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Title MISSION REPORTS: TARGET RAILROAD BRIDGE SIMMERN, GERMANY

Added

Entries

Author:

Subject:

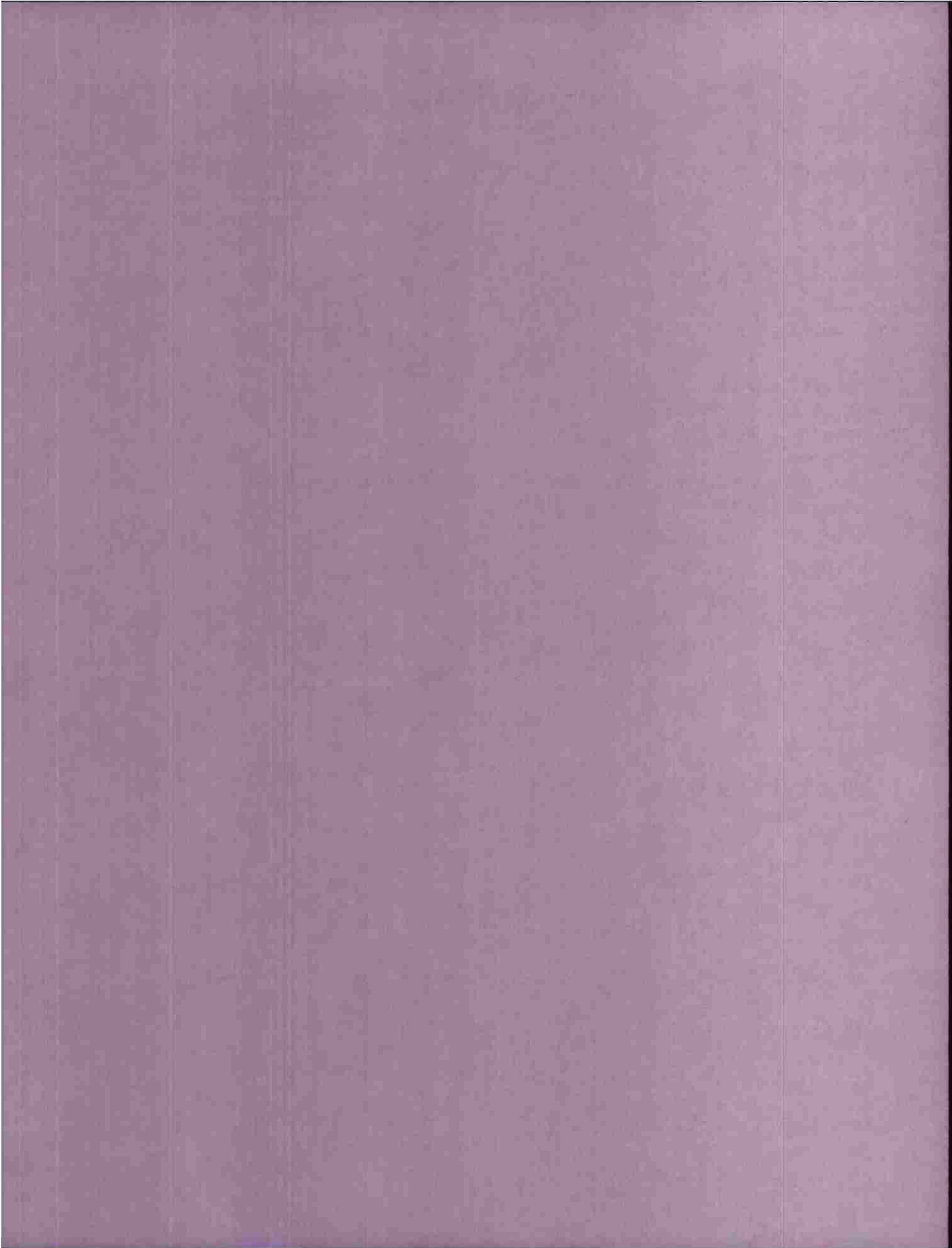
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CP-16-SN-025
5 JAN 1945

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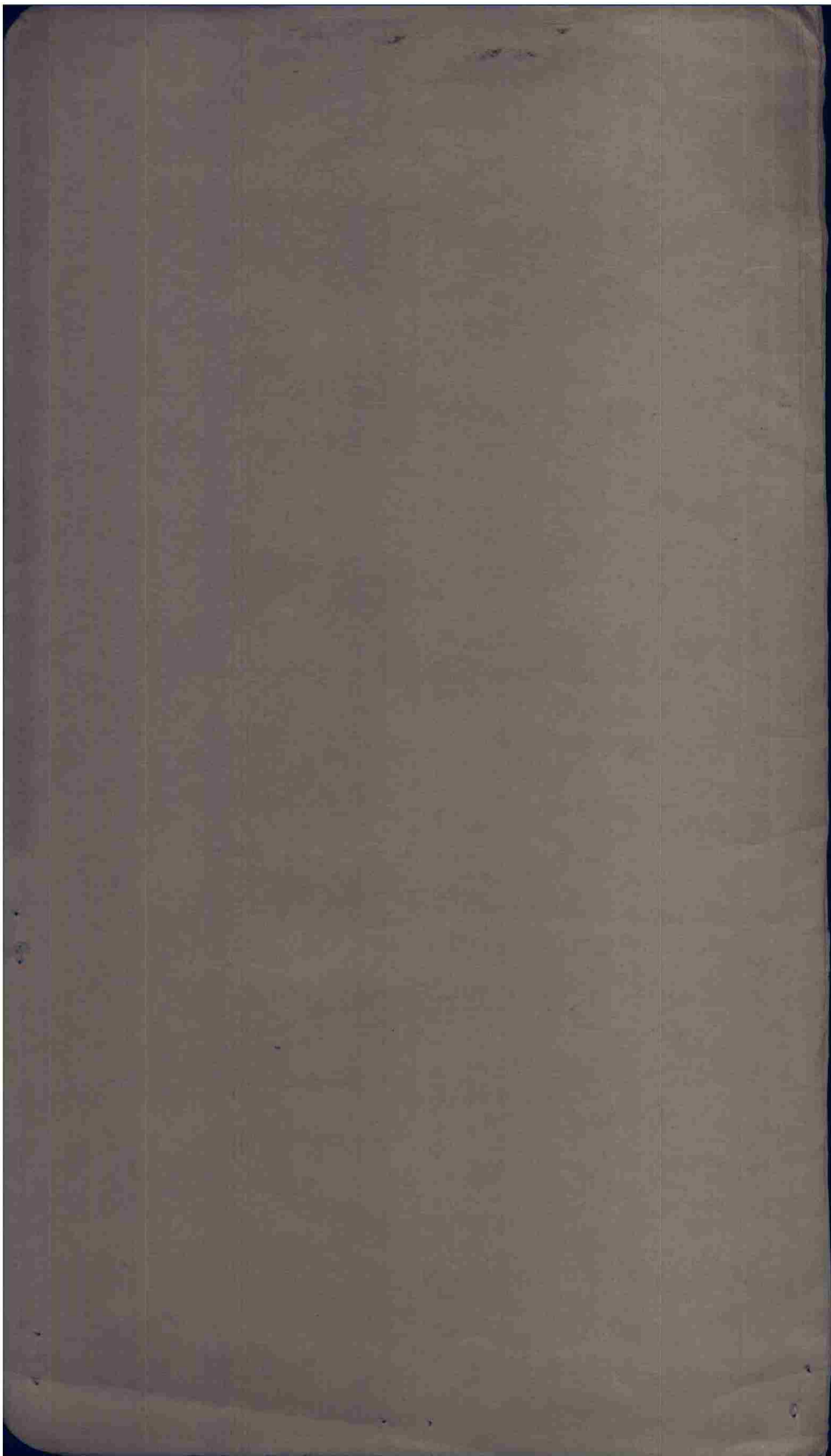
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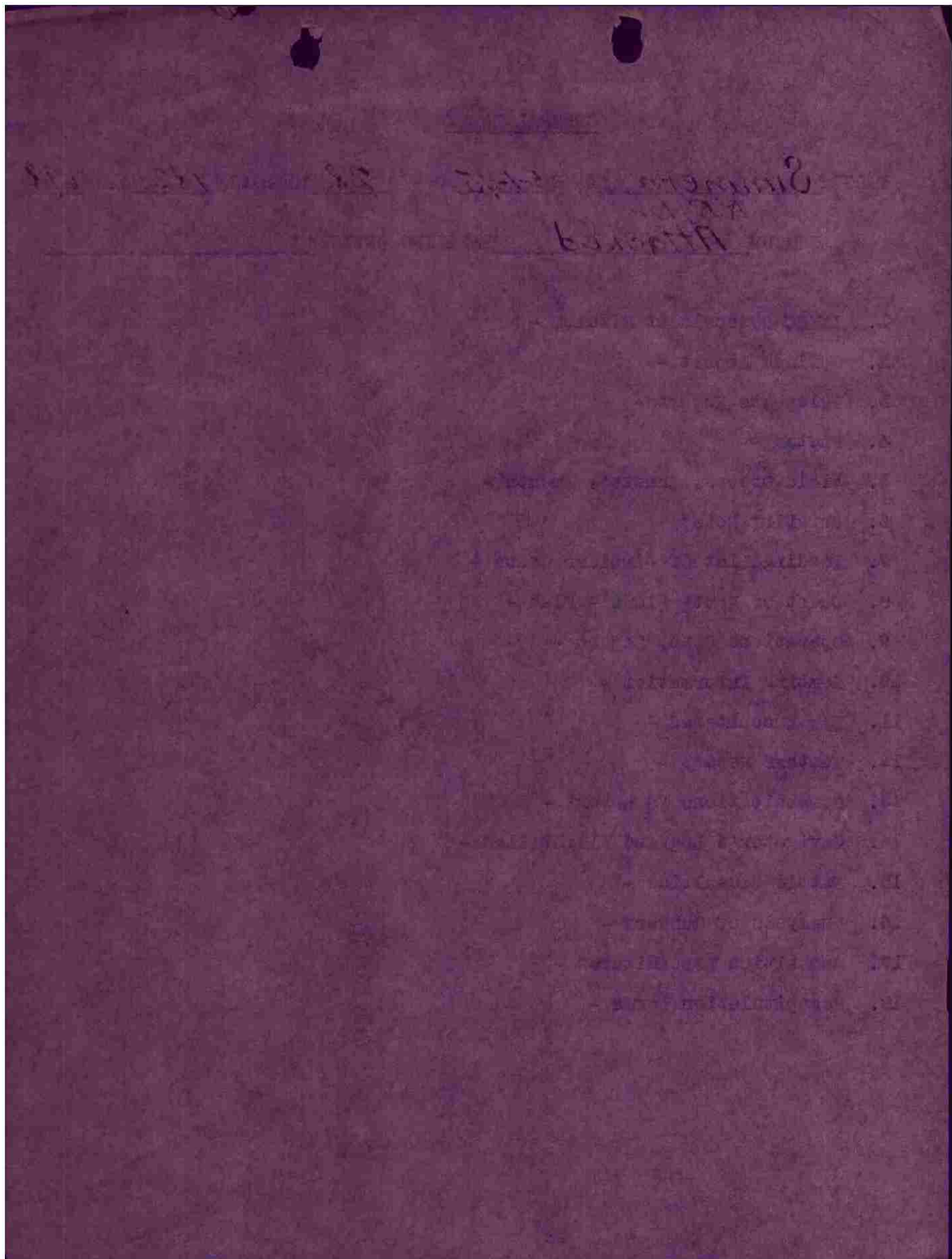
GENERAL INDEX

TARGET Simmern DATE 5-1-45 NO 28 MISSION# 182 F.O.# 698
RR/Bn
 STATUS Attacked BRIEFING OFFICER _____

1. IX BC Synopsis of Mission -
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P.R.C.

01091997



S E C R E T

HEADQUARTERS
9TH BOMBARDMENT DIVISION (M)APO # 140
6 January 1945

5 January 1945

MISSION SUMMARY

Field Order 698

Section I

<u>GROUP</u>	<u>TARGET</u>	<u>MISSION RESULTS</u>
323 BG	Ahrweiler (F-521152) Rail Bridge	Undet. (PFF)
394 BG	" "	Box I - Undet. (PFF) Box II - P.N.B. (PFF)
409 BG	Simmern (L-839530) Rail Bridge	Undet. (PFF)
416 BG	" "	Undet. (PFF)
322 BG	Gouvy (Q-719779) Communication Center	Box I - Excellent (PFF) Box II - Excellent (PFF)
344 BG	Houffalize (P-610718) Communication Center	Box I - Excellent (PFF) Box II - No attack
410 BG	Clorvaux (P-779631) Communication Center	Box I - P.N.B. Box II - P.N.B.
397 BG	Massen (P-755703) Communication Center	No attack
386 BG	Bulley (L-569613) Rail Bridge	No attack
391 DG	" "	No attack

Three full groups failed to attack, two being recalled as escort could not take off and another due to PFF equipment failure.

- A -

S E C R E T

S E C R E T

- B -

416 BG: 31 a/c dispatched (including 28 A-26s, 7 A-20s, 2 PFF a/c), 29 dropping 82 x 1000, 32 x 500 GP on primary; 1 PFF a/c dropping 7 x 500 on Other target. 1 a/c failed to bomb: mechanical failure.

No photo coverage or visual observations of results due to clouds.

Bombing by boxes on PFF lead from 13,500 feet.

No losses, damage, casualties.

- enemy territory. Load a/c Box II hit prop wash causing pilot to hit bomb release button. 3 a/c dropped on him. Bombs fell 5 miles SSE of primary target (L-867758).

409 BG: 37 a/c dispatched (including 28 A-26s, 7 A-20s, 2 PFF a/c), 30 dropping 101 x 1000, 17 x 500 GP on primary; 7 a/c dropping 8 x 1000, 8 x 500 GP on Other. 3 window a/c.

Stimmer (Ball Bridge)

No photo coverage or visual observations of results due to cloud cover.

Bombing by boxes on PFF lead from 13,000-14,500 feet.

No losses, damage, casualties.

PFF a/c Leading Box I, due to temporary equipment failure was off course 5 to 6 miles. GME fix showed bombs were dropped near the town of Zissen. (E-690006).

2 a/c failed to bomb: 1, mechanical failure; 1, other reasons (due to late take off a/c could not find formation).

397 BG: 37 a/c dispatched (including 2 PFF), 16 dropping 4 x 500, 60 x 1000 GP on primary; 16 a/c dropping 4 x 500, 60 x 1000 GP on Other target. 3 window a/c.

No photo coverage or visual observations of results due to clouds.

Bombing by boxes on PFF lead from 12,000-14,000 feet.

No losses, damage, casualties.

1 of the above a/c jettisoned 2 x 1000 GP due to engine trouble near Geirgny/Halpe (0-390180) - friendly territory.

3 a/c failed to bomb: mechanical failures.

323 BG: 37 a/c dispatched (including 1 PFF), 31 dropping 58 x 2000, 4 x 500 GP on primary. 3 window a/c.

Alwetter (Ball Bridge)

Aircraft of seven groups attacking two ball bridges and three communications centers recorded excellent to undetermined results. Six groups bombed on PFF lead.

GROUP NARRATIVE

S E C R E T

S E C R E T

PFF a/c leading 1st Box dropped on casual target, crossroads 2 miles S of Diekirchen (N-060180) due to equipment and GEE failure. Group 1st Box bombed on ETA from visual I.P. to predetermined release.

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

Bombing by boxes on PFF and Box load from 13,000-14,500 feet.

No photo coverage or visual observations due to clouds.

Gouvy (Communications Center)

322 BG: 36 a/c dispatched (including 1 PFF), 31 dropping 234 x 500 GP on primary. 2 window a/c.

2 a/c failed to bomb: other reasons (sun obscured PFF bomb release) Bombs of 1 a/c which crashed unaccounted for).

The above mentioned a/c crashed near the town of Barvaux (P-4498) after being hit by flak over target. Crew of six baled out safely.

24 a/c flak battle damaged, no losses, casualties.

Bombing by boxes on PFF load from 12,000-13,000 feet.

Box I - EXCELLENT. Over 50% of the bombs within 1000 ft of DMPI. DMPI covered by bomb bursts of one flight. Roads leading N, NW, and W received hits. Main concentration located to the W and SW of town.

Box II - EXCELLENT. Over 50% of the bombs within 1000 ft of DMPI. This box bombed practically simultaneously with Box I and patterns cannot be separated.

Clervaux (Communications Center)

410 BG: 38 a/c dispatched (including 1 PFF), 15 dropping 85 x 500 on other target.

23 a/c failed to bomb: 22, PFF did not drop; 1, mechanical failure.

22 a/c flak battle damaged, 1 crewman wounded, no losses.

Bombing by boxes on group lead from 12,000-13,000 feet.

Box I - P.N.B. PFF a/c did not drop due to equipment failure. Following rack malfunction of No. 3 a/c of Flight A, Flights C and D released their bombs. Bombs burst at edge of woods SW of village of Durler (P-808734) 9 miles NNE of P/T.

Box II - P.N.B. Four a/c of Flight B released on bombs of flights mentioned in Box I. Flights C and D did not bomb.

Houffalize (Communications Center)

344 BG: 38 a/c dispatched (including 1 PFF), 18 dropping 131 x 500 GP on primary. 3 window a/c.

17 a/c failed to bomb: 4, mechanical failures; 13, other reasons (sun obscured PFF bomb release).

19 a/c flak battle damaged, no losses, ~~1 crewman~~ wounded, 1 killed.

- C -

S E C R E T

S E C R E T

- D -

Formation did not reach enemy territory. 1 a/c damaged category II when tire blew out on landing. No casualties.

All a/c failed to bomb: 2, mechanical failures; 32, other reasons (group recalled by 9th Bombardment Division as escort was unable to take off due to weather).

391 BG: 34 a/c dispatched (including 2 PFF), none bombed.

Formation did not reach enemy territory.

All a/c failed to bomb: 4, mechanical failures; 37, other reasons (group recalled by 9th Bombardment Division as escort was unable to take off due to weather).

386 BG: 31 a/c dispatched (including 2 PFF), none bombed.

Billow (Hell Bridge)

16 a/c flak battle damaged, no losses, casualties.

All a/c failed to bomb: 31 PFF a/c did not drop due to equipment failure; 2, mechanical failures.

397 BG: 35 a/c dispatched (including 1 PFF), none bombed. 2 window a/c.

Marsen (Communications Center)

Box II - NO ATTACK. Sun obscured PFF bomb release. 2 a/c dropped on Box I.

Box I - SETTLEMENT. 70% of bombs within 1000 ft of DMPI. Good part of town with strikes covering 2 main roads, a secondary road and residential buildings.

Bombing by boxes on PFF lead from 42,000-13,000 feet.

S E C R E T

S E C R E T

Section II

A/C Off		354
A/C Bombing	191	
A/C Failing to Bomb	87	
A/C Recalled (Weather)	0	
A/C Recalled (Fighters could not take off)	59	
Other		
Window	16	
Spare	0	
Bombs of 1 a/c Unaccounted for	17	
TOTAL		354

Bombs on Enemy Territory	343.50
Total Bombs to Date	99,121.90

A/C Lost	0	
A/C Missing	0	
A/C Crashed (322 BG)	1	
A/C Crash-Landed (391 BG)	1	
A/C Battle Damaged	74	(26.42%)
Killed	1	
Wounded	2	
Missing	0	
Injured	0	
Claims	0	

- 1 -

S E C R E T

S E C R E T

- 2 -

WEATHER: Anweiler 323 BG: 10/10 strato-cumulus, tops 6-7,000 ft. Visibility 7 miles up sun and 15-20 miles down sun. 397 BG: 10/10 strato-cumulus, estimated tops 4-5,000 ft. Visibility unlimited above cloud. 409 BG: 10/10 strato-cumulus, top 7,500 ft. Patchy cloud from Hagen line to SW, 10/10 to north. 4/10 alto-cumulus 13-14,000 ft. Visibility unlimited. Also in thin layer of alto-cumulus. 416 BG: 10/10 strato-cumulus, tops 5-6,000 ft. 2-3/10 thin patchy alto-cumulus. Base 17,000 ft. Visibility 8-10 miles above cloud.

OBSERVATIONS

GROUP	No. A/C	CLASSIFICATION	REASON
323	3	Mechanical	2 a/c - engine trouble. 1 a/c - bomb rack malfunction.
394	1	Mechanical	1 e/c radio compass and interphone out.
416	1	Other	1 a/c could not find formation due to late take off. Bomb rack malfunction.
322	2	Other	2 a/c - sun obscured PFF bomb release.
377	4	Mechanical	2 a/c - engine trouble. 1 a/c - gas leak. 1 a/c - damaged rudder.
410	13	Other	1 a/c - sun obscured PFF bomb release. 12 a/c - leader did not drop due to above reason.
410	22	Other	PFF a/c did not drop.
397	1	Mechanical	Equipment failure. High blower out.
386	31	Other	31 a/c - PFF a/c did not drop. Equipment failure.
391	3	Mechanical	3 a/c - engine trouble.
391	1	Other	1 a/c - Loss of oil pressure. 1 a/c - engine trouble. Tank off late and lost formation.

