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NUMPAGE 76**Title Extensions:****Abstract** CONTAINS TARGET DATA AND MISSION REPORT.**Descriptive Notes:****Title** LAGE RAILROAD/BRIDGE**Added****Entries****Author:****Subject:****Major Command:****Administrative Markings**

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GENERAL INDEX

TARGET LAGE R/R BRIDGE DATE 19 MAR 45 NO. A/C 24 MISS.# 241
 COORD. B-717782 F.O.# 212-803 STATUS ATTACKED.
 BRIEFING OFFICER CAPT. SHERIDAN

1. RECCO. PRINTS (IF ANY)
2. MISSION SUMMARY, IX BOMBARDMENT DIVISION
3. MISSION NARRATIVE
4. OPS FLASH
5. PHOTO REPORT
6. FIELD ORDER (ANNEXES, AMENDMENTS, SUPPLEMENTS)
7. LOADING LIST OF CREWS
8. FLAK REPORT
9. GEE & RADAR REPORTS
10. PPF CRITIQUE (IF ANY)
11. OPREP REPORT
12. YS REPORT
13. NAVIGATOR'S LOG AND FLIGHT PLAN
14. WEATHER REPORT
15. RECAPITULATION FORMS
16. INTERROGATION FORMS
17. _____
18. _____
19. _____

P.R.C.

06092061

837

S-2
S-2
S16

ITA JES JKI V JEA JEA 05/19 OP OP

FROM: 97TH COMBAT BOMB WING 19/0125A
TO : COMBOMDIV NINE (ATTN: A-2)
CO'S 409, 416 BOMB GROUPS (ATTN: S-2)

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

97TH COMBAT BOMB WING
A P O 140
19 MARCH 1945

R-197-E

INTELLIGENCE SUPPLEMENT NO. 4 FIELD ORDER NO. 212-803

PLAN "C"

1. TARGET: LAGE, RAILROAD BRIDGE (B-717782)
2. TARGET WAS LAST ATTACKED ON 22 FEB. APPROACHES WERE CUT BUT BRIDGE WAS LEFT STANDING. RECCE OF 14 MARCH SHOWED THE BRIDGE TO BE
I "PROBABLY UNSERVICEABLE". LATEST STATUS REPORT OF THIS DATE STATES
-"BRIDGE COULD BE REPAIRED NOW".
3. PHOTO COVERAGE:

----- XXIX TAC/T-244
XXIX TAC/T-196
106G/578 PRINTS 4075, 4076
5108E/4018

- MAP-COVERAGE: 4414 SHEET 4018

COMCBTWIG 97
BT 19/0125A
SS AR
JES RP.....;OPWPPA PJKH AR
JKI R19/0149A DM AR
ITA R .;.....190159A ICH AJ

RA
ITA JES JKI V JEA JEA 05/19 OP OP (CORRECTED COPY)

FROM: 97TH COMBAT BOMB WING 19/0125A
TO : COMBOMDIV NINE (ATTN: A-2)
CO'S 409, 416 BOMB GROUPS (ATTN: S-2)

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

97TH COMBAT BOMB WING
A P O 140
19 MARCH 1945

R-197-E
LINTELLIGENCE SUPPLZMENT NO. 4 FIELD ORDER NO. 212-803

PLAN 7C"

1. TARGET: LAGE, RAILROAD BRIDGE (B-717782)
2. OARVET WAS LAST ATTACKED MN 22 FEB. APPROACHES WERE CUT BUT BRIDGE WAS LEFT STANDINUM RECCE OF 14 MARCV QHOWED THE BRIDGE TO BE "PROBABLY UNSERVICEABLE". LATEST STATUS REPORT OF THIS XATE STATES "BRIDGE COULD BE REPAIRED NOW".

EM PHOTO COVERAGE:

----- XXIX TAC/T-244
XXIX TAC/T-196
106G/578 PRINTS 4075, 4076
5108E/4018

MAP COVERAGE:

----- 4414 SHEET 4018

COMCBTWIG 97
BT 19/0125A
SH BBB TO ITA
JES RMPE30WI JJH AC
JKI R19/0328AC DM AR
ITA R

R 843

S/L
S-2
S-3

0440
19 March
S/L

ITA JES JPO JKI V JEA P JEA 06/19 OP OP

FROM 970H COMBAT BOMB WING *19/0225A
TO CINCBOMDIV NINE
409TH COBOMGP
416TH COBOMGP
416TH COBOMGP

0440
19 March
JAN

BT

ATTENTION SIGNALS OFFICER:

ADV. INFORMATION COPY OF COMMUNICATION OF FIELD ORDER TO FOLLOW:

5. COMMUNICATIONS:

PLAN "A" OR "B"

- A. 409TH BOMBGP (771653)
 - (2) PEDLAR
 - (4) SWEEPSTAKE.
- B. 416TH BOMBGP. (631951)
 - (2) MANGO
 - (5) KENWAY (CHANNEL C/C
- C. 416TH BOMBGP. (771653)
 - (2) WAYSIDE.
 - (4) SWEEPSTAKE.

PLAN "C"

- A. 409TH BOMB GP. (717782)
 - (2) MURRY
 - (3) JUDITH
 - (4) RIPSAN.
- B. 416TH BOMBGP (771653)
 - (2) HOTEL
 - (4) RIPSAN.
- C. 416TH BOMB GP. (717782)
 - (2) LIFEGUARD.
 - (3) POKER
 - (4) RIPSAN.

PLAN "D"

- A. 409TH BOMBGP (044907)
 - (2) ROCKFISH.
 - (4) RIPSAN.
- B. 416TH BOMB GP. (044907)
 - (2) CARFAX
 - (4) RIPSAN.

7. GENERAL INFORMATION

- (11) SWEEPSTAKE ONLY IS AVAILABLE FOR USE WITH BULLSEYE PROCEDURE
- (12) REFERENCE BULLSEYE PROCEDURE TELETYPE.
9DD. OR-1347-E PAR 4, E. THE FOLLOWING CALL SIGNS WILL NORMALLY BE USED. FOR CONTACT WITH SWEEPSTAKE'S SCR SEA UNITS. UPON ORDERS FROM TACTICAL CONTROL CENTER:
HORNITE- I
HORNITE- II
DISCO
PLANTER

COMBSTRIC 97

BT 19/0225A

JESJPOJPO

SH AR

JES R *****DENVA JUN AR

JKI R *****19/0225A M DS AR

ITA JES JKI JPO JJF V JEA
T-(ITA PASS JJF)

JEA 12/19

OP - OP

FROM: 97TH COMBAT BOMB WING 190908A
TO : IX BOMBER DIV.
409TH BOMB GROUP.
410TH BOMB GROUP.
416TH BOMB GROUP.
1ST PATHFINDER SQDN. (PROV)

R-851

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

97CBW R-200-E

97TH COMBAT BOMB WING
A P O 140
19 MARCH 1945

ANNEX NO. 2 TO F.O. NO. 212-803

PLAN "C" AND PLAN "D" INX IN EFFECT - CANCEL PLAN "A" AND PLAN "B"

COMCBTWIG 97

BT 190908A

AS

FK AR

ITA R.....	19/0914	OEN	AR
JES R.....	19/0914A	MC	AR
JKI R.....	19/9015 A	FD	AR
JPO R.....	19/0914A	CEN	AR

SECRET

~~0505~~
~~0505~~

PLANTATE ACCURATE HNE

416th Bomb GP (L)
19 MARCH 45 F.O. 712-203
TARGET: LAKE N/S BRIDGE
PLAN "C"
1 BOX OF 44 A/C
Nil
ALT. 12,000 F.O.T. 1322
WEATHER: CLEAR, LIGHT HAZE

WINDOW
A-CAM

SECRET

DOCUMENT EXCEPTION SHEET

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Iris Number 92061

Description & Date Signal Corps U.S. Army

Chart ML-167, Atmospheric Cross Section,

Target Base

ISA/Oct 2003/Edition 4 (Test)

Zero 1000
 Road - 4 x 1000

Target F 771653

By flights TOT zero + 100
 Base - F 6703 - ~~N~~ 0629 - F 9455

Tgt - turn right - retrace

MPI'S cover M/X from { 76806560
 77086520



B 2 x 18 with 2 PPF
 TOT - zero + 100

Base - L ~~X~~ 6071 - ~~M~~ 0978 - ~~N~~ 0604 -

F 9716 - Target - Turn right

F 9455 - ~~N~~ 0629 - F 6703 - Base

MPI'S for visual - same as "A"

PPF MPI - 7700 6537

Target B ~~X~~ 717782

1 Box of 24 x 6's
 FR (24 MTRC) zero + 40

Base - P ~~X~~ 7089 (FR) - F 6703 - ~~N~~ 0629

BA 8464 - Target - turn right & retrace

MPI - Center of bridge 71707825

Target M ~~X~~ 044907

Reference from C (18)
 TOT zero + 40

Base - L ~~X~~ 8586 - ~~X~~ 5767 - ~~X~~ 9977 - Target

G ~~X~~ 0620 - F 6703 - Base

MPI'S 1 fl on each 04409060 - 04459048
 04629056

MISSION NO. 241

LOADING LIST

19 MARCH 1945

BOX I
FLIGHT I

1. 469 A
Maj C H Morris
Lt F G Royalty
~~P/O F E Goss~~ *D.L. Moore*
S/S S J Majewski

2. 362 Y
Lt R Ford
Cpl D J Murro

3. 330 P
Lt W Musgrove
S/S M Licker

4. 224 E
Lt E O Turner
S/S J Sienkiewicz

5. 326 W
Capt H W Soman
Sgt R J Perujo

6. 9315 F
Lt J F Wallace
Sgt R Plant

FLIGHT II

1. 523 N
Major R F Shaefer
Lt A R Hand
S/S P F Profita

2. 274 S
Lt L J Prucha
T/S G O Wilson

3. 385 O
Lt W W Amin
S/S J L Faulker

4. 325 L
Lt W L Hale
S/S J F Geyer

5. 264 I
Lt J P Phillips
Sgt W A Miller

6. 495 G
Lt R J Lackner
Sgt W H Fidler

FLIGHT III

1. 505 Y
Capt C J Anderson
Lt W Babbage
Lt L J Roman
S/S W F Fushrer

2. 305 U
Lt J K Colquitt
S/S C M Mohr

3. 389 K
Lt W H Lasater
S/S R M Cross

4. 351 F
Lt J H Carver
S/S A E Stewart

5. 381 Q
Lt A S Mathanson
Sgt C J Kaminski

6. 244 I
Lt J W Blevins
Sgt F Gentry
S/S J O Ottaviano

FLIGHT IV

1. 490 K
Lt J J Lackovich
Lt R C Muir
Pvt R M Barry

2. 297 T
Lt A J P Winn
S/S G G Stephenson

3. 360 L
Lt D L Withington
S/S O F Huss

4. 239 N
Capt E M Hixon
Sgt K W Schmidt

5. 419 Z
Lt J R Wright
Sgt D O Simon

6. 209 M
Lt A E Hlivko
Sgt L J Ferner

C

170

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INTRODUCTION

PILOT PRUCHA A/C # 274 BOX I FLT 2

CASUALTIES

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

FLAK : XHA going in } just after
XXHA coming out } crossed Rhine
River -

ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS :

POSITION IN FORMATION

X
X X
X
X X

$$\begin{array}{ccc} & \Sigma & \\ Y & & X \\ & \Sigma & \\ Y & & X \end{array}$$

X X
X X
X X

X (SPARE)

on 79
two
Flak as
small
eggs
Bombs #1 Flight
to West 79
Bombs - #2, 3, 4 Flight
on 79.

INTERROGATOR

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A.M.

