

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

Security Review Information:

Rcvd:	Rel	1985/03/05
Indexer ID: 33	Entered Date:	
QC ID:	QC'd Date::	
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

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BOD DIR 2000X 27 Sep 58

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2007

MICROFILMED

1386-40

SECRET
AUTH: 30, A-55
4 Feb 45
INITIALS
H-2-1

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

AFD 140, U.S. Army,
4 February 1945.

SUBJECT: Mission Report.

TO : Commanding General, 9th Bombardment Division (H), AFD 140, U.S. Army.
(Attn: A-4)

I. 2 February 1945, T.O. 0944, Heskirchen, F.O. 149-750.

II. 43-21457 Right main tire blew out Caused by a rock puncture on taxi strip.
(Lt E.J. Rooney) taxiing.

III. None.

IV. 41-39238 All bombs returned.
(Lt R.A. Russell)

Intervalometer counter relay and ratchet attachment of counter knob out of adjustment, allowing counter switch to remain open. This would cause a complete failure of intervalometer in train release.

43-22890 Station No 11 failed to release.
(Lt W.L. Hale)

Armament personnel installed B-1 checkle on bomb improperly loading.

43-22815 All bombs returned.
(Capt R.O. Gruetasmacher)

Pilot failed to use loader

41-22830 All bombs returned.
(Lt J.C. Russell)

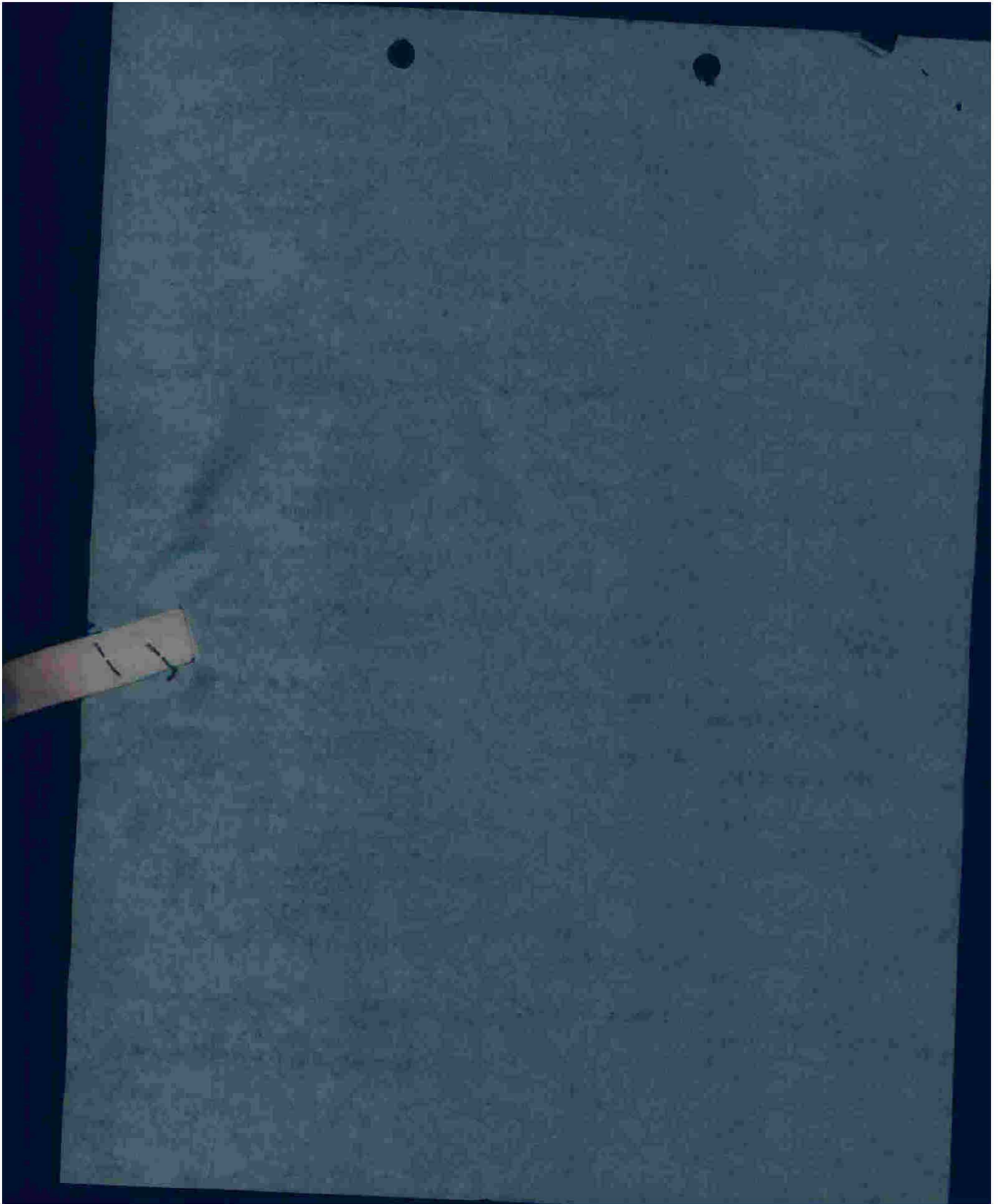
Bombing system functioned properly upon ground check. Pilot stated that the bomb door indicator light failed to burn and gunner stated that one bomb door was not fully open. This aircraft is equipped with a spring action door switch and it is believed that the pilot failed to allow doors to fully open before attempting to release.

41-39259 All bombs returned.
(Lt J.A. Colquitt)

Pilot failed to use loader release.

43-22854 All bombs returned.
(Lt E.S. Jordan)

The aircraft was ground checked properly but it had a previous failure of this nature without revealing any irregularities when



IV. Cont'd.

41-88241
(Lt J.J. Farley)

Bombs released prematurely shortly after doors were opened at the time when the flight leader leveled and opened doors to check bomb sight.

ground checked. Aircraft to be test flown with practice bombs for further investigation.

The bombing system was ground checked and found to function properly. This aircraft was equipped with impulse bombing. Communication section checked receiver for proper functioning and found it operated properly. However, pilot stated that the "Ready tone" lights and "Drop tone" lights on bombing indicator were flashing off and on about the time the bombs released. Other aircraft in the flight reported no such premature lighting of these lights, however, the aircraft is to be test flown and impulse bombing installations checked. This check will be made by the personnel who installed the equipment.

V. 42-82328
(Lt M. Hallman)

Pilot reported smelling smoke in pilot's compartment.

Pilot landed at station A-69 and aircraft was checked there to find cause of burning. However, no trouble could be found and pilot returned to base. Aircraft was again checked by communications and electrical specialists but no trouble could be located. Aircraft is still being investigated.

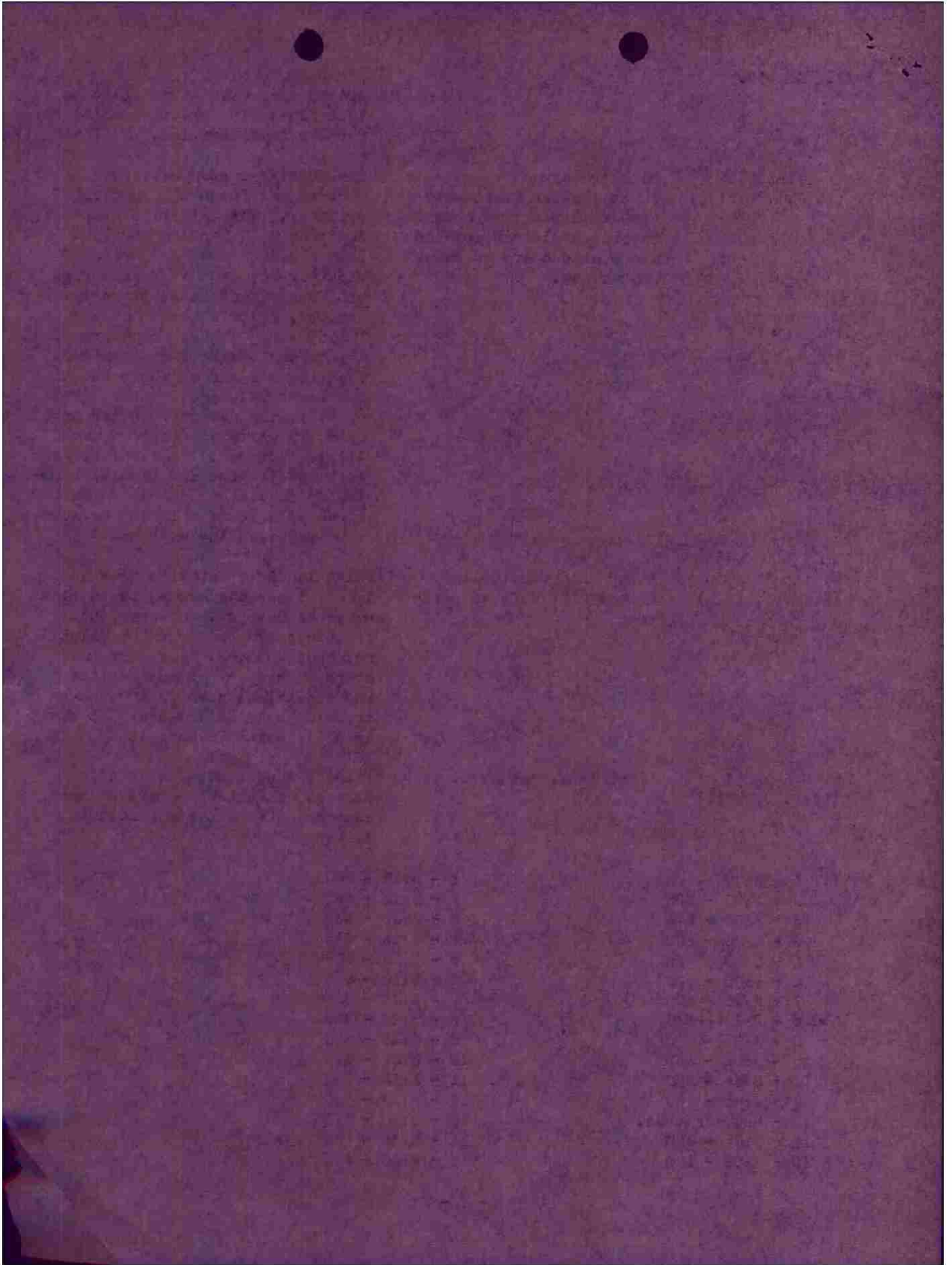
43-22024
(Lt D.E. Smith)

Pilot landed at A-78.

Pilot landed because of battle damage. Extent of damage unknown, however, aircraft was placed in category "AO".

VI. 1 - 3:00 - 400
2 - 3:00 - 500
3 - 3:00 - 575
4 - 3:00 - 550
5 - 3:00 - 525
6 - 3:05 - 480
7 - 3:05 - 480
8 - 3:05 - 610
9 - 3:05 - 500
10 - 3:05 - 525
11 - 3:05 - 580
12 - 3:05 - 450
13 - Not airborne.
14 - 3:05 - 400
15 - 3:05 - 500

1 - 3:25 - 550
2 - 3:15 - 460
3 - 3:15 - 550
4 - 3:15 - 615
5 - 3:15 - 545
6 - 3:10 - 550
7 - 3:15 - 520
8 - 3:20 - 595
9 - 3:15 - 680
10 - 3:05 - 610
11 - 3:15 - 560
12 - 3:10 - 590
13 - 3:20 - 575
14 - 3:15 - 450
15 - 3:15 - 475

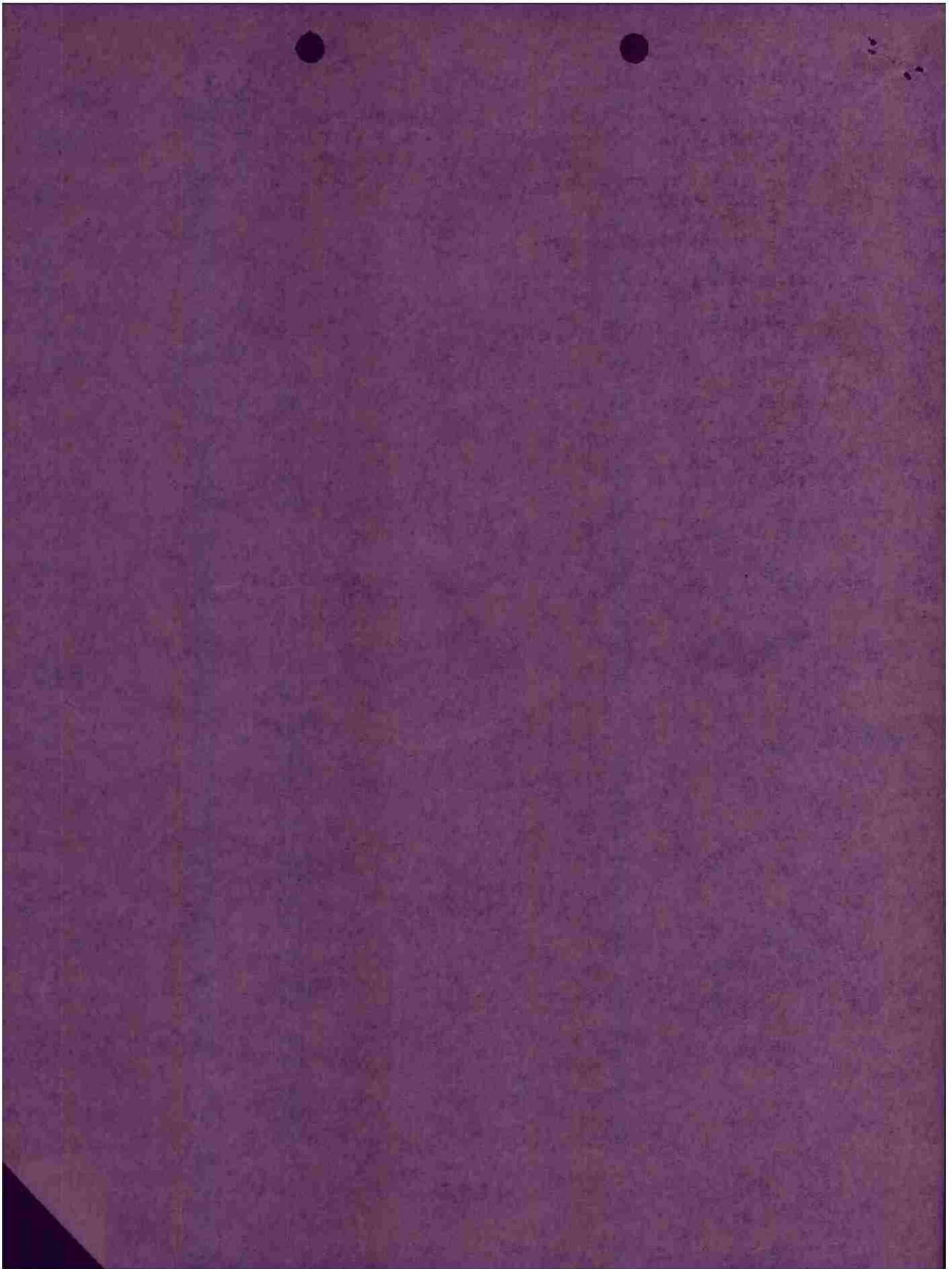


VI. Cont'd.

16 - 3:05 - 525	18 - 3:20 - 500
17 - 3:05 - 475	17 - 3:15 - 600
18 - 3:05 - 500	18 - 3:25 - 450
S - Did not return to base.	S - 3:10 - 450
W - 3:15 - 450	
V - 3:25 - 700	
W - Did not return to base.	

VII. 41-39264 - A
 41-39265 - A
 43-2446 - A
 43-22023 - A
 43-22290 - A
 41-39321 - A
 44-81 - A
 41-39274 - A
 41-39264 - A
 41-39235 - A
 41-39259 - A
 43-22024 - AG

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



S E C R E T

BOMBING INFORMATION REPORT

Date <u>2 Feb 45</u>	Target name <u>Eschiroben</u>	Size bomb <u>250</u>	Primary <u>(X)</u>
Group <u>116</u>	Bombardier <u>Lt. A. B. Bond</u>	Tot. Bombs <u>120</u>	Alternate <u>()</u>
F.O.# <u>149-730</u>	Navigator <u>Lt. A. B. Bond</u>	Fuse nose <u>1/10</u>	Casual <u>()</u>
Box <u>1</u>	Pilot <u>Lt. A. B. Bond</u>	Fuse tail <u>1/40</u>	Sync. sight'g <u>(X)</u>
Flight <u>1 & 3</u>	Sqdn # <u>668</u>	Radial error <u>990</u>	Intrvlmtr <u>50 ft.</u>
# A/C <u>10</u>	Bmbdr's grade <u>60</u>	Bad miss <u>()</u>	Altitude <u>12500</u>
3 <u>()</u> 12 <u>(X)</u>	Last score <u>75.9</u>	No photos <u>()</u>	Runs prim. <u>1</u>
4 <u>()</u> 18 <u>()</u>	Missions led <u>32</u>	No attack <u>()</u>	Runs sec. <u>()</u>
6 <u>()</u>	Tot. missions <u>52</u>	Unobsvd. <u>()</u>	Run time <u>40 sec.</u>
Pinpoint <u>(X)</u>	Area <u>()</u>	Line <u>()</u>	Auto pilot in ship <u>()</u>
Mercury erection used <u>()</u>	" " used <u>()</u>		PFF used <u>()</u>
			ARR used <u>()</u>

No difficulties	0 a <u>(X)</u>	Navigation	Pilotage
No information	0 b <u>()</u>	No trouble	3 a <u>(X)</u>
Planning		Missed check pts.	3 b <u>()</u>
No trouble	1 a <u>()</u>	Picked wrong I.P.	3 c <u>()</u>
Battle smoke	1 b <u>()</u>	I.P. not found	3 d <u>()</u>
Bomb smoke	1 c <u>()</u>	Missed I. P.	3 e <u>()</u>
Target identity	1 d <u>()</u>	Bad course from IP	3 f <u>()</u>
IP identification	1 e <u>()</u>	Other	3 g <u>()</u>
Similar targets	1 f <u>()</u>	Sighting	Interference
No photos	1 g <u>()</u>	Good run	4 a <u>(X)</u>
Poor photos	1 h <u>()</u>	Gyro caged	4 b <u>()</u>
Poor maps	1 i <u>()</u>	Gyro tumbled	4 c <u>()</u>
Poor check points	1 j <u>()</u>	roor level	4 d <u>()</u>
Poor briefing	1 k <u>()</u>	Extended vis. in	4 e <u>()</u>
No brfd alternate	1 l <u>()</u>	Preset drift off	4 f <u>()</u>
Other	1 m <u>()</u>	Wrong disc speed	4 g <u>()</u>
Weather		Indices crossed	4 h <u>()</u>
Tenths clouds below <u>2/10</u>		Poor range sync.	4 i <u>()</u>
Altitude of tops <u>3000 ft.</u>		Poor defl. sync.	4 j <u>()</u>
Tenths clouds above <u>None</u>		Other	4 k <u>()</u>
Altitude of bottoms		Bombing	
Visibility, miles <u>10</u>		No trouble	5 a <u>(X)</u>
Cloud over target	2 a <u>()</u>	P.D.I. not on	5 b <u>()</u>
Haze, none	2 b <u>()</u>	Intrvlmtr not set	5 c <u>()</u>
" slight	2 c <u>()</u>	Bomb switch off	5 d <u>()</u>
" medium	2 d <u>()</u>	Late salvo	5 e <u>()</u>
" heavy	2 e <u>()</u>	Picked wrong A.P.	5 f <u>()</u>
Weather as briefed	2 f <u>()</u>	Did not locate A.P.	5 g <u>()</u>
Wind wrong	2 g <u>()</u>	A.P. found late	5 h <u>()</u>
Clouds wrong	2 h <u>(X)</u>	Other	5 i <u>()</u>
Visibility wrong	2 i <u>()</u>		
Other	2 j <u>()</u>		

Remarks: All difficulties checked above shall be mentioned here. Give an account of the troubles in the order of their occurrence. If there were several troubles underline the most important one. Try to give reasons for the difficulties when they are not apparent. Place the time that the trouble occurred.