REASONS TO DMB

S E C R E T

S E C R E T

Gouvy 322 BG: Clear but general cover in area 4-6/10 strato-cumulus 5000/2-3000. 2-3/10 patchy mod. 9000/8000 ft. Visibility 10-15 miles.

Houffalize 3/4 BG: 5-8/10 strato-cumulus 7-8000/2000. No bulging cumulus or mod. cloud. Visibility 6-8 miles.

Clerveaux 410 BG: 8-10/10 strato-cumulus and cumulus, base estimated 1500, tops 5-6000 ft. Cumulus building to 15,000 ft. east of target. Area visibility 10-15 miles heading north to south.

Massen 397 BG: 7-9/10 strato-cumulus, tops 7000 ft. Isolated tops to 10,000 ft. to east. Visibility on up sun run 4 miles. General visibility 8-10 miles down sun.

S/A PHOTO REPORT

GROUP	CAMERAS PHOTOGRAPHING	CAMERA FAILURES		PERSONNEL FAILURES	
		NO.	PERCENT	NO.	PERCENT
323	100%	0	0	0	0
322	100%	0	0	0	0
344	100%	0	0	0	0
410	100%	0	0	0	0

FLAK ANALYSIS ANNEX

A/C OVER ENEMY TERRITORY 280

A/C LOST TO FLAK 0

A/C BATTLE DAMAGED 74

% A/C BATTLE DAMAGED 26.42%

Ahrweiler Rail Bridge 323, 394 Gp.

A/C Lost to Flak 0

A/C Battle Damaged 0

% A/C Battle Damaged 0

No flak was encountered at the target or enroute.

Simmern Rail Bridge 409, 416 Gp.

A/C Lost to Flak 0

A/C Battle Damaged 1

% A/C Battle Damaged 2.70%

S E C R E T

S E C R E T

The 397th Group reported sighting two unidentified o/a at 18,000 feet at 11:15 (L-390540). The o/a followed the formation for four minutes, then disappeared.

ENEMY AIRCRAFT REACTION
L.O.I.'s: 1308 to 1526

The accuracy of the battle area Flak encountered by some groups not with- standing cloud cover is apparent on this mission. The fire was generally more accurate against those groups encountering breaks in the clouds. It is be- lieved that the enemy is using an improved method of fire control or that he has developed an improved type of radar. The enemies in this area are probably also slightly trained than those encountered in the rear areas.

SUMMARY:

No Flak was experienced for the first few miles over enemy territory. However, about 2 minutes before the target, moderate accurate heavy Flak was encountered and lasted until the formation reached friendly territory. Crews reported that the Flak started immediately upon reaching an area with broken clouds. However, the Flak was probably radar controlled.

0	A/C Lost to Flak
16	A/C Battle Damaged
47.06%	% A/C Battle Damaged
<hr/>	
397 Gp.	Massen Communications Center

Flak at the target was moderate and accurate. This experience again follows what may be anticipated in the break through area.

0	A/C Lost to Flak
22	A/C Battle Damaged
57.89%	% A/C Battle Damaged
<hr/>	
410 Gp.	Clervaux Communications Center

Flak was the usual battle area Flak, being moderate accurate at the target and during the turn off target. Since the breakthrough, moderate accurate heavy Flak may be anticipated in the area around Houffalize.

0	A/C Lost to Flak
19	A/C Battle Damaged
55.88%	% A/C Battle Damaged
<hr/>	
344 Gp.	Houffalize Communications Center

Moderate to intense accurate heavy Flak was encountered from Velsalm (R-7089) to the target. The fire was more accurate for the first box than the second. This would indicate good tracking on the part of the gunners and that their firing data was correct.

0	A/C Lost to Flak
26	A/C Battle Damaged
72.22%	% A/C Battle Damaged
<hr/>	
322 Gp.	Gouvy Communications Center

The 409th Gp. encountered weak inaccurate heavy Flak near Neustadt (R-2486), which caused no damage. The 116th Gp. encountered weak inaccurate heavy Flak near Lambstein (M-4001) and Bockel (G-7478). This Flak probably came from the first gun battery located about 10 miles north of Bockel.

S E C R E T

PUBLIC RELATIONS
PRESS RELEASE

HEADQUARTERS NINTH BOMBARDMENT DIVISION, France - Bombing through thick overcast, approximately 200 B-26 Marauders and A-26 Invaders attacked Nazi-held Belgian villages and two railroad bridges in western Germany today.

The medium bombers of Major General Samuel E. Anderson's Ninth Bombardment Division returned to support of the U.S. First and Third Armies after a two-day lull enforced by bad weather.

Ten-tenth cloud cover blanketed target areas, preventing visual bombing, but crews employed pathfinder instruments to strike at their objectives.

Road junctions in the villages of Houffalize and Gouvy, described as key choke points in the communications network of German units facing American divisions on the southern flank of the Nazi bulge, were hammered with 500-pound bombs by two formations of Marauders.

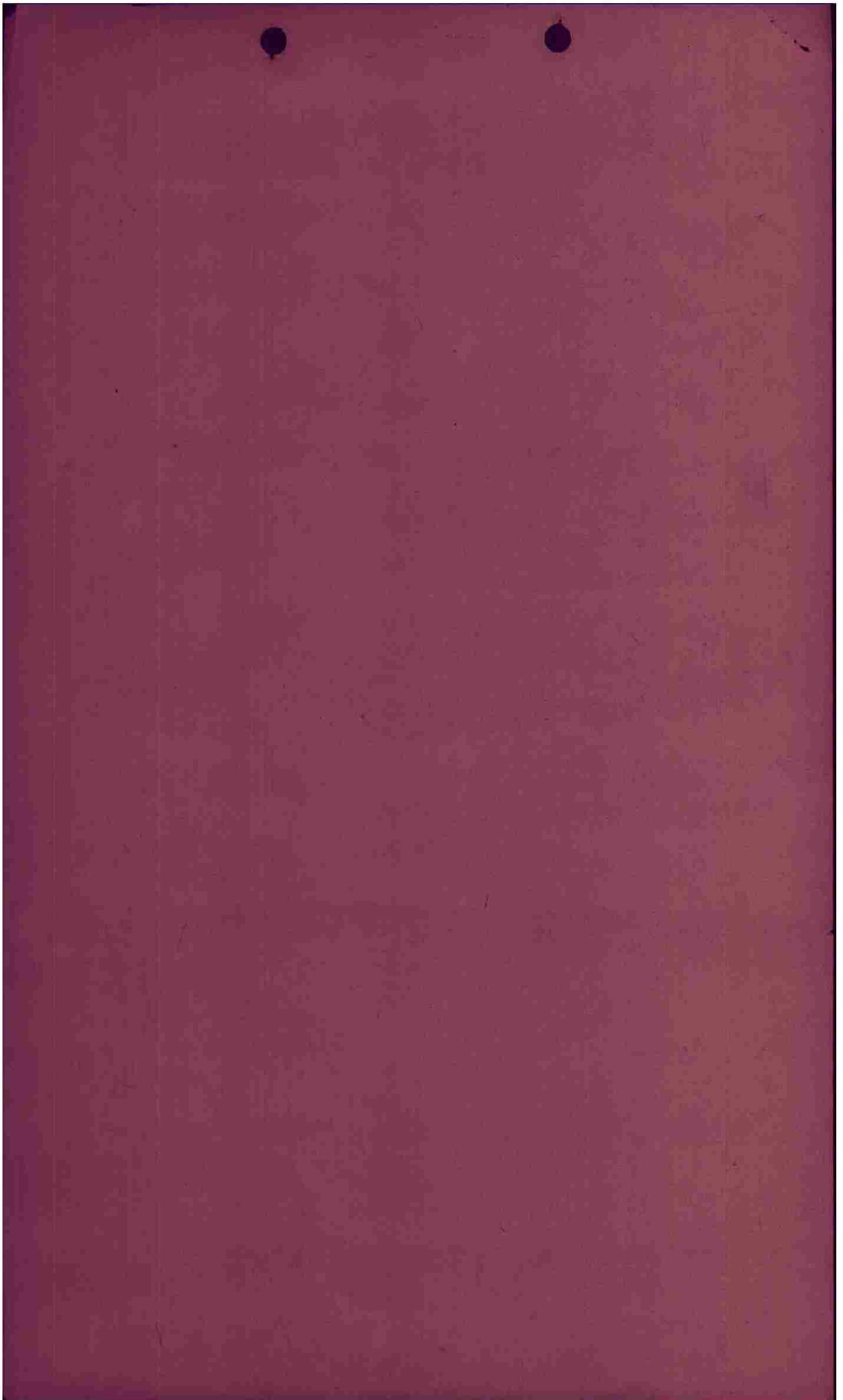
Ground forces pushing north to split the German salient requested bombardment division to block the village roads with deep craters.

Teaming with the Eighth Air Force in the assault on western Germany's rail lines, two formations of Marauders attacked the Ahrweiler railroad bridge, spanning the Ahr River 25 miles northwest of Koblenz, while similar forces of the new, fast Invaders struck at the Simmern rail bridge over the Sinner River, 15 miles west of Bingen.

Both of these bridges had been hit with damaging results by medium bombers in previous attacks. Reconnaissance photographs of January 2 revealed one half of the concrete center span of the 217-foot Ahrweiler bridge to be down and rail lines out, but it was believed the bridge could be quickly repaired. The bridge formerly supported four main tracks leading to the west from junctions with north-south Rhine Valley lines at Remagen.

Hits by medium bombers on the Simmern bridge three days ago destroyed the rails but reconnaissance photos showed the four-span, 146-foot bridge still intact. Considerable importance is attached to the bridge because it is the only one open at the present time for rail traffic southwest from the area between Koblenz and Mainz.

Bombers attacking the two Belgian villages flew through anti-aircraft barrages to hit their targets but over the bridge targets no flak was encountered. All planes returned safely from the day's operations, carried out without opposition from enemy fighters.



ITA JEA V JKI JKI 11/25 OP OP

FROM 416TH BOMBARDMENT GROUP (L) 05/1815A J-64-D
 TO CG, IX BOMBARDMENT DIVISION ATTN: A-2
 CG, 97TH COMBAT WING ATTN: A-2

BT
 OPFLASH FOR 5 JANUARY 1945

- A. 416TH BOMB GROUP
- B. SIMMERN RR BRIDGE
- C. 7 A-26S AND 22 A-26S
- D. 7 A-26S AND 21 A-26S
- E. 1 A-26 FAILED TO DROP DUE TO BOMB RELEASE MECHANISM MALFUNCTION.
- F. 28 X 500 GP BY 7 A-26S
 32 X 1000 GP BY 21 A-26S
 6 X 1000 GP RETURNED

SECOND BOX BOMBED BY PPF TECHNIQUE
 FIRST BOX BOMBED ON ETA FROM VISUAL IP TO PREDETERMINED RELEASE
 POINT

RESULTS UNOBSERVED DUE TO CLOUD COVER.

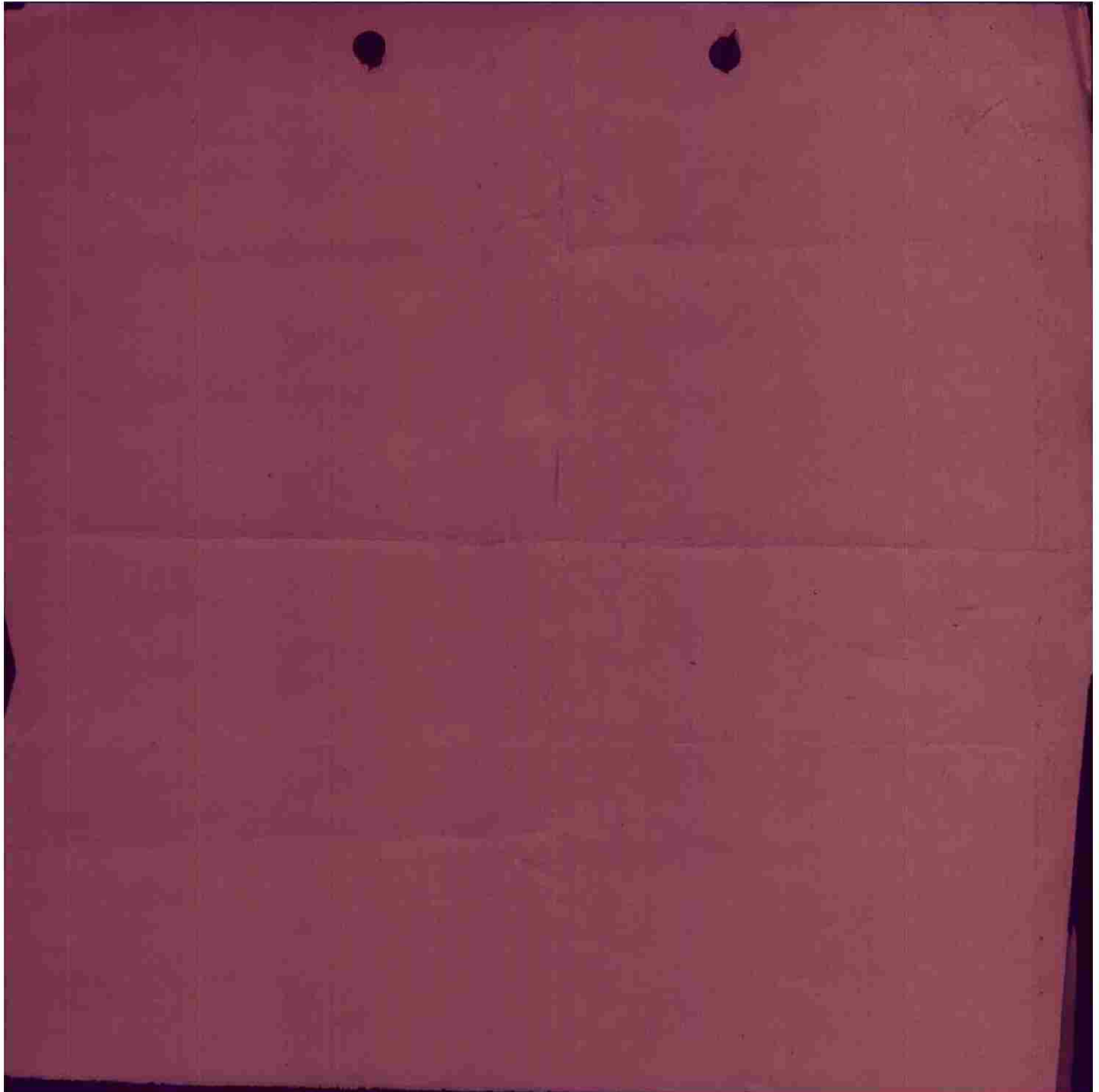
THIS REPORT DOES NOT INCLUDE BOMBS OF 2 B-26S.

- G. UNOBSERVED DUE TO 10/10 CLOUD
- H. 1 A/C DAMAGED BY FLAK CATEGORY "A"
- I. NIL
- J. MODERATE INACCURATE HFF FROM LAMBSHEIM (M 4001) WHEN PPF A/C OF
 BOX II DEVIATED FROM BRIEFED COURSE ON RETURN FROM TARGET.
 WEAK ACCURATE HFF FROM BITCHE AS A-20 LEADER LED FORMATION BACK
 TO BRIEFED COURSE.
- K. NIL
- L. BOX I IN 14,500
 BOX II 13,000
- M. BOX I 1440 (SECOND RUN TO DROP ON ETA)
 BOX II 1433.

AYLESWORTH COBOMGR 416

BT 05/1815
 AMM BBBBBBBB
 ITA R.....05/2022A MD K
 JEA R.....05/2022A WCV KK

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T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 05/0315A J-43-E
TO COMBOMDIV IX
CO 1ST PATHFINDER SQDN.
COBOMGP 409
COBOMGP 410
COBOMGP 416

94

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

Rec
5/0440

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

ANNEX NO. 1 TO F.O. NO. 118-698

PLAN "A"
ADD TO PAR. 3. B. (6) LOSE 1,000 FEET AFTER RELEASING BOMBS

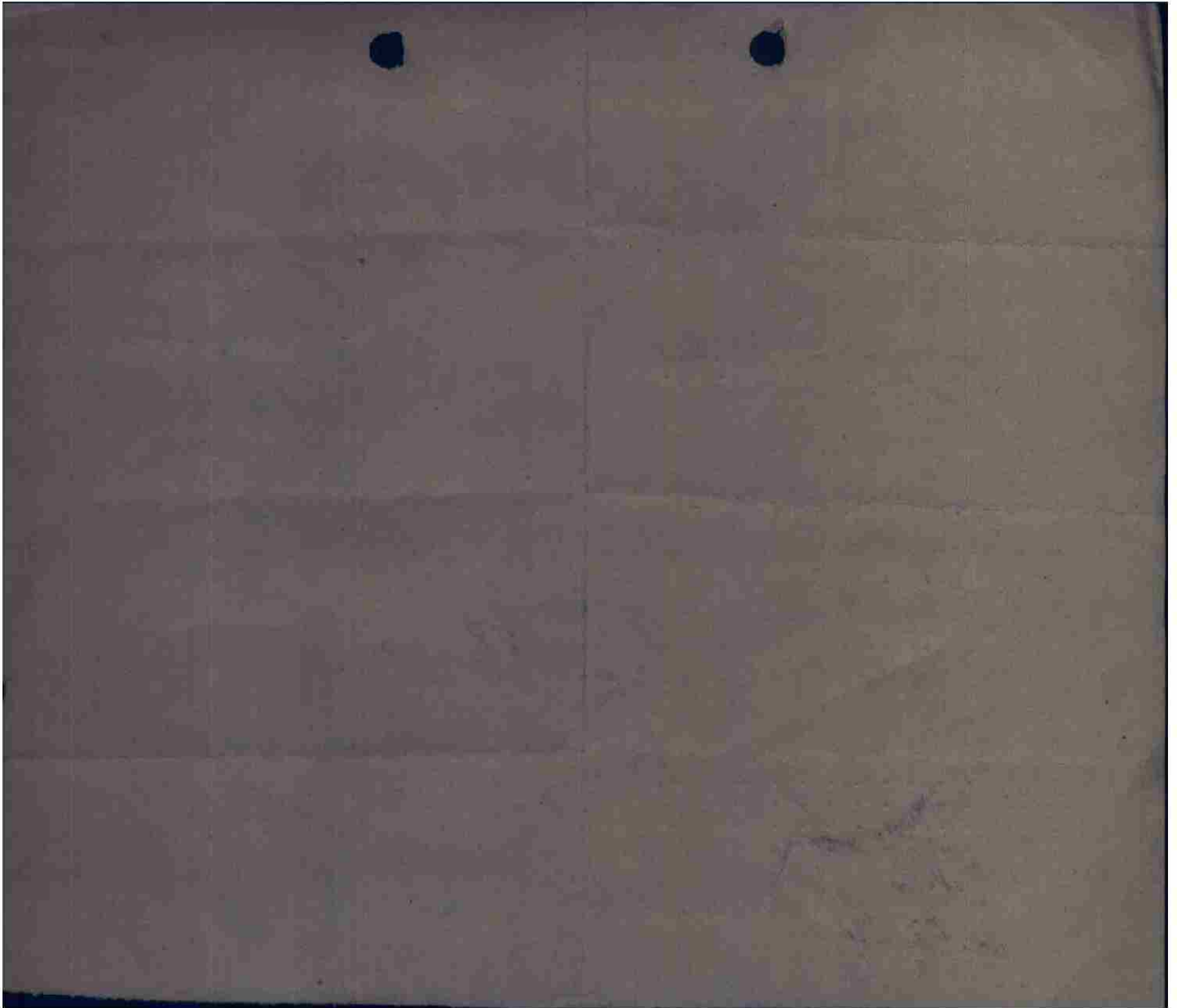
PLAN "B"
ADD TO PAR. 3. B. (6) MINIMUM ALTITUDE IF BOMBING IS VISUAL 5,000 FEET

COMCBTWIG 97

BT 05/0315A
LCB AR

OIITA R.	05/0340A	HVB	AR	
OIJES R.	05/0340A	JMB	AR	
OIJPO R.	05/0340A	WAC	AR	KK
OIJKI R.	05/0340A	DM	AR	
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- A. FIRST PATHFINDER WITH THE 409TH BOMB GROUP
- B. SIMMERN RR BRIDGE
- C. 2 B-26'S
- D. 2 - PRIMARY
- E. NONE
- F. 4 X 500 GP - PRIMARY
2 X 500 GP - PRIMARY
2 X 500 - RETURNED
- G. PFF SHIP LEADING BOX NO. 1 DROPPED 4 MI EAST OF TARGET.
THIS DROP WAS MADE ON "GEE AND ETA" AFTER EQUIPMENT FAILURE.
PFF SHIP LEADING BOX NO. 2 DROPPED ON PFF EQUIPMENT.
- H. NONE
- I. NONE
- J. WIFF FROM BITCHE
- K. NONE
- L. 14,000 AND 13/500 - PRIMARY
- M. 1437 AND 1437 1/2 - PRIMARY

