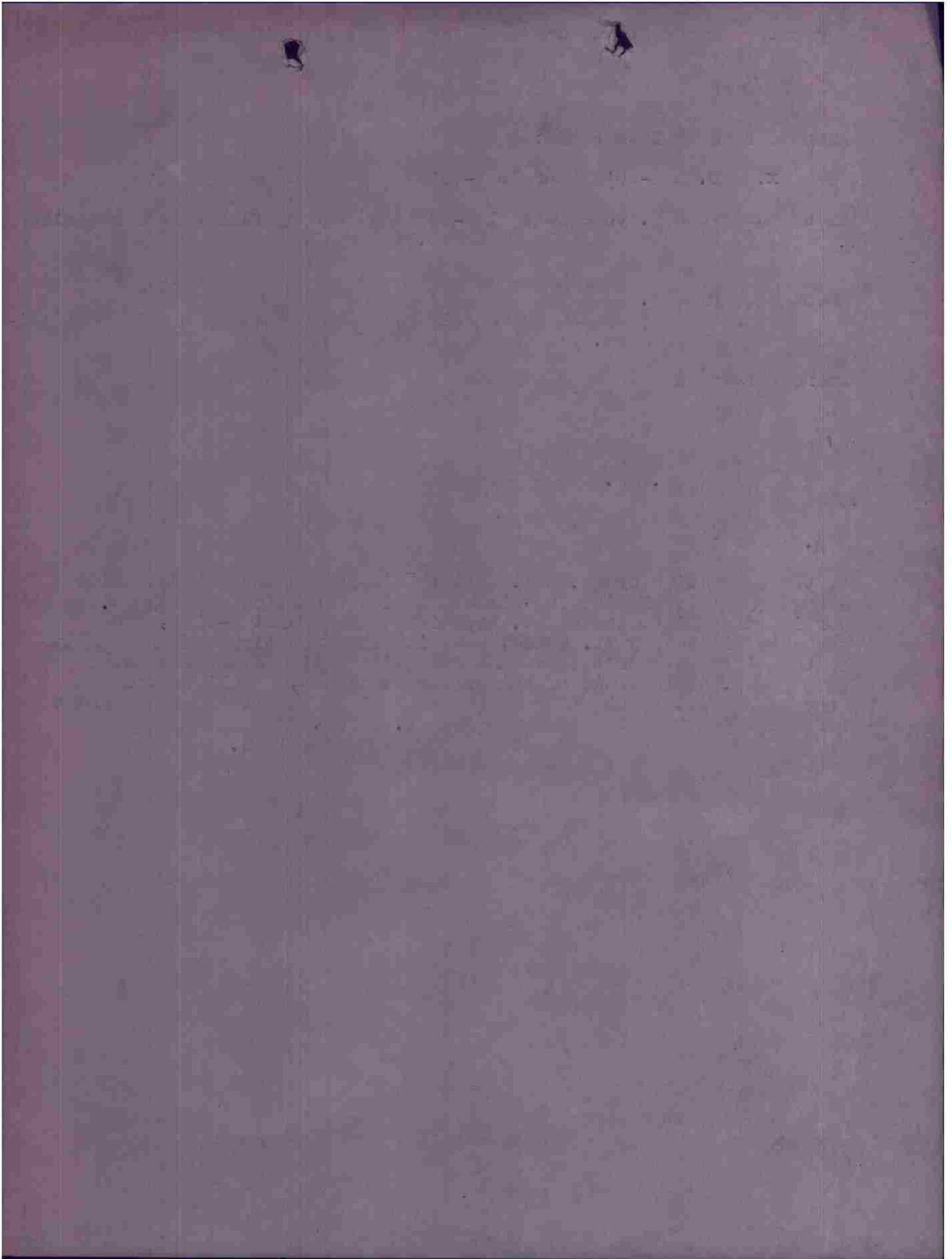
Maj. Thomas:

At the suggestion of Lt. Col. Napier I looked up the interrogation sheets for this mission and discovered interrogation made by Lt. Perkins (of flight leader Lt. Stebbins) shows that K-King, 240 the ship piloted by Lt. Kehoe, was with the formation and presumably bombed since he didn't leave the formation until 15 seconds after bombs away. On the basis of this clear statement, I believe the above amendments could be made and they will support the recommendation for DFC which is being prepared for Lt. Kehoe.

Sheridan.

OK - prepare +
Submit -

WPT



ITA JEA V JKI JKI 7/25 P P

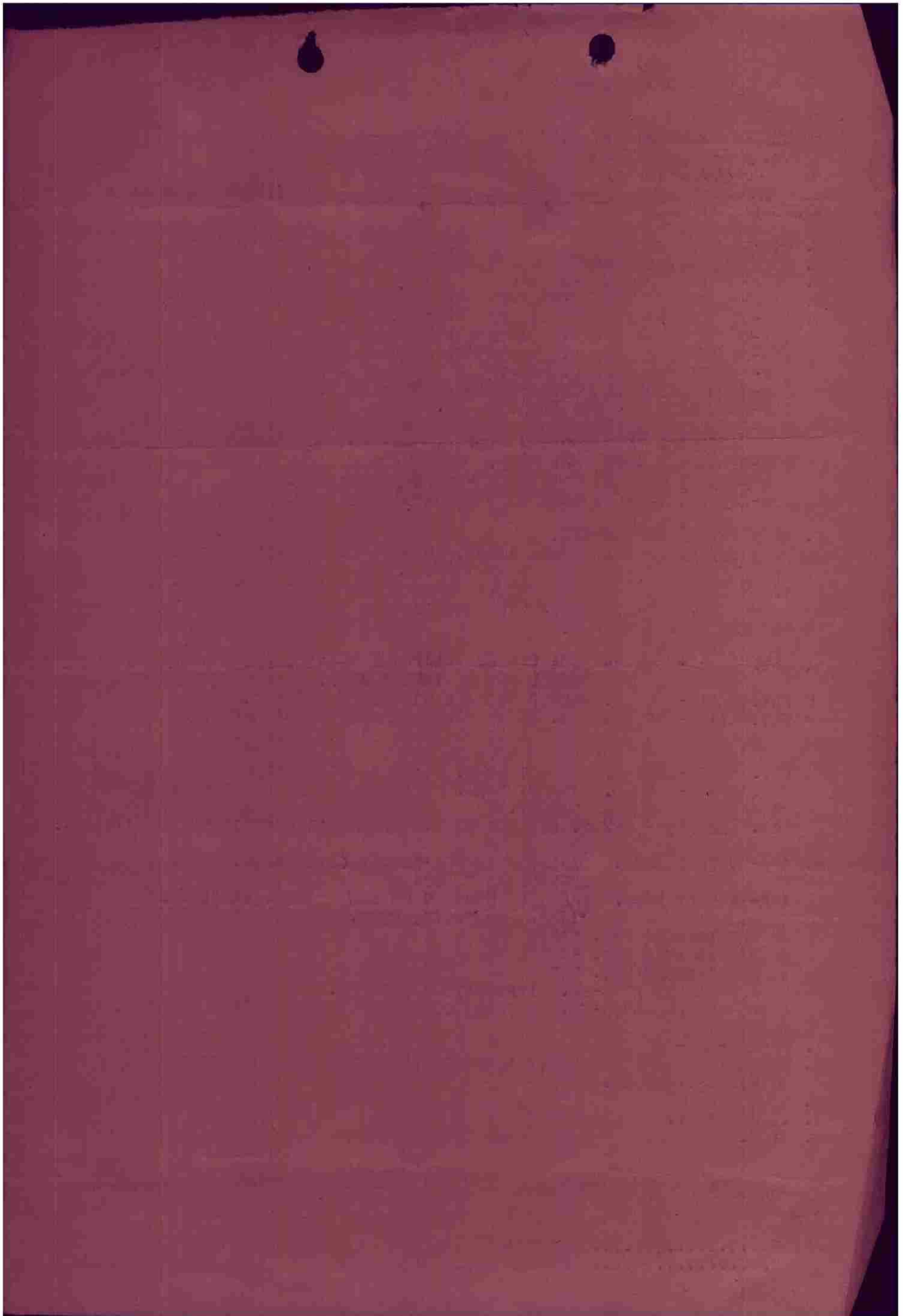
FROM 416TH BOMB GROUP (L) 25/1630A D-388-D
 TO CG, 9TH BOMBARDMENT DIVISION. ATTN: A-2
 CG, 97TH BOMB WING ATTN: A-2
 BT

OPSFLASH FOR 25 DECEMBER 1944 (MORNING)

- A. 416 TH BOMB GROUP
 B. MUNSTERIEFIL (COMMUNICATION CENTER)
 C. 6 A-20 A/C 29 A-26 A/C
 D. 3 A-20 A/C 14 A-26 A/C
 E. 1 A-26 BOMB DOOR SAFETY SWITCH INOPERATIVE.
 1 A-26 RETURNED EARLY. LANDING GEAR COULD NOT RETRACT.
 1 A-26 RETURNED EARLY. PERSONNEL ERROR.
 1 A-26 RETURNED EARLY. DAMAGED BY FLAK AT IP. K A/C NOW CAT. AC.
 2 A-20 BOMBARDIER COULD NOT IDENTIFY TARGET.
 7 A-26 LEADER DID NOT DROP.
 2 A-26 LEADER SHOT DOWN BY FLAK ON BOMB RUN. OTHER A/C OF FLIGHT BOMBED WITH ANOTHER FLIGHT.
 1 A-26 LANDED AWAY FROM BASE. INFORMATION LACKING.
 1 A-20 SHOT DOWN BY FLAK BEFORE REACHING TARGET.
 1 A-26 SHOT DOWN BY FLAK BEFORE REACHING TARGET.
- F. 28 X 250 GP ON PRIMARY.
 32 X 250 GP ON ONE CASUAL TARGET IN AREA OF PRIMARY TARGET.
 EXACT LOCATION UNKNOWN.
 107 X 250 GP ON ANOTHER CASUAL TARGET ABOUT 4 MILES FOX FROM PREVIOUS CASUAL TARGET.
 187 X 250 GP RETURNED.
- G. FLT. I - BOX 1. PNB. GEE XM EQUIPMENT FAILED. RAN OUT TIME AND BOMBED M/Y IN TARGET AREA.
 FLT. II - " 1. BOMBED PRIMARY WITH GOOD RESULTS.
 FLT. III - " 1. PNB. SIGHT STEM LOCKING PIM JARRED LOOSE FROM SIGHT CAUSING FALSE SIGHTING DATA.
 BOMBED APPROXIMATELY 4 MILES SHORT OF 1ST FLT.
 FLT. I - BOX 2. DID NOT BOMB. TARGET NOT POSITIVELY IDENTIFIED.
 FLT. II - " 2. DID NOT BOMB. LEADER SHOT DOWN BEFORE REACHING TARGET.
 FLT. KK III - BOX 2. DID NOT BOMB. TARGET NOT POSITIVELY IDENTIFIED.
- H. 1 A-20 SHOT DOWN. EXPLODED IN MID-AIR, 1 SHUTE ALEN. SEEN TO EXPLODE AT F2305.
 1 A-26 SHOT DOWN. WAS SEEN BURNING ON K WAY DOWN. CRASHED AT L1893. NO CHUTES SEEN.
 13 A/C DAMAGED CAT. "A"
 8 A/C DAMAGED CAT. "AC"
 1 A/C DAMAGED CAT. "B"
 1 A/C LANDED AT A-60. INFORMATION LACKING.
 1 A/C LANDED AT A-82. INFORMATION ON EXTENT OF DAMAGE LACKING.
- I. 0 - 2 - 6 - 0
 J. MODERATE TO INTENSE HEAVY ACCURATE FLAK FROM K8403 TO F2303 TO F3280 (TARGET).
 K. NONE
 L. 12,000 FEET.
 M. 1110.

BT 25/1630A
 RSS AR

JEA R.....TIC....25/1723A SS AR
 ITA R.....25/1724A EG AR



ITA JEA V JKI JKI 14/25 OP-OP

FROM HQ 416TH BOMB GROUP (L) 25/2030A

S-2 P/I SECTION

TO HQ 9TH BOMB DIVISION, A-2 P/I
HQ 97TH COMBAT WING, A-2 DUTY O.

SECRET BT

D-395-D

B. MUNSTEREIFEL

G. 1113

J. BOX I (VISUAL) - FLT A - PNB - BOMBARDIER UNABLE TO LOCATE PRIMARY AND SELECT RAILROAD AND HIGHWAY NEAR TOWN OF KRIMM (COORD. 187938 SHEET S-1) 17.2 MILES SW OF PRIMARY. BOMBS HIT ON RAILROAD TRACKS AND HIGHWAY PROBABLY SEVERELY DAMAGING OR CUTTING BOTH.

FLT B - SUPER - ALL BOMBS WITHIN 1000 FT RADIUS OF DMPI WITH CENTER OF BURSTS 160 FT SW OF DMPI, BLANKET OF BURSTS ACROSS BUILDINGS AND ROADS IN CENTER OF TOWN.

FLT C - PNB - BOMBARDIER UNABLE TO PICK UP PRIMARY TARGET AND SELECTED HIGHWAY NEAR TOWN OF KRONENBURGERHUTTE (COORD. 111965 SHEET S-1) 19 MILES SW OF PRIMARY. BOMBS FELL ON HIGHWAY PROBABLY SEVERELY DAMAGING IT.

BOX II - DID NOT BOMB.

K. BOX I - FLT A - PNB - NAVIGATION -- BOMBARDIER COULD NOT LOCATE BRIEFED PRIMARY TARGET. FLEW OUT TIME FROM IP AND PICKED CASUAL TARGET. BOMBED CASUAL WITH EXCELLENT RESULTS.

FLT C - PNB - NAVIGATION -- BOMBARDIER COULD NOT LOCATE BRIEFED PRIMARY TARGET. FLEW OUT TIME FROM IP AND PICKED CASUAL TARGET. SIGHT STEM LOOKING PIN JARRED LOOSE AND BOMBARDIER COULD NOT SYNCHRONIZE FOR COURSE. MADE SECOND RUN AND BOMBED CASUAL TARGET WITH EXCELLENT ~~RESULTS~~ RESULTS.

BOX II (VISUAL) - FLT A - DID NOT BOMB. BOMBARDIER COULD NOT DEFINITELY IDENTIFY TARGET. CHOSE NOT TO BOMB CASUAL.

FLT B - DID NOT BOMB. LEAD SHIP SHOT DOWN BY FLAK PRIOR TO RELEASE POINT. THREE SHIPS BOMBED ON ANOTHER FLIGHT, TWO DID NOT.

FLT C - DID NOT BOMB. BOMBARDIER COULD NOT DEFINITELY IDENTIFY TARGET. CHOSE NOT TO BOMB CASUAL.

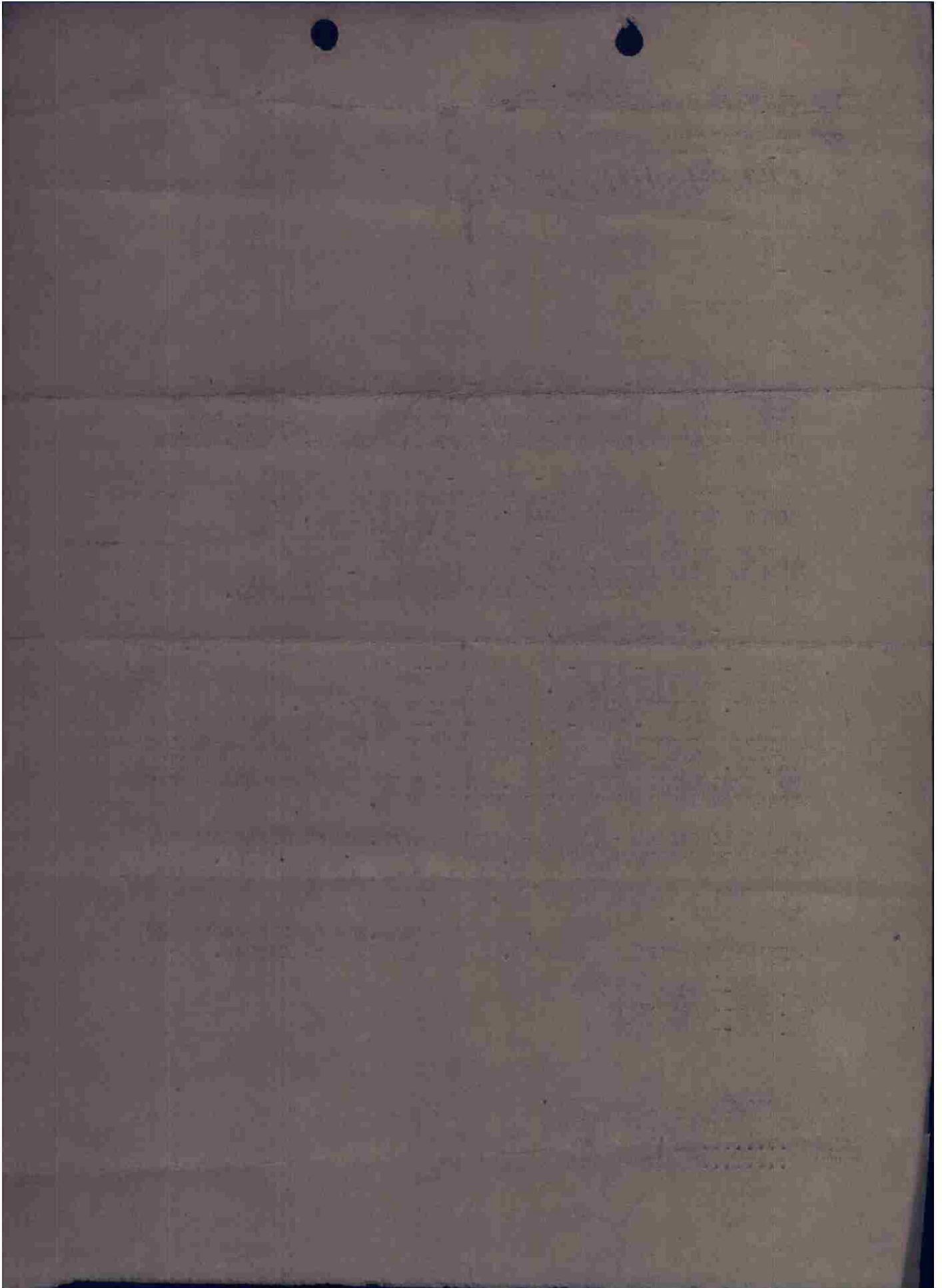
M. 1. 3 -- 100 PERCENT
2. 0 -- 0 PERCENT
3. 0 -- 0 PERCENT

BT 252030A

FD AS BBBB TO ITA ONLY

JEA R.....252125A CW KKK

ITA R.....252125A IB KKK



ITA JEA V JKI JKI 14/25 OP-OP

FROM HQ 416TH BOMB GROUP (L) 25/2030A
 S-2 P/I SECTION
 TO HQ 9TH BOMB DIVISION, A-2 P/I
 HQ 97TH COMBAT WING, A-2 DUTY O.

SECRET BT

D-395-D

B. MUNSTEREIFEL

G. 1113

J. BOX I (VISUAL) - FLT A - PNB - BOMBARDIER UNABLE TO LOCATE PRIMARY AND SELECT RAILROAD AND HIGHWAY NEAR TOWN OF KRINH (COORD. 187933 SHEET S-1) 17.2 MILES SW OF PRIMARY. BOMBS HIT ON RAILROAD TRACKS AND HIGHWAY PROBABLY SEVERELY DAMAGING OR CUTTING BOTH.

FLT B - SUPER - ALL BOMBS WITHIN 1000 FT RADIUS OF DMPI WITH CENTER OF BURSTS 160 FT SW OF DMPI, BLANKET OF BURSTS ACROSS BUILDINGS AND ROADS IN CENTER OF TOWN.

FLT C - PNB - BOMBARDIER UNABLE TO PICK UP PRIMARY TARGET AND SELECTED HIGHWAY NEAR TOWN OF KRONENBURGERHUTTE (COORD. 111965 SHEET S-1) 19 MILES SW OF PRIMARY. BOMBS FELL ON HIGHWAY PROBABLY SEVERELY DAMAGING IT.

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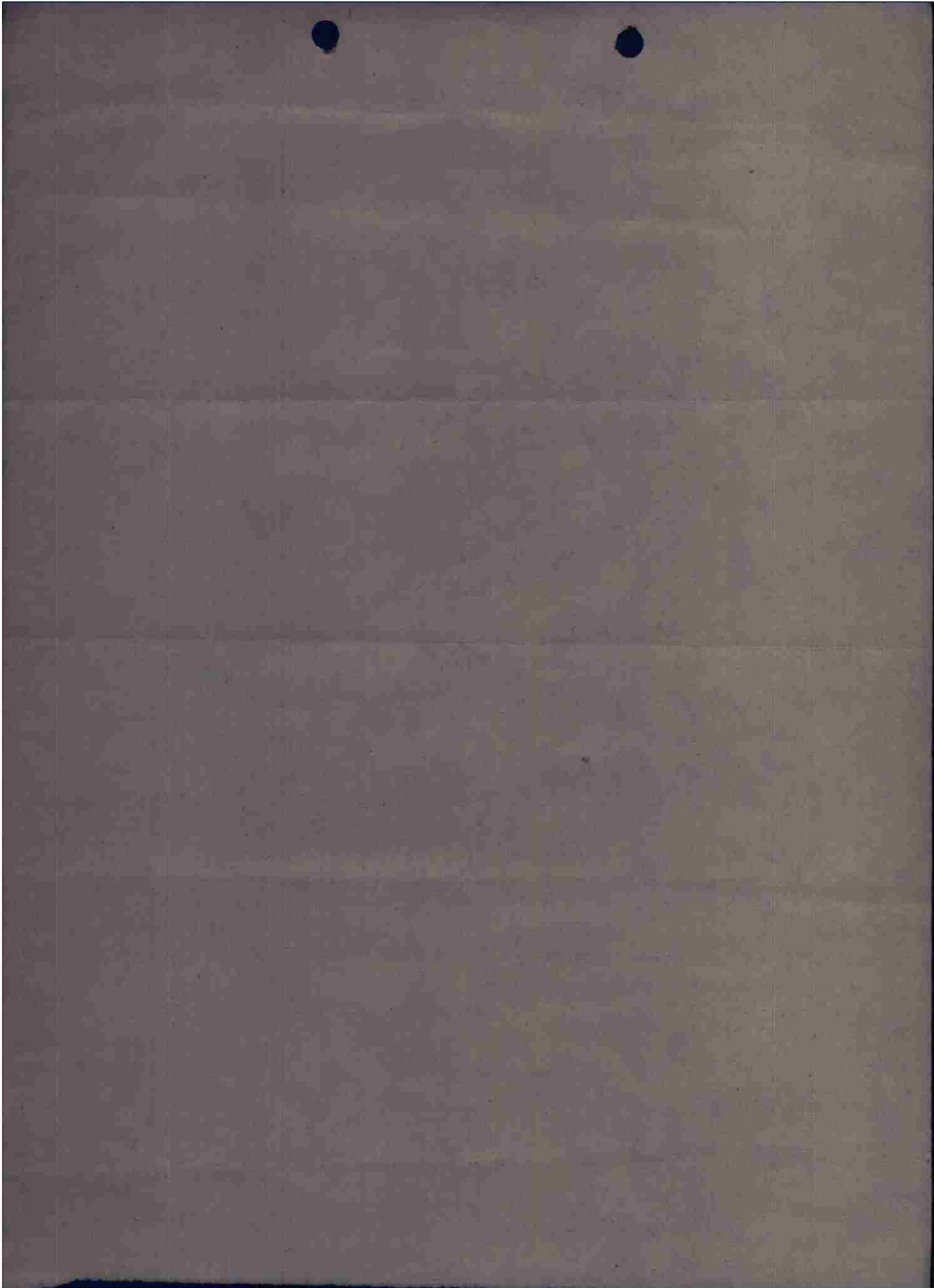
BOX II (VISUAL) - FLT A - DID NOT BOMB. BOMBARDIER COULD NOT DEFINITELY IDENTIFY TARGET. CHOSE NOT TO BOMB CASUAL.

FLT B - DID NOT BOMB. LEAD SHIP SHOT DOWN BY FLAK PRIOR TO RELEASE POINT, THREE SHIPS BOMBED ON ANOTHER FLIGHT, TWO DID NOT.

FLT C - DID NOT BOMB. BOMBARDIER COULD NOT DEFINITELY IDENTIFY TARGET. CHOSE NOT TO BOMB CASUAL.

M. 1. 3 -- 100 PERCENT
 2. 0 -- 0 PERCENT
 3. 0 -- 0 PERCENT

BT 252030A
 FD AS BBBB TO ITA ONLY
 JEA R.....252125A CV KKK
 ITA R.....252125A IB KKK



9th B.M. S-2 Report 1044

416 TF	9TH B.M. (M) WING 978H	B
GROUP	DATE 25 DECEMBER 1944	MUNSTEREIFEL
OTHER UNITS. TARGET		KRIMM (Casual)
		KRONENBURGERHUTTE (Casual)
	FIRST PHASE	
	INTERPRETATION	TARGET HIT

A. TARGET BRIEFED MUNSTEREIFEL PRIMARY
SECONDARY

M.P.I. ROAD JUNCTION AND CENTER OF TOWN.

A.P. SAME

C. NO. AND TYPE OF A/C DISPATCHED 5 A-20's NO. OF A/C ATTACKING 17

D. BOMBING BY 3's, 6's, 12's, 18's 6's IN FOLLOWING ORDER 3, 2, 2.

E. NO. AND SIZE OF BOMBS DROPPED 167 ~~168~~ x 250 1/10 -- 1/100

F. HEADING OF A/C WHEN BOMBS DROPPED BOX I FLT A : 110° M.
BOX I FLT B & C 55° M.

G. TIME BOMBS DROPPED 1113

H. ACTIVITY AT TARGET

~~1113/1113/1113/1113~~

J. RESULTS OF BOMBING:

BOX I - FLT A - PNB - BOMBARDIER UNABLE TO LOCATE PRIMARY AND SELECTED RAILROAD AND HIGHWAY NEAR TOWN OF KRIMM (Coord. 187938 sheet S-1) 17.2 MILES SW OF PRIMARY. BOMBS HIT ON RAILROAD TRACKS AND HIGHWAY PROBABLY SEVERELY DAMAGING OR CUTTING BOTH.

FLT B - SUPER - ALL BOMBS WITHIN 1000 FT RADIUS OF DMPI WITH CENTER OF BURSTS 160 FT SW OF DMPI. BLANKET OF BURSTS ACROSS BUILDINGS AND ROADS IN CENTER OF TOWN.

FLT C - PNB - BOMBARDIER UNABLE TO PICK UP PRIMARY TARGET AND SELECTED HIGHWAY NEAR ~~1113~~ TOWN OF KRONENBURGERHUTTE (Coord. 111965 Sheet S1) 19 MILES SW OF PRIMARY. BOMBS FELL ON HIGHWAY PROBABLY SEVERELY DAMAGING IT.

BOX II - DID NOT BOMB.

CLAYTON W. ZESIGER,
Captain, Air Corps,
Photo Intelligence Officer.

IX-3, C, S-2 FORM 33 (REV. 1-1954) USE FOR REPORTING RESULTS OF EACH TARGET BOMBED

OTHER UNITS: TARGET	IX-3, C, S-2	WING	416TH
NAME			GROUP
ATTACKING UNIT			
FIRST PHASE INTERPRETATION			TARGET HIT

A. TARGET BRIEFED _____ PRIMARY
 _____ SECONDARY
 _____ CASUAL

M. P. I. _____
 A. P. _____

B. TARGET ATTACKED _____ MILES FROM PRIMARY _____
 _____ DIRECTION FROM PRIMARY _____

C. COORDINATES _____ ON 1:50,000 MAP NO. _____

D. NO. AND TYPE OF A/C DISPATCHED _____ A/C NO. OF A/C ATTACKING _____

E. BOMBING BY _____ IN FOLLOWING ORDER _____

F. NO. AND TYPE OF BOMBS DROPPED _____ FUSING NOSE TAIL
 _____ FUSING NOSE TAIL

G. HEADING OF A/C WHEN BOMBS DROPPED _____ DEGREES MAG.

H. TIME BOMBS DROPPED _____

I. ACTIVITY AT TARGET: _____

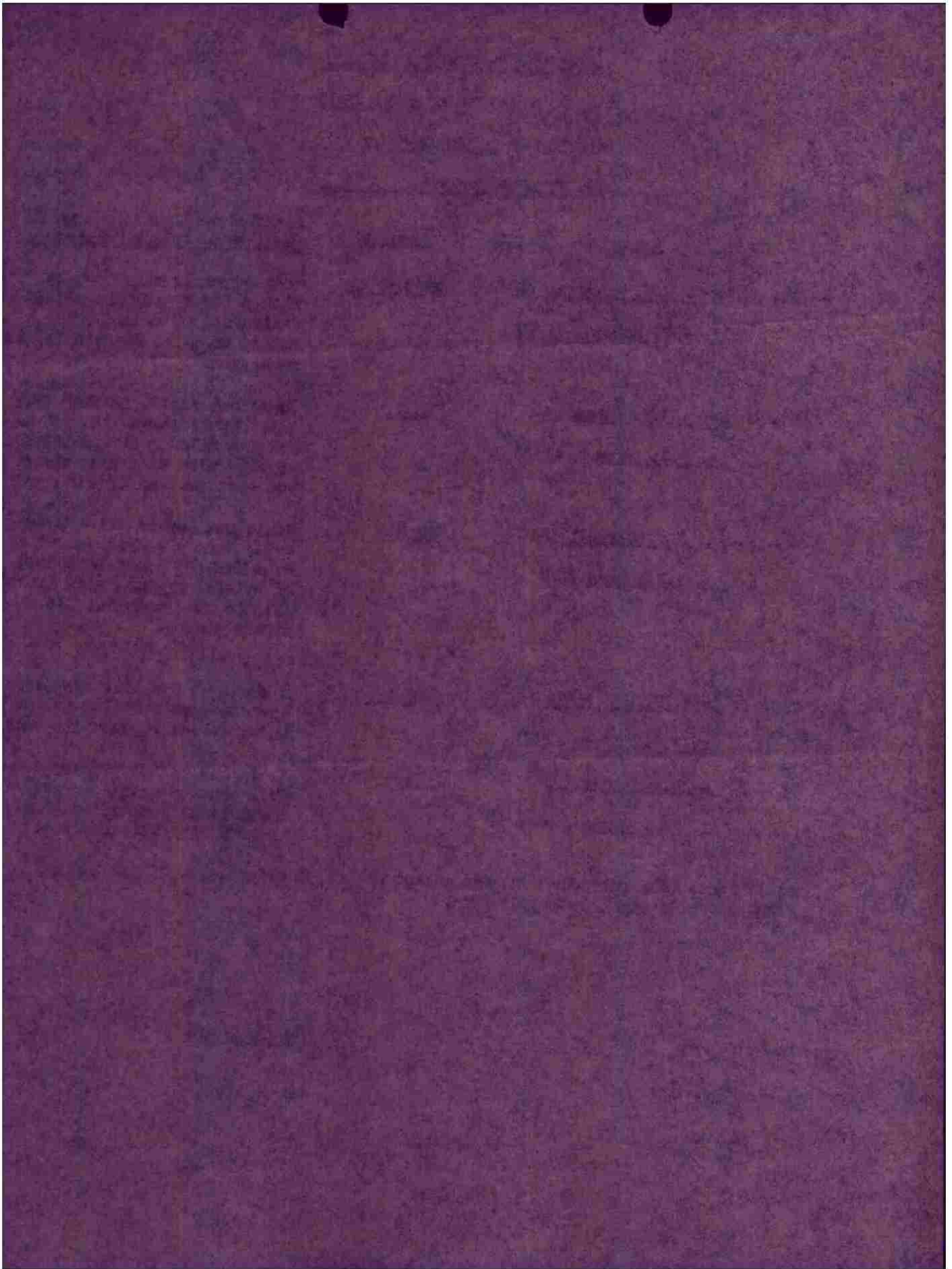
J. RESULTS OF BOMBING: _____

IMMEDIATELY DESIRED RESULTS
GROUP A1500 BOMBARDMENT GROUP
MISSION OF 24 NOVEMBER 1944
TO WILHELM

<u>Box</u>	<u>Name</u>	<u>Results</u>	<u>Reasons for Cross Looking or Failure to Attack Targets</u>
BOX I -	<p>1 - <u>Flt. Lt. Capt. R.H. Fontana (P)</u> <u>Lt. F.E. Hurstol (O/N)</u></p>	<u>Did Not Bomb</u>	Lead aircraft shot down by flak prior to release point. 3 aircraft of this flight bombed on other flights in the formation.
	<p>2 - <u>Flt. Lt. Capt. R.C. Johns (P)</u> <u>Lt. R.J. Johnson (O/N)</u></p>	<u>None</u>	Could not locate primary target. Bombed casual target of field, 4 miles south of briefed primary with excellent observed results. No strike photos.
	<p>3 - <u>Flt. Lt. Capt. R.E. Cornell (P)</u> <u>Lt. R.T. Brown (O/N)</u></p>	<u>None</u>	Could not locate primary target. Bombed casual target of field, 5 1/2 miles northwest of briefed primary with excellent observed results. No strike photos.
BOX II -	<p>4 - <u>Flt. Lt. Capt. F.L. Harold (P)</u> <u>Lt. F.E. Brown (O/N)</u></p>	<u>Did Not Bomb</u>	Mechanical failure. Bomb would not release due to unknown reasons. Made two runs.
	<p>5 - <u>Flt. Lt. Capt. R.E. Brown (P)</u> <u>Lt. R.E. Brown (O/N)</u></p>	<u>None</u>	Could not locate primary target. Bombed casual target of field, 5 miles south of primary with fair results.

