

IRIS Public Record**Key Information****Main:** GROUP/0416/BOMBARDMENT (LIGHT)**Document Type:****Call Number:** GP-416-SU-OP-S**IRIS Number:** 00092001**Accessions Notes:****Old Accession Nbr:****Title:****Beginning Date:****End Date:****Publication Date:** 1945/01/14**Classification** UNCLAS**Media** Roll #: 0000001715 First Frame: 1554 Last Frame: 1835 Linear Feet: 0

Old MFlm Roll # B0535

Audio Rec:

NUMPAGE 281**Title Extensions:****Abstract****Descriptive** TARGET NOT INDICATED.**Notes:****Title** MISSION REPORTS: FOLDER NUMBER 3**Added****Entries****Author:****Subject:****Major Command:****Administrative Markings**

No Administrative Markings Listed

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Scanner ID:	Scanned Date:	
Acc ID	Acc Date:	

GR-416-SU-OP-3
11 JAN 1945

A-26 MISSION REPORTS

FOLDER NO.3

MISSION NO.	F.O. NO.	DATE	
185	127 - 707	14 JAN.	45
186	128 - 708	15 "	45
187	129 - 709	16 "	45
188	134 - 714	21 "	45
189	131 - 715	22 "	45
190	136 - 716	22 "	45
191	138 - 718	23 "	45
192	138 - 718	23 "	45
193	139 - 719	24 "	45
194	140 - 720	25 "	45
195	144 - 724	29 "	45
196	147 - 728	1 FEB.	45
197	149 - 730	2 "	45
198	153 - 731	3 "	45
199	158 - 136	6 "	45
200	160 - 738	8 "	45

00002001

DECLASSIFIED
BOD DIR 2000X 27 Sep 58

SCANNED BY ACD
2007-11

MICROFILMED

1386-40

SECRET

REF: 601 A-37

22 Jan 45

INITIALS

HEADQUARTERS
118TH BOMBARDMENT GROUP (B)
Office of the Commanding Officer

B-8-1

AFG 140, U.S. Army.
22 January 1945.

SUBJECT: Mission Report.

TO : Commanding General, 8th Bombardment Division (B), AFG 140, U.S. Army.
(Attn: A-4 Section)

I. 21 January 1945, T.O. 1219, Bushkirkon R.R. Bridge, F.O. 124-714.

IV. None.

III. 41-32229 Right engine cutting out.
(Lt L.F. Poundstone)

Spark plugs fouled out on right engine. C-245 type spark plugs with 2 hours time since installation. This type spark plug is too cold for this engine but C-552 are hard for supply to get.

IV. 41-32216 Station 2A failed to release.
(Lt G.E. Shaley)

Transfer relay in A-32 built for bomb bay faulty causing failure to transfer to last station in front bomb bay for release.

41-32138 Stations 2A and 4A failed to release.
(Lt G.F. Jacobson)

Ice on A-4 release unit for station 4A between body of unit and release arm causing failure of arm to rotate when unit was energized. Failure of station 4A prevented transfer of current to station 2A. Ice on A-4 release unit was a result of thawing snow and ice, on the day before, which came through the top of the aircraft and on to release unit. The water froze again during the night.

41-32228 Station 4A failed to release at target.
(Lt J.A. Willard) Released after bomb run on doors.

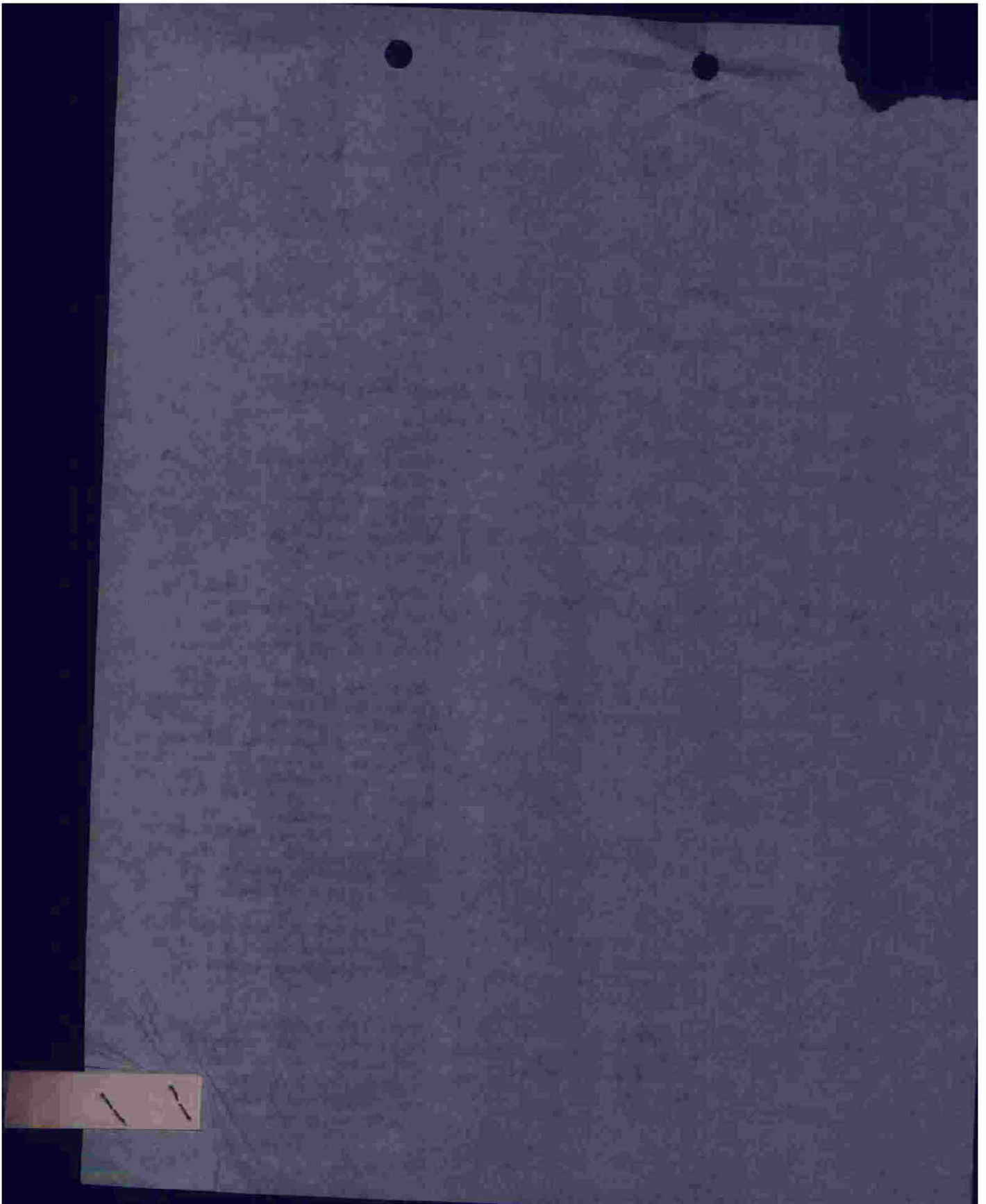
Corroded B-7 shackle combined with several scored warning surfaces affecting delayed release.

41-32223 Station 4A failed to release at target. Dropped on door on return from mission.
(Lt L.E. Jordan)

Close investigation reveals that no corrosion was present on the B-7 shackle but oil had leaked through from bulkhead of shackle and A-4 release causing excessive rust.

- 1 -

#188
21822.45



IV. Cont'd.

oil to get on the bomb shackle and release unit. Oil caused shackle to operate sluggishly at low temperature.

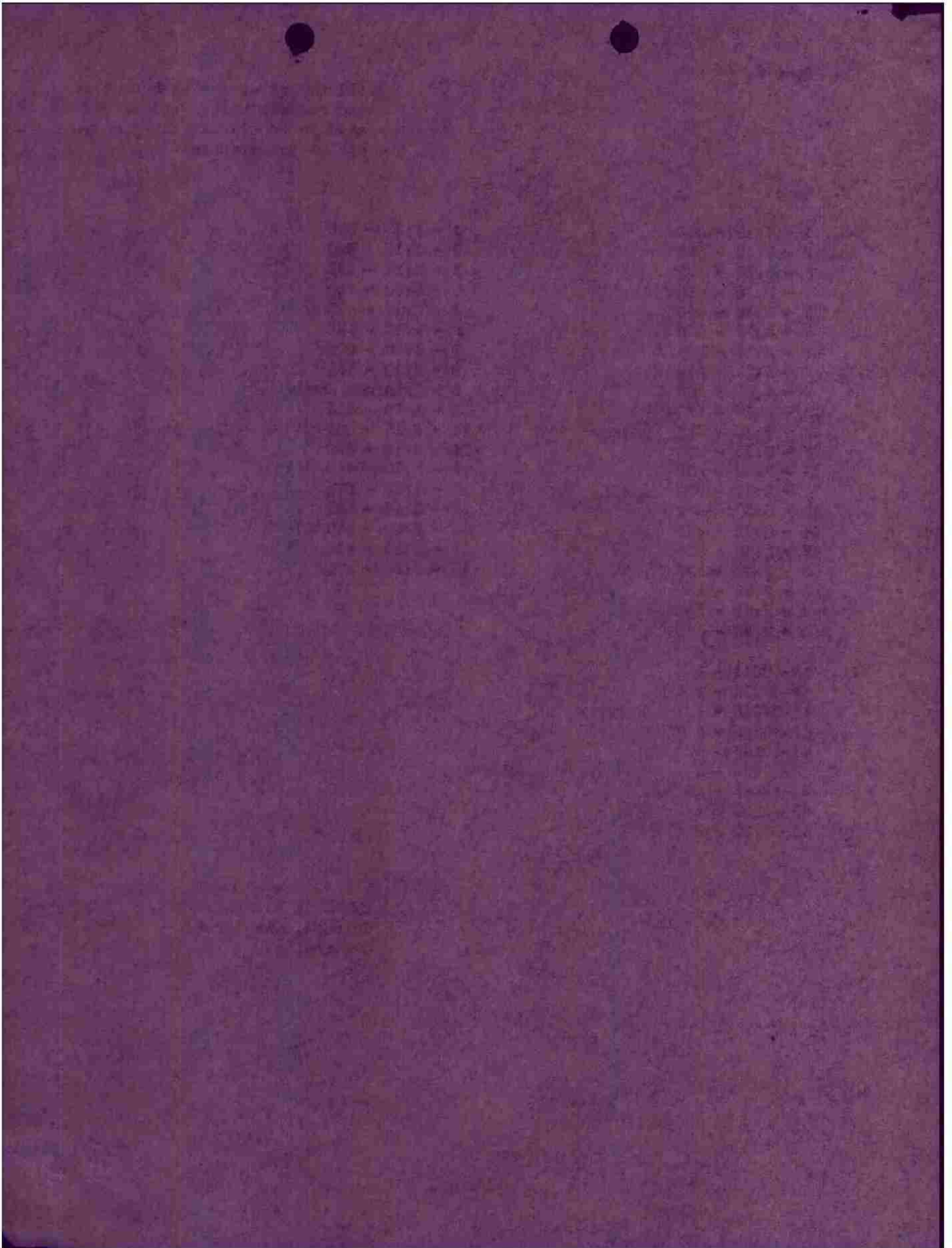
V. Same.

VI. 1 - 3:15 - 600
 2 - 3:15 - 650
 3 - 3:15 - 605
 4 - 3:15 - 625
 5 - 3:15 - 640
 6 - 3:25 - 620
 7 - 3:15 - 625
 8 - 3:15 - 675
 9 - 3:25 - 660
 10 - 3:15 - 660
 11 - 3:15 - 628
 12 - 3:15 - 600
 13 - 3:15 - 675
 14 - 3:15 - 600
 15 - 3:20 - 550
 16 - 3:15 - 625
 17 - 3:25 - 550
 18 - 3:20 - 575
 W - 2:55 - 530
 W - 2:55 - 600
 W - 2:55 - 450

1 - 3:20 - 525
 2 - 3:15 - 560
 3 - 3:20 - 635
 4 - 3:20 - 700
 5 - 3:15 - 650
 6 - 3:25 - 525
 7 - 3:20 - 500
 8 - 3:10 - 550
 9 - Returned early
 10 - 3:20 - 605
 11 - 3:15 - 565
 12 - 3:15 - 610
 13 - 3:20 - 450
 14 - 3:20 - 575
 15 - 3:25 - 625
 16 - 3:20 - 650
 17 - 3:20 - 610
 18 - 3:20 - 650

VII. 41-39241 - A
 43-22292 - A
 41-39238 - A
 41-39239 - A
 41-39245 - A
 43-22326 - A
 41-39225 - A3
 43-22334 - A
 41-39235 - A

THEODORE R. AYLESWORTH,
 Colonel, Air Corps,
 Commanding.