- A. FIRST PATHFINDER SQ WITH THE 416TH BOMB GROUP
- B. SIMMERN RR BRIDGE
- C. 2 B-26'S
- D. 1 - PRIMARY 1 - CASUAL PFF A/C BOMBED ALONE. CASUAL
TARGET CROSS ROADS 2 MILES S OF DIELKIRCHEN, HITS OBSERVED
ON CROSS ROADS.
- E. NONE
- F. 4 X 500 GP ON PRIMARY
4 X 500 GP ON CASUAL
- G. UNOBSERVED - PRIMARY
CASUAL - HITS ON CROSS ROADS
- H. NONE
- I. NONE
- J. WIFF FROM NEUSTADT, BITCHE AND MANNHEIM.
- K. NONE
- L. 13,600 ON PRIMARY
14,000 - CASUAL
- M. 1433 1/2 - PRIMARY
1447 - CASUAL

CO 1ST PATHFINDER SQ

BT 05/1900A

MB AR K

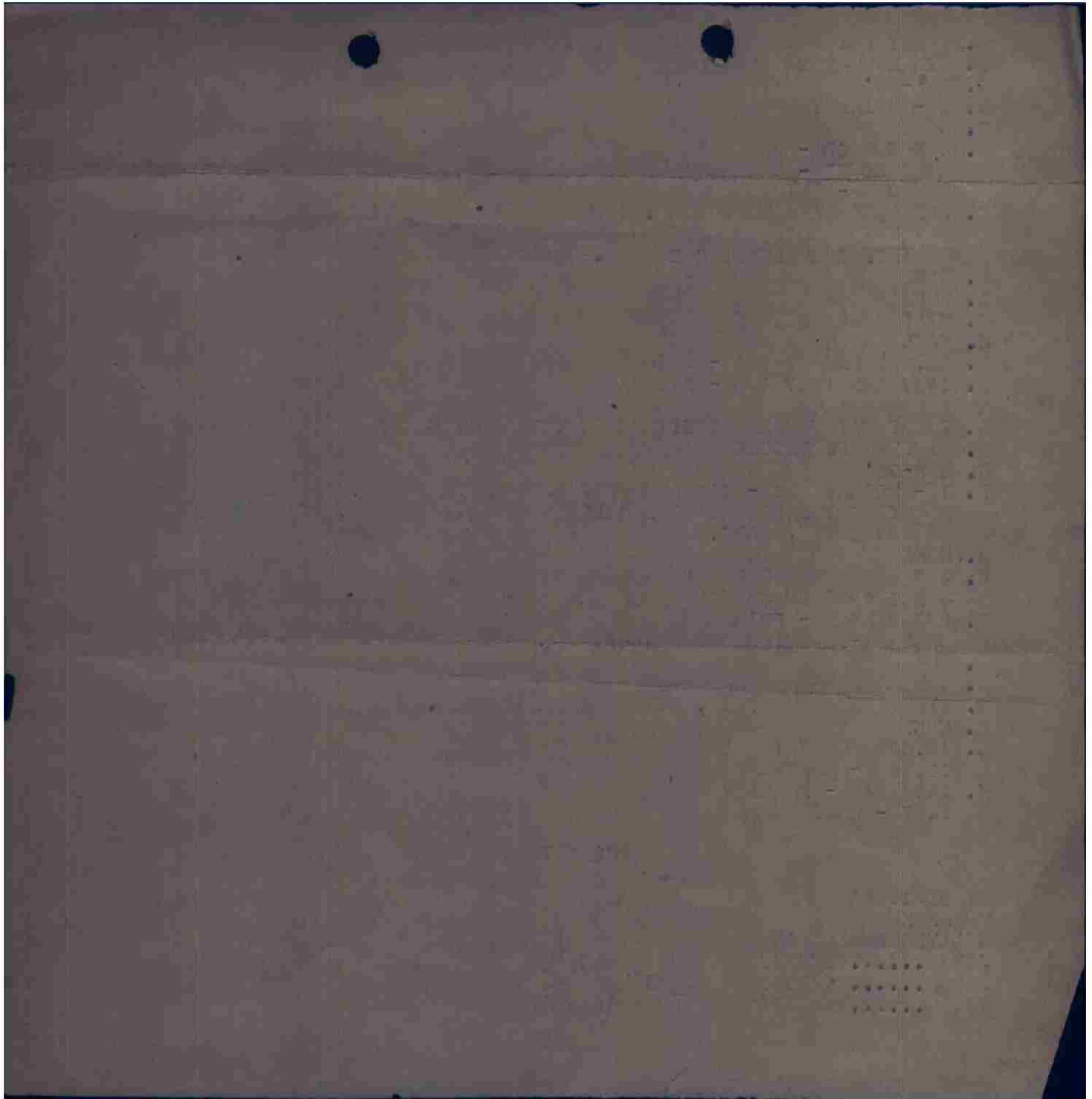
RELAYED BY CES AR

JES R.....95/2355A JW AR

JKI R.....05/2355A EJ AR K

JPO R.....05/2355A WAC AR K

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OIITA OIJJF OIJES OIJPO OIJKI V OIJEA OIJEA 04/05 OP OP
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 05/0730A J-04A-E
TO COMBOMBIV IX
COBOMCP 409
COBOMCP 410
COBOMCP 416
1ST PROV. PATHFINDER SQDN.

05/0802

Dist
S-2
S-3
S-9

V-98

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

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

ANNEX NO. 2 TO FIELD ORDER NO. 118-698:

CANCEL PLAN "A" REPEAT: CANCEL PLAN "A"

PLAN "B" IS IN EFFECT WITH NEW ZERO HOUR TO READ: 05/1130A.

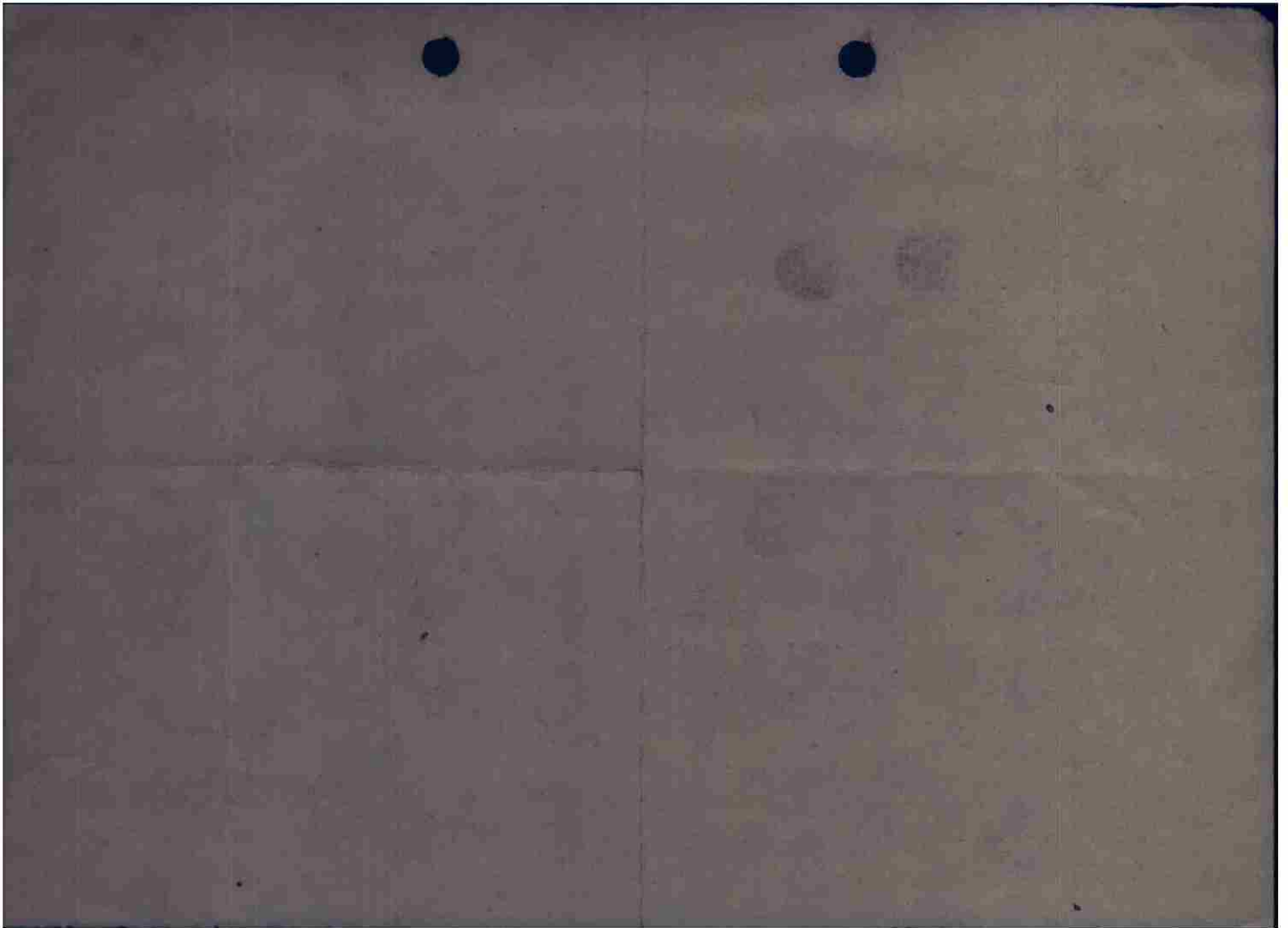
IN PLAN "B" CHANGE PAR. 3. B. (9) TO READ: M.P.I. 'G.S.G.S. 4414 SHEET
NO. 5902. ONE BOX ON EACH GRID. COORD. 77916315, 77636309. TO BE USED
ONLY IF BOMBING IS VISUAL. P.P.F. M.P.I. 77916315.

COMBTWIG 97

BT 0730A
RL AR K

JES R.....05/0730A JNB AR
JPO R.....05/0730A LB AR
JKI R.....05/0730A FD AR

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Det
S-2
S-3
S-9

OIITA OIJES OIJKI OIJPO OIJJF V OIJE A OIJE A 05/06 OP-OP
T (OIITA T OIJJF)

FROM: 97TH COMBAT BOMB WING 05/1048A J-46-E
TO : COMBOMDIV NINE
409TH BOMB GROUP
410TH BOMB GROUP
416TH BOMB GROUP
1ST PROV. PATHFINDER SQDN.

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

97TH COMBAT BOMB WING
A P O 140
05 DECEMBER 1945

ANNEX NO. 3 TO FIELD ORDER 118-698

CHANGE THE FOLLOWING PARAGRAPHS ON PLAN "B" TO READ:

3. A. (2) 2 BOXES OF 15 A/C BOMBING ON 1 P.P.F. A/C EACH BOX
(3) WITH P-38'S AT 4855N 0603E AT 13,500 FEET AT ZERO PLUS 85 MIN.
WITH P.P.F. OVER THE BASE.
(12) T.O.T. ZERO PLUS 130 MIN.
3. C. (3) WITH P-38'S AT 4855N 0603E AT 13,500 FEET AT ZERO PLUS 80
MIN. WITH P.P.F. A/C OVER THE FIELD.
(12) T.O.T. ZERO PLUS 125 MIN.

CHANGE ZERO HOUR PLAN "B" TO READ: 05/1238A

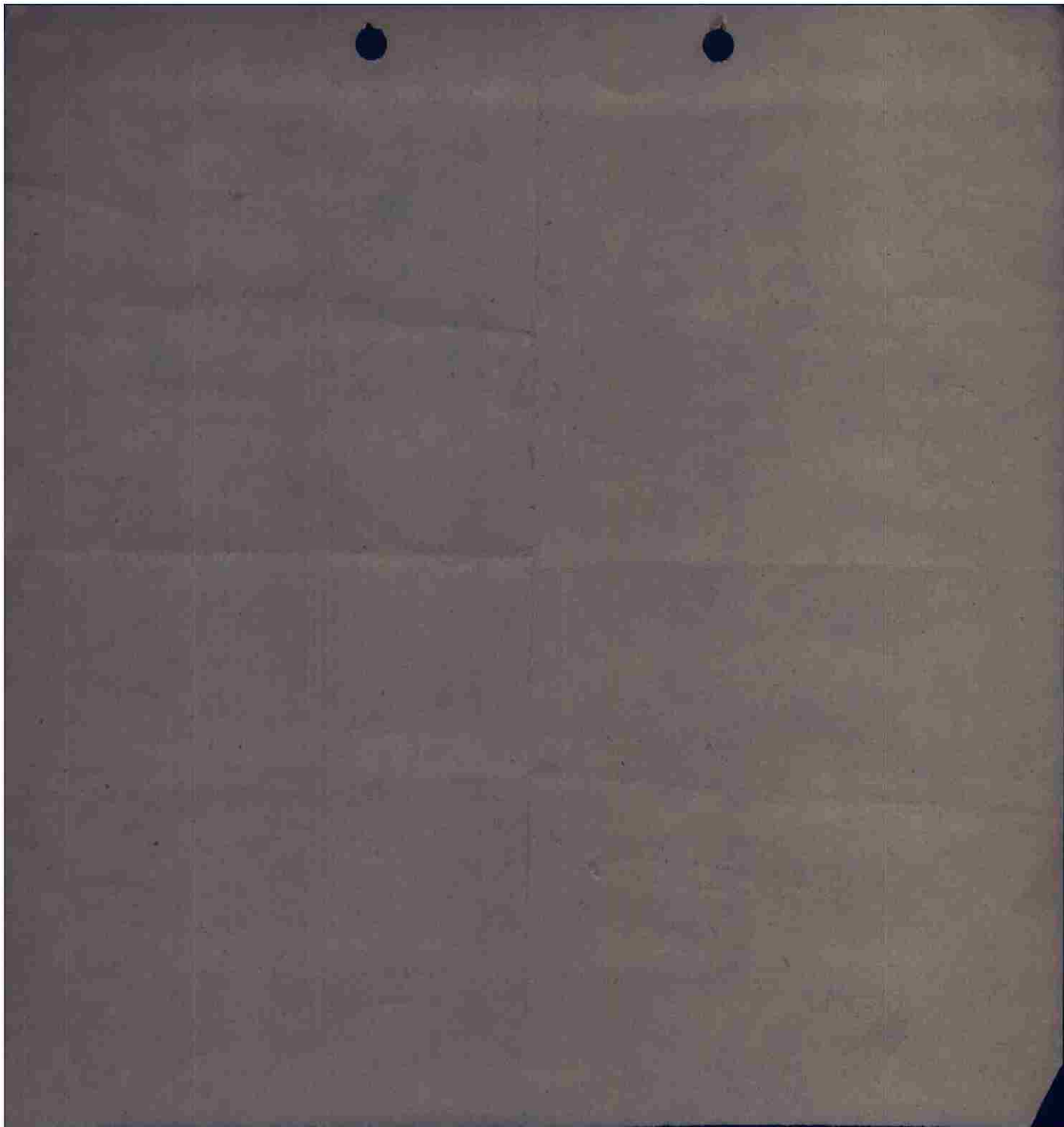
COMBOMDIV 97

BT 05/1048A

AR
AS
SS

OIITA R	05/1105A	DFD	AR
OIJES R	05/1105A	HO	AR
OIJKI R	05/1105A	VFG	AR
OIJPO R	05/1105A	LB	AR

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

OIITA OIJES OIJKI OIJPO OIJJF V OIJEA OIJEA 04/11 OP - OP
T- OIITA PASS TO OIJJF

FROM: 97TH COMBAT BOMB WING 04/2240A J-42-E
TO : IX BOMBER DIV.
409TH BOMB GROUP.
410TH BOMB GROUP.
416TH BOMB GROUP.
1ST PATHFINDER SQDN. (PROV.)

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

97TH COMBAT BOMB WING
A P O 1 4 0
04 JANUARY 1945.

FIELD ORDER NO. 118-698

MAPS: NORMAL

1. B. (1) REFER CURRENT BOMBLINE.
(2) 19TH T.A.C. WILL PROVIDE P-38 ESCORT FOR THE 409TH AND 416TH BOMB GROUPS.
2ND T.A.F. WILL PROVIDE SPITFIRE AREA COVER FOR THE 410TH BOMB GROUP.

2. THIS WING WILL ATTACK TARGETS IN GERMANY AND BELGIUM.

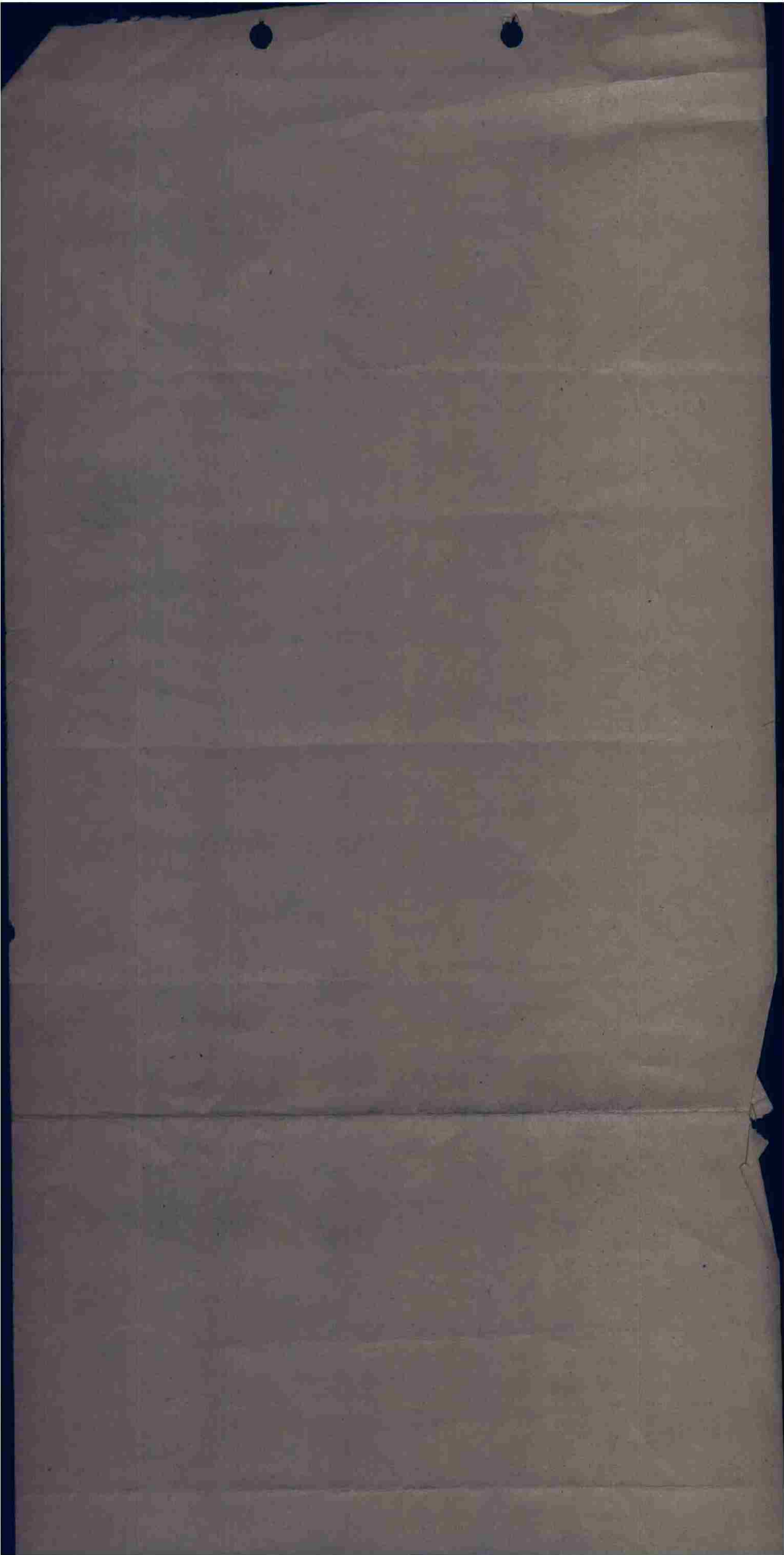
PLAN "A" - ZERO HOUR: 05/1030A
PLAN "B" - ZERO HOUR: 05/1030A

- PLAN "A" - VISUAL -

3. A. 409TH BOMB GROUP.
(3) WITH FIGHTERS AT 4855N 0603E AT 12,000 FEET AT ZERO HOUR
- B. 410TH BOMB GROUP.
(1) CLERVAUX (COMMUNICATION CENTER) P-779631
(2) 36 A/C BOMBING BY FLIGHTS OF 6.
(4) BASE TO I.P. TO TARGET.
(5) TARGET TURN LEFT TO R.P. AND RETRACE ROUTE TO BASE.
(6) BOMB 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 5,000 FEET.
(7) 4942N 0549E
(8) GENERALLY SW TO NE
(9) M.P.I. G.S.G.S. 4040 SHEET NO. 107. 3 FLIGHTS ON GRID. COORD. 77916315 AND 3 FLIGHTS ON GRID. COORD. 77636309
(10) 6 X 500 LB. G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL.
(11) 4942N 0549E
(12) T.O.T. ZERO HOUR
(13) ALTERNATE TARGETS WILL NOT BE ATTACKED.
(14) IF CLOUDS PREVENT VISUAL BOMBING, GROUP WILL RETURN BOMBS TO BASE.
- C. 416TH BOMB GROUP.
(3) WITH FIGHTERS AT 4855N 0603E AT 12,000 FEET AT ZERO HOUR MINUS 15 MINUTES.
- X. (1) - (4) NO CHANGE.
, FOR 409TH AND 416TH BOMB GROUPS ONLY.
(5) TARGET: SIMMERN RAILROAD BRIDGE (L-840531)
(6) A/C REQ: 54 A/C BOMBING BY FLIGHTS OF 6 A/C.
(7) ROUTE OUT: BASE TO F.R. TO 4856N 0740E TO 4923N 0804E TO 4938N 0802E TO I.P. TO TARGET.
(8) ROUTE BACK: TARGET TURN LEFT TO R.P. AND RETRACE ROUTE TO BASE.
(9) ALTITUDE: BOMB AT 12,000 FEET OR BELOW CLOUD BASE, DOWN TO BUT NOT BELOW 5,000 FEET DROP 1,000 FEET AFTER LEAVING TARGET.
(10) I.P. - 4943N 0740E
(11) AXIS OF ATTACK: GEN. SE TO NW
(12) M.P.I. - IX AIR FORCE 2ND PHASE INTERPRETATION REPORT U.S. 10/T374, ANNOTATED AREA NO. 1 (CENTER OF BRIDGE)
(13) BOMBS: 4 X 1,000 G.P. FUSED: 1/10 SEC. NOSE, 1/100 SEC. TAIL. INTERVALOMETER SETTING MINIMUM.
(14) R.P. - 4943N 0740E
(15) IF CLOUDS PREVENT VISUAL BOMBING, ~~ANY~~ AND "GEE" EQUIPMENT FAILS, BOMBS WILL BE RELEASED ON TARGET E.T.A.