Weather 2 h: Briefed 10/10 cloud cover over target (PFF).

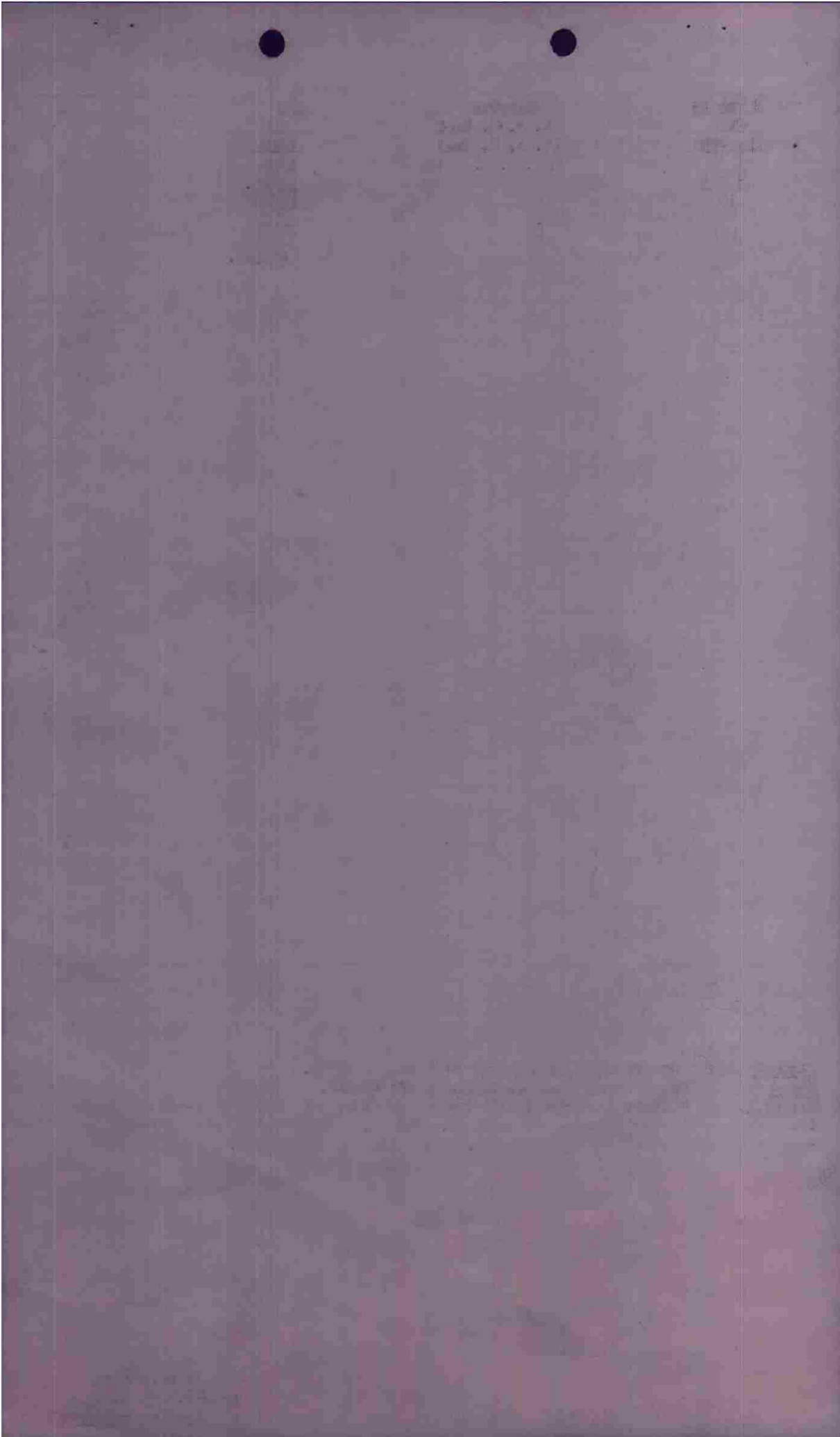
Enemy 9 b: XXXX flak on bomb run and turn off target.

Flight C, box 1 flight leader was not airborne due to flat tire on take-off. Flight was instructed to release bombs on lead flight. This accounts for the 12 ship formation instead of the briefed 6 ship formation. Bombs hit in one pattern.

Signature

S E C R E T

REPRODUCED BY 902ND ENG. A.F. HQ. CO. IN ENGINEER COMMAND 701



S E C R E T

BOMBING INFORMATION REPORT

Date <u>2 Feb 45</u>	Target name <u>Bastirion</u>	Size bomb <u>250</u>	Primary <u>(X)</u>
Group <u>416</u>	Bombardier <u>Lt. O. B. Koch</u>	Tot. Bombs <u>56</u>	Alternate <u>()</u>
F.O.# <u>119-730</u>	Navigator <u>Lt. O. B. Koch</u>	Fuse nose <u>1/10</u>	Casual <u>()</u>
Box <u>1</u>	Pilot <u>Capt. D. F. Shaw</u>	Fuse tail <u>1/40</u>	Sync. sight'g <u>(X)</u>
Flight <u>2</u>	Sqdn # <u>670</u>	Radial error <u>3000</u>	Intrvlmtr <u>50 ft.</u>
# A/C <u>4</u>	Bmbdr's grade <u>60</u>	Bad miss <u>()</u>	Altitude <u>12700</u>
3 <u>()</u> 12 <u>()</u>	Last score <u>60</u>	No photos <u>(X)</u>	Runs prim. <u>1</u>
4 <u>()</u> 18 <u>()</u>	Missions led <u>1</u>	No attack <u>()</u>	Runs sec. <u>()</u>
6 <u>(X)</u>	Tot. missions <u>15</u>	Unobsvd. <u>()</u>	Run time <u>45 sec.</u>
Pinpoint <u>(X)</u>	Area <u>()</u>	Line <u>()</u>	Auto pilot in ship <u>()</u>
Mercury erection used <u>()</u>	" " used <u>()</u>	" " used <u>()</u>	ABR used <u>()</u>

No difficulties	0 a <u>()</u>	Navigation	Pilotage
No information	0 b <u>()</u>	No trouble	3 a <u>(X)</u>
Planning		Missed check pts.	3 b <u>()</u>
No trouble	1 a <u>()</u>	Picked wrong I.P.	3 c <u>()</u>
Battle smoke	1 b <u>()</u>	I.P. not found	3 d <u>()</u>
Bomb smoke	1 c <u>()</u>	Missed I. P.	3 e <u>()</u>
Target identity	1 d <u>()</u>	Bad course from IP	3 f <u>()</u>
IP identification	1 e <u>()</u>	Other	3 g <u>()</u>
Similar targets	1 f <u>()</u>	Sighting	Interference
No photos	1 g <u>(X)</u>	Good run	4 a <u>(X)</u>
Poor photos	1 h <u>()</u>	Gyro caged	4 b <u>()</u>
Poor maps	1 i <u>()</u>	Gyro tumbled	4 c <u>()</u>
Poor check points	1 j <u>()</u>	oor level	4 d <u>()</u>
Poor briefing	1 k <u>()</u>	Extended vis. in	4 e <u>()</u>
No brfd alternate	1 l <u>()</u>	Preset drift off	4 f <u>()</u>
Other	1 m <u>()</u>	Wrong disc speed	4 g <u>()</u>
Weather		Indices crossed	4 h <u>()</u>
Tenths clouds below <u>2/10</u>		Poor range sync.	4 i <u>()</u>
Altitude of tops <u>3000 ft.</u>		Poor defl. sync.	4 j <u>()</u>
Tenths clouds above <u>None</u>		Other	4 k <u>()</u>
Altitude of bottoms		Bombing	
Visibility, miles <u>10</u>		No trouble	5 a <u>(X)</u>
Cloud over target	2 a <u>()</u>	P.D.I. not on	5 b <u>()</u>
Haze, none	2 b <u>()</u>	Intrvlmtr not set	5 c <u>()</u>
" slight	2 c <u>()</u>	Bomb switch off	5 d <u>()</u>
" medium	2 d <u>()</u>	Late salvo	5 e <u>()</u>
" heavy	2 e <u>()</u>	Picked wrong A.P.	5 f <u>()</u>
Weather as briefed	2 f <u>()</u>	Did not locate A.P.	5 g <u>()</u>
Wind wrong	2 g <u>()</u>	A.P. found late	5 h <u>()</u>
Clouds wrong	2 h <u>()</u>	Other	5 i <u>()</u>
Visibility wrong	2 i <u>()</u>		
Other	2 j <u>()</u>		
			8 a <u>(X)</u>
			8 b <u>()</u>
			8 c <u>()</u>
			8 d <u>()</u>
			8 e <u>()</u>
			8 f <u>()</u>
			8 g <u>()</u>
			8 h <u>()</u>
			8 i <u>()</u>
			8 j <u>()</u>
			Enemy
			No trouble
			9 a <u>()</u>
			Some flak on run
			9 b <u>(X)</u>
			Rough air, flak
			9 c <u>()</u>
			Damaged, flak
			9 d <u>()</u>
			Bombardier hit
			9 e <u>()</u>
			Pilot hit
			9 f <u>()</u>
			Fighter attack
			9 g <u>()</u>
			Other
			9 h <u>()</u>

Remarks: All difficulties checked above shall be mentioned here. Give an account of the troubles in the order of their occurrence. If there were several troubles underline the most important one. Try to give reasons for the difficulties when they are not apparent. Place the time that the trouble occurred.

Weather 2 h: Briefed 10/10 cloud cover over target (PFF).

Enemy 9 b: XRA flak on bomb run and turn off target.

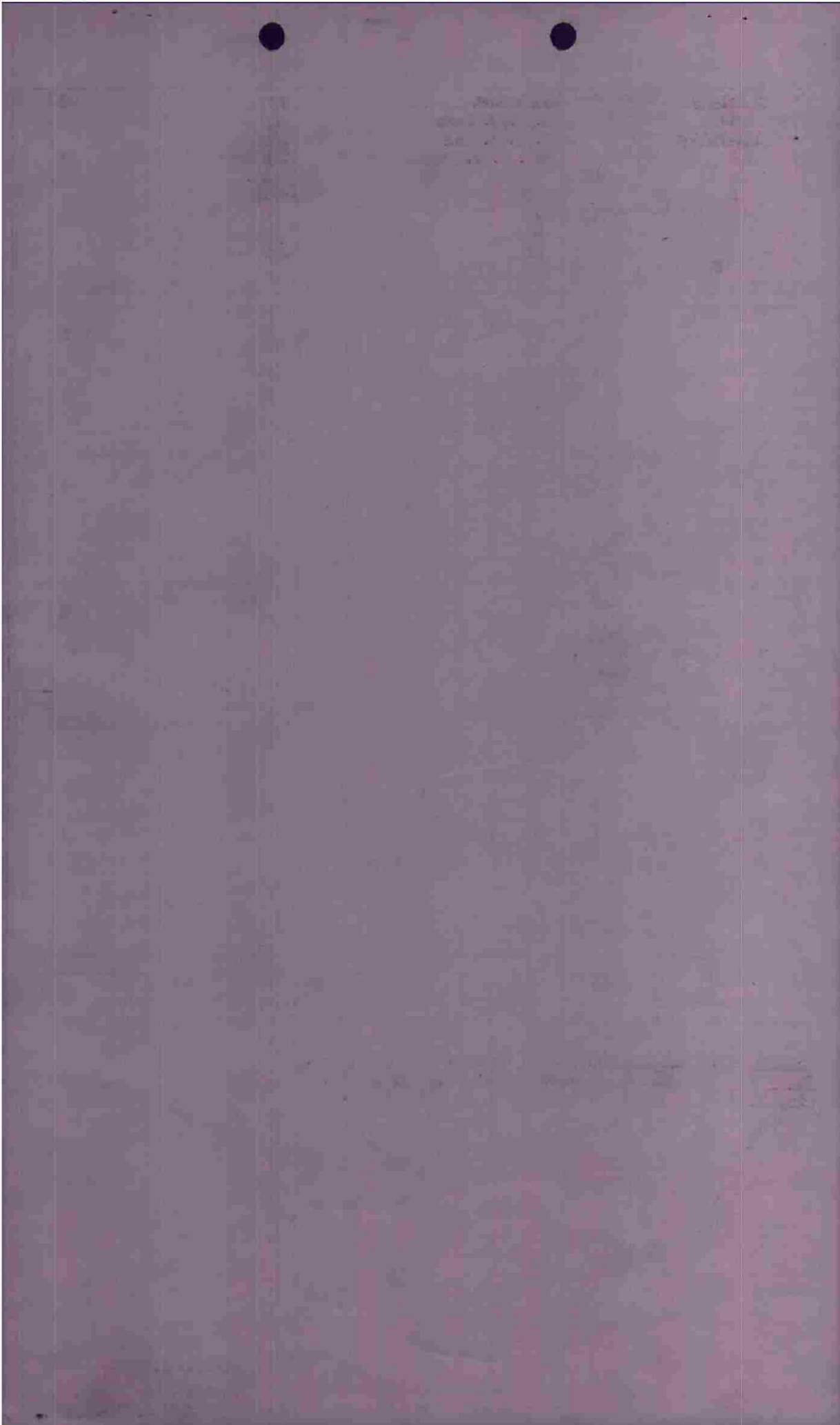
Planning 1 g: No photo coverage due to evasive action.

Signature

S E C R E T

REPRODUCED BY 902ND ENG. A.F. HQ CO. IX. ENGINEER COMMAND

WILLIAM H. LUTER,
Captain, Air Corps,
Bombardier - Navigator



S E C R E T

BOMBING INFORMATION REPORT

Date <u>2 Feb. 45</u>	Target name <u>Bombardier</u>	Size bomb <u>250</u>	Primary <u>(X)</u>
Group <u>436</u>	Bombardier <u>1st. E. Fenna</u>	Tot. Bombs <u>59</u>	Alternate <u>()</u>
F.O.# <u>149-730</u>	Navigator <u>1st. E. Fenna</u>	Fuse nose <u>1/10</u>	Casual <u>()</u>
Box <u>2</u>	Pilot <u>Capt. G.M. McNulty</u>	Fuse tail <u>1/1000</u>	Sync. sight'g <u>(X)</u>
Flight <u>1</u>	Sqdn # <u>468</u>	Intrvlmtr <u>50 ft.</u>	Fixed ang. <u>()</u>
# A/C <u>5</u>	Bmbdr's grade <u>100</u>	Altitude <u>13200</u>	No aiming <u>()</u>
3 () 12 ()	Last score <u>76</u>	No photos ()	Runs prim. <u>1</u>
4 () 18 ()	Missions led <u>29</u>	No attack ()	Runs sec. <u>()</u>
6 (X)	Tot. missions <u>59</u>	Unobsvd. ()	Run time <u>60</u>
Pinpoint (X)	Area ()	Line ()	Auto pilot in ship ()
Mercury erection used ()	" " used ()		ABR used ()

No difficulties	0 a ()	Navigation	Pilotage
No information	0 b ()	No trouble	No trouble
Planning		Missed check pts.	3 a (X)
No trouble	1 a (X)	Picked wrong I.P.	3 b ()
Battle smoke	1 b ()	I.P. not found	3 c ()
Bomb smoke	1 c ()	Missed I. P.	3 d ()
Target identity	1 d ()	Bad course from IP	3 e ()
IP identification	1 e ()	Other	3 f ()
Similar targets	1 f ()	Sighting	3 g ()
No photos	1 g ()	Good run	4 a (X)
Poor photos	1 h ()	Gyro caged	4 b ()
Poor maps	1 i ()	Gyro tumbled	4 c ()
Poor check points	1 j ()	Door level	4 d ()
Poor briefing	1 k ()	Extended vis. in	4 e ()
No brfd alternate	1 l ()	Preset drift off	4 f ()
Other	1 m ()	Wrong disc speed	4 g ()
Weather		Indices crossed	4 h ()
Tenths clouds below	<u>2/10</u>	Poor range sync.	4 i ()
Altitude of tops	<u>3000 ft</u>	Poor defl. sync.	4 j ()
Tenths clouds above	<u>None</u>	Other	4 k ()
Altitude of bottoms		Bombing	
Visibility, miles	<u>10</u>	No trouble	5 a (X)
Cloud over target	2 a ()	P.D.I. not on	5 b ()
Haze, none	2 b ()	Intrvlmtr net set	5 c ()
" slight	2 c ()	Bomb switch off	5 d ()
" medium	2 d ()	Late salvo	5 e ()
" heavy	2 e ()	Picked wrong A.P.	5 f ()
Weather as briefed	2 f ()	Did not locate A.P.	5 g ()
Wind wrong	2 g ()	A.P. found late	5 h ()
Clouds wrong	2 h (X)	Other	5 i ()
Visibility wrong	2 i ()		
Other	2 j ()		

Remarks: All difficulties checked above shall be mentioned here. Give an account of the troubles in the order of their occurrence. If there were several troubles underline the most important one. Try to give reasons for the difficulties when they are not apparent. Place the time that the trouble occurred.