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 134-714BOX 1, Flight 1 GROUP 416th DATE 21 January 45 TARGET ATTACKED Euskirchen
RR Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 7003. Was mercury erection system used? YES _____ NO X4. Did entire (~~area~~) (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.5. Name of lead Bombardier: Lt. W.E. Brewer6. Name of lead Pilot: Major L.F. Dunn7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 277 Altitude: 12,0009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: A-20's 4 x 500 lb. FUSED 1/10 N
A-26's 4 x 1000 " 1/100 T11. Total Bombs Dropped: A-20's - 8 x 500A-26's - 4 x 1000

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:

None

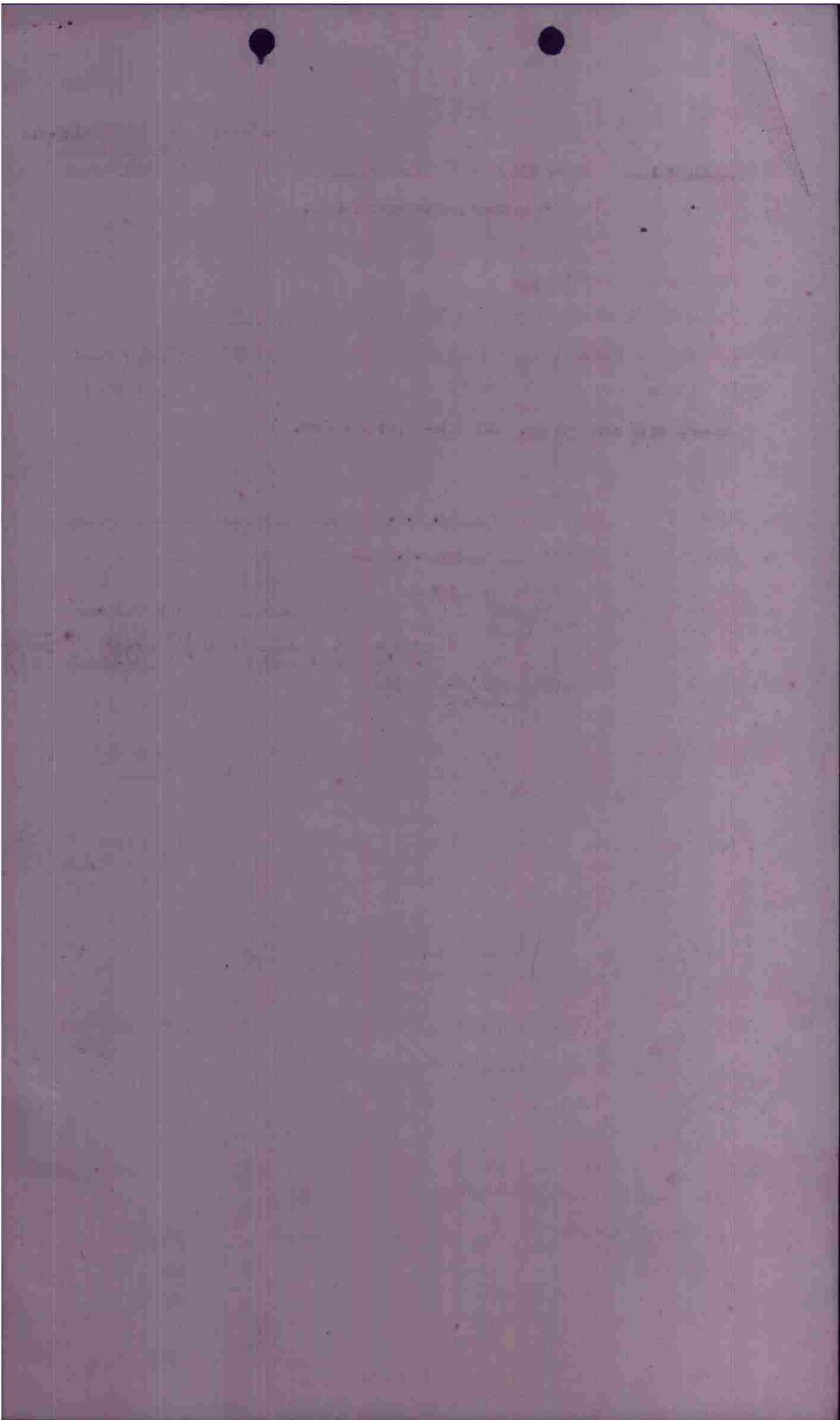
(f) Malfunctions, personnel errors or other factors affecting bombing:

None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____Results claimed: EXCEL X GOOD _____ 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 134-714
MuskirchenBOX 1 Flight 2 GROUP 16th DATE 21 January 45 TARGET ATTACKED RR Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 87°3. Was mercury erection system used? YES _____ NO X4. Did entire ~~(500)~~ (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.5. Name of lead Bombardier: S/O J.H. Blount6. Name of lead Pilot: Lt. G.S. Stanley7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 276 Altitude: 12,2009. Length of bomb run: 20 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T (A-20's)11. Total Bombs Dropped: A-20's - 4 x 500 4 x 1000 lb. Fused 1/10 N 1/100 T (A-26's)
A-26's - 18 x 1000

12. Full statement of all factors effecting 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 AT? 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:

None

(f) Malfunctions, personnel errors or other factors affecting bombing:

None

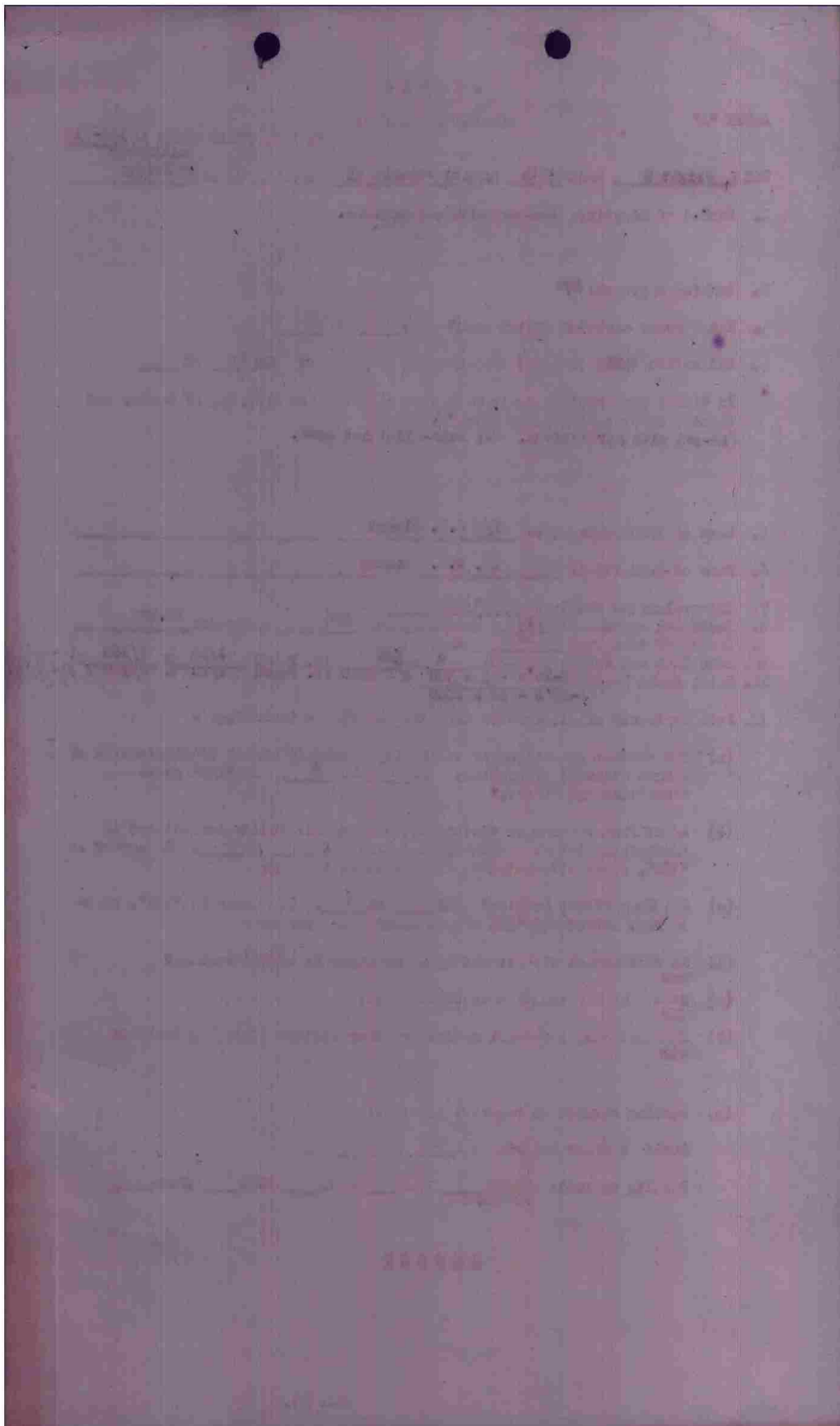
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

Results claimed: EXCEL _____ GOOD _____ FAIR _____ POOR _____ GROSS _____

SUPERIOR

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 134-714BuckirchenBOX IX, Flight 1 GROUP 416th DATE 21 January 45 TARGET ATTACHED RR Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 65°3. Was mercury erection system used? YES ☐ NO ☒4. Did entire ~~(group)~~ (flight) drop on lead bombardier? YES ☒ 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.5. Name of lead Bombardier: Lt. R.L. Kirk6. Name of lead Pilot: Captain H.A. Monroe7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 275 Altitude: 11,4009. Length of bomb run: 20 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T (A-20's)11. Total Bombs Dropped A-20's - 8 x 500 4 x 1000 lb. Fused 1/10 N 1/100 T (A-26's)
A-26's - 11 x 1000

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 ☒. 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 ☒. If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES ☐ NO ☒. 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:

None

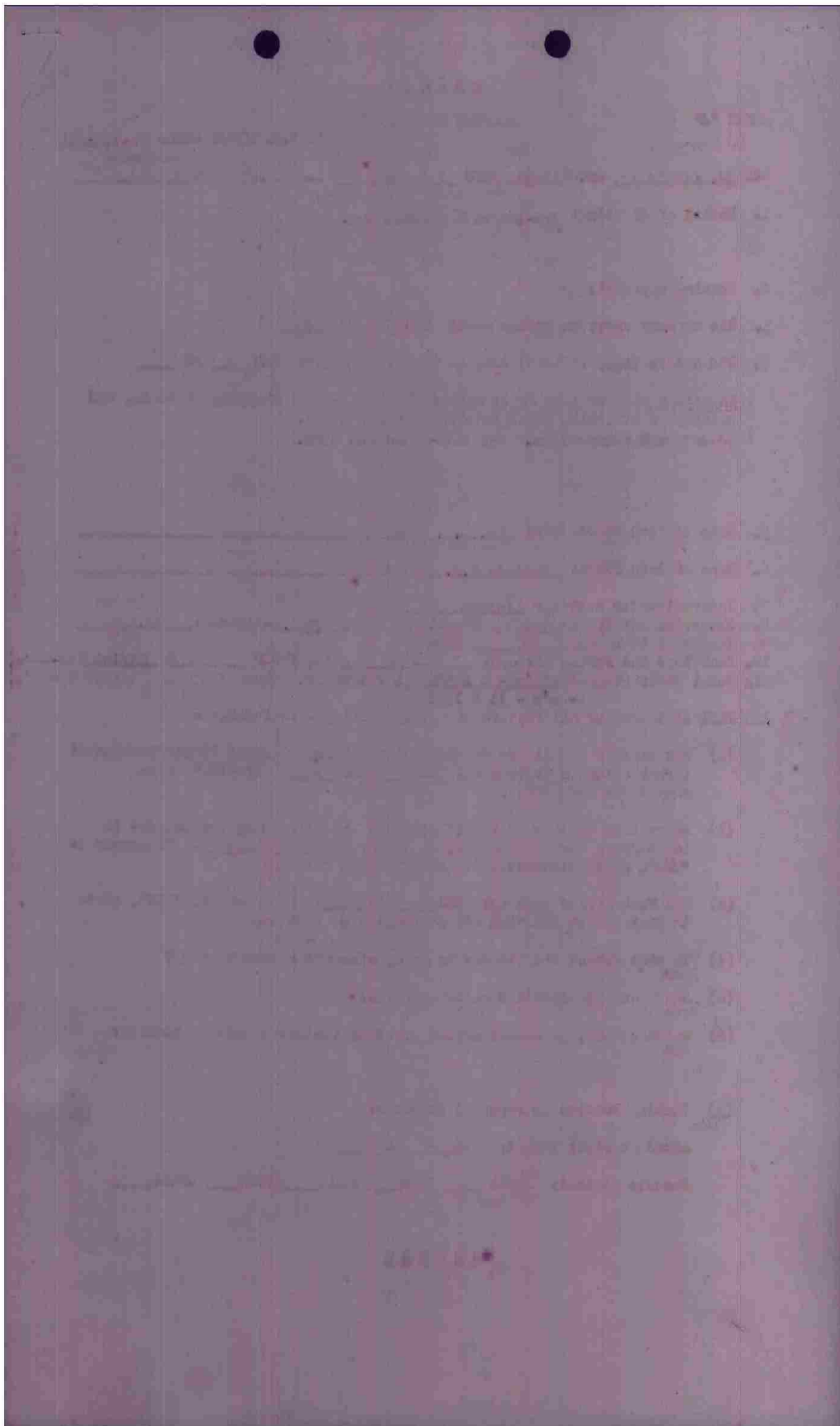
(f) Malfunctions, personnel errors or other factors affecting bombing:

None

(g) Bombing results as reported by crews:

Aimed at right Target: YES ☒ NO ☐Results claimed: EXCEL ☐ GOOD ☐ FAIR ☐ POOR ☐ GROSS ☐SUPERIOR

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. _____

BOX II, Flight 2 GROUP 416th DATE 21 January 45 TARGET ATTACKED 134-714
RR Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 93°

3. Was mercury erection system used? YES _____ NO _____

4. Did entire ~~(box)~~ (flight) drop on lead bombardier? YES _____ 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.5. Name of Lead Bombardier: Lt. C. B. Johnson6. Name of lead Pilot: Lt. J. E. Blongren

7. Intervalometer setting: _____

8. Indicated Air Speed: 210 Ground Speed: _____ Altitude: _____9. Length of bomb run: _____ Sec: 27410. Bomb Load and Fusing per A/C: A-20's 4 x 500 lb. FUSED 11,600 NA-26's 4 x 1000 " 1/10 T11. Total Bombs Dropped: A-20's - 4 x 500 1/100

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 _____. 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 _____. If answer is "YES", state circumstances and effect on bombing:

(c) Did Flak affect bombing? YES _____ NO _____. 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) None State any difficulties on bombing run:(f) None Malfunctions, personnel errors or other factors affecting bombing:None