PLAN "B" PATHFINDER

- A. 409TH BOMB GROUP.
(2) 1ST BOX 15 A/C 2ND BOX 18 A/C BOMBING ON 1 P.P.F. A/C.
(3) WITH P-38'S AT 4855N 0603E AT 13,500 FEET AT ZERO HOUR MINUS 43 MIN. WITH P.P.F. A/C OVER BASE.
(6) BOMB 1ST BOX 13,500 FEET. 2ND BOX CLOSE TO 1ST BOX AS POSSIBLE, SLIGHTLY BELOW AND IN TRAIL. LOSE 1,000 FEET AFTER RELEASING BOMBS.
(12) T.O.T. ZERO HOUR PLUS 5 MIN.



- B. 410TH BOMB GROUP.
- (1) CLERVAUX (COMMUNICATIONS CENTER) P-779631
 - (2) 1ST BOX 15 A/C 2ND BOX 15 A/C BOMBING ON 1 P.P.F. A/C.
 - (4) BASE TO 5049N 0512E TO 5035N 0557E TO TARGET.
 - (5) TARGET TURN RIGHT TO 4942N 0549E TO BASE.
 - (6) BOMB 1ST BOX 12,500 FEET, 2ND BOX AS CLOSE TO 1ST BOX AS POSSIBLE, SLIGHTLY BELOW AND IN TRAIL.
 - (9) M.P.I. G.S.G.S. 4040 SHEET NO. 107. ONE BOX ON EACH GRID. COORD. 77916315, 77636309. TO BE USED ONLY IF BOMBING IS VISUAL. P.P.F. M.P.I. 77916315.
 - (10) 6 X 500 LB. G.P. FUSED 1/10 SEC. NOSE, 1/40 SEC. TAIL.
 - (12) T.O.T. ZERO HOUR PLUS 75 MIN.
 - (13) IF VISUAL CONDITIONS EXIST AT TARGET. BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-20 BOX LEADERS AND THEY WILL DO SO WHETHER THEY CONTACT THE P.P.F. A/C OR NOT.
 - (14) ALTERNATE TARGETS WILL NOT BE ATTACKED.
 - (15) PRIMARY TARGET WILL NOT BE BOMBED ON GROUP "GEE"
 - (16) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING GROUP WILL USE 4942N 0549E TO BEGIN RUN.

- C. 416TH BOMB GROUP.
- (2) 2 BOXES OF 15 A/C BOMBING ON ONE P.P.F. A/C EACH BOX.
 - (3) WITH P-38'S AT 4855N 0603E AT 13,500 FEET AT ZERO HOUR MINUS 48 MIN.
 - (6) BOMB 1ST BOX 13,500 FEET 2ND BOX 13,000 FEET. LOSE 1,000 FEET AFTER RELEASING BOMBS.
 - (12) T.O.T. ZERO HOUR.

- X. (1) - (4) NO CHANGE.
- FOR 409TH AND 416TH BOMB GROUPS ONLY.
- (5) TARGET: SIMMERN RAILROAD BRIDGE (L-840531)
 - (6) ROUTE OUT: BASE TO F.R. TO 4856N 0740E TO 4934N 0811E TO 4937N 0756E TO TARGET.
 - (7) ROUTE BACK: TARGET TURN LEFT TO 4934N 0811E AND RETRACE ROUTE TO BASE.
 - (8) ALTITUDE: MINIMUM ALTITUDE FOR VISUAL BOMBING IS 5,000 FEET.
 - (9) M.P.I. - P.P.F. A/C WILL BOMB GRID. COORD. 83905305 IN CASE OF VISUAL BOMBING, IX AIR FORCE 2ND PHASE INTERPRETATION REPORT US 10/T374, ANNOTATED AREA NO. 1 (CENTER OF BRIDGE) WILL BE BOMBED.
 - (10) BOMBS: 4 X 1000 G.P. - FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL. INTERVAL/TIMER SETTING IS MINIMUM.
 - (11) IF VISUAL CONDITIONS EXIST AT TARGET, BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-26 BOX LEADER AND THEY WILL DO SO, WHETHER THEY CAN CONTACT THE P.P.F. A/C OR NOT.
 - (12) IF A SECOND RUN ON TARGET IS NECESSARY FOR VISUAL BOMBING, GROUP WILL RETURN TO 4943N 0740E TO BEGIN RUN.
 - (13) IF VISUAL CONDITIONS DO NOT EXIST AND P.P.F. A/C FAILS TO BOMB, BOMB ON GROUP "GEE" EQUIPMENT. IF GROUP "GEE" EQUIPMENT FAILS, RELEASE BOMBS ON TARGET E.T.A.

4. NO CHANGE.

5. COMMUNICATIONS.

(PLAN "A" AND "B")

A. 409TH BOMB GROUP.

- (2) LATEWORK
- (3) POKER
- (4) RIPSAW

B. 410TH BOMB GROUP.

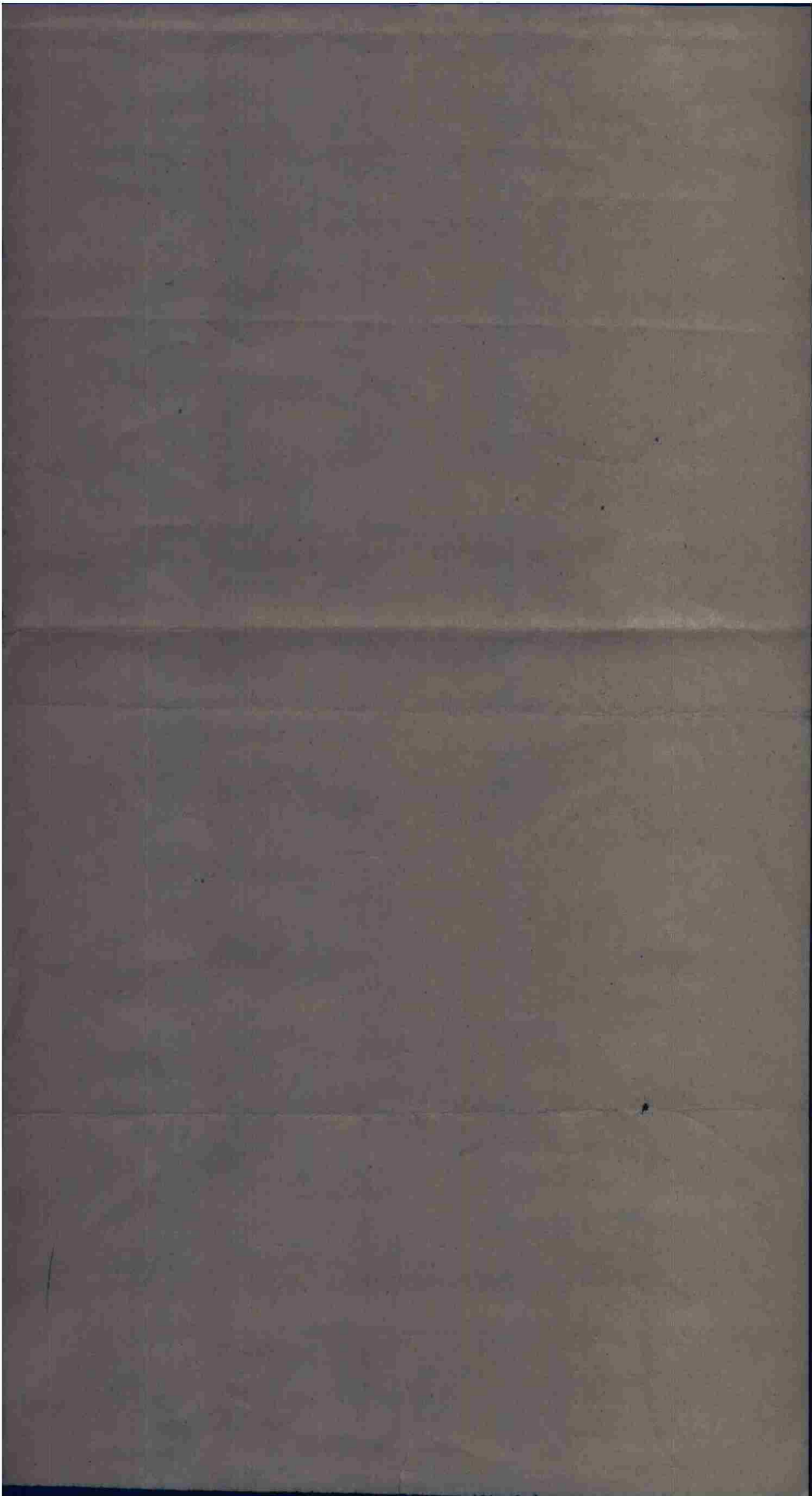
- (2) MONA
- (4&5) SWEEPSTAKE

C. 416TH BOMB GROUP.

- (2) OAKLEAF
- (3) JUDITH
- (4) RIPSAW

- - - COMCBTWIG 97 - - -

BT 04/2240A
 WCB/FK/AR/TNKS
 ALL STNS H/F/R
 OIITA K WITH R
 OIITA / OIJEAR... (PASS TO OIJJF)... 05/0035A HAS AG
 OIJES K WITH R
 OIJES / OIJEAR... 05/0035A JMB AR
 OIJPO K WITH R
 OIJPO / OIJEAR... 05/0035A WAC BBB TO JEA AND ITA KK
 OIJKI K WITH R
 OIJKI / OIJEAR... 05/0035A RSS AR



A. 416 B.G.

B. SIMMERN RY BRIDGE

C. 7 A-20's and 22 A-26's ✓

D. 7 A-20's and 21 A-26's

E. 1 A-26 failed to drop due to bomb
release ^{mechanism} malfunction

F. 28 x 500 GP'S BY 7 A-20'S
82 ~~78~~ x 1000 GP'S BY 21 A-26'S
6 x 1000 GP'S RETURNED.

Second bot bombed

Bombing ~~was~~ by PPF technique.

First bot bombed on ETA from visual IPT to
predetermined ~~release~~ release point.

Results unobserved due to cloud cover.

This report does not include bombs of 2 B-26's.

G. Unobserved due to 10/10 land.

H. ~~and~~. 1 A/C damaged by flak CAT "A"

I. nil

J. Moderate ~~in~~ accurate HFF from LAMB-
SHEIM (M 4001) when PPF A/C ^{of Bot I} deviated
from briefed course on return from target.
Weak accurate HFF from BITCHE
~~was~~ ^{as} A-20 leader ~~led~~ led formation
back to briefed course.

A. 4/10/50

B. 2/10/50

C. 1/10/50

D. 1/10/50

E. 1/10/50

F. 1/10/50

G. 1/10/50

H. 1/10/50

I. 1/10/50

J. 1/10/50

K. 1/10/50

L. 1/10/50

M. 1/10/50

N. 1/10/50

O. 1/10/50

P. 1/10/50

Q. 1/10/50

R. 1/10/50

S. 1/10/50

T. 1/10/50

U. 1/10/50

V. 1/10/50

W. 1/10/50

X. 1/10/50

Y. 1/10/50

Z. 1/10/50

MISSION NO. 182

LOADERS LIST

5 JANUARY 1944

Intal

FLIGHT I

- 1. 063 A
Major R.F. Price
Lt. A.R. Hand
S/Sgt. G.S. Pfanning
S/Sgt. C. Fetko
- 2. 073 J
Captain H.A. Moore
Lt. B.L. Kirk
S/Sgt. W.L. Kidd
S/Sgt. A. Brown
- 3. 290 L
Lt. W.L. Hale
S/Sgt. D.H. Benteler

- 4.
- 5.
- 6.

FLIGHT II

- 1. 178 L-1
Lt. J.W. Blaugren
Lt. G.G. Johnson
S/Sgt. R.W. Donnelly
Sgt. G.V. Kruger
- 2. 367 K
~~Lt. R.H. Packley~~
~~Cpl. D.T. Hunt~~
- 3. 229 B
Lt. M.S. Street
S/Sgt. H.T. Hodgson

- 4. 271 R
Lt. J.A. Willard
Cpl. G.V. Hinker

FLIGHT III

- 1. 467 F
Lt. H.B. Singletary
Lt. A.E. Rosenquist
S/Sgt. H.O. Higgins
S/Sgt. A.A. Cianciola
- 2. 296 D
Lt. K.L. Johnson
S/Sgt. J.T. Goggin
- 3. 222 S
Lt. H.O. Bishop
Sgt. H.C. Harris

- 4. 334 G
Lt. H.G. Brown
S/Sgt. J.A. Ottaviano

FLIGHT IV

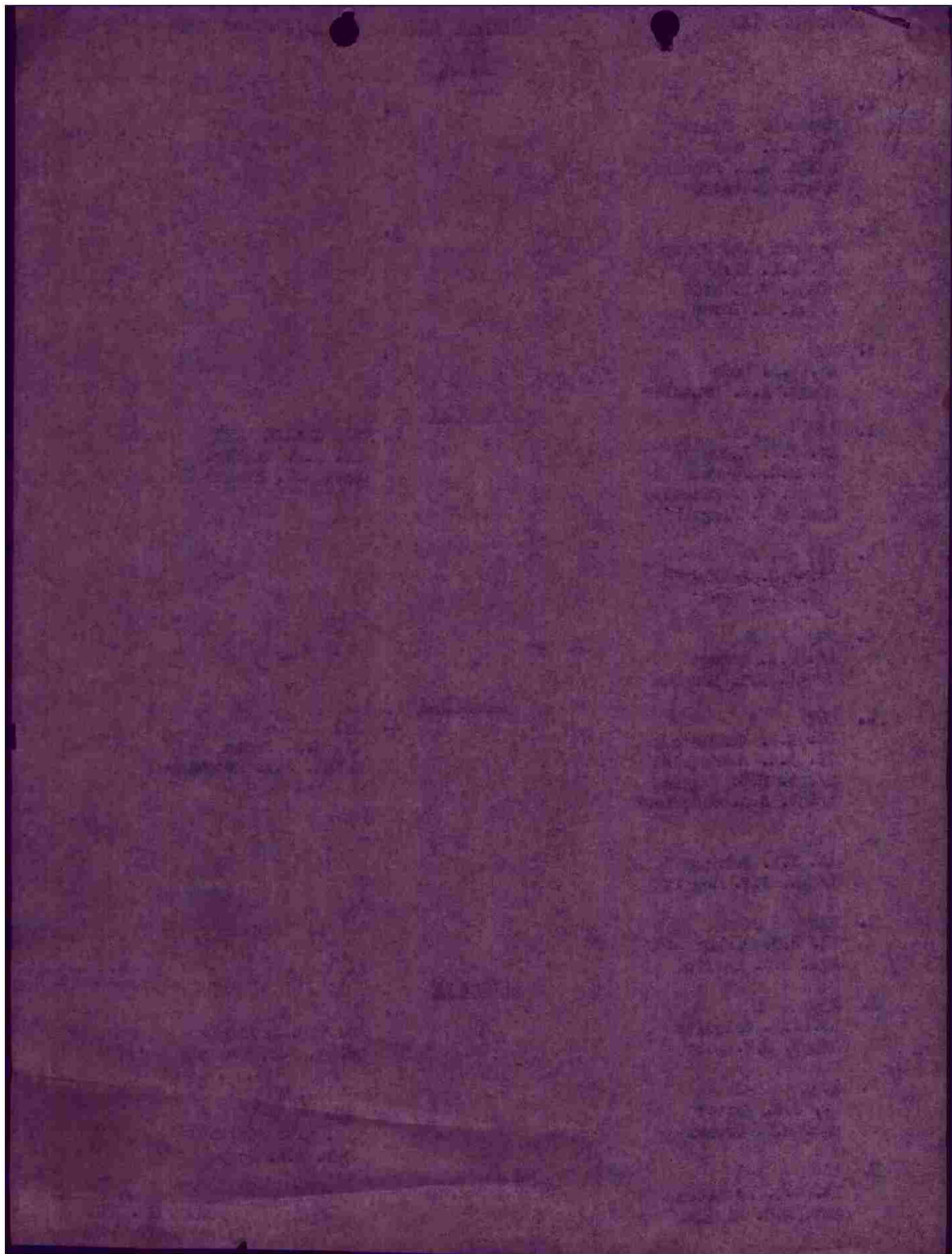
- 1. 259 H
Lt. J.K. Colquitt
S/Sgt. G.H. Mohr
- 2. 183 R-1
Lt. J.E. Carver
Sgt. H.M. Graham
- 3. 269 K-1
Lt. R.O. Buchanan
Sgt. R.G. Hindman

- 4. 378 O
Lt. T.D. McCreedy
S/Sgt. R.P. Lamonda

REAR

- 250 A-1
Lt. L.R. Hinton
Cpl. P.A. Pompe

MISSION NO. 182
5 JANUARY 1944



MISSION NO. 102

FLIGHT I

9 JANUARY 1944

1. 139 J
 Captain G.H. Mumalty
 Lt. R. Forme
 S/Sgt. W.F. Neuhues
 S/Sgt. E.G. Lagerman

2. 173 W
 Captain F.G. Atkinson
 Lt. D.G. Anderson
 Sgt. J.L. Gallier
 Sgt. L.R. Friday

3. 264 I
 Lt. J.R. Wright
 Sgt. D.R. VanGelder

FLIGHT II

1. 106 B
 Lt. G.J. Brown
 Lt. J.R. Burns
 S/Sgt. C.R. Orvold
 S/Sgt. H.E. Sunderland