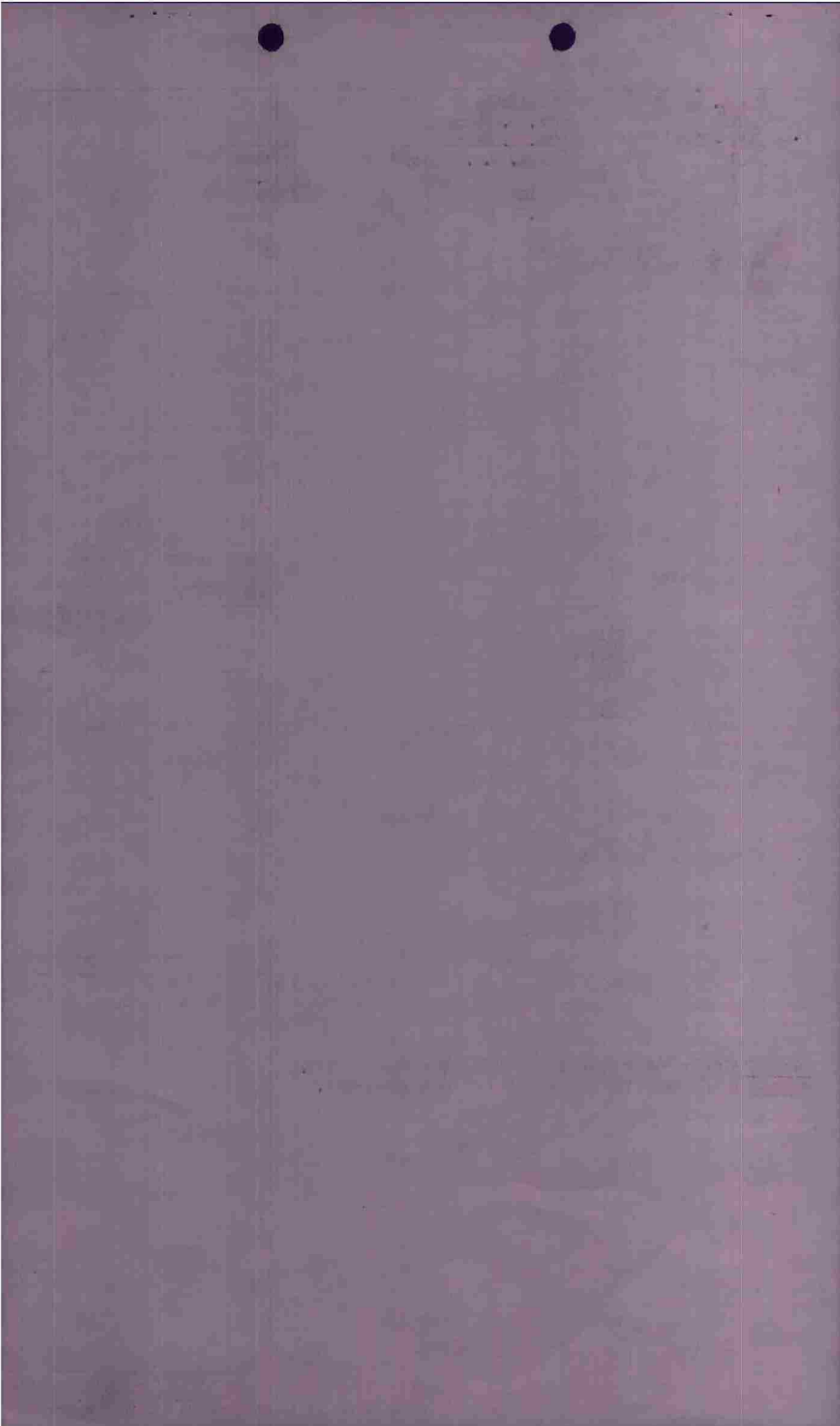
Exhibit 2 b: Briefed 10/10 cloud cover over target (IFF).
Exhibit 2 b: XMA flak on bomb run and turn off target.

Signature

S E C R E T

REPRODUCED BY 902ND ENG. A.F. HQ. CO. IN. ENGINEER COMMAND # 201

WILLIAM M. LYLES,
CAPTAIN, AIR CORPS,
ENGINEER COMMAND # 201



S E C R E T

BOMBING INFORMATION REPORT

Date <u>2 Oct 45</u>	Target name <u>Buckingham</u>	Size bomb <u>250</u>	Primary <u>(X)</u>
Group <u>115</u>	Bombardier <u>1st. D.L. Moore</u>	Tot. Bombs <u>60</u>	Alternate <u>()</u>
F.O.# <u>142-730</u>	Navigator <u>1st. D.L. Moore</u>	Fuse nose <u>1/20</u>	Casual <u>()</u>
Box <u>2</u>	Pilot <u>1st. Col. J.G. Barden</u>	Fuse tail <u>1/20</u>	Sync. sight'g <u>()</u>
Flight <u>2</u>	Sqdn # <u>669</u>	Radial error <u>660</u>	Intrvlmtr <u>50 ft.</u>
# A/C <u>4</u>	Bmbr's grade <u>80</u>	Bad miss <u>()</u>	Altitude <u>2200</u>
3 <u>()</u> 12 <u>()</u>	Last score <u>87.3</u>	No photos <u>()</u>	Runs prim. <u>1</u>
4 <u>()</u> 18 <u>()</u>	Missions led <u>18</u>	No attack <u>()</u>	Runs sec. <u>()</u>
6 <u>(X)</u>	Tot. missions <u>30</u>	Unobsvd. <u>()</u>	Run time <u>45</u>
Pinpoint <u>(X)</u>	Area <u>()</u>	Line <u>()</u>	Auto pilot in ship <u>()</u>
Mercury erection used <u>()</u>	" <u>()</u>	" <u>()</u>	used <u>()</u>
			ARR used <u>()</u>

No difficulties	0 a <u>(X)</u>	Navigation		Pilotage	
No information	0 b <u>()</u>	No trouble	3 a <u>(X)</u>	No trouble	6 a <u>(X)</u>
Planning		Missed check pts.	3 b <u>()</u>	Altitude wrong	6 b <u>()</u>
No trouble	1 a <u>(X)</u>	Picked wrong I.P.	3 c <u>()</u>	Evasive action	6 c <u>()</u>
Battle smoke	1 b <u>()</u>	I.P. not found	3 d <u>()</u>	Turn too soon	6 d <u>()</u>
Bomb smoke	1 c <u>()</u>	Missed I. P.	3 e <u>()</u>	Poor on P.D.I.	6 e <u>()</u>
Target identity	1 d <u>()</u>	Bad course from IP	3 f <u>()</u>	Poor on intercom.	6 f <u>()</u>
IP identification	1 e <u>()</u>	Other	3 g <u>()</u>	Other	6 g <u>()</u>
Similar targets	1 f <u>()</u>	Sighting		Interference	
No photos	1 g <u>()</u>	Good run	4 a <u>(X)</u>	No trouble	7 a <u>(X)</u>
Poor photos	1 h <u>()</u>	Gyro caged	4 b <u>()</u>	Prop wash	7 b <u>()</u>
Poor maps	1 i <u>()</u>	Gyro tumbled	4 c <u>()</u>	Collision course	7 c <u>()</u>
Poor check points	1 j <u>()</u>	oor level	4 d <u>()</u>	Ships above	7 d <u>()</u>
Poor briefing	1 k <u>()</u>	Extended vis. in	4 e <u>()</u>	Ships below	7 e <u>()</u>
No brfd alternate	1 l <u>()</u>	Preset drift off	4 f <u>()</u>	Other	7 f <u>()</u>
Other	1 m <u>()</u>	Wrong disc speed	4 g <u>()</u>	Malfunctions	
Weather		Indices crossed	4 h <u>()</u>	No trouble	8 a <u>(X)</u>
Tenths clouds below	<u>2/10</u>	Poor range sync.	4 i <u>()</u>	Controls	8 b <u>()</u>
Altitude of tops	<u>2000 ft</u>	Poor defl. sync.	4 j <u>()</u>	Intercom.	8 c <u>()</u>
Tenths clouds above	<u>None</u>	Other	4 k <u>()</u>	Bombsight	8 d <u>()</u>
Altitude of bottoms		Bombing		Bomb doors	8 e <u>()</u>
Visibility, miles	<u>10</u>	No trouble	5 a <u>(X)</u>	Release	8 f <u>()</u>
Cloud over target	2 a <u>()</u>	P.D.I. not on	5 b <u>()</u>	Intervalometer	8 g <u>()</u>
Haze, none	2 b <u>()</u>	Intrvlmtr net set	5 c <u>()</u>	P.D.I.	8 h <u>()</u>
" slight	2 c <u>()</u>	Bomb switch off	5 d <u>()</u>	Auto pilot	8 i <u>()</u>
" medium	2 d <u>()</u>	Late salvo	5 e <u>()</u>	Other	8 j <u>()</u>
" heavy	2 e <u>()</u>	Picked wrong A.P.	5 f <u>()</u>	Enemy	
Weather as briefed	2 f <u>()</u>	Did not locate A.P.	5 g <u>()</u>	No trouble	9 a <u>()</u>
Wind wrong	2 g <u>()</u>	A.P. found late	5 h <u>()</u>	Some flak on run	9 b <u>(X)</u>
Clouds wrong	2 h <u>(X)</u>	Other	5 i <u>()</u>	Rough air, flak	9 c <u>()</u>
Visibility wrong	2 i <u>()</u>			Damaged, flak	9 d <u>()</u>
Other	2 j <u>()</u>			Bombardier hit	9 e <u>()</u>
				Pilot hit	9 f <u>()</u>
				Fighter attack	9 g <u>()</u>
				Other	9 h <u>()</u>

Remarks: All difficulties checked above shall be mentioned here. Give an account of the troubles in the order of their occurrence. If there were several troubles underline the most important one. Try to give reasons for the difficulties when they are not apparent. Place the time that the trouble occurred.

Weather 2 h: Briefed 10/10 cloud cover over target (ITT).

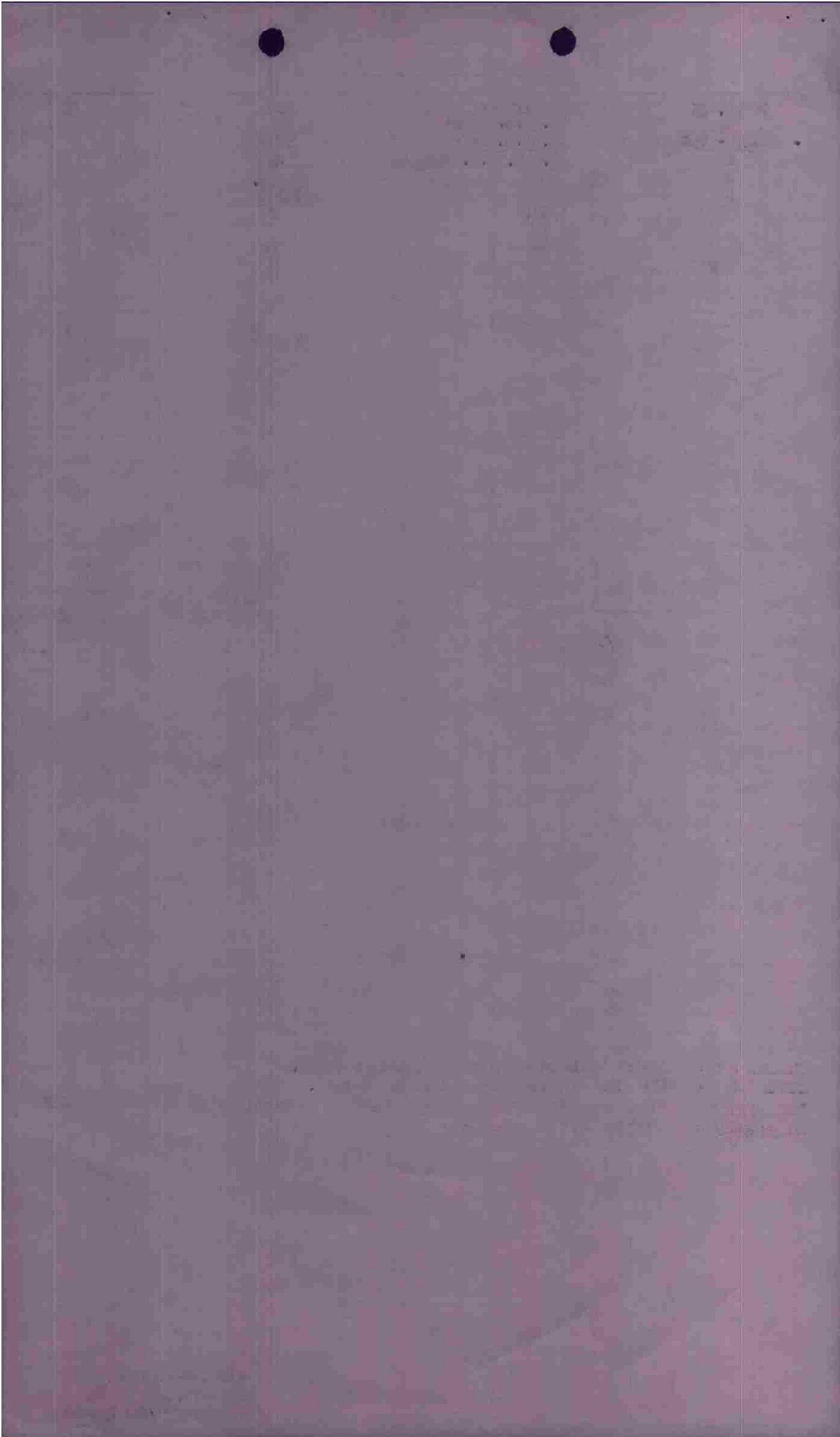
Bomb 9 b: XGA flak on bomb run and turn off target.

Signature

S E C R E T

REPRODUCED BY 902ND ENG. A.F. HQ. CO.

WILLIAM H. LINTZ,
CAPTAIN, AIR CORPS
BOMBING INFORMATION REPORT



S E C R E T

BOMBING INFORMATION REPORT

Date <u>2 Feb 45</u>	Target name <u>Hackington</u>	Size bomb <u>250</u>	Primary <u>(X)</u>
Group <u>416</u>	Bombardier <u>1st. J.B. Brown</u>	Tot. Bombs <u>74</u>	Alternate <u>()</u>
F.O.# <u>149-730</u>	Navigator <u>1st. J.B. Brown</u>	Fuse nose <u>1/20</u>	Casual <u>()</u>
Box <u>2</u>	Pilot <u>1st. C.J. Brown</u>	Fuse tail <u>1.20</u>	Sync. sight'g <u>()</u>
Flight <u>3</u>	Sqdn # <u>571</u>	Radial error <u>200 A</u>	Intrvlmtr <u>50 ft.</u>
# A/C <u>6</u>	Bmbdr's grade <u>2</u>	Bad miss <u>()</u>	Altitude <u>11700</u>
3 <u>()</u> 12 <u>()</u>	Last score <u>100</u>	No photos <u>()</u>	Runs prim. <u>2</u>
4 <u>()</u> 18 <u>()</u>	Missions led <u>1</u>	No attack <u>()</u>	Runs sec. <u>()</u>
6 <u>(X)</u>	Tot. missions <u>12</u>	Unobsvd. <u>()</u>	Run time <u>30</u>
Pinpoint <u>(X)</u>	Area <u>()</u>	Line <u>()</u>	Auto pilot in ship <u>()</u>
Mercury erection used <u>()</u>	" <u>()</u>	" <u>()</u>	used <u>()</u>
			ABR used <u>()</u>

No difficulties	0 a <u>(X)</u>	Navigation		Pilotage	
No information	0 b <u>()</u>	No trouble	3 a <u>(X)</u>	No trouble	6 a <u>(X)</u>
Planning		Missed check pts.	3 b <u>()</u>	Altitude wrong	6 b <u>()</u>
No trouble	1 a <u>()</u>	Picked wrong I.P.	3 c <u>()</u>	Evasive action	6 c <u>()</u>
Battle smoke	1 b <u>()</u>	I.P. not found	3 d <u>()</u>	Turn too soon	6 d <u>()</u>
Bomb smoke	1 c <u>()</u>	Missed I. P.	3 e <u>()</u>	Poor on P.D.I.	6 e <u>()</u>
Target identity	1 d <u>()</u>	Bad course from IP	3 f <u>()</u>	Poor on intercom.	6 f <u>()</u>
IP identification	1 e <u>()</u>	Other	3 g <u>()</u>	Other	6 g <u>()</u>
Similar targets	1 f <u>()</u>	Sighting		Interference	
No photos	1 g <u>(X)</u>	Good run	4 a <u>(X)</u>	No trouble	7 a <u>(X)</u>
Poor photos	1 h <u>()</u>	Gyro caged	4 b <u>()</u>	Prop wash	7 b <u>()</u>
Poor maps	1 i <u>()</u>	Gyro tumbled	4 c <u>()</u>	Collision course	7 c <u>()</u>
Poor check points	1 j <u>()</u>	oor level	4 d <u>()</u>	Ships above	7 d <u>()</u>
Poor briefing	1 k <u>()</u>	Extended vis. in	4 e <u>()</u>	Ships below	7 e <u>()</u>
No brfd alternate	1 l <u>()</u>	Preset drift off	4 f <u>()</u>	Other	7 f <u>()</u>
Other	1 m <u>()</u>	Wrong disc speed	4 g <u>()</u>	Malfunctions	
Weather		Indices crossed	4 h <u>()</u>	No trouble	8 a <u>(X)</u>
Tenths clouds below	<u>2/10</u>	Poor range sync.	4 i <u>()</u>	Controls	8 b <u>()</u>
Altitude of tops	<u>3000 ft</u>	Poor defl. sync.	4 j <u>()</u>	Intercom.	8 c <u>()</u>
Tenths clouds above	<u>None</u>	Other	4 k <u>()</u>	Bombsight	8 d <u>()</u>
Altitude of bottoms		Bombing		Bomb doors	8 e <u>()</u>
Visibility, miles	<u>10</u>	No trouble	5 a <u>(X)</u>	Release	8 f <u>()</u>
Cloud over target	2 a <u>()</u>	P.D.I. not on	5 b <u>()</u>	Intervalometer	8 g <u>()</u>
Haze, none	2 b <u>()</u>	Intrvlmtr not set	5 c <u>()</u>	P.D.I.	8 h <u>()</u>
" slight	2 c <u>()</u>	Bomb switch off	5 d <u>()</u>	Auto pilot	8 i <u>()</u>
" medium	2 d <u>()</u>	Late salvo	5 e <u>()</u>	Other	8 j <u>()</u>
" heavy	2 e <u>()</u>	Picked wrong A.P.	5 f <u>()</u>	Enemy	
Weather as briefed	2 f <u>()</u>	Did not locate A.P.	5 g <u>()</u>	No trouble	9 a <u>()</u>
Wind wrong	2 g <u>()</u>	A.P. found late	5 h <u>()</u>	Some flak on run	9 b <u>(X)</u>
Clouds wrong	2 h <u>(X)</u>	Other	5 i <u>()</u>	Rough air, flak	9 c <u>()</u>
Visibility wrong	2 i <u>()</u>			Damaged, flak	9 d <u>()</u>
Other	2 j <u>()</u>			Bombardier hit	9 e <u>()</u>
				Pilot hit	9 f <u>()</u>
				Fighter attack	9 g <u>()</u>
				Other	9 h <u>()</u>

Remarks: All difficulties checked above shall be mentioned here. Give an account of the troubles in the order of their occurrence. If there were several troubles underline the most important one. Try to give reasons for the difficulties when they are not apparent. Place the time that the trouble occurred.