All flights made only one bomb run except the first flight, Box II and second flight, Box II who made second runs.

WILLIAM H. LANGE,
 1st Lt., 415 Group,
 Group Bomber Pilot.



~~28 F-101~~ PNB. See equipment failed. Ran out of fuel
 and landed ~~in~~ ⁱⁿ target area
 a small ~~area~~ ^{area} target area

H- 1 A20 shot down. exploded in mid air
 1 chute seen. ~~crashed~~ ^{seen}
 to explode at F 2305

1 A24 shot down. was seen burning
 on way down. crashed at L1893
 no chutes seen.

13 A/C damaged Cat "A"

8 A/C damaged Cat "AC"

1 A/C damaged Cat "B"

1 A/C landed at A60. information lacking.

I- 0-2-~~6~~ 0 1 A/C landed at A82. information on
 extent of damaged lacking.

J. Moderate to intense heavy accurate flash
 from H 8403 to F 2303 to F 3280 (target)

K. none

L. 12000 feet.

M. 1110

G- F Lt 1. Box 1 PNB. See equipment failed. Ran out of fuel
 and landed ~~in~~ ⁱⁿ target area.

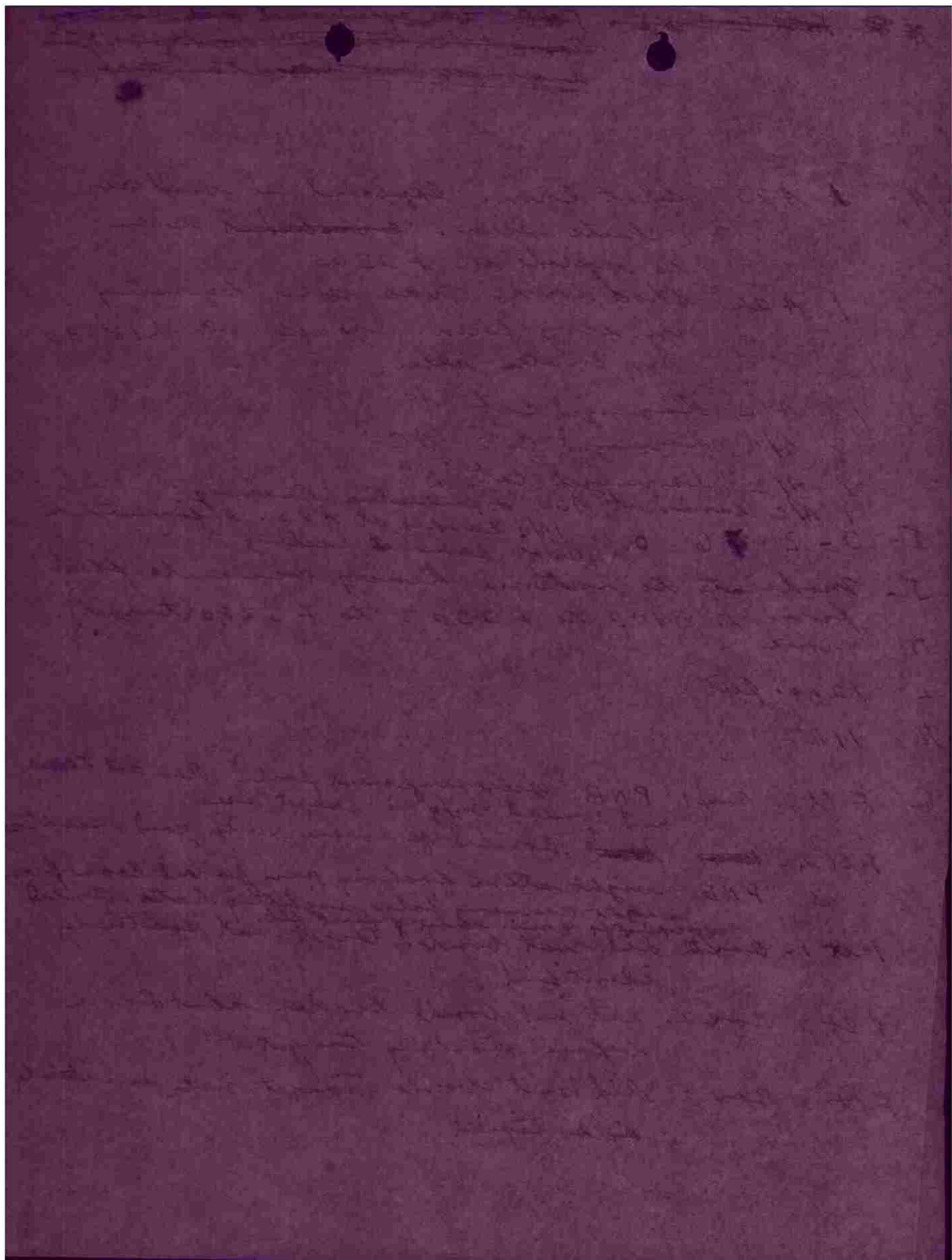
F Lt 2. ~~Box 1~~ ~~PNB~~. Bombed primary with good results

3 - PNB. sight stem locking pin jarred loose from
 sight causing false sighting data. Bombed

F Lt 1. ~~Box 1~~ ~~PNB~~ did not bomb. target not positively
 identified.

F Lt 2 Box 2. did not bomb. leader shot down
 before reaching target.

F Lt 3 Box 2 did not bomb. Target not positively
 identified.



OR TIC PLS

*Recvd
12/25*

D-621

OIJES OIJKI V OIJE A OIJE A 05/25 OP-OP

FROM: 97TH COMBAT BOMB WING 25/0530A D-187-E
TO : 409TH BOMB GROUP
416TH BOMB GROUP

*S-2
S-3*

OPERATIONAL PRIORITY BT
SECRET SENT IN THE CLEAR AUTH: LT. COL. MC AFEE

Sheets

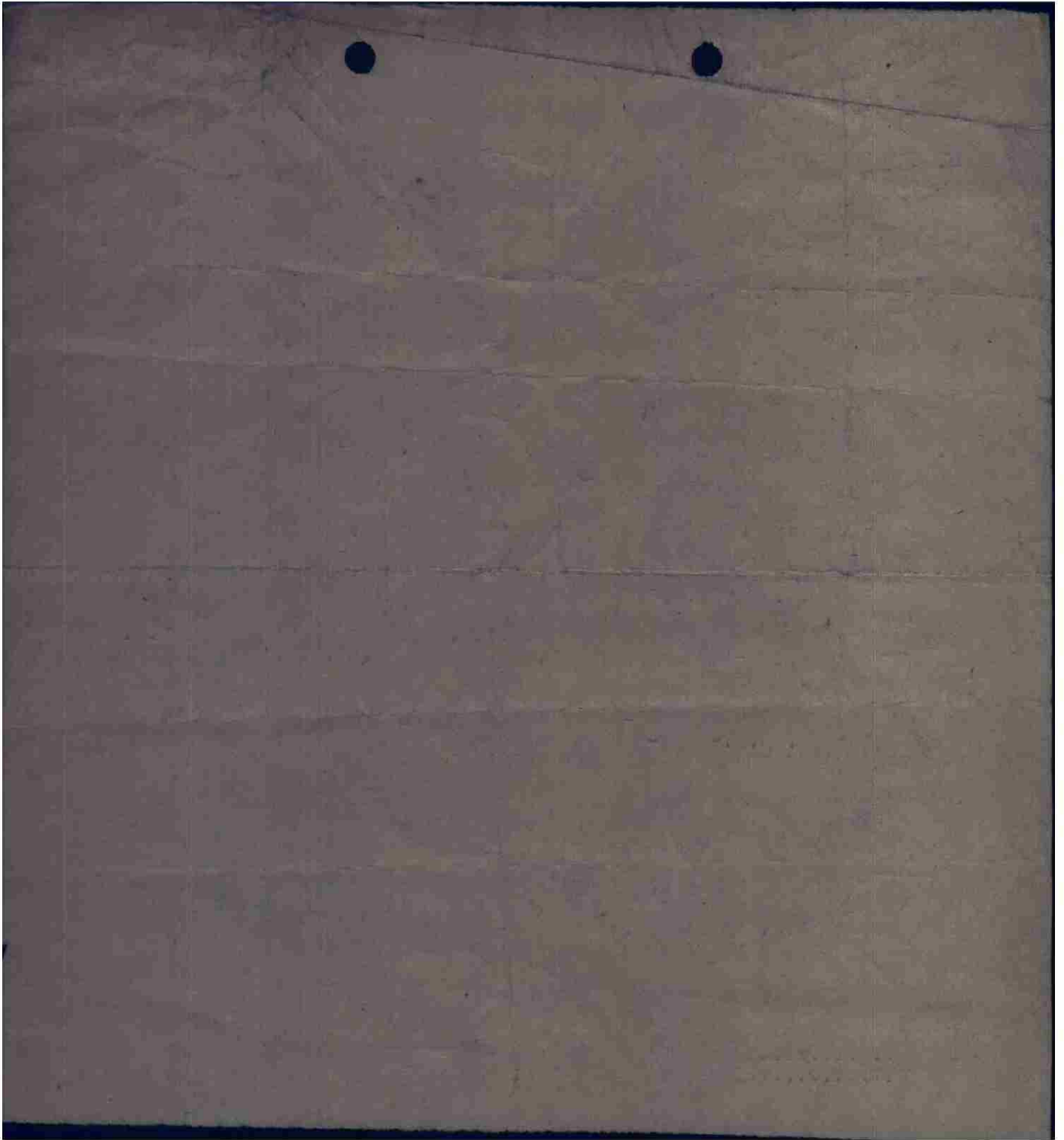
97TH COMBAT BOMB WING
APO 140
25 DEC. 1944

1. INTELLIGENCE SUPPLEMENT TO FIELD ORDER NO. 103-682

- (A) TARGETS : MUNSTEREIFEL - A RAILHEAD ABOUT 10 MILES SOUTH OF EUSKIRCHEN, WHERE MATERIAL AND SUPPLIES ARE BEING UNLOADED IN ~~ENEMY~~ SUPPORT OF THE ENEMY'S OFFENSIVE. ALSO AN EMPORANT ROAD- CENTER, THE MAIN HIGHWAY RUNNING NORTH - SOUTH, WHICH IS OF GREAT VALUE TO THE ENEMY IN SHIFTING TROOPS, ATTACKED BY 322 B.G. 6 DEC. RESULTS UNOBSERVED
- (B) MAPS AND PHOTO COVER: SERIES G.S.G.S. 4414, SHEET 5406, IX T.A.C. T/230; US 109-1620, PRINTS NO, 5001 TO 5005. M.P.I.'S WILL BE ON PRINT NO. 5003.
- (C) ENEMY ORDER OF BATTLE - AIR SPECIAL ATTENTION IS DIRECTED TO SIGNAL NO. O.D.-1351-D FROM COMBMDIV NINE, DATED 24/0019A REGARDING ATTACKS ON AIRCRAFT OF THIS DIVISION.
- (D) FLAK: IF PLAN "A" IS FLOWN FLAK MAYBE ENCOUNTERED AT ANY LOCATION OF ENEMY TROOPS WEST OF LATEST REPORTED BOMBLINE. HOWEVER THERE ARE NO PLOTTED GUN POSITIONS ALONG THIS ROUTE, BUT TARGET LIES IN OUTER EDGE OF EFFECTIVE RANGE OF 6 GUNS WHERE MODERATE EXPENENCE IS RECORDED AS OF 28 NOV. IF PLAN "B" IS FLOWN, PLANES WILL BE WITHIN RANGE OF PLOTTED POSITIONS OF GUNS FROM 3 MILES EAST OF I.P. TO TARGET. ON TURN - OFF TARGET AND FOR ABOUT 6 MILES WEST ONLY, WILL BE OUTSIDE RANGE OF PLOTTED POSITIONS.

COMCBTWIG 97

BT 25/0530A
WCB AR
JKI R.....25/0625A EW AR
JES R.....25/0625A J MB AR
V;



OIJES OIJKI V OIJE
FROM 97TH COMBAT BOMB WING
TO COBOMCP 409
COBOMCP 416

OIJE 7/25

OP OP

25/0700A

B-189-E

OPERATIONAL PRIORITY BT
SECRET SENT IN THE CLEAR AUTH: LT. COL. MC AFEE

D 623
49

97TH COMBAT BOMB WING
APO 140
25 DECEMBER 1944

AMENDMENT TO INTELLIGENCE SUPPLEMENT TO FIELD ORDER NO. 103-682

SUBSTITUTE FOLLOWING FOR LAST SENTENCE OF (D) WHICH BEGINS WITH WORDS "ON TURN - OFF TARGET--". SHOULD READ: "AFTER TURN-OFF TARGET, ROUTE BACK IS SAME AS ROUTE OF PLAN "A", ALONG WHICH NO POSITIONS ARE PLOTTED, AS STATED ABOVE".

COMCBTWIC 97

BT 25/0700A

CES AR

JES R.....25/0755A

JMB

AR

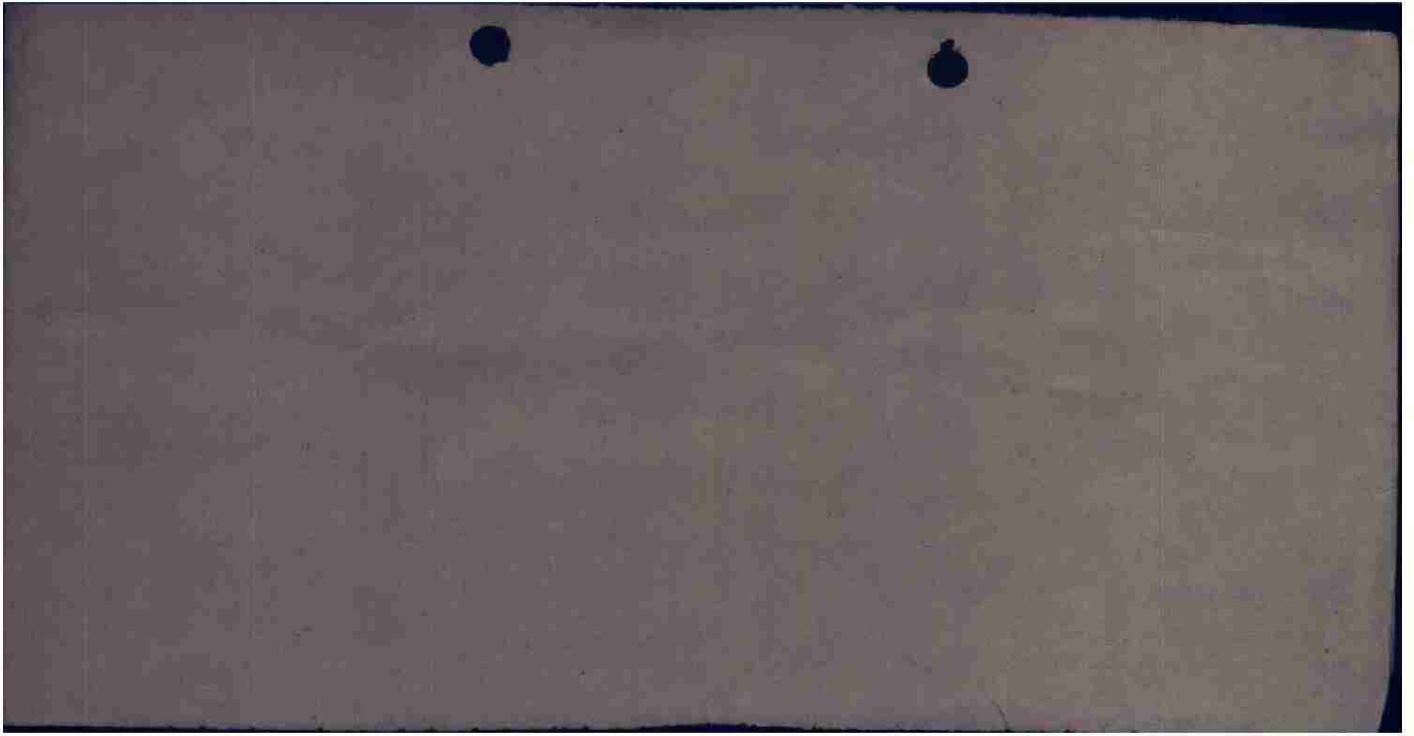
JKI R.....EXEX25/0755A

FAG

AR

AR

O



OIJES OIJKI V OIJE

OIJE 7/25

OP OP

FROM 97TH COMBAT BOMB WING
TO COBOMGP 409
COBOMGP 416

25/0700A

D-189-E

OPERATIONAL PRIORITY BT
SECRET SENT IN THE CLEAR AUTH: LT. COL. MC AFEE

*D 623
189*

97TH COMBAT BOMB WING
APO 140
25 DECEMBER 1944

AMENDMENT TO INTELLIGENCE SUPPLEMENT TO FIELD ORDER NO. 103-682

SUBSTITUTE FOLLOWING FOR LAST SENTENCE OF (D) WHICH BEGINS WITH
WORDS "ON TURN - OFF TARGET--". SHOULD READ: "AFTER TURN-OFF TARGET,
ROUTE BACK IS SAME AS ROUTE OF PLAN "A", ALONG WHICH NO POSITIONS ARE
PLOTTED, AS STATED ABOVE".

COMCBTWIG 97

BT 25/0700A

CES AR

JES R.....25/0755A

JMB

AR

JKI R.....ZXX25/0755A

FAG AR

AR

O

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

IX S.C. S-2 Form No. 105a

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED _____ % GROUP 416TH
 CAMERAS PHOTOGRAPHING _____ % WING 97TH CBW
 CAMERA FAILURES _____ % DATE _____
 PERSONNEL FAILURES _____ %
 OTHERS _____

TARGET _____
 ALT. _____ ft
 TRUE AIR SPEED _____ mph
 GROUND SPEED _____ mph

TARGET _____
 ALT. _____ ft
 TRUE AIR SPEED _____ mph
 GROUND SPEED _____ mph

TARGET _____
 ALT. _____ ft
 TRUE AIR SPEED _____ mph
 GROUND SPEED _____ mph

BOX NO.	A/C NO.	CAM. TYPE	F.L.	INT.	PRINTED SORTIES	UNPRINT. SORTIES	EXPLANATION

REMARKS:

Photographic Officer

To: CG 9th Bomb Div Att. AE
 CG 99th Wing Att. AE.
 From: 416th Bomb Group.
 aflash for 25 December 1944 (morning)

A. 416th Bomb Group.

B. Munsteriafel (communication center)

C. 6 A20 A/C 29 A26 A/C.

D. 3 A20 AC

14 A26 AC

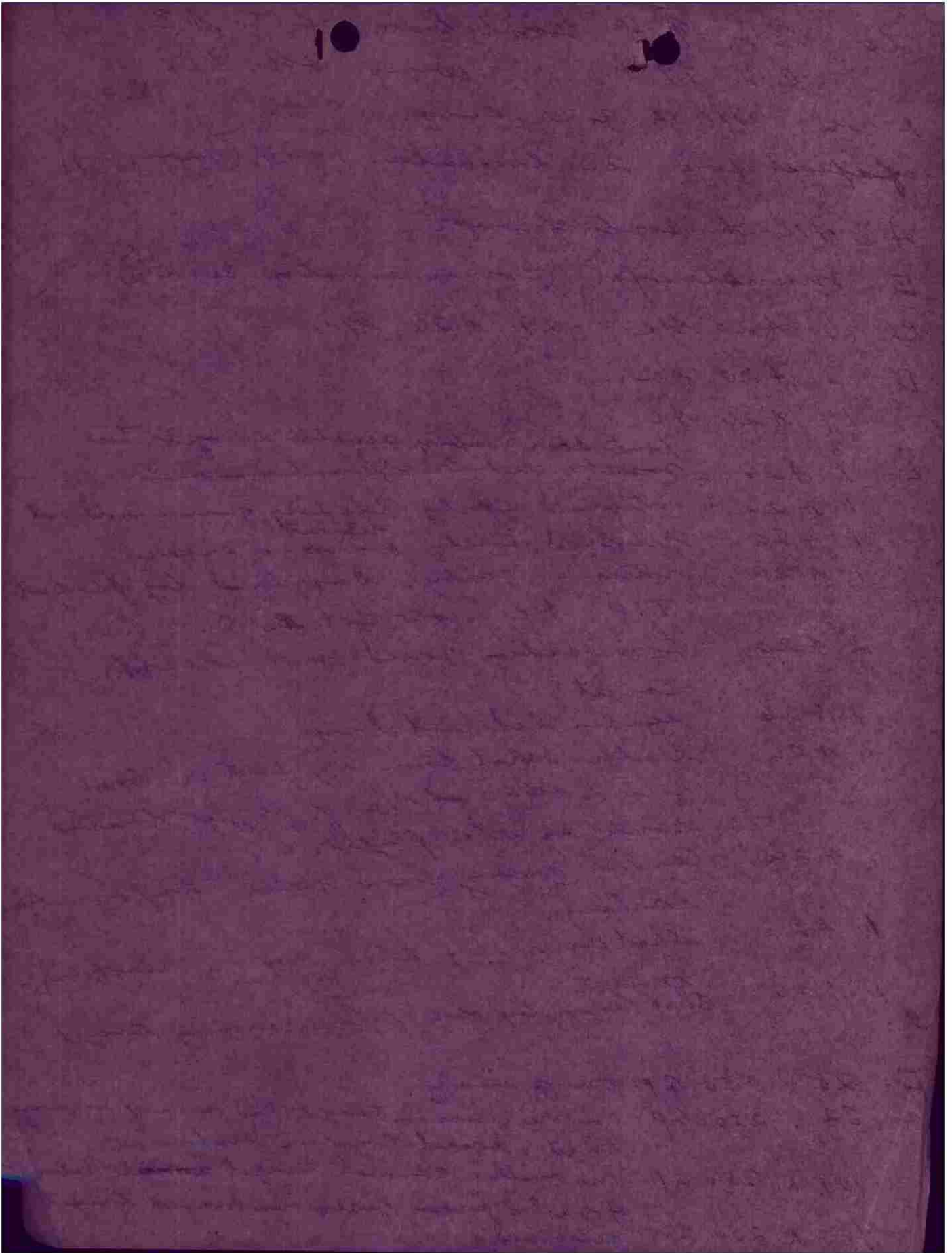
- E. 1 A26 ~~bomb door safety switch inoperative~~
~~mechanical malfunction, fuel~~
 1 A26 returned early. Landing gear would not
 1 A26 returned early. ^{retreat.} personnel error.
 1 A26 returned early. Damaged by flak at
 I.P. A/C motor cut. B.A.C.
 2 A20 Bombardier could not identify
 target
 7 A26 leader did not drop.
 2 A26 leader shot down by flak on bomb
 run. other A/C of flight bombed
 with another flight.
 1 A26 landed away from base. Information
 lacking.
 2 A20 Shot down by flak before reaching
 target.
 1 A26 Shot down by flak before reaching target

F. 28 x 250 GP on primary.

32 x 250 GP on one casual target in area of primary
 target. exact location unknown

107 x 250 GP on another casual target ~~wide~~ about
 4 miles from previous casual target

187 x 250 GP returned.



*Recd
25/1310*

OIITA OIJJF OIJES OIJPO OIJKI V OIJE A 08/25 OP OP
T (OIITA PASS TO OIJJF)

627

FROM 97TH COMBAT BOMB WING 25/1250A D-190-E
TO COMBOMDIV IX
COBOMGP 409
COBOMGP 410
COBOMGP 416
1ST PROV. PATHFINDER SQDN.

OPERATIONAL PRIORITY BT
SECRET SENT IN THE CLEAR AUTH: LT. COL. MC AFEE

97TH COMBAT BOMB WING
APO 140
25 DECEMBER 1944

ANNEX NO. 1 TO FIELD ORDER NO. 103-682:

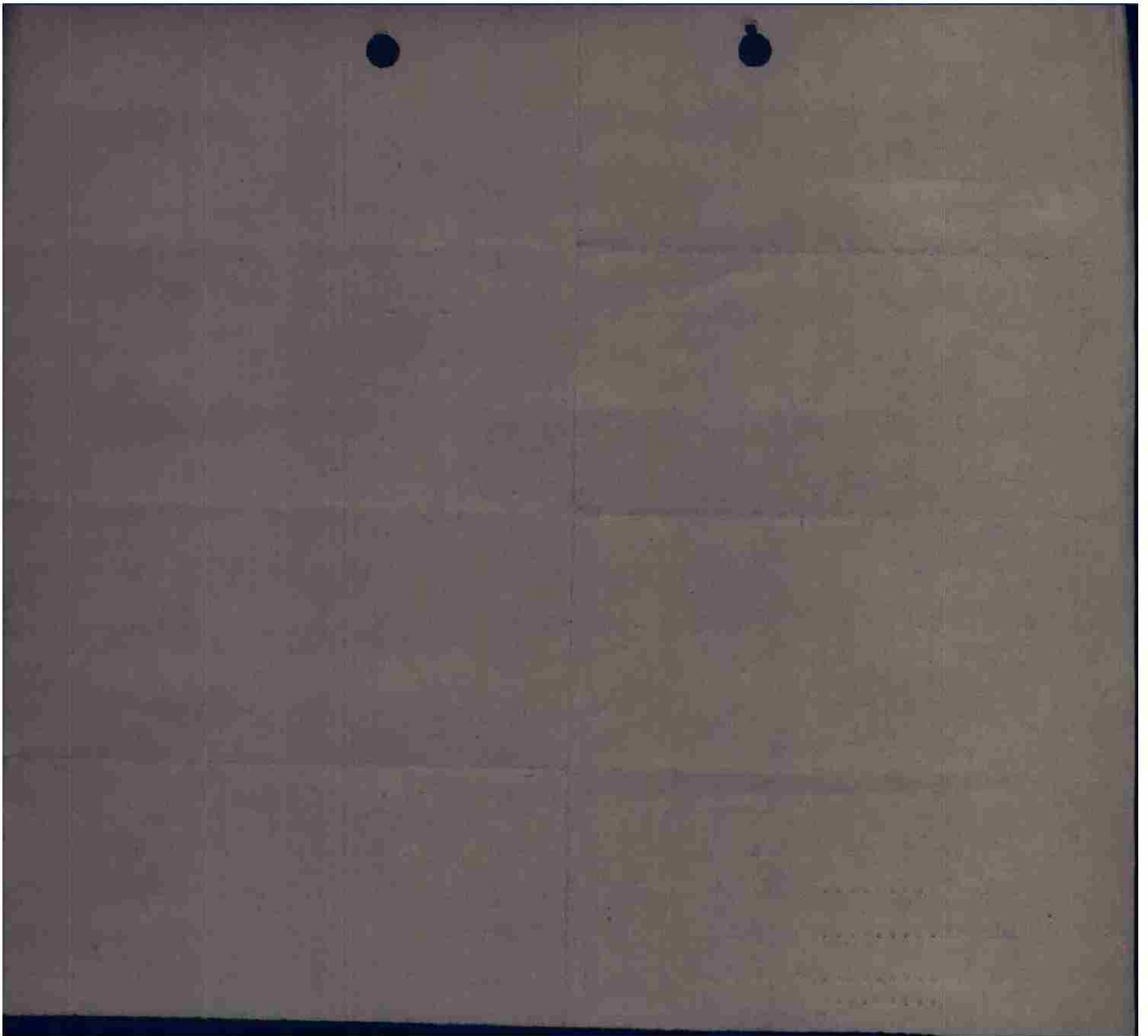
PLAN "A" IS IN EFFECT.

CANCEL PLAN "B"

FOR 409TH GROUP ONLY:
ZERO HOUR (PLAN "A") - 25/1200A

COMCBTWIG 97

BT 1250A			
RL AR K			
OIITA R.....	2251300A	DFD	AR
OIJES R.....	251300A	EJK	AR
OIJPO R.....	251300A	AK	AR
OIJKI R.....	25/1300A	RSS	AR



OIITA OIJJF OIJES OIJKI OIJPO V OIJE A OIJE A 6725 OP OP
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 25/0630A D-188-E
TO COMBOMDIV NINE
COBOMGP 410
COBOMGP 409
COBOMGP 416
1ST PROV PATHFINDER SQDN,

OPERATIONAL PRIORITY BT
SECRET SENT IN THE CLEAR AUTH: LT. COL. MC AFEE

97TH COMBAT BOMB WING
APO 140
25 DECEMBER 1944

FIELD ORDER NO. 103-682

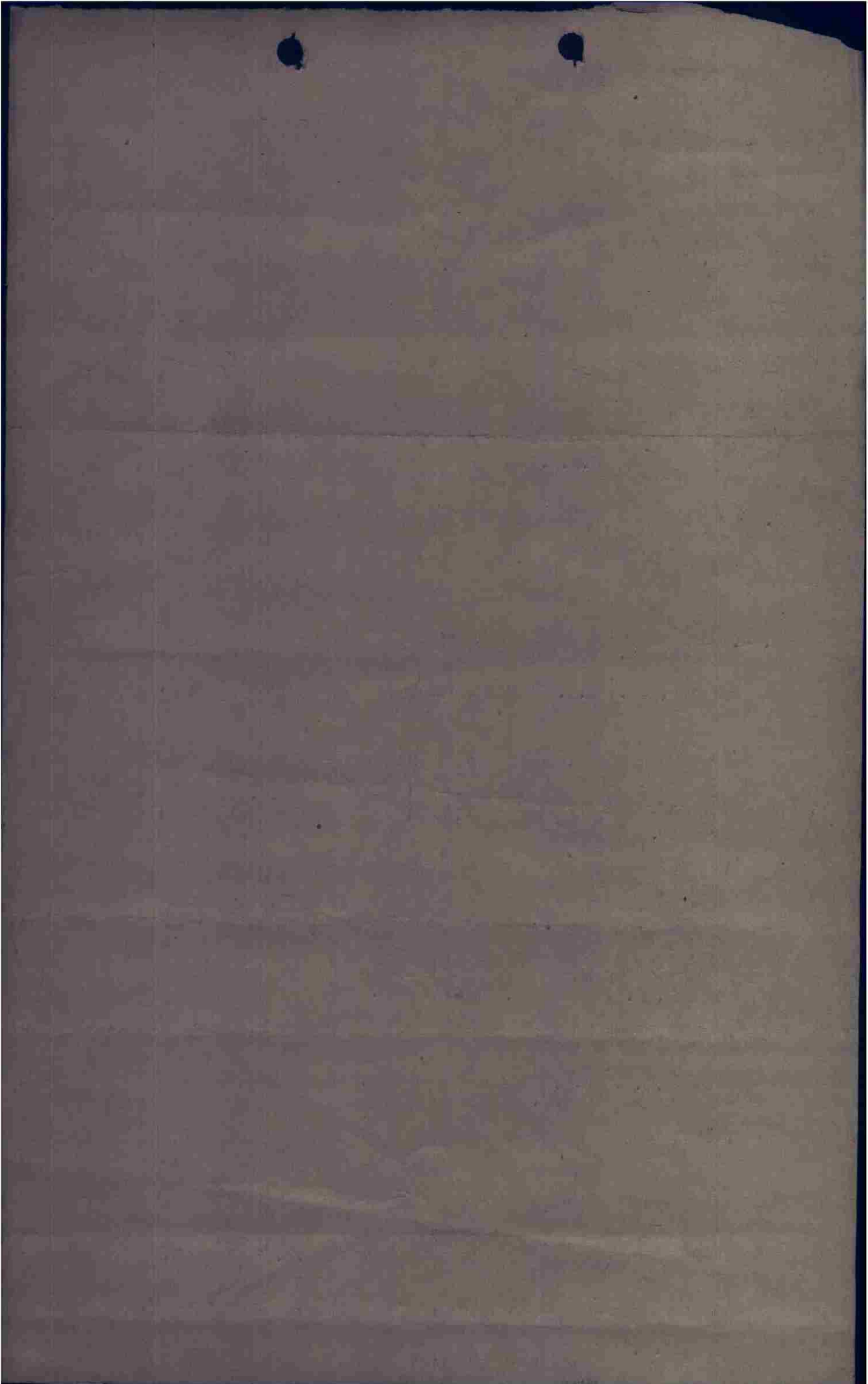
MAPS : NORMAL

1. B. (1) REF. CURRENT BOMBLINE
(2) THE 2ND T.A.F. WILL FURNISH CLOSE ESCORT FOR THE 409TH AND 416TH BOMB GROUPS, AND AREA COVER FOR THE 410TH BOMB GROUP.
2. THIS WING WILL ATTACK TARGETS IN GERMANY.