C

NO _____

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INFORMATION

PILOT ANNIN A/C# 385 BOX I FLT 2

CASUALTIES

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

FLAK :

XX 4 at bridgehead on way in & out.

ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS :

Sumner observed hits in target area.
 mgt. appeared to be on bridge.
 Set of fire on town over bridge on west side.

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X

  X  X  X
Y  X  X
  X  X
X  X  X

      X
    (X) X
      X
    X  X

X (SPARE)

```

INTERROGATOR

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C

M7C

COOPERATIVE.

INTERPOL

PILOT PHILLIPS A/C# 264 BOX I TLT 2

CASUALTIES

BOMBS :		BATTLE DAMAGE		
		"A"	"A-C"	"B"
X	1000 ON			
X	RETURNED			
X	JETTISONED			

John R. W. G.

FLAK :

XX #A. at bridgehead on road in & out at 4
miles on other side of lake

ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS :

OBSERVATIONS :
Smoke screen across river from one side
Bombs hit in target area
1 huge burst with flames seen

POSITION IN FORMATION

X
X X
X
X X

X
Y X
X
X X

X X
X X
X (X)

X (SPARE)

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A.M.

C

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INFORMATION

1.0

PILOT WINN A/C# 297 BOX I FLT 4

CASUALTIES

BOMBS :		BATTLE DAMAGE		
		"A"	"A-C"	"B"
<u>4</u> X <u>1000</u>	ON			
X	RETURNED			
X	JETTISONED			

FLAK : 3' after bombing . X X X X

ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS :

Camera

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X

  X  X
Y  X  X
  X  X
X  X

      X
    X  X
      X
    X  X

X (SPARE)

```

```

      X
    X  X
      X
    X  X

```

MAZ

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C

E/O

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INITIALS

PILOT BLEVINS A/C# 244 BOX I FLEET 3

CASUALTIES

BOMBS :		BATTLE DAMAGE		
		"A"	"A-C"	"E"
<u>4</u> X <u>100</u> ON				
X	RETURNED			
X	JETTISONED			

FLAK : XAAA humble

ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS :POSITION IN FORMATION

```

      X
    X  X
      X
    X  X
  
```

```

      X
    X  X
  
```

```

      X
    X  X
  
```

X (SPARE)

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C

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INFORMATION

PILOT HIXON A/C# 239 BOX I FILE 4

CASUALTIES

BOMBS :		BATTLE DAMAGE		
		"A"	"A-C"	"D"
4	X/1000 ON <u>8</u>			
X	RETURNED			
X	JETTISONED			

FLAK : XXHI at bombing of bridgehead for
about 3 minutes.
nil & Tgt

ENEMY AIRCRAFT ENCOUNTERS :

E/A reported near dartmouth.

OBSERVATIONS :

Bombs hit in immediate area of
tgt. ~~Bridge is from river~~
Heavy smoke from the target.
Heavy artillery in bridgehead area. Smoke
screen 6 miles N. on river on way out

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X

  X  X
Y  X  X
  X  X
X  X  X

```

X (SPARE)

```

      X
    X  X
      X
    X  X

```

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KWA -

INTERROGATOR

C

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INFLAM

CASUALTIES

BOMBS :		BATTLE DAMAGE		
4 X 1000	ON	YES	YES	YES
X	RETURNED			
X	JETTISONED			

FLAK : Bombline LKHA

ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS : Bombs beyond bridge

POSITION IN FORMATION

$$\begin{array}{ccc} & X & \\ X & & X \\ & X & \\ X & & X \end{array}$$

$$\begin{array}{ccc} & X & \\ Y & & X \\ & (X) & \\ X & & X \end{array}$$

$$\begin{array}{ccc} & X & \\ X & & X \\ & X & \\ X & & X \end{array}$$

$$X \text{ (SPARE)}$$

INTERROGATION

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C

150

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INDEX, 1954

PILOT COLQUITT A/C# 305 BOX I FLT 3

CASUALTIES

BOMBS : 4 X 1000 ON P.T.

BATTLE DAMAGE

X RETURNED

X JETTISONED

54-55

 $2^{\circ} A \rightarrow C^{91}$

1775

one habit in our daily life

FLAK : *Bh in XH1*

BL out XHI

ENEMY AIRCRAFT ENCOUNTERS :

2385 Green House on
5 mi before Rhine

OBSERVATIONS :

good in her area.

POSITION IN FORMATION

X X
X X
X X

Y X X

X X
X X
X X

Y (SPARE)

~~INTERROGATORY~~

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A.M.

C

F/O

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INTERVIEW

PILOT WALLACE A/C# 9315 BOX I FLT 1

CASUALTIES

BOMBS :		ON	BATTLE DAMAGE		
			"A"	"A-C"	"E"
<u>4</u>	X <u>1000</u>	ON <u>P.T.</u>			
	X	RETURNED			
	X	JETTISONED	2 large holes in tail fin support		

FLAK : 5 min. and 10 min. in & out : XXHA

ENEMY AIRCRAFT ENCOUNTERS :

X

R 38'3" & 47'

OBSERVATIONS :

Jan

POSITION IN FORMATION

```

      X
     X X
    X X
   (X) X
  
```

```

  X
Y  X
  X
X  X
  
```

```

      X
     X X
    X X
   X  X
  
```

X (SPARE)

Luppa

INTERROGATOR

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C

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INTERVIEW

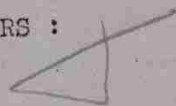
PILOT MUSGROVE A/C# 330 BOX I FLT I

CASUALTIES

BOMBS :		BATTLE DAMAGE		
		"A"	"A-C"	"E"
4 X 1000	ON <u>PT.</u>			
X	RETURNED			
X	JETTISONED			

FLAK : Bl. in - XH 1Bl. out - X X H A

ENEMY AIRCRAFT ENCOUNTERS :



38's + 47's

OBSERVATIONS :

good part. in Pres.
flashes on grd. SE of Ton turn off -
not from guns - perhaps reflection of
vehicles.

POSITION IN FORMATION

```

      X
    (X) X
      X
      X
  
```

```

      X
    F  X
      X
    X  X
  
```

```

      X
    X  X
      X
    X  X
  
```

X (SPARE)

INTERROGATOR

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A.M.

C

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10/11/50

PILOT TURNER A/C# 224 BOX I FLT I

CASUALTIES

BOMBS :		ON	BATTLE DAMAGE		
			"A"	"A-C"	"E"
4	X/1000	ON			
	X	RETURNED			
	X	JETTISONED			

 FLAK : B. Line XXH1
+ and XXH1

ENEMY AIRCRAFT ENCOUNTERS :

38°S 47°55'W

OBSERVATIONS :

Dropped on tracks between roads.

POSITION IN FORMATION

```

      X
    X  X
   (X)
    X  X

X      X
X      X
X      X

X (SPARE)

```

INTERROGATOR

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A.M.

C

CONFIDENTIAL

INTERVIEW

F.O.

PILOT FORD A/C# 362 BOX I FLT I

CASUALTIES

BOMBS :		BATTLE DAMAGE		
		"A"	"A-C"	"E"
4	X/1000 ON <u>PT</u>			
X	RETURNED			
X	JETTISONED			

FLAK : BL. and XXHA

ENEMY AIRCRAFT ENCOUNTERS :

P-38's
2-47's left.

OBSERVATIONS :



1340 - twin-engine fighter red roof - in spec.

POSITION IN FORMATION

```

      X
     X (X)
    X  X
   X   X

X      X
Y      X
  X    X
X      X

X (SPARE)

```

INTERROGATOR

CONFIDENTIAL

IN 11.8.50 AM

140

PILOT NATHANSON A/C# 381 BOX I FLEET 3

CASUALTIES

CASUALTIES		BATTLE DAMAGE		
BOMBS :	4 X 1000 ON P.T.	"A"	"A-C"	"E"
	X RETURNED			
	X JETTISONED			

FLAK : BL in - XXHA ex 3rd flt
BL out - XXHA in 1st flt

ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS :

POSITION IN FORMATION

X (SPARE)

~~INTERROGATOR~~

CONFIDENTIAL

10218-3510

170

CASUALTIES

BATTLE DAMAGE

X RETURNED

X JETTISONED

FLAK :

ENEMY AIRCRAFT ENCOUNTERS

OBSERVATIONS

Alt - 11250 - dropped 150' due to prop wash
of landing flight

POSITION IN FORMATION

X
X X
X X
X X

Y X
X X
X X

In Alm - 3600
73-61585

X X
X X
X X

~~X (SPARE)~~

INTERROGATORY

CONFIDENTIAL

INDEX

17C _____

PILOT FERRIS

A/C# 469

BOX

I

FET

C

CASUALTIES

BOMBS : 4 X 1000 ON 8.

X

RETURNED

X

JETTISONED

BATTLE DAMAGE

64 A 9

"A-G"

1772-51

FLAK t

FLAK: XXXI-I-Ast bridgehead on way in & out
SE of Hachenburg on route in got
XXXII. 2 miles NW of Hachenburg received XXXA on
way out. nil at target.

ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS

OBSERVATIONS ☒  ~~Bomb burst about~~ M P 1 of
bomb about 600 ft short & walked up to
bridge.
Bomb burst short & to
right of tgt. Bridge still
(obs by gunner)

Bomb burst short & to
right of tgt. Bridge still
standing - (obs. by gunner)

4.0.4 - 13212

alt. 1215'

alt. 3150
Head -

1-A5. 210.

POSITION IN FORMATION

X X
X X
X X

$\begin{array}{ccc} & \Sigma & \\ \Gamma & & X \\ & X & \\ \Sigma & & X \end{array}$

X
X X
X X

X (SPARE)

called upson on latting
tactical area. told him find
upson on course.
couldn't contact fighters
on way out. Contact
made on way in.

N. W. D.
INTERROGATOR

CONFIDENTIAL

A.M.

C

170

CONFIDENTIAL

INTEL. FORM

PILOT HALE A/C# 325 BOX I FST 2

CASUALTIES

BOMBS :		BATTLE DAMAGE		
		"A"	"A-C"	"E"
<u>4</u> X <u>1000</u> ON				
X	RETURNED			
X	JETTISONED			

FLAK : XXHIA Hockingburg 9160 29°

ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS :

Bombs in T. Tower
1351 M/Y full

POSITION IN FORMATION

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

X (SPARE)

MAZ
INTERROGATOR

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A.M.

C

CONFIDENTIAL

INTEL. FORM

170

PILOT LASITER A/C# 389 BOX I FLT 3

CASUALTIES

BOMBS : 4 X 1000 ON

X	RETURNED
X	JETTISONED

BATTLE DAMAGE

"A"

"A-C"

"E"

FLAK :

XXHA Hocking

ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS :

Bombs in Bt

POSITION IN FORMATION

		X	
	X		X
		X	
	X		X
(Y)	X		
	X		
X			
		X	
	X		X
	X		X
		X	

X (SPARE)

MAZ

INTERROGATOR

CONFIDENTIAL

A-M

C

CONFIDENTIAL

T-1112-10010M

170

PILOT BORMAN A/C# 326 BOX I FLT 1

CASUALTIES

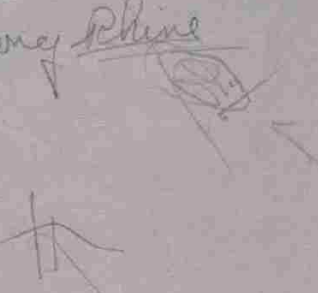
BOMBS :		BATTLE DAMAGE		
		"A"	"A-C"	"E"
<u>4</u> X <u>1000</u> ON				
X	RETURNED			
X	JETTISONED			

FLAK : XXHA Dombline Hackenberg

ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS :

Bombs in Tgt area.
fires along Rhine



POSITION IN FORMATION

```

      X
     X X
    X X
   X (X)

X   X   X
Y   X   X
X   X   X

X (SPARE)

```

INTERROGATOR

CONFIDENTIAL

A.M

CONFIDENTIAL

INTEL-1000

170

PILOT LACKNER A/C# 495 BOX I FLT 2

CASUALTIES

BOMBS : 4 X 1000 ON
X RETURNED
X JETTISONED

BATTLE DAMAGE

"A"	"A-C"	"E"
nil		

FLAK : XXH1 bomb line in and out -
same place - S of Remagen

ENEMY AIRCRAFT ENCOUNTERS :

nil

OBSERVATIONS :

Smoke observed - 3d to bomb
but pattern all around bridge

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X

X  X
Y  X
X  X
X  X

      X
    X  X
      X
    X  X
    (X) X

X (SPARE)

```

Ruria

INTERROGATOR

CONFIDENTIAL

A.M.