Weather 2 h : Briefed 10/10 cloud cover over target. (PFF)

Enemy 9 b : XXXA flak on bomb run and turn off target.

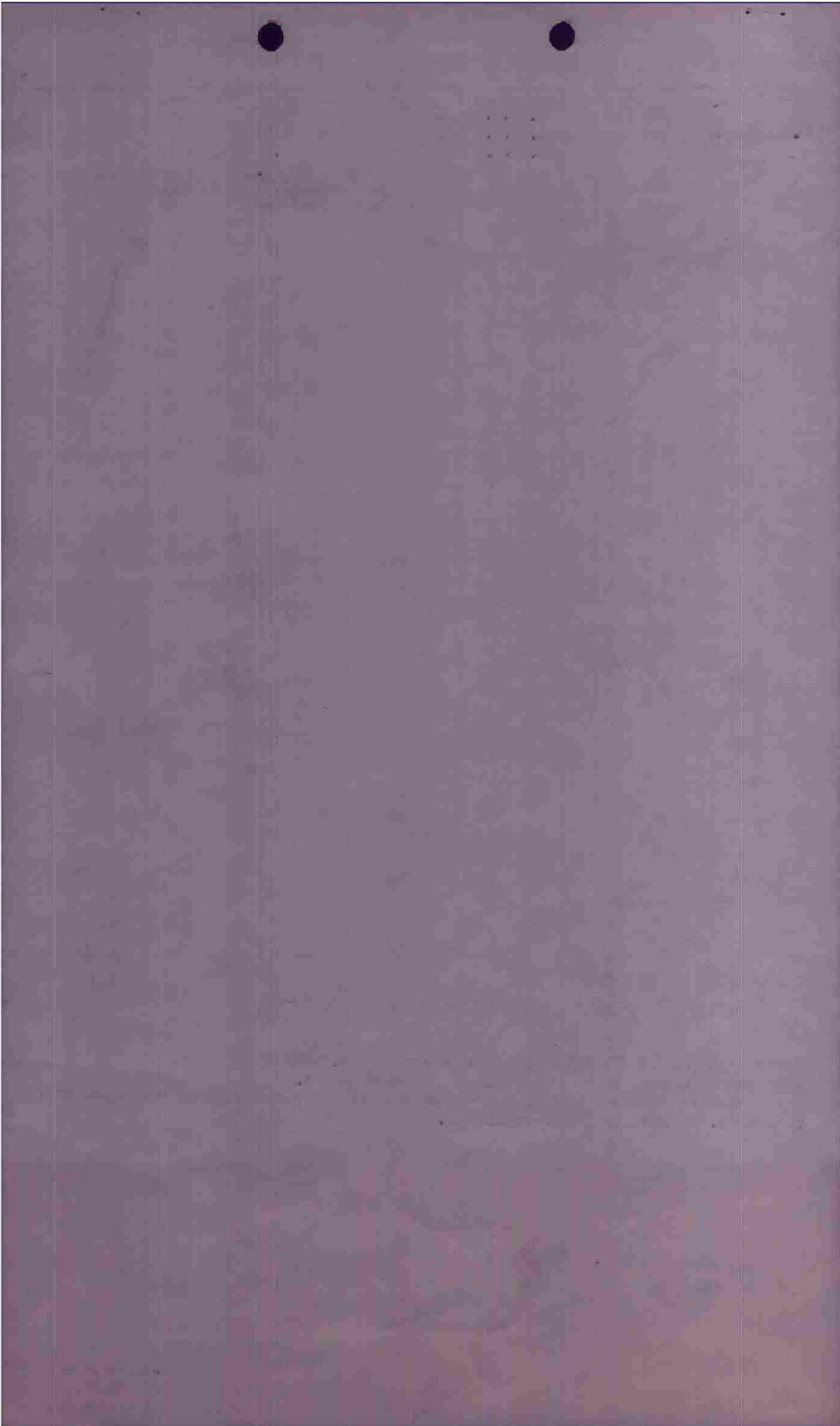
Made second run because on first run was not completely synchronized at time bombs were to go away. Returned to IP for second run.

Signature

S E C R E T

WILLIAM M. LEMER,
CAPTAIN, AIR CORPS,

REPRODUCED BY 902ND ENG. A.F. HQ. CO. 100-100000-1001



MISSION NO. 197
LOADING LIST
BOX I
FLIGHT I
2 FEBRUARY 1945

1. 444 J 400
MAJOR R F PRICE ✓
LT A R HAND ✓ H* 300
S/S C FETKO ✓
S/S S L HEITELL ✓

2. 063 A 500
LT C C MISH ✓
LT R E SHATT ✓ 300
S/S J H ROBERTS ✓
S/S P G EUGA ✓

3. 233 F 575
LT R A RUSSELL ✓ 300
S/S H J SYLVA ✓ (14)

4. 335 W 550
LT J W WRIGHT ✓
SGT D W VANGALDER ✓ * 300

5. 274 S 525
LT L J PRUCHA ✓ 300
T/S G C WILSON ✓

6. 321 T 621
LT J W BLEVINS ✓ * 300
SGT F GENTRY ✓

FLIGHT II

1. 178 L 490
CAPT D F SHEA ✓ H*
LT O R KOCH ✓ 300
T/S J F GOGGIN ✓
S/S A TERAN ✓

2. 223 B 510
LT E G BISHOP ✓ 300
SGT M C HARRIS ✓

3. 2315 L-1 500
CAPT R O GRUBTZEMASHER ✓ 300
S/S J J RICKETSON ✓ (14)

4. 205 M 525
LT J R WARREN ✓ 300
S/S S M TURPIN ✓

5. 337 O 570
LT J A COOK ✓ * 300
SGT T R LANGLEY ✓

6. 330 P 450
LT J C SEWELL ✓ * 300
S/S J A HUMMER ✓ (14)

FLIGHT III

1. 46701st Airborne W-2
LT R J ROONEY ✓ H*
LT R L KIRK ✓
SGT S R CADELL ✓
SGT V B RAOCIO ✓

2. 073 J-1
LT D B GRUNIG ✓ 400
LT B C MORRIS ✓ 300
S/S M E DIAS ✓
SGT H J NOWOSIELSKI ✓

3. 239 N
LT E O TURNER ✓ 500
SGT J SIENKIEWICZ ✓ 300

4. 307 N-1 575
LT R B HALL ✓ * 300
S/S L C BURGER ✓

5. 286 D 475
LT W MUSGROVE ✓ * 300
S/S M LICKER ✓

6. 321 V 570
F/O J A GREEN ✓ 300
SGT A KUBJALKO ✓

SPARE
Lt M WALLMAN
SGT A HOLT
- 1 -

MISSION 197
BOX I
2 FEBRUARY 1945

MISSION NO. 197

LOADING LIST
BOX II
FLIGHT I

2 FEBRUARY 1945

1. 081 P 550
CAPT G M McNULTY
LT W FORMA
S/S W F FUEHRER
S/S K G LAGERMAN

2. 026 M 460
LT C S STANLEY
F/O J H BLOUNT
S/S C B COLLIER
SGT J C EDENBURN

3. 259 H 650
LT J K COLQUITT
SGT A R HOOD

4. 264 I 615
LT J H MONTROSE
S/S J W FELKEL

5. 290 L 545
LT W L HALE
S/S D H BENTZLER

6. 305 U 550
LT F W HARRIS
SGT C W WILLIFORD

FLIGHT II

1. 085 T 500
LT COL J G NAPIER
LT D L MOORE
SGT N D WEST
SGT C E TRANCHINA

2. 354 S 545
LT C S JORDAN
S/S K F JENSEN

3. 229 B 680
LT D O TURNER
S/S M R REYES

4. 252 D
LT D W SORRELS
S/S H I TRIEBER

5. 344 C 560
LT R B HACKLEY
SGT O T HAWK

6. 241 F 590
LT J J FARLEY
SGT E R HARDESTY

FLIGHT III

1. 185 G
LT C J BROWN
LT J E KERNS
S/S H E SUNDERLAND
S/S D J RIO

2. 356 C-1
LT H M VAN NOORDEN
S/S R I STEFFEY

3. 313 B-1
LT A REMISZEWSKI
S/S F D IORIO

4. 271 R 500
LT W A MERCHANT
SGT E F BERKES

5. 352 J 610
LT A E HLIVKO
SGT R E GRAUB

6. 208 L
LT C L MILHORN
SGT D CHEST

SPARE

306 X 450
LT C M ANDERSON
SGT J H DEATHERAGE

W I N D O W

023 X
LT F W HENDERSON
S/S R J BROWN

024 E
LT D E SMITH
SGT R DESIEFAN

S/S W O CLARK
SGT E H KIMBALL

S/S H S FESSLER

S/S D R ABRICI

197

DATE _____

2 Feb 1945

1. NUMBER OF MEN WOUNDED:
Destefano - 0245 - believed dead
Abrams - Killed out near enemy lines

See B'n Report

3. CAMERA MALFUNCTIONS:

4. BATTLE DAMAGE:

7-a. m. + 12 a. m. Cataglyph

5. PLANES FAILING TO BECOME AIRBORNE OR RETURNING EARLY:

469. Poony. Not Airborne. Not tree

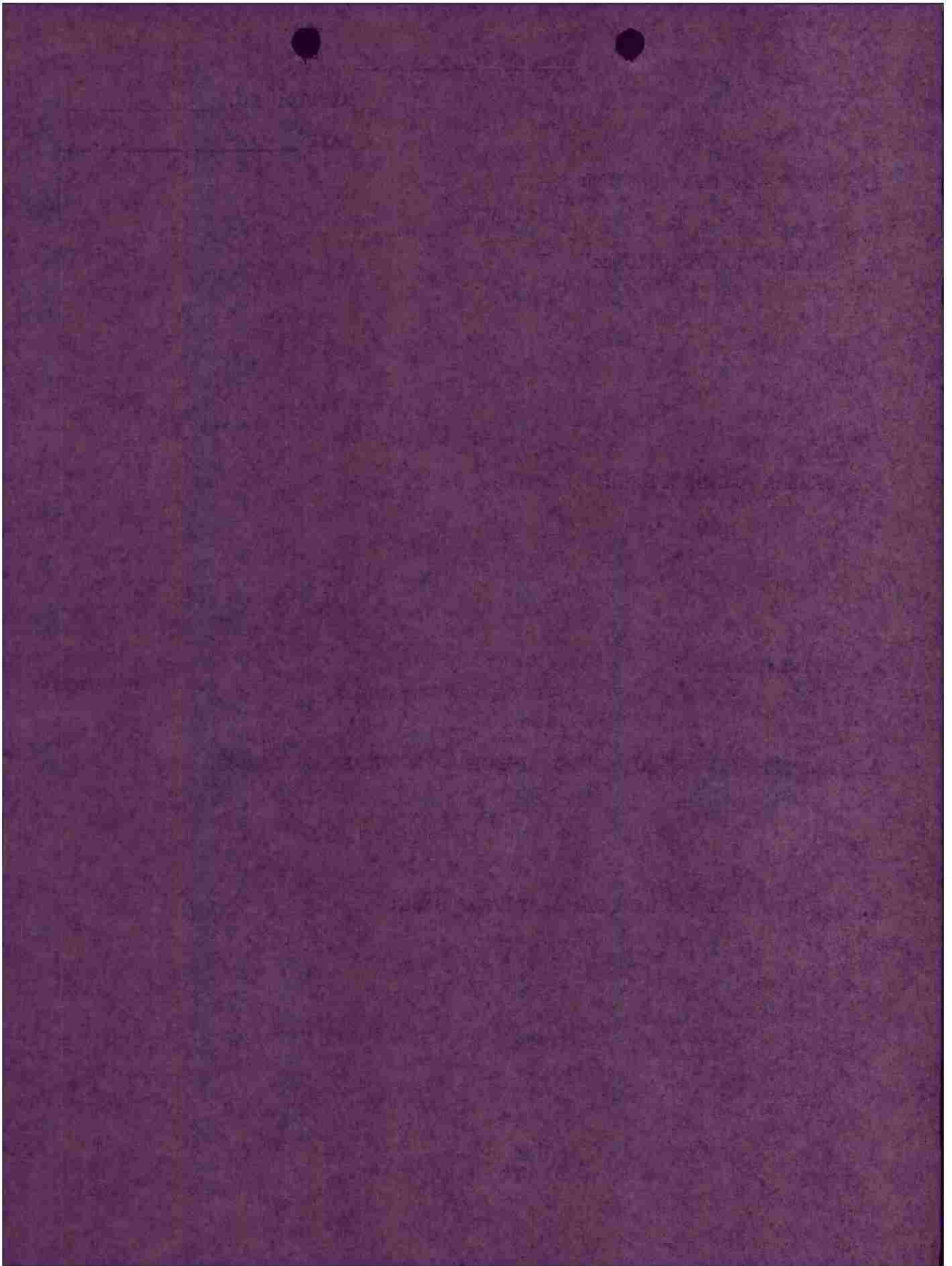
5. PLANES LOST OR LANDING AWAY FROM BASE:

PLANES LOST OR LANDING AWAY FROM BASE:

022 - Malcom - Landed at A-58, 1112. Pilot
reported fire in cockpit.

023 - Henderson - Landed at A-58. Short of gas.

024 - Smith DE - Landed at A-78 - Rear gunner's
Compartment on fire.



CONFIDENTIAL

HEADQUARTERS
416TH BOMBARDMENT GROUP (L)
OFFICE OF THE RADAR OFFICER

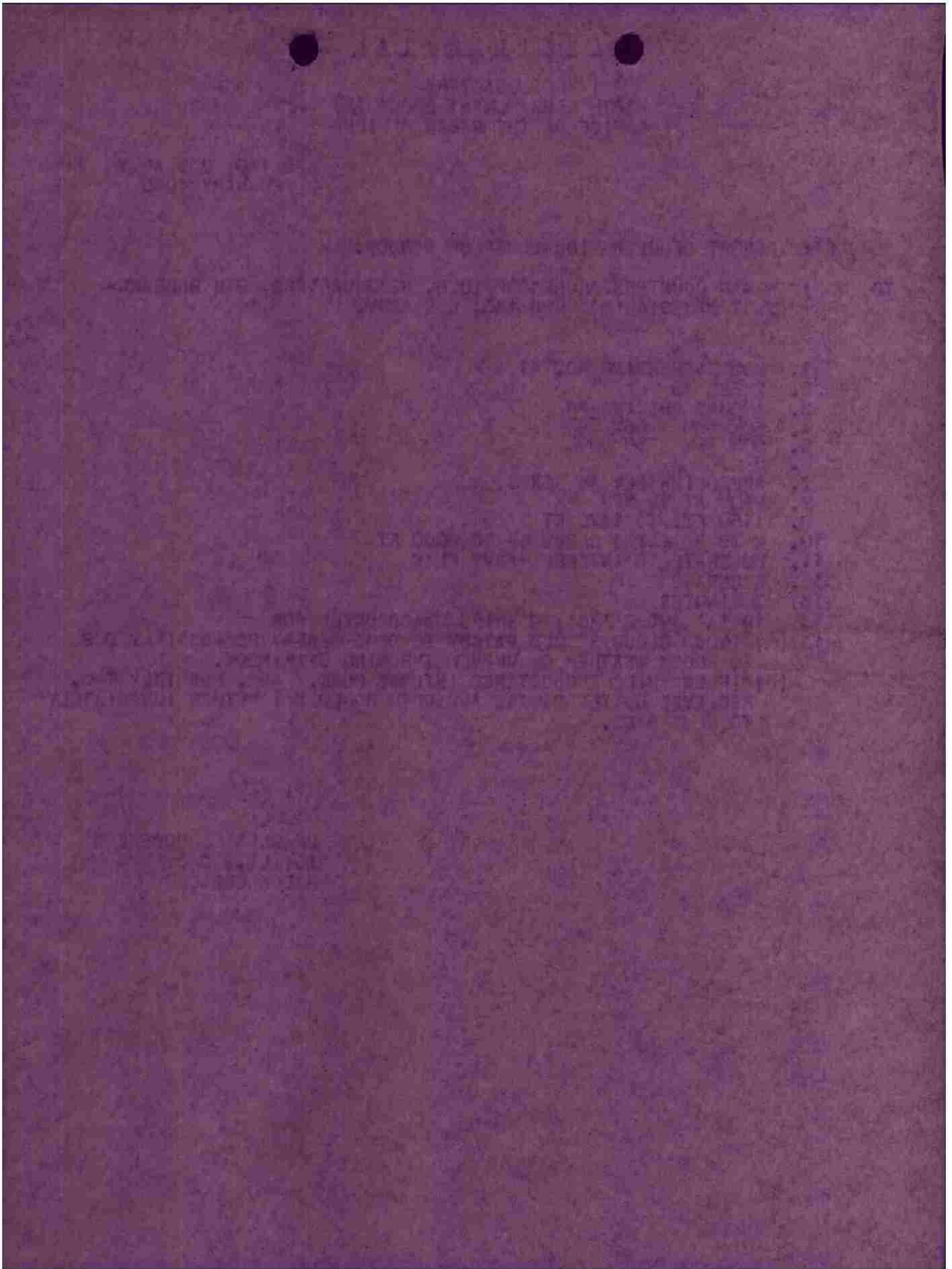
APO 140, U S ARMY
2 FEBRUARY 1945

SUBJECT: REPORT OF OPERATIONAL USE OF WINDOW.