ZERO HOUR PLAN "A" 25/1000A
ZERO HOUR PLAN "B" 25/1200A

PLAN "A"

3. A. 409TH BOMB GROUP
 - (3) WITH FIGHTERS AT 5028N 0452E AT 12,000 FEET AT ZERO HOUR PLUS 20 MIN.
 - (9) M.P.I. U.S. 109/1620 PRINT 5003. 4 FLIGHTS ON REF. 017050, 3 FLIGHTS ON REF. 08400404.
- B. 410TH BOMB GROUP
 - (1) WENGEROHR (COMMUNICATION CENTER) L-433530
 - (2) MAX. EFFORT BOMBING BY FLIGHTS OF 6.
 - (4) BASE TO 4932N 0522E TO 4939N 0608E TO I.P. TO TARGET.
 - (5) TARGET TURN LEFT TO R.P. AND RETRACE ROUTE TO BASE.
 - (6) BOMB 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 5,000 FEET.
 - (7) 4948N 0625E
 - (8) GENERALLY S W TO N E
 - (9) M.P.I. PHOTO 7/1442 PRINT NO 4044. REF. 02720153
 - (10) 6 X 500 LB G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
 - (11) 4948N 0625E
 - (12) IN THE EVENT PRIMARY TARGET CANNOT BE BOMBED VISUALLY, IT WILL BE BOMBED ON "GEE"
 - (13) T.90.T. ZERO HOUR PLUS 45 MIN.
- C. 416TH BOMB GROUP
 - (3) WITH FIGHTERS AT 5028N 0452E AT 12,000 FEET AT ZERO HOUR PLUS 30 MIN.
 - (9) M.P.I. U.S. 109/1620 PRINT NO. 5003. 3 FLIGHTS ON EACH OF THE FOLLOWING REF. 017050, 08400404
- X. (1) TO (4) NO CHANGE
FOR 409TH AND 416TH BOMB GROUPS ONLY.
 - (5) TARGET : MUNSTEREIFEL (COMMUNICATIONS AND RAIL SIDINGS) F-312178
 - (6) A/C REQ. MAX. EFFORT BOMBING BY FLIGHTS OF 6.
 - (7) ROUTE OUT : BASE TO 5028N 0452E TO I.P. TO TARGET.
 - (8) ROUTE BACK : TARGET TURN LEFT TO R.P. AND RETRACE ROUTE TO BASE.
 - (9) ALTITUDES : BOMB 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 5,000 FEET. LOSE 1000 FEET AFTER RELEASING BOMBS.
 - (10) I.P. : 5025N 0633E
 - (11) AXIS OF ATTACK : GENERALLY S W TO N E
 - (12) BOMB LOAD AND FUSING : 14 X 250 LB. G.P. FUSED 1/10 SEC.



- NOSE, 1/100 SEC. TAIL INTERVALOMETER SETTING MINIMUM.
 (13) R.P. 5025N 0633E
 (14) IN THE EVENT PRIMARY TARGET CANNOT BE BOMBED VISUALLY IT WILL BE BOMBED ON "GEE".

PLAN "B" PATHFINDER

A. 409TH BOMB GROUP

- (3) WITH FIGHTERS AT 5028N 0452E AT 12,500 FEET AT ZERO HOUR PLUS 26 MIN. WITH P.P.F. A/C OVER FIELD.
 (9) M.P.I. U.S. 109/1620 PRINT 5003. ONE BOX ON EACH REF. 017050, 08400404. TO BE USED ONLY IF BOMBING IS VISUAL. P.P.F. M.P.I. GRID COORD. 312117.
 (12) T.O.T. ZERO HOUR PLUS 60 MIN.

B. 410TH BOMB GROUP.

- (1) WENGEROHR (COMMUNICATION CENTER) L-433530
 (2) 1ST BOX 15 A/C WWWWWW K 2ND BOX 18 A/C BOMBING ON ONE P.P.F. A/C
 (4) BASE TO 4943N 0457E TO 4953N 0621E TO TARGET.
 (5) TARGET TURN RIGHT TO 4953N 0621E TO 4927N 0537E TO BASE.
 (6) BOMB 12,500 FEET MINIMUM ALT. IF BOMBING IS VISUAL 5,000 FT.
 (9) M.P.I. P.P.F. M.P.I. CRID COORD 433530. PHOTO 7/1442 PRINT NO, 4044. REF. 02720153. TO BE USED ONLY IF BOMBING IS VISUAL.
 (10) 6 X 500 LB. G.P. FUSED 1/10 SEC, NOSE 1/100 SEC. TAIL.
 (12) T.O.T. ZERO HOUR PLUS 35 MIN.
 (13) IN THE EVENT VISUAL CONDITIONS EXIST AT TARGET, BOMBING WILL BE BY VISUAL MEANS THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-20 BOX LEADERS AND THEY WILL DO SO WHETHER THEY CONTACT THE P.P.F. A/C OR NOT. IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING GROUP WILL RETURN TO VISUAL I.P. TO BEGIN RUN.
 (14) IF PRIMARY TARGET CANNOT BE BOMBED ON P.P.F. "GEE" OR OTHER MEANS, GROUP WILL BOMB PRIMARY TARGET ON "GEE".

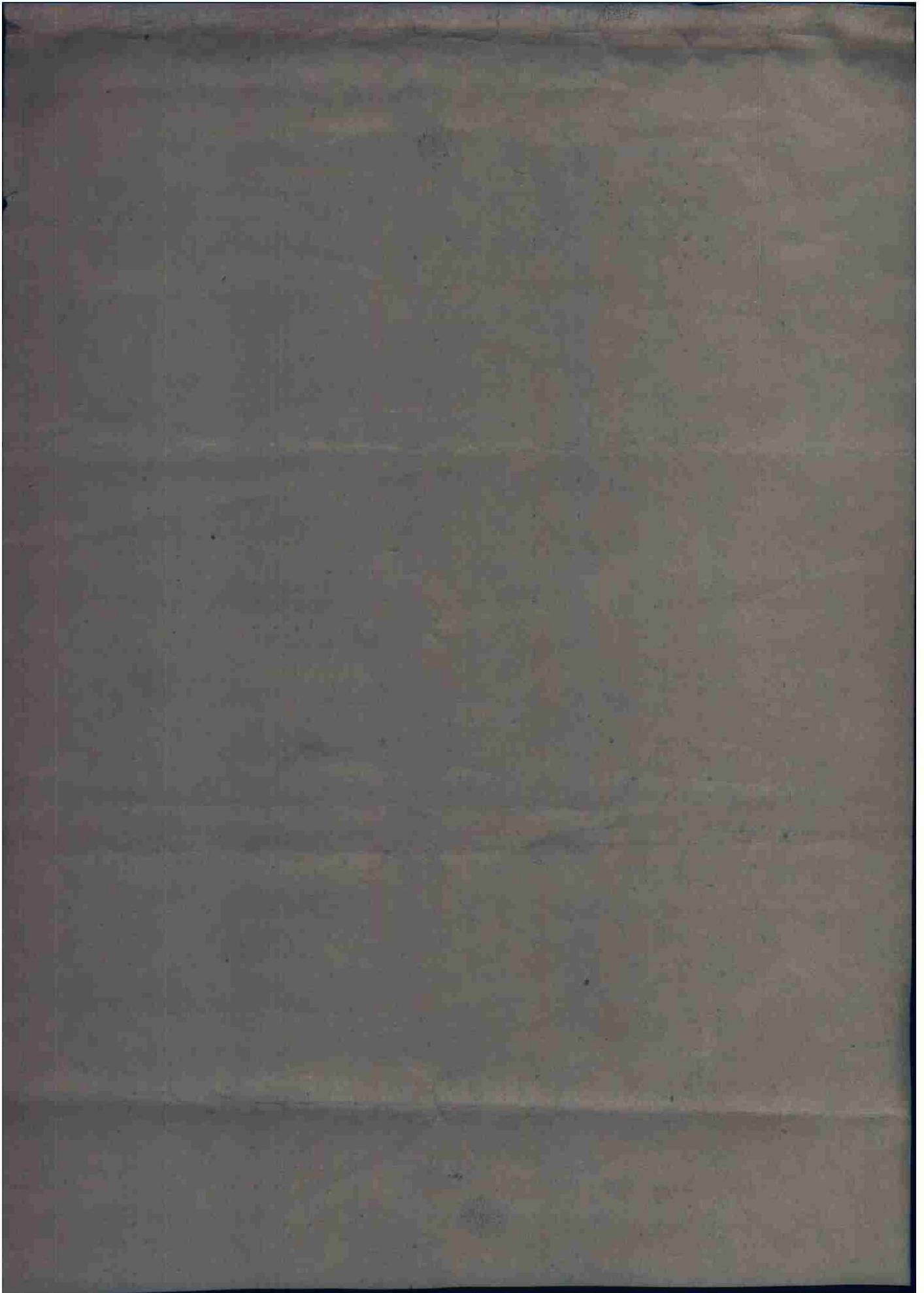
K8403
 F2303
 F3280

C. 416TH BOMB GROUP

- (3) WITH FIGHERS AT 5028N 0452E AT 12,500 FEET AT ZERO HOUR PLUS 41 MIN. WITH P.P.F. A/C OVER BASE.
 (9) M.P.I. U.S. 109/1620 PRINT 5003. ONE BOX ON EACH REF. 014050, 08400404. TO BE USED ONLY IF BOMBING IS VISUAL. P.P.F. M.P.I. GRID COORD. 31261821.
 (12) T.O.T. ZERO HOUR PLUS 75 MIN.

E X. (1) TO (4) NO CHANGE

- FOR 409TH AND 416TH GROUPS ONLY.
 (5) TARGET: MUNSTEREIFEL (COMMUNICATIONS AND RAIL SIDINGS) F-312178.
 (6) A
 XXXEXXX
 (6) A/C REQ: 1ST BOX 15 A/C 2ND BOX 18 A/C BOMBING ON ONE P.P.F. A/C
 (7) ROUTE OUT: BASE TO 5028N 0452E TO 5047N 0528E TO 5040N 0612E TO TARGET.
 (8) ROUTE BACK: TARGET TURN RIGHT TO 5025N 0633E TO 5028N 0452E TO BASE.
 (9) ALTITUDES: BOMB 12,500 FEET MINIMUM ALTITUDE IF BOMBING IS VISUAL 5,000 FEET.
 (10) BOMB LOAD AND FUSING: 14 X 250 LB. G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL INTERVALOMETER SETTING MINIMUM.
 (11) IN THE EVENT VISUAL CONDITIONS EXIST AT TARGET. BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-26 GROUP LEADERS AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE P.P.F. A/C OR NOT. IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING GROUPS WILL RETURN TO VISUAL I.P. TO BEGIN RUN.
 (12) IF PRIMARY TARGET CANNOT BE BOMBED VISUALLY AND THE P.P.F. A/C DOES NOT BOMB ON P.P.F. "GEE" OR OTHER MEANS, GROUP WILL BOMB PRIMARY TARGET ON "GEE".



4. NO CHANGE

5. COMMUNICATIONS

PLAN "A" OR "B"

A 409TH BOMB GROUP
(2) PROCTOR
(5) KENWAY

B 410TH BOMB GROUP
(2) VISION
(5) KENWAY

C 416TH BOMB GROUP
(2) CORNHILL
(5) KENWAY

COMCBTWIG 97

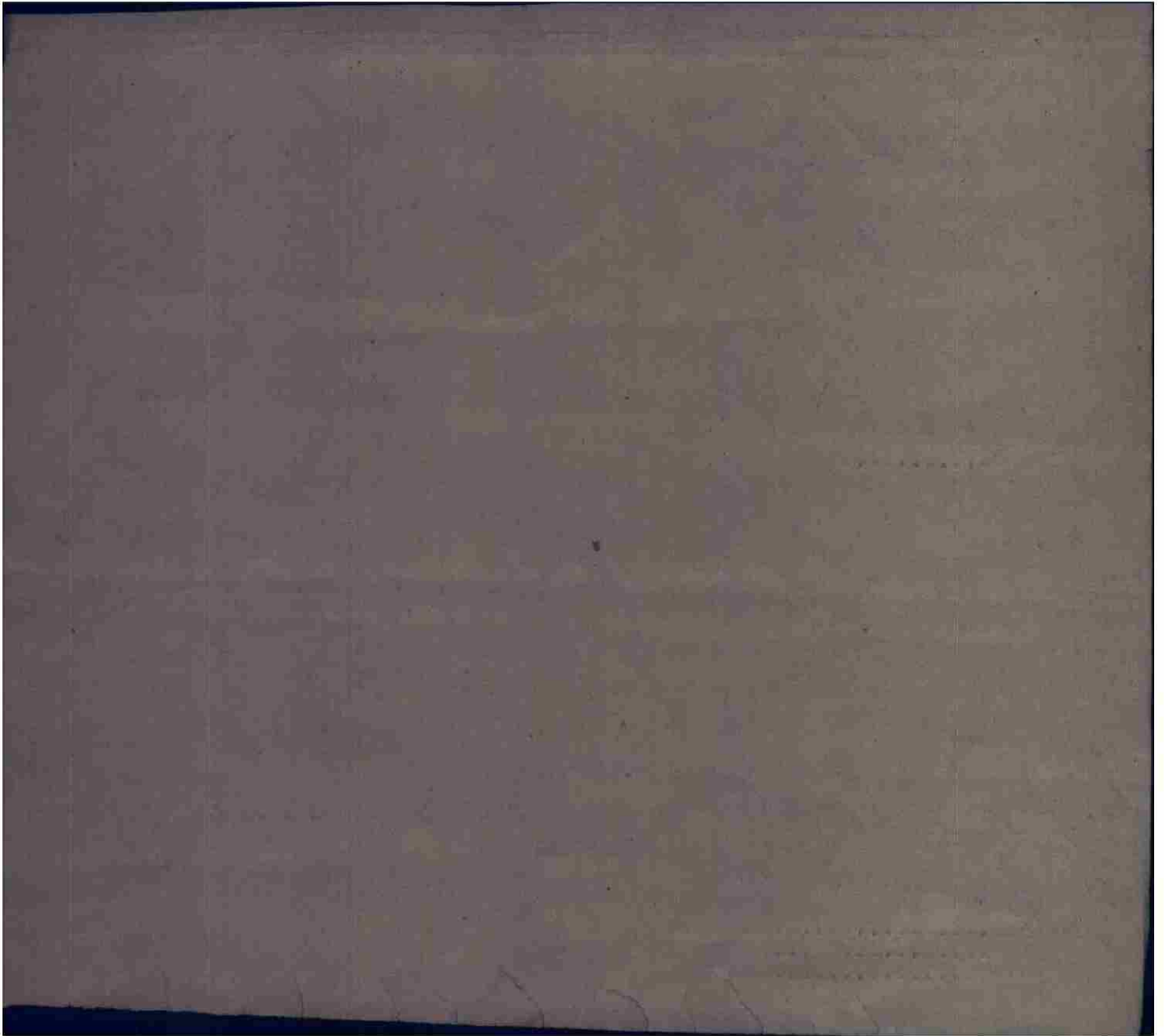
BT '25/0350A
CES WCB AR
ITA R.....AS

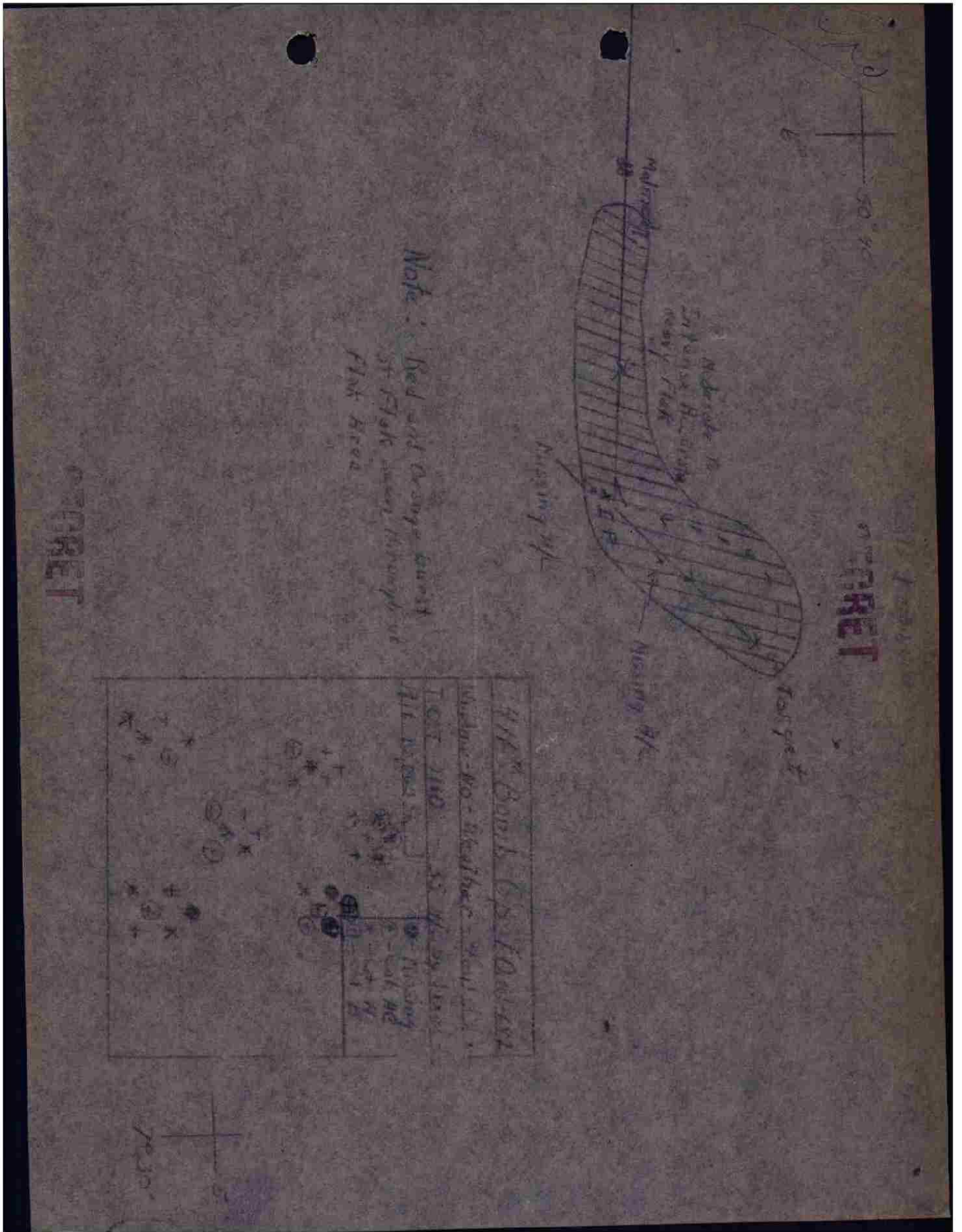
UNDER PLAN "B" PATHEINDER IMI B. (1)///// (2) PLS

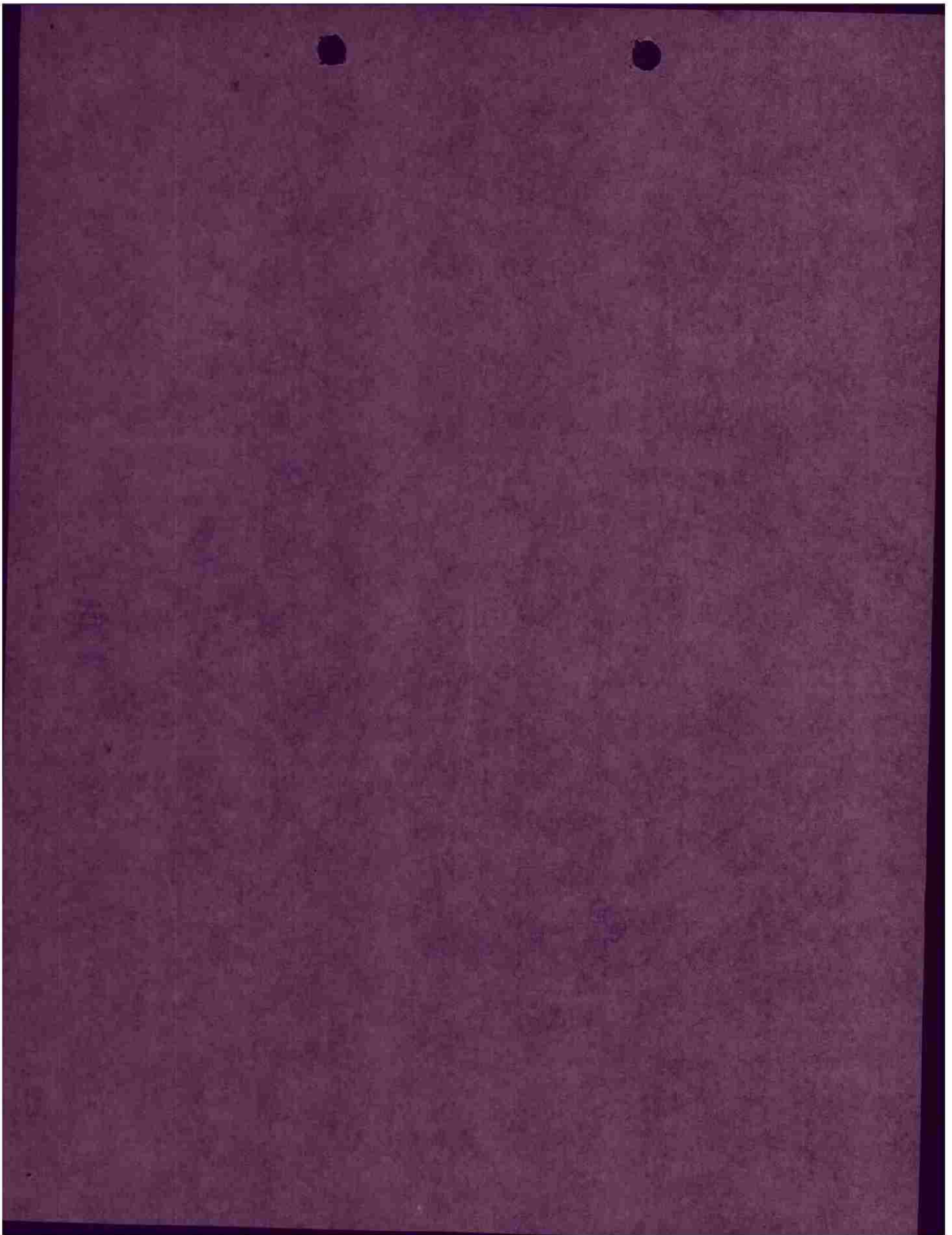
(2) 1ST BOX 15 A/C 2ND BOX 18 A/C BOMBING ON ONE P.P.F. A/C
PERFEC TNX

T B F R

L DLRL 25/0748A HCB AR
PLS CHANGE THAT LAST TME GP TO READ 25/0630A
JES R.....25/0750A JMB AR
JKI R.....25/0750A FAG AR
JPO R.....25/750A VM AR
ARMT







SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 100-682BOX 1 Flight 1 GROUP 416th DATE 25 Dec. 1944 TARGET ATTACKED Rehm Comm. Center1. Method of Sighting: Pre-set with corrections.

2. Bombing approach:

3. ~~Was~~^{Was} mercury erection system used? YES _____ NO X4. Did entire ~~(box)~~ (flight) drop on lead bombardier? YES X NO _____

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:
Pre-set with corrections. G-1 Auto Pilot not used.

Could not locate primary target, bombed actual target at Kriss, aiming at town (railway area).

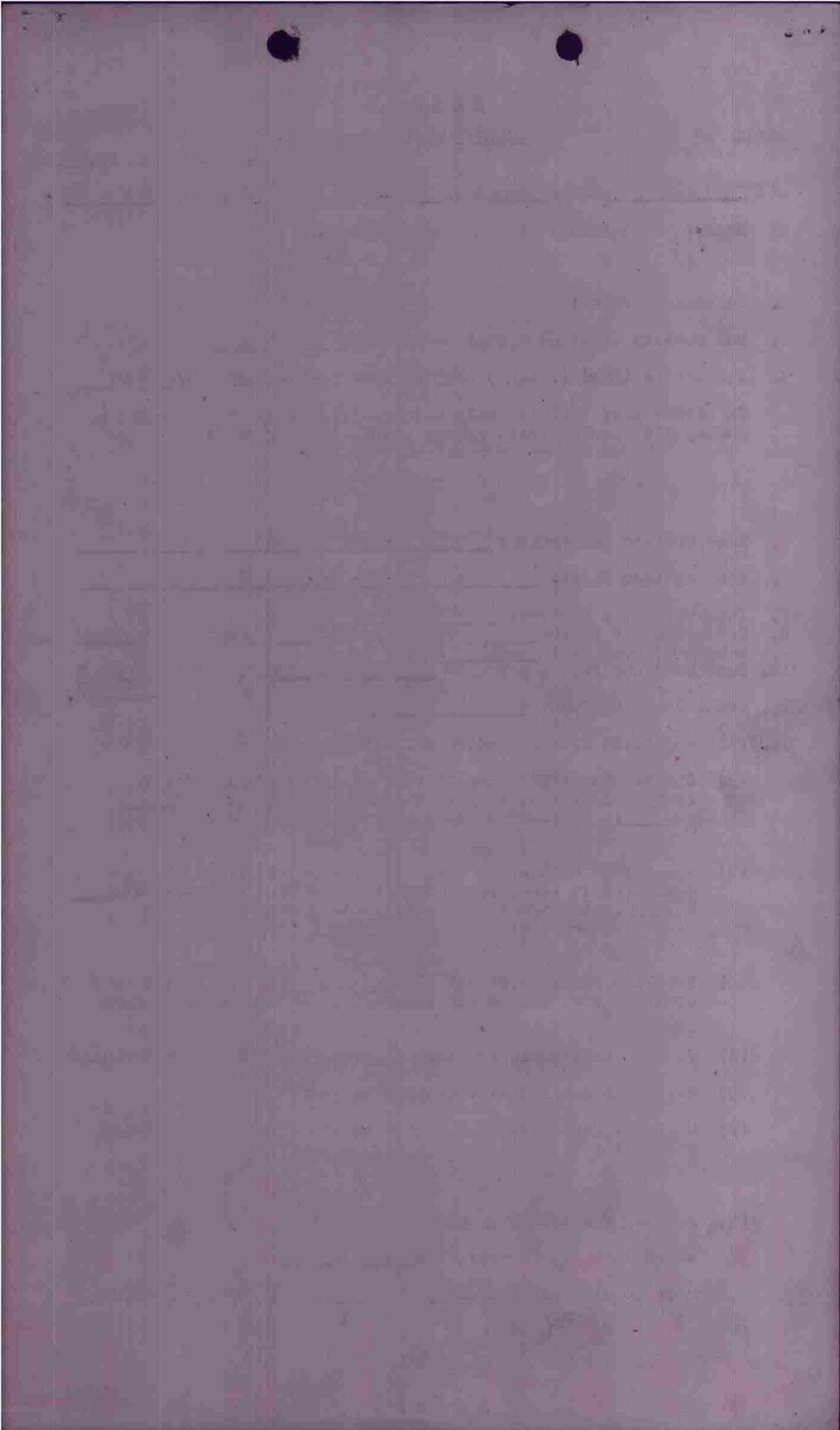
5. Name of lead Bombardier: Lt. P.G. Royalty6. Name of Lead Pilot: Lt. Col. D.L. Willetts7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 210 Altitude: 120009. Length of bomb run: 35 Sec:10. Bomb Load and Fusing per A/C: A-20 4 x 250 lb. FUSED 1/10 N1/100 T11. Total Bombs Dropped: 28 A-20 14 x 250 lb.

12. Full statement of all factors affecting bombing - including: -

- (a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.
- (b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO X. If answer is "YES", state circumstances and effect on bombing:
- (c) Did Flak affect bombing? YES _____ NO X. If answer is "YES" state to what extent did Flak affect bombing or bomb run:
- (d) To what extent did attacks by enemy aircraft affect bombing?
None
- (e) State any difficulties on bombing run:
- (f) Malfunctions, personnel errors or other factors affecting bombing:
None
- (g) Bombing results as reported by crews:
 Aimed at right Target: YES _____ NO X
 Results claimed: EXCEL X GOOD _____ FAIR _____ POOR _____ GROSS _____

PFB X

SECRET



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B. C. FIELD ORDER NO. 101-682BOX 1, Flight 2 GROUP 16th DATE 25 Dec. 1944 TARGET ATTACKED Munsterfeld
(Communications & Rail Sidings)1. Method of Sighting: Tra-~~get~~ with corrections.

2. Bombing approach:

3. ~~Was~~ mercury erection system used? YES _____ NO X4. Did entire ~~(bomb)~~ (flight) drop on lead bombardier? YES X NO _____

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:
Tra-~~get~~ with corrections. G-1 Auto Pilot not used.

Aimed at briefed aiming point on railway.5. Name of lead Bombardier: Lt. A.S. Calloway6. Name of lead Pilot: Capt. E.D. Stebbins7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 200 Altitude: 120009. Length of bomb run: 45 Sec:10. Bomb Load and Fusing per A/C: A-20 4 x 250 lb. FUSED 1/10 N
A-26 14 x 250 lb. 1/100 T11. Total Bombs Dropped: 20

12. Full statement of all factors affecting bombing - including: -

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO X. If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES _____ NO X. If answer is "YES" state to what extent did Flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing?