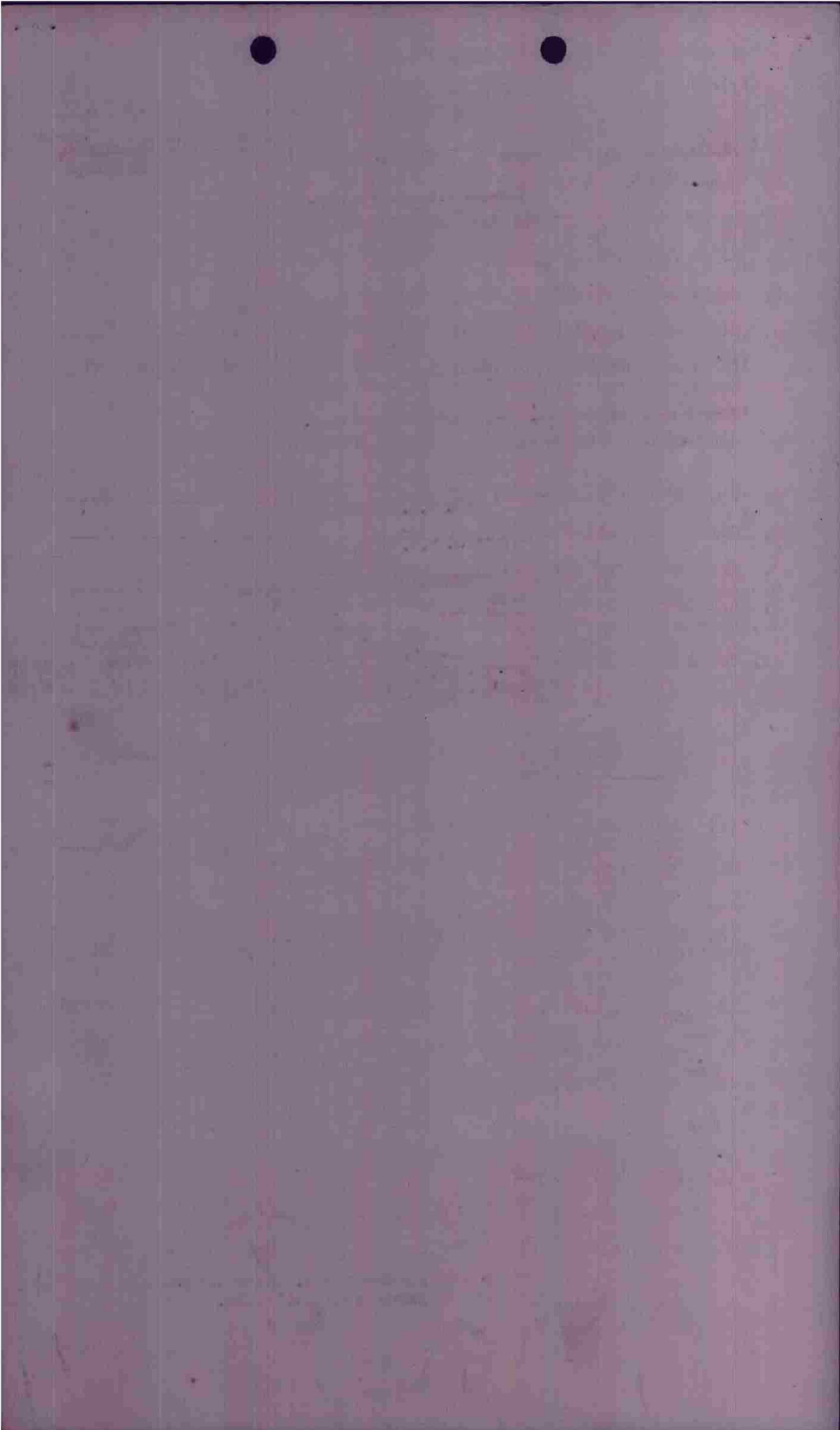
(g) Bombing results as reported by crews:

Aimed at right Target: YES _____ NO _____

Results claimed: EXCEL _____ GOOD _____ FAIR _____ POOR _____ GROSS _____

NOTE. - No photo coverage. Bombs dropped into smoke of previous flights' bombs.

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 394-714BaskirchenBOX II, Flight 3 GROUP 416th DATE 21 January 45 TARGET ATTACKED RR Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 78°3. Was mercury erection system used? YES _____ NO X4. Did entire ~~(boom)~~ (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.5. Name of lead Bombardier: Lt. D.L. Moore6. Name of lead Pilot: Lt. Col. J.G. Napier7. Intervalometer setting: Minimum8. Indicated Air Speed: 213 Ground Speed: 273 Altitude: 11,1009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T (A-20's)11. Total Bombs Dropped: A-20's - 4 x 500 4 x 500 lb. Fused 1/10 N 1/100 T (A-26's)
A-26's - 24 x 1000

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:

None

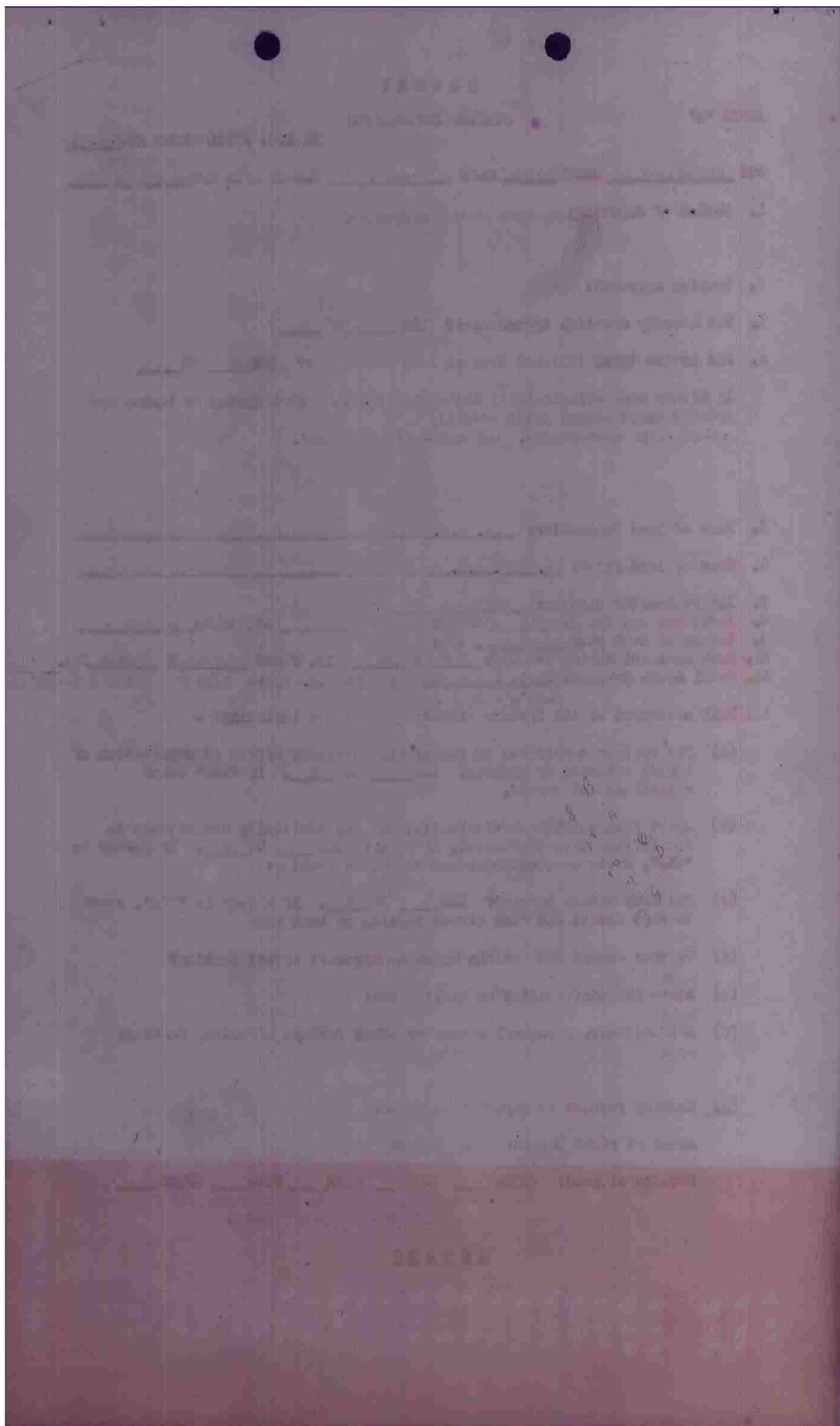
(f) Malfunctions, personnel errors or other factors affecting bombing:

None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____Results claimed: EXCEL _____ GOOD _____ FAIR _____ POOR _____ GROSS _____
UNST. - No photo coverage. Bombs dropped into sacks of previous flights' bombs.

S E C R E T



MISSION NO. 188

LOADING LIST

21 JANUARY 1945

BOX I
FLIGHT I

1. 073 J
Major L.F. Dunn ✓
Lt. W.E. Brewer ✓
S/S S.J. Majewski H*
S/S L.C. Burger

2. 222 S
Lt. W. Misgrove ✓
S/S H.O. Seighman ✓

3. 235 M
Lt. H. Popeney ✓
Sgt H.G. Nowosielski *

4. 334 G
Lt. J.R. Warren ✓
S/S C.C. Stroup *

5. 315 L
Lt. S.H. Sheley ✓
Sgt D.V. Paladino

6. 224 E
Lt. E.O. Turner ✓
S/S J. Seinkiewicz

FLIGHT II

1. 439 V
Lt. C.S. Stanley ✓
F/O. J.H. Blount ✓
Sgt G.B. Collier A*
S/S H.J. Sylva

2. 188 R
Lt. C.F. Jacobsen ✓
Sgt H.I. Gooch

3. 290 L-1
Lt. W.H. Hale ✓
S/S J.E. Geyer *

4. 219 E-1
Lt. F.W. Harris ✓
Sgt C.W. Williford *

5. 233 F
Lt. L.J. Prucha ✓
T/S G.C. Wilson

6. 259 H
Lt. R.A. Russell ✓
Cpl J.L. Spence

FLIGHT III

1. 106 E-2
Lt. R.E. Greenley ✓
Lt. R.J. Barnett ✓
S/S C.R. Orvold A*
S/S A.E. DiMartino

2. 265 V-1
Lt. A.J.P. Winn ✓
S/S G.G. Stephenson

3. 250 A
Lt. D.A. Fero ✓
S/S A.A. Rojas *

4. 326 W
Lt. A.E. Herman ✓
S/S D. H. DeBower

5. 208 L-2
Capt. L.C. Nielsen ✓
Sgt K.W. Schmidt *

6. 313 E
Lt. W.R. Jokinen ✓
Cpl D.E. McNellis

SPARE

234 P
Lt. J. Milhorn ✓
Sgt D. Chest

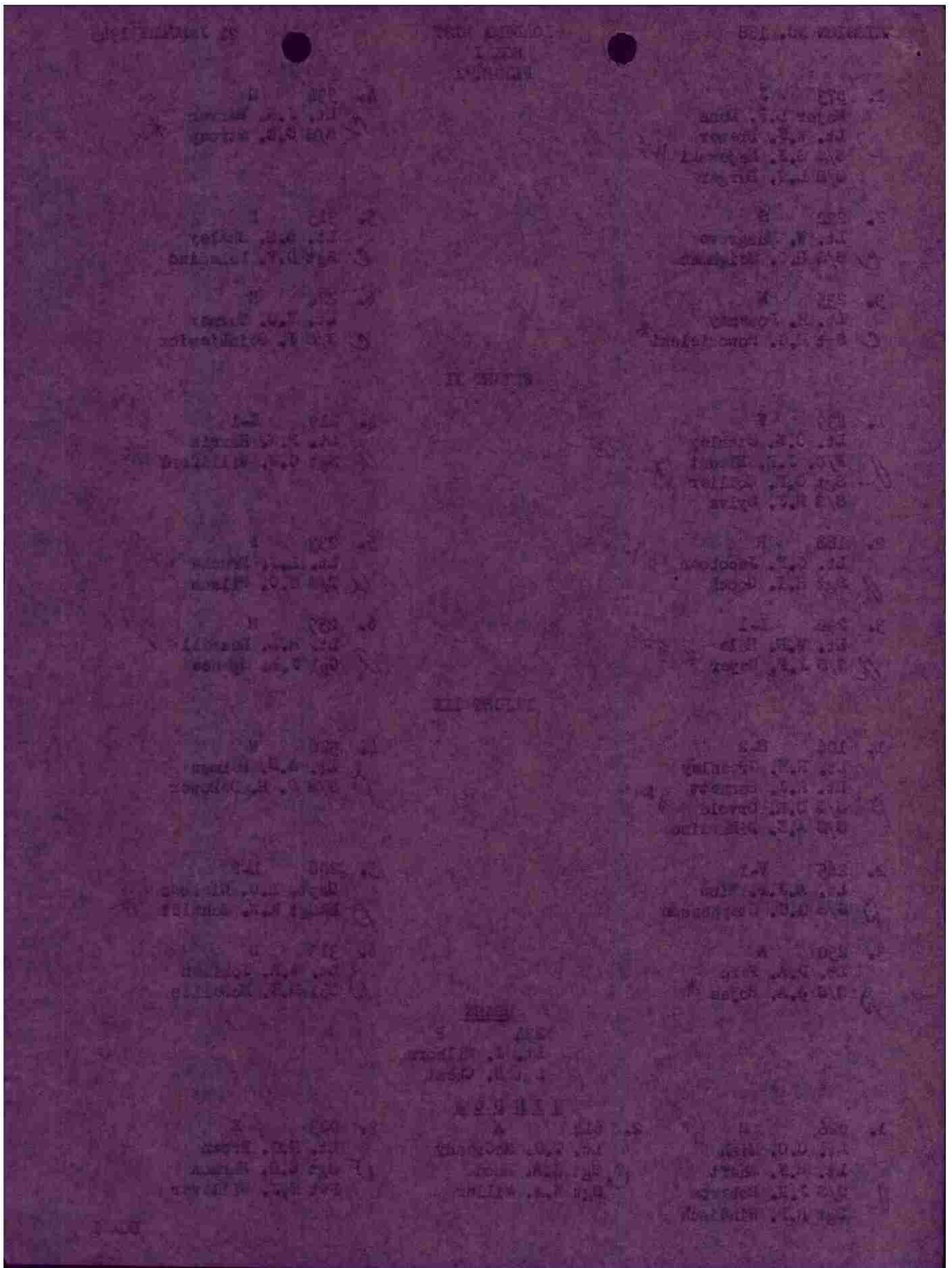
WINDOM

1. 026 M
Lt. C.C. Nish ✓
Lt. R.E. Shaft ✓
S/S J.H. Roberts
Sgt R.P. Winisch

2. 614 A
Lt. T.D. McCready ✓
Sgt A.R. Hood
Sgt W.A. Miller

3. 023 X
Lt. N.G. Brown ✓
Sgt C.D. Harmon
Pvt E.J. Willever

BOX I



MISSION NO. 188

LOADING LIST

21 JANUARY 1945.

BOX II
FLIGHT I

1. 467 W
Capt. H.A. Monroe ✓
Lt. R.L. Kirk ✓
C S/S W.L. Kidd H*
Cpl D.E. Neal

2. 185 G 58°
Lt. R.B. Singletary ✓
Lt. A.B. Rosenquist ✓
P S/S H.G. Wiggins ✓
S/S S.M. Turpin ✓