TO : RADAR COUNTERMEASURES OFFICER, HEADQUARTERS, 9TH BOMBARDMENT DIVISION(M), APO 140, U S ARMY.

1. RCM DISPENSING NO. 41
2. 2 FEB 45
3. AROUND ENSKIBOHEN
4. 50° 33N 06° 34E
5. 50° 49N 06° 50E
6. 3
7. APPROXIMATELY 18 BOXES
8. 260° AT 52 MPH
9. 1150 FT. TO 1270 FT
10. 2 TO 3 TENTHS CLOUD UP TO 6000 FT
11. MODERATE TO INTENSE HEAVY FLAK
12. ACCURATE
13. 3 MINUTES
14. 19 'A' AND 3 'AG'; 2 SHIPS UNACCOUNTED FOR
15. (A) WINDOW CLOUD SEEMED PATCHY TO SOME OBSERVERS POSSIBLY DUE TO ROUGH WEATHER OR UNEVEN THROWING OF WINDOW.
(B) WINDOW SHIPS ENCOUNTERED INTENSE FLAK. ONE, POSSIBLY TWO, RECEIVED BATTLE DAMAGE AND BOTH COULD NOT RETURN IMMEDIATELY TO HOME BASE.

CS
CHARLES F. GUNDERSON
1ST LT., CAC
RADAR OFFICER



PRIORITY

FROM: 416TH BOMB GROUP (L)

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

416 BG F _____ E

CONFIDENTIAL

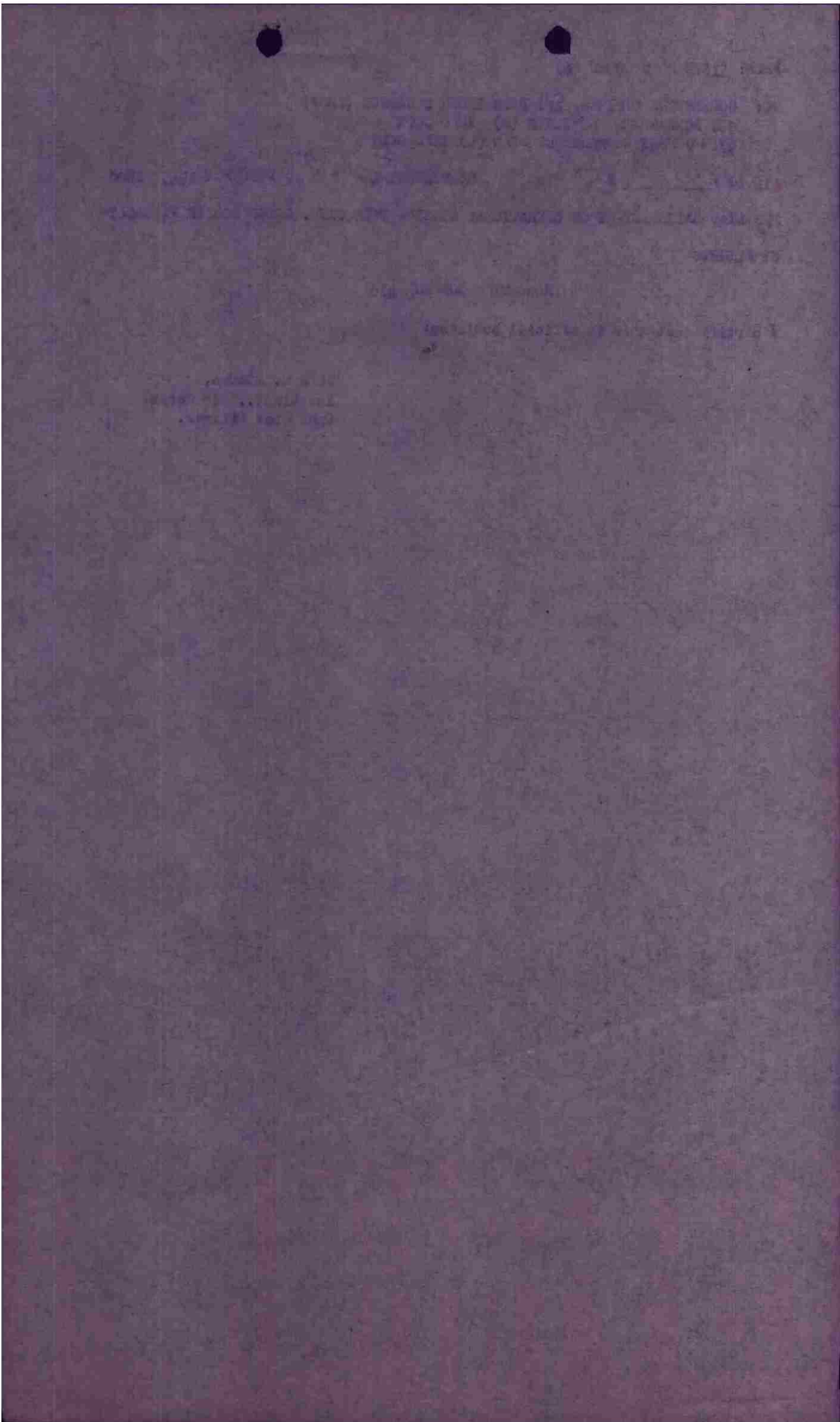
2 FEBRUARY 1945 1800

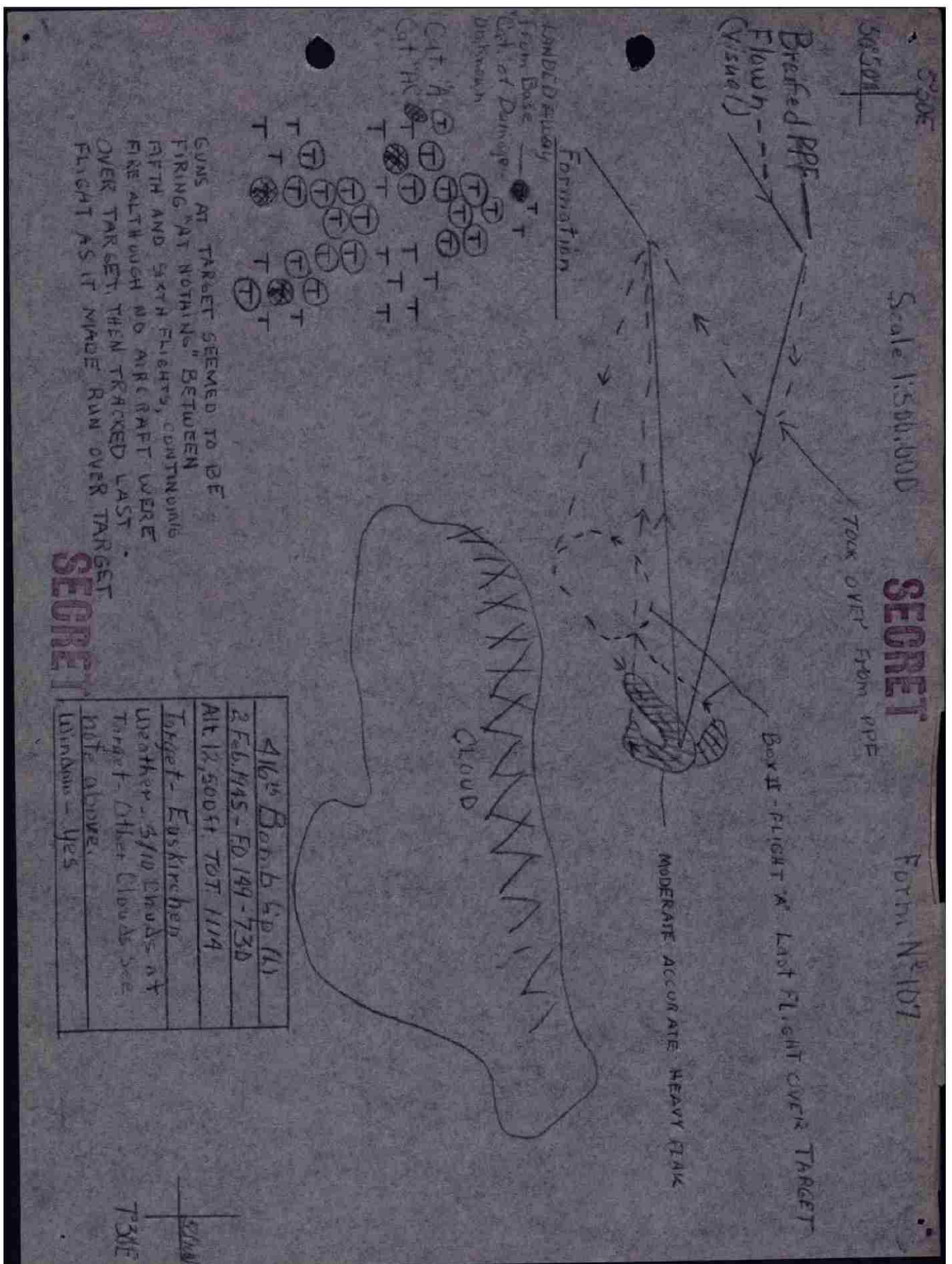
PFF LEAD SATISFACTORY ON OPERATIONAL MISSION THIS DATE. GROUP BOMBED VISUALLY
BY FLIGHTS

AYLESWORTH COBOMGR 416

I certify that this is official business:

JOHN M. BONURA,
1st Lieut., Air Corps,
Opns Stat Officer.





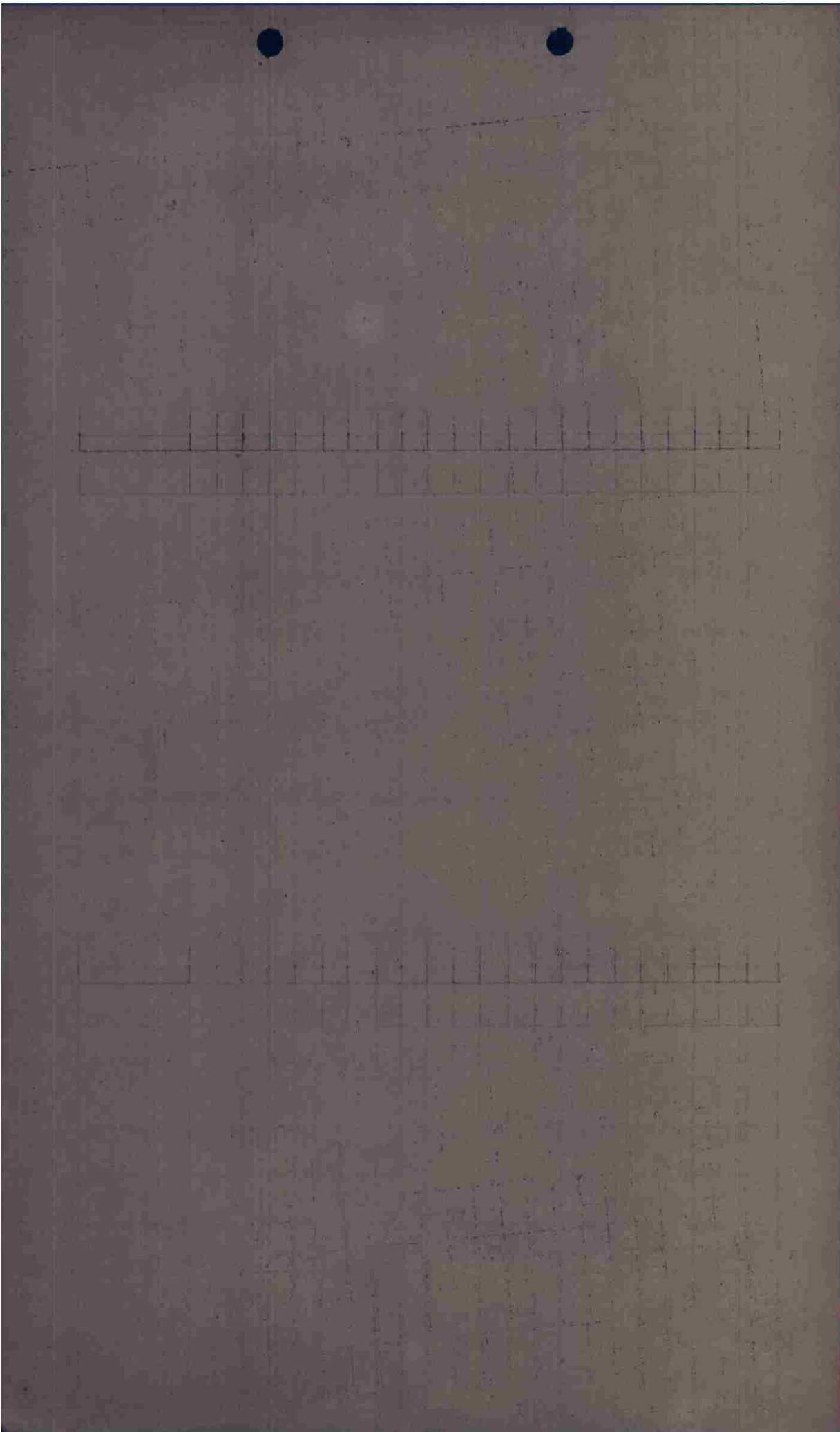
Training No. 197

Box I

2 Feb. 1945

S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	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 B A D	B O M B A D	E N D U R	L A T I T U D E	R E M A R K S
A	J	444	Price	0944								H*				1244	
A	A	063	Price	0944												1244	
A	F	233	Russell	0944												1244	
●	W	335	Wright	0945								*				1245	
A	S	274	Burke	0945												1245	
A	T	321	Bearing	0945								*				1246	
B	L	178	Shira	0946								H*				1247	
C	B	223	Boyd	0946												1247	
C	H-1	2315	Quetzalcoatl	0947												1248	
C	M	205	Harrell	0947								*				1249	
C	O	337	Cook	0947								*				1249	
C	P	330	Deane	0948								*				1250	
C	W-2	467	Deane	0948								**				1251	
●	J-1	073	Deane	0948								**				1251	
●	N	239	Deane	0949												1253	
C	N-1	307	Stall	0949								*				1251	
C	D	286	Thompson	0949								*				1252	
C	V	321	Deane	0950												1252	
A	W-3	326	Waltman	0950													A-69
A	Y	710	Deane	0951													
A	X	023	Deane	0951													
B	E	034	Deane, A.E.	0957													A-58