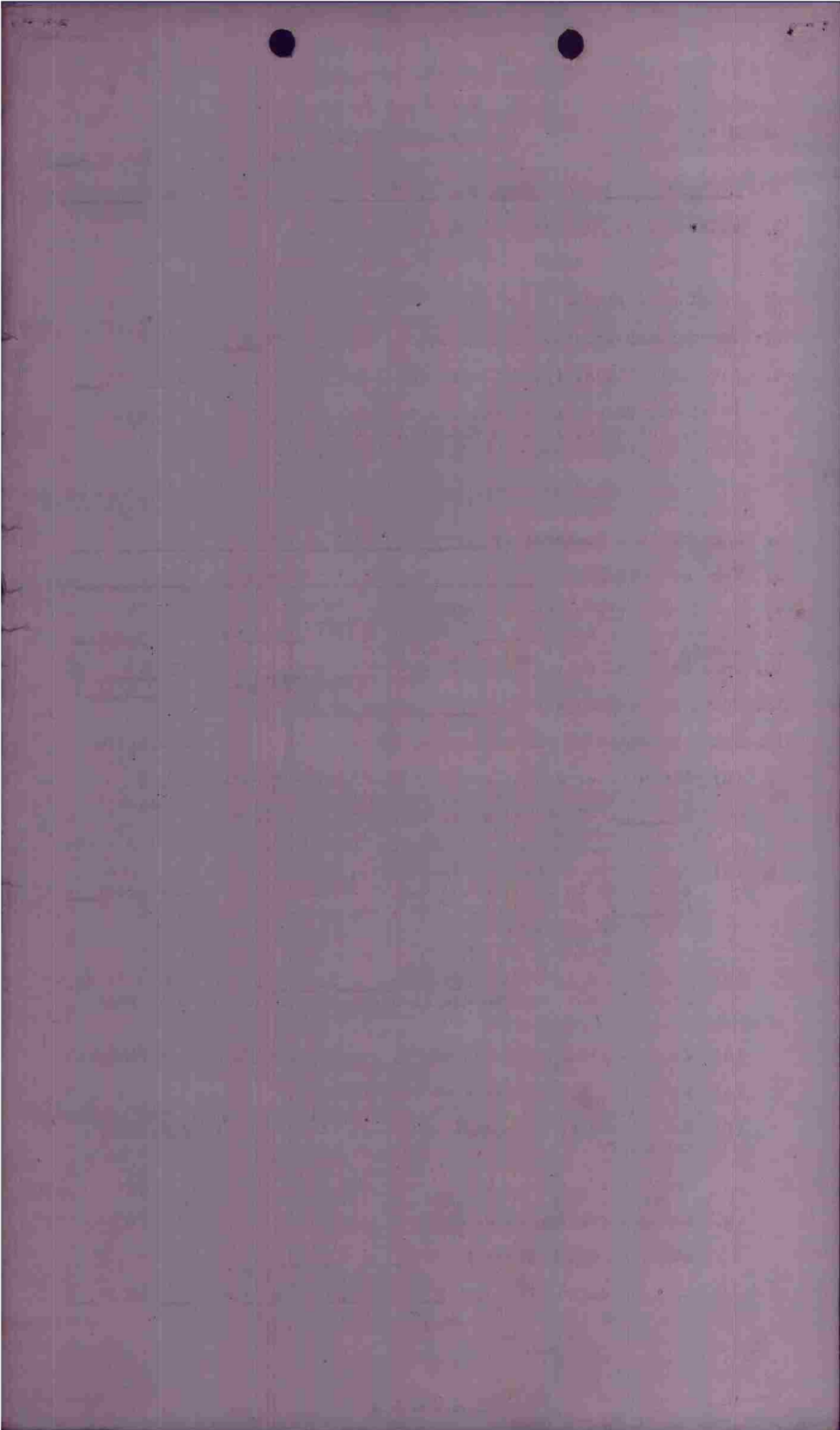
(e) State any difficulties on bombing run:

(f) Malfunctions, ~~None~~ personnel errors or other factors affecting bombing:None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____Results claimed: ~~EXCEL~~ GOOD X FAIR _____ POOR _____ GROSS _____

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B. C. FIELD ORDER NO 103-682BOX 7, Flight 3 GROUP 116th DATE 25 Dec. 1944 TARGET ATTACKED Kronenburger-1. Method of Sighting: Pre-set with corrections. Communications Center

2. Bombing approach:

3. Was mercury erection system used? YES _____ NO X4. Did entire ~~(cock)~~ (flight) drop on lead bombardier? YES X NO _____

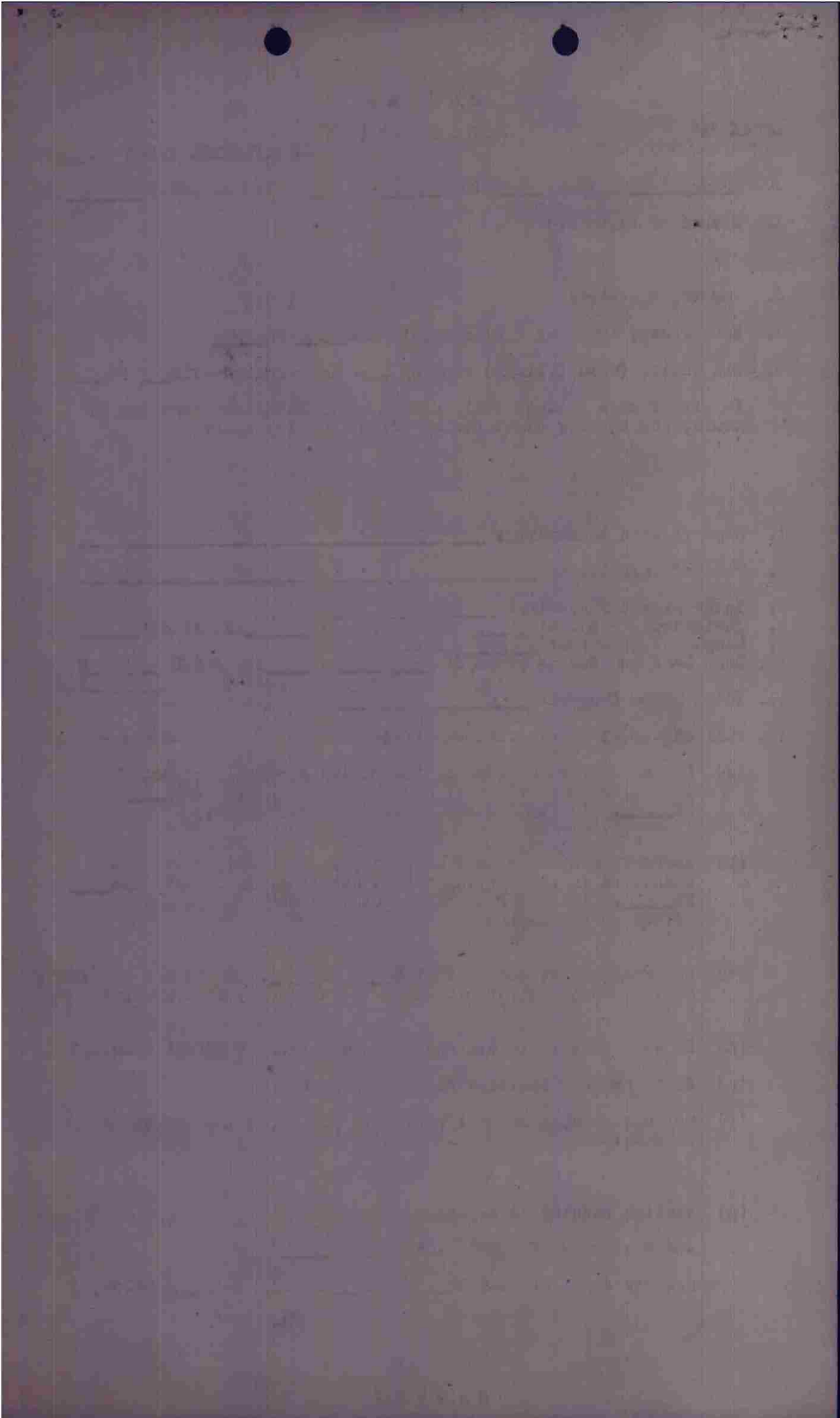
In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

Pre-set with corrections. C-1 Auto Pilot not used.Could not locate primary target. Bombed casual target at Kronenburger-
hutte.5. Name of lead Bombardier: Lt. G.C. Johnson6. Name of lead Pilot: Lt. J.S. Blomgren7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 234 Altitude: 117009. Length of bomb run: 45 Sec:10. Bomb Load and Fusing per A/C: 4-20 4 x 250 lb. FUSED 1/10 N
4-25 14 x 250 lb. 1/100 T11. Total Bombs Dropped: 105

12. Full statement of all factors affecting bombing - including: -

- (a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.
- (b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO X. If answer is "YES", state circumstances and effect on bombing:
- (c) Did Flak affect bombing? YES _____ NO X. If answer is "YES" state to what extent did Flak affect bombing or bomb run:
- (d) To what extent did attacks by enemy aircraft affect bombing?
- (e) State any difficulties on bombing run:
- (f) Malfunctions, personnel errors or other factors affecting bombing:
Good synchronization difficult as sight stem pin was out. Pin jarred loose from sight. Neither mechanical nor personnel error.
- (g) Bombing results as reported by crews:
Aimed at right Target: YES _____ NO X
Results claimed: EXCEL X GOOD _____ FAIR _____ POOR _____ GROSS _____
PHB X

S E C R E T



USAAF FORM 31A

SECRET

SECRET

AUTH: OO STA
DATE: 27 Dec. 1944
INIT:

HEADQUARTERS
416TH BOMBARDMENT GROUP (L)
Office of the Commanding Officer

TO:

From: 416th Bombardment Group (L), APO 140, U.S. Army.

Ref: Cprep A No. 214 for 24 hrs. ending midnight 25 Dec. 1944
Mission or Operation No. 1st 97th AFB, 20 2103-620

A. Short Narrative of Operation:

Target Westerfield, Communication Center.
Place of take-off 416 Station A-25
Place of landing 416 Station A-25
Take-off time 0:10 Landing time 1:50
Time over target 1:30 Bombing Altitude 15,000 feet
Nature of mission Bombing Other None
Weather no clouds, heavy ground fog, visibility 4 miles.
Results one on target, one on primary, two on target, no attack, no attack.
Enemy opposition none to extent heavy aircraft flew. No attack.

B. Type & model of aircraft:

1. Dispatched 6 - A-20's
20 - A-20's

2. Attacking target (indicate target) or completing mission.
1-A-20 & 1-A-20's Westerfield, Communication Center.
1-A-20 & 1-A-20's Brian, Communication Center.
1-A-20 & 1-A-20's Womburgville, Communication Center.

3. Abortive due to:
(1) Weather: None
(2) Personnel: 1-A-20's fault: navigation - failed to pick up target - 1-A-20's - however out of leader's sight.
(3) Mechanical: 1-A-20 malfunction of bomb door safety switch - 1-A-20's landing gear failed to retract.
(4) Other: 1-A-20 hit by flak at 17 and returned to base - 1-A-20's failed to bomb because leader did not bomb. 1-A-20 shot down by flak before reaching target. 1-A-20 shot down by flak before reaching target.

4. Missing (i.e. cause and place unknown) None

5. Destroyed - before reaching target 1-A-20 and 1-A-20 hit by flak before reaching target.
giving cause w here known

6. Destroyed - over or after leaving None
target giving cause w here known

7. Damaged (give category & cause) 1-A-20's - 11-A-20's - Cat. A - flak.
1-A-20 - 1-A-20's - Cat. B - flak.
1-A-20 - Cat. C - flak.

8. Sorties 6 - A-20's
20 - A-20's

SECRET

(over)

SECRET

GEORGE SCHENBERG
Capt, USAF
7-10-54

For the Commanding Officer:

- 4. Destroyed
- 3. Prop. Destroyed
- 2. Damaged

H. Enemy aircraft by type or description (tentative status):

Type of	Pilot	Co-pilot	NAV	Bomb	H. Gun	E. Gun	T. Gun
Killed in							
Action							
Missing in							
Action							
Seriously							
Wounded							
Slightly							
Wounded							

G. Own Personnel Casualties:

- 1. Total carried into air:
- 2. Bombs, flares, etc. used:
- 3. Total carried into air:
- 4. Expended on operations: (List targets separately)
- 5. Detached:
- 6. Lost or wrecked on missing a/c:
- 7. Total returned:
- 8. Ammunition by caliber:
- 9. Total carried into air:
- 10. Expended on operations:
- 11. Lost on wrecked or missing a/c:
- 12. Day (Sunrise to sunset)
- 13. Night (Sunset to sunrise)
- 14. Total operational flying hours

SECRET

USAF FORM 374 (6-54)

A-60 302-D

Greene 669

cat B Flake

Pilot of observation

10 2250 in primary

out 95 1113 12,200

SW edge of tower

3-4 m inside of structure

XX-XXXX to IP

2 A/c at 794

240 K stopped

229 K units of 24

Don't get floor in under control

no shots

INTERCOMB JOURNAL

FROM

TO

TIME : IN :

INCIDENT, MESSAGE, ETC.

ACTION TAKEN

Vanone by 668

LA 82 7215

*Personnel ok.
a line hit representation
reported which changed 9:00*

FM

BOMBARDIER'S LOG

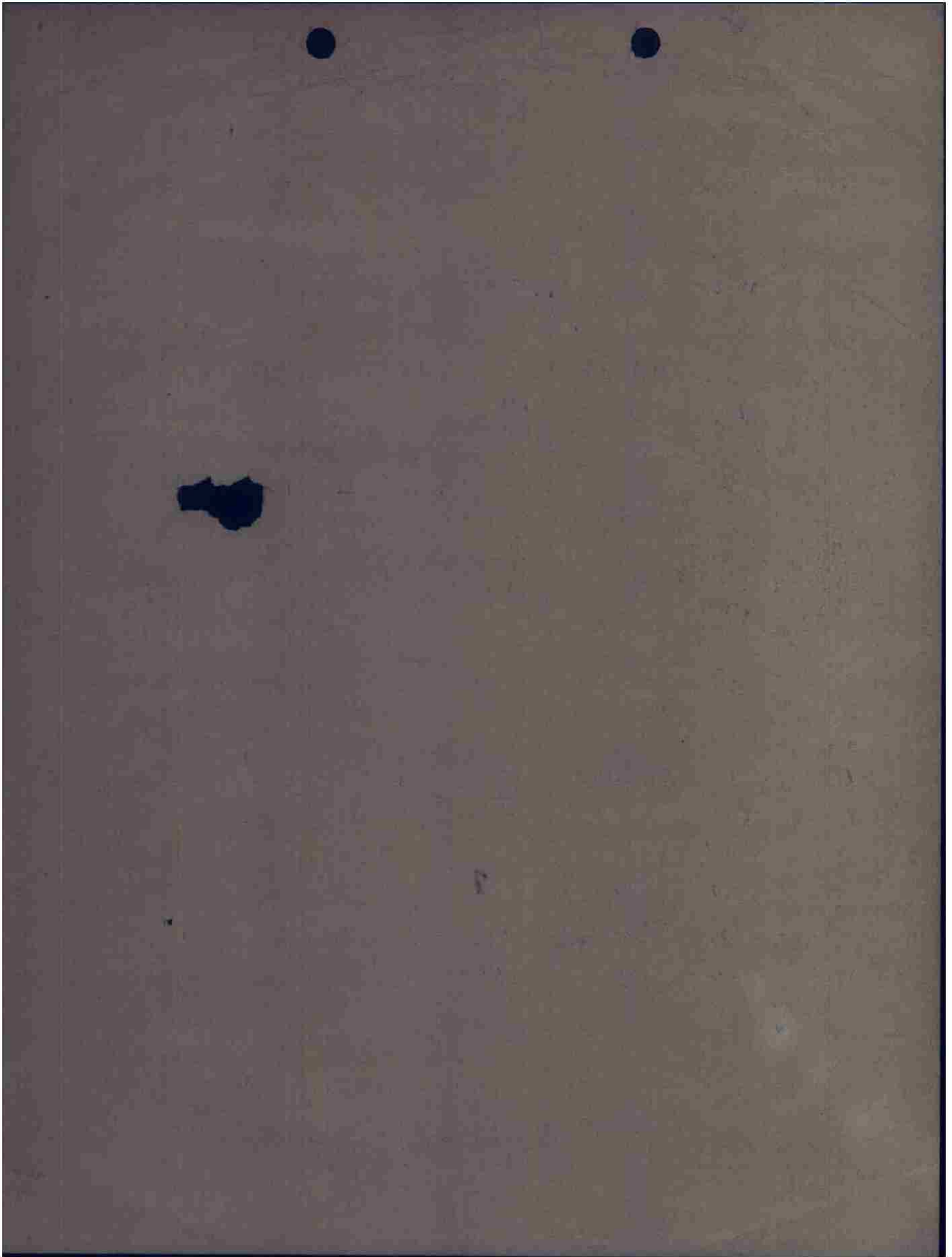
12-25-44
DATE

TARGET

Pressure Altitude of Target : <u>+427</u>	Type of Release: <u>Train Ind. Slvo.</u>
Altimeter Setting : <u>29.92</u>	Interval : <u>MIN.</u>
Ind. Alt. : <u>11300</u> True Alt. : <u>10550</u>	Length of Run: _____ Time of Release _____
Tan. Dropping Angle : <u>.76</u>	Mag. Heading : <u>057°</u>
Disc Speed : <u>198.6</u>	Aircraft Number : _____
Trail : <u>100</u> Drift : <u>+7</u>	Pilot : _____
IAS : <u>210</u> TAS : <u>252</u> GS : <u>230</u>	Bombardier-Navigator : _____
<u>8X 250</u> Nose : _____ Tail : _____	Box : <u>II</u> Flight : <u>_____</u>
Left _____	Right _____

Heading	Drift	Tangent	GroundSpeed	Heading	Drift	Tangent	GroundSpeed
<u>047°</u>	<u>+7</u>	<u>.75</u>	<u>235</u>	<u>067°</u>	<u>+6</u>	<u>.74</u>	<u>227</u>

Altitude	Disc Speed	Trail	TAS	GS	Tang.	Altitude	Disc Speed	Trail	TAS	GS	Tang.
<u>11000</u>	<u>201.6</u>	<u>95</u>	<u>246</u>	<u>225</u>	<u>.76</u>						
<u>10000</u>	<u>212.7</u>	<u>93</u>	<u>243</u>	<u>221</u>	<u>.78</u>						
<u>9000</u>	<u>224.7</u>	<u>92</u>	<u>238</u>	<u>217</u>	<u>.84</u>						
<u>8000</u>	<u>239.9</u>	<u>89</u>	<u>235</u>	<u>213</u>	<u>.87</u>						
<u>7000</u>	<u>259</u>	<u>84</u>	<u>232</u>	<u>211</u>	<u>.95</u>						
<u>6000</u>	<u>283.6</u>	<u>81</u>	<u>228</u>	<u>207</u>	<u>.99</u>						



BOMBARDIER'S LOG

12-25-44
DATE

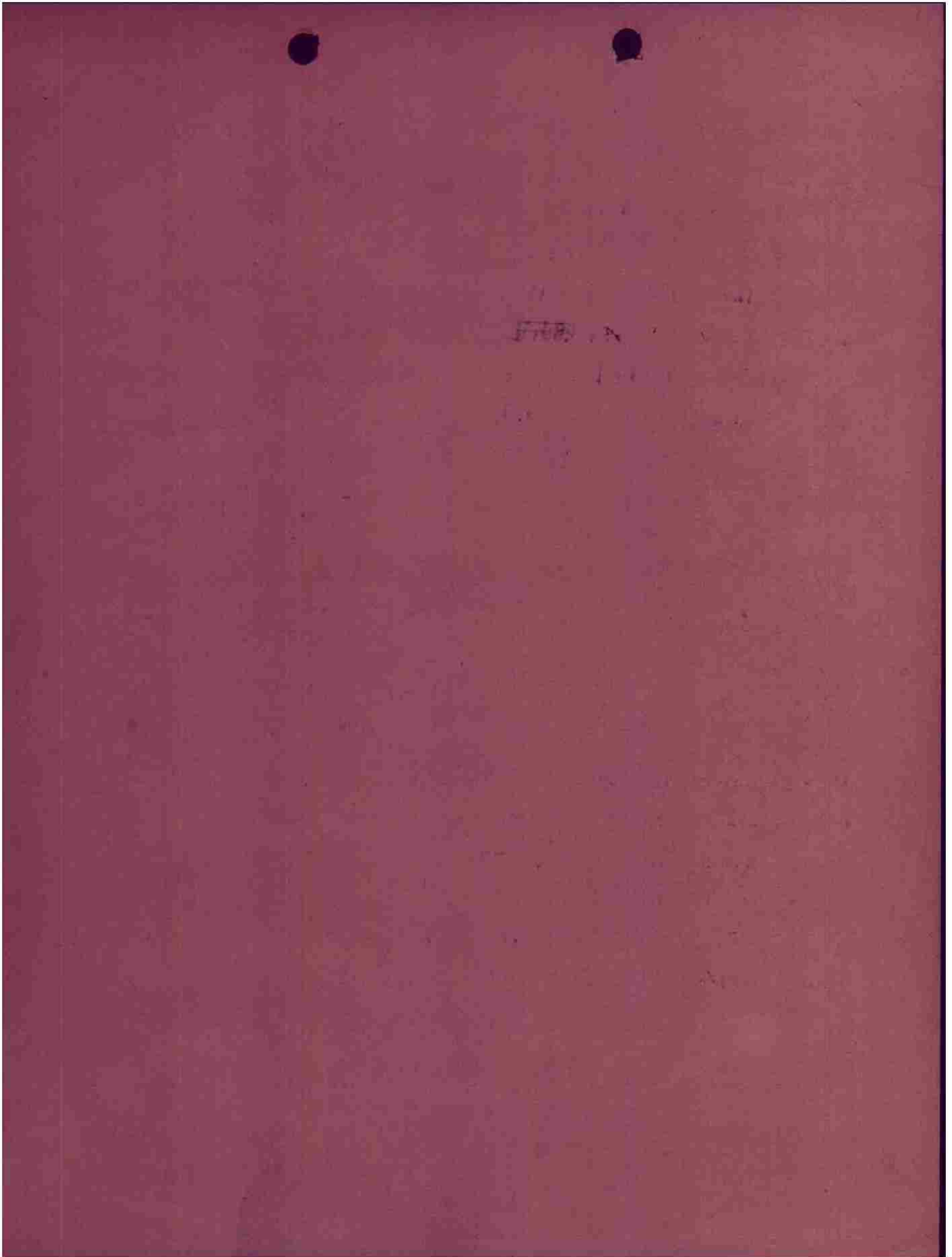
TARGET

-45

Pressure Altitude of Target : +427	Train Ind. Slvo. <input checked="" type="checkbox"/>
Altimeter Setting : 29.92	Type of Release: <input checked="" type="checkbox"/>
Ind. Alt.: 12000 True Alt.: 11250	Interval : MIN.
Tan. Dropping Angle : .74 0.74 64	Length of Run: 30 Time of Release: 1010
Disc Speed : 191.9	Mag. Heading : 057° / 110
Trail 100 Drift : +7/28	Aircraft Number :
IAS : 210 TAS : 252 GS : 230	Pilot :
8 X 250 Nose : Tail :	Bombardier-Navigator :
Left	Right

Heading	Drift	Tangent	GroundSpeed	Heading	Drift	Tangent	GroundSpeed
047°	+7	.75	235	067°	+6	.74	227

Altitude	Disc Speed	Trail	TAS	GS	Tang.	Altitude	Disc Speed	Trail	TAS	GS	Tang.
11000	201.6	95	246	225	.76						
10000	212.7	93	243	221	.78						
9000	224.7	92	238	217	.84						
8000	239.9	89	235	213	.87						
7000	259	84	232	211	.95						
6000	283.4	81	228	207	.99						



FLIGHT PLAN

PILOT		NAVIGATOR		PLANE		MISSION		DATE	
M. H.		ETA		ATA		TC		DR	
TH		VAR		MH		L.A. ALT.		I.A. ALT.	
COAST IN		COAST OUT		I.P.		TARGET		REDELIVIOUS	
START ENG		TAXI OUT		WAKE UP		ON COURSE		RENDELIVIOUS	
M. H.		ETA		ATA		TC		DR	
TH		VAR		MH		L.A. ALT.		I.A. ALT.	
COAST IN		COAST OUT		I.P.		TARGET		REDELIVIOUS	
START ENG		TAXI OUT		WAKE UP		ON COURSE		RENDELIVIOUS	

POSITION	TO	ETA	ATA	TC	DR	TH	VAR	MH	L.A. ALT.	I.A. ALT.	DIST.	RUN TIME	REMARKS
Base	Damm	1020	1045	030	46	43	8	51	12-13	227	62	19	
	50 25N 5E											24	
	66.22E											20	
	TARGET	1102	1102	073	41	74	8	102	12-13	227	75	20	
	BP	1103	1114	044	47	51	7	58	08-52	230	14	3 1/2	
	Damm	1100	1055	020	-1	272	8	280	13-12	227	75	15	
	Base	1010	1202	013	-5	208	8	216	00-00	230	161	35 1/2	

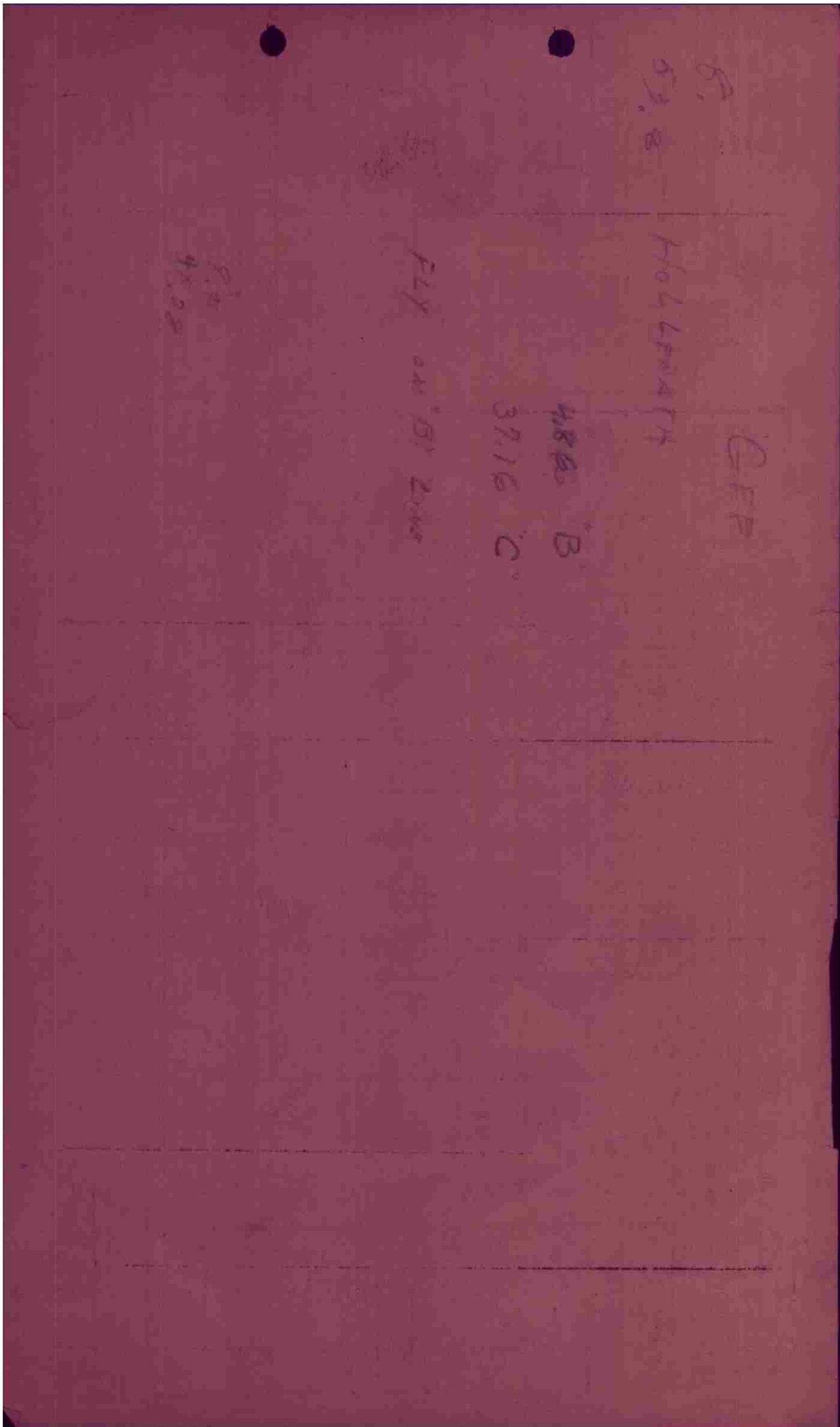
CHALLENGE	REPLY
COLORS	VEH. CHANNEL
BOMBER W/S	FIGHTER C/S
BOMBER TO BOMBER FRQ.	

DIRECTION	ALPHOMES
LANDING	REAR. ALT.
COAST IN	LAND FALL ALT.
COAST OUT	TARGET ALT.
I.P.	

FLIGHT RECORD

10000
5000
5000
10000
20000
10000
-19

M.T. -45
820 445



B.
59.8

HOLLAND

GFP

488 B

3716 C

FLY on 51 2000

488 B

SPARE

Box #	CONTRL	Date	F/O	Target	Alt	Box Leader	F/O TOT L/D	15 min.
I						WILLETT'S		
A/C	Bell to Bomb	ATT	300b	115D	A/C Dam	E/A	PERS.	
185			4					185 ✓
313			4					313 ✓
349			14					349 ✓
209			14					209 ✓
384	RETURNED EARLY			14				384 ✓
265	NOT AIRBORNE							265 ✓
085			4					085 ✓
344	AT A82 (INFLAMING)							344 ✓
340	REVIEWED DOWN							340 ✓
302	LANDSAT APP		10					302 ✓
229				14				229 ✓
241			14					241 ✓
175			4					175 ✓
301			12					301 ✓
300			3					300 ✓
244			14					244 ✓
252			14					252 ✓
313			14					313 ✓
208			14					208 ✓

185 ✓
 313 ✓
 349 ✓
 209 ✓
 384 ✓
 265 ✓
 085 ✓
 344 ✓
 340 ✓
 302 ✓
 241 ✓
 175 ✓
 301 ✓
 300 ✓
 244 ✓
 252 ✓
 313 ✓
 208 ✓

WILLETT'S
 HERMAN, REMISZEWSKI
 WALLMAN DOCKE
 ZURBON
 BLOMGRIN
 SMITH TRIPP
 BUTLER
 HARTIN CLARK
 WILLARD STREET
 KEHO
 GREENE
 VANMETER
 STEBRINS
 085
 344
 302
 241
 229
 300
 244
 252
 313
 208

208
 PARKHURST
 SPARE

3-A-20
 14-APL

TOTALS FOR MISSION

B.

- (2) No. a/c off by type: _____
 A-20G's _____ A-20J's (obtained from Opns) _____
- (3) No. of a/c failing to bomb _____ explain each failure.
 Recall due to weather _____
 Personnel _____
 Mechanical _____
 Other Reasons _____
- (4) No. a/c bombing. _____
 Primary. _____
 Secondary. _____
 Other. _____
 (Obtained from recaps.) _____

C.

- (1) Time up _____
 T.O.T. _____ (Obtained from Tower).
 Time Down _____

D.

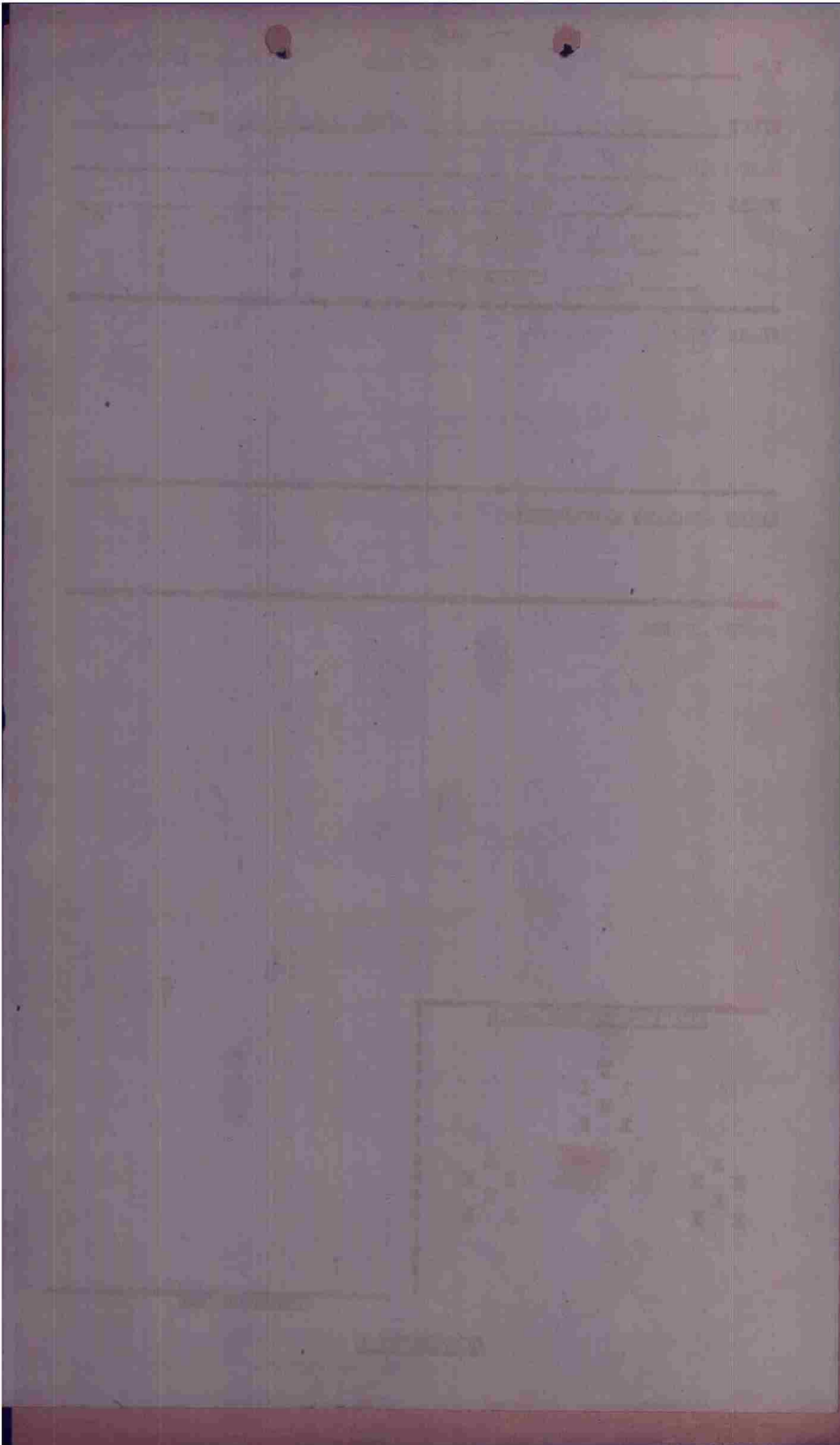
- (1) No. a/c _____ Missing _____
 Destroyed _____
 Damaged _____ (cat. B/C)
 Damaged _____ (cat. A)
- (3) No. Crew _____ Killed _____ Wounded _____ Missing _____
 (Obtained from Recaps).

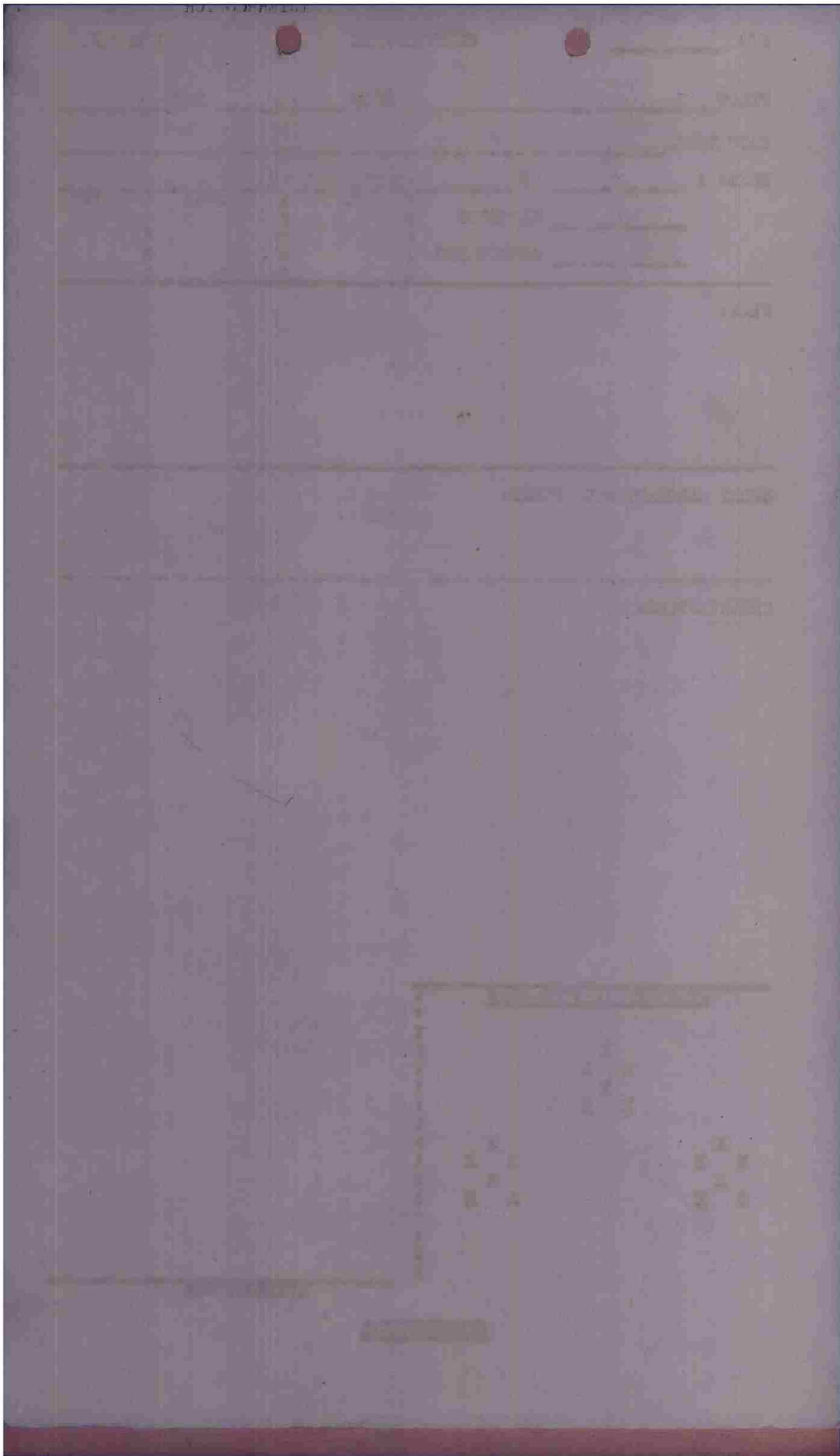
E. Results of Bombing. (Obtained from Group Bombardier).