3. 337 O
Lt. P.F. Barausky ✓
C S/S M. Hall ✓

4. 307 N
Lt. E.L. Johnson ✓
C Sgt D.B. Richard *

5. 223 B
Lt. A.R. Turman ✓
C Sgt H.T. Wright *

6. 239 N-1 53°
Lt. J.A. Cook ✓
P S/S W.S. Jackson ✓

FLIGHT II

1. 024 E 50°
Lt. J.E. Blomgren ✓
Lt. G.G. Johnson ✓
B S/S M. Bookach H*
S/S L.R. Fleming ✓

2. 354 S
Lt. E.J. Renth ✓
B S/S L. Moskowitz ✓

3. 229 B-1
Lt. L.E. Poundstone ✓
B Sgt L.L. Richardson ✓

4. 292 H 60°
Lt. J.F. Smith ✓
B S/S R.F. Basford ✓

5. 241 F 65°
Lt. R.K. Johnson ✓
B Cpl H.E. Brandt *

6. 238 M 60°
Lt. J.A. Willard ✓
B Cpl C.V. Hinker ✓

FLIGHT III

1. 069 A
Lt. Col. J.G. Napier ✓
Lt. D.L. Moore ✓
A S/S W.W. Donnelly H*
Sgt C.J. Kruger ✓

2. 264 I
Lt. R.W. Van Rope ✓
A Cpl W.H. Klingman ✓

3. 378 O-1
Lt. E.O. Martin ✓
A Cpl W.R. Sumner ✓

4. 252 D 63°
B Lt. D.W. Sorrels ✓
S/S V.A. Malara ✓

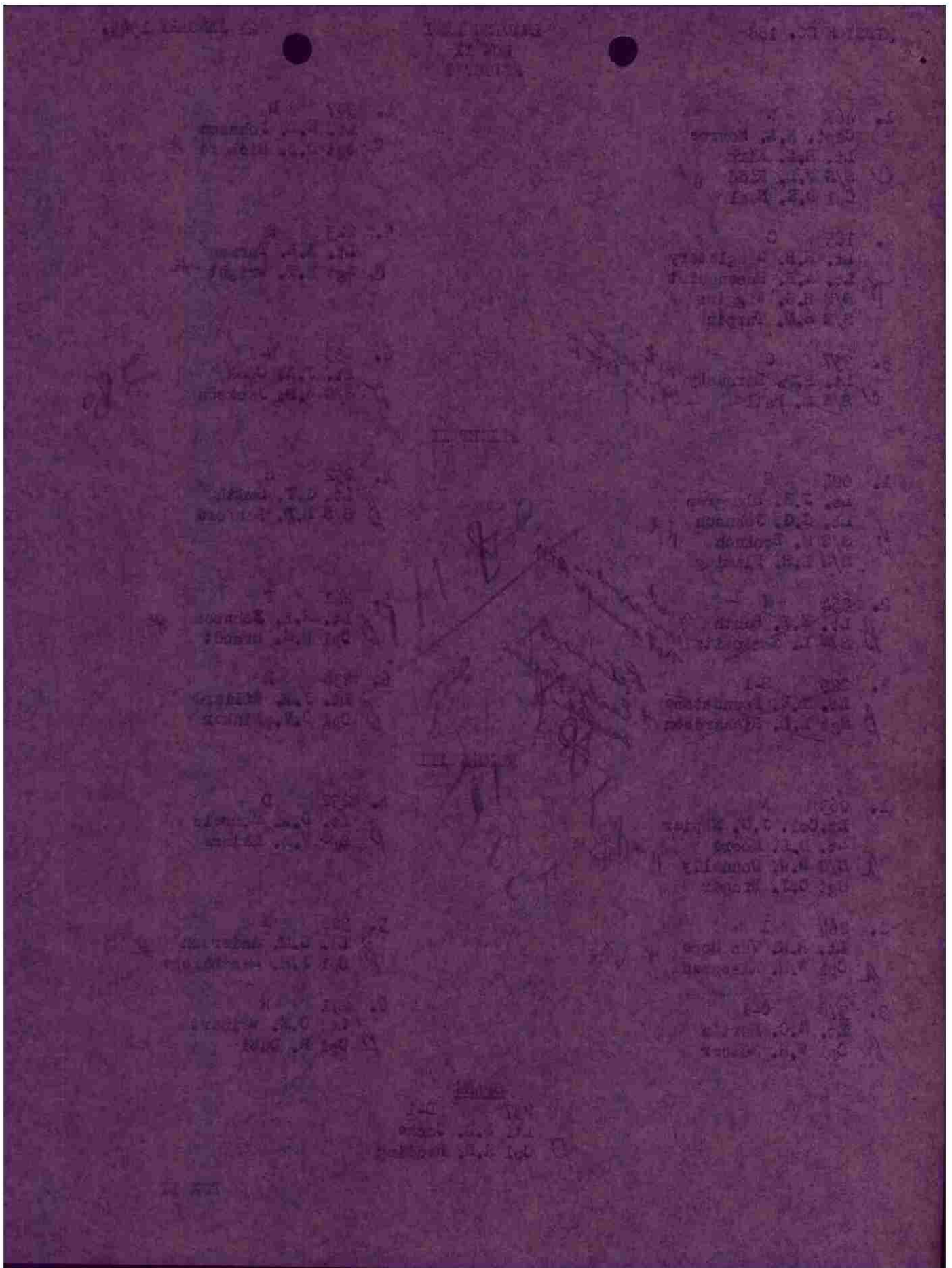
5. 306 X 61°
B Lt. C.M. Anderson ✓
Cpl J.H. Deatherage *

6. 271 R 63°
B Lt. C.E. Weinert ✓
Cpl R. Dabi ✓

SPARE

297 D-1
Lt. J.E. Cooke ✓
P Cpl R.D. Redding ✓

BOX II



POST MISSION REPORT

MISSION NO. 188DATE 21 Jan 19651. NUMBER OF MEN WOUNDED: None

2. BOMBING MALFUNCTIONS:

225- Turnover - one bomb fell on back bay, some damage
 of structure in front bay. Bomb did not go off.
 Other malfunctions not available at time
 of completion of report.

3. CAMERA MALFUNCTIONS: None

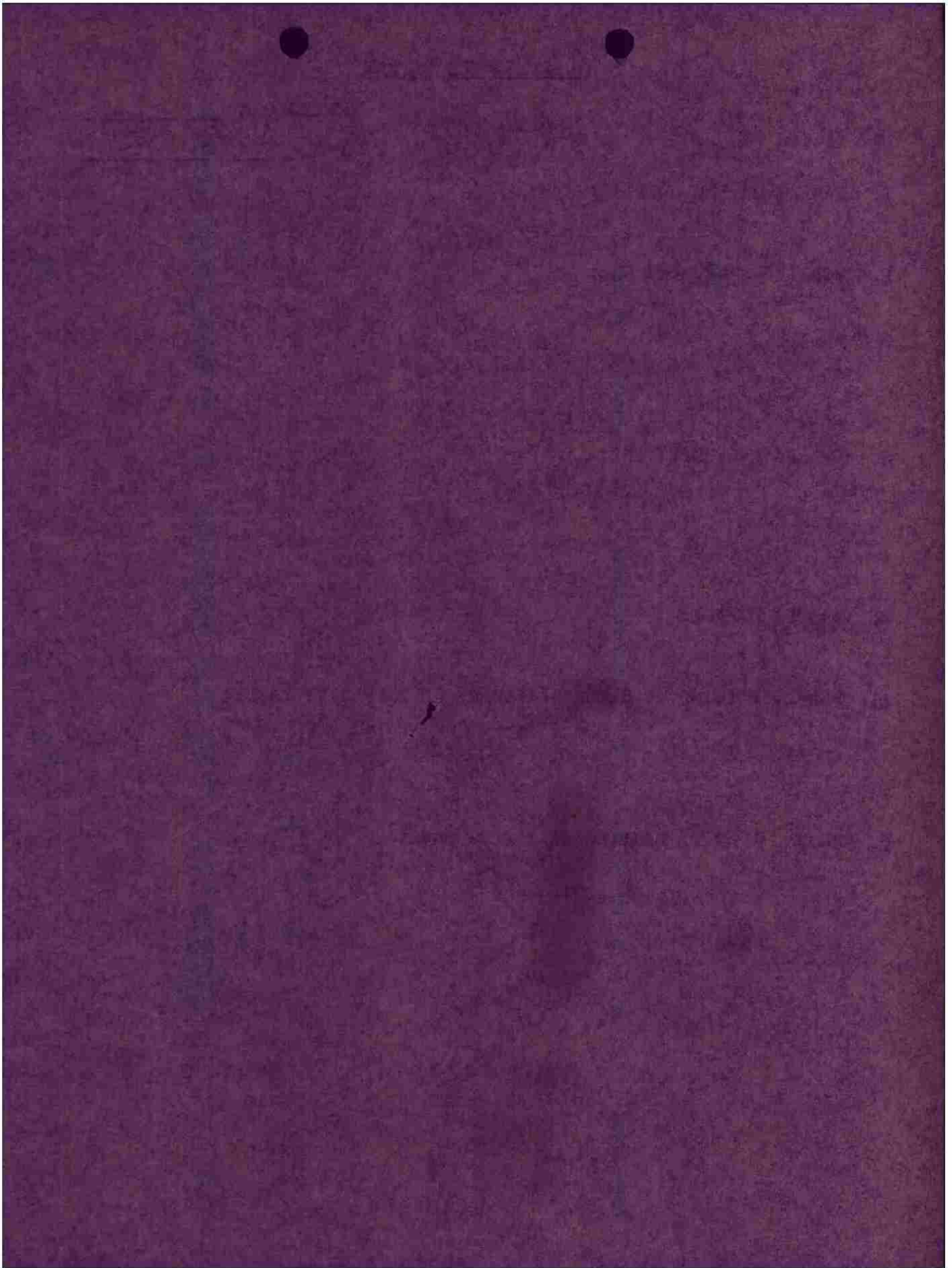
4. BATTLE DAMAGE: 12 a/c damaged category "A" (1 a/c 1 a/c 2 a/c)
 1 a/c category "B" (1 a/c 2 a/c)

5. PLANES FAILING TO BECOME AIRBORNE OR RETURNING EARLY:

337- Baruch - not airborne, sent for help
 354- Rent - not airborne, sent for help
 2 PM
 229- Sandstone - left early - engine trouble

6. PLANES LOST OR LANDING AWAY FROM BASE:

None



FROM: 416TH BOMB GROUP (L).

TO : COMMANDING GENERAL, 9TH BOMBARDMENT DIVISION (M)
COMMANDING GENERAL, 97TH COMBAT BOMBARDMENT WING (L)
COMMANDING OFFICER, 1ST PATHFINDER SQUADRON (PROV.)

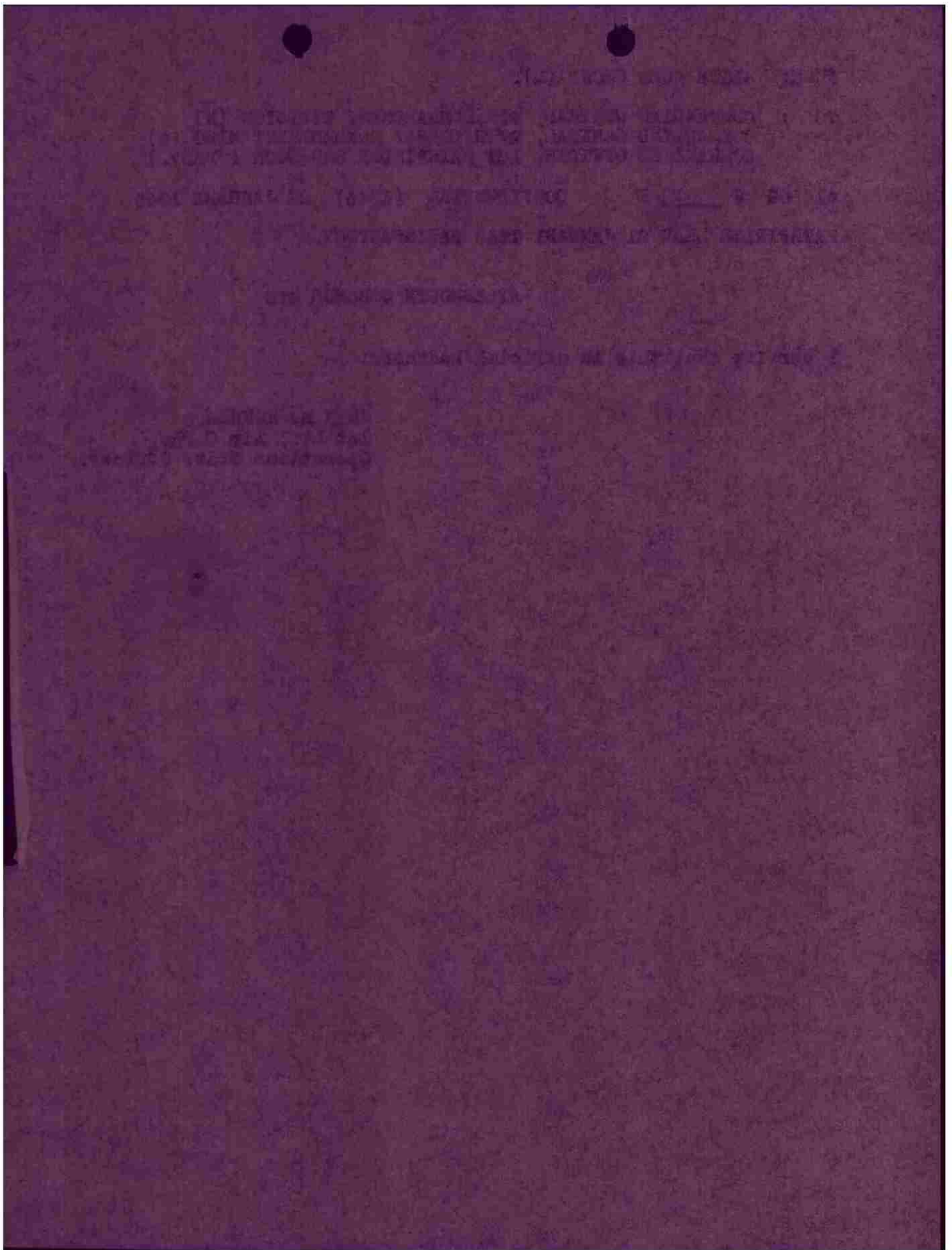
416 BG J _____ E CONFIDENTIAL (1345) 22 JANUARY 1945

PATHFINDER LEAD 21 JANUARY 1945 SATISFACTORY.