C

CONFIDENTIAL

INT. 13. 21. 14

T/C _____

PILOT SHAEFERA/C# 523BOX IFLT 2

CASUALTIES

BOMBS : 4 X 1000 ON _____

X

RETURNED

X

JETTISONED

BATTLE DAMAGE

"A"

"A-G"

"E"

✓

FLAK : XH1 - from E of REMAGEN

ENEMY AIRCRAFT ENCOUNTERS :

nil

OBSERVATIONS : Sup. ~~to~~ for this fl. (3^d to bomb)

TOT - 1322

alt - 11,800

IAS - 210

axis 310

POSITION IN FORMATION

```

      X
     X X
      X X
     X X

X      X
Y      X
      X
X      X

      X
     X X
      X X
     X X

X (SPARE)

```

Luvie

INTERROGATOR

CONFIDENTIAL

A.M.

CONFIDENTIAL

T-111.2-10000

PILOT HLIVKO A/C# 209 BOX I FLT 4

CASUALTIES

BOMBS : 4 X 1000 ON PR

BATTLE DAMAGE

X RETURNED

X JETTISONED

"A"

"A-C"

"E"

FLAK :

Flak at Bomb line

ENEMY AIRCRAFT ENCOUNTERS :

None

OBSERVATIONS :

Burst in Smoke
Haze -

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X
  
```

```

      X
    X  X
      X
    X  X
  
```

X (SPARE)

```

    X
  X  X
    X
  (X) X
  
```

WPT

INTERROGATOR

CONFIDENTIAL

A.M.

C

CONFIDENTIAL

REF ID: A61111

PILOT WITHINGTON A/C# 360 BOX I FLT 4

CASUALTIES

BOMBS : ✓ X 10000 Primary BATTLE DAMAGE

"A"	"A-C"	"E"
	<u>nil</u>	

X RETURNED
SAVED
2 X 10000 missed
3 miles after target
malfunction

FLAK :

✓ XXH1 - Bomble in and out

See

ENEMY AIRCRAFT ENCOUNTERS :

Interrog
of another A/c this fl for pinpoint

nil

OBSERVATIONS :

nil

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X

  X   X
Y   X
  X   X
X   X

```

```

      X
    X  X
      X
    X  X

```

X (SPARE)

Lucie

INTERROGATOR

```

      X
    (X) X
      X
    X   X

```

CONFIDENTIAL

A.M.

CONFIDENTIAL

CONFIDENTIAL

PILOT WRIGHT A/C# 419 BOX I FLT 4

CASUALTIES

BOMBS : 4 X 1000 ON

X

RETURNED

X

JETTISONED

BATTLE DAMAGE

"A"

"A-C"

"E"

✓

✗

FLAK :

XHA - Bombing in and out

ENEMY AIRCRAFT ENCOUNTERS :

nil.

OBSERVATIONS :

nil

POSITION IN FORMATION

```

      X
     X X
      X X
     X X

  X   X
 Y   X
  X   X
 X   X

      X
     X X
      X X
     X X

```

X (SPARE)

```

      X
     X X
      X X
     X (X)

```

INTERROGATOR

CONFIDENTIAL

Sta B.D. S-2 Report 104A

416 TH	9TH B.D. (U) WING 8781	B
GROUP	DATE 19 MARCH 1945	LAGE RAILROAD BRIDGE
OTHER DETAILS: TARGET	FIRST PHASE INTERPRETATION	TARGET HIT

A. TARGET BRIEFED LAGE RAILROAD BRIDGE PRIMARY
SECONDARY

M.P.I. CENTER OF BRIDGE

A.P.

C. NO. AND TYPE OF A/C DISPATCHED 24 A-26'S OF A/C ATTACKING 24

D. BOMBING BY 3's, 6's, 12's, 18's 6'S IN FOLLOWING ORDER 1,2,3,4.

E. NO. AND SIZE OF BOMBS DROPPED 95 X 1000 BOMBING 1/10 -- 1/100

F. BEADING OF A/C WHEN BOMBS DROPPED

BOX I FLT A - 315° - 1321½
FLT B - 310° - 1322
FLT C - 330° - 1322½
FLT D - 320° - 1323

G. TIME BOMBS DROPPED

H. ACTIVITY AT TARGET

I. RESULTS OF BOMBING:

BOX I - FLT A - DMPI EXCEL: 60% OF BOMBS WITHIN 1000 FT OF DMPI WITH CENTER OF PATTERN 925 FT E OF DMPI. BOMS HIT IN FIELDS AND ON 2 SMALL BUILDINGS.

FLT B - DMPI SUPER: ALL BOMBS WITHIN 1000 FT OF DMPI WITH CENTER OF PATTERN 145 FT W OF DMPI. BOMBS COVERED BRIDGE AND APPROACHES DESTROYING OR SEVERELY DAMAGING BRIDGE AND APPROACHES. SEVERAL HITS ON MAIN HIGHWAY CUTTING IT.

FLT C - DMPI EXCEL: ALL BOMBS WITHIN 1000 FT OF DMPI WITH CENTER OF BURSTS 610 FT SE OF DMPI. BOMBS HIT ON MAIN HIGHWAY AND BUILDINGS SE OF TARGET AND RAN UP TO EDGE OF BRIDGE. MANY HITS ON HIGHWAY CUTTING IT AND ON BLDGS. DESTROYING THEM.

FLT D - DMPI SUPER: ALL BOMBS WITHIN 1000 FT OF DMPI WITH CENTER OF PATTERN 250 FT NE OF DMPI. BOMBED INTO SMOKE OF PREVIOUS PATTERN WITH PROBABLE HITS ON OR NEAR MISSES TO BRIDGE AND SEVERAL HITS ON ROAD.

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

IX B.C.S-2-Form No. 1061B Prepare separate sheet for each target bombed

ATTACKING UNITS:	TARGET:	IX BC 97TH	WING
:	:	DATE	416TH
:	:	ATTACKING UNITS	GROUP
:	:	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-20'S 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:

K. RESULTS OF BOMBING:

UNSATISFACTORY BOMBING REPORT

GROUP 416 th Bomb GroupMISSION OF 19 March 1945TO Lago RR Bridge

	<u>NAMES</u>	<u>RESULTS</u>	<u>REASON FOR GROSS BOMBING OR FAILURE TO ATTACK PRIMARY</u>
Box I Flt A	<u>Maj. G.H. Harris (P)</u>	<u>D.M.P.I.</u> <u>EXCEL.</u>	
	<u>Lt. P.G. Royalty (B)</u>		
	<u>Lt. B.L. Moore (N)</u>		
Flt B	<u>Maj. R.E. Sheaffer (P)</u>	<u>D.M.P.I.</u> <u>SUPERIOR</u>	
	<u>Lt. A.R. Hand (B)</u>		
Flt C	<u>Capt. G. J. Anderson (P)</u>	<u>D.M.P.I.</u> <u>EXCEL.</u>	
	<u>Lt. W. Babbs (B)</u>		
	<u>Lt. L.J. Roman (N)</u>		
Flt D	<u>Lt. J. J. Laskovich (P)</u>	<u>D.M.P.I.</u> <u>SUPERIOR</u>	
	<u>Lt. R.C. Muir (B)</u>		

All flights bombed on first run.

William M. Lytle
 Captain, Air Corps.,
 Group Bombardier

9TH B.D. S-3 Report 106

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED _____ GROUP _____
 CAMERAS PHOTOGRAPHING _____ % WING _____ 416th. Bomb Gp.
 CAMERA FAILURES _____ % DATE _____ 97th. C.B.
 PERSONNEL FAILURES _____ % _____ 19 March. 48
 OTHERS _____

TARGET _____
 ALTITUDE _____ FEET
 TRUE AIR SPEED _____ MPH
 GROUND SPEED _____ MPH

TARGET _____
 ALTITUDE _____ FEET
 TRUE AIR SPEED _____ MPH
 GROUND SPEED _____ MPH

TARGET _____
 ALTITUDE _____ FEET
 TRUE AIR SPEED _____ MPH
 GROUND SPEED _____ MPH

STRIKE ATTACK CAMERAS:							
BOX	A/C	CAM.	F.L.	INT.	PRINTED	UNPRINT	EXPLANATION
:NO.	:NO.	:TYPE	:	:	:SORTIES	:SORTIES	:
1	224	K-24	5 3/8	0			Duplicate coverage
1	9315	"	5	0	889		
1	495	"	5 3/8	0	890		
1	264	"	7	0	888		
1	351	"	5 3/8	0			"
1	581	"	7	0			"
1	297	"	7	0			"
1	239	"	5 3/8	0	891		

K-20 CAMERAS

Sortie No. _____ Cameraman _____ Reason
 Sortie No. _____ Cameraman _____ Reason
 Sortie No. _____ Cameraman _____ Reason

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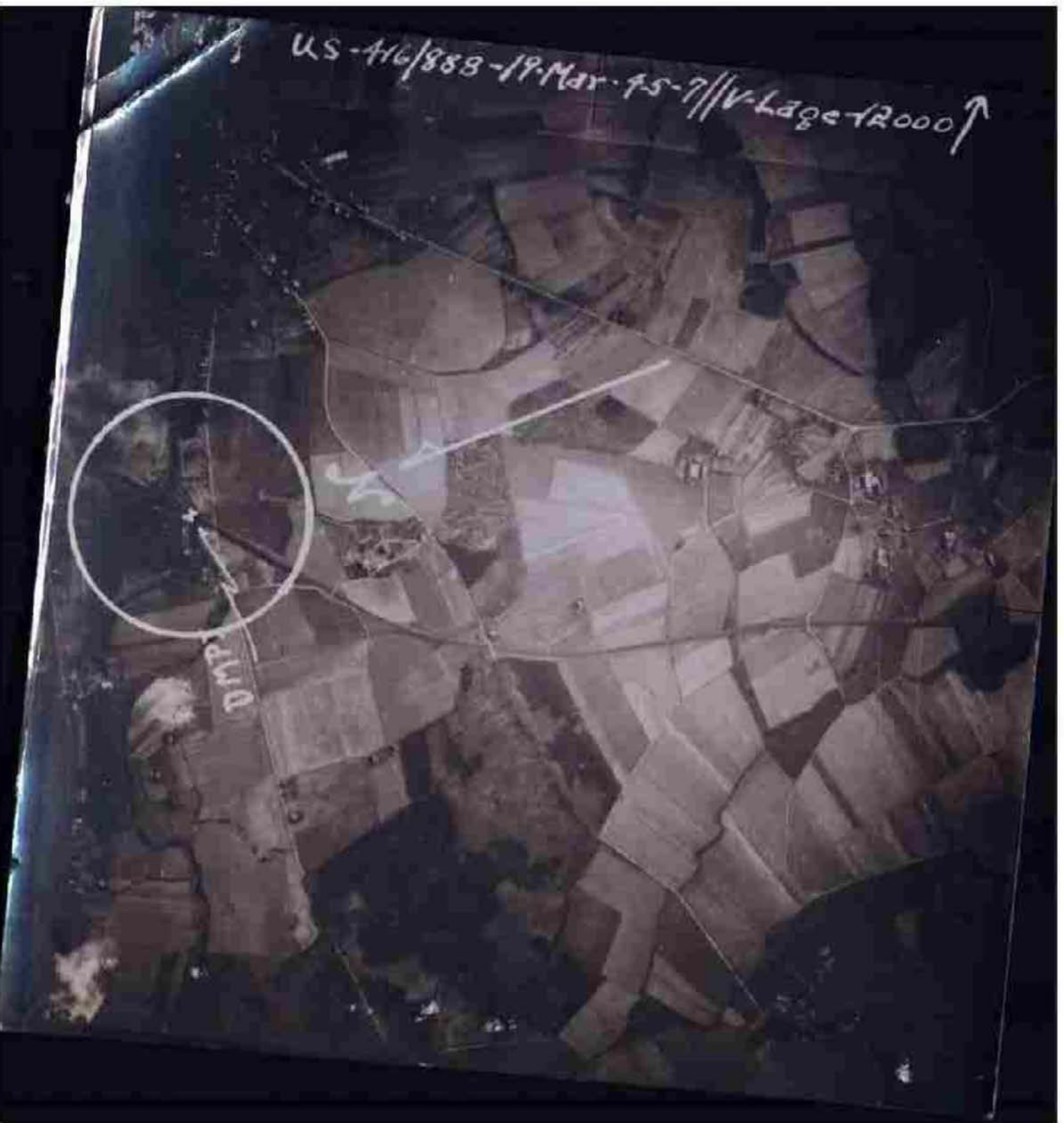