	No.	Type	
I. Bombs on Primary	_____	X	_____
Bombs on Secondary	_____	X	_____
Bombs on Other	_____	X	_____
Bombs Returned	_____	X	_____
Bombs Jettisoned	_____	X	_____ Where _____
(Obtained from Recaps)			

(The NCO in charge should fill this out immediately finishing taking the recaps and hand to the Officer making up the Ops Report).

3 A-20s attacking





F/O _____

CONFIDENTIAL

INTERR. FORM

PILOT WILLARD A/C# 241 BOX 1

CASUALTIES

BOMBS :	ON	RETURNED	JETTISONED	BATTLE DAMAGE	"A-G"	"E"
<u>14</u> <u>X251</u>	<u>P</u>					
X						
X				<u>A</u>		

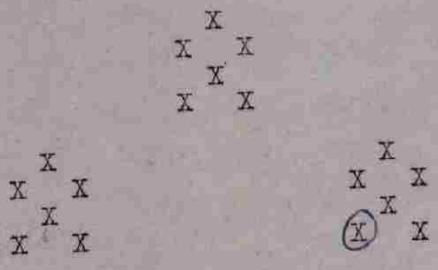
FLAK: XXHA - long duration. (10 minutes).

ENEMY AIRCRAFT ENCOUNTERS: lot of activity.

OBSERVATIONS:

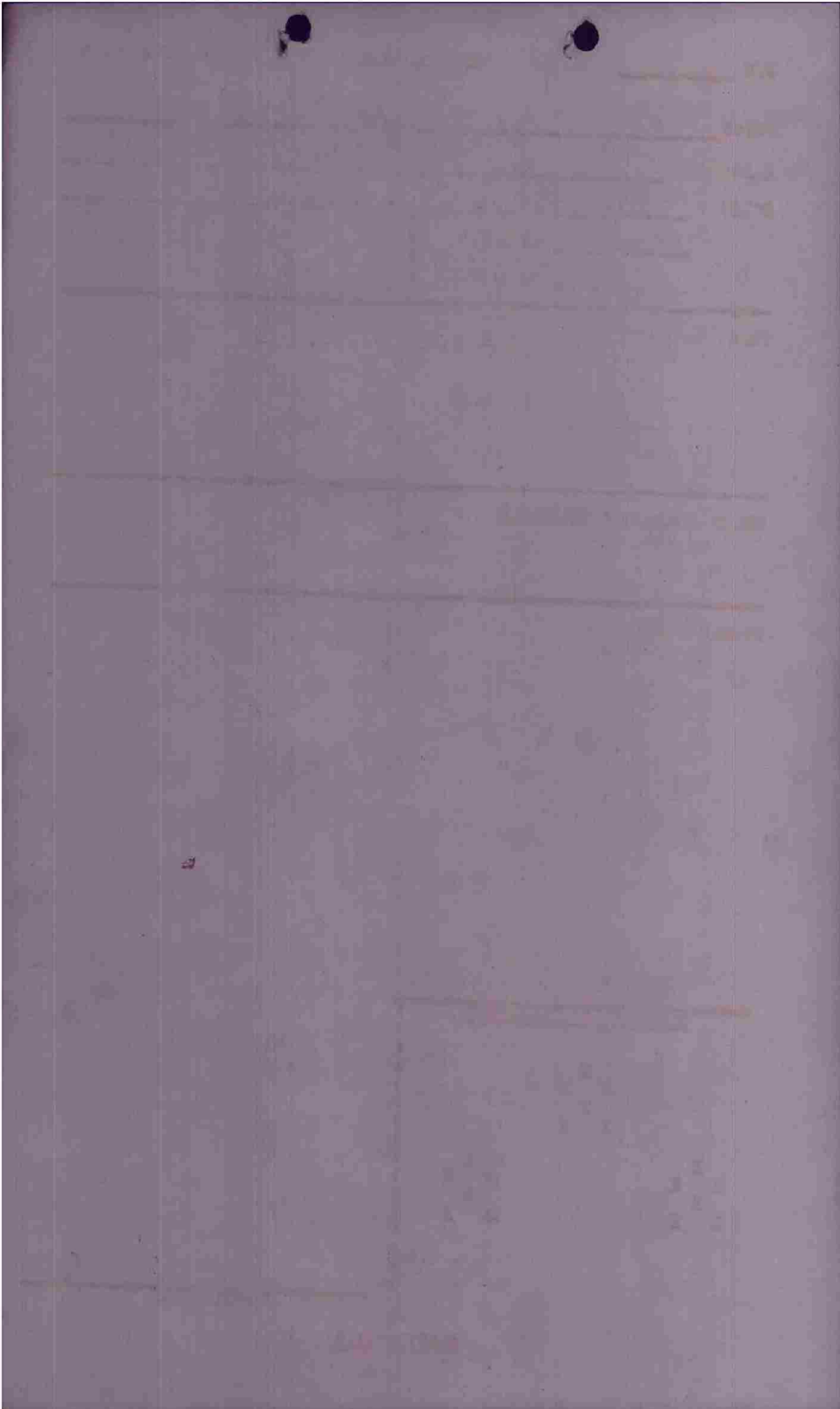
240 - at engine of fire - flak hit. went down
 flames - exploded on way down. no shrapnel
 but we followed it all the way down.
 that was just before bomb run. (K-King)
 Another A/C (#6?) missing

POSITION IN FORMATION



Shirley
INTERROGATOR

CONFIDENTIAL



270

PILOT KEHOE A/C# 240 BOX 1

CASUALTIES

BOMBS :		ON	BATTLE DAMAGE	WRECK	REPAIR
X					
X		RETURNED			
X		JETTISONED			

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

```

      X
     X X
      X
     X X

X   X   X
X   X
X   X

```

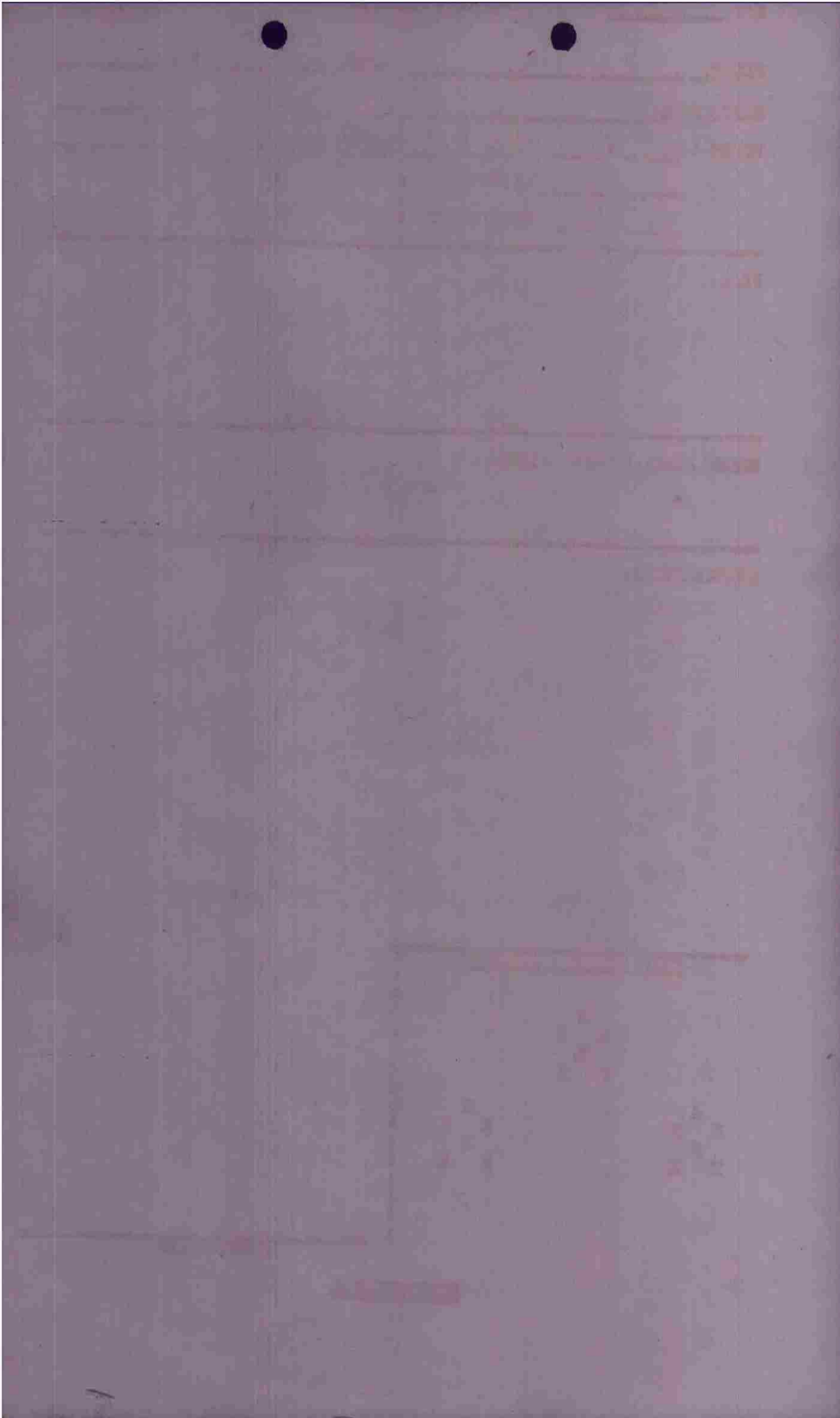
```

      X
     X X
      X
     X X

```

INTERREG. TOR

CONFIDENTIAL





F/O _____

PILOT VAN METER A/C# 344 BOX 1

CASUALTIES

BOMBS :		ON	BATTLE DAMAGE	"E-C"	"E"
X					
X		RETURNED			
X		JETTISONED		✓	

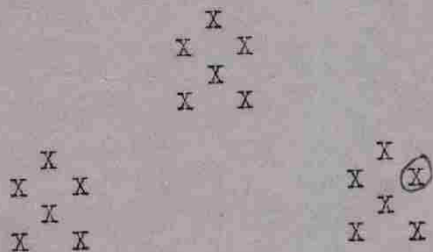
FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

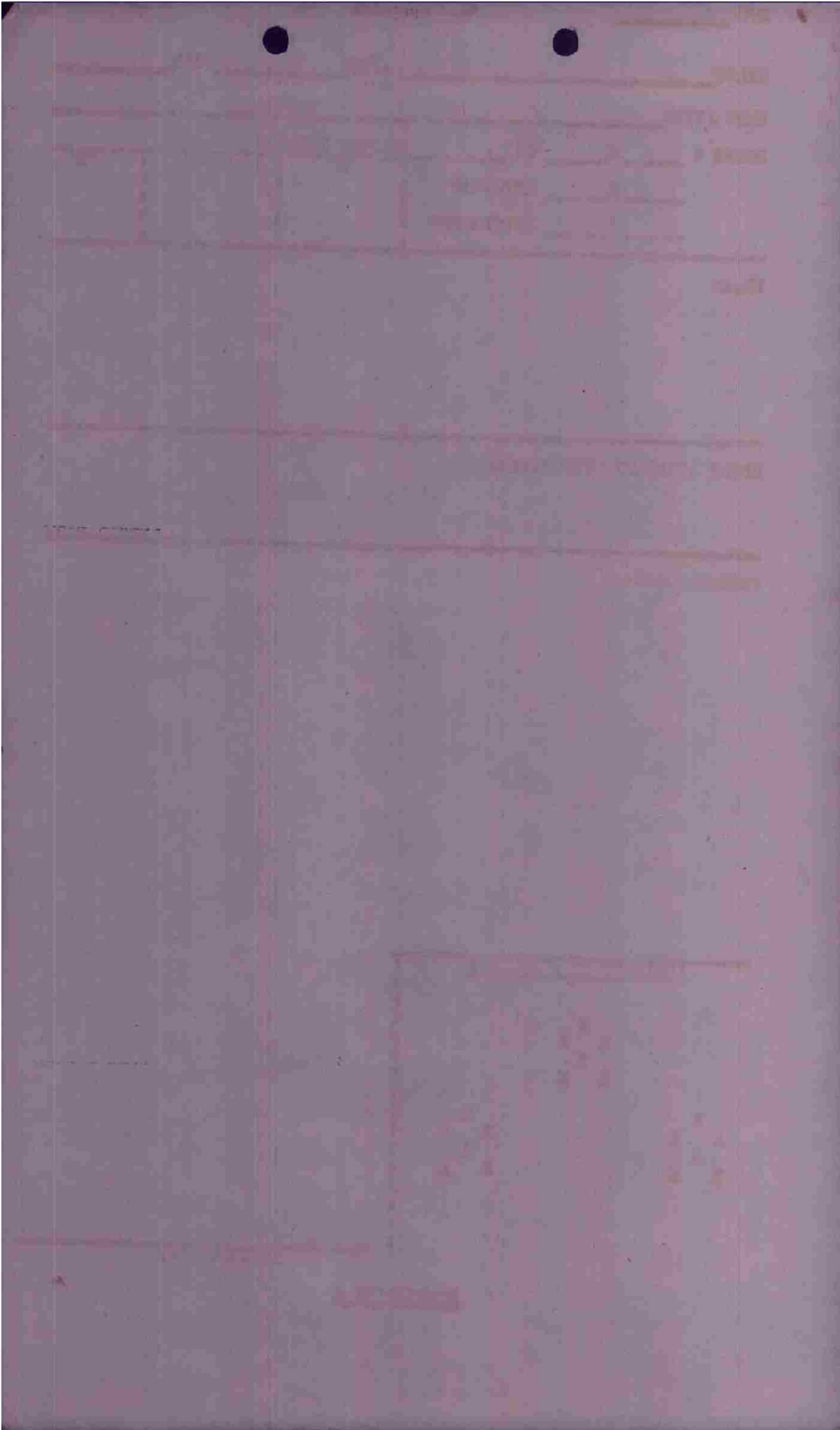
Sampled at A-82

POSITION IN FORMATION



INTERROGATOR

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F/O _____

CONFIDENTIAL

INTERROG. FORM

PILOT ZUBON A/C# 209 BOX 1

CASUALTIES

BOMBS :	<u>14</u> X <u>250</u>	ON <u>P.T.</u>	FRAMES DAMAGE			
	<u>X</u>	RETURNED				
	<u>X</u>	JETTISONED				

FLAK: XXXXA In entire area -

ENEMY AIRCRAFT ENCOUNTERS:

X

OBSERVATIONS: None

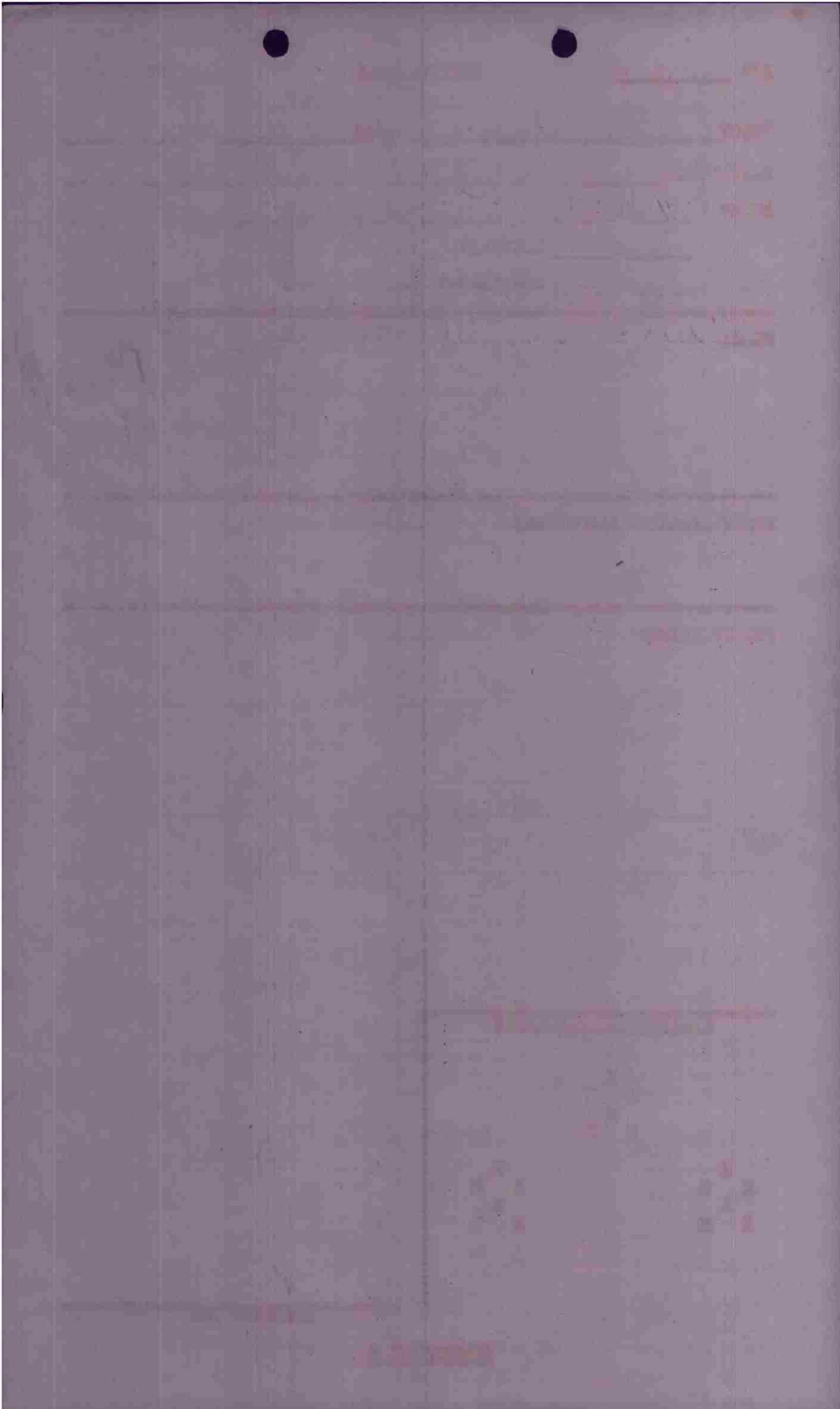
POSITION IN FORMATION

		X		
	X	X	X	
		(X)		
	X		X	
X	X		X	
X	X		X	X
X			X	
X	X		X	X

T.W.S.

INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTER. FORM

PILOT C)ARK L/C# 752 BOX 1

CASUALTIES

BOMBS :	NO	ON	RETURNED	JETTISONED	ENGINE DAMAGE	WING	TAIL	WHEEL
14	X	250	P					
	X		RETURNED					
	X		JETTISONED					

FLAK: XVXHA

*Old bomb was pretty heavy.
More at 1 P + early than at Target.*

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

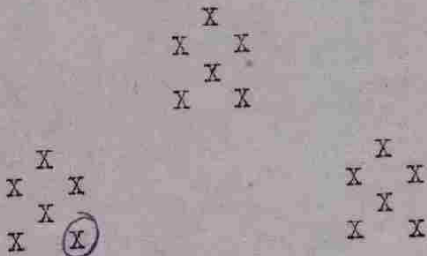
one red burst & then stopped to resume soon.

Good results

1 He went down dive - flares - no chute before target.

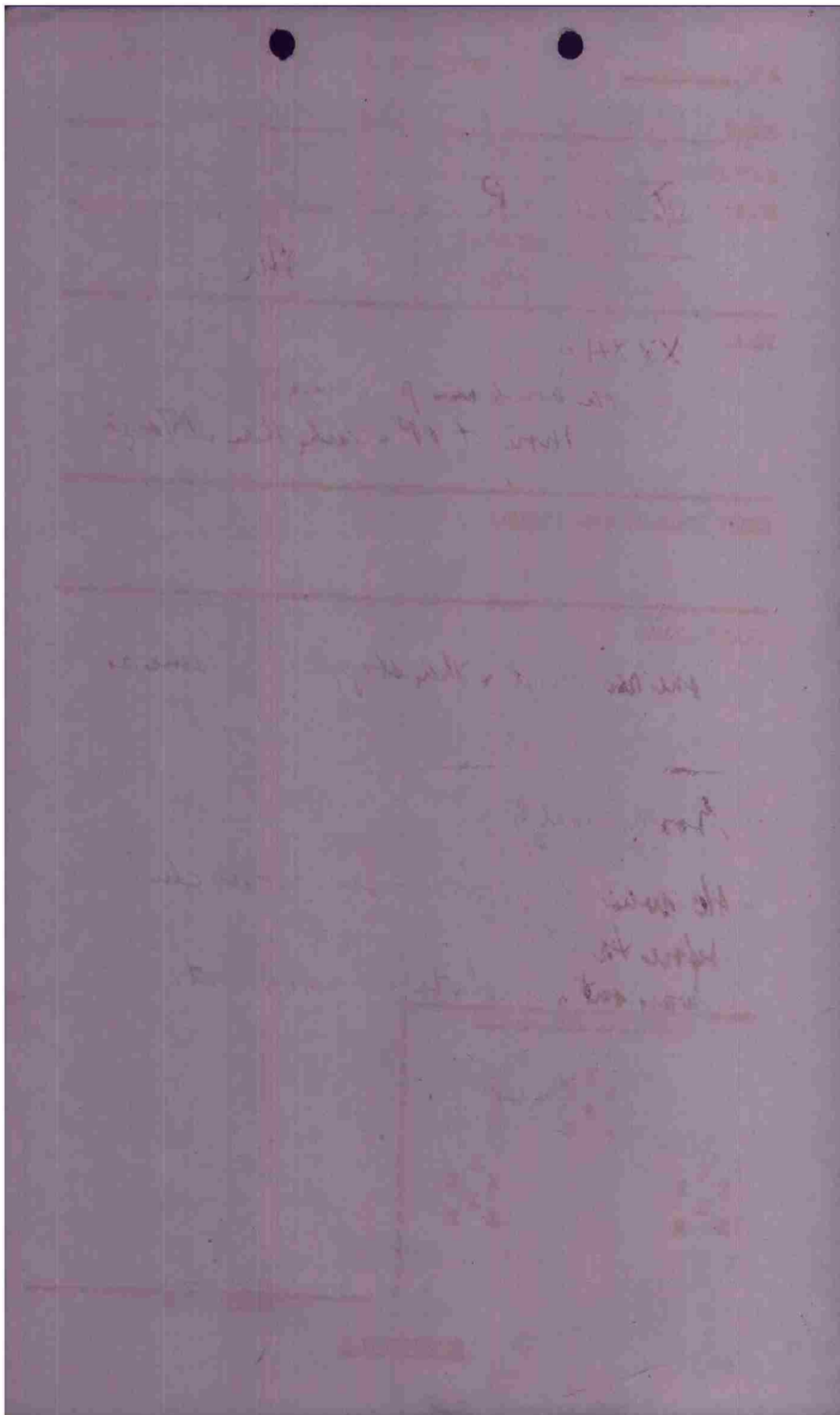
On way out saw chute blossomed out.

POSITION IN FORMATION



Shuster
INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTER. FORM

PILOT SMITH W/O# 300 BOX 1

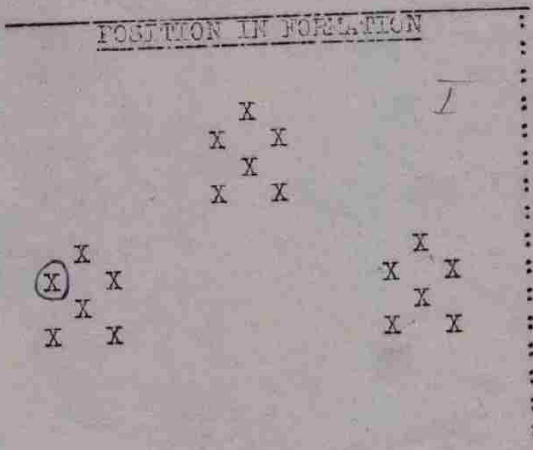
CASUALTIES

BOMBS :	ON	RETURNED	JETTISONED	RATING	DAMAGE	"A"	"B"
3 X 250	ON	RETURNED	JETTISONED	one in	vent. stab.		

FLAK: from Bk to IP- XXHA-XXHA
 IP- TA XXHA
 after Turn off to B.h. XXH1
 all black with flashes

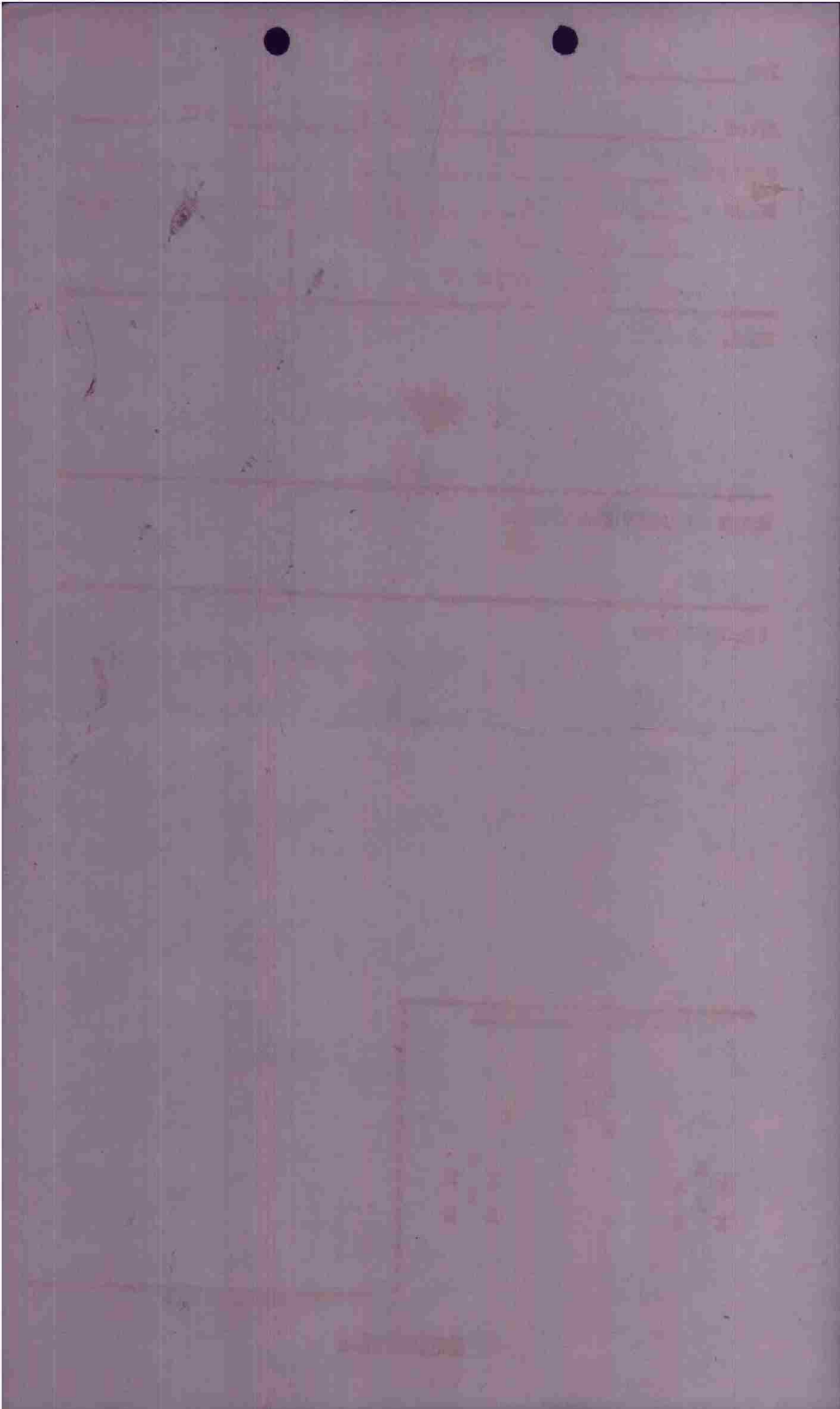
ENEMY AIRCRAFT ENCOUNTERS: *J* level of fl. high

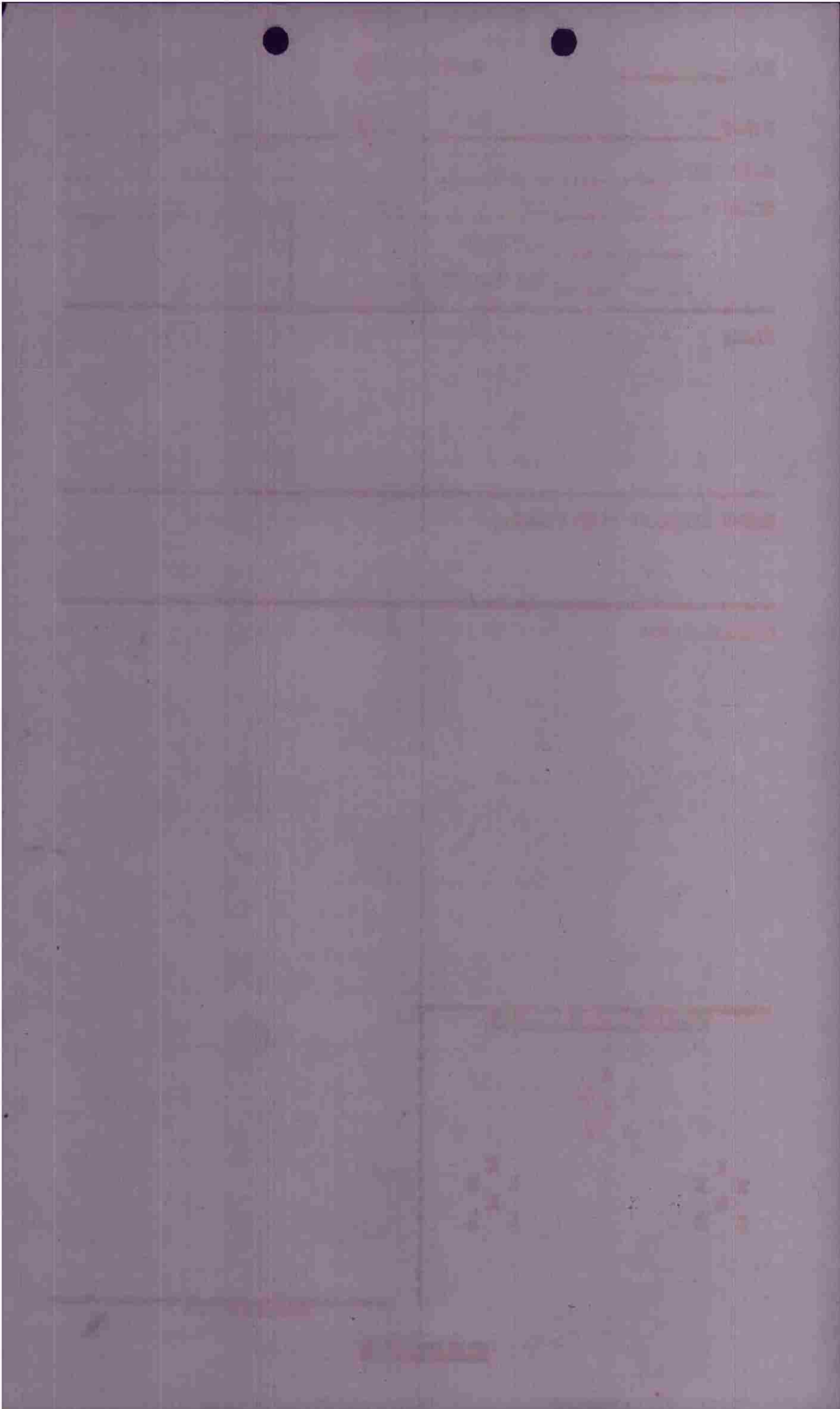
OBSERVATIONS: Return Bk + IP - spinning - no
 chutes - in flames - seemed to be
 off at ground.