Lost at A-78 - Emergency Run ground Impactant on fire

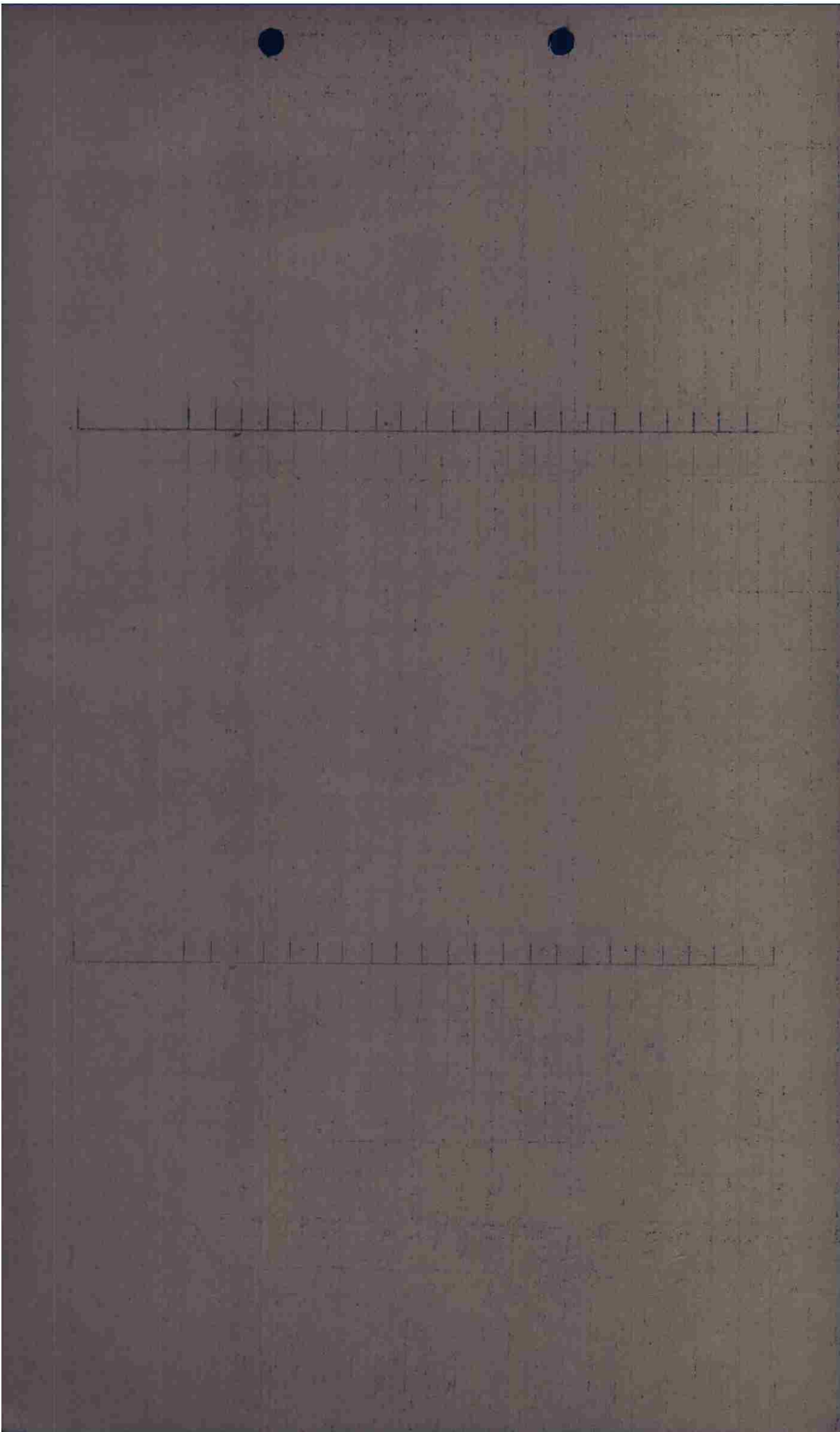


Operation No. 197

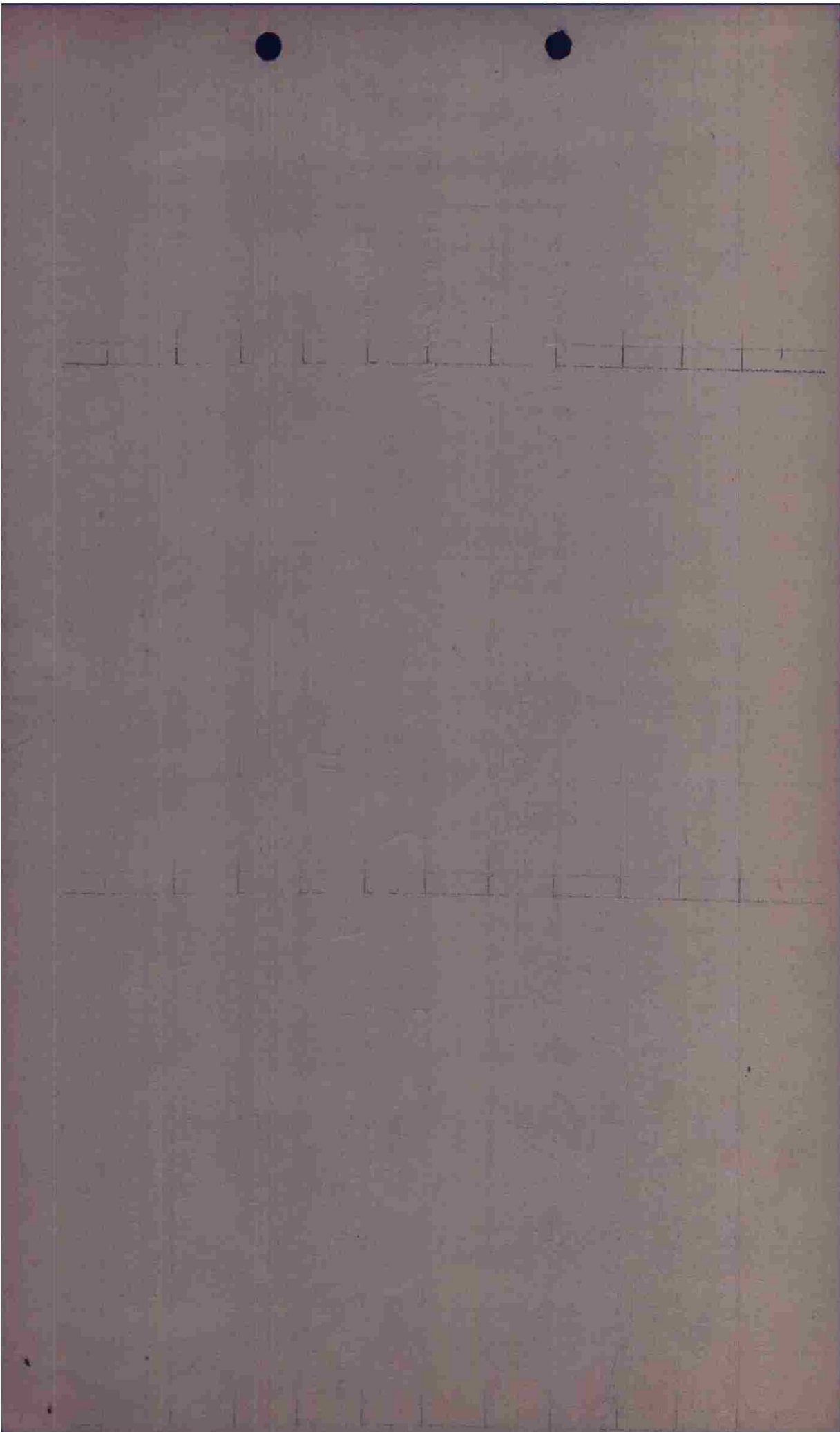
Part 1

2 February 1945

S Q D M	A / C LTR	A / C NO.	PILOT	D I S T A N C E	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 A D	B O M B O A D	E N D U R	L A N D I N G	R E M A R K S
A	P	081	McCully	0950								H*				1311	
A	M	026	Stanley	0951								*				1302	
A	H	059	Calquith	0951								*				1303	
A	I	064	McIntire	0951								*				1305	
A	L	090	Stale	0951								*				1306	
A	U	305	Stanis	0952								H*				1302	
A	T	085	Harper	0952								H*				1307	
A	S	354	Robinson	0952								*				1312	
A	B	229	Bynum	0953												1305	
A	D	253	Donnelly	0953								*				1307	
A	C	344	Stackley	0954								*				1305	
A	E	241	Barber	0955								H*				1310	
A	G	185	Brumby	0954								*				1309	
A	C-1	356	Van Housen	0954								*				1314	
A	B-1	313	Remington	0955								*				1309	
A	R	271	Overland	0955												1314	
A	J	352	Winko	0955								*				1308	
A	K-1	208	McLean	0956								*				1310	
A	X	306	Anderson	0956												1314	



Mission No. 157					4X250 - 14-20 th 14X250 - 14-26 th	2 February 1945
SHIP NO	SQUADRON	PILOT and/or BOMBARDIER	GUNNER'S	FUNCTIONS	CAUSES OF MALFUNCTIONS	
233	A	Russell		All bombs returned	Intervallometer counter relay and ratchet attachment of cut of adjustment allowing gunner divided to remain open. This caused cause a complete failure of intervallometer in main fuselage -	
290	A	H. Alie		Station No 11 failed to release	Commanant personnel in killed B-7 exploded on land in proximity to the leader - Pilot failed to see leader release -	
2315	C	Gruetzemacher		All bombs returned		
230	C	Sewell		All bombs returned	Bombing system functioned properly when ground exploded. Pilot stated that bomb door mechanism right failed to arm and gunner stated that he had observed not fully open - aircraft in agitated with spinning action above aircraft and it is believed that he failed to stand clear to pull open before attempting bomb release -	



Mission 197					2 Feb. 1945	
SHIP NO	SQUADRON	PILOT AND/OR BOMBARDIER	ENGINE S	FUNCTIONS	CAUSES OF MALFUNCTIONS	
159	A	Coburn		All bombs returned	Pilot failed to see leader release	
354	B	Jordan		All bombs returned	Bombsight ground check properly but had previous failure of previous nature without making an inspection when ground checked. Bombsight is the last plane with previous failure has another investigation.	
241	B	FARLEY		Bombs returned but not returned the identity of the bombs were opened at the time flight leader found and opened doors to allow bomb sight.	Bombsight's bombing system ground checked and found to function properly. Bombsight was equipped with automatic bombing mechanism that with receiver initiated for complete bombing. Communication system checked. Receiver gave proper functioning and found with ground properly. However pilot stated that the "Ready Tone" light and "Drop Tone" lights on bombsight malfunctioned light were flashing on and off about the time bombs returned. When bombsight flight reported no such premature lighting of these lights, however:	
					(over)	

Aircraft is to be test flown
and impeller landing mistakes
checked - further investigation
of impeller landing equipment
is to be conducted by
personnel who installed
equipment.

01JJP 01ITA 01JKI 01JPO 01JES V 01JEA 4/02 CP CP
T (01ITA PASS TO 01JJP)

FROM 97TH COMBAT BOMB WING 02/0220A
TO COMBOMDIV NINE
COBOMGP 410
COBOMGP 416
COBOMGP 409
1ST PROV PATHFINDER SQDN.

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

F-14-E

97TH COMBAT BOMB WING
APO 140
02 FEBRUARY 1945

FIELD ORDER NO. 149-730

MAPS - NORMAL

1. B. REF. CURRENT BOMBLINE COUNTER BATTERY FIRE WILL BE ARRANGED ON ALL TARGETS TO NEUTRALIZE ENEMY FLAK WITHIN RANGE.

(2) 2TAF WILL FURNISH AREA COVER FOR THE 409TH AND 416TH GROUPS.
19TH TAC WILL FURNISH AREA COVER FOR THE 410TH GROUP.

2. THIS WING WILL ATTACK TARGETS IN GERMANY.

ZERO HOUR PLAN "A" 2/1200A
ZERO HOUR PLAN "B" 2/1200A-1400

PLAN "A"

3. A. 409TH BOMB GROUP

- (9) M.P.I. MAP SERIES CGSG 4414 SHEET NO. 5306. ONE FLIGHT ON EACH OF THE FOLLOWING GRID COORDS: 32752931, 32532943, 32532950, 32622983, 33012962, AND 33292948. INTER VALOMETER SETTING MINIMUM.
(12) T.O.T. ZERO PLUS 40 MINUTES.

B. 410TH BOMB GROUP

- (1) STADTKYLL ROAD JUNCTION (L142953)
(2) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.
(4) BASE TO I.P. TO TARGET.
(5) TARGET TURN LEFT TO RP TO BASE.
(6) BOMB AT 12,000 FEET OR BELOW CLOUD COVER DOWN TO BUT NOT BELOW 5,000 FEET.
(7) 5025N 0602E.
(8) GEN: W TO E.
(9) M.P.I. NINTH A.F. 2ND PHASE INTERPRETATION REPORT US10/D548 TWO FLIGHTS ON EACH OF THE FOLLOWING REFERENCES, 047011, 051009 AND 055005.
(10) 6 X 500 LB. GP. FUSE 1/10 SEC NOSE 1/40 SEC TAIL.
(11) 5025N 0602E
(12) TOT ZERO PLUS 10 MINUTES.
(13) IN THE EVENT THE PRIMARY TARGET CANNOT BE ATTACKED AN ALTER-NATE TARGET 10 MILES OR MORE FROM THE BOMBLINE IN ENEMY HELD TERRITORY WILL BE BOMBED.

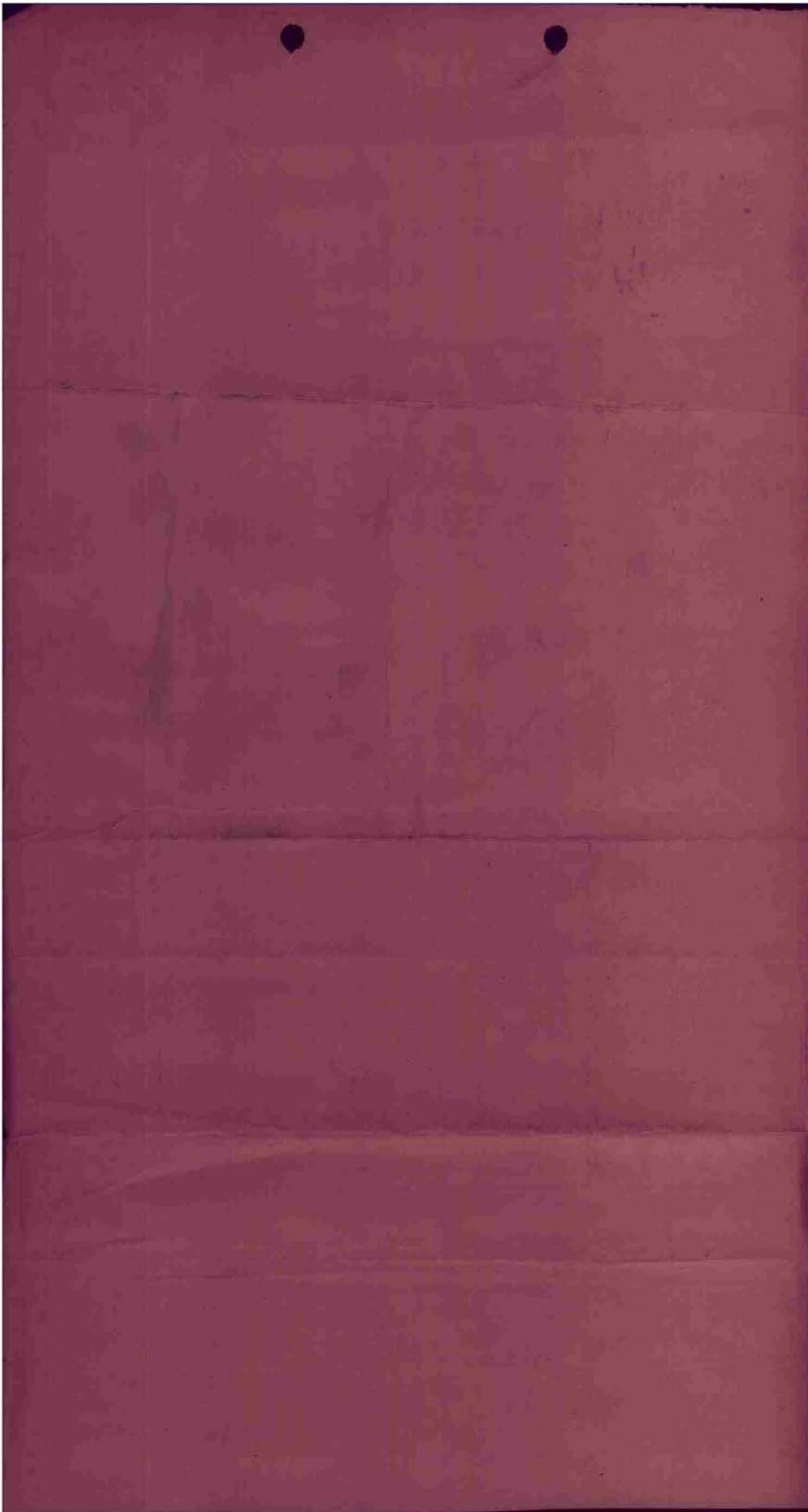
C. 416TH BOMB GROUP

- (9) M.P.I. MAP SERIES CGSG 4414 SHEET NO. 5306. ONE FLIGHT ON EACH OF THE FOLLOWING GRID COORDS: 32772948, 32702970, 32902980, 33002930, 33002983 AND 33302965. INTERVALOMETER SETTING MINIMUM
(12) TOT ZERO PLUS 20 MINUTES.

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

FOR 409TH AND 416TH GROUPS ONLY.

- (5) TARGET : EUSKIRCHEN (XK C F-337233)
(6) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.
(7) ROUTE OUT : BASE TO 5030N 0602E TO I.P. TO TARGET.
(8) ROUTE BACK : TARGET TURN LEFT TO R.P. TO BASE.
(9) ALTITUDE: BOMB AT 12,000 FEET OR BELOW CLOUD COVER DOWN TO BUT NOT BELOW 6,000 FEET. DROP 1,000 FEET AFTER BOMBING.
(10) I.P. 5030N 0630E
(11) AXIS OF ATTACK : GEN SW TO NE.
(13) BOMB LOAD 14 X 250 LB. GP. FUSED 1/10 SEC NOSE 1/40 SEC TAIL.
(14) R.P. 5030N 0602E
(15) IF CLOUD COVER PREVENTS VISUAL BOMBING GROUP WILL BOMB PRIMARY TARGET IN FOLLOWING PRIORITY
A. GROUP "GEE"
B. TARGET E.T.A.



PLAN "B"

3. A. 409TH BOMB GROUP

(9) M.P.I. IF BOMBING IS VISUAL AND BY FLIGHTS ONE FLIGHT ON EACH M.P.I. AS GIVEN IN PARA. 3.A(9) PLAN "A".

IF BOMBING IS VISUAL BY BOXES, ONE BOX ON EACH OF THE FOLLOWING GRID COORD. GSCS 4414 SHEET 5306, 33012962 AND 33252948. PPF M.P.I. GRID COORD. 32952960. INTERVALOMETER SETTING 50 FEET.

(12) TOT ZERO PLUS 20 MINUTES.

B. 410TH BOMB GROUP

(1) STADTKYLL ROAD JUNCTION (L142953)

(2) 2 BOXES OF 18 A/C WITH ONE PPF A/C

(4) BASE TO 5020N 0548E TO TARGET.

(5) TARGET TURN LEFT TO 5025N 0602E TO BASE.

(6) BOMB AT 12,500 FEET. MINIMUM ALTITUDE FOR VISUAL BOMBING WILL BE 5,000 FEET. DROP 1,000 FEET AFTER BOMBING.

(9) M.P.I. NINTH A.F. 2ND PHASE INTERPRETATION REPORT DS10/D548

IF BOMBING IS VISUAL AND BY FLIGHTS, 2 FLIGHTS ON EACH OF THE FOLLOWING REFERENCES: 047011, 051009 AND 055005.

IF BOMBING IS VISUAL AND BY BOXES ONE BOX ON EACH OF THE FOLLOWING REFERENCES: 047011 AND 055005.

PPF M.P.I. GRID COORD: 14209532.

(10) 6 X 500 LB GP FUSED 1/10 SEC NOSE 1/40 SEC TAIL.

(12) T.O.T. ZERO HOUR.

(13) IF VISUAL CONDITIONS EXIST AT PRIMARY 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 PPF A/C OR NOT. IF BOMBING VISUALLY GROUP WILL BOMB BY FLIGHTS IF WEATHER PERMITS, AND WILL USE 5025N 0602E AS A VISUAL I.P. IF BOMBING BY FLIGHTS IS IMPOSSIBLE BUT A SMALL BREAK IN THE CLOUDS PERMITS BOMBING BY BOXES OF 18 A/C, GROUP MAY CONTINUE ON PPF ROUTE TO TARGET OR RETURN TO 5025N 0602E TO BOMB VISUALLY. IF PATHFINDER EQUIPMENT FAILS AND PRIMARY TARGET CANNOT BE BOMBED VISUALLY, AN ALTERNATE TARGET 10 MILES OR MORE FROM THE BOMBLINE IN ENEMY HELD TERRITORY WILL BE BOMBED.

C. 416TH BOMB GROUP

(9) M.P.I. IF BOMBING IS VISUAL AND BY FLIGHTS ONE FLIGHT ON EACH M.P.I. AS GIVEN IN PARA. 3. C. (9). IF BOMBING IS VISUAL

AND BY BOXES ONE BOX ON EACH OF THE FOLLOWING GRID COORDS ON GSCS 4414 SHEET 5306: 32772948, AND 32702970.

PPF M.P.I. GRID COORD 32952960.

INTERVALOMETER SETTING 50 FEET.

(12) T.O.T. ZERO HOUR PLUS 10 MINUTES.

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

FOR 409TH AND 416TH GROUPS ONLY

(5) TARGET: EUSKIRCHEN (F-332295)

(6) AIRCRAFT REQUIRED: 2 BOXES OF 18 A/C WITH ONE PPF A/C.

(7) ROUTE OUT: BASE TO 5047N 0611E TO TARGET.

(8) ROUTE BACK: TARGET TURN RIGHT TO 5037N 0602E TO BASE.

(9) ALTITUDE: BOMB AT 12,500 FEET. MINIMUM ALTITUDE FOR VISUAL BOMBING WILL BE 6,000 FEET. DROP 1,000 FEET AFTER BOMBING.

(10) BOMB LOAD: 14 X 250 LB GP FUSED 1/10 SEC NOSE, 1/40 SEC TAIL.