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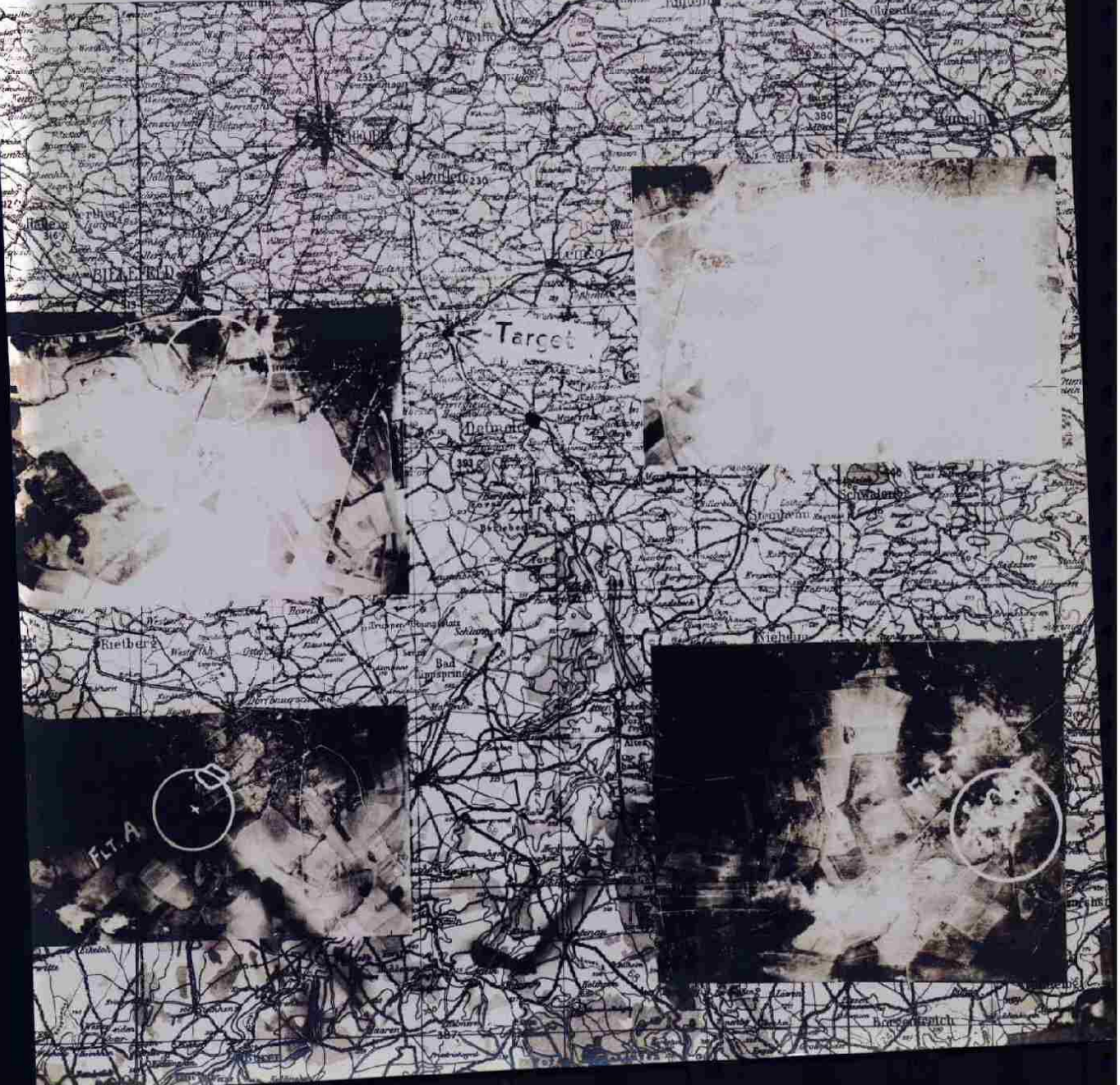
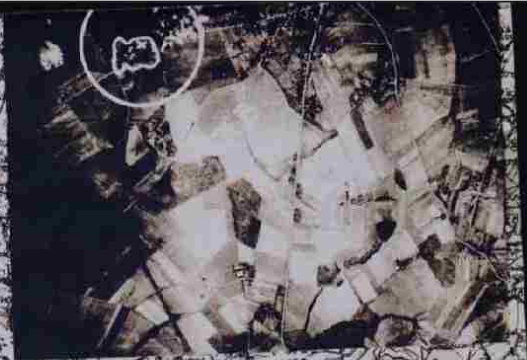
Box I - Flt A - DMPI - EXCEL: 60% of bombs (visual) within 1000 ft of DMPI with center of pattern 925 ft E of DMPI. Bombs hit in fields and on 2 small bldgs.

Flt B - DMPI - SUPER: All bombs within 1000 ft of DMPI with center of pattern 145 ft W of DMPI. Bombs covered bridge and approaches.

Flt C - DMPI - EXCEL: All bombs within 1000 ft of DMPI with center of bursts 610 ft SE of DMPI. Bombs hit on main hwy and bldgs SE of target and ran up to edge of bridge.

Flt D - DMPI - SUPER: All bombs within 1000 ft of DMPI with center of pattern 250 ft NE of DMPI. Bombed into smoke of previous pattern with probable hits or near misses to bridge and road.

LAGE RR BRIDGE
19 MARCH 1945



CONFIDENTIAL
 NINTH AF CONSOLIDATED REPORT 9TH BD / SA 1082

(A) TARGET: LAGE RR/BR 4416/P3 - RB/717782
 (B) SORTIE: US 416/888 THRU 891.
 (C) DATE: 19 MARCH 45 TIME: 1322 A
 (D) ATTACKING A/C: 24 A-26's BY 6's.
 (E) BOMBS: 93/1000 GP 1/10 N., 1/100 T.
 (F) COVER: THE TARGET IS COVERED ON FAIR QUALITY PRINTS.
 (G) RESULTS OF BOMBING: AT THE TIME OF THE ATTACK THE BRIDGE
 HAD ALREADY COLLAPSED AS A RESULT OF A RAID BY THE 409
 BOMB GROUP AT 1306 A HRS. SMOKE PREVENTS ASSESSMENT OF
 FURTHER DAMAGE BY THE 416 BOMB GROUP, BUT THE RR/BR AND
 THE HWY JUST W OF THE DESIRED MPI ARE BLANKETED BY BOMB
 BURSTS.

(I) ANNOTATED PRINT: 5002 SORTIE: US 416/889
 5011, 5013 US 416/890

NOTE: RECTANGLE ENCLOSES BOMB PATTERN AREA.

DISTRIBUTION: S/A

CONFIDENTIAL
 DET "C" 20th PID
 AT HQ. 9TH B.D.



Page 1

Box #	Cpsfl	Date	F/O	Target	Alt	Box Leader	T/O	15 min.
I		MARCH 19 1945		Kaga R.R. Bridge		FERRIS	TOT	
							L/D	

A/C	Rel to Bomb	ATT	Bomb Disp	A/G Dam	E/A	Peris.
1 469	Reason	T S O	T S T R	✓		
2 362						
3 330						
4 224						
5 326				✓		
6 9315				✓		
1 523				✓		
2 274						
3 385						
4 325				✓		
5 264				✓		
6 495						
1 505				✓		
2 305						
3 389						
4 351						
5 381						
6 244						

FERRIS 469-A MURPHY FORD 330-P 362-Y TURNER 224-E * WALLACE BORMAN 9315-F * 326-W	ANDERSEN 505-Y SHAEFER 523-N LAETER COLQUITT 389-X 305-U ANNIN 385-D FRUCHA 274-S	CARVER 351-F * HALE 325-L DEVINS NATHANSON 381-Q * LACKNER 495-G * PHILLIPS 264-I * LACHOVICH 490-X WINN 297-T * WITHINGTON 360-L HIXON 239-N * HLIVKO 209-M WRIGHT 419-Z
---	---	---

TOTALS FOR MISSION

B.

- (2) No. a/c off by type: _____
 A-20C'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	_____
(Obtained from Recaps)		Where _____

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

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).

To: C.G. 9th Bombardment Division; ATT: A-2
 C.G. 97th Combat Bomb Wing; ATT: A-2

From: 416th Bomb Group (L)

Ops flash for 19 March 1945 Morning Mission, Plan "C"

A. 416th Bomb Group (L)

B. Lage Railway Bridge (B 717782)

C. 24 A-26s

D. 24 A-26s

E. Nil

F. 93 X 1000 GPs on Primary

2 X 1000 GPs salvaged at Ndr Alne (B 615185) - Bombs
 did not release and reason for malfunction as yet undetermined

1 X 1000 GP Returned

G. Good to Excellent results; bombing by flights

H. ~~9~~ 9 A/c damaged category "A" by flak

I. Nil

J. Nil at target

Moderate accurate Heavy Flak ^{continuous} from vicinity Autobahn (F 900150)
 to Hachenberg (G 160290) on route in and route out.