Looper
 INTERROGATOR

CONFIDENTIAL





F/O _____

CONFIDENTIAL

INTERR. FORM

PILOT BUTLER A/C# 744 BOX 1

CASUALTIES

BOMBS :	NO.	ON	RETURNED	JETTISONED	WATER DAMAGE	WIND	WAVE
	<u>14</u>	<u>X</u>	<u>250</u>				
		<u>X</u>			<u>X</u>		
		<u>X</u>					

FLAK:

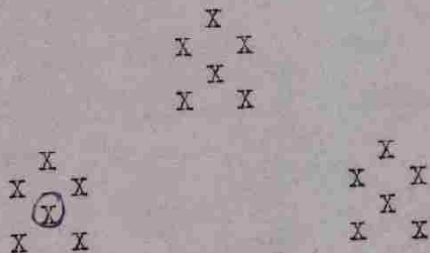
ENEMY AIRCRAFT ENCOUNTERS:

X

OBSERVATIONS:

Bombs hit 4mi south of town

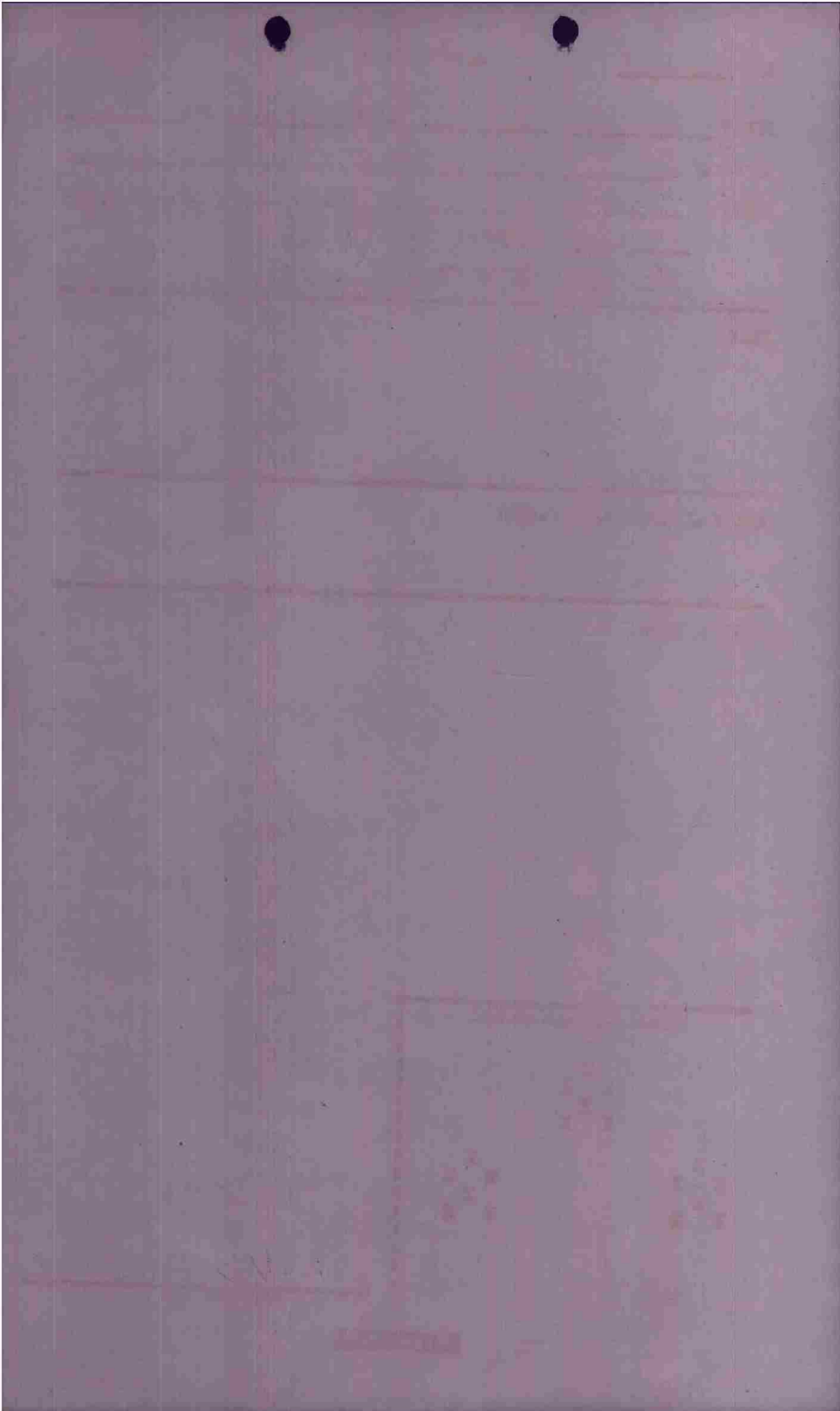
POSITION IN FORMATION

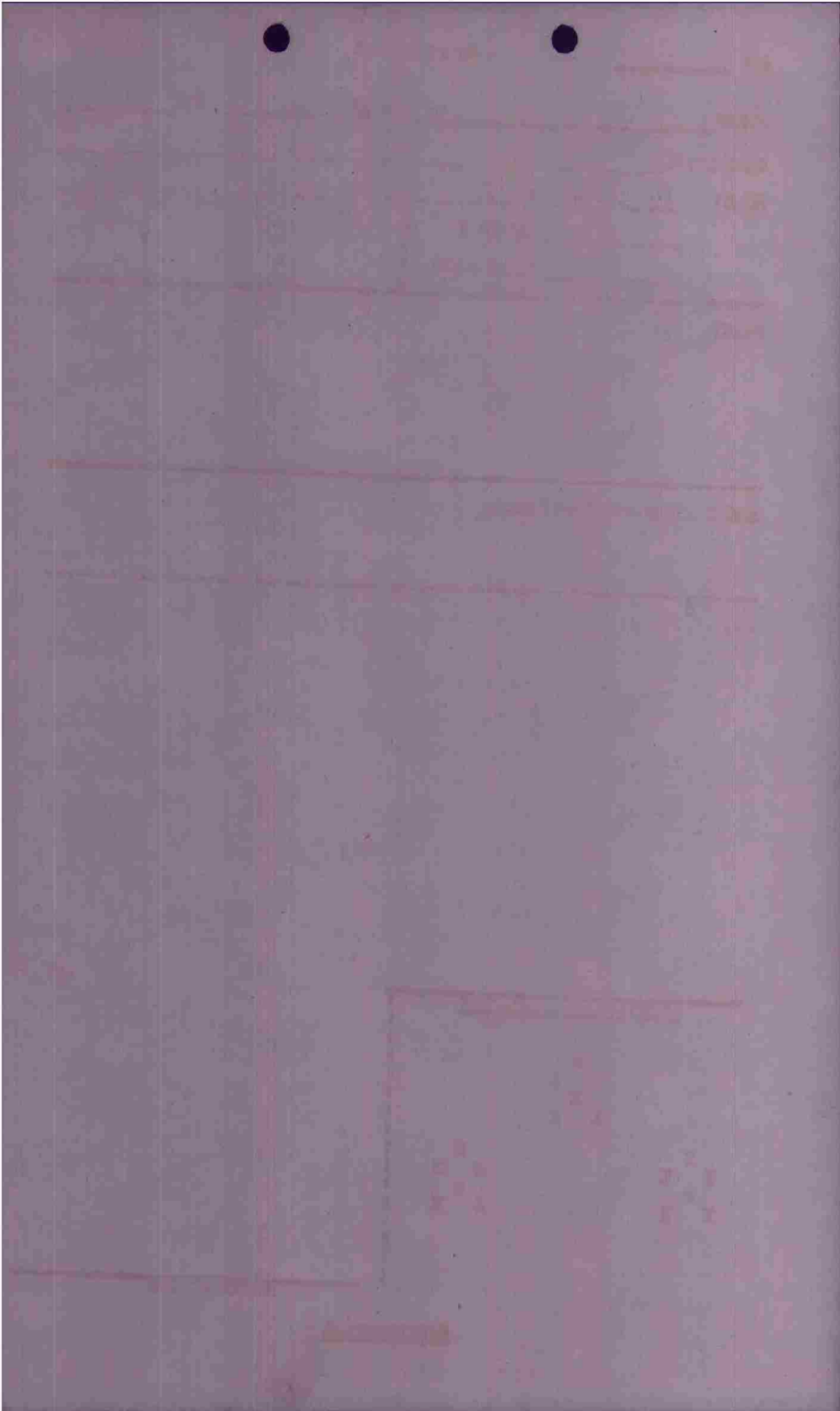


T.W.S.

INTERROGATOR

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F/O _____

CONFIDENTIAL

INTERFORM

PILOT TRIPP W/O# 301 BOX 1

CASUALTIES

BOMBS	ON	RETURNED	JETTISONED	STATUS	REMARKS
<u>+14</u>	<u>X 250</u>	<u>X</u>	<u>X</u>	<u>ON</u>	<u>ON</u>

FLAK:

XV. XXXA on bomb run

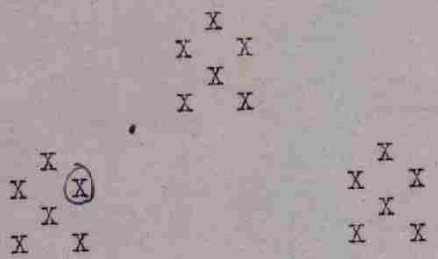
ENEMY AIRCRAFT ENCOUNTERS:

[Crossed out section]

OBSERVATIONS:

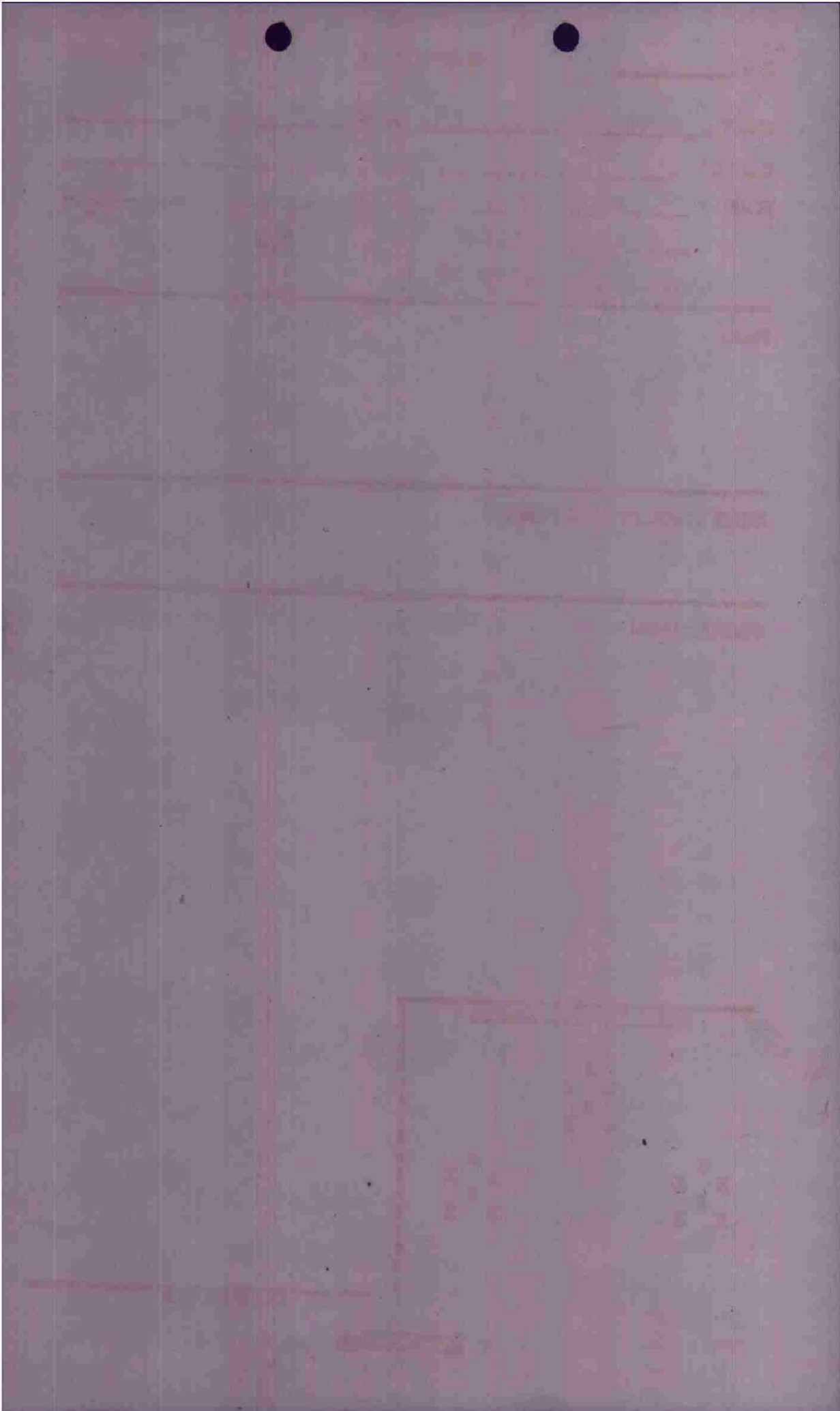
no obs. Heavy smoke in small town behind bomb.

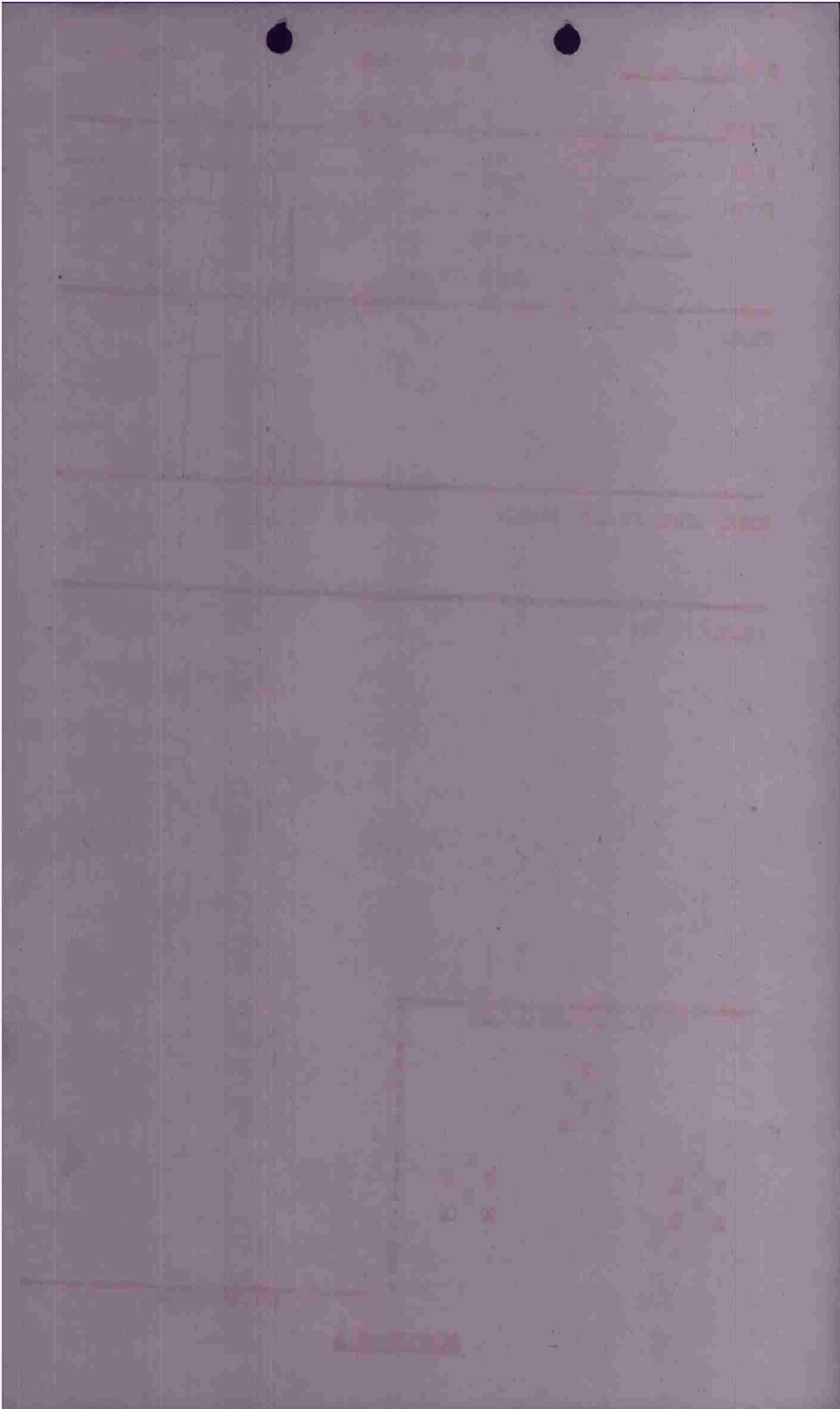
POSITION IN FORMATION

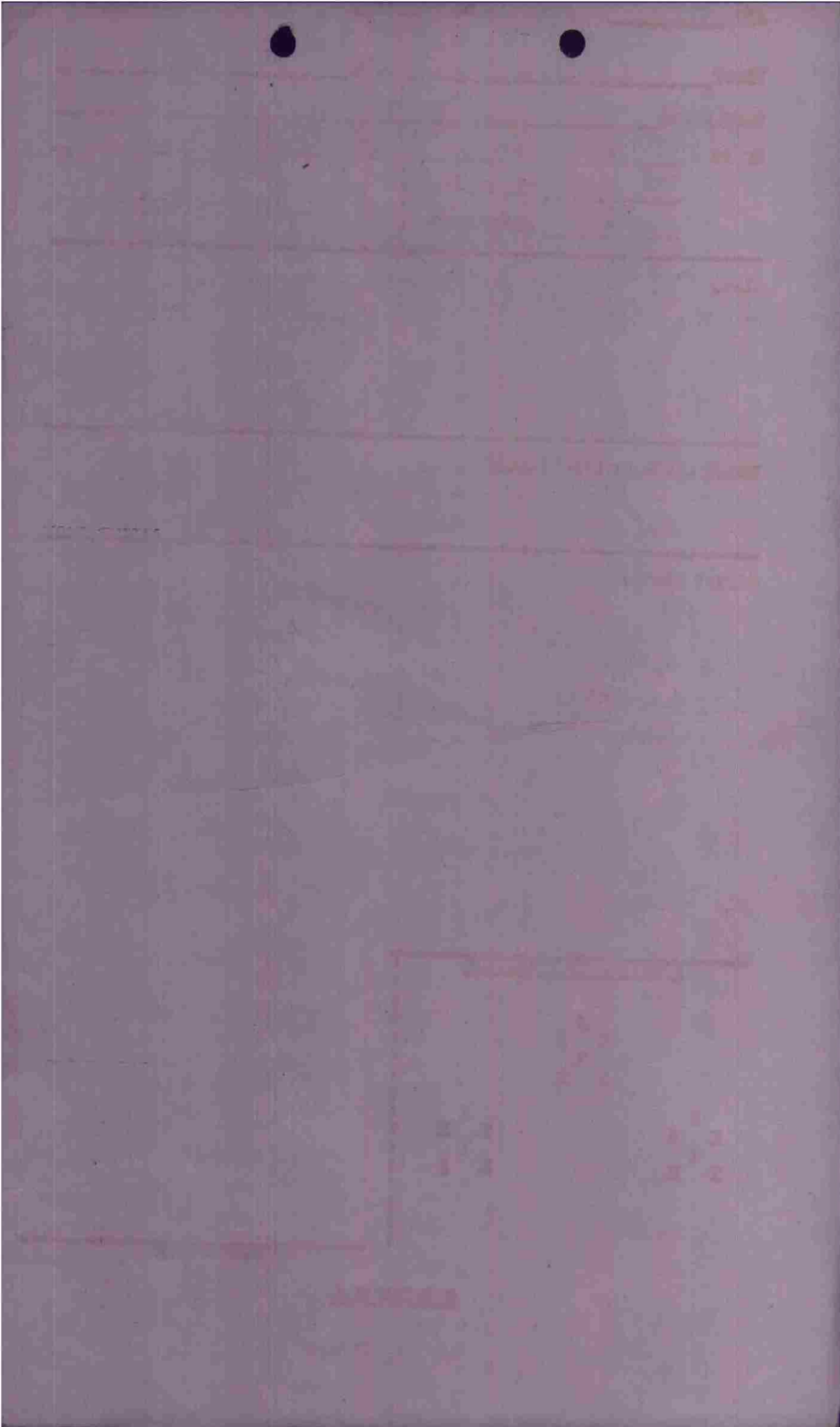


W A A
INTERFORM

CONFIDENTIAL







F/O _____

CONFIDENTIAL

INTERR. FORM

PILOT HERMAN A/C# 749 BOX 1

CASUALTIES _____

BOMBS :	<u>14</u>	X	<u>250</u>	ON	<u>Tri</u>	REPAIRS	DAMAGE		
		X		RETURNED					
		X		JETTISONED					

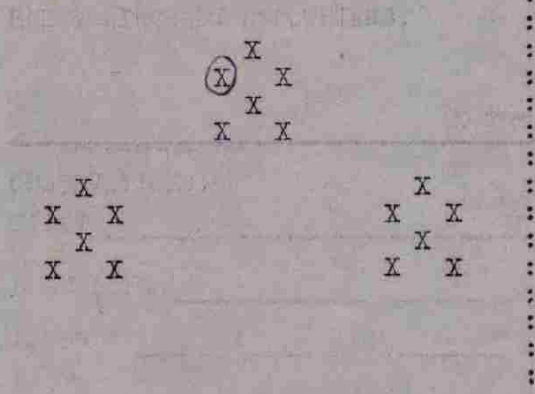
: 15 holes :
: :
: :
: :

FLAK: *just before I.P. to couple min after T/A*
XXHA
some light grey stuff

ENEMY AIRCRAFT ENCOUNTERS: P-47's

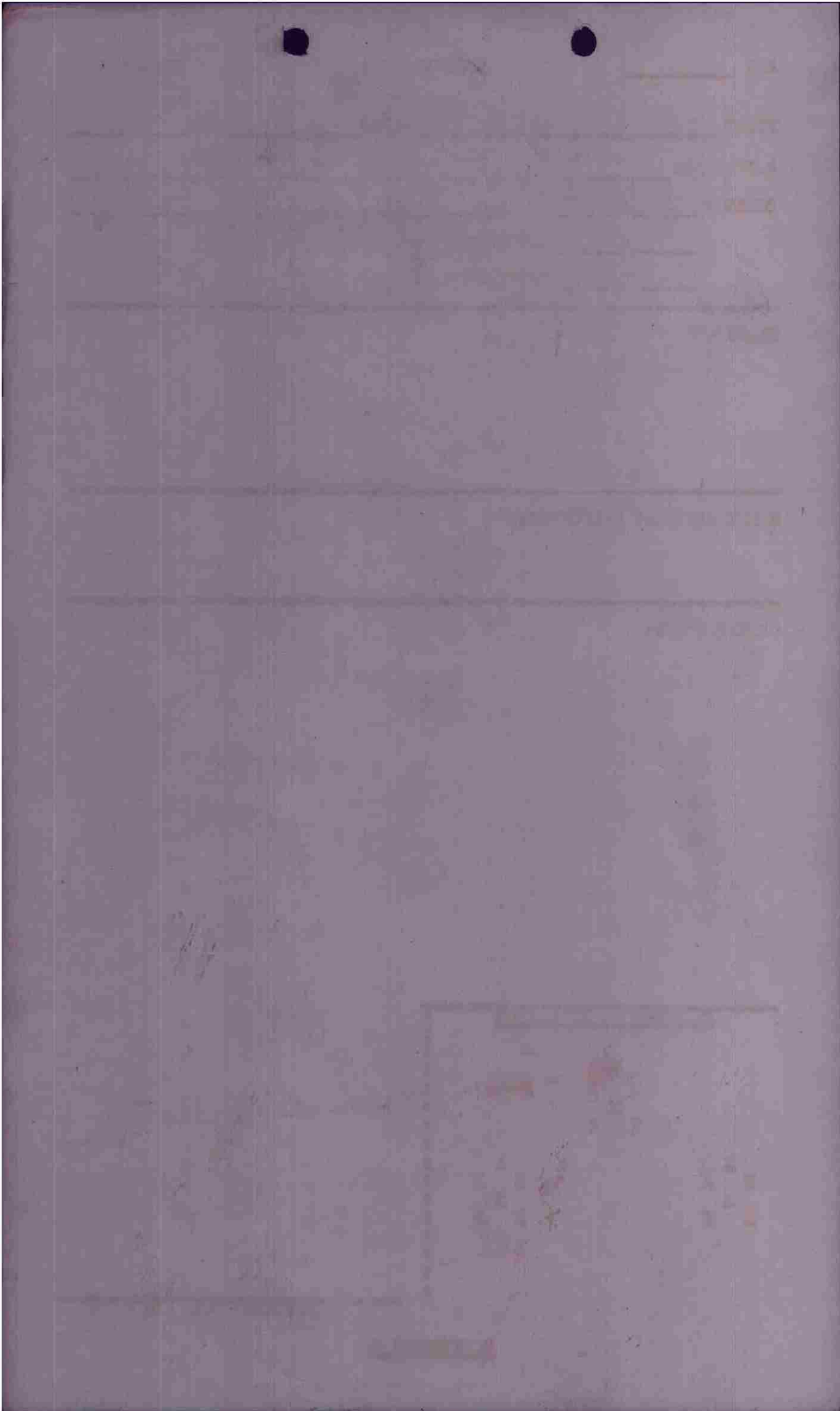
OBSERVATIONS: *plane spinning in before T/A cloud*
I.P. - behind flight

POSITION IN FORMATION



Loppe
INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTER. FORM

PILOT MARTIN A/C# 213 BOX 1

CASUALTIES _____

BOMBS :	QUANTITY	ON	BATTLE DAMAGE	REPAIRS	REMARKS
	14	X	250	ON	
	X	RETURNED			
	X	JETTISONED			X

FLAK: XXHA all the way from one engine out to target

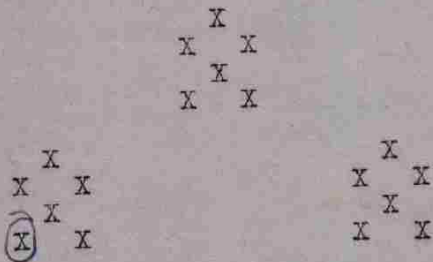
ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Low burning ship go down half way
between I.D and target

no camera

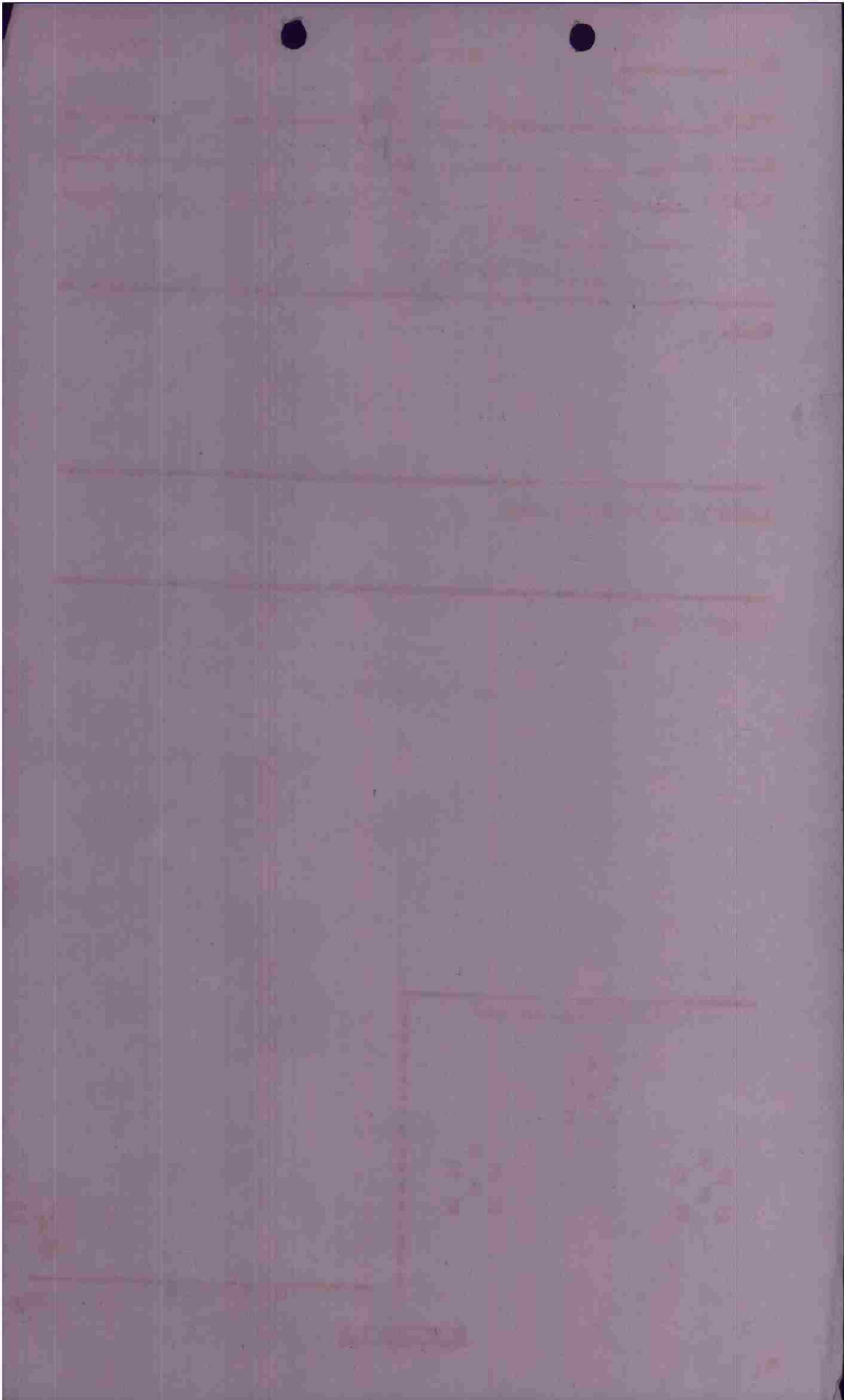
POSITION IN FORMATION



.....