AXLESWORTH GOBOMGR 416

I certify that this is official business:

JOHN M. BONURA,
1st Lt., Air Corps,
Operations Stat. Officer.

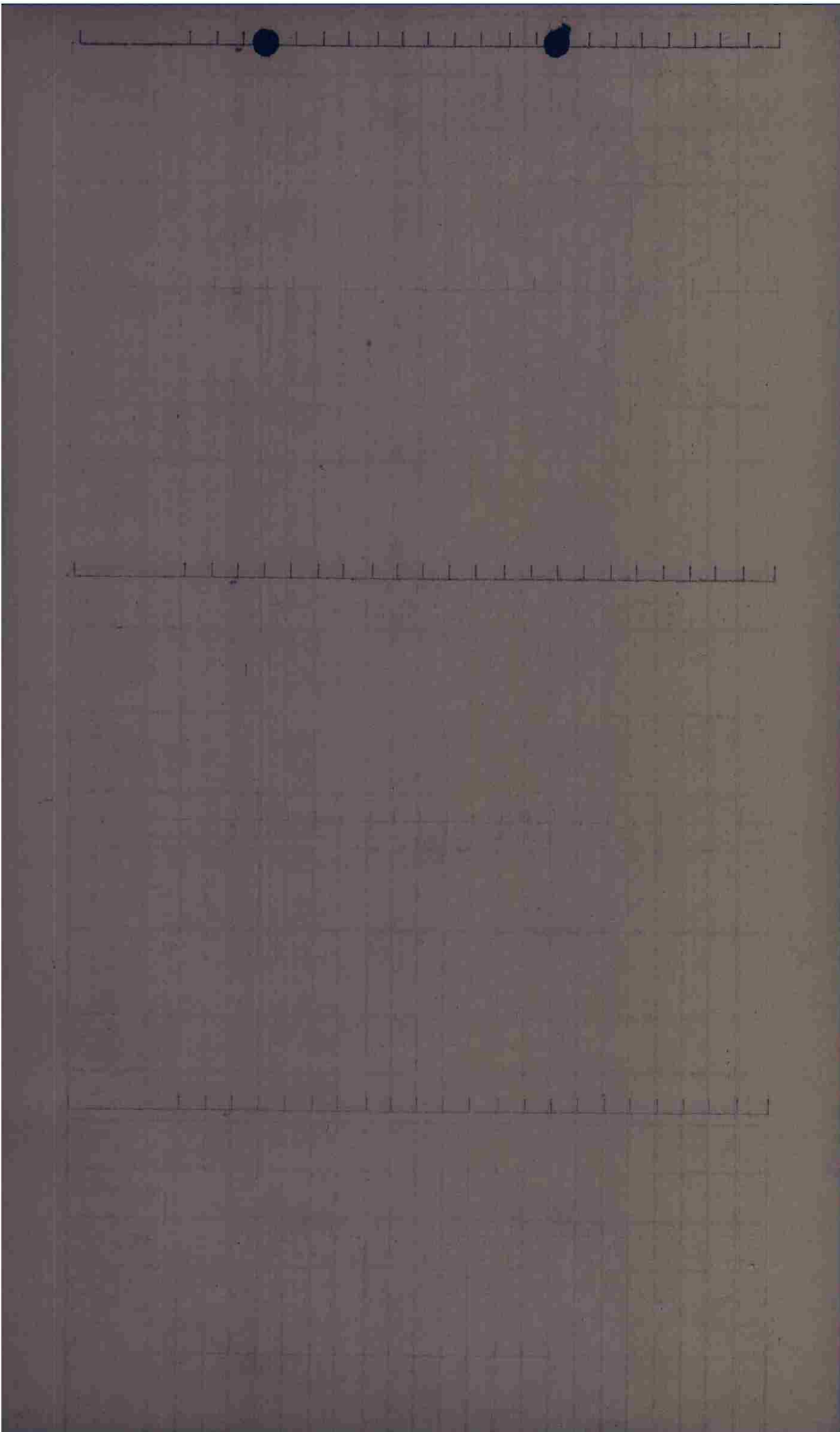


Bureau No. 188

Date 11

21 January 1945

S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A NCE	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L O L O B D	B O M B D	E N D U R	L A T I T U D E	L O N G I T U D E	R E M A R K S
Q	I	073	Avian			1219						H*				1531		3:15
Q	S	222	Myagrow			1219						X				1531		3:15
Q	M	235	Yokkney			1219						X				1532		3:15
Q	G	334	Yokkney			1219						X				1533		3:15
C	L	315	Chuley			1220										1533		3:15
C	E	224	Yokkney			1220						H*				1534		3:35
C	V	439	Yokkney			1220						H*				1534		3:15
C	R	188	Yokkney			1221						X				1534		3:15
C	L-1	290	Yokkney			1221						X				1535		3:25
C	E-1	219	Yokkney			1221						X				1535		3:15
C	F	233	Yokkney			1222						X				1536		3:15
C	H	259	Yokkney			1222						X				1536		3:15
C	E-2	106	Yokkney			1222						X				1537		3:15
C	V-1	265	Yokkney			1223						X				1538		3:15
C	A	250	Yokkney			1223						X				1539		3:20
C	W	326	Yokkney			1223						X				1539		3:15
C	L-2	208	Yokkney			1224						X				1541		3:20
C	R	313	Yokkney			1224						X				1539		3:20
C	P	234	Yokkney			1224						X				1540		3:20
C	M	026	Yokkney			1234						X				1539		2:55
C	A	614	Yokkney			1235						X				1539		2:55
C	X	023	Yokkney			1234						X				1539		2:55

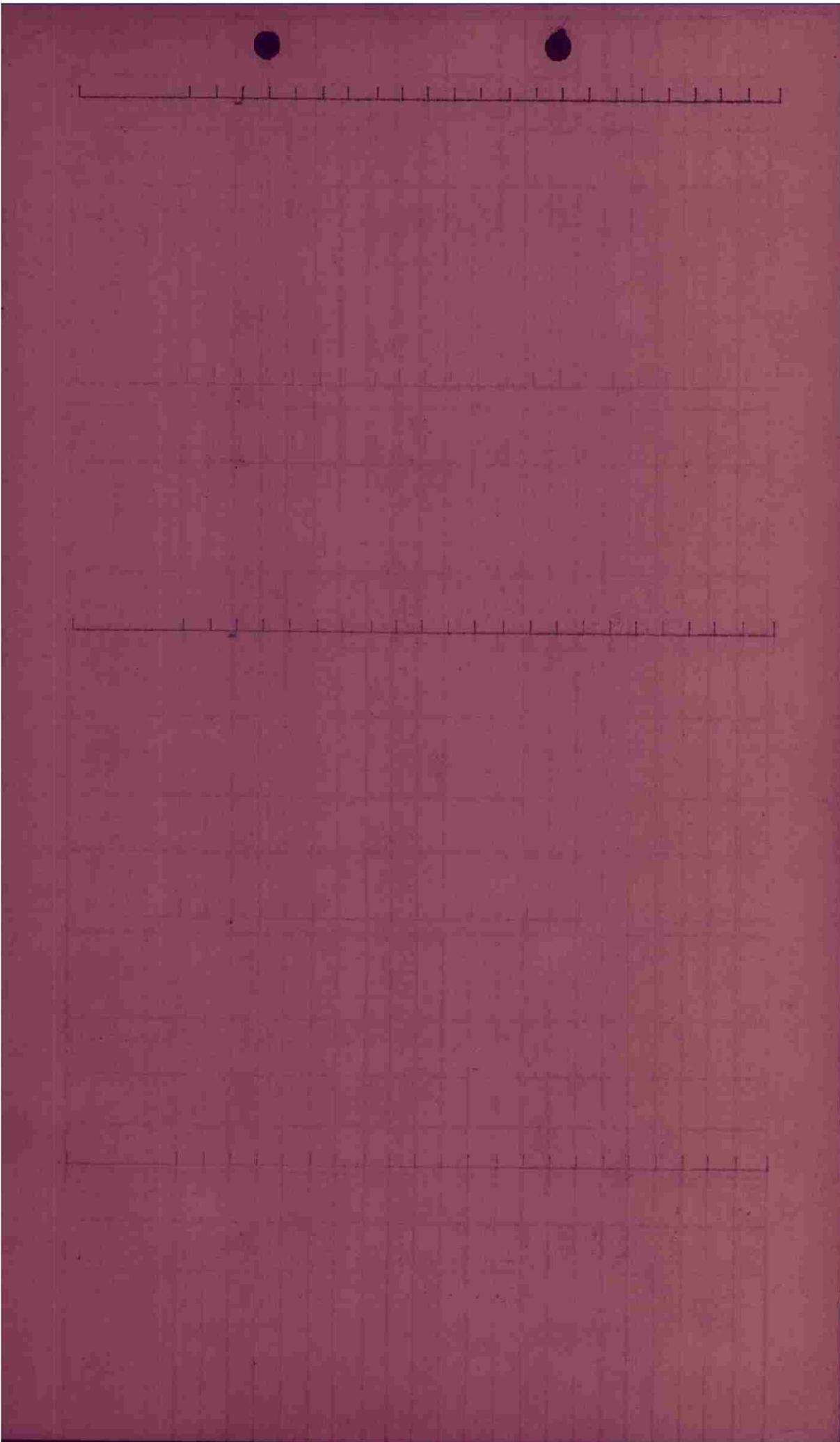


S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A NCE	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L O L O B D	E N D U R	L A T I T U D E	R E M A R K S
C	W	467	Myer			1245						H*			1541	3:20
C	G	185	Myer			1245									1540	3:15
C	O	337	Myer			1245						X			1538	3:30
C	N	307	Myer			1245						X			1542	3:15
C	B	223	Myer			1245									1548	3:25
C	N-1	239	Myer			1245						H*			1543	3:20
C	E	024	Myer			1245									1546	3:20
C	S	354	Myer			1245									1547	3:20
C	B-1	229	Myer			1245						X			1544	3:15
C	H	292	Myer			1245						X			1545	3:15
C	F	341	Myer			1245									1546	3:15
C	M	238	Myer			1245						H*			1546	3:20
C	A	063	Myer			1245						H*			1546	3:20
C	T	264	Myer			1245						X			1547	3:20
C	O-1	378	Myer			1245									1548	3:25
C	D	252	Myer			1245						X			1548	3:20
C	X	306	Myer			1245									1548	3:20
C	R	271	Myer			1245									1549	3:20
C	D-1	237	Myer			1245									1542	3:10

Mission No. 188

Set 7

31 January 1945



Dist.
S-2
S-3
S-9

OIITA OIJES OIJKI OIJPO OIJJF V OIJE A OIJE A 17/20 OP-OP
T-(OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 20/2255A J-229-E
TO COMBOMDIV NINE
COBOMGR 409
COBOMGR 410
COBOMGR 416
1ST PATHFINDER SQDN (PROV)

624

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

97TH COMBAT BOMB WING
A P O 140
20 JANUARY 1945

FIELD ORDER NO. 134-714

MAPS: NORMAL

1. B. (1) REF. CURRENT BOMBLINE
(2) 9TH T.A.C. WILL FURNISH AREA COVER FOR THE 409TH AND 416TH GROUPS, AND 19TH T.A.C. WILL FURNISH CLOSE ESCORT FOR THE 410TH GROUP.

2. THIS WING WILL ATTACK TARGETS IN GERMANY.

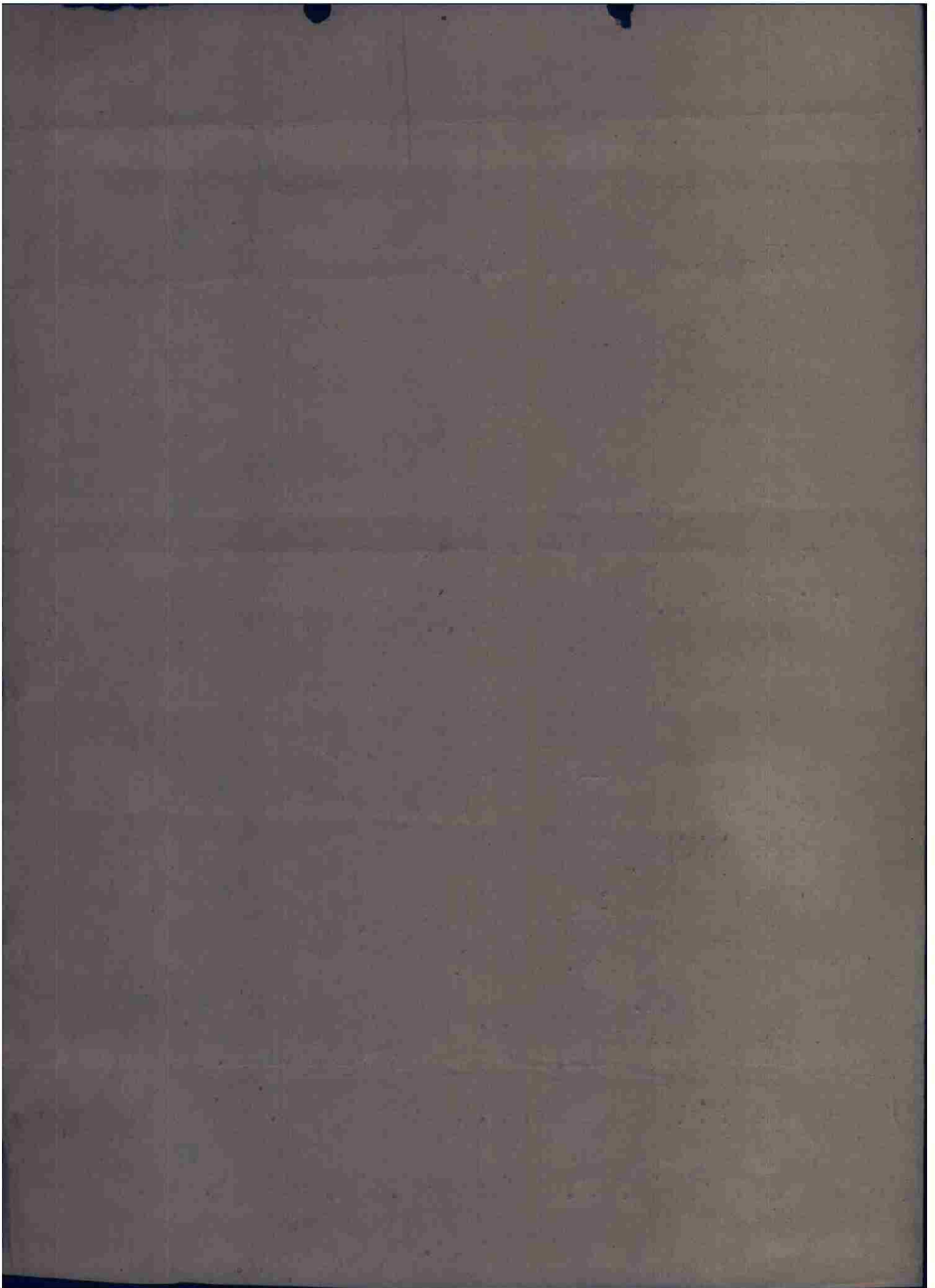
ZERO HOUR PLAN "A" 21/1200A
ZERO HOUR PLAN "B" 21/1200A