K. Nil

L. Flight A. 12150

Flight B. 11800

Flight C. 11800

Flight D. 11250 - ~~dropped 150 feet due to prop work load flights.~~

M. Flight A - 1321 1/2 Flight B: 1322 Flight C. - 1322 Flight D 1323 1/2

TO: CG, 9th Bombardment Division, ATT: A-2
 CG, 97th Combat Bomb wing, ATT: A-2

FROM: 416th Bomb Group (L)

Opsflash for 19 March 1945; morning mission, plan "C"

- A. 416th Bomb Group (L)
- B. Lage Railway Bridge (B-717782)
- C. 24 A-26's
- D. 24 A-26's
- E. Nil
- F. 93 x 1000 GPs on primary
 2 x 1000 GPs salvoed at Ndr Alme (B 615185) - Bombs did not
 release and reason for malfunction as yet undertime
 1 x 1000 GP Returned
- G. Good to excellent results; bombing by flights
- H. 9 A/c damaged category "A" by flak
- I. Nil
- J. Nil at target
 Moderate accurate heavy flak continuous from vicinity Autobahn
 (F 900150) to Hackenberg (G 160290) on route in and route out.
- K. Nil
- L. Flight A. 12150
 Flight B. 11800
 Flight C. 11800
 Flight D. 11250
- M. Flight A-1321½
 Flight B-1322
 Flight C-1322
 Flight D-1323½

ITA JEA V JKI JKI 16/19 OP OP

FROM 416TH BOMB GROUP (L) 191645A
 TO CG, 9TH BOMBARDMENT DIVISION, ATT: A-2
 CG, 97TH COMBAT BOMB WING, ATT: A-2
 BT

CONFIDENTIAL 416BG R-402-D OPSFLASH FOR 19 MARCH 1945;
 MORNING MISSION, PLAN "C"

- A. 416TH BOMB GROUP (L)
- B. LAGE RAILWAY BRIDGE (B-717782)
- C. 24 A-26'S
- D. 24 A-26'S
- E. NIL
- F. 93 X 1000 GPS ON PRIMARY
 2 X 1000 GPS SALVOED AT NDR ALME (B-615185) - BOMBS
 1 X 1000 GP RETURNED HUNG UP DUE TO RACK MALFUNCTION.
- G. GOOD TO EXCELLENT RESULTS; BOMBING BY FLIGHTS
- H. 9 A/C DAMAGED CATAGORY "A" BY FLAK
- I. NIL
- J. NIL AT TARGET
 MODERATE ACCURATE HEAVY FLAK CONTINUOUS FROM VICINTIY AUTOBAHN
 (F900150) TO HACKENBERG (G-160290) ON ROUTE IN AND ROUTE OUT.
- K. NIL
- L. FLIGHT A. 12150
 FLIGHT B. 11800
 FLIGHT C. 11800
 FLIGHT D. 11250
- M. FLIGHT A-1321 1/2
 FLIGHT B-1322
 FLIGHTC-1322
 FLIGHT D-1323 1/2

BT 191645A
 CC: 3RD LINE UNDER M. TO READ : DLIGHT C-1322 FLIGHT C-1322
 EJ BBBB K

ITA R.....191717A MJS K
 JEA R.....19/1120A RL TIC

ITA JEA V JKI JKI 13/19 P - P

FROM COBOMGR 416 19/1645A
TO COMBOMDIV NINE ATTN: SIG O
COMCBTWIG 97 (FOR INFO)

BT
CONFIDENTIAL 416BG R-397-J

A - YS - 69
B - 19 MARCH 1945 (1117-1345)
C - W-WILLIAM REPRTE OPS COMPLETED AFRXXX AFTER LEAVING TARGET AREA
D - W-WILLIAM CHECK INTO RIPSAP UPON ENTERING TACTICAL AREA
E - NONE
F - NONE
G - NONE
H - NONE
I - NONE
J - NONE
K - NONE

~~AYLESWORTH~~
AYLESWORTH

BT 19/16'5.A

JF B B

ITA R.....19/2209 BIRD KKKKK.
JEA R.....19/2213A RL K

20/0730

ITA JEA V JKI 02/20 OP OP

FROM 416TH BOMB GROUP (L) S-2 PI 192300A
TO 9TH BOMB DIVISION (M) ATTN: A-2 PI
97TH COMBAT WING (L) ATTN: A-2 DUTY OFFICER.

BT
SECRET 416BG R-415-D 19 MARCH 1945.

B. LAGE RAILROAD BRIDGE.

C. 1321 1/2 - 1323

J. BOX 1 FLT A - DMPI - EXCEL - 60 PERCENT OF BOMBS WITHIN 1000 FT OF DMPI WITH CENTER OF PATTERN 925 FT E OF DMPI. HIT IN FIELDS AND 2 SMALL BLDGS.

FLT B - DMPI - SUPER - ALL BOMBS WITHIN 1000 FT OF DMPI WITH CENTER OF PATTERN 145 FT W OF DMPI. BOMBS COVERED BRIDGES AND APPROACHES. ALSO SEVERAL HITS ON MAIN HIGHWAY.

FLT C - DMPI - EXCEL - ALL BOMBS WITHIN 1000 FT OF DMPI WITH CENTER OF BURSTS 610 FT SE OF DMPI. BOMBS HIT ON MAIN HWY AND BLDGS SE OF TARGET AND RAN UP TO EDGE OF TRXX BRIDGE.

FLT D - DMPI - SUPER: ALL BOMBS WITHIN 1000 FT OF DMPI WITH CENTER OF PATTERN 250 FT NE OF DMPI. BOMBED INTO SMOKE OF PREVIOUS PATTERN PROBABLE HITS TO BRIDGE AND ROAD.

K. NIL.

M. A) 8 100 PER-CENT.

B) 0 0

C) 0 0

N. 2 HITS ON BRIDGE PROBABLY DESTROYING IT. 8 NEAR MISSES TO BRIDGE
9 HITS ON APPROACHES TO BRIDGE CUTTING THEM. 9 BLDGS DAMAGED OR
DESTROYED. 14 HITS ON RAXXX ROADS CUTTING THEM, 14 HITS ON RR
CUTTING TRACKS.

BT 192300A

DM AR AR

JEA R.....020/

ITA R.....0137A

PH SG

AR AR

USAAF FORM 341

S E C R E T

SECRET

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

AUTH: CO STA 4-69
DATE: 20 March 1945
INIT: _____

TO: Commanding General, 9th Bombardment Division (M), APO 140, U.S. Army.
Attn: Statistical Control.

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

Ref: Oprep A No. 350 a for 24 hrs. ending midnight 19 March 1945
Mission or Operation No. 242 97th CGV F.O. 7212-603

A. Short Narrative of Operation:

Target Lago Railroad Bridge
Place of take-off Station A-69
Place of landing Station A-69
Take-off time 1130 Landing time 1503
Time over target 1323-1330 Bombing Altitude 11,250-12,150
Nature of mission Bombing Other None
Weather Clear with light haze
Results Good, Superior, Good, Superior
Enemy opposition Moderate inaccurate INF

B. Type & model of aircraft:

1. Dispatched 24 A-26's

2. Attacking target (indicate target) or completing mission.
24 A-26's Lago R/R Bridge

3. Abortive due to:
(1) Weather: None
(2) Personnel: None
(3) Mechanical: None
(4) Other: None

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

5. Destroyed - before reaching target None
giving cause where known

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

7. Damaged (give category & cause) 9 out. A - flak

8. Sorties 24 A-26's

S E C R E T

(over)

USAF FORM 344 (cont'd)

SECRET

D. Total operational flying hours

a. Day (Sunrise to sunset)

22:15

b. Night (Sunset to sunrise)

None

E. Ammunition by calibres:

a. Total carried into air 40,000 x .50 cal.

b. Expended on operations 600 x .50 cal. (testing)

c. Lost on wrecked or missing a/c None

F. Bombs, flares, etc. used:

a. Total carried into air: 96 x 1000 lb GP 1/100 1/100

b. Expended on operations: 22 x 1000 lb GP
(List targets separately)

c. Jettisoned 2 x 1000 lb GP

d. Lost or wrecked on
missing a/c None

e. Total Returned 1 x 1000 lb GP

G. Own Personnel Casualties:

Type of Casualty	Pilot	Co-pilot	Nav	Bomb	R.Gun	E.Gun	T.Gun
Killed in Action	0	0	0	0	0	0	0
Missing in Action	0	0	0	0	0	0	0
Seriously Wounded	0	0	0	0	0	0	0
Slightly Wounded	0	0	0	0	0	0	0

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

a. Destroyed None

b. Prob. Destroyed None

c. Damaged None

For the Commanding Officer:

GEORGE SCHNEIDER,
Captain, Air Corps,
Adjutant.

SECRET

CONFIDENTIAL

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

APO 140, US ARMY,
19 MARCH 1945.

SUBJECT: REPORT OF OPERATIONAL USE OF WINDOW.

TO : RADAR COUNTER-MEASURES OFFICER,
9TH BOMB DIVISION (M), APO 140 US ARMY.

1. RCM DISPENSING 67
2. 19 MARCH 1945
3. NEUWIED
4. 50° 12N 7° 41E
5. 50° 18N 7° 47E
6. 3
7. 18 PACKAGES TYPE 28 (3)
8. 210° AT 40 MPH
9. 12000'
10. NO CLOUDS
11. MEAGER HEAVY
12. INACCURATE
13. 2 TO 3 MINUTES
14. NO DAMAGE
15. NO REMARKS.

CHARLES F. GUNDERSON,
1ST LT, C.M.C.,
RADAR OFFICER.

Mission # 241--19 March 1945.(AM)

One box of aircraft took off in the late morning to bomb the Lage railroad bridge. Bombing visually by flights, the crews reported results ranging from good to excellent.

Moderate accurate heavy flak was fired at the formation from the bomb line in for about 5 minutes. As the formation came out to the bomb line again, it received more moderate accurate flak. Nine aircraft suffered category "A" battle damage, but no crewmembers were injured.

The weather was very good.

No enemy aircraft were reported by our crews. They had an escort of P-38s.

Major Ferris led the box of 24 aircraft.

S E C R E T

HEADQUARTERS
9TH BOMBARDMENT DIVISION (M)

Field Order #803.

MISSION SUMMARY #81
(Morning Missions)AFB # 140
19 March 1945Section I

<u>GROUP</u>	<u>TARGET</u>	<u>MISSION RESULTS</u>
323 BG:	Netze (G-926942) Rail Bridge	Box I - Flt. A - Superior B - Excellent C - Excellent Box II - Flt. A - Excellent
386 BG:	" "	Box I - Flt. A - Excellent B - N.A.O. Box II - Flt. A - Excellent B - Excellent
344 BG:	Wollmarsen (B-928118) Rail Bridge	Box I - Flt. A - Superior B - Unsat. Box II - Flt. A - Superior B - Excellent
344/322 BG:	" "	Box I - Flt. A - Superior (344 BG) B - Excellent (AMPI) Box II (322 BG) Excellent
410 BG:	Engelskirchen (F-771653) Marshalling Yard	Box I - Flt. A - Superior B - Excellent C - Superior Box II - Flt. A - Superior B - Superior C - Superior
397 BG:	" "	Box I - Flt. A - Poor B - Undet. C - Undet. Box II - Flt. A - Undet. B - Poor
409 BG:	Nassau (M-044905) Communications Center	Box I - Flt. A - Excellent B - Excellent (SMPI) C - Excellent D - Superior (SMPI)
416 BG:	" "	Box I - Flt. A - Unsat. B - Excellent C - Excellent

A - 1

S E C R E T

S E C R E T

323 BG:	Nassau (M-044905) Communications Center	Box I - Flt. A - Superior B - Excellent (SMPI) C - Superior (SMPI)
386 BG:	" "	Box I - Flt. A - Superior B - Excellent (SMPI) C - Superior
322 BG:	Nieder/Marsberg (B-783196) Rail Bridge	Box I - Flt. A - Superior B - Superior C - Excellent D - Excellent
391 BG:	" "	Box I - Flt. A - Excellent B - Unsat. C - Excellent D - Excellent
387 BG:	Bad Oeynhausen (W-762023) Rail Bridge	Box I - Flt. A - Superior B - Superior C - Excellent Box II - Flt. A - Excellent B - Superior C - N.A.O.
394 BG:	" "	Box I - Flt. A - Superior B - Excellent C - Excellent Box II - Flt. A - Superior (SMPI) B - Superior C - Unsat.
387/394 BG:	" "	Box I - Superior (387 BG) Box II - Flt. A - Superior (394 BG) B - Superior (SMPI)
409 BG:	Lage (B-717782) Rail Bridge	Box I - Flt. A - Superior B - Superior C - Superior D - Excellent (SMPI)
416 BG:	" "	Box I - Flt. A - Excellent B - Superior C - Excellent D - Superior

B - 1

S E C R E T

S E C R E T

GROUP NARRATIVE

Seventeen groups, including two composite groups, attacked five rail bridges, a marshalling yard and a communications center, recording Superior to Un-determined results. Bombing was visual at all targets.