4. 234 F
 Lt. F.E. Henderson
 S/Sgt. F.E. Coulombe

2. 210 J-1
~~Lt. D.M. Kuntz~~
~~S/Sgt. H.M. Eaton~~

3. 211 K
 Lt. R.A. Van Hoorden
 S/Sgt. R.I. Staffey

FLIGHT III

1. 214 I-1
 Lt. J.E. Allen
 S/Sgt. R.V. Carstens

4. 139 Q
~~Lt. F.G. Martin~~
~~Cpl. W.N. Hesser~~

2. 252 D
 Lt. G.C. Van Meter
 Sgt. C.H. Kiser

3. 211 F
 Lt. R.W. Van Dope
 Cpl. W.R. Klingman

FLIGHT IV

1. 315 L
 Lt. R.B. Hall
 Pvt. D.G. Finnell

4. 224 E-1
 Lt. T.B. Merritt
 S/Sgt. R.I. Gatti

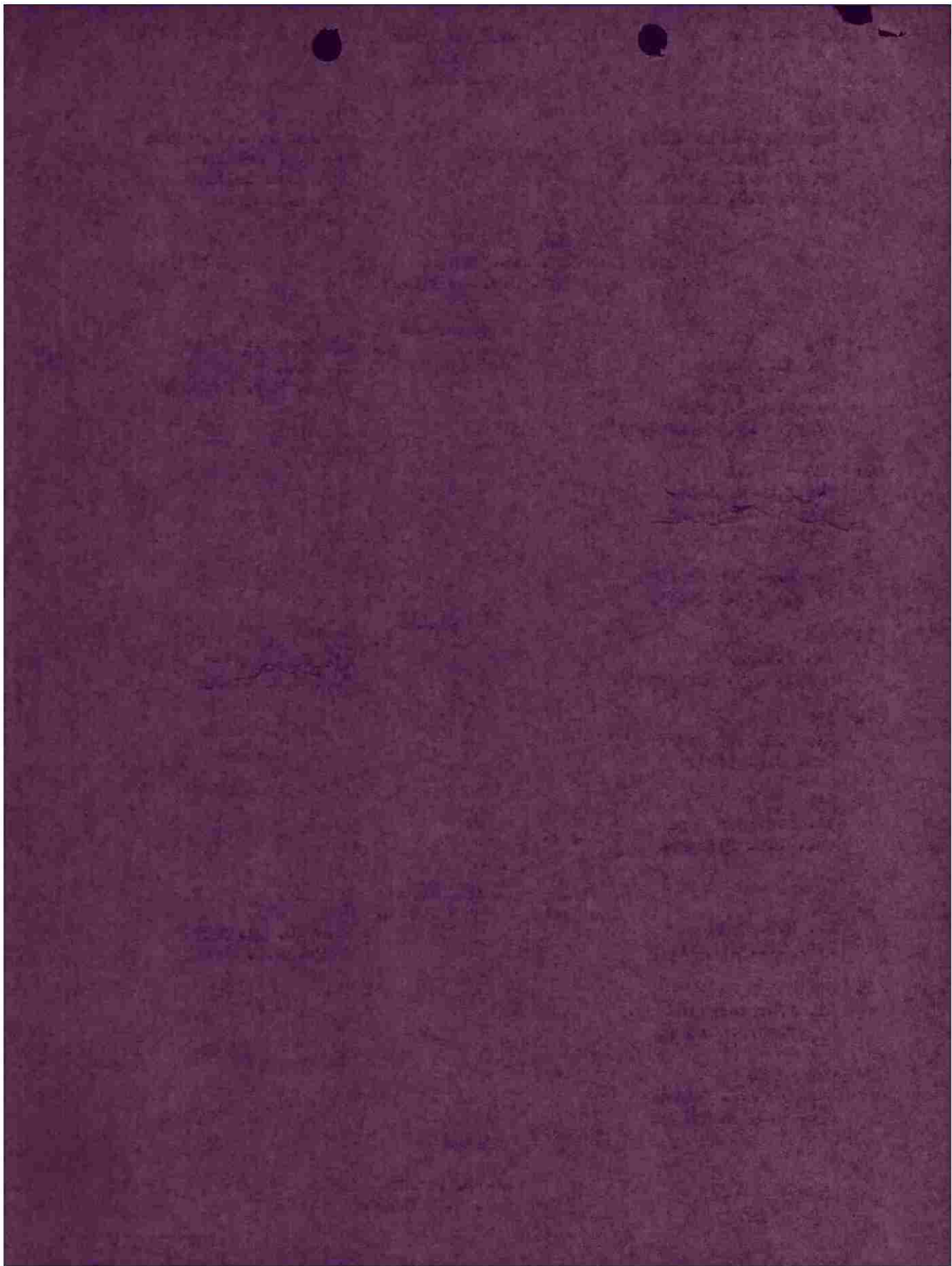
2. 235 M
 Lt. J.H. Gannon
 S/Sgt. C.O. Stroup

3. 234 G
 MAJ E/O J.A. Green
 Cpl. R.R. Horbakken

SEAN

237 B-1
 Lt. S. Mooney
 Cpl. W.O. Buckley

MISSION NO. 102



K mil

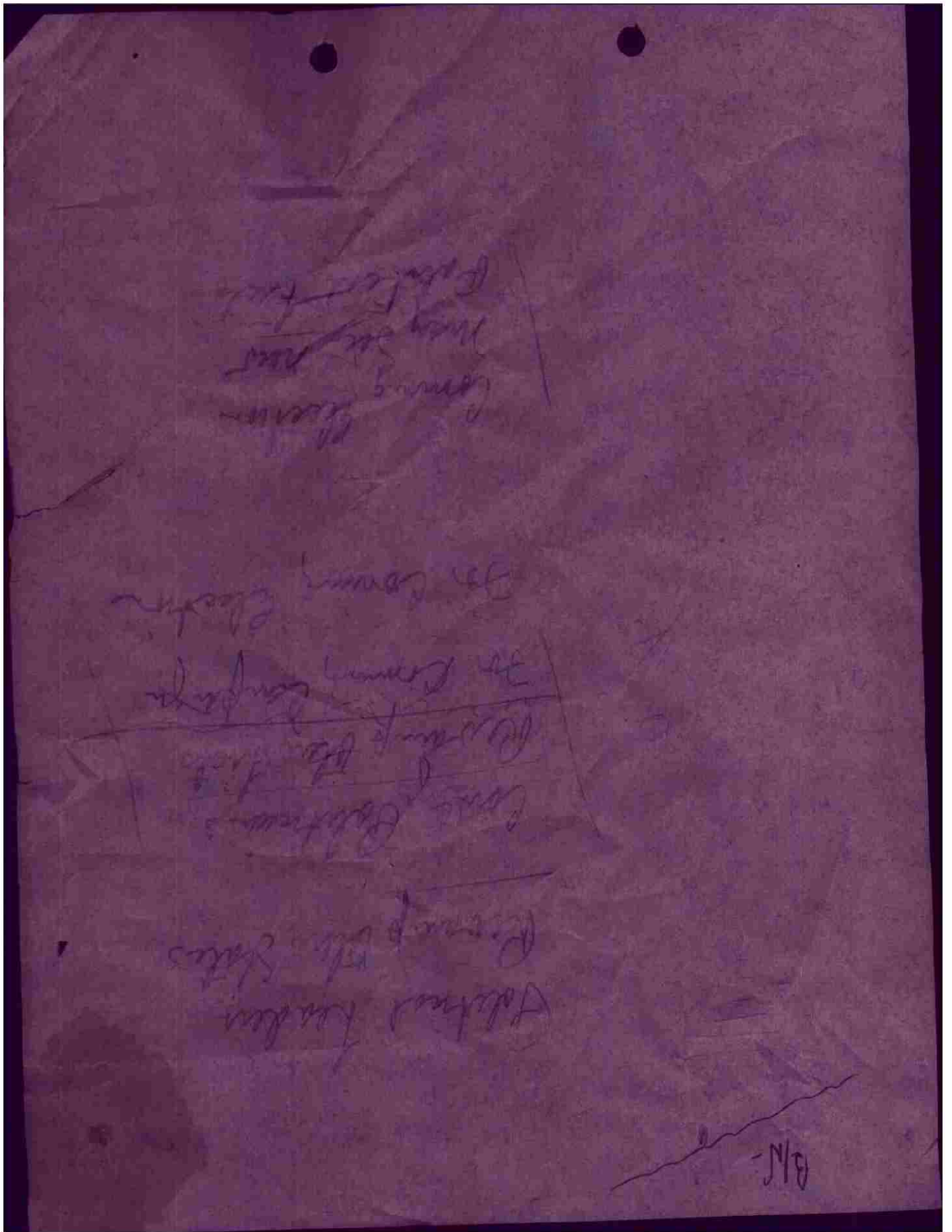
L. ~~12800~~ Box I 14,500

Part II 13,000

M. Box I 14,400 (second run to drop on ETA)

Box II 14,300

~~Box~~



HEADQUARTERS 416 BOMB GROUP
Office of the Operations Officer
APO 140, U.S. Army

Date 5 January 1945

SUBJECT: Interrogation of Group Box Leaders on PFF Lead.

ID # CO, 1st. Pathfinder Squadron Prov., APO 140, U.S. Army.

DATE OF MISSION 5 Jan. 1945 PFF PILOT 1st Lt. Nichols

GROUP BOX LEADER Major R. E. Price

1. Was PFF lead entirely satisfactory? If not, why not?

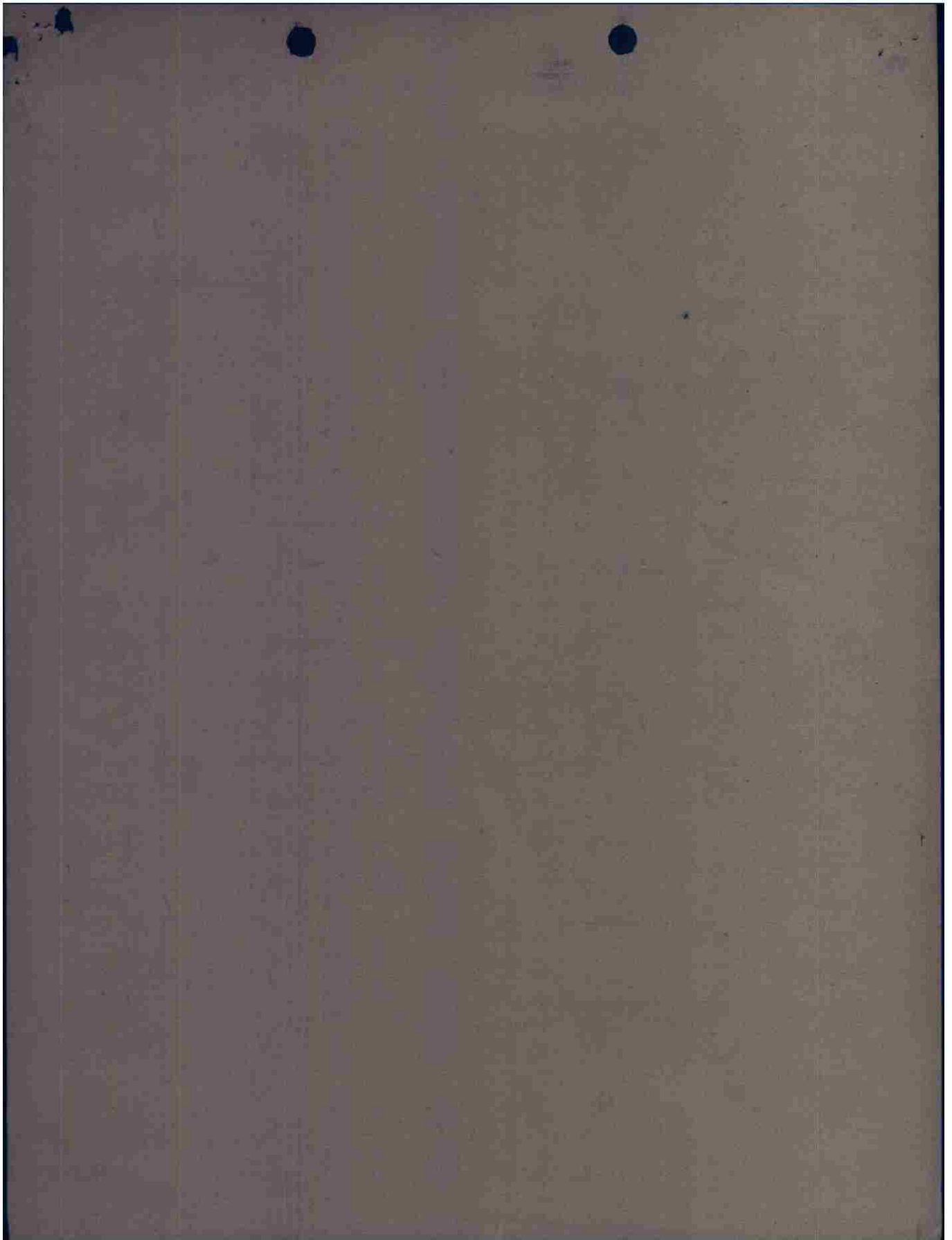
Yes, except that no evasive action was taken over known flak positions.

2. Opinion of evasive action taken. None taken.

3. Comments on PFF lead. Poor. Evidently equipment failure. However, visibility up to within 2 minutes of target was excellent, and it was obvious to our navigators that the course flown was not the briefed course.

4. Suggestions. Equipment readings should be checked by visual pilotage whenever possible; thus gross errors would be avoided. Known flak areas should be avoided whenever possible. Also, when formation is passing over known flak positions, evasive action should be taken.

(OVER)



HEADQUARTERS _____ BOMB GROUP
Office of the Operations Officer
APO 140, U.S. Army

Date _____

SUBJECT: Interrogation of Group Box Leaders on PFF Lead.

ID : CO, 1st. Pathfinder Squadron Prov., APO 140, U.S. Army.

DATE OF MISSION _____ PFF PILOT _____

GROUP BOX LEADER _____

1. Was PFF lead entirely satisfactory? If not, why not?

2. Opinion of evasive action taken.

3. Comment on PFF Navigation.

4. Suggestions.

(OVER)

2ND. BOX

PPF PILOT GP. BOX LEADER Capt. G. E. Mottley

1. Was PPF lead entirely satisfactory? If not, why not? No. Pilot

was very inconsistent through out, and gave flight considerable
trouble. No evasive action was taken until almost flat positions in close
quarters.

2. Opinion of evasive action taken. None taken.

3. Comment on PPF Navigation. Very poor. Although visibility was excellent

all landing points were missed and low was led through risk which could
have been avoided if briefed correct lead was flown.

4. Suggestions. No other flights with simulated navigation was possible.

to lead and up as readily as possible through out, and
not get into actual emergency situations.

WALTER A. BARKER,
Operations Officer
Lt. Colonel, Air Corps,
16th Bomb. Group.

USAAF FORM 34A

SECRET

SECRET

AUTH: CO STA 4-35

DATE: 6 Jan. 1945

INIT:

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

TO:

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

Ref: Oprep A No. 877 for 24 hrs. ending midnight 1 Jan. 1945
Mission or Operation No. 102 37th AF 11-63

A. Short Narrative of Operation:

Target German Railroad Bridge
Place of take-off Station 4-35
Place of landing Station 4-35
Take-off time 1750 Landing time 1830
Time over target 1837-1840 Bombing Altitude 1000-1100
Nature of mission Bombing Other None
Weather 10/10 cloud coverage
Results Observed
Enemy opposition Indirectly indicated by at least one, with account by
Two pilots.

B. Type & model of aircraft:

1. Dispatched 7 A-20's
21 A-20's

2. Attacking target (indicate target) or completing mission.
7 A-20's Station 4/35 bridge
21 A-20's

3. Abortive due to:
(1) Weather: None
(2) Personnel: None
(3) Mechanical: None
(4) Other: 1 A-20 engine under-revved. Possible short due to excessive
weight load on engine cover over terminal strip for wiring and
wiring to A-20 rack selector.

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) 1 A-20 category A

8. Sorties 7 A-20's
21 A-20's

SECRET

(over)

SECRET

GEORGE SCHNEEBIN,
Captain, Air Corps,
Adjutant.

Report of the operations of the group during the period from 1-15-45 to 1-20-45.
Group 101 - 2nd Bombardment Group
Mission 101 - 2nd Bombardment Group
Mission 102 - 2nd Bombardment Group
Mission 103 - 2nd Bombardment Group

For the Commanding Officer:

a. Destroyed
b. Prob. Des.
c. Damaged

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

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

G. Own Personnel Casualties:

a. Total Returned

b. Lost or wrecked on missing a/c

c. Jettisoned

d. Expended on operations (List targets separately)

e. Total carried into air: Bombs, flares, etc. used:

f. Total carried into air: Expended on operations: Lost on wrecked or missing a/c

g. Total operational flying hours

h. Day (Sunrise to sunset)

i. Night (Sunset to sunrise)

SECRET

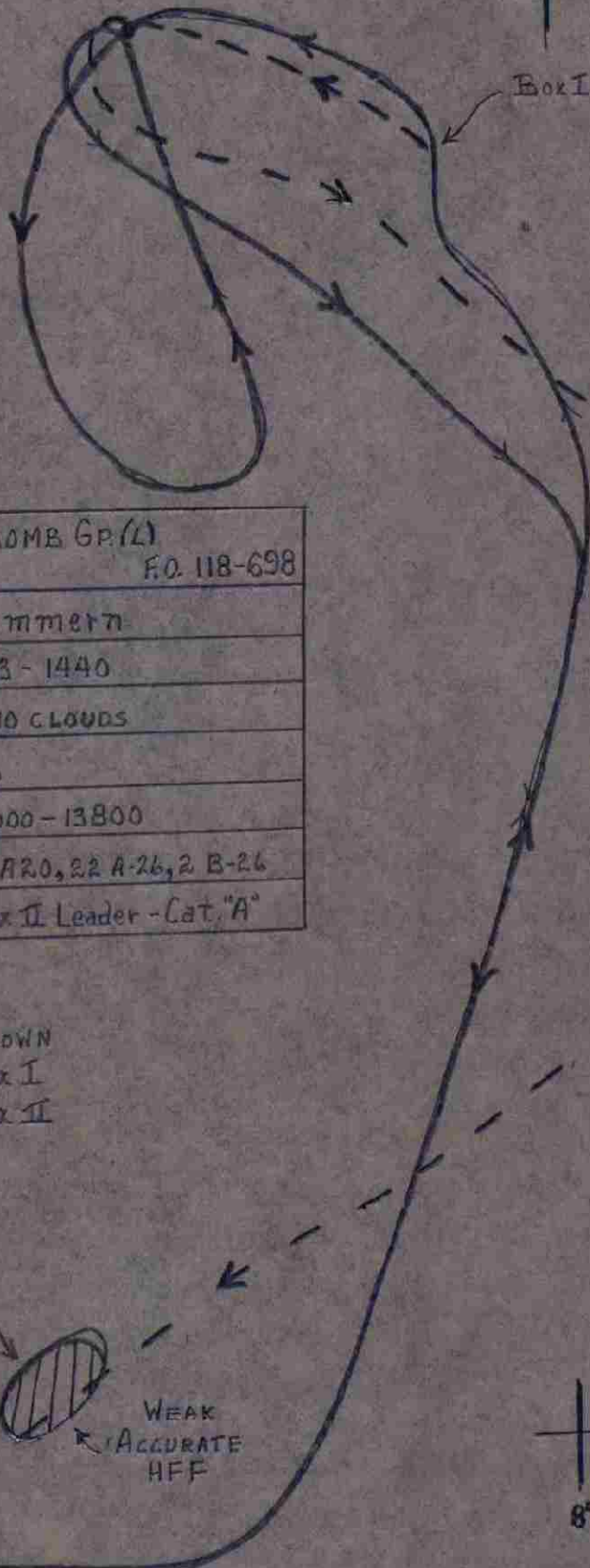
USAF FORM 374 (60-4414)

SECRET

SCALE - 1:500,000



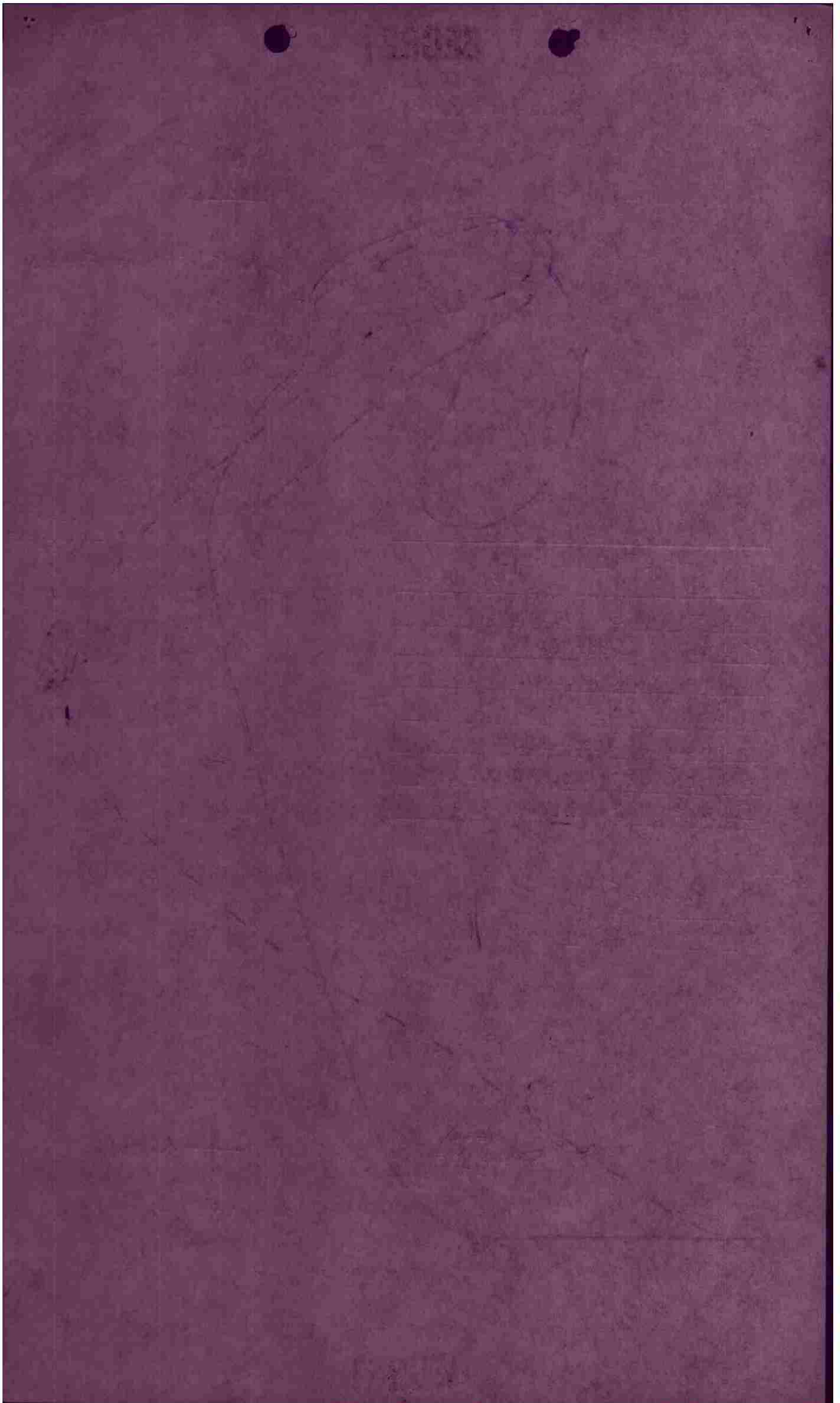
Box I PFF LEFT FORMATION.