---PLAN "A"---

3. A. 409TH BOMB GROUP
(12) T.O.T. ZERO HOUR
(13) DROP 1,000 FEET AFTER BOMBING

B. 410TH BOMB GROUP.

- (1) MAYEN M/Y (L-649923)
- (2) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.
- (3) WITH FIGHTERS AT 4937N 0607E AT 12,000 FEET AT ZERO PLUS 40 MINUTES.
- (4) BASE TO 4937N 0607E TO 4941N 0653E TO 4958N 0654E TO I.P. TO TARGET.
- (5) TARGET TURN LEFT TO R.P. AND RETRACE ROUTE TO BASE.
- (6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 5,000 FEET. DROP 1,000 FEET AFTER BOMBING.
- (7) 5006N 0707E
- (8) GEN. S TO N
- (9) M.P.I. MAP SERIES G.S.G.S. 4414 SHEET 5609. 2 FLIGHTS ON EACH OF THE FOLLOWING GRID COORDINATES: 64859232 AND 64979226. ONE FLIGHT ON EACH OF THE FOLLOWING GRID COORDINATES: 64729240 AND 65099221.
- (10) 6 X 500 LB. G.P. FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL.
- (11) 5006N 0707E
- (12) IF VISUAL CONDITIONS DO NOT EXIST AT TARGET, GROUP WILL BOMB PRIMARY TARGET ON "GEE". IN THE EVENT OF "GEE" EQUIPMENT FAILURE BOMBS WILL BE RELEASED ON TARGET E.T.A.



C. 416TH BOMB GROUP

- (12) T.O.T. ZERO PLUS 15 MINUTES.
- (13) DROP 1,000 FEET AFTER BOMBING.

X. (1) - (4) NO CHANGE.

- FOR THE 409TH AND 416TH GROUPS.
- (5) TARGET: EUSKIRCHEN RAILROAD BRIDGE (F-343295)
- (6) A/C REQUIRED: 36 BOMBING BY FLIGHTS OF 6 A/C.
- (7) ROUTE OUT: BASE TO I.P. TO TARGET.
- (8) ROUTE BACK: TARGET TURN RIGHT TO R.P. AND RETRACE ROUTE.
- (9) ALTITUDE: BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 6,500 FEET.
- (10) I.P. 5039N 0559E
- (11) AXIS OF ATTACK: GEN. W TO E.
- (12) M.P.I. MAP SERIES G.S.G.S. 4414 SHEET 5306 GRID COORD. 34262950 (CENTER OF BRIDGE) INTERVALOMETER SETTING MINIMUM.
- (13) BOMB LOAD: 4 X 1,000 LB. G.P. FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL.
- (14) R.P. 5039N 0559E
- (15) IF VISUAL CONDITIONS DO NOT EXIST AT TARGET, GROUP WILL BOMB PRIMARY TARGET ON "GEE". IF "GEE" EQUIPMENT IS USED, USE COLOGNE CHAIN FRANKFURT CHART. IF "GEE" EQUIPMENT FAILS, BOMB ON TARGET E.T.A.
- (16) FRIENDLY ARTILLERY WILL ATTEMPT TO NEUTRALIZE FLAK BATTERIES WITHIN RANGE.

---PLAN "B"---

3. A. 409TH BOMB GROUP.

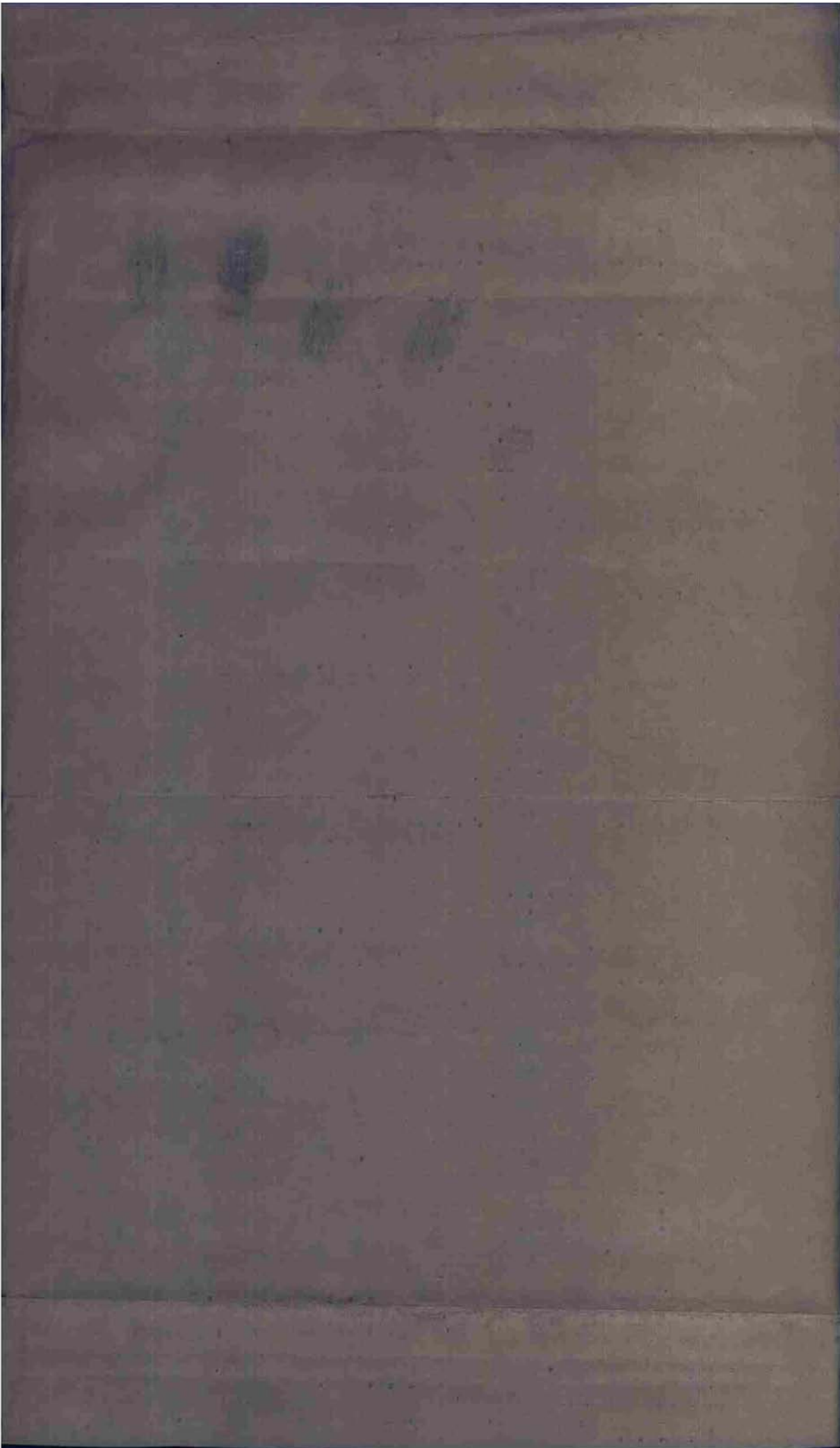
- (2) 2 BOXES OF 18 A/C WITH 1 P.P.F. A/C FOR EACH BOX.
- (6) BOMB AT 1ST BOX 13,500 FEET, 2ND BOX 13,000 FEET. MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 6,500 FEET. DROP 1,000 FEET AFTER BOMBING.
- (12) T.O.T. ZERO PLUS 15 MINUTES.

B. 410TH BOMB GROUP.

- (1) MAYEN M/Y (L-649923)
- (2) 2 BOXES OF 18 A/C WITH 1 P.P.F. A/C.
- (3) WITH FIGHTERS AT 4937N 0607E AT 13,500 FEET AT ZERO PLUS 42 MINUTES.
- (4) BASE TO 4937N 0607E TO 4941N 0653E TO 4948N 0654E TO 4953N 0711E TO TARGET.
- (5) TARGET TURN LEFT TO 4958N 0654E TO 4941N 0653E TO 4937N 0607E TO BASE.
- (6) BOMB AT 13,500 FEET. LOSE 1,000 FEET AFTER BOMBING. MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 5,000 FEET.
- (9) M.P.I. MAP SERIES G.S.G.S. 4414 SHEET 5609. 2 FLIGHTS ON EACH OF THE FOLLOWING GRID. COORDS. 64859232 AND 64979226. ONE FLIGHT ON EACH OF THE FOLLOWING GRID. COORDS. 64729240 AND 65099221, TO BE USED IF BOMBING IS VISUAL AND BY FLIGHTS. G.S.G.S. 4414 SHEET 5609 ONE BOX ON EACH OF THE FOLLOWING GRID. COORDS. 64859232 AND 64979226 TO BE USED IF BOMBING IS VISUAL AND BY BOXES. P.P.F. M.P.I. GRID. COORD. 64889230.
- (10) 6 X 500 LB. G.P. FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL.
- (12) T.O.T. ZERO PLUS 65 MIN.
- (13) GROUP WILL PROCEED ON BRIEFED PPF ROUTE TO A POINT WHERE THE GROUP LEADER CAN ASCERTAIN THAT VISUAL BOMBING BY FLIGHTS OF 6 A/C IS POSSIBLE, WEATHER BEING THE DETERMINING FACTOR, IF VISUAL BOMBING BY FLIGHTS IS POSSIBLE, GROUP WILL PROCEED OR RETURN, AS THE CASE MAY BE TO VISUAL I.P. (5006N 0707E) TAKE INTERVAL AND BOMB BY FLIGHTS. IF BOMBING BY FLIGHTS IS IMPOSSIBLE BUT A SMALL BREAK IN THE CLOUDS MAKES IT POSSIBLE TO BOMB VISUALLY BY BOXES OF 18 A/C, GROUP WILL CONTINUE ON PPF ROUTE AND BOMB VISUALLY BY BOXES OF 18 A/C. IF 10/10 CLOUD EYE COVER OBSCURES THE TARGET GROUP WILL BOMB IN THE FOLLOWING PRIORITY:
 - A. PPF
 - B. GROUP "GEE"
 - C. TARGET E.T.A.
- (14) IF 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 CAN CONTACT THE P.P.F. A/C OR NOT.
- (15) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING GROUP WILL RETURN TO 5006N 0707E TO BEGIN RUN.

C. 416TH BOMB GROUP.

- (2) 2 BOXES OF 18 A/C WITH 1 P.P.F. A/C.
- (6) BOMB AT 13,500 FEET MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 6,500 FEET. DROP 1,000 FEET AFTER BOMBING.
- (12) T.O.T. ZERO PLUS 30 MIN.



- X. (1) TO (4) NO CHANGE.
 FOR THE 409TH AND 416TH GROUPS.
 (5) TARGET EUSKIRCHEN RAILROAD BRIDGE (F-343295)
 (6) ROUTE OUT: BASE TO 5047N 0528E TO 5048N 0604E TO TARGET.
 (7) ROUTE BACK: TARGET TURN RIGHT TO 5048N 0604E TO 5047N 0528E TO BASE.
 (8) M.P.I. MAP SERIES G.S.G.S. 4414 SHEET 5306 GRID. COORD. 34262950 (CENTER OF BRIDGE) TO BE USED IF BOMBING IS VISUAL AND BY FLIGHTS G.S.G.S. 4414 SHEET 5306 GRID. COORD. 34262950 (CENTER OF BRIDGE) TO BE USED IF BOMBING IS VISUAL AND BY BOXES. P.P.F. M.P.I. GRID. COORD. 34262950 INTERVALOMETER SETTING MINIMUM.
 (9) BOMB LOAD 4 X 1,000 LB. G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
 (10) 409TH AND 416TH GROUPS WILL PROCEED ON BRIEFED P.P.F. ROUTE TO A POINT WHERE THE GROUP LEADER CAN ASCERTAIN THAT VISUAL BOMBING BY FLIGHTS OF 6 A/C IS POSSIBLE, WEATHER BEING THE DETERMINING FACTOR. IF VISUAL BOMBING BY FLIGHTS IS POSSIBLE GROUPS WILL PROCEED OR RETURN, AS THE CASE MAY BE, TO VISUAL I.P. (5039N 0559E) TAKE INTERVAL AND BOMB BY FLIGHTS. IF BOMBING BY FLIGHTS IS IMPOSSIBLE BUT A SMALL BREAK IN THE CLOUDS MAKES IT POSSIBLE TO BOMB VISUALLY BY BOXES OF 18 A/C GROUPS WILL CONTINUE ON P.P.F. ROUTE AND BOMB VISUALLY BY BOXES OF 18 A/C IF 10/10 CLOUD COVER OBSCURES THE TARGET GROUPS WILL BOMB IN THE FOLLOWING PRIORITY:
 A. P.P.F.
 B. GROUP "GEE"
 C. TARGET E.T.A.
 (11) IF VISUAL CONDITIONS EXIST AT TARGET BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-26 BOX LEADERS AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE P.P.F. A/C OR NOT.
 (12) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING, GROUPS WILL RETURN TO 5039N 0559E TO BEGIN RUN.
 (13) FRIENDLY ARTILLERY WILL ATTEMPT TO NEUTRALIZE FLAK BATTERIES WITHIN RANGE.