Netze (Pail Bridge)

323 BG: 25 a/c dispatched, 22 dropping 88 x 1000 GP on primary. 3 window a/c.

7 a/c flak battle-damaged; no losses, casualties.

Visual bombing by flights from 11,000 - 12,200 feet.

Box I - Flight A. DMPI. SUPERIOR. All bombs within 1000 foot radius of DMPI. Excellent concentration, MPI of which is 140 feet S of DMPI. Pattern blankets bridge, with several probable hits.

Flight B. DMPI. EXCELLENT. All bombs within 1000 foot radius of DMPI. Excellent concentration, MPI of which is 570 feet S of DMPI. Pattern hit directly to right of Flight A and bombs probably hit secondary road passing under bridge. No hits on bridge.

Flight C. DMPI. EXCELLENT. All bombs within 1000 foot radius of DMPI. Good concentration, MPI of which is 375 feet W of DMPI. Pattern covers practically entire western half of bridge with at least one bomb being either a direct hit or a very near miss.

Box II - Flight A. DMPI. EXCELLENT. All bombs within 1000 foot radius of DMPI. Excellent concentration, MPI of which is 630 feet S of DMPI. Some bombs may have fallen into the smoke of bombs from Flight B, Box I. Majority hit in woods S of bridge with no apparent military damage.

386 BG: 24 A-26 a/c dispatched, all dropping 96 x 1000 Comp B on primary.

7 a/c flak battle-damaged; no losses, casualties.

Visual bombing by flights from 11,200 - 12,000 feet.

Box I - Flight A. DMPI. EXCELLENT. All bombs within 1000 foot radius of DMPI. Center of fairly concentrated pattern 590 feet SW of DMPI. Bombs fall across a highway and stream in woods. No damage to bridge.

Flight B. N.A.O. Bombardier reports that intervalometer failed to release bombs when indices met and he salvaged 2 seconds later. Bursts occur in woods 1800' NE of DMPI. No military damage apparent.

Box II - Flight A. DMPI. EXCELLENT. All bombs within 1000 foot radius of DMPI. Concentrated pattern 420 feet NW of DMPI. Possible hits or near misses on W approachment to bridge.

Flight B. DMPI. EXCELLENT. All bombs within 1000 foot radius of DMPI. Center of concentrated pattern 600 feet NW of DMPI. Possible hits or near misses on W approachment, 800 feet W of DMPI.

C - 1

S E C R E T

S E C R E T

Valkarsen (Rail Bridge)

344 BG: 25 a/c dispatched, 24 dropping 48 x 2000 GP on primary. Bomb disposition unknown of 1 a/c which landed at St. Trond.

6 a/c flak battle-damaged; 1 crewman wounded. No losses.

Visual bombing by flights from 10,500 - 11,700 feet.

Box I - Flight A. DFTI. SUPERIOR. 100% of bombs within 1000 foot radius of DFTI. Excellent pattern 200 feet S of DFTI. Strikes near western approach and immediately S of bridge.

Flight B. DFTI. UNSATISFACTORY. Gyro tumbled on bomb run. No bombs within 1000 foot radius of DFTI. Long pattern 1600 feet NE of DFTI. Strikes extend along main road just west of Fulte (B 930130). Some bombs fell in center of town, hitting residential buildings.

Box II - Flight A. DFTI. SUPERIOR. All bombs within 1000 foot radius of DFTI. Good pattern 110 feet N of DFTI. Pattern extends across bridge and main road. Later photos, after clearing of smoke, show direct hit on E approach.

Flight B. DFTI. EXCELLENT. Approximately 70% of bombs within 1000 foot radius of DFTI. Split pattern 680 feet E of DFTI. Strikes in open just south of rail line. Several bombs salvaged near rail line 1360 feet E of bridge.

344/322 BG: 35 a/c dispatched (13 - 344 BG; 12 - 322 BG), 18 dropping 36 x 2000 GP on primary. 6 of the 344 BG a/c dropped 12 x 2000 GP on other target.

1 a/c (344 BG) failed to bomb; mechanical failure.

3 a/c (344 BG) flak battle-damaged; no losses, casualties.

Visual bombing by flights from 10,500 - 11,700 feet.

Box I - Flight A. DFTI. SUPERIOR. 100% of bombs within 1000 foot (344 BG) radius of DFTI. Excellent concentration 190' NE of DFTI. Strikes cover eastern part of bridge with probable direct hits.

Flight B. DFTI. EXCELLENT. Bombardier could not identify primary due to haze. Selected other target, RR junction in Valkarsen (B-963134) 2 miles NE of DFTI. 100% of bombs within 1000 foot radius of DFTI. Good pattern 340 feet NE of DFTI. Strikes cover junction and cross RR line branching to SE. Probable damage to tracks.

Box II - Flight A. DFTI. EXCELLENT. Approximately 75% of bombs (322 BG) within 1000 foot radius of DFTI, centering 590 feet to the east. There are 3 bomb patterns, the farthest being 2 salvaged bombs. First strikes have nearly a zero circular error. Hits were scored very close to bridge, on buildings, and sidings and tracks just to the east.

Flight B. DFTI. EXCELLENT. All bombs within 1000 foot radius of DFTI, centering about 720 feet E of bridge. Good concentration on buildings and tracks. Bridge appears intact.

D - 1
S E C R E T

S E C R E T

Engelakirchen (Marshalling Yard)

410 BG: 37 a/c dispatched (34 A-20, 3 B-26), 34 A-20 dropping 204 x 500 GP on primary. 3 B-26 window a/c.

8 a/c flak battle-damaged; 2 crewmen wounded. No losses.

Visual bombing by flights from 9400 - 12,200 feet.

Box I - Flight A. DMPI. SUPERIOR. 100% of bombs within 1000 foot radius of DMPI. Excellent pattern centered between M/Y and main highway, 165 feet NE of DMPI. Western edge of pattern blanketed main line, north choke point, and highway overpass; while balance of pattern extended over buildings and highway road junction east of yard.

Flight B. DMPI. EXCELLENT. 100% of bombs within 1000 foot radius of DMPI. Excellent pattern centered at edge of yard, 345 feet SSE of DMPI. Bursts blanketed probable ammunition train, resulting in explosions on ground, and sending tracers of flame for a distance of twelve hundred feet.

Flight C. DMPI. SUPERIOR. 100% of bombs within 1000 foot radius of DMPI. Excellent pattern, partially obscured by smoke, centered 200 feet SE of DMPI. Weight of attack centered between M/Y and highway, blanketing main line, sidings and buildings in target area. Due to rack malfunction, 1 a/c salvoed. Bombs fell in fields, in river bend, 1700 feet NE of DMPI.

Box II - Flight A. DMPI. SUPERIOR. 100% of bursts within 1300 foot radius of DMPI. Bombs of this flight combine with bombs of Flights B and C to form unbroken pattern, centered in smoke of bombs from Box I. Pattern blanketed all three DMPI's and centered 180 feet SE of Flight A's DMPI. Bursts blanketed marshalling yard, eastern spur and southern choke point, as well as several hundred feet of highway and a large number of buildings east of yard.

Flight B. DMPI. SUPERIOR. 100% of bombs within 1000 foot radius of DMPI. Bursts combined with bursts of Flights A and C to form unbroken pattern centered 125 feet E of Flight B's DMPI. (See explanation - Flight A).

Flight C. DMPI. SUPERIOR. 100% of bombs within 1000 foot radius of DMPI. Bursts combined with burst of Flights A and B to form unbroken pattern centered 220 feet NE of Flight C's DMPI. (See explanation - Flight A).

397 BG: 32 a/c dispatched, 29 dropping 115 x 1000 GP on primary. 1 of these a/c jettisoned 1 x 1000 GP, which hung up at target, in vicinity of Bonnerfeld (F-84 144), 3 1/2 miles E of troop line, and on present bomb line. Pilot did not discover that bomb had hung up until a/c was over friendly territory. He flew back into enemy territory and jettisoned. 3 window a/c.

2 a/c flak battle-damaged; no losses, casualties.

Visual bombing by flights from 9,500 - 11,500 feet.

Box I - Flight A. DMPI. POOR. 25% of bombs within 1000 foot radius of DMPI. Good pattern 1020 feet NE of DMPI, hitting among small buildings.

Flight B. DMPI. UNDETERMINED. No photo cover due to evasive action. Crews report bombs hit to the right (N) of M/Y.

E - 1
S E C R E T

S E C R E T

Flight C. DTPI. UNDETERMINED. No photo cover due to evasive action. Crews report hits in yard.

Box II - Flight A. DTPI. UNDETERMINED. No photo cover due to evasive action. Crews report 1st bombs short, but walking into yard.

Flight B. DTPI. POOR. 25% of bombs within 1000 foot radius of DTPI. Poor pattern approximately 1100 feet S of DTPI in open area, among trees, and across river bank. Probably no damage.

Nassau (Communications Center)

409 BG: 23 a/c dispatched (18 A-26, 5 A-1), all dropping 72 x 1000, 20 x 500 GP on and in vicinity of primary.

1 a/c flak battle-damaged; no losses, casualties.

Visual bombing by flights from 11,000 - 11,900 feet.

Box I - Flight A. DTPI. EXCELLENT. Approximately 60% of bombs within 1000 foot radius of DTPI. Excellent concentration centered approximately 570 feet S of DTPI. Pattern blankets streets and buildings S and SE of DTPI. Two of the streets running N from road bridge over Lahn River have probably been blocked. Pattern also covers approximately 225 feet of double track railroad which runs south of town. This line has probably been cut or severely damaged.

Flight B. DTPI. EXCELLENT. Smoke obscured DTPI. Bombardier selected DTPI at railroad crossing, approximately 2450 feet ESE of DTPI. 1.0% of bombs within 1000 foot radius of DTPI. Center of excellent concentration is approximately 450 feet W of DTPI. Pattern blankets approximately 900 feet of a main road running E out of Nassau. This road is probably severely damaged. There are also direct hits or near misses to a minor road N of this road, to buildings in the sparsely settled eastern portion of Nassau, and to rail line along Lahn River, at or very near to DTPI.

Flight C. DTPI. EXCELLENT. Approximately 90% of bombs within 1000 foot radius of DTPI. Center of good concentration is approximately 600 feet south of DTPI. Pattern blankets streets and buildings in southern portion of Nassau. Also covers part of Nassau railway station, and about 450 feet of rail line (2 to 4 tracks at this point) west of station buildings.

Flight D. DTPI. SUPERIOR. Smoke obscured DTPI. Bombardier selected DTPI on a street approximately 450 feet SE of DTPI. All bombs within 1000 foot radius of DTPI. Center of excellent concentration is approximately 250 feet west of DTPI. Pattern blankets bridge over Lahn River immediately south of Nassau. Early photos show direct hits on or very near to this bridge, and it or its approaches have probably been damaged.

416 BG: 21 A-26 a/c dispatched, 15 dropping 71 x 1000 GP on primary. 3 window a/c.

No losses, damage, casualties.

Visual bombing by flights from 10,600 - 10,900 feet.

Box I - Flight A. DTPI. UNSUCCESSFUL. No bombs within 1000 foot radius of DTPI. Center of pattern is 262 feet E of DTPI. Bombs hit on river bank and in river. Bombardier misjudged length of run and was not properly synchronized.