416 TH BOMB GP (L)	
5 JANV 44	F.O. 118-698
TARGET	Simmern
T.O.T.	1433 - 1440
WEATHER	10/10 CLOUDS
WINDOW	No
ALTITUDE	13000 - 13800
SORTIES	7 A-20, 22 A-26, 2 B-26
DAMAGE:	Box II Leader - Cat. "A"

COURSE FLOWN
 ————— Box I
 - - - - - Box II

SECRET



BOMBARDIER'S LOG

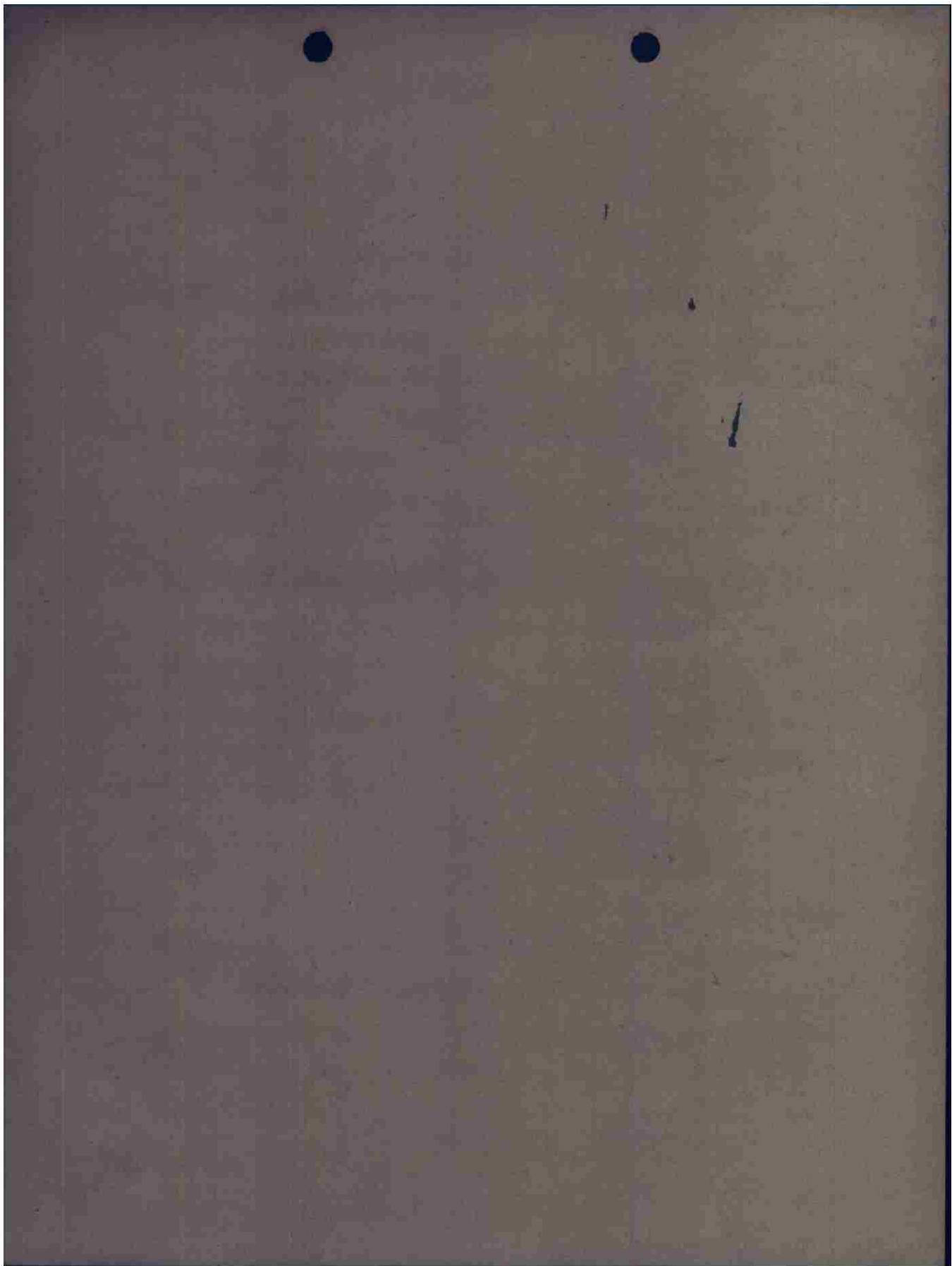
1-5-45
DATE

TARGET

Pressure Altitude of Target : +1286	Train Ind. Slvo.
Altimeter Setting : 29.92	Type of Release:
Ind. Alt.: 14740 True Alt.: 13000	Interval : min
Ten. Dropping Angle : .70	Length of Run; Time of Release
Disc Speed : 181.4	Mag. Heading : 336°
Trail 47 Drift : +1	Aircraft Number :
IAS : 200 TAS : 243 GS : 224	Pilot : <i>Johnson</i>
4 X 1000 Nose : 10 Tail : 100	Bombardier-Navigator : <i>Johnson</i>
Left	Box : 77 Flight : <i>Deputy</i>
	Right

Heading	Drift	Tangent	GroundSpeed	Heading	Drift	Tangent	GroundSpeed
326°	+2	.70	224	346°	0	.70	223

Altitude	Disc Speed	Trail	TAS	GS	Tang.	Altitude	Disc Speed	Trail	TAS	GS	Tang.
12000	204.6	47	247	221	.78						
11000	215.6	46	243	218	.81						
10000	225.7	44	239	215	.85						
9000	242.3	43	235	211	.92						
8000	261	42	232	206	.97						
7000	284.6	41	229	201	.99						



259
321
242

9

BOMBARDIER'S LOG

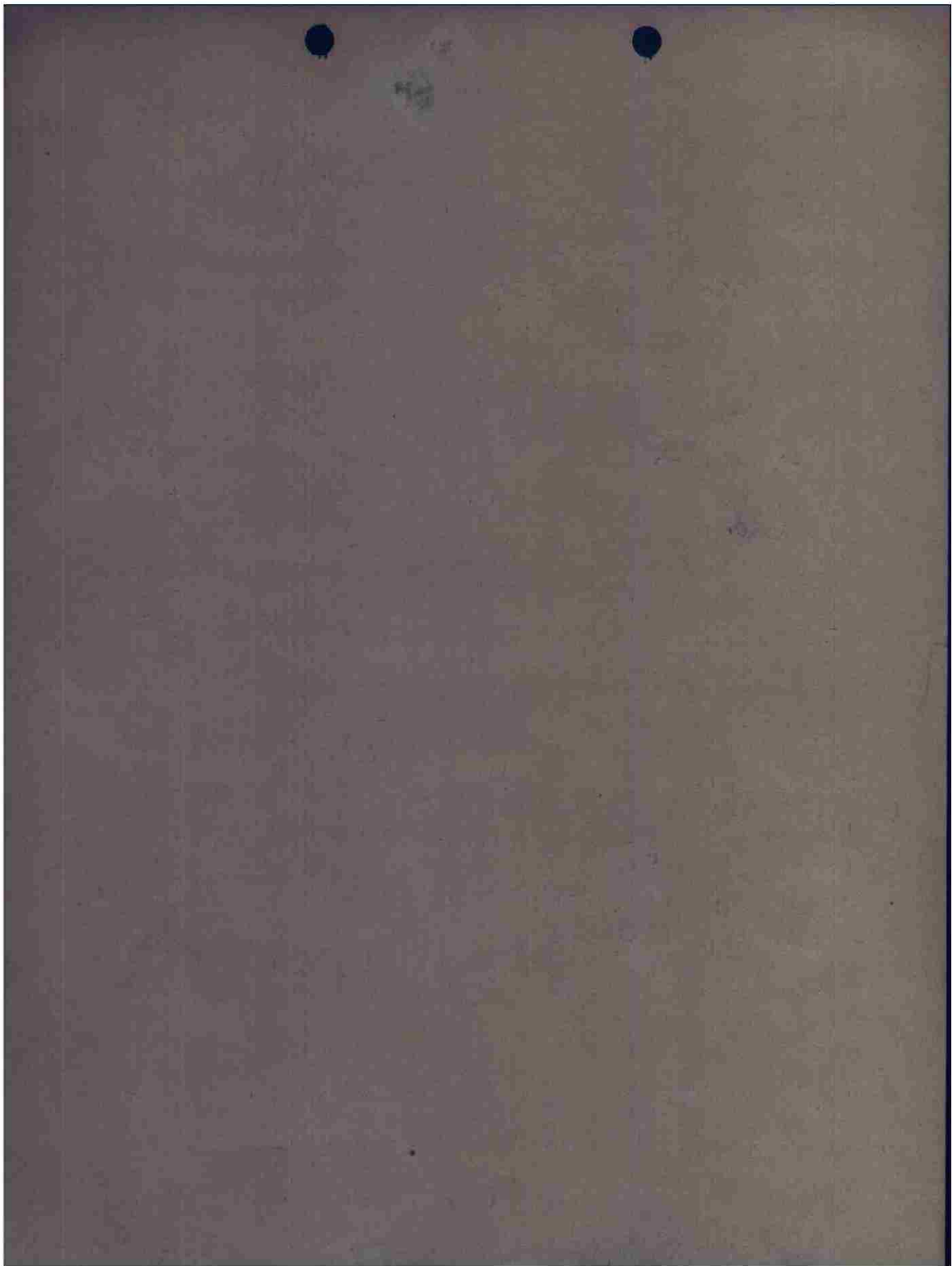
1-5-45
DATE

TARGET

Pressure Altitude of Target : +1286	Train Ind. Slvo. <input checked="" type="checkbox"/>
Altimeter Setting : 29.92	Type of Release:
Ind. Alt.: 15190 True Alt.: 13500	Interval : min.
Tan. Dropping Angle : .67	Length of Run: Time of Release
Disc Speed : 177.9	Mag. Heading : 336°
Trail 47 Drift : +16	Aircraft Number :
IAS : 200 TAS : 243 GS : 224	Pilot : MAJOR PRICE
4 X 1000 Nose : 10 Tail : 10	Bombardier-Navigator : HAND
Left	Box : I Flight : A
	Right

Heading	Drift	Tangent	GroundSpeed	Heading	Drift	Tangent	GroundSpeed
326°	+2	.67	224	346°	0	.67	223

Altitude	Disc Speed	Trail	TAS	GS	Tang.	Altitude	Disc Speed	Trail	TAS	GS	Tang.
12000	204.6	47	247	221	.78						
11000	215.6	46	243	218	.81						
10000	225.7	44	239	215	.85						
9000	242.3	43	235	211	.92						
8000	261	42	232	208	.97						
7000	284.6	41	228	204	.99						



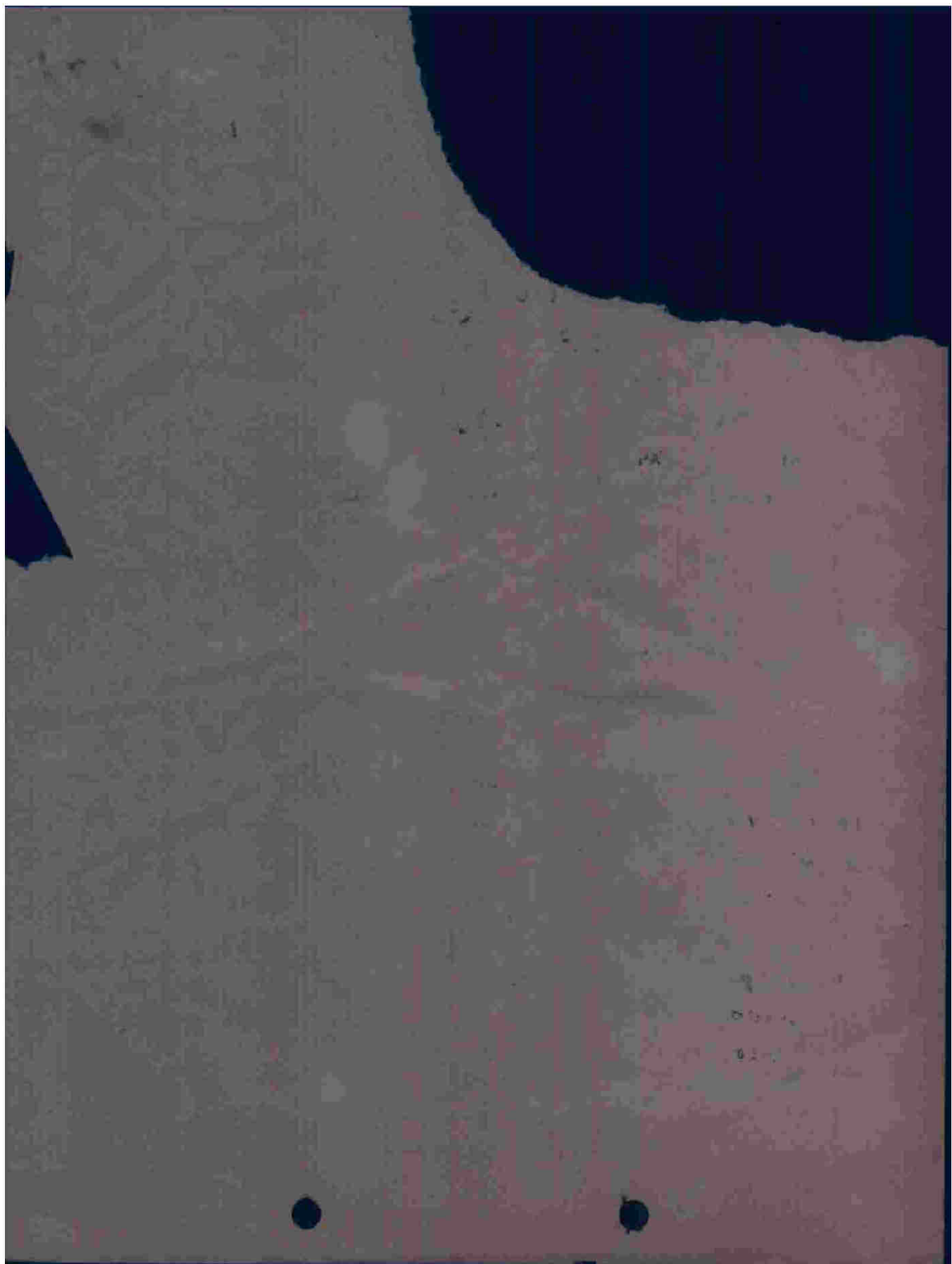
LOG

1-245
DATE

Type of Release: Train Ind. Slvo.	
Interval :	
Length of Run: 10650	Time of Release:
Mag. Heading: 355°	Disc Speed: 201.6
Aircraft Number :	Trail - 47 Drift : +9
Pilot :	IAS : 210 TAS : 248 GS : 213
Bombardier-Navigator :	4 x 1000 Nose : 10 Tail 300
Box : II Flight : B	Left
	Right

Heading	Drift	Tangent	GroundSpeed	Heading	Drift	Tangent	GroundSpeed
345°	+10	.74	220	005	+7	.69	206

Altitude	Disc Speed	Trail	TAS	GS	Tang.	Altitude	Disc Speed	Trail	TAS	GS	Tang.
11000	208.4	44	244	210	.75						
10000	214.2	44	239	208	.79						
9000	232.9	43	235	204	.80						
8000	247.5	41	231	201	.85						
7000	267.4	40	227	200	.92						
6000	290.1	37	223	198	.99						
5000											



PILOT	
B/N	1126
PLANE	157
TARGET	1206
DATE	12/26

AT AIRCRAFT	0514	0818
START ENGINES	0818	0818
TAXI OUT	0818	0818
TAKE OFF	0818	0818
ON COURSE	0818	0818

1126
157
1206
12/26
1250

FLIGHT PLAN

REPERCUSSIVE	1047	1500
INITIAL POINT	1110	1120
TARGET	1110	1120
BALLY POINT	1110	1120
BASE	1110	1120

WINDS ONCE

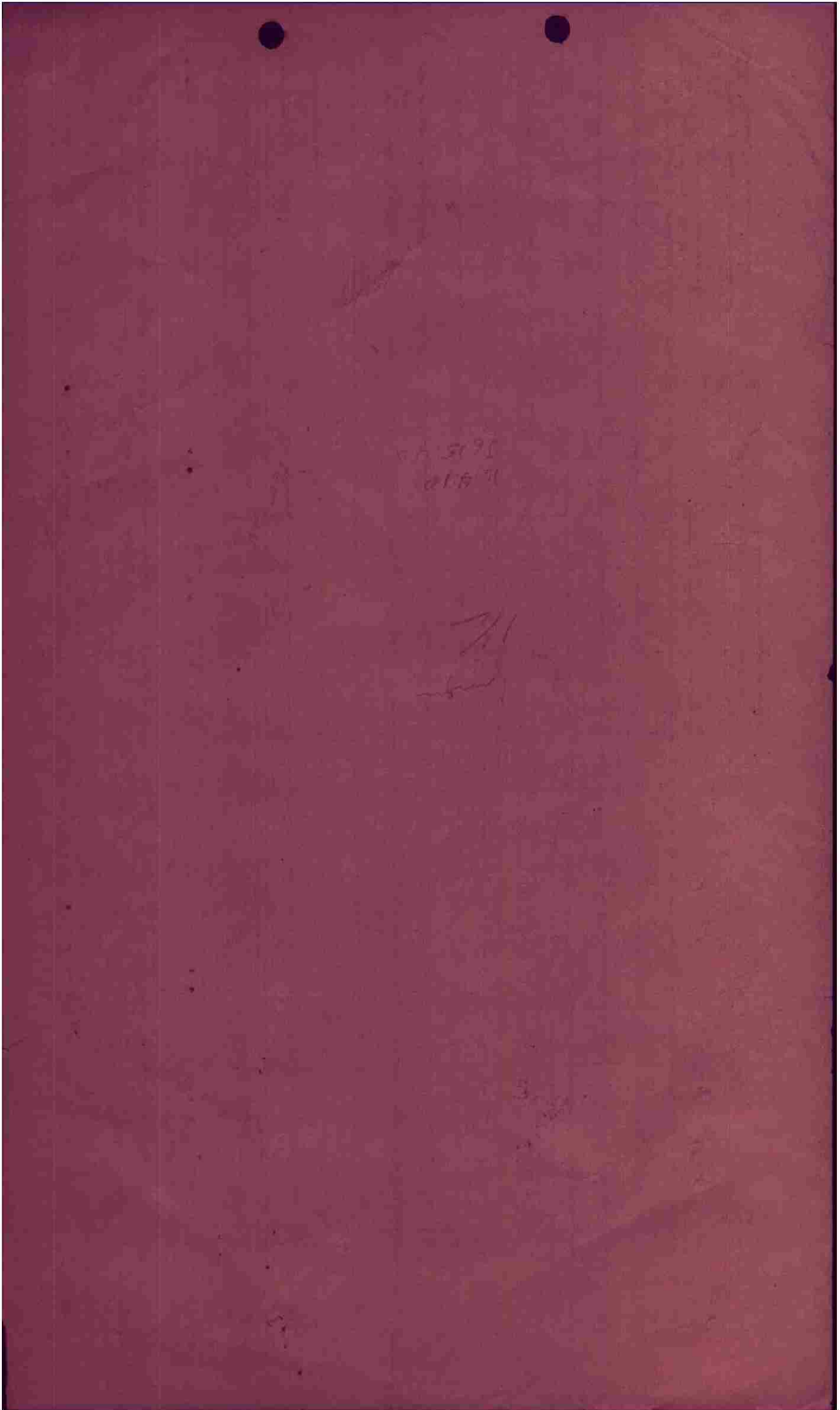
TEMP.