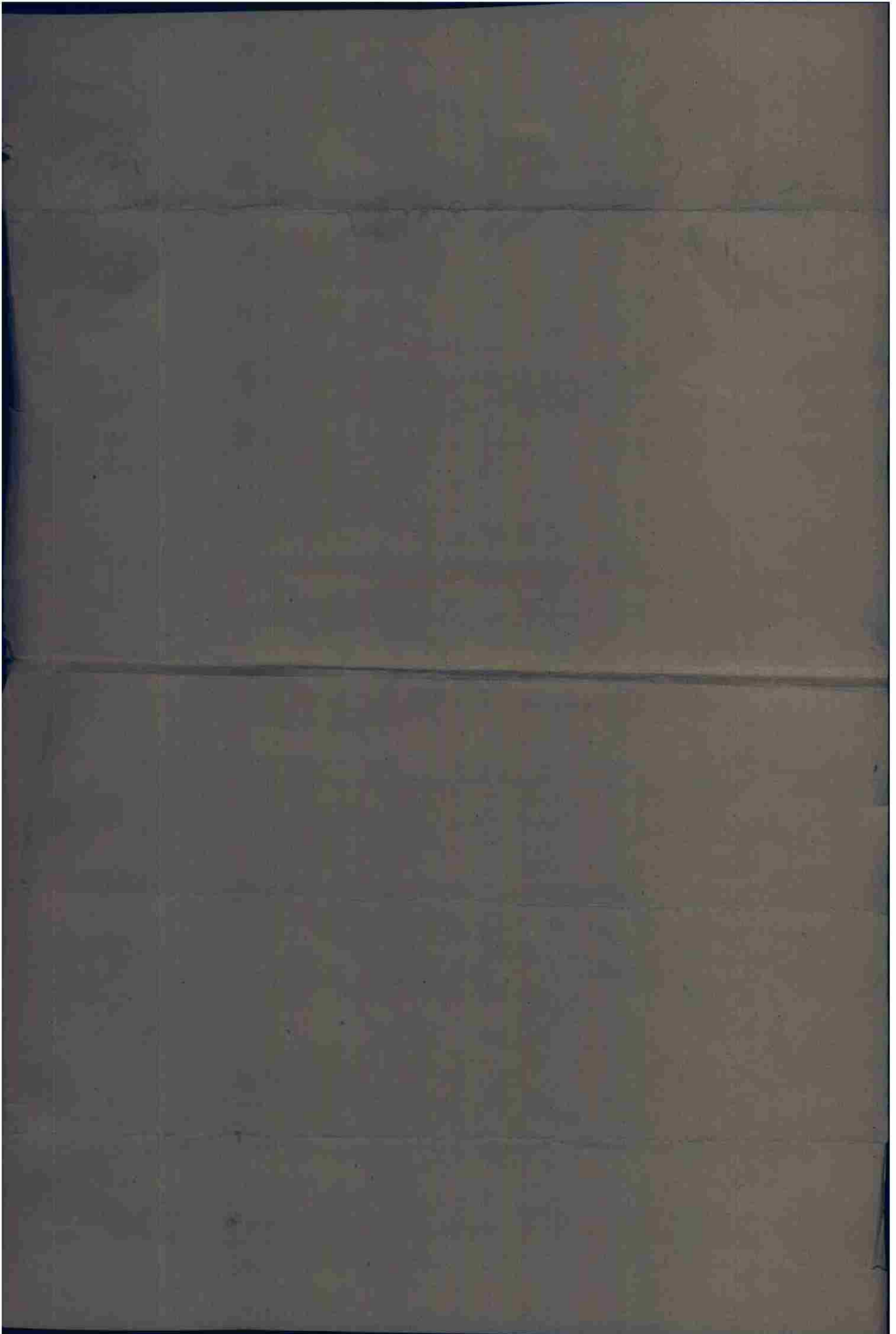
(11) IF VISUAL CONDITIONS EXIST AT PRIMARY TARGET. BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-26 BOX LEADER AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE P.P.F. A/C OR NOT. IF BOMBING VISUALLY, GROUPS WILL BOMB BY FLIGHTS IF WEATHER PERMITS, AND WILL USE 5033N 0634E AS A VISUAL I.P. IF BOMBING BY FLIGHTS IS IMPOSSIBLE BUT A SMALL BREAK IN THE CLOUD PERMITS BOMBING BY BOXES OF 18 A/C, GROUP MAY CONTINUE ON P.P.F. ROUTE TO TARGET OR RETURN TO 5033N 0634E TO BOMB VISUALLY. IF 10/10 CLOUD COVER OBSCURES THE TARGET, GROUP WILL BOMB PRIMARY TARGET IN THE FOLLOWING PRIORITY.

A. P.P.F.

B. GROUP "GEE"

C. TARGET E.T.A.

4. NO CHANGE.



5. COMMUNICATIONS

PLAN "A" AND "B"

A. 409TH BOMB GROUP

- (2) KINGPIN
- (4, 5) SWEEPSTAKES

B. 410TH BOMB GROUP

- (2) FUTURE
- (3) JUDITH
- (4) RIPSAP

C. 416TH BOMB GROUP

- (2) BYLAW
- (4, 5) SWEEPSTAKES

X. GENERAL INSTRUCTIONS

- (11) BYLAW AND KINGPIN WILL CALL DECLINE, FUTURE WILL CALL BLEND-
WELL ON C/C AT LEAST 15 MIN PRIOR TO TROOP LINE ADVISING
HOW MUCH THEY ARE AHEAD OR BEHIND SCHEDULE.

KINGPIN AND FUTURE WILL ALSO CALL SAME STATIONS WHEN
LEAVING TARGET AREA STATING THEY HAVE COMPLETED OR ABANDONED
OPS.

COMCBTWIG 97

BT02/0220A

CES / CW AR

OIJKI R... 02/0338A RSS AR

OIJES R... 02/0345A FR AR

OIJPO R... ~~XXXXXX~~ 02/0345A LB AR

OIITA R.....

TIC

02/0348A AT AR

;81



OIITA OIJE A OIJPO OIJKI V OIJE A OIJE A 5/02 OP OP
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 02/0430A
TO COMBOMDIV NINE
COBOMGR'S 409, 410, 416.
1ST PATHFINDER SQDN (PROV)

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

97CBW F-15-E

97TH COMBAT BOMB WING
A P O 140
02 FEBRUARY B-ANNEX NO. 1 TO FIELD GDER 149-730.

PLAN "A" CANCELLED, PLAN "B" IN EFFECT.

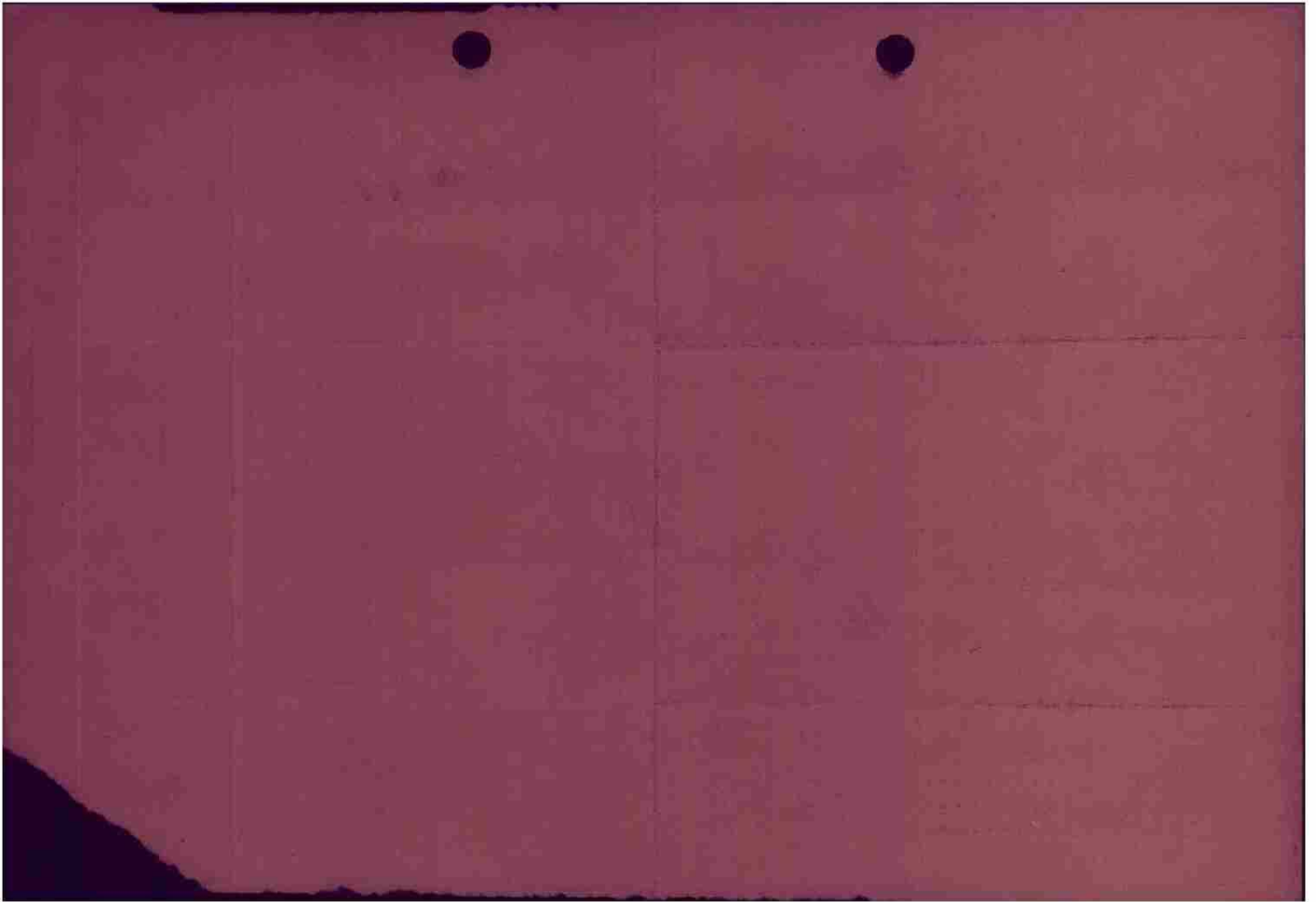
CHANGE ZERO HOUR ON PLAN "B" TO READ: 02/110 A

COMCBTWIG 07

BT 02/0430A
CW AR K

OIITA R.....02/0449A	AT	AR
OIJES T.....02/0449W	DC	AR
OIJPO R.....02/0449A	LB	AR
OIJKI R.....02/0449A	RSS	AR

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OIITA OIJJF OIJKI OIJES OIJPO V OIJE 6/02 OP OP
 (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 02/0650A
 TO COMBOMDIV NINE
 COBOMGP 410
 COBOMGP 409
 COBOMGP 416
 1ST PROV PATHFINDER SQDN

F-49

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

F-16-E

97TH COMBAT BOMB WING
 APO 140
 2 FEBRUARY 1945

ANNEX NO.2 TO FIELD ORDER NO.149-730

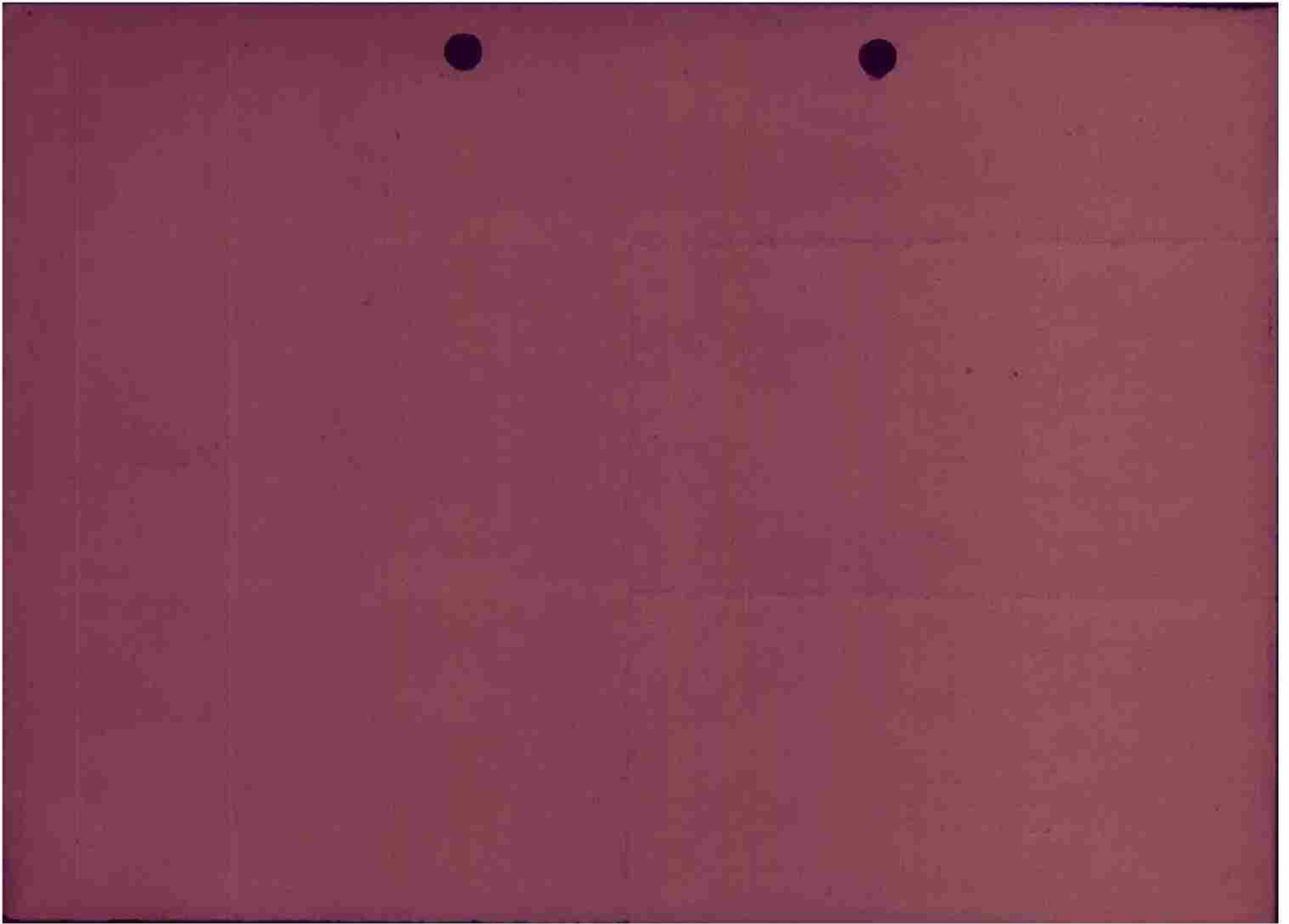
CHANGE PARA.3 X. (7). PLAN "B" TO READ :

BASE TO 5047N 0602E TO TARGET

COMCBTWIG 97

BT 02/0650A
 CES AR
 OIJKI R.....02/0650A FD AR
 OIJPO R.....02/0650A LB AR
 OIJES R.....02/0650AHHHHDC HWR
 OIITA R.....02/0100A AT AR
 TV

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Jan 21/44
 JKI JES V JEA

JEA 3/03

OP

OP

44

FROM 97TH COMBAT BOMB WING
 TO COBOMGP 416
 COBOMGP 409

02/0150A

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

F-013-E BT

INTELLIGENCE SUPPLEMENT NO.1 TO FIELD ORDER NO.149-730

1. TARGET - EUSKIRCHEN (F-330295). SUPPLY CENTER.
2. TACTICAL SIGNIFICANCE - RECENT REPORTS STATE THAT THIS TOWN IS VERY ACTIVE AS A SUPPLY CENTER AND IS BEING USED AS A HOUSING CENTER FOR TROOPS IN ROUTE TO THE FRONT.
3. PHOTO COVER:
 IX TAC. 7/236
 7/1637 PRINT NO'S 3127, 3128
 US 7 GR/1379 PRINT NO. 7086
 5006E/5306
 US 30/5370 PRINT NO. 1006
 IX TAC D/337
 MAP COVERAGE:
 4414 SHEET 5306
 4416 SHEET S-1
4. FLAK - SEE CURRENT FLAK MAP.
5. BOMBLINE - TARGET WELL BEYOND BOMBLINE.

COMCBTWIG 97

BT 02/0150A

CES AR

01KIXRXXY

JKI R.....02/0100A

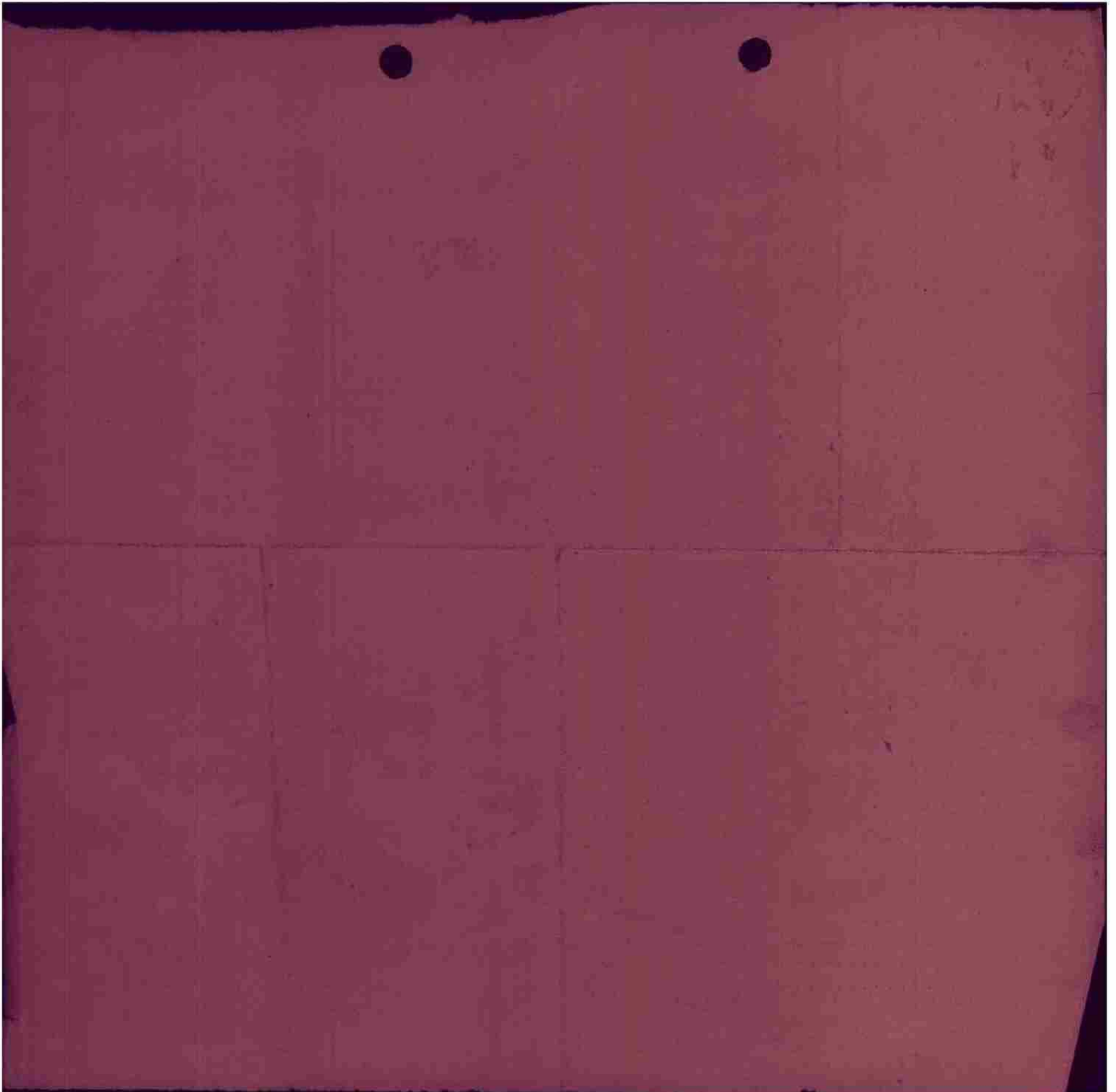
RA RSS AR

JKI R.....02/0100A

RSS AR

JES R.....02/0200A

DC AR



ITA JEA V JKI JKI 18/12 CP CP

FROM 416TH BOMB GROUP 221700A
 TO CG, 9TH BOMBARDMENT DIVISION ATT: A-2
 CG, 9TH COMBAT BOMB WING ATT: A-2
 BT

CONFIDENTIAL 416BG F-56-D OFFLASH FOR 2 FEBRUARY 1945.