F - 1

S E C R E T

S E C R E T

Flight B. DMPI. EXCELLENT. All bombs within 1000 foot radius of DMPI. Center of pattern is 530 feet NW of DMPI. Pattern started on DMPI and covered buildings and roads in eastern part of town.

Flight C. DMPI. EXCELLENT. All bombs within 1000 foot radius of DMPI. Center of pattern is 340 feet E of DMPI. Bombs hit in compact pattern across RR, buildings, and roads.

323 BG: 16 a/c dispatched, 13 dropping 52 x 1000 GP on primary. 3 window a/c.

No losses, damage, casualties.

Visual bombing by flights from 10,700 - 11,400 feet.

Box I - Flight A. DMPI. SUPERIOR. All bombs (except those salvoed from 1 a/c) within 1000 foot radius of DMPI. Excellent concentration, MPI of which is 190 feet SE of DMPI. Bombs fell in built up area, blanketing roads, through areas previously undamaged. Bombs from this flight caused a fire in center of town.

Flight B. SMPI. EXCELLENT. Briefed DMPI had been obliterated before this group attacked. Bombardier selected MPI to right and further north of DMPI. All bombs within 1000 foot radius of SMPI. Excellent concentration, MPI of which is 400 feet NNE of SMPI. Bombs fell in smoke of Box I, Flight A, causing further damage to built-up area and roads in central part of town.

Flight C. SMPI. SUPERIOR. Area around briefed DMPI had been altered by previous bombing, making it difficult to identify. Bombardier chose main road junction approximately 500 feet north of DMPI. All bombs within 1000 feet of SMPI in excellent concentration, the MPI of which is 140 feet N of SMPI. Bombs fell across main roads in area and into built-up area in NW corner of town.

386 BG: 18 A-26 a/c dispatched, all dropping 72 x 1000 Comp B on primary.

No losses, damage, casualties.

Visual bombing by flights from 10,500 - 11,000 feet.

Box I - Flight A. DMPI. SUPERIOR. All bursts within 1000 foot radius of DMPI. Center of wide concentration covers DMPI. Pattern blankets street intersection and houses around the DMPI, possibly rendering several streets unserviceable from direct hits and debris.

Flight B. SMPI. EXCELLENT. Briefed DMPI smoke obscured. Bombardier selected street junction 780 feet E of DMPI. More than 90% of bombs within 1000 foot radius of SMPI. Concentrated pattern centers 590 feet NW of SMPI. Bursts blanket numerous buildings, houses; with possible hits on RR tracks. Smoke prevents definite damage assessment.

Flight C. DMPI. SUPERIOR. All bursts are within 1000 foot radius of DMPI. Center of good concentration blankets DMPI. Pattern covers street intersection, several houses and buildings with possible hits on RR tracks SW of DMPI. Direct hits and debris probably prevent traffic in the area.

G - 1
S E C R E T

S E C R E T

Nieder Haraberg (Rail Bridge)

322 BG: 24 a/c dispatched, 23 dropping 45 x 2000 GP on primary. 1 a/c, with battle-damage, and co-pilot wounded and tail gunner killed, salvaged 2 x 2000 GP at G-021324, 20 miles SW of primary.

12 a/c flak battle-damaged; 1 crewman killed, 1 wounded. No losses.

Visual bombing by flights from 11,250 - 12,000 feet.

Box I - Flight A. DMPI. SUPERIOR. All bombs within 1000 foot radius of DMPI, centering 250 feet NE. Excellent pattern, with hits on S approaches, previously bomb damaged buildings, and in river.

Flight B. DMPI. SUPERIOR. All bombs within 1000 foot radius of DMPI. Excellent pattern centering 250' to S. One possible hit on bridge, and tracks are cut by 2 or 3 hits.

Flight C. DMPI. EXCELLENT. All bombs within 1000' radius of DMPI. Tight pattern partially in smoke, centered 500' to NE, on a road and road bridge.

Flight D. DMPI. EXCELLENT. About 50% of bombs within 1000' radius of DMPI. Good pattern partially in smoke, centered 1000 NE of bridge, and in fields.

391 BG: 24 a/c dispatched, all dropping 47 x 2000 GP on Primary. 1 of these a/c jettisoned 1 x 1000 GP, which hung up at Primary, at G-070290, 15 miles of bomb line.

No losses, damage, casualties.

Visual bombing by flights from 11,500 - 12,000 feet.

Box I - Flight A. DMPI. EXCELLENT. All bombs within 1000' radius of DMPI. Bombs fell in dispersed pattern about 500' S of DMPI, hitting a road bridge, spur R.R. line, and in river.

Flight B. DMPI. UNSATISFACTORY. All bombs outside 1000' radius of DMPI. Bombs fell in tight pattern about 1500' NE of DMPI, hitting on canal and canal gates and in open fields. Bombardier misidentified target.

Flight C. DMPI. EXCELLENT. All bombs within 1000' radius of DMPI. Bombs fell in tight pattern about 750' NE of DMPI, across 2 secondary roadways, in woods, and open fields.

Flight D. DMPI. EXCELLENT. All Bombs within 1000' radius of DMPI. Tight pattern fell about 750' SE of DMPI, hitting a secondary roadway and four farm type buildings.

Bad Cranhausen (Rail Bridge)

387 BG: 26 a/c dispatched, 22 dropping 44 x 2000 GP on and in vicinity of Primary. 1 a/c, flak damaged, salvaged 2 x 2000 GP at F-950200, 5-1/4 miles E of bomb line.

8 a/c flak battle-damaged; no losses, casualties.

Visual bombing by flights from 11,000 - 12,500 feet.

R - 1

S E C R E T

S E C R E T

Box I - Flight A. DMPI. SUPERIOR. All bursts within 1000' radius of DMPI. Excellent pattern, with MPI of bursts approximately 200' E of DMPI, scoring possible hit and near miss to E end of bridge, and probable hit on E approach.

Flight B. DMPI. SUPERIOR. All bursts within 1000' radius of DMPI. Excellent pattern, with MPI of bursts approximately 250' NE of DMPI, scoring near misses to E end of bridge and approach.

Flight C. DMPI. EXCELLENT. All bursts within 1000' radius of DMPI. Excellent pattern, with MPI of bursts approximately 350' W of DMPI. Bursts on W bank of river, scoring two hits to W approach.

Box II - Flight A. DMPI. EXCELLENT. All bursts within 1000' radius of DMPI. Excellent pattern, with MPI of bursts approximately 500' E of DMPI. Bursts on E bank, scoring near miss to E approach.

Flight B. DMPI. SUPERIOR. All bursts within 1000' radius of DMPI. Excellent pattern, with MPI of bursts approximately 175' E of DMPI. Bursts straddle bridge, scoring near misses.

Flight C. N.A.O. Bombs in load a/c failed to release electrically or by salvo when indices crossed. Bombs released later, apparently as doors started to close. Pattern located in open fields, approximately 6500' W of DMPI.

394 BG: 27 a/c dispatched, 24 dropping 48 x 2000 GP on Primary. 3 window a/c.

9 a/c flak battle-damaged; no losses, casualties.

Visual bombing by flights from 11,000 - 13,000 feet.

Box I - Flight A. DMPI. SUPERIOR. All bursts within 1000' radius of DMPI. Tight pattern, with two late bursts. Main pattern approximately 225' W of DMPI. Several direct hits on W approach and bridge itself. R.R. could be cut with heavy damage to approach.

Flight B. DMPI. EXCELLENT. Approximately 90% of bombs within 1000' radius of DMPI. Split pattern, with main pattern approximately 300' E of DMPI. Direct hits on bridge and E approach. Damage should be heavy.

Flight C. DMPI. EXCELLENT. All bombs within 1000' radius of DMPI. Tight pattern approximately 290' SW of DMPI. Direct hits on W approach, with heavy damage.

Box II - Flight A. SMPI. SUPERIOR. Clevis pin came out of sight on bomb run. It was replaced but a/c was off course. Bombardier synchronized on left approach, approximately 215' W of SMPI. Direct hits on approach, with damage.

Flight B. DMPI. SUPERIOR. All bursts within 1000' radius of DMPI. Good pattern approximately 175' N of DMPI. Direct hits on DMPI itself, with rest of pattern walking into water. Damage to bridge should be heavy.

Flight C. DMPI. UNSATISFACTORY. Smoke over bridge prevented bombardier from synchronizing accurately. All bombs outside 1000' radius of DMPI. Tight pattern approximately 1170' E of DMPI, direct hits on E approach, and probable damage.

I - 1

S E C R E T

S E C R E T

387/394 BG: 21 a/c (8-387 BG; 13-394 BG) dispatched, 15 dropping 30 x 2000 GP on and in vicinity of Primary. 3 a/c (387 BG) dropped 6 x 2000 GP on briefed secondary target. 3 (394 BG) a/c carried window.

2 a/c (1-387 BG; 1-394 BG) flak battle-damaged; no losses, casualties.

Visual bombing by flights from 10,250 - 12,000 feet.

Box I - Flight A. DMPI. SUPERIOR. All bombs within 1000' radius of (387 BG) DMPI. Excellent pattern, centered 250' E of DMPI. Bombs fell in river, scoring near misses to bridge.

Flight B. DMPI. SUPERIOR. Haze prevented bombardier from seeing Primary target area in time for adequate run. He started to synchronize on Autobahn Bridge and could not correct in time for successful release at Primary, so laid bombs, attacked briefed secondary target (Singen Communications Center, G-265535). All bombs within 1000'-radius of DMPI. Excellent pattern, center 150' S of DMPI. Smoke blanked street intersection.

Box II - Flight A. DMPI. SUPERIOR. All bombs within 1000' radius of (394 BG) DMPI. Good pattern approximately 180' NW and covering DMPI. Hits on bridge and approach, with heavy damage.

Flight B. SMPI. SUPERIOR. AFCE on bomb run so did not correct to right. Bombardier synchronized on R.R. overpass approximately 2000' SW of DMPI. Tight pattern approximately 180' S of, and covering, SMPI. Overpass should be severely damaged. Late photos show one side of bridge in water, with at least four large holes on other side, and both approaches cut.

Line (Rail Bridge)

409 BG: 28 a/c dispatched (20 A-26, 8 A-20), 25 (20 A-26, 5 A-20) dropping 80 x 1000, 20 x 500 GP on Primary. 1 A-20 a/c, with left blower out, salvaged 2 x 500 GP (window a/c) at G-269266, 25 miles E of bomb line. 2 A-20 window a/c.

5 A/c (4 A-26, 1 A-20) flak battle-damaged; no losses, casualties.

Visual bombing by flights from 11,000 - 11,900 feet.

Box I - Flight A. DMPI. SUPERIOR. 100% of bombs within 1000' radius of DMPI. Center of excellent concentration is approximately 90' S of DMPI. Pattern completely blankets bridge and its approaches.

Flight B. DMPI. SUPERIOR. 100% of bombs within 1000' radius of DMPI. Center of excellent concentration approximately 240' NW of DMPI. Pattern completely blankets bridge and there are direct hits or near misses to approximately 500' of bridge's western approaches, part of which is a rail-over-road viaduct.

Flight C. DMPI. SUPERIOR. 100% of bombs within 1000' radius of DMPI. Center of excellent concentration approximately 220' NW of DMPI. Pattern completely blankets bridge, as well as portions of Highway NW and SW of DMPI.

Flight D. SMPI. EXCELLENT. Smoke obscured DMPI. Bombardier selected NEI at rail-highway intersection, approximately 1530' E of DMPI. 100% of bombs within 1000' radius of SMPI. Center of excellent concentration approximately 350' W of SMPI. Pattern extends to or very near the SMPI, and blankets and probably damaged approx. 780' of rail line forming eastern bridge approaches.