4. NO CHANGE.

5. COMMUNICATIONS.

- A. 409TH BOMB GROUP. (343295)
 (2) PROCTOR
 (3) CABMAN
 (4) SWEEPSTAKES
 B. 410TH BOMB GROUP. (649923)
 (2) BREWER
 (3) MUSTARD
 (4) SWEEPSTAKES
 C. 416TH BOMB GROUP. (343295)
 (2) CORNHILL
 (3) CABMAN
 (4) SWEEPSTAKES

X. GENERAL INFORMATION.

- (11) 'PROCTOR' AND 'CORNHILL' WILL CALL 'DECLINE' ON C/C 10 MINUTES PRIOR TO REACHING TROOP LINE AND REPORT IF ON TIME OR HOW MUCH EARLY OR LATE. NOTE: NOT NECESSARY TO REPORT TO 'DECLINE' WHEN LEAVING TARGET AREA.

-----COMCBTWIG 97-----

BT 20/2255A

FK/CW/AR/TNKS

ALL STNS H/F/R

OIITA K WITH R

OIITA / OIJE A R... (PASS TO OIJJF).....21/0012A MZ AR

OIJES K WITH R

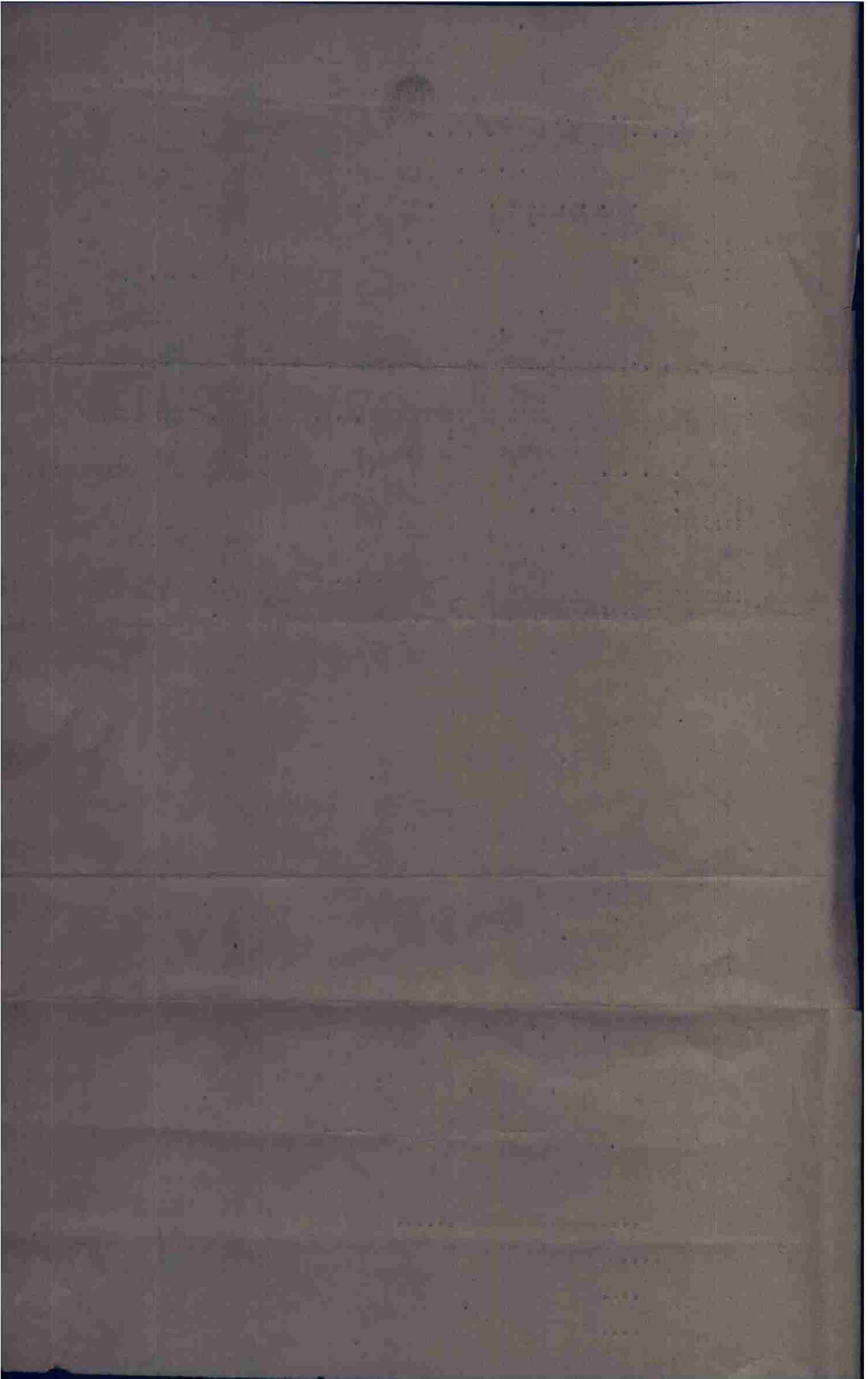
OI3 / OIJE A R....21/0012A EK AR

OIJPO K WITH R

OIJPO / OIJE A R....210012A AK AR

OIJKI K WITH R

OIJKI / OIJE A R....21/0012 A JF AR



OIITA OIJJF OIJES OIJPO OIJKI V OIJEA
T (OIITA PASS OIJJF)

OIJEA 01/22 OP OP

FROM 97TH COMBAT BOMB WING (L)
TO COMBONDIV NINE
1ST PROV. PATHFINDER SQD.
409 COBOMGP
412 COBOMGP
416 COBOMGP

21/0950A

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

97TH COMBAT BOMB WING (L)
A P O 145
21 JANUARY 1945

ANNEX NO. 1 TO FIELD ORDER NO. 134-714

J-230-E

CANCEL PLAN "A"

PLAN "B" IN EFFECT

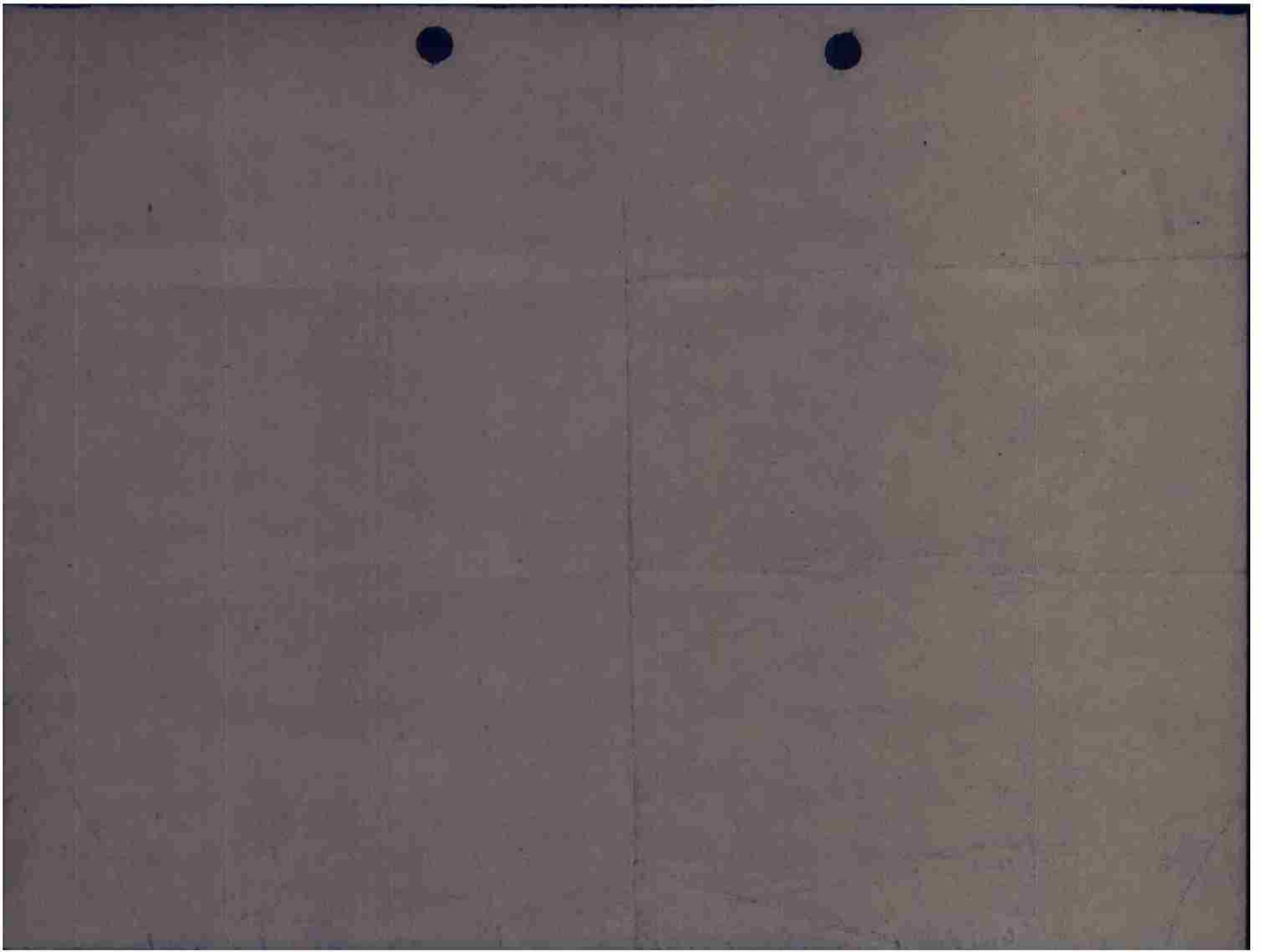
NEW ZERO HOUR PLAN "B" TO READ: 21/1330A

CONCBTWIG 97

BT 210950
CC 1ST LINE SM RD JEA 01/21
AR JMB
JKI R.....21/1050A VN AR

5627
S-2
S-3
S16

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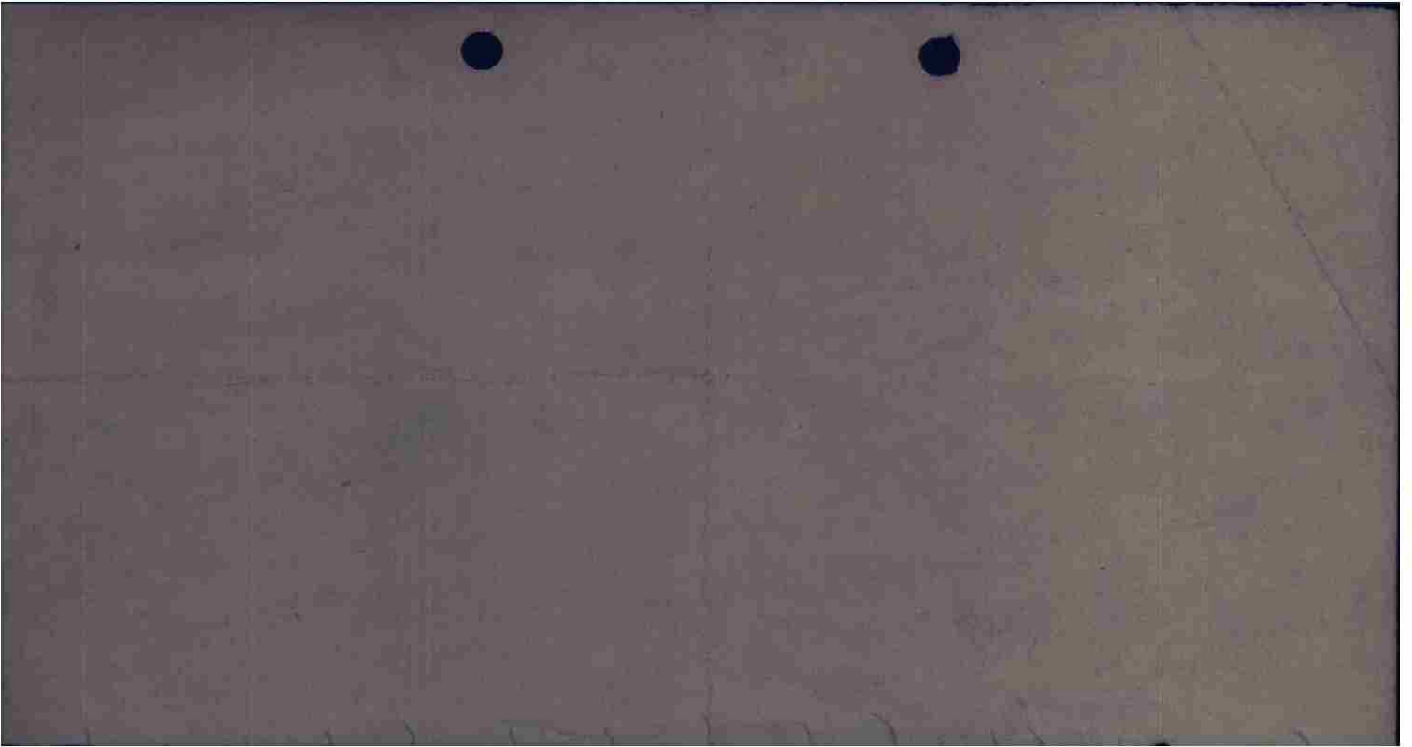


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JES JKI V JEA JEA 14/20 OP OP
 FROM 97TH COMBAT BOMB WING 20/2145A
 TO COBOMGP 409
 COBOMGP 416
 SECRET SENT IN CLEAR AUTH. LT. COL. MC AFEE BT
 J-227-E
 INTELLIGENCE SUPPLEMENT NO. 1 FIELD ORDER 134-714
 1. TARGET - EUSKIRCHEN RLY BRIDGE (F-343295)
 REFER TO INTELLIGENCE SUPPLEMENT NO. 1 TO FIELD ORDER 130-710
 COMCBTWIG 97
 BT 20/2145A
 LCB AR
 JES R. 20/2200A A MC AF
 JKI R. 20/2200A FD AR
 T