A. 416TH BOMB GROUP (L)
 B. EUSKIRCHEN (F-335295)
 C. 11 A-26'S
 29 A-26'S

D. 8 A-26'S ATTACKED PRIMARY
 22 A-26'S ATTACKED PRIMARY
 3 A-26'S CARRIED WINDOW ONLY
 1 A-26 BOMBS DROPPED EARLY - FELL IN FOREST AT K988300
 E. 1 A-26 TURNED BACK WHEN IN THE VICINITY OF AACHEN. HAD FIRE IN ELECTRICAL SYSTEM. LANDED AT A-69 AS INSTRUCTED BY PARADE.
 2 A-26'S DID NOT BOMB. PILOTS COULD NOT SEE LEADER DROP BOMBS.
 1 A-26 DID NOT BOMB. INTERVALOMETER MALFUNCTION
 1 A-26 DID NOT BOMB IT IS BELIEVED THAT PILOT COULD NOT GET BOMBAY DOORS ALL THE WAY OPEN. FURTHER INVESTIGATION IS BEING CONDUCTED.
 1 A-26 DID NOT BOMB REASON UNKNOWN - INVESTIGATION BEING CONDUCTED.
 (IMPULSE BOMBING EQUIPMENT)

F. 339 X 250 GP ON PRIMARY
 28 X 250 GP RETURNED - PILOTS OF 2 A-26'S COULD NOT SEE LEADER DROP.
 1 X 250 GP RETURNED - MALFUNCTION OF SHACKLE.
 14 X 250 GP RETURNED - PILOT WAS INSTRUCTED BY PARADE TO LAND AT A-69 WHEN HE REPORTED A FIRE IN HIS ELECTRICAL SYSTEM. LEFT FORMATION NEAR AACHEN ON WAY TO TARGET.
 14 X 250 GP DROPPED SHORT IN FOREST AT K988300
 14 X 250 GP RETURNED - INTERVALOMETER MALFUNCTION
 14 X 250 GP RETURNED - IT IS BELIEVED PILOT COULD NOT GET BOMBAY DOORS ALL THE WAY OPEN.
 14 X 250 GP RETURNED - RETURNED REASON UNKNOWN. INVESTIGATION BEING CONDUCTED.
 (IMPULSE EQUIPMENT)

G. BOX I

FLT A - GOOD
 FLT B - FAIR TO GOOD
 FLT C - BOMBED ON FLT A. FLIGHT LEADER OF FLIGHT C HAD FLAT TIRE IN MARSHALLING AREA. DID NOT TAKE OFF RESULTS SAME AS FLIGHT A(GOOD)

BOX II

FLT A - EXCELLENT
 FLT B - GOOD TO EXCELLENT
 FLT C - GOOD TO EXCELLENT

H. 1 A-26 LANDED AT A-78. FULL EXTENT OF DAMAGE IS UNKNOWN. FIRE REPORTED IN GUNNER'S COMPARTMENT (WINDOW A/C). FIRE BELIEVED STARTED BY FLAK.
 12 A/C DAMAGED CAT. A(FLAK)
 3 A/C DAMAGED CAT. AC(FLAK)
 I. 1 PERSON (GUNNER) REPORTED AS BELIEVED TO BE DEAD. NO CONFIRMATION YET. REC'D.
 1 PERSON MISSING - PARACHUTED FROM DAMAGED A/C WHICH LANDED AT A-78.
 PARACHUTE LAST SEEN NEAR BOMBLINE IN ENEMY TERRITORY NEAR F-120155.
 J. MODERATE TO INTENSE HEAVY ACCURATE FLAK AT THE TARGET AND ON RIGHT TURN OFF TARGET TO F-250230. FORMATION ENGAGED JUST BEFORE BOMB RELEASE TRACKED AROUND TURN. EACH FLIGHT APPEARED TO BE ENGAGED SEPARATELY AS IT APPROACHED.

K. 8-8-3

L. BOX I 12,500 FT. (INDICATED)
 BOX II 12,200 FT. (INDICATED)

M. BOX I	BOX II
FLT A 1114	FLT A 1121
FLT B 1115	FLT B 1117
FLT C 1114	FLT C 1128

NOTE: FORMATION LEADER CALLED SWEEPSTAKES ON CHANNEL "C" TWO MINUTES BEFORE REACHING I.P. COULD NOT MAKE CONTACT.
 FORMATION LEADER CALLED DECLINE ON CHANNEL "C" THREE MINUTES BEFORE REACHING I.P. COULD NOT MAKE CONTACT REASON UNKNOWN.

AYLESWORTH CODOGR416

XXXXXXXXXXXXXX

BT 22/1700A

WJT 00000 2191A AL ZKKK
 ITA 8.....
 JEA 8.....22/1821A RL K
 TICDPR



ITA JEA V JKI JKI 15/02 OP OP

FROM : HQ 416TH BOMB GP (L) S-2 P/I 02/2015A
TO: HQ, 9TH BOMB DIV (M) ATT: A-2 P/I
HQ, 97TH WING, ATT: A-2 STAFF DUTY OFFICER

SECRET BT

416BG F-41-D

B. EUSKIRCHEN

G. BOX I FLIGHT A-1114
B-1115

BOX II FLIGHT A-1120
B-1117
C-1121

J. BOX I FLIGHT A EXCEL. BOMBED TOGETHER WITH ONE PATTERN WHEN C FLIT.
FLIGHT C LEADER NOT AIRBORNE. 50 0/0 OF BOMBS WITHIN
1000 FT. OF DMPI WITH CENTER OF BURSTS 990 FT.
NW OF DMPI. BOMBS HIT ACROSS HIGHWAY AND
BUILDINGS ON N EDGE OF TOWN.

FLIGHT B UNDET. NO STRIKE PHOTOS DUE TO VIOLENT EVASIVE ACT-
ION. VISUAL REPORTS STATE THAT BOMBS HIT IN
CENTER OF TOWN WITH PROBABLE EXCELLENT RE-
SULTS.

BOX II FLIGHT A EXCEL. ALL BOMBS WITHIN 1000 FT. OF DMPI WITH CENTER
(VISUAL) OF PATTERN 300 FT NW OF DMPI. EXCELLENT PAT-
TERNTF BURSTS HIT IN TOWN DESTROYING BUILD-
INGS AND BLOCKING ROADS.

FLIGHT B EXCEL 98 0/0 OF BOMBS WITHIN 1000 FT OF DMPI WITH
CENTER OF BURSTS 600 FT SW OF DMPI. CON-
CENTRATED PATTERN OF BURSTS IN CENTER OF
TOWN DESTROYING BUILDINGS AND BLOCKING
ROADS.

FLIGHT C UNDET NO STRIKE PHOTOS DUE TO VIOLENT EVASIVE
ACTION. 1 PHOTO TAKEN FROM THE OBLIQUE
AS SHIP WAS LEAVING TARGET AREA SHOWS
SMOKE RISING FROM TARGET. AS THIS FLT
AS LAST TO BOMB AND MADE 2 RUNS BOMBARD-
IER STATED THAT THIS SMOKE WAS FROM HIS FLT
NO RATING IS POSSIBLE AS PATTERN IS TO
MUCH DISPERSED AND NO AP IS VISABLE.

K. NO UNSATISFACTORY BOMBING REPORT.

M. 1. 9 - 100 0/0
2. 0 - 0 0/0
3. 0 - 0 0/0

BT 02/2015A

WJF BBBB

ITA R.....02/2114A MD K
JEA R.....PWXWQQTAL RL K

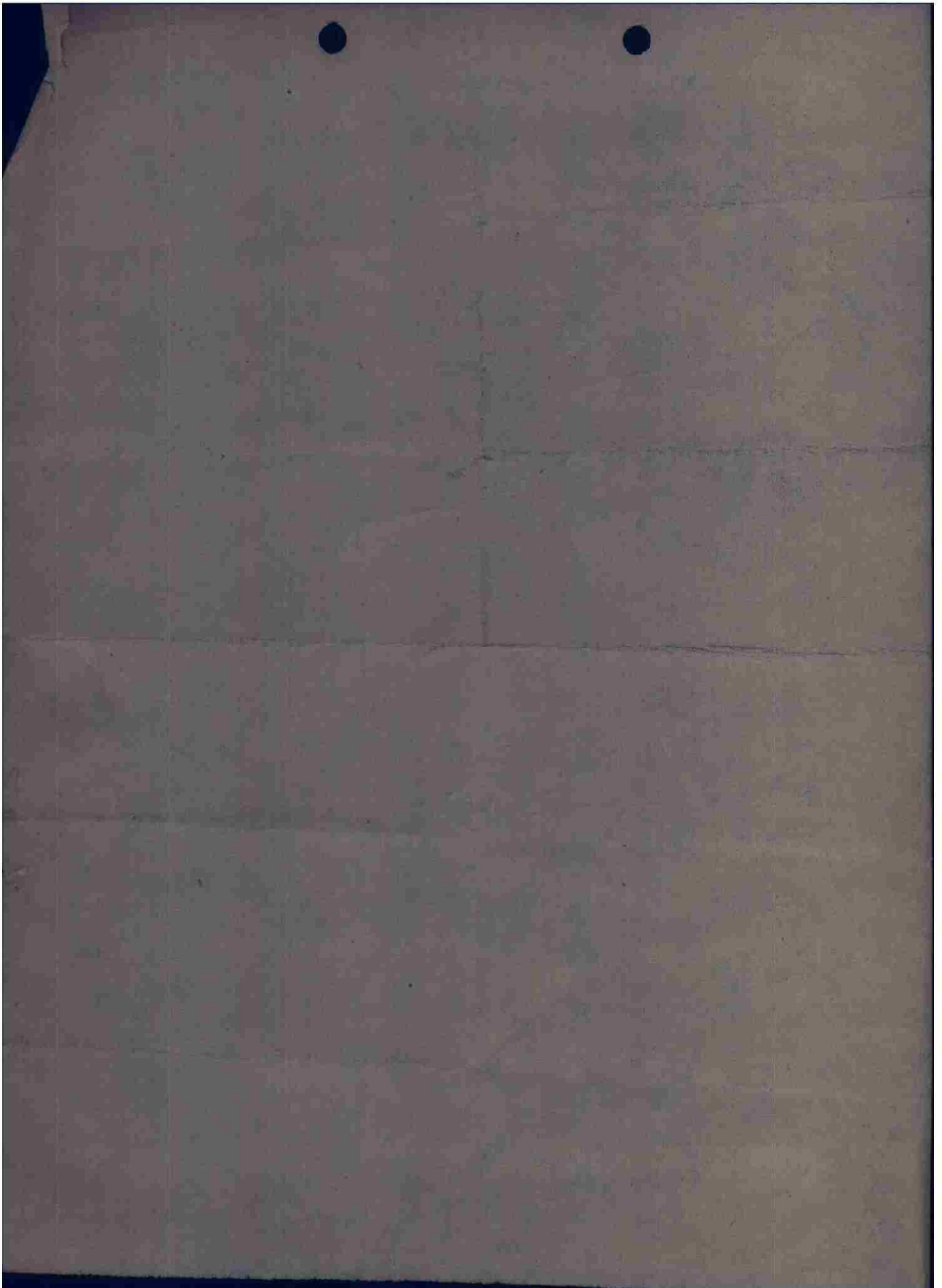
IMI PLS

JEA R.....PWXWQQTAL RL K

THE TIME IS IN LETTERS HERE

02/21159

OK79AG OK



ITA JEA V JKI JKI 2/82 P P
 FROM CORONER 416 021435A
 TO COMBOMDIV NINE ATTN: SIGNAL OFFICER
 COMCDTWIG 97 (INFO)
 BT

CONFIDENTIAL 416BG F-34-J

A - VS - 26

B - 2 FEBRUARY 1945 (0947-1225)

C - J - JIG CALLED DIVISION HEADQUARTERS ON CHANNEL B BUT COULD NOT ESTABLISH CONTACT. THEREFORE HE CALLED DIVISION HEADQUARTERS ON CHANNEL D, ESTABLISHED CONTACT AND REPORTED OPERATION COMPLETED.

P - PETER ESTABLISHED CONTACT WITH DIVISION HEADQUARTERS AND REPORTED OPERATIONS COMPLETED.

D - J - JIG CALLED FIGHTER GROUND CONTROL CENTER BUT DID NOT HEAR REPLY. WINGMEN MONITORING CHANNEL C DID HEAR REPLY HOWEVER.

J - JIG ATTEMPTED TO ESTABLISH CONTACT WITH DECLINE BUT RECEIVED NO REPLY. WINGMEN HEARD CALL UP BUT DID NOT HEAR ANY REPLY.

E - NONE

F - NONE

G - NONE

H - NONE

I - NONE

J - NONE

K - NONE

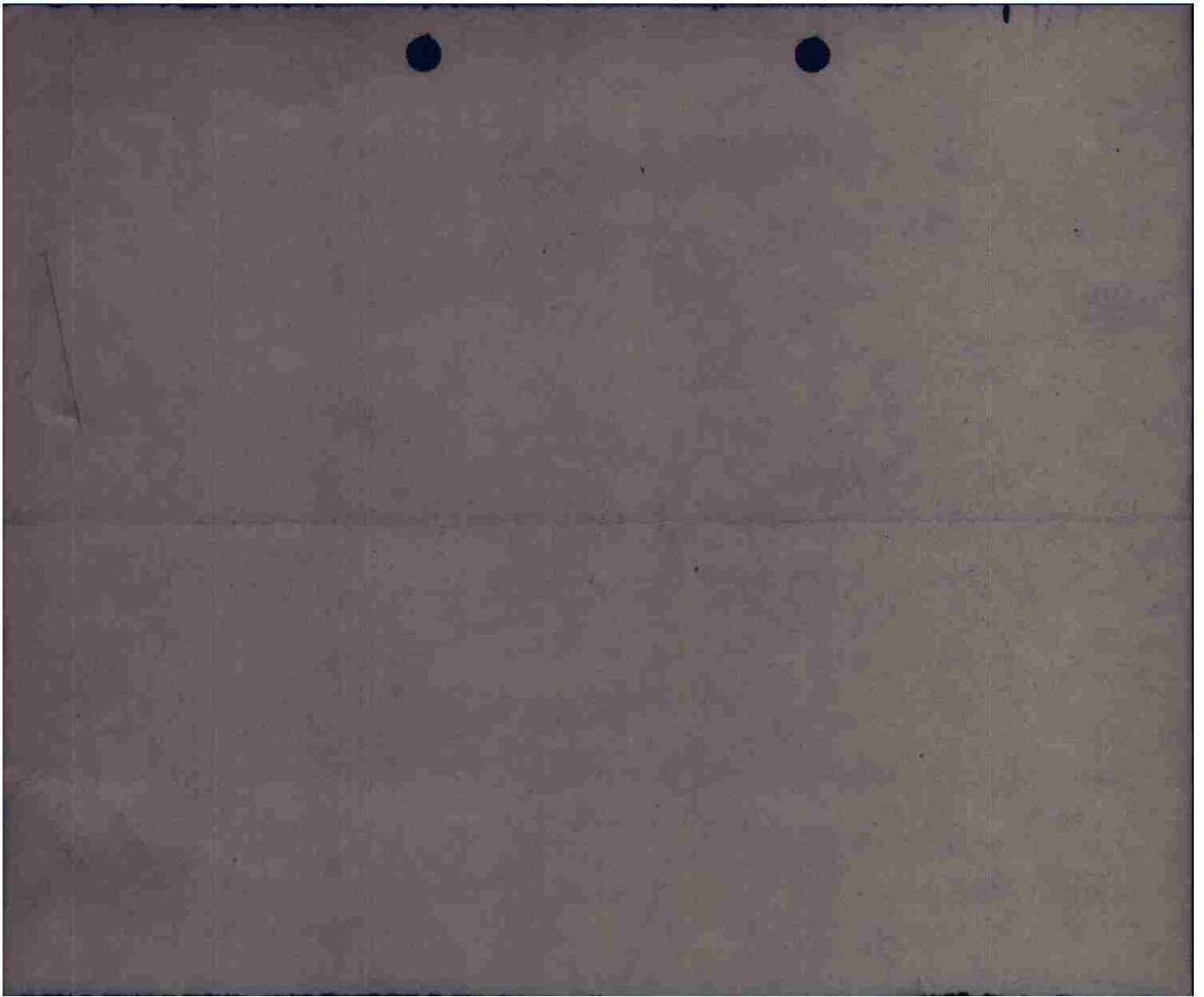
AYLESWORTH CORONER 416

BT 02/1435A

WJF DBB

ITA R02/1925A EG KKK
 JEA R.....02/1925A FK KK

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