Park
INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTER. FORM

PILOT PAIR A/C# 089 BOX 2

CASUALTIES

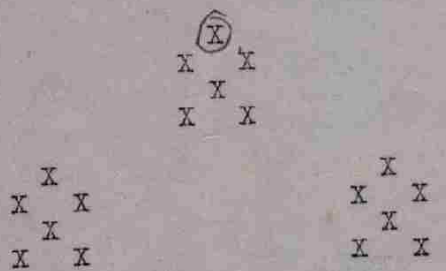
BOMBS :	X	DN	RATINGS	DAMAGE	REASON	REMARKS
	<u>1</u>	<u>X</u>	<u>150</u>	RETURNED		
	<u>X</u>			JETTISONED	<u>nil</u>	

FLAK: mod low - from F.A. all way in
+ out
Some peak flak observed

ENEMY AIRCRAFT ENCOUNTERS: 2 ME 109s made pass did
not react - brown with white canopy

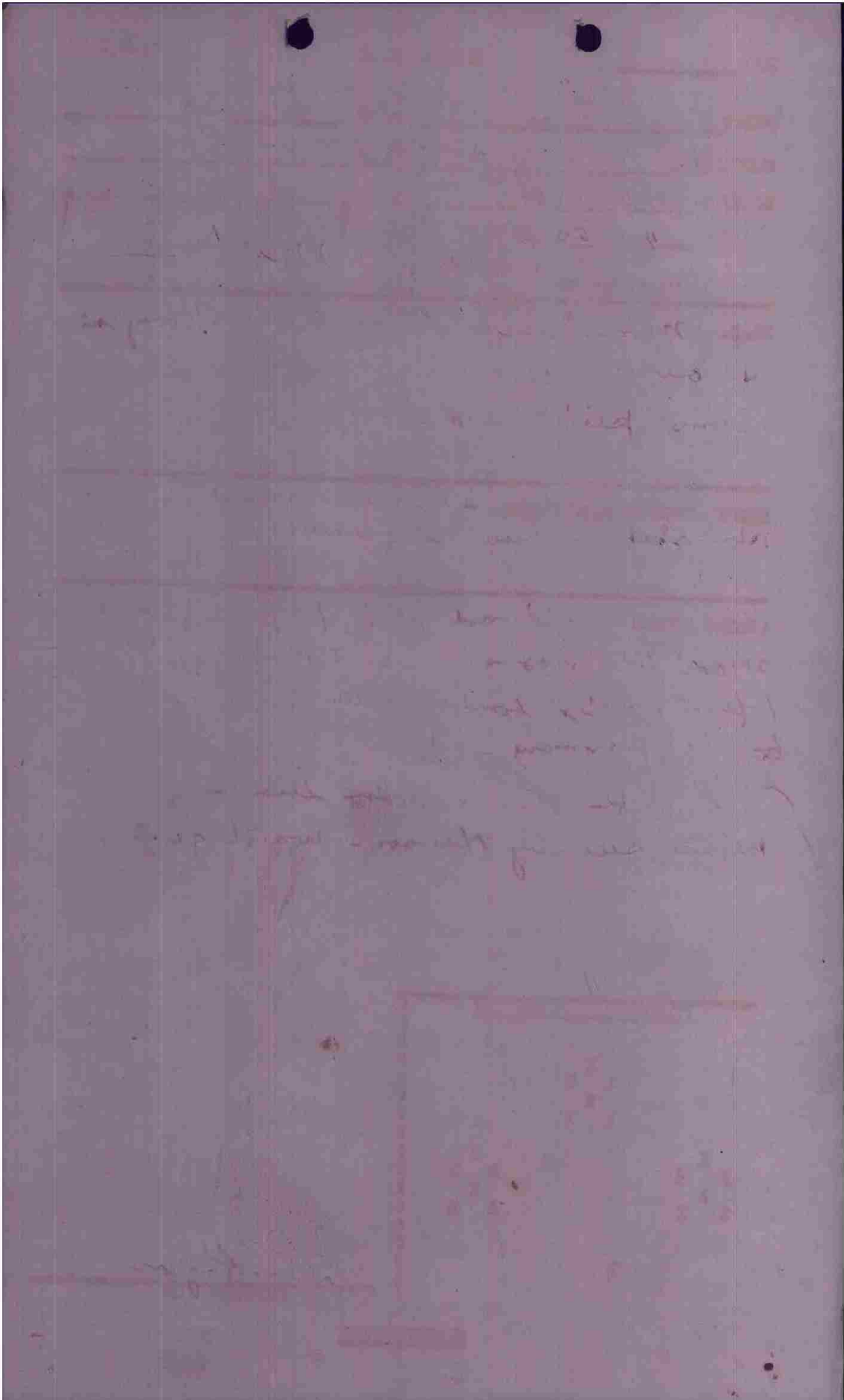
OBSERVATIONS: could not pick up primary target
made two pass - missed I.P. on second run
1 ft of job has been bombed 1st time - did not appear
to be primary
A-20 N- 1045 - white down -
white seen by thence - waist gunner

II
POSITION IN FORMATION



L.S. Rogers
 INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTER. FORM

PILOT MOONEY A/C# 791 BOX 2

CASUALTIES

BOMBS :		ON PT-	BATTLE DAMAGE	W-3	W-5
<u>12</u> X <u>250</u>					
X	RETURNED	:	:	X	:
X	JETTISONED	:	:	X	:

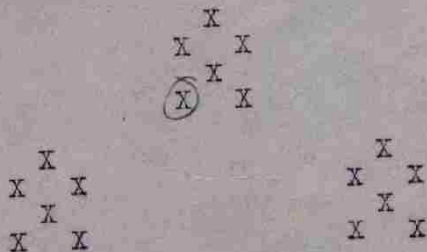
FLAK: XXX H.A. - in entire area

ENEMY AIRCRAFT ENCOUNTERS:

X -

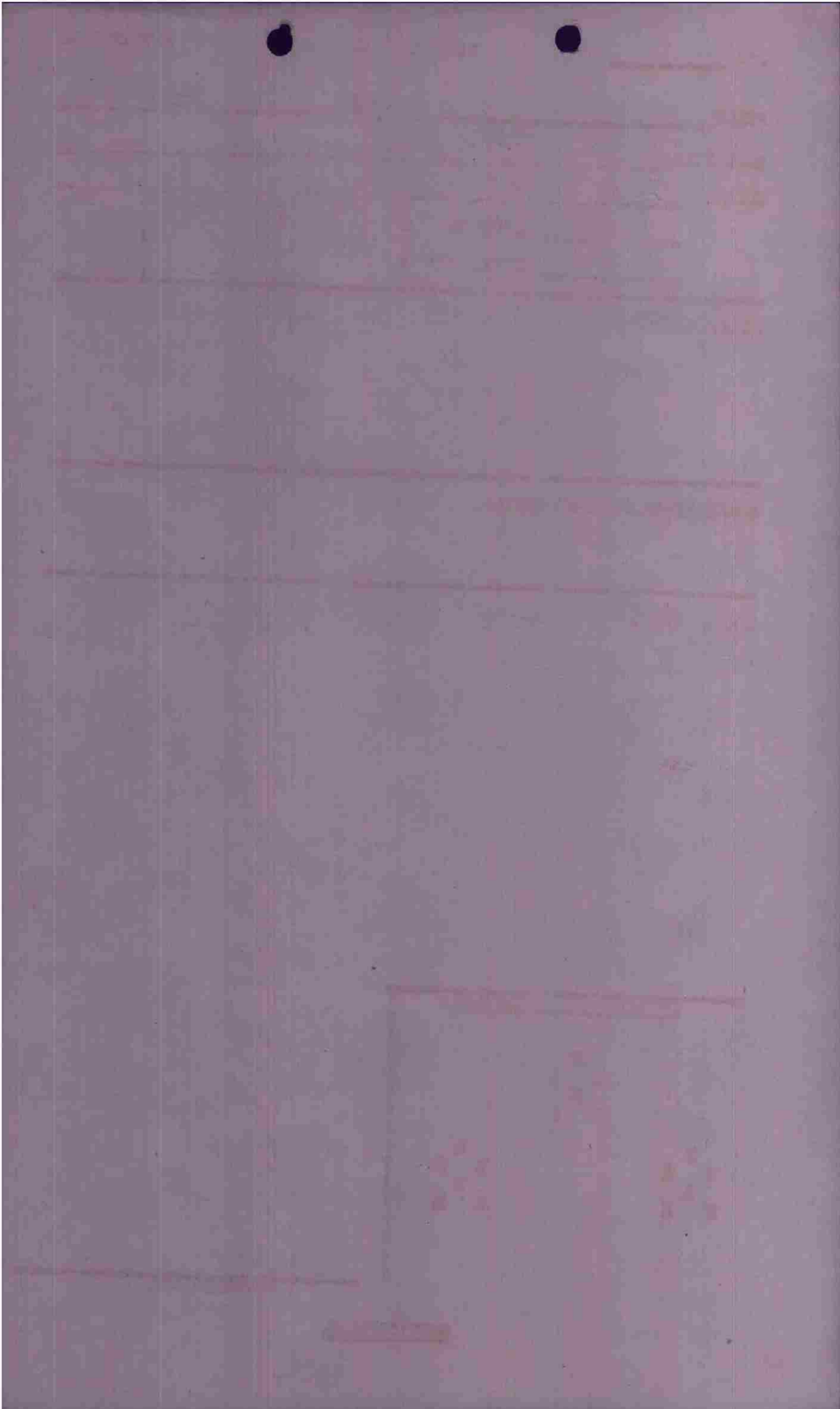
OBSERVATIONS: - None -

POSITION IN FORMATION



T.W.S
INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTERFORM

PILOT MONTROSE A/C# 790 BOX 2

CASUALTIES

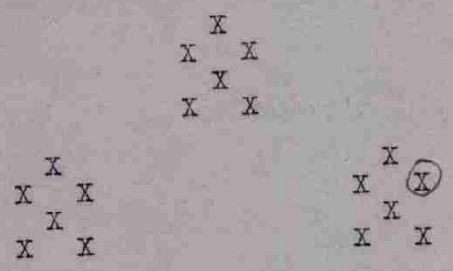
BOMBS :	X	ON	REPAIRS	DAMAGE	"A-C"	"E"
<u>13</u>	X	<u>250</u>	RETURNED	:	:	:
	X	JETTISONED	X	:	:	:

FLAK: XXHA- in whole area -

ENEMY AIRCRAFT ENCOUNTERS:

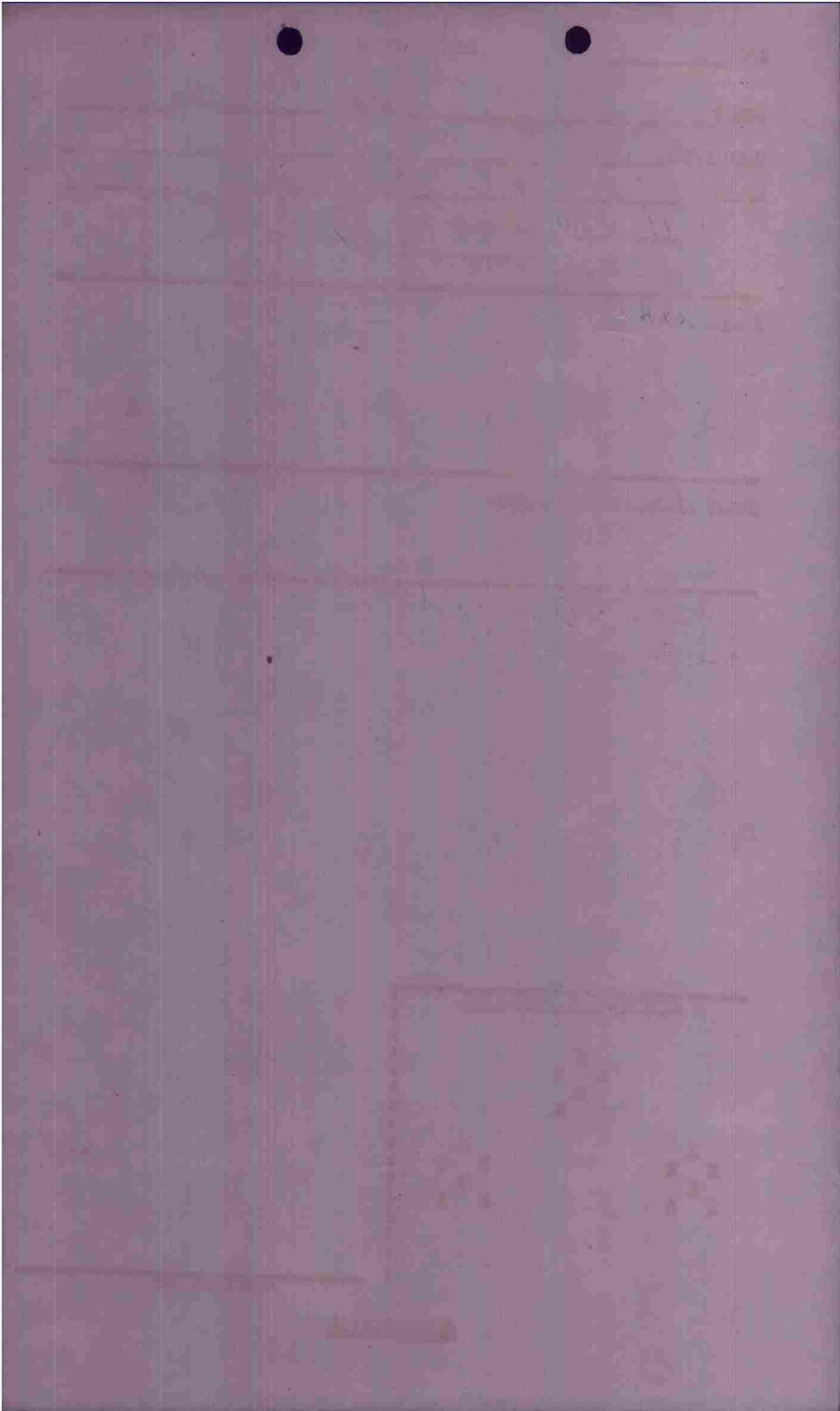
OBSERVATIONS: → One chute seen from Capt. Miracal's ship → -

POSITION IN FORMATION



INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTERROG. FORM

PILOT (C.H.A)MERS

A/C# 219

BOX 2

CASUALTIES

BOMBS :	X	ON	RECOVERED	REMARKS	DATE
	<u>14</u>	X	250 - RETURNED	X	
		X	JETTISONED		

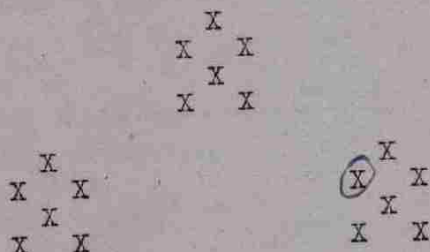
FLAK: XXXX

ENEMY AIRCRAFT ENCOUNTERS:

X -

OBSERVATIONS: Capt. [unclear] - rec direct hit in engine - lost seen on way down. One chute seen -

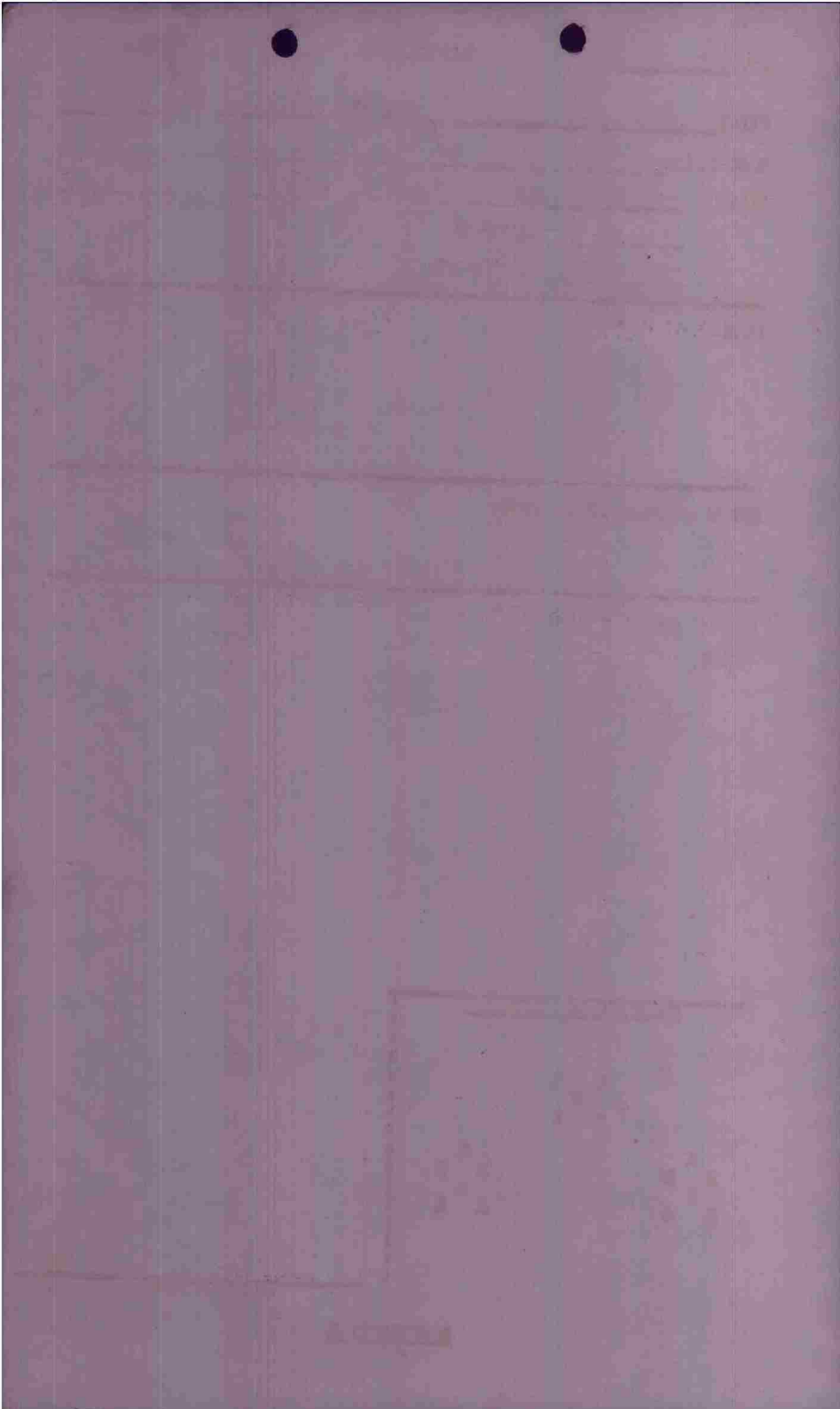
POSITION IN FORMATION



T. U. S.

INTERROGATOR

CONFIDENTIAL



E/O _____

CONFIDENTIAL

INTERFORM

PILOT LACKNER A/C# 264 BOX 2

CASUALTIES

BOMBS :	WZ50	ON GROUND	BATTLE DAMAGE	"A"	"B"	"E"
X		RETURNED	✓			
X		JETTISONED				

FLAK:

XXVHA. from 2 p to target. yellow & red & black flak.

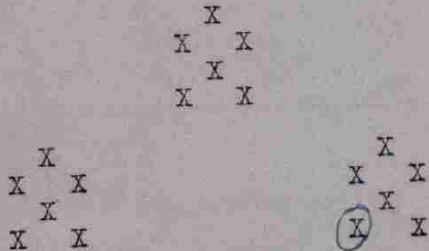
ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

missile round hit on bombay & one on left engine. went down just after opening bombay doors.

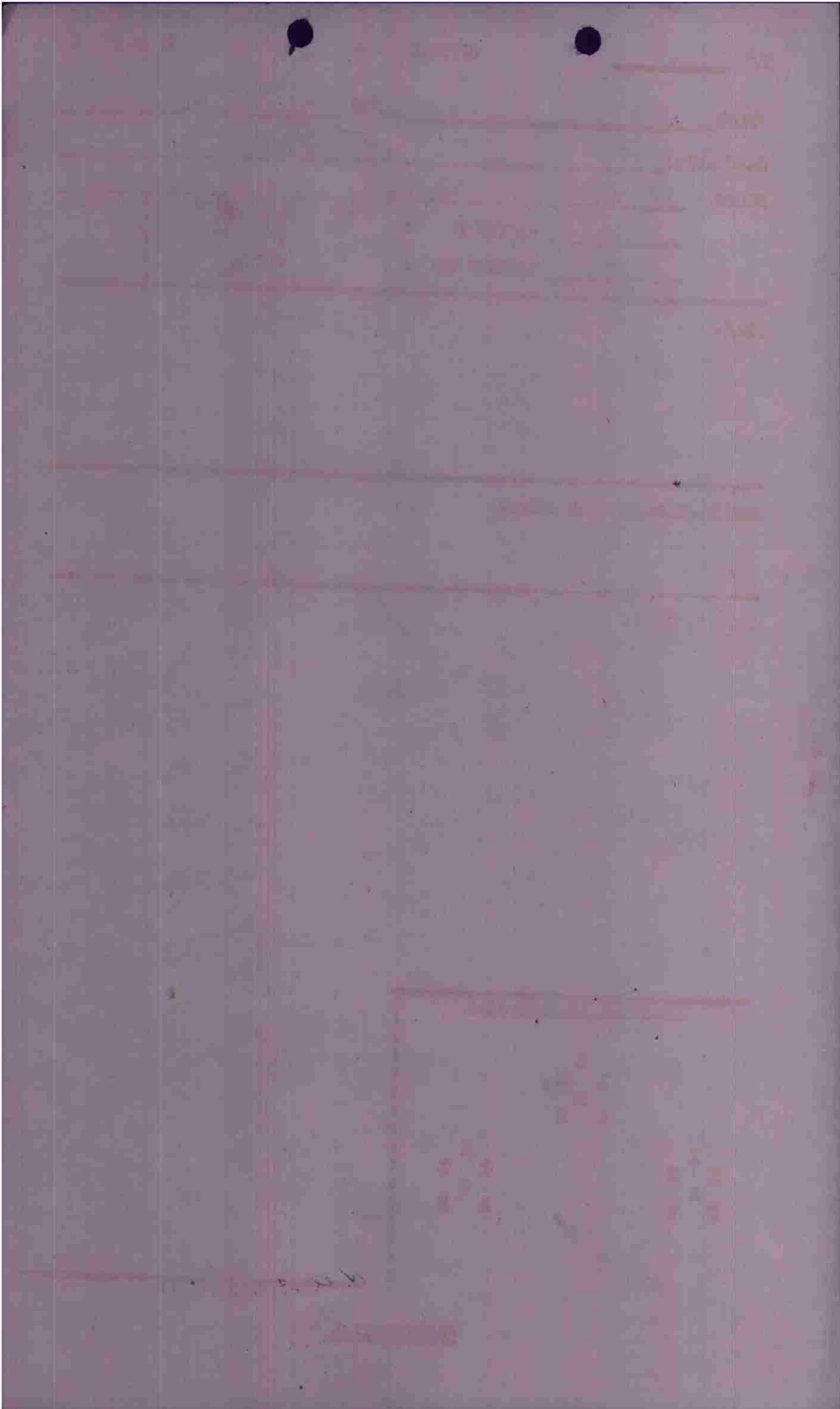
Don't know who bombed with. attached to another flight making 9 shape.

POSITION IN FORMATION



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INTER. FORM

PILOT E. STES

A/C# 710

BOX 2

CASUALTIES

BOMBS :		BATTLE DAMAGE		
74 X 250	on plenary			
14 X 7505	RETURNED			
X	JETTISONED			

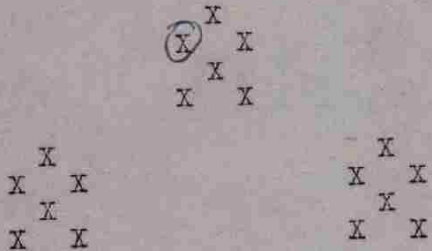
FLAK: XXX HA. on bomb run up to target. Usually bursts of 4.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

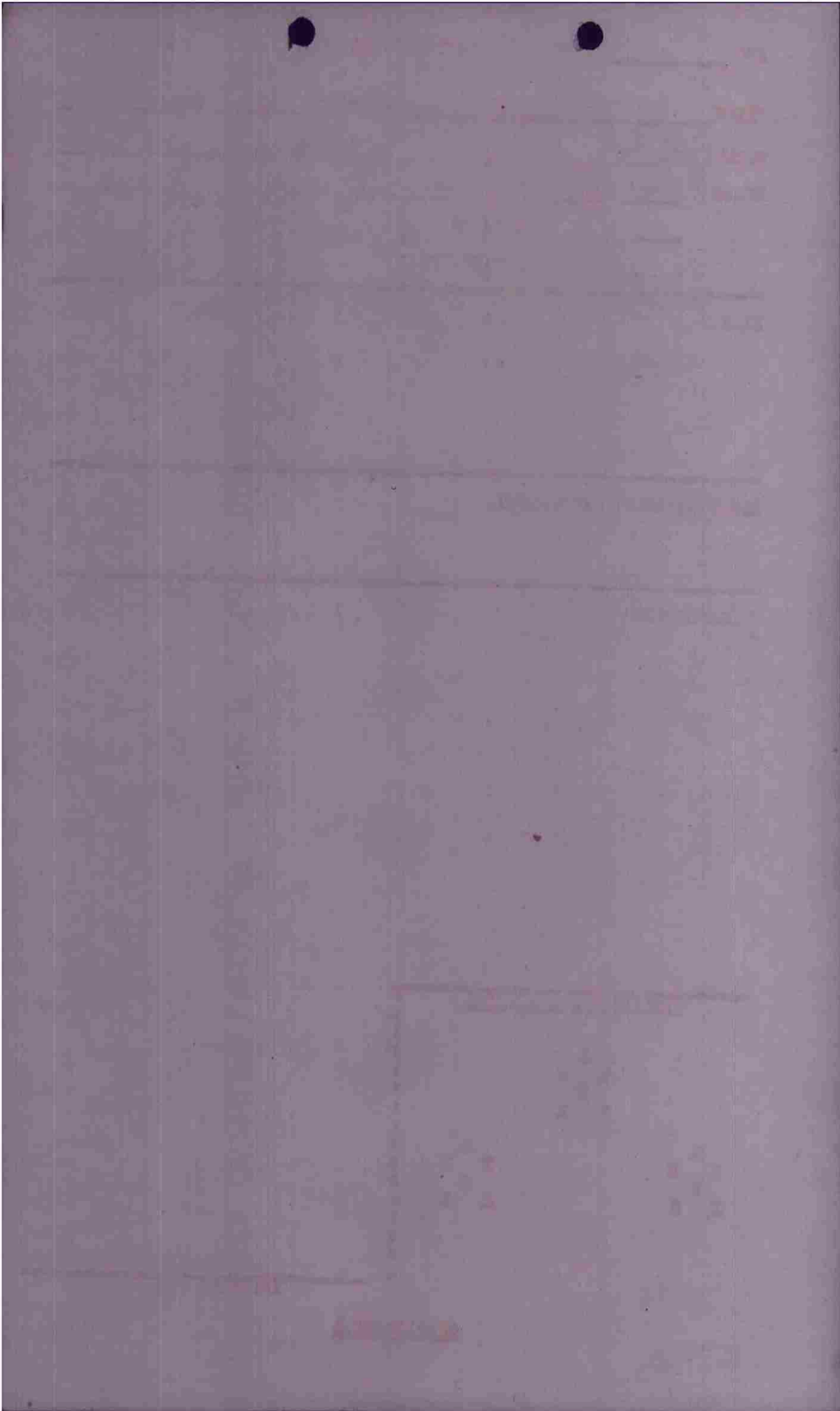
me 109 seen off to right of formation
 diving down. no encounter.
 A 20ft on fire going down. blew up on
 ground. 1 chute opened. plane hit in little
 town place unknown.
 2 runs made on target.

POSITION IN FORMATION



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INTER. FORM

PILOT TURMAN A/C# 714 BOX 2

CASUALTIES

BOMBS :	X	ON	RETURNED	:"A-G"	:"E"
	<u>14</u>	X	<u>250</u>		
	X	JETTISONED			

FLAK: XXHI - at target and at R.F.

ENEMY AIRCRAFT ENCOUNTERS:

no activity at target

OBSERVATIONS:

3 bursts of flak at target - bright red puff.

POSITION IN FORMATION

```

      X
     X X
      X X
     X X

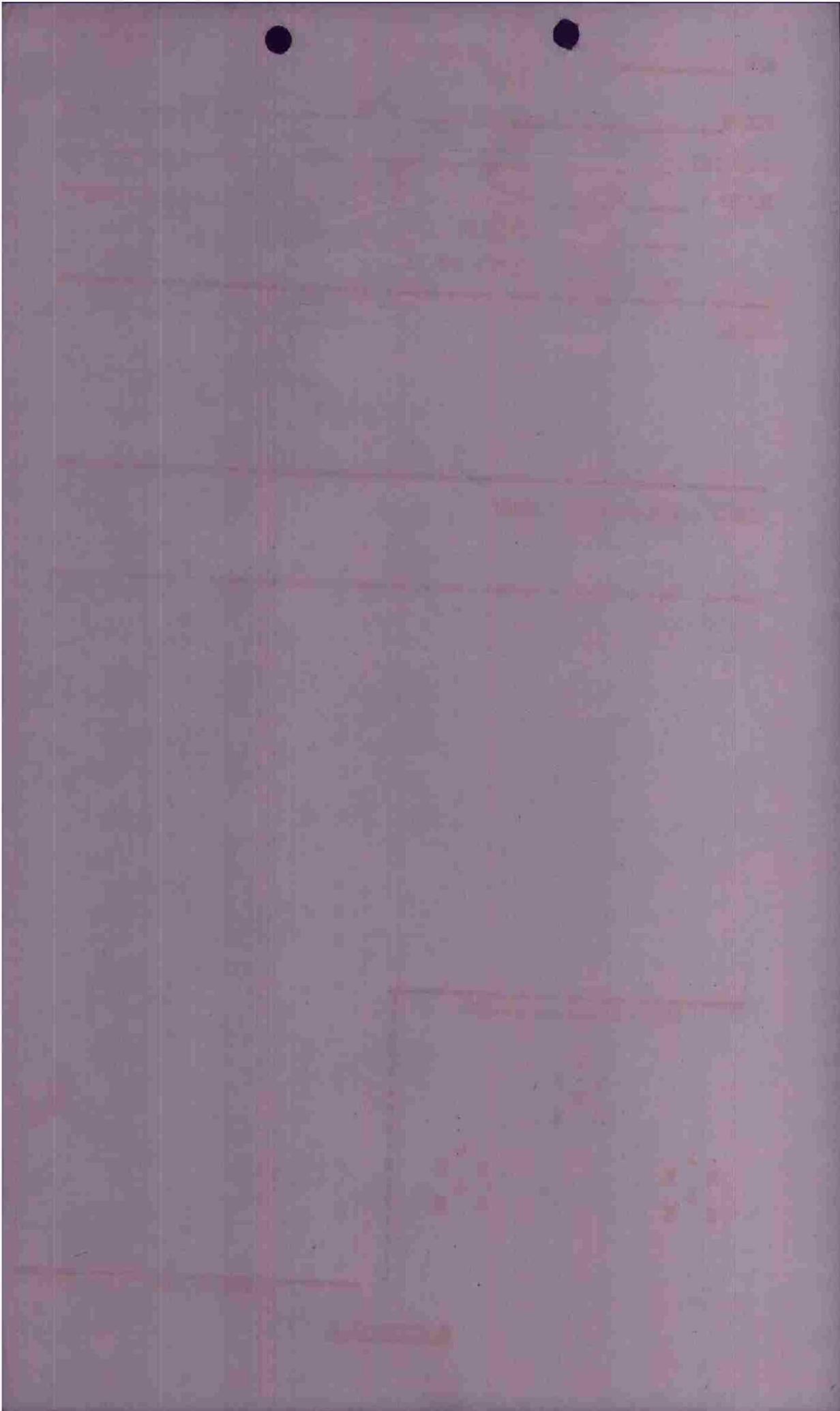
X X
X X
X (X)

      X
     X X
      X X
     X X
  
```

Perk.

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INTER. FORM

PILOT SPIRES A/C# 237 BOX 7

CASUALTIES

BOMBS :	X	ON	GRAIN DAMAGE	WIP
<u>14 X 250</u>	RETURNED	:	:	:
<u>X</u>	JETTISONED	:	X	:

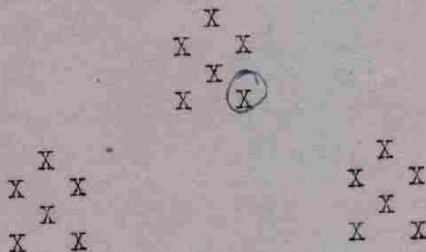
FLAK: XXXHA all along run from LP to target & as target

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Saw X 20 go down about 2 min before target - saw one come out but did not see chute open. Left engine hot + caught fire, went into spin.