J - 1

S E C R E T

S E C R E T

NOTE: From partly smoke-obscured photographs taken by last flight over target, it appears that bombs from first three flights have completely destroyed the bridge. There are no evidences of a bank-to-bank connection.

416 BG: 24 A-26 a/c dispatched, all dropping 95 x 1000 GP on Primary.

9 a/c flak battle-damaged; no losses, casualties.

Visual bombing by flights from 11,250 - 12,150 feet.

Box I - Flight A. DMPI. EXCELLENT. 60% of bombs within 1000' radius of DMPI. Center of pattern 925' E of DMPI. Hits in fields and on 2 small buildings.

Flight B. DMPI. SUPERIOR. All bombs within 1000' radius of DMPI. Center of pattern 145' W of DMPI. Bombs covered bridges and approaches. Also several hits on main highway.

Flight C. DMPI. EXCELLENT. All bombs within 1000' radius of DMPI. Center of bursts 610' SE of DMPI. Bombs hit on main highway and buildings SE of target, and ran up to edge of bridge.

Flight D. DMPI. SUPERIOR. All bombs within 1000' radius of DMPI. Center of pattern 250' NE of DMPI. Bombed into smoke of previous pattern. Probable hits to bridge and road.

K - 1

S E C R E T

SECRET

SECTION II

A/C OFF		420
A/C Bombing	392	
A/C Failing to Bomb	1	
Other		
Window 26		
Bombs of 1 A/C Unaccounted for	27	
TOTAL		420

Bombs on Enemy Territory	754.50
Total Bombs to Date	129,260.35

A/C Lost	0	
A/C Missing	0	
A/C Crash-Landed	0	
A/C Battle Damaged	79	18.90%
Killed	1	
Wounded	4	
Missing	0	
Injured	0	
Claims	0	

1-1
SECRET

S E C R E T

FAILURES TO BOB

<u>GROUP</u>	<u>NO. A/C</u>	<u>CLASSIFICATION</u>	<u>REASON</u>
344 BG	1	Mechanical	Magneto trouble - early return.

OBSERVATIONSWEATHER: Nefze

323 BG: 1/10 thin altostratus cloud top 9000 feet.
5/10 altocumulus cloud base estimated 15,000 feet. Visibility 8 miles up sun and 15 miles down sun.

386 BG: 7/10 through altostratus base 15,000 feet.
Visibility 10-15 miles air to ground.

Volksmarsen

344 BG, 344/322 BG:
Clear. Visibility 3 miles up sun, 7 miles down sun.

Engelskirchen

410 BG: Nil low cloud. 6/10 altostratus above 18,000 feet. Visibility 8-10 miles.

397 BG: 2-3/10 altostratus cloud base 17,000 feet.
Visibility 15-20 miles air to air. 8-10 miles down sun, 4-6 miles up sun.

Nassau

409 BG: 4/10 - 5/10 cirrus, base 20,000 feet. Visibility 10 miles.

416 BG: Few patches of altocumulus above 15,000 feet.
Visibility air to ground 8 miles on bomb run.
Visibility occasionally lower in smoke and haze in valley.

323 BG: 10/10 thick cirrus cloud and altostratus base estimated 17,000 feet. Visibility 3 miles up and 6 miles down sun.

386 BG: 3-5/10 altostratus base 14,000. Visibility 10 miles.

Noider Marsberg

322 BG: Nil low cloud. 10/10 altostratus, bases 13,000 to 14,000 feet. Visibility 5 miles in moderate haze.

391 BG: 2/10 cumulus, tops 7000 feet. 4-6/10 altostratus bases 14,000 feet. Visibility 5 miles in thick haze.

Bad Oeyenhausen

387 BG: 2-3/10 thin stratus top 5000 feet. Visibility 10 miles.

394 BG: 7-9/10 altostratus cloud base 14-15,000 feet.
2-3/10 stratocumulus cloud top 5000 feet.
Visibility 5-6 miles in moderate haze.

387/394 BG:
2-3/10 stratus tops 5000 feet. 6/10 altostratus cloud base estimated 15-16,000 feet.
Visibility 6-8 miles.

S E C R E T

Lara

409 BG: 2/10 stratocumulus tops 7000 feet, Visibility 8-10 miles on bomb run.

416 BG: 2-3/10 cirrus estimated tops 4500, base 2500 feet. Visibility 10-15 miles on bomb run.

3/A PHOTO REPORT

GROUP	CAMERAS PHOTOGRAPHING	CAMERA FAILURES		PERSONNEL FAILURES	
		NO.	PERCENT	NO.	PERCENT
323	89%	0	0	1	11%
386	100%	0	0	0	0
344	100%	0	0	0	0
344/322	100%	0	0	0	0
410	100%	0	0	0	0
397	90%	1	10%	0	0
409	100%	0	0	0	0
416	100%	0	0	0	0
323	100%	0	0	0	0
386	100%	0	0	0	0
322	100%	0	0	0	0
391	100%	0	0	0	0
387	100%	0	0	0	0
394	100%	0	0	0	0
387/394	100%	0	0	0	0
409	100%	0	0	0	0
416	100%	0	0	0	0

FLAK ANALYSIS ANNEX

A/C OVER ENEMY TERRITORY	418
A/C LOST TO FLAK	0
A/C BATTLE DAMAGED	79
% A/C BATTLE DAMAGED	18.90%
<u>Netze RR Bridge</u>	<u>323, 386 Gp.</u>
A/C Lost to Flak	0
A/C Battle Damaged	14
% A/C Battle Damaged	28.57%

The 323 Gp encountered moderate accurate heavy flak behind the bridgehead area from F-8618 to G-0729. The 386 Gp reported moderate accurate heavy flak from both Neuwied and Bendorf.

<u>Volkenrath RR Bridge</u>	<u>344, 322 Gp.</u>
A/C Lost to Flak	0
A/C Battle Damaged	9
% A/C Battle Damaged	18.75%

Weak to moderate inaccurate heavy flak was encountered at several points east of the bridgehead. The 344 Gp reported moderate accurate flak at Herschbach (G-001194), weak accurate at Heckenburg (G-061291), Neuwied, and Puderbach (F-913204). The 322 Gp encountered moderate inaccurate flak SW of Heckenburg at F-940150 and G-052236.

S E C R E T

Engelskirchen M/Y 410, 397 Gp.

A/C Lost to Flak	0
A/C Battle Damaged	10
% A/C Battle Damaged	14.49%

The 410 Gp encountered heavy flak that was weak inaccurate at Nastatten (M-089778). The 397 Gp reported weak inaccurate heavy flak at Hackenburg and 2 RR flak guns firing at Morsback (F-990530).

Nassau Communications Ctr. 409, 416, 323, 386 Gp.

A/C Lost to Flak	0
A/C Battle Damaged	1
% A/C Battle Damaged	1.28%

The 409 Gp reported one a/c damaged by weak inaccurate heavy flak 3 miles east of Bahleim (M-020780). The other groups reported weak inaccurate flak that did no damage at Neuwied and Ruescheid (F-880140).

Nieder Marsburg RR Bridge 322, 391 Gp.

A/C Lost to Flak	0
A/C Battle Damaged	12
% A/C Battle Damaged	25.0%

The formation of the 322 Gp encountered moderate accurate heavy flak in the same area as the part of the group attacking Volkmarsen. All damage on this attack was limited to this formation. The a/c of the 391 Gp reported weak inaccurate flak at Wahlrod (F-990280).

Bad Oeyenhausen RR Bridge 394, 387 Gp.

A/C Lost to Flak	0
A/C Battle Damaged	19
% A/C Battle Damaged	39.58%

The 394 Gp encountered moderate accurate heavy flak enroute to the target and enroute out at F-8215. The 387 Gp reported moderate accurate heavy flak from the Autobahn at F-900150 to G-060290.

Iage RR Bridge 409, 416 Gp.

A/C Lost to Flak	0
A/C Battle Damaged	14
% A/C Battle Damaged	26.92%

The 416 Gp reported flak from the same general area as the 387 Gp. However, the fire lasted until a point near G-160290 was reached. This flak engaged the formation both enroute to the target and out. The 409 Gp encountered weak inaccurate heavy flak at Maischeid (F-910210).

SUMMARY:

It is interesting to note that all of the flak experienced, with the exception of that at Neuwied and Bendorf was all in areas and along points that are feeding the enemy's supply to the bridgehead area. It is surprising that the enemy has not moved a more dense defense to this area. The shortage of fuel has probably limited the movement of guns and he has not been able to build up the defense that the situation would normally call for.

4 - 1
S E C R E T

SECRET

ENEMY AIRCRAFT REACTION

T.O.T.'s: 1132 to 1402

The 410th Group encountered five Me 210's in vicinity of Nastatten. These a/a approached to within 2000 yards at 1 o'clock level, then broke away at 6 o'clock.

5-1
SECRET

PUBLIC RELATIONS

PRESS RELEASE

NINTH BOMBARDMENT DIVISION HEADQUARTERS, France, March 19 —Raging far to the north and east of the Ruhr valley, medium bombers smashed at five railroad bridges Monday in an offensive aimed at cutting off that industrial area from the rest of Germany.

Approximately 275 Raiders and Invaders carried out the large-scale attacks, scoring direct hits on two important bridges in an area mid-way between Osnabruck and Hannover and causing extensive damage to three other bridges in the Kassel sector.

Meanwhile, other mediums —together with a Havoc light bomber force— struck heavy blows at road and rail communications between Coblenz and Cologne to hamper the enemy's efforts to move divisions from the north for an expected counter-offensive in the Remagen area.

More than 400 aircraft of the Ninth Bombardment Division participated in the combined operations, from which only one medium bomber failed to return.

Bridges hit in the isolation attacks against the Ruhr were the three-span Bad-Oeynhausen rail bridge, 40 miles southwest of Hannover; the Lage railway bridge, 10 miles to the south; and rail bridges at Volkmarsen, Nieder Marsberg and Netze, all located within a 35-mile radius of Kassel. Object of the attacks was to cut off the Ruhr valley from the rest of Germany, thereby curtailing the shipment of coal from that region and impeding the movement of reinforcements to the north for the Ruhr's defenses.

Bomber crews carrying out the bridge-busting assignments returned to their bases late Monday afternoon with vivid accounts of damage and destruction resulting to the important objectives. Flak defenses were not intense, and bombardiers were given perfect weather in which to carry out their planned attacks.

At Bad-Oeynhausen, Raider crews reported seeing their bombs crash onto the center of the rail bridge in a perfect pattern. Later reports by other crews attacking the same target indicate the bridge was left badly-twisted and possibly destroyed.

Direct hits also were scored on the Lage and Netze rail spans, while heavy damage was believed dealt approaches to the Nieder Marsberg bridge. All are vital links between central and southern Germany and the Ruhr.

In another phase of Monday's offensive, communications in the towns of Nassau and Engelskirchen, east of Coblenz and Cologne, were pounded effectively by formations of Raiders, Havocs and Invaders.

At Engelskirchen, a railroad marshalling yard was blanketed by bomb bursts, as the bomber forces swept over their objective at a time when the yards were jammed with traffic. Several crews reported seeing as many as 50 freight cars in a portion of the yards which caught a heavy concentration. One Raider gunner said he saw debris fly in all directions after bombs from his flight hit the congested area.

Describing the attacks against road junctions at Nassau, other bomber crews reported their bombs covered the town and scored numerous hits on road intersections.

Throughout the entire offensive, enemy fighters made no challenge, although several crews spotted two ME 210's in the remote distance.

-30- News room 1715, Press Camp 1800