Dist
 5-2
 5-3
 719
 J-621

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ITA JEA V JKI JKI 12/21 P P

FROM 416TH BOMB GROUP (L) 21/1805A

TO CG, 9TH BOMB DIVISION, ATTN: A-2
CG, 97TH COMBAT WING, ATTN: A-2

OPSELASH FOR 21 JANUARY 1945

CONFIDENTIAL BT

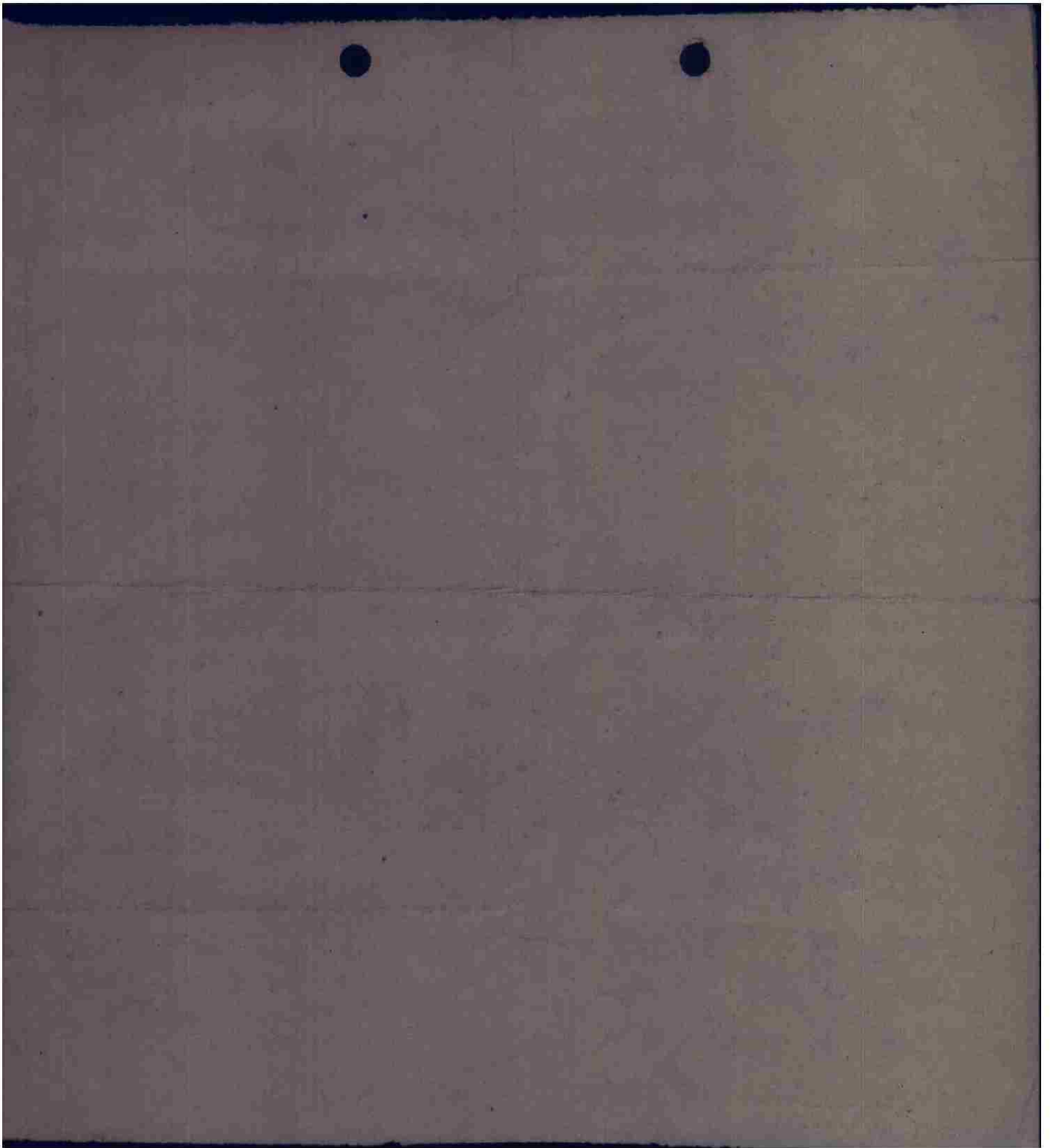
J-294-D

- A. 416 BG
- B. EUSKIRCHEN RAILROAD BRIDGE
- C. 10 A-20'S AND 29 A-26'S
- D. 7 A-20'S AND 28 A-26'S ATTACKED PRIMARY
- E. 1 A-26 RETURNED EARLY DUE TO ENGINE TROUBLE.
3 A-20'S CARRIED WINDOW ONLY.
- F. 28 X 500 GP'S ON PRIMARY BY 7 A-20'S
111 X 1000 GP'S ON PRIMARY BY 28 A-26'S
4 X 1000 GP'S RETURNED
1 X 1000 GP AT K 320200 (MECHANICAL MALFUNCTION OF RACK CAUSED
BOMB TO FALL ON TO BOMB BAY DOORS, FORCING THEM OPEN)
THIS REPORT DOES NOT INCLUDE PFF A/C
BOMBING WAS VISUAL BY FLIGHTS
- G. FLIGHT 1. BOMBED FIRST. FAIR
FLIGHT 2. BOMBED SECOND. GOOD
FLIGHT 3. BOMBED ON FLIGHT 1 DUE TO ELEVATOR TRIM FREEZING.
FLIGHT 4. BOMBED THIRD. UNOBSERVED DUE TO SMOKE OF PREVIOUS FLIGHTS.
FLIGHT 5. BOMBED FIFTH. UNOBSERVED.
FLIGHT 6. BOMBED FOURTH INTO SMOKE OF PREVIOUS FLIGHTS.
- H. 12 A/C DAMAGED CAT "A" (INCLUDING 1 - A-20, 11 - A-26'S)
1 A/C DAMAGED CAT "AC" (A26)
- I. NIL
- J. MODERATE ACCURATE HFF FOR BOX I IN TARGET AREA TO TURN OFF TARGET.
WEAK INACCURATE HFF FOR BOX II IN SAME AREA.
- K. 1X 1-0-0 (1-ME 109 REPORTED AT 9000 FT. APPROX. 1 MILE N.E. OF
TARGET DID NOT MAKE NR PASS AT FORMATION AND WAS SOON LOST FROM SIGHT)
- L. 11000 - 12000
- M. 1410 - 1412

BT 1805A

WFG BBBB

ITA R.....21/1838A RB K
JEA R.....21/1838A WCB KK



ITA JEA V JKI JK: 18/21 OP-OP

FROM HQS 416TH BOMBARDMENT GROUP (L) 21/2325A
TO 9TH BOMBARDMENT DIVISION (M) ATTN: A-2, P/I
97TH COMBAT WING ATTN: A-2 DUTY OFFICER

SECRET BT

JA302-D
FIRST PHASE S/A REPORT

B. EUSKIRCHEN RR BRIDGE

G. 1411

J. BOX I - FLT. A: EXCEL. 65 PERCENT OF BOMBS WITHIN 1000 FT. OF KMPI WITH CENTER OF BURSTS 912 FT. SW OF DMPI. BOMBS HIT IN MARSHALLING YARD AND IN FIELDS. HITS WERE SCORED ON TRACKS AND FREIGHT CARS IN M/Y.
FLT. B: SUPER. ALL BOMBS OF MAIN PATTERN WITHIN 1000 FT. OF DMPI WITH CENTER OF BURSTS ON DMPI. BOMBS FROM TWO SHIPS DROPPED PREMATURELY 3500 FT. SW OF TARGET HITTING BUILDINGS. MAIN PATTERN OF BURSTS BLANKETED DMPI WITH PROBABLE HITS ON BRIDGE.
FLT. C: NO RATING. IT WAS IMPOSSIBLE FOR THIS FLIGHT TO MAKE A CORRECT BOMB RUN AND THEY ATTEMPTED TO ATTACH THEMSELVES TO FLT. A. THEY WERE STILL NO IN POSITION WHEN BOMBS WERE RELEASED CAUSING BOMBS TO HIT 1350 FT. SW OF DMPI.

BOX II - FLT. A: SUPER. ALL BOMBS WITHIN 1000 FT. OF DMPI WITH CENTER OF BURSTS 80 FT. NW OF DMPI. EXCELLENT CONCENTRATION OF BOMBS ON DMPI WITH PROBABLE HITS ON BRIDGE.
FLT. B: UNDET. NO STRIKE PHOTOS DUE TO VIOLENT EVASIVE ACTION. VISUAL REPORTS STATE BOMBS FELL INTO SMILE COVERING TARGET WITH PROBABLE EXCELLENT RESULTS.
FLT. C: UNDET. (SAME AS FLT. B., BOX II.)

K. BOX I - FLT. C: NO RATING. TRIM TABS ON AIRCRAFT FROZE IN 500 FT. PER MINUTE CLIMB MAKING IT IMPOSSIBLE TO FLY A CORRECT BOMB RUN, FLIGHT ATTEMPTED TO JOIN LEAD FLIGHT ON BOMB RUN. BOMBARDIER RELEASED ON LEAD FLIGHTS BOMBS BUT WAS NOT IN EXACT POSITION. BOMBS HIT TO RIGHT OF LEAD FLIGHT PATTERN.

M.	(1)	10	91 PERCENT
	(2)	1	9 PERCENT
	(3)	0	0 PERCENT

BT 212325A

FB BBBB TO JEA ONLY

CORRECTION: UNDER PARAGRAPH "J" IN SECOND LINE, THE SECOND GROUP SHOULD READ "DMPI" INSTEAD OF "KMPI"

ITA R.....212347A JLP G KKK

JE A R.....21/2347A LEG KKKK



ITA JEA V JKI 10/21

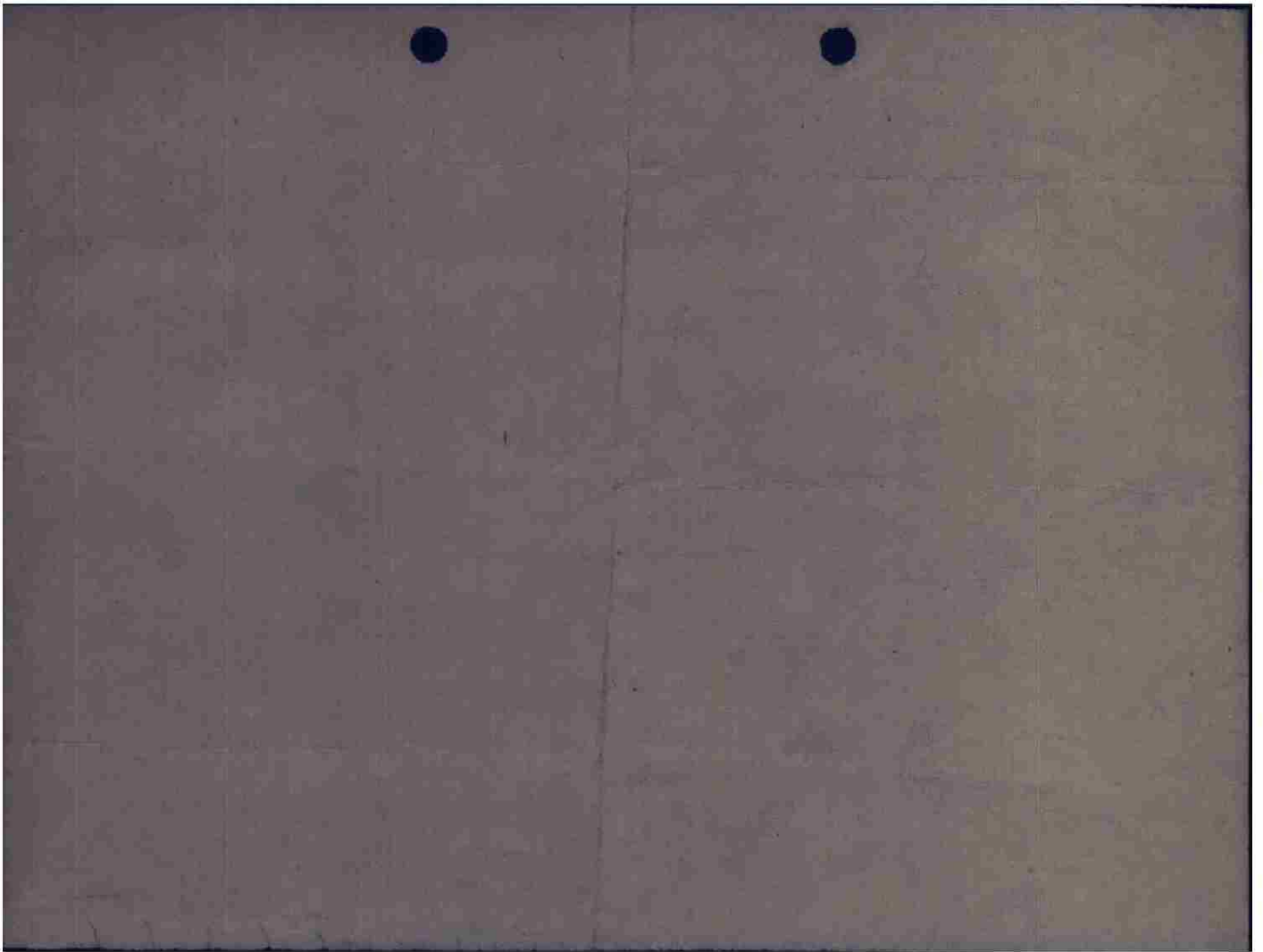
FROM COBOMGR 416 217130A
 TO COMBOMDIV NINE ATT/ COM. OFFICER
 COMBTWIG 97 (FOR INFO)
 CONFIDENTIAL BT
 J-293-J

- A. YS - 20
- B. 21 JAN 45 (1215-1504)
- C. J-JIG AND W-WILLIAM REPORTED RESULTS OF MISSION TO PARADE.
- D. J-JIG CONTACTED BOTH SWEEPSTAKES AND DECLINE. W-WILLIAM COULD NOT MAKE SUCCESSFUL CONTACT.
- E. NONE
- F. NONE
- G. NONE
- H. NONE
- I. NONE
- J. NONE
- K. NONE

---AYLESWORTH COBOMGR 416---

BT 211730A
 DM BBBB
 BBB
 JEA R.....21/1730A S S AR
 BBBB
 ITA R...OVERV21/- NLBC BBB
 ITA R.....21/1730A L B C AR BBBB BBBB

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