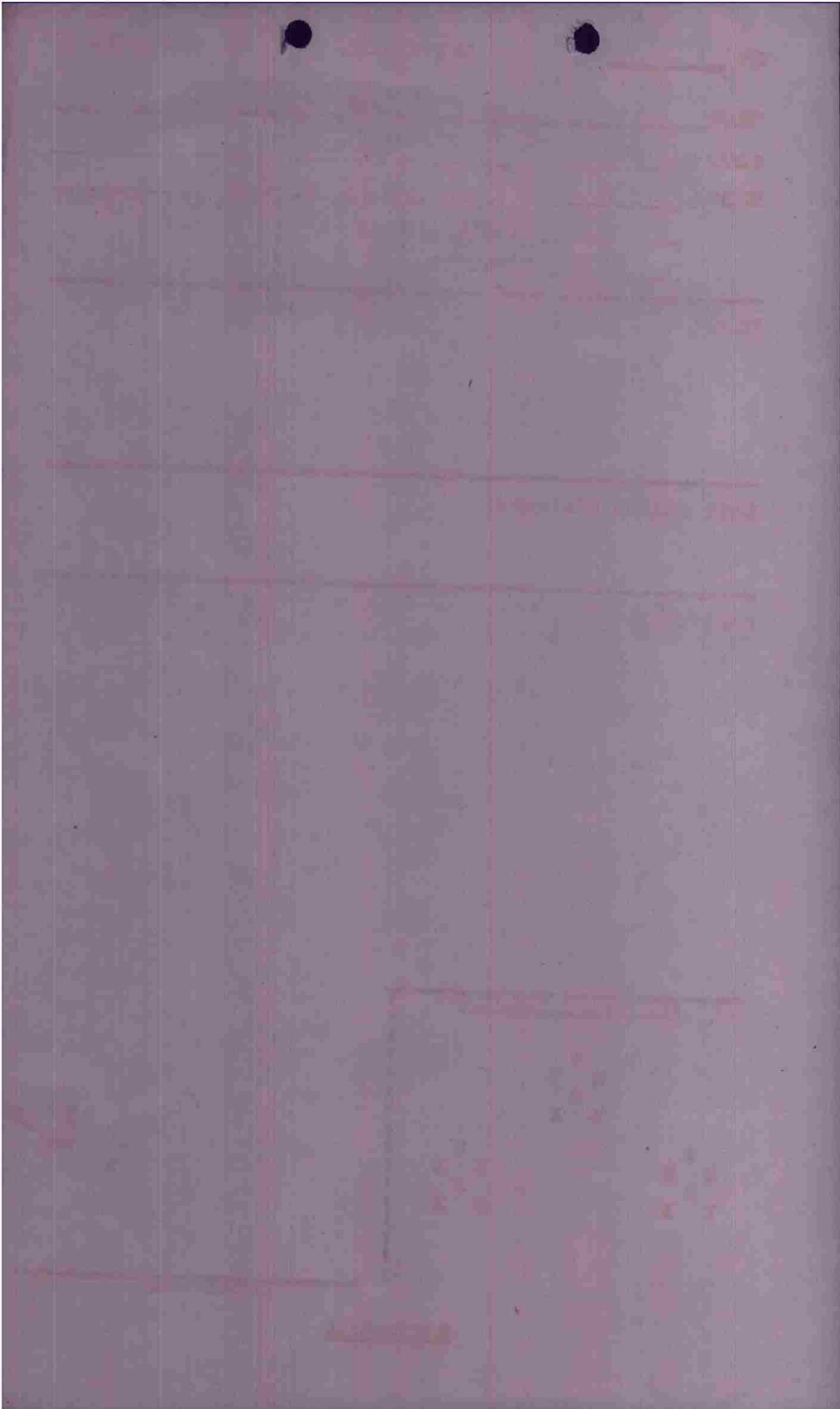
POSITION IN FORMATION



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INTERCOM

PILOT COCKE A/C# 284 BOX 1

CASUALTIES

BOBBS :	X	ON	:	WATER DAMAGE	:		:	
	X	RETURNED	:		:		:	
	X	JETTISONED	:		:		:	

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Returned early, loosing gas because left gas feed out. Returned bombs

POSITION IN FORMATION

ENEMY AIRCRAFT ENCOUNTERS

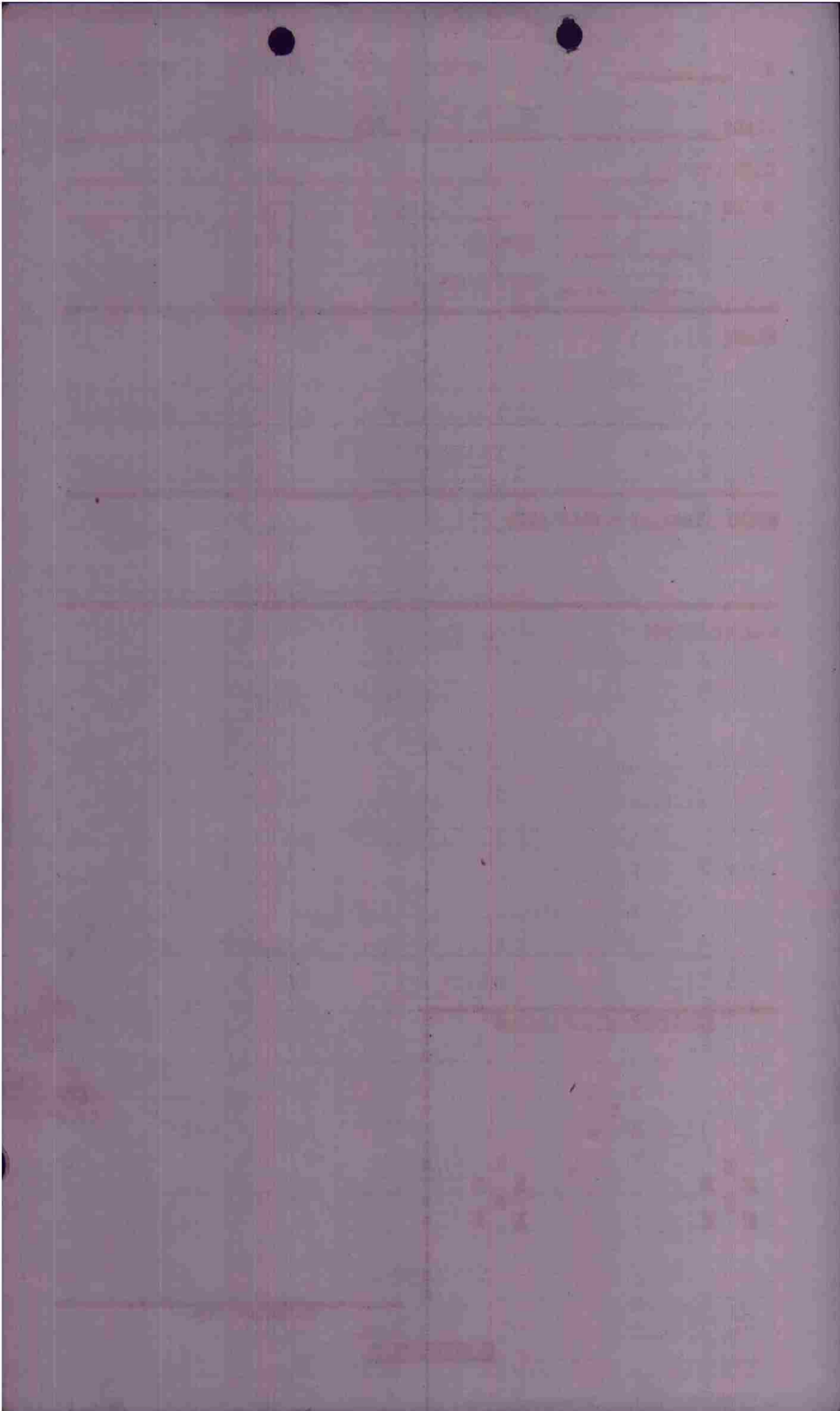
X
X X
X X
X (X)

GROUP FORMATION:

X X X
X X X
X X X

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INTERR. FORM

PILOT HEINKE A/C# 334 BOX 2

CASUALTIES

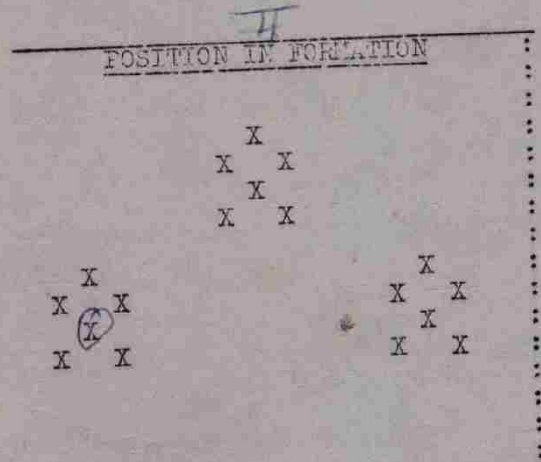
BOBBS :	X	ON	BATTLE DAMAGE	"I-C"	"E"
<u>14</u>	X	RETURNED	✓		
	X	JETTISONED			

FLAK: *mod very acc from bombers in anti*

Red bursts observed

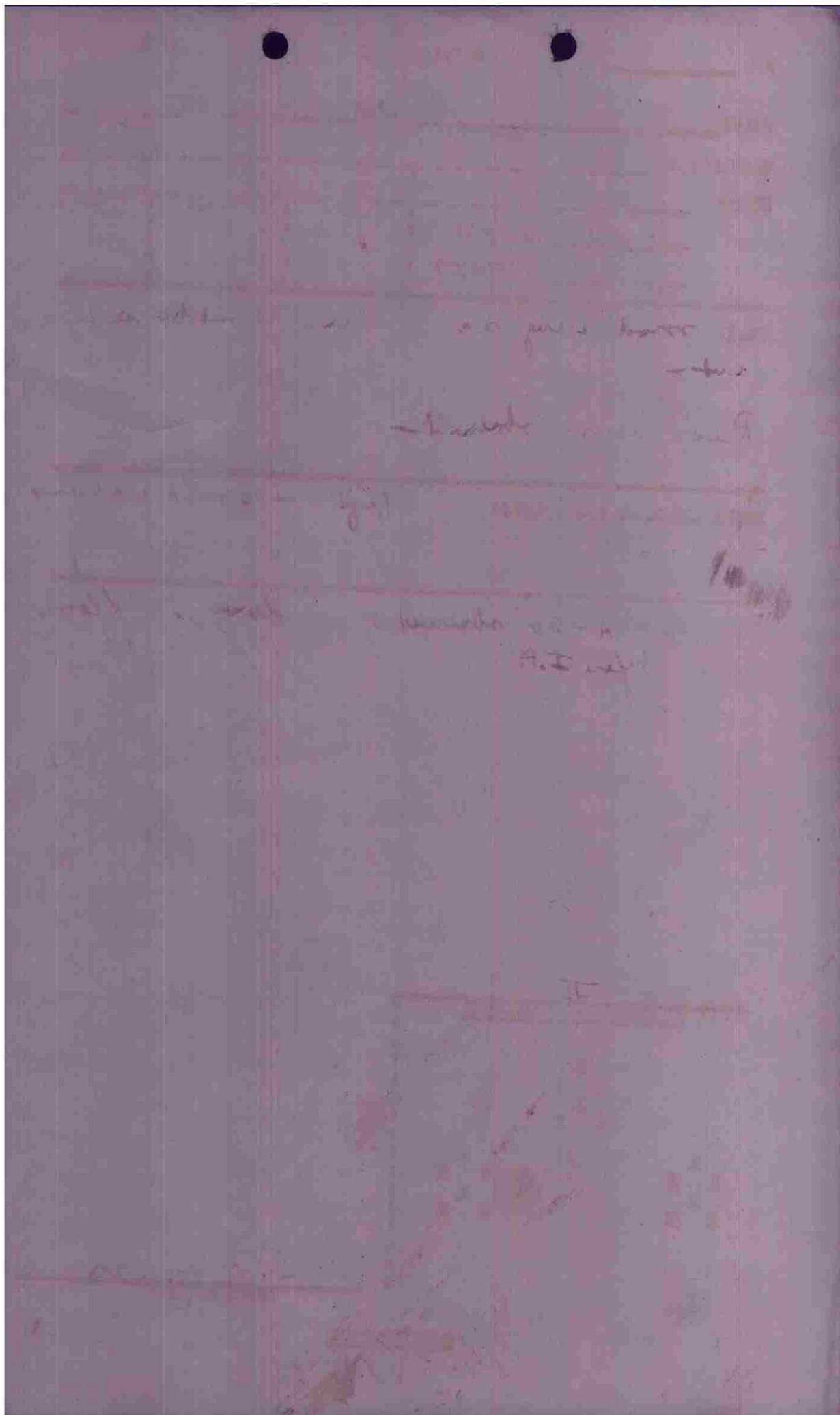
ENEMY AIRCRAFT ENCOUNTERS: *Eng fight - one obsv'd to chow*

OBSERVATIONS: *A-26 observed to go down in flames - just before I.A.*



[Signature]
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PILOT Cook A/C# 218 BOX 2

CASUALTIES

BOMBS :	X	ON	BATTLE DAMAGE		
			"A"	"A-3"	"E"
	<u>14</u>	<u>X 250</u>	RETURNED	:	:
	<u>X</u>	JETTISONED	:	:	:

FLAK: *much acc to distance in. Evacuee act. good. Must at IP-RR.*

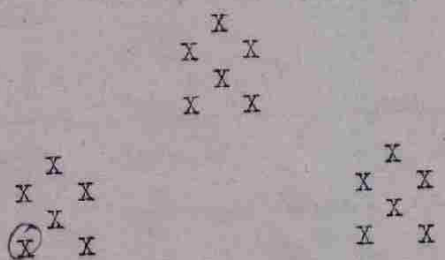
ENEMY AIRCRAFT ENCOUNTERS:

None

OBSERVATIONS:

Leader did not bomb.

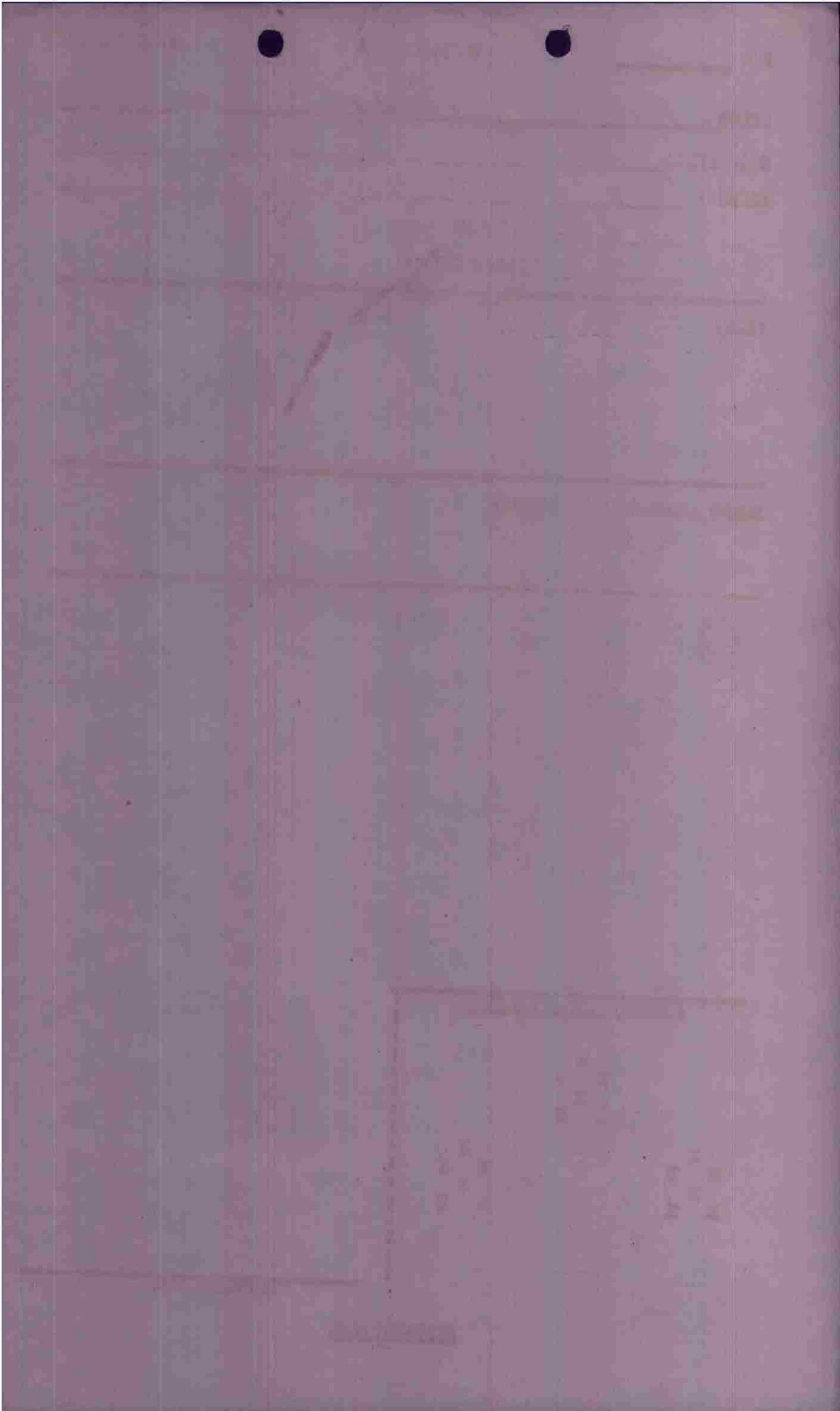
POSITION IN FORMATION



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INTERR. FORM

PILOT SHEA A/C# 076 BOX 2

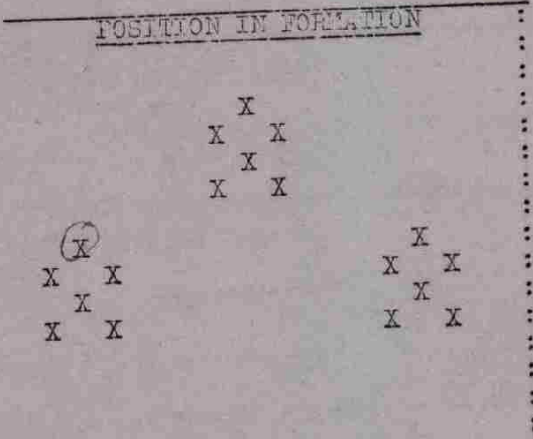
CASUALTIES

BOMBS :	X	ON	SAMPLE DAMAGE	"A"	"B"	"E"
<u>4</u>	X	<u>2.50</u>	RETURNED	:	:	:
	Y		JETTISONED	<u>A</u>	:	:
				<u>sticks</u>	:	:

FLAK: *Whiskey area - continued all way to within 5-8 min of Sgt. Same on way out. One burst of pink flak.*

ENEMY AIRCRAFT ENCOUNTERS: *question.*

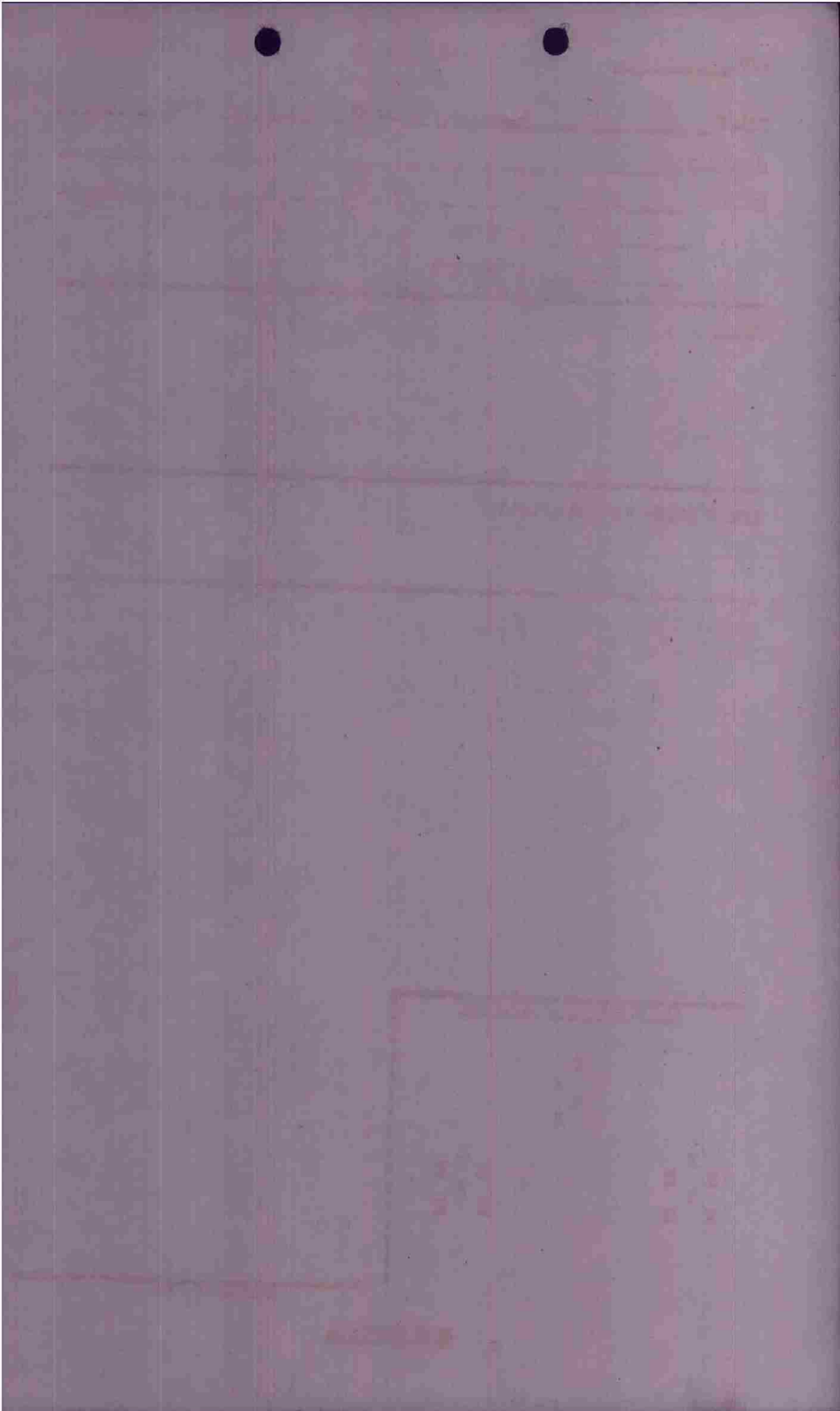
OBSERVATIONS: *Target not positively identified. 5th to bomb. No smoke from area believed to be target. were far behind formation + didn't want to lag too much.*



Shute

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PILOT TUTT A/C# 250 BOX 2

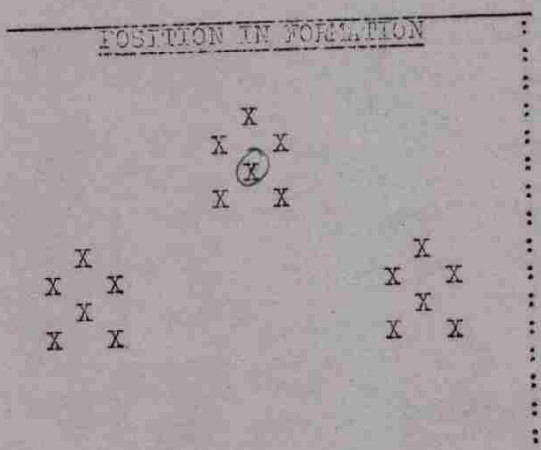
CASUALTIES

BOMBS :	X	ON	BATTLE DAMAGE		
			"A"	"B"	"E"
<u>14</u>	X	<u>250</u>	RETURNED	:	:
	X	JETTISONED	:	X	:

FLAK:

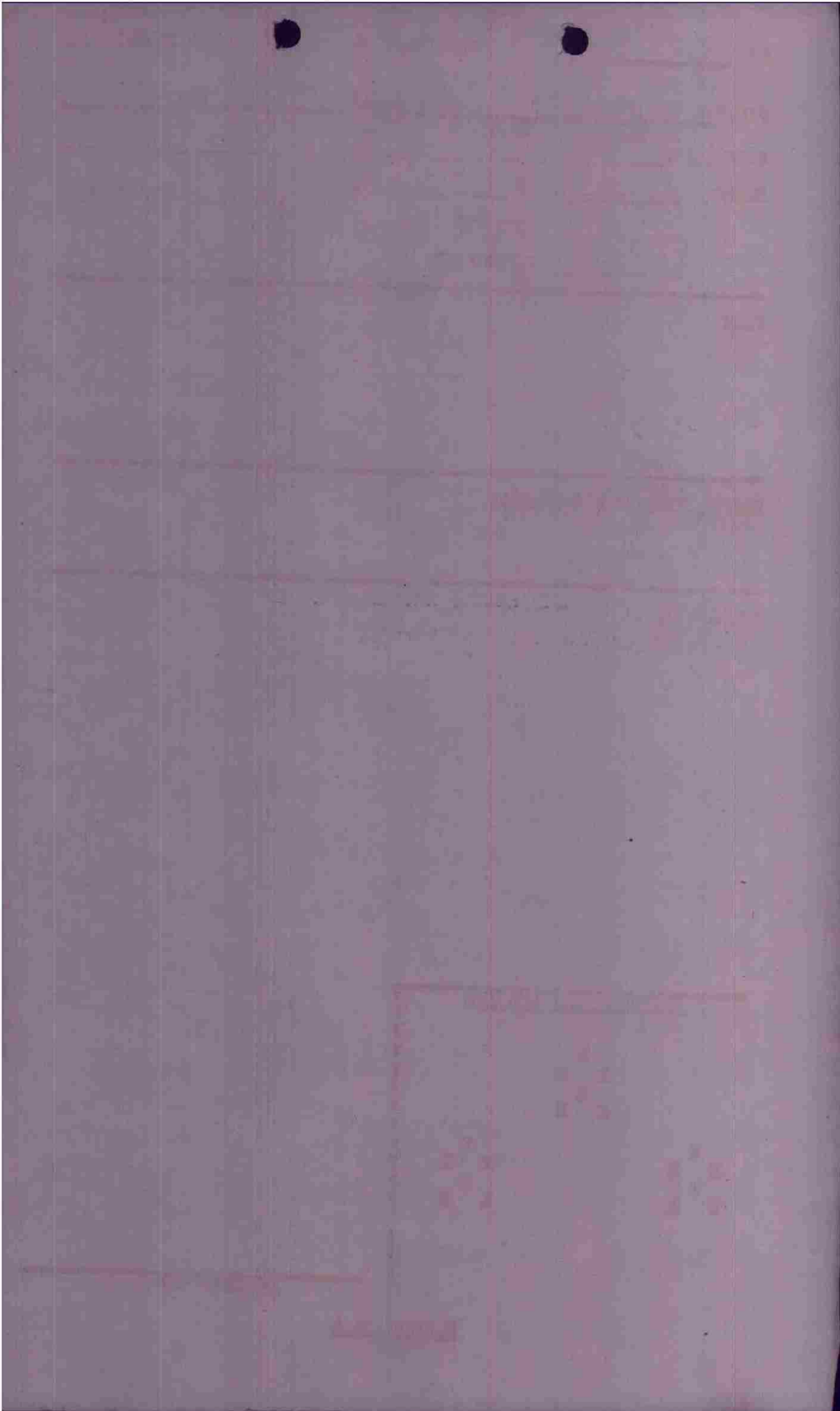
ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: - Flight didn't bomb -
Jet ship seen 2,000 ft. above, no, encounter



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INTERR. FORM

PILOT MILLER A/C# 711 BOX 2

CASUALTIES

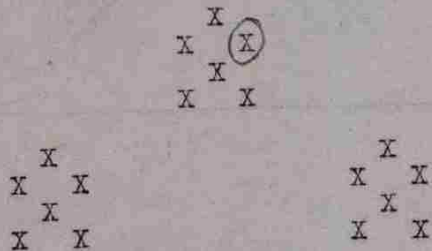
BOMBS :	X	ON	RETURNED	JETTISONED	WATER DAMAGE	WIND	WEIGHT
	<u>14</u>	<u>X 250</u>			<u>X</u>		
	<u>X</u>						

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

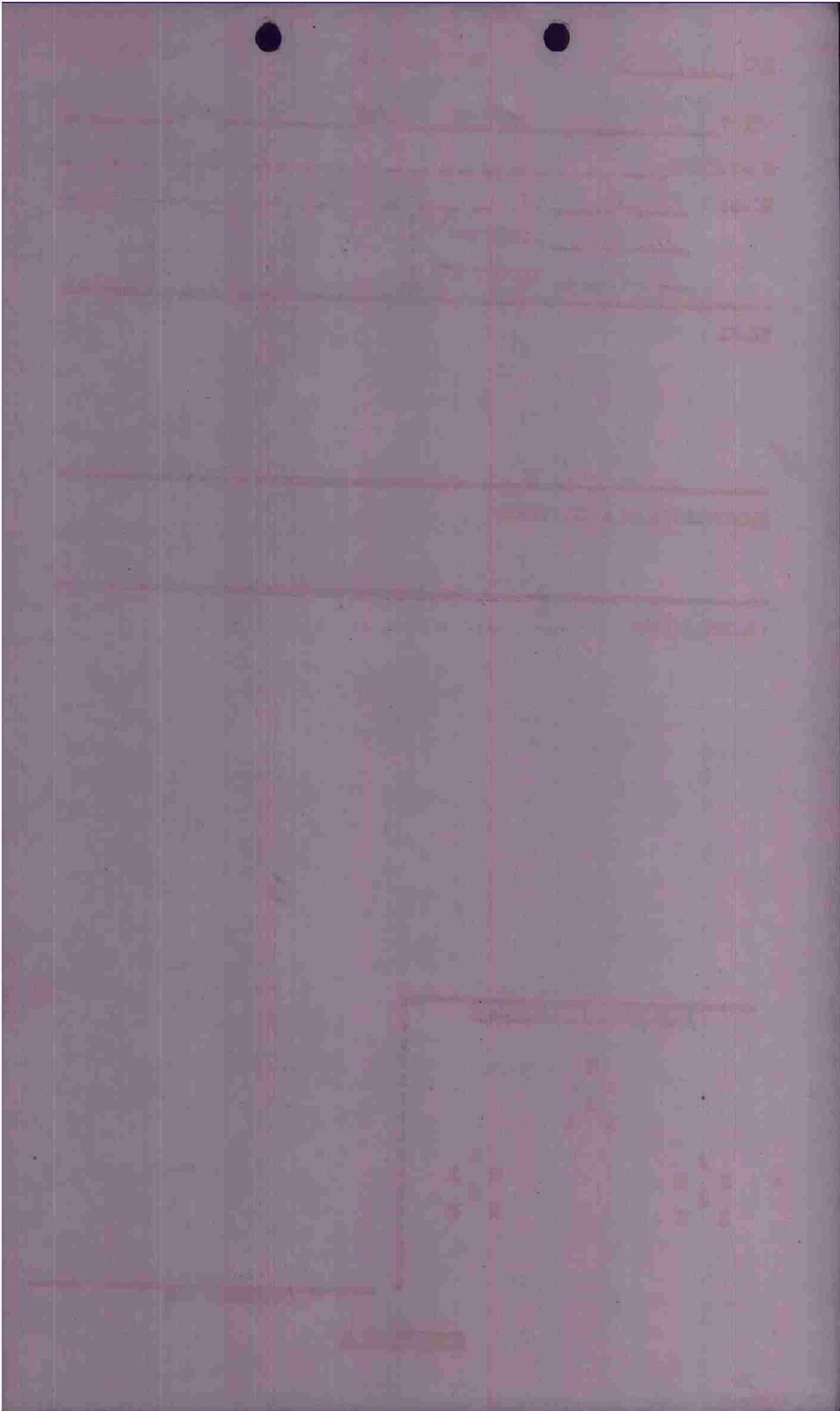
OBSERVATIONS: Flight did not bomb

POSITION IN FORMATION



T. W. S.
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INTERR. FORM

PILOT MIRACLE A/C# 108 BOX 2

CASUALTIES

BOMBS :	X	ON	BATTLE DAMAGE		
			CRACK	CR-ON	WE
	X	RETURNED	:	:	:
	X	JETTISONED	:	:	:

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

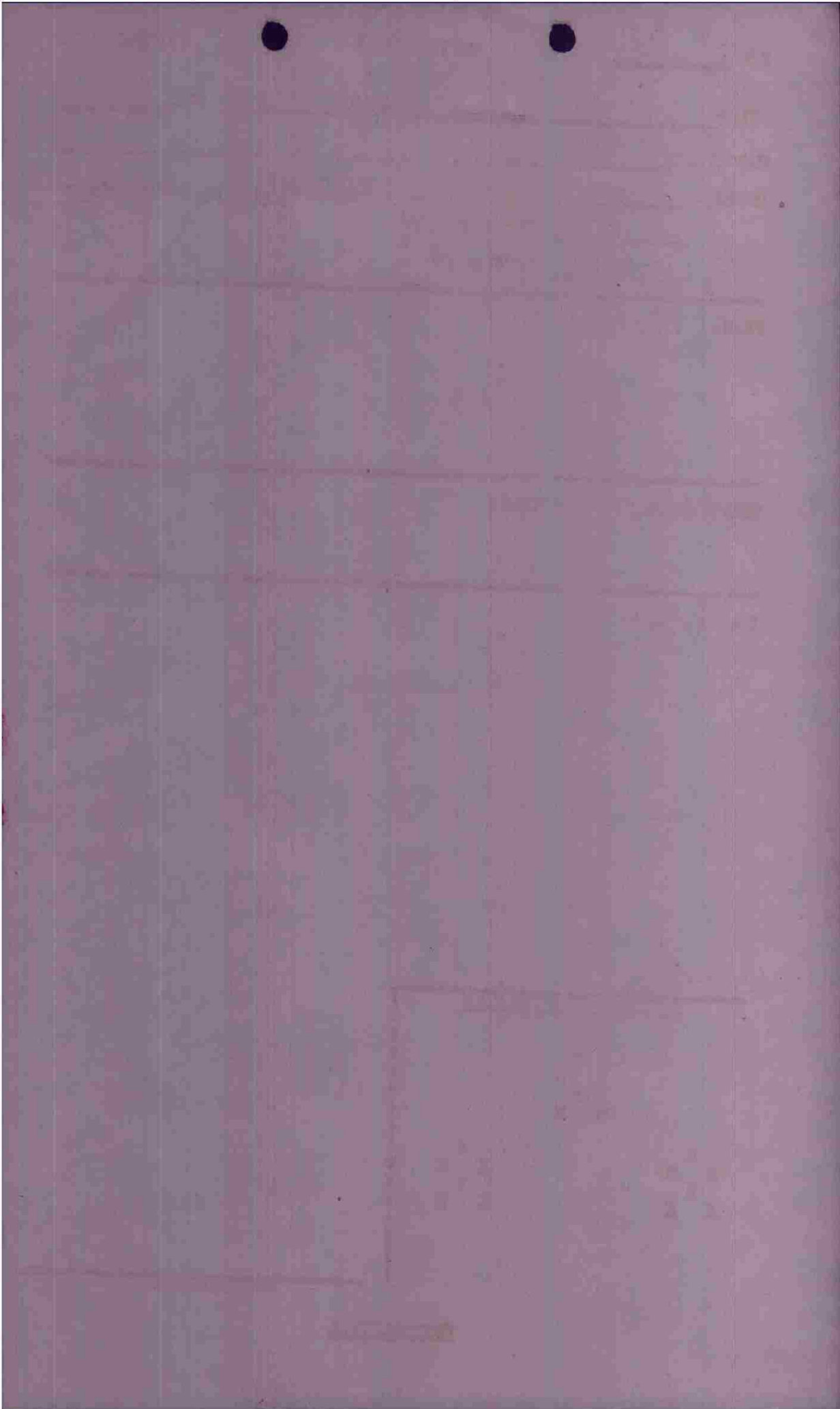
```

          X
        X X
          X
        X X

X   X   X   X
X   X   X   X
X   X   X   X
  
```

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INTERFORM

PILOT PRUCHA A/C# 317 BOX J

CASUALTIES

BOMBS	ON	RETURNED	JETTISONED	REPAIRS	DAMAGE	"L"	"E"
<u>17</u>	<u>X</u>	<u>X</u>	<u>X</u>				

FLAK:

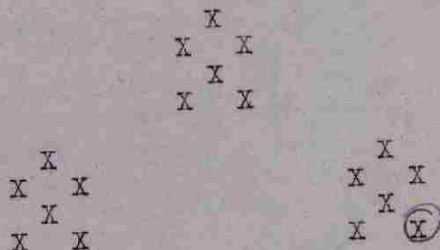
*X X H A. from 7 p to target.
all colors - red, yellow, black.*

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

*Saw missile going down, plane was
burning, no chute got out.*

POSITION IN FORMATION



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