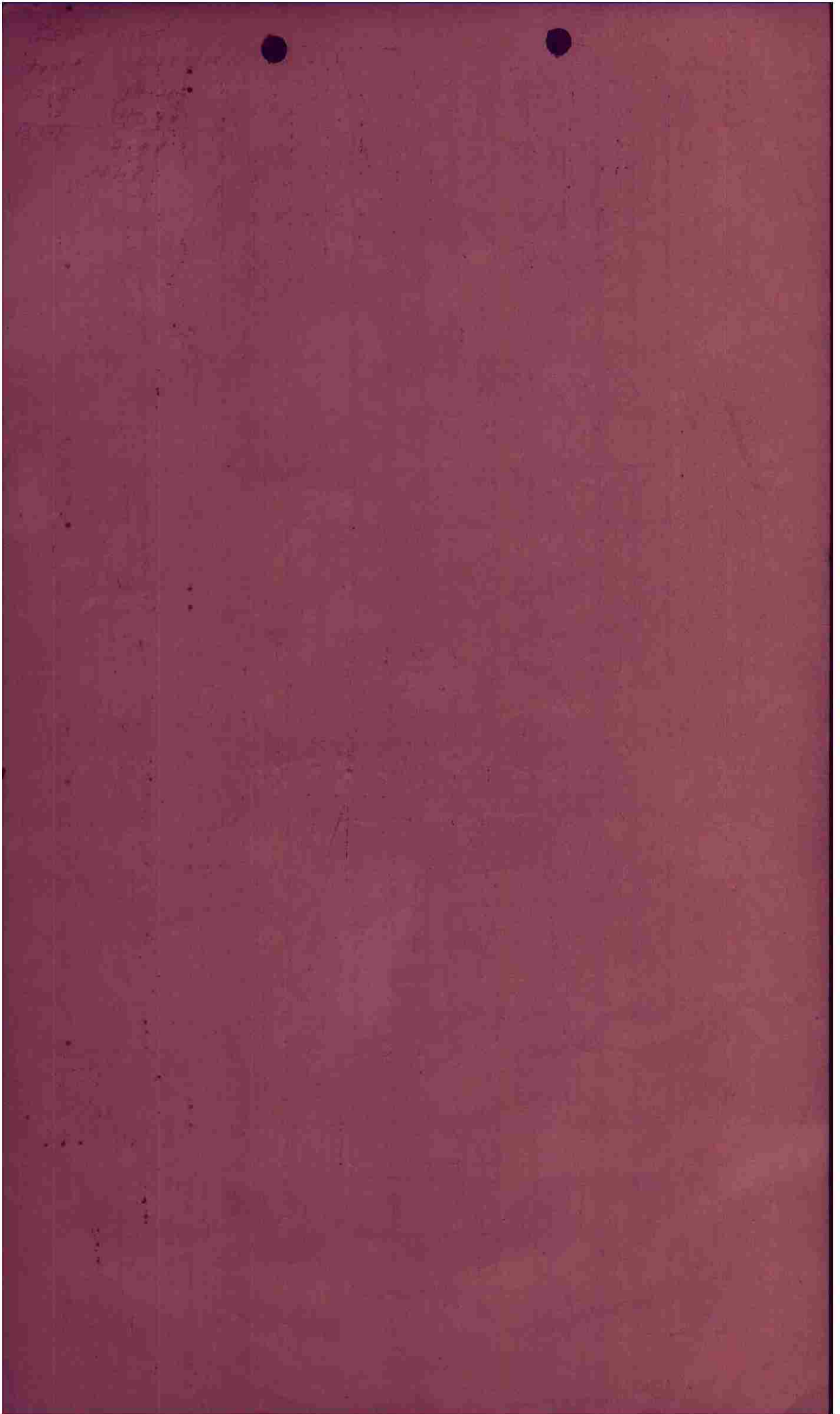
FROM	POSITION	TO	M.H.	ETA	ATA	TC	DR	TH	VAR	M.H.	ALT	TEMP	L.S.S.	F.S.S.	Q.S.S.	TO RUN	DIST.	TIME	WTA	CEE	FLIES	POSITION
BASL	POINT A	HOUSSEAU	1248	1344	1344	053	-6	015	+8	085	1350	23	120	200	243	15	100	13	1310	1310	1310	1310
RECHSHOFFEN	RECHSHOFFEN	RECHSHOFFEN	1248	1344	1344	090	-6	084	+7	081	1350	23	120	200	243	15	100	13	1310	1310	1310	1310
1 MI. NORTH	1 MI. NORTH	RECHSHOFFEN	1248	1344	1344	027	-5	024	+7	081	1350	23	120	200	243	15	100	13	1310	1310	1310	1310
TARGET	TARGET	TARGET	1248	1344	1344	324	+3	329	+7	234	1350	23	120	200	243	15	100	13	1310	1310	1310	1310
1 MI. NORTH	1 MI. NORTH	RECHSHOFFEN	1445	1445	1445	130	-4	126	+7	133	1300	22	120	200	243	15	100	13	1310	1310	1310	1310
RECHSHOFFEN	RECHSHOFFEN	RECHSHOFFEN	1445	1445	1445	267	+3	210	+7	217	1300	22	120	200	243	15	100	13	1310	1310	1310	1310
POINT A	POINT A	HOUSSEAU	1512	1512	1512	46	+6	276	+7	283	1300	22	120	200	243	15	100	13	1310	1310	1310	1310
HOUSSEAU	HOUSSEAU	HOUSSEAU	1512	1512	1512	263	+7	270	+8	278	1300	22	120	200	243	15	100	13	1310	1310	1310	1310
POINT A	POINT A	HOUSSEAU	1512	1512	1512	44	+4	344	+7	342	1200	20	120	200	243	15	100	13	1310	1310	1310	1310
HOUSSEAU	HOUSSEAU	HOUSSEAU	1512	1512	1512	60	-5	58	+7	62	1200	20	120	200	243	15	100	13	1310	1310	1310	1310

CHALLENGE	
PERFECT	
COLOURS	
VHF CHANNEL	

BOMBER C/S	
FIGHTER 6/S	
BOMBER TO BOMBER	
PTFR. GND. CONTROL	

SE - 1152 1040 1626 1531 9:44
 1229:30
 1231:20
 1229:35
 1227:38
 1229:35
 1630
 1546
 1229:30





FLIGHT PLAN

PILOT *Blomgren*
 B/N *2048502*
 PLANE *172*
 TARGET *Greenwood*
 DATE *Jan 5, 1945*

AT AIRCRAFT *172*
 START ENGINES *1800*
 TAKE OFF *1800*
 ON COURSE *1845*
 HENDENOVIS
 INITIAL POINT
 TARGET
 BULLY POINT
 BASE

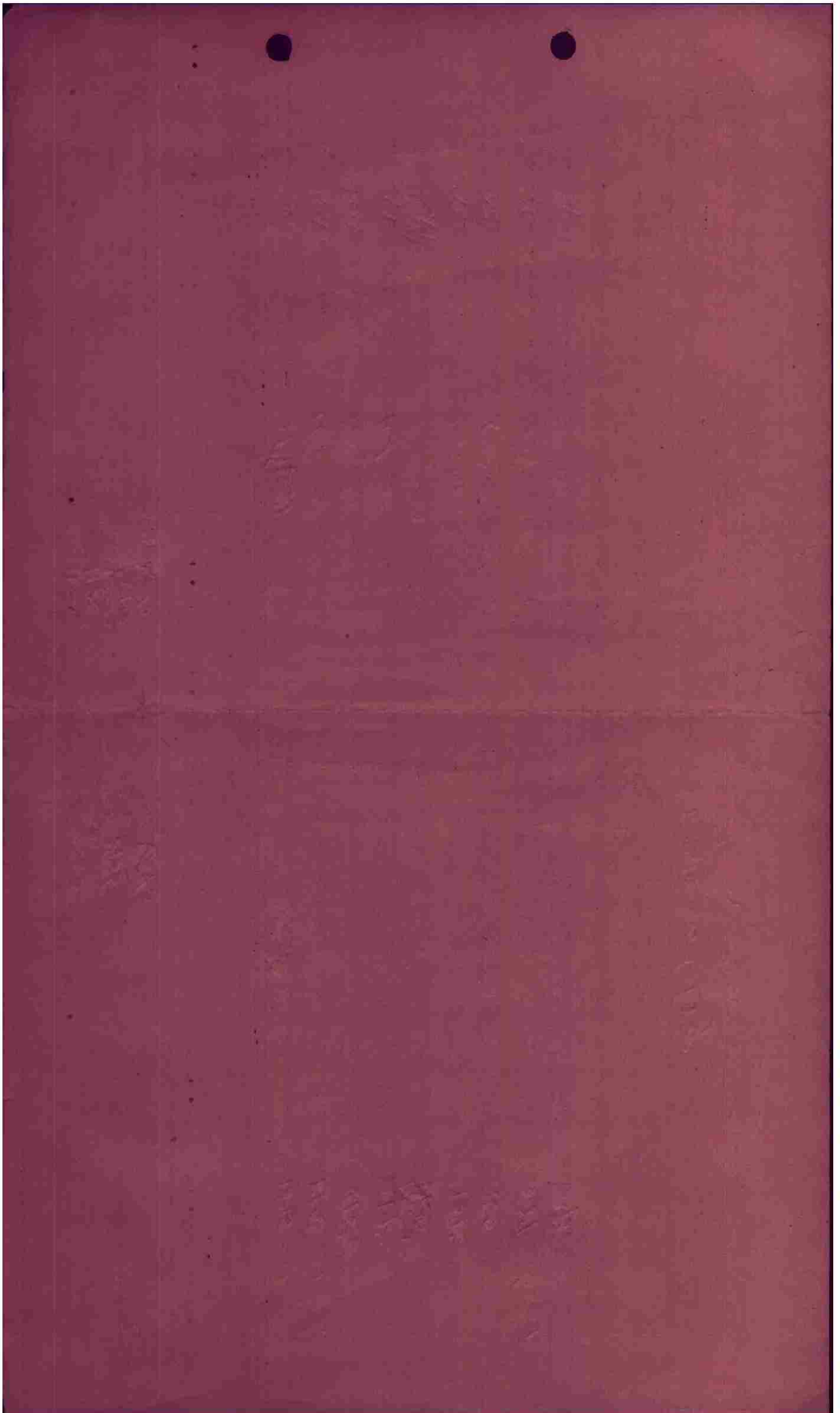
WINDS
 TEMP.
 SIRE:OT *2600*
 5000 Ft. *2000*
 10000 Ft. *1000*
 12000 Ft. *1000*
 15000 Ft. *1000*
 MEAN TEMP. *9*

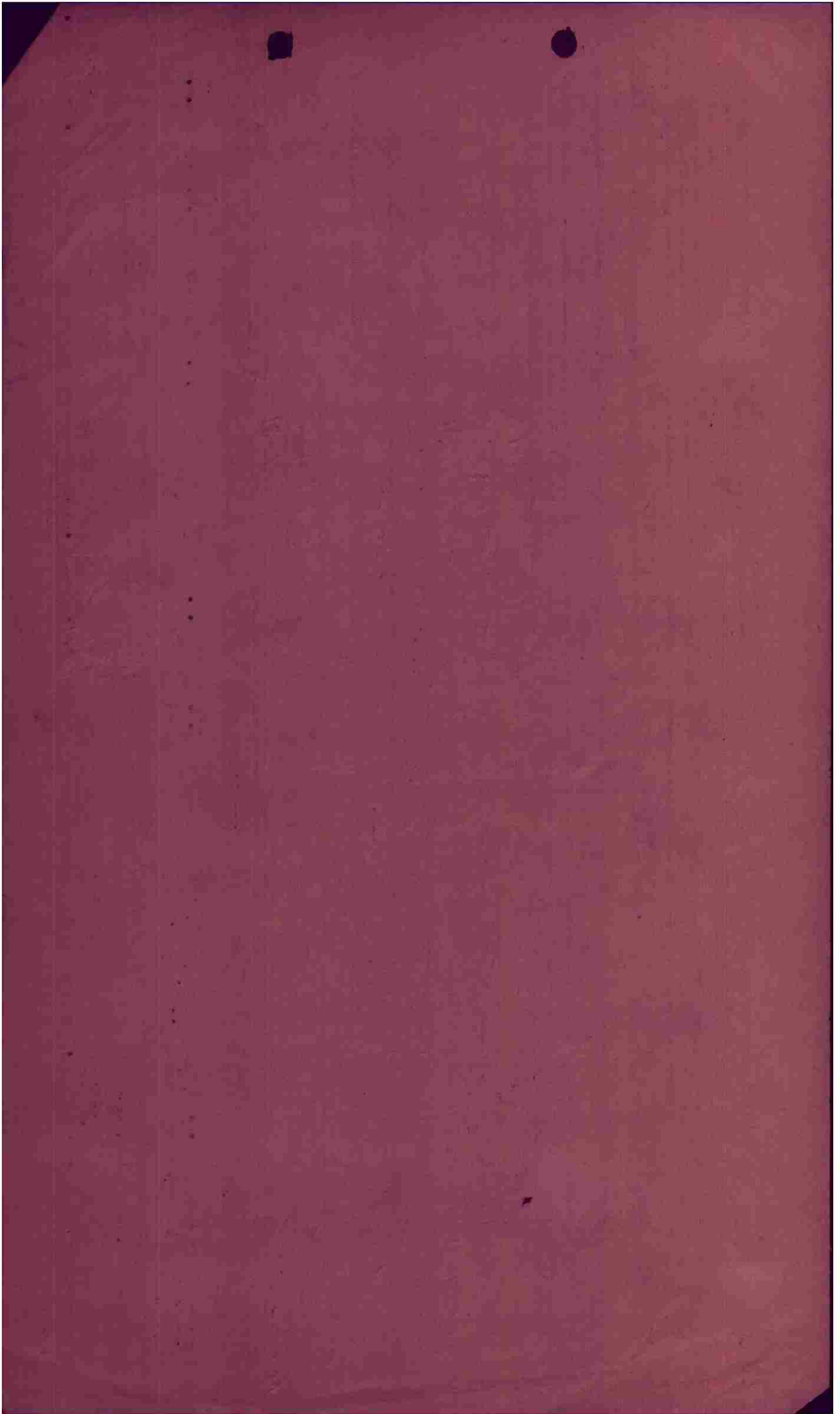
FROM	POSITION	TO	M.H.	ETA	ACT.	TC	DR	TH	VAR	M.H.	ALT	TEMP	I.S.S.	P.S.S.	G.S.	TO RUN	DIST.	TIME	ETA	GRE	FIXES	POSITION
<i>Base</i>		<i>Bartholomew</i>	<i>83</i>	<i>1800</i>	<i>1857</i>	<i>205</i>	<i>-5</i>	<i>75</i>	<i>8</i>	<i>85</i>	<i>1800</i>	<i>-11</i>	<i>230</i>	<i>250</i>	<i>268</i>	<i>156</i>	<i>36</i>	<i>1543</i>				
		<i>Richelieu</i>	<i>91</i>	<i>1808</i>	<i>1809</i>	<i>90</i>	<i>-6</i>	<i>84</i>	<i>7</i>	<i>91</i>	<i>1800</i>	<i>-11</i>	<i>230</i>	<i>250</i>	<i>268</i>	<i>156</i>	<i>36</i>	<i>1543</i>				
		<i>Richelieu</i>	<i>31</i>	<i>1802</i>	<i>1818</i>	<i>1809</i>	<i>-3</i>	<i>24</i>	<i>7</i>	<i>31</i>	<i>1800</i>	<i>-11</i>	<i>230</i>	<i>250</i>	<i>268</i>	<i>156</i>	<i>36</i>	<i>1543</i>				
		<i>Richelieu</i>	<i>301</i>	<i>1802</i>	<i>1801</i>	<i>1859</i>	<i>15</i>	<i>204</i>	<i>7</i>	<i>301</i>	<i>1800</i>	<i>-11</i>	<i>230</i>	<i>250</i>	<i>268</i>	<i>156</i>	<i>36</i>	<i>1543</i>				
		<i>Richelieu</i>	<i>334</i>	<i>1802</i>	<i>1808</i>	<i>1824</i>	<i>13</i>	<i>207</i>	<i>7</i>	<i>334</i>	<i>1800</i>	<i>-11</i>	<i>230</i>	<i>250</i>	<i>268</i>	<i>156</i>	<i>36</i>	<i>1543</i>				
		<i>Richelieu</i>	<i>133</i>	<i>1802</i>	<i>1802</i>	<i>180</i>	<i>-4</i>	<i>126</i>	<i>7</i>	<i>133</i>	<i>1800</i>	<i>-11</i>	<i>230</i>	<i>250</i>	<i>268</i>	<i>156</i>	<i>36</i>	<i>1543</i>				
		<i>Richelieu</i>	<i>217</i>	<i>1802</i>	<i>1801</i>	<i>207</i>	<i>13</i>	<i>210</i>	<i>7</i>	<i>217</i>	<i>1800</i>	<i>-11</i>	<i>230</i>	<i>250</i>	<i>268</i>	<i>156</i>	<i>36</i>	<i>1543</i>				
		<i>Richelieu</i>	<i>283</i>	<i>1802</i>	<i>1808</i>	<i>202</i>	<i>16</i>	<i>216</i>	<i>7</i>	<i>283</i>	<i>1800</i>	<i>-11</i>	<i>230</i>	<i>250</i>	<i>268</i>	<i>156</i>	<i>36</i>	<i>1543</i>				
		<i>Richelieu</i>	<i>278</i>	<i>1802</i>	<i>1808</i>	<i>263</i>	<i>12</i>	<i>270</i>	<i>8</i>	<i>278</i>	<i>1800</i>	<i>-11</i>	<i>230</i>	<i>250</i>	<i>268</i>	<i>156</i>	<i>36</i>	<i>1543</i>				
		<i>Richelieu</i>	<i>351</i>	<i>1802</i>	<i>1808</i>	<i>344</i>	<i>17</i>	<i>344</i>	<i>7</i>	<i>351</i>	<i>1800</i>	<i>-11</i>	<i>230</i>	<i>250</i>	<i>268</i>	<i>156</i>	<i>36</i>	<i>1543</i>				
		<i>Richelieu</i>	<i>62</i>	<i>1802</i>	<i>1808</i>	<i>60</i>	<i>-8</i>	<i>55</i>	<i>7</i>	<i>62</i>	<i>1800</i>	<i>-11</i>	<i>230</i>	<i>250</i>	<i>268</i>	<i>156</i>	<i>36</i>	<i>1543</i>				

CHALLENGE
 HEAVY
 COLORS
 VHF CHANNEL

BOMBER G/S
 FIGHTER G/S
 BOMBER TO BOMBER
 FTR. GND. CONTROL

1. one low delay
2. one high delay
3. one medium delay
4. one very low delay
5. one very high delay





CONFIDENTIAL

F/O _____

PILOT

Price

L/O#

063

BOX

I

CASUALTIES

BOMBS :	<i>4</i>	X	<i>500</i>	ON	<i>P.T.</i>	BATTLE DAMAGE			
		X			RETURNED				
		X			JETTISONED				

FLAK:

X

ENEMY AIRCRAFT ENCOUNTERS:

X-

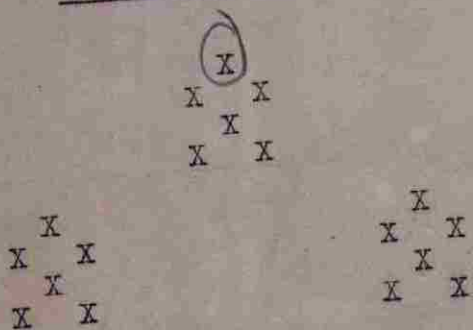
OBSERVATIONS: *Bombs not observed 19/10 Cover*

T.O.T. - 1440

Bomb Alt - 14,500 -

Town of Sobornheim seen burning

POSITION IN FORMATION



T.W.S.

INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTERROG. FORM

PILOT Buchanan A/C# 269 BOX I

CASUALTIES nil

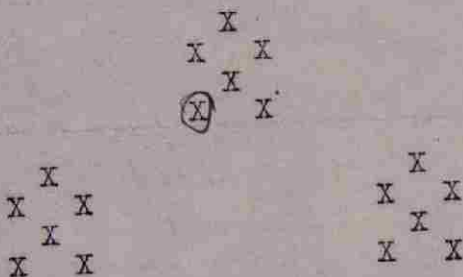
BOMBS :	X 1000	ON	BOMB DAMAGE		
			WAS	SA-ON	"E"
	X	RETURNED	<u>nil</u>		
	X	JETTISONED			

FLAK: walk light flak - saw plane out + in -
believe to be on bomb line -

ENEMY AIRCRAFT ENCOUNTERS: nil

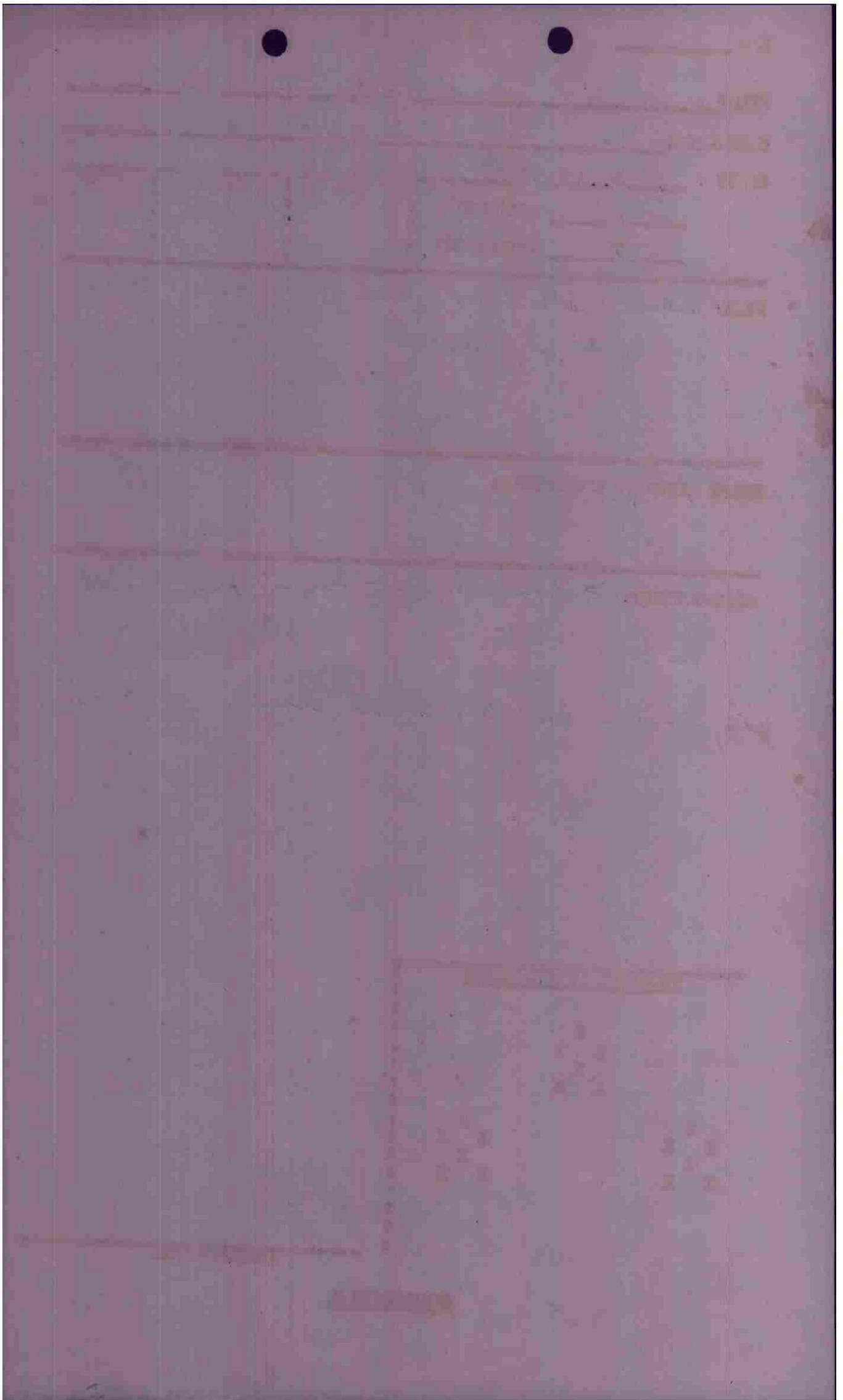
OBSERVATIONS: 3 bombs went + one dropped on down -
due to malfunction - go it away in two from
left -
Down on bomb line on fire - burning like mad.

I
POSITION IN FORMATION



Ltd Rogers
INTERROGATOR

CONFIDENTIAL



F/O _____ CONFIDENTIAL INTERREG. TOR

PILOT Monroe A/C# 073 BOX I

CASUALTIES nil

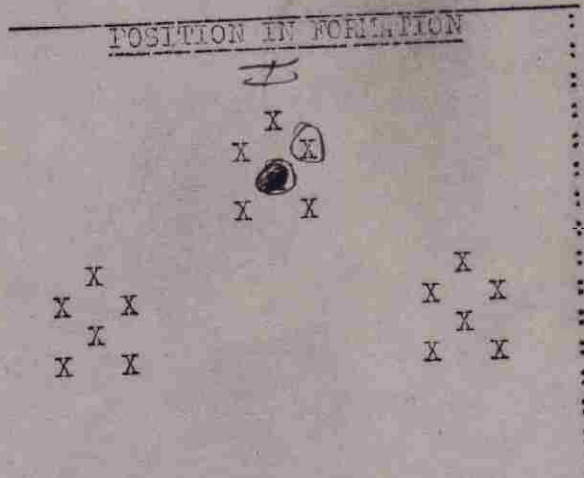
BOMBS :	<u>4</u>	<u>X/050</u>	ON <u>Primary</u>	IRREPAIRABLE DAMAGE		
	<u>X</u>		RETURNED	<u>nil</u>		
	<u>X</u>		JETTISONED			

FLAK: Low flak at other box - seen at this one - believed near - Bitchie

ENEMY AIRCRAFT ENCOUNTERS: nil

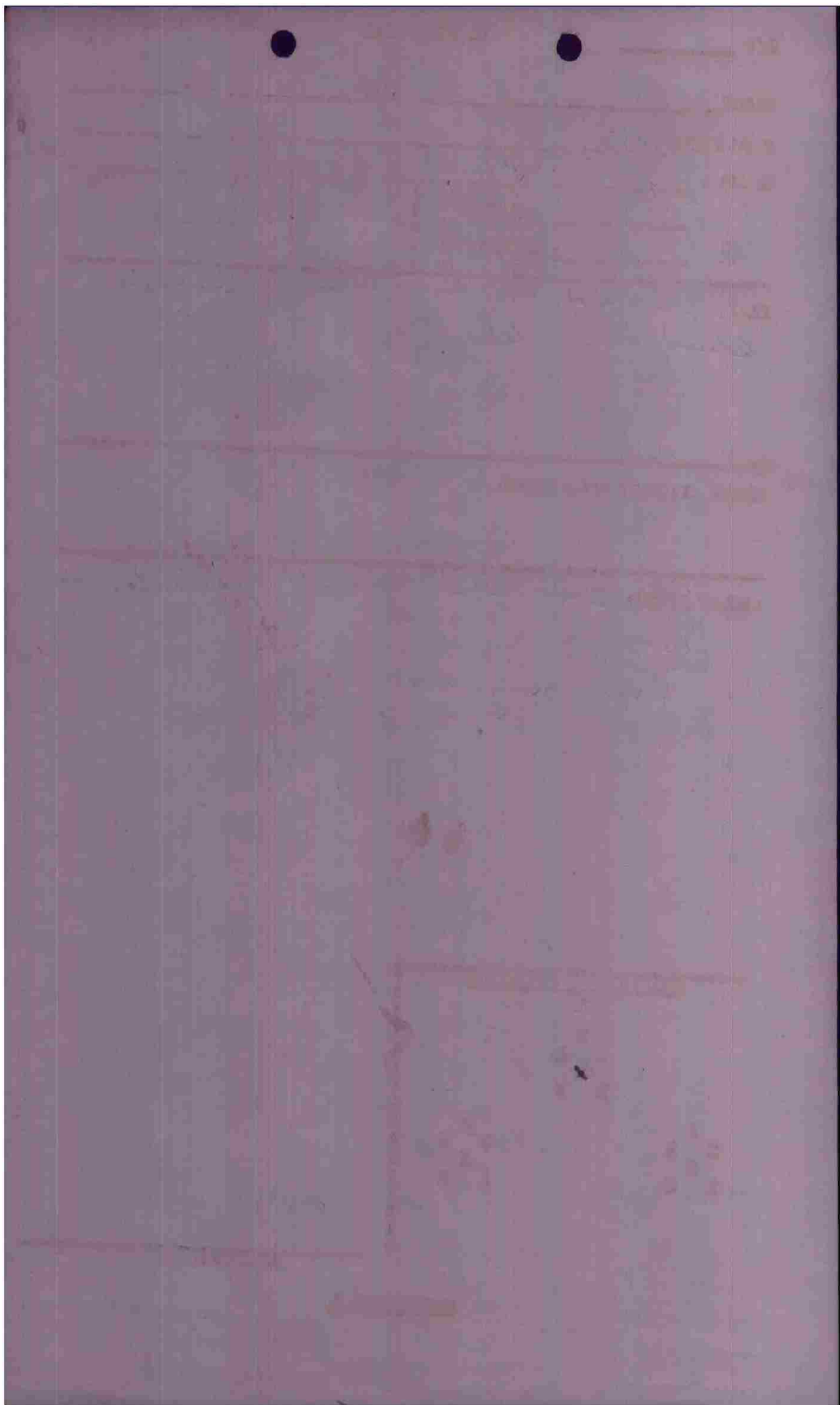
OBSERVATIONS: Low between Newcastle and Penclaw on fire -

Bombs away 1440
" alt. 14,200



L.S. Rogers
INTERREG. TOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTERFORM

PILOT Street A/C# 229 BOX J

CASUALTIES

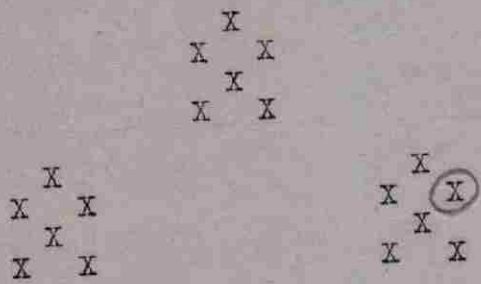
BOMBS :	3	X	1000	ON	P.T.	BATTLE DAMAGE			
	1	X	1000	RETURNED	malfunctioning				
		X		JETTISONED					

FLAK: B.h. out X H1

ENEMY AIRCRAFT ENCOUNTERS: R-38 good

OBSERVATIONS:

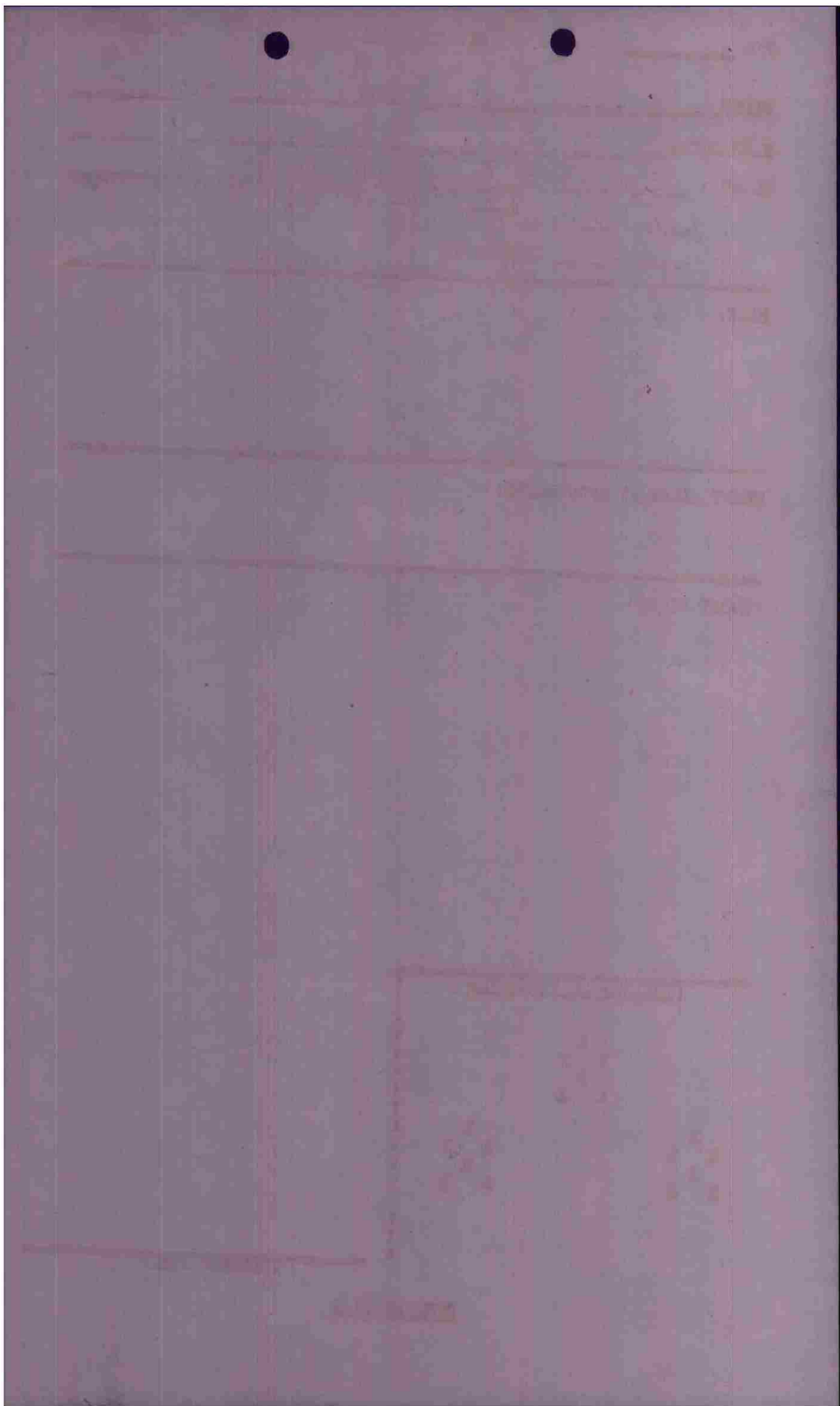
POSITION IN FORMATION



.....

Hooper
INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTER. FORM

PILOT Corner A/C# 188 BOX I

CASUALTIES

BOMBS :	<u>4</u>	<u>X/1000</u>	ON <u>P.T.</u>	BATTLE DAMAGE	WA-00	WEH
	<u>X</u>		RETURNED	:	:	:
	<u>X</u>		JETTISONED	:	:	:

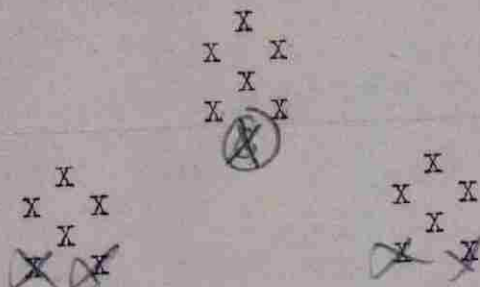
FLAK: X XHI to left after bombs burst

ENEMY AIRCRAFT ENCOUNTERS:

X -

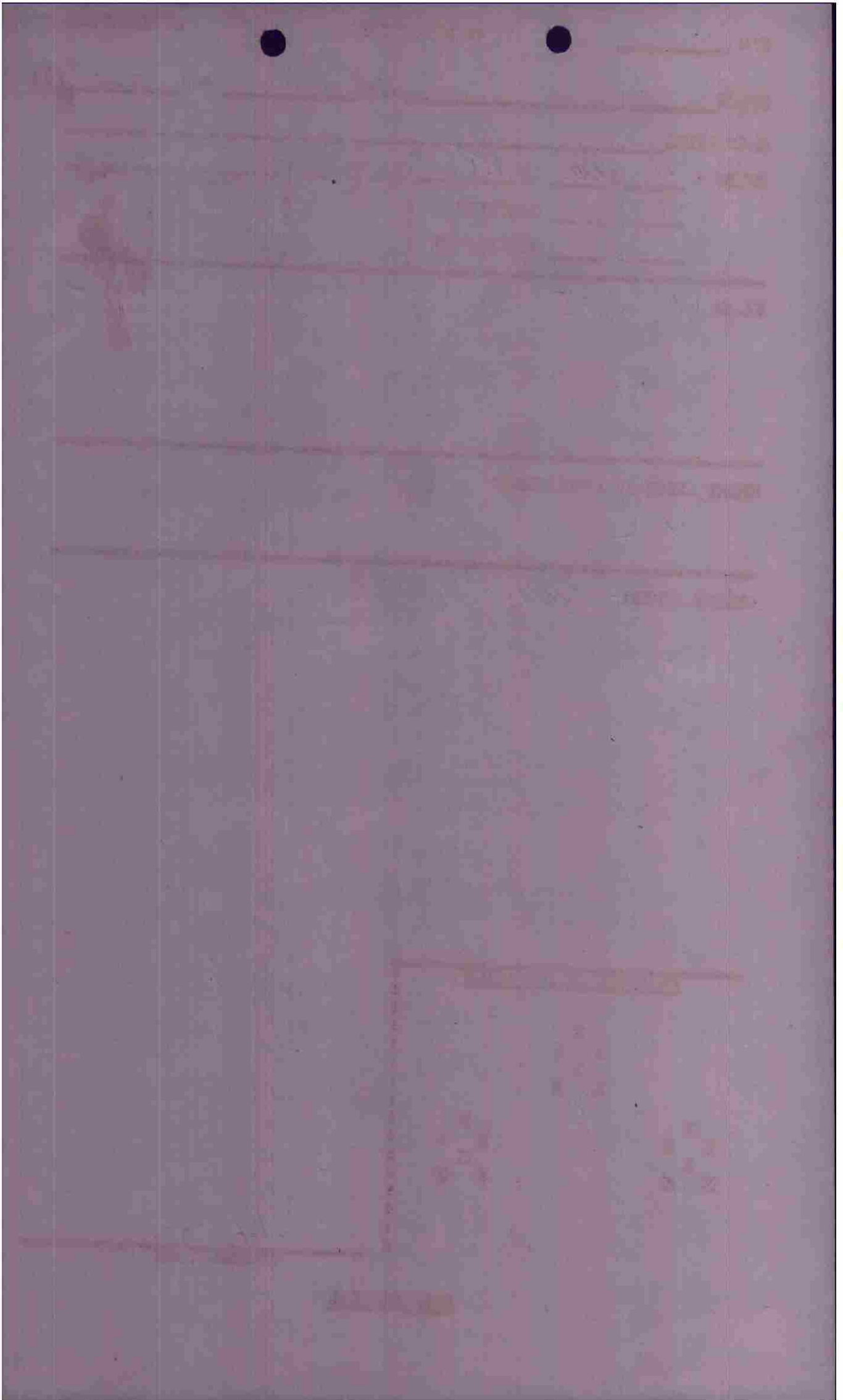
OBSERVATIONS: - 10/10 - Cloud cover

POSITION IN FORMATION



T.W.S.
INTERCEPTOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTER. FORM

PILOT Bishop A/C# 222 BOX I

CASUALTIES

BOMBS :	<u>4</u>	X	<u>1000</u>	ON	BATTLE DAMAGE			
		X		RETURNED				
		X		DETROINED				

FLAK:

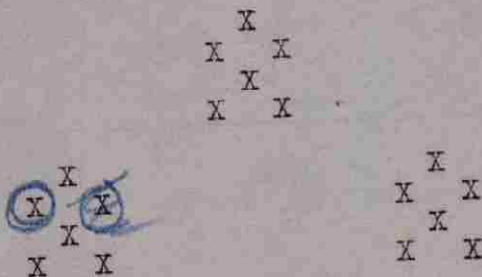
ENEMY AIRCRAFT ENCOUNTERS:

1 jet fighter seen in target area

OBSERVATIONS:

10/10 over target
plengass dirty + scratched up - very
difficult to see out,
40 P38's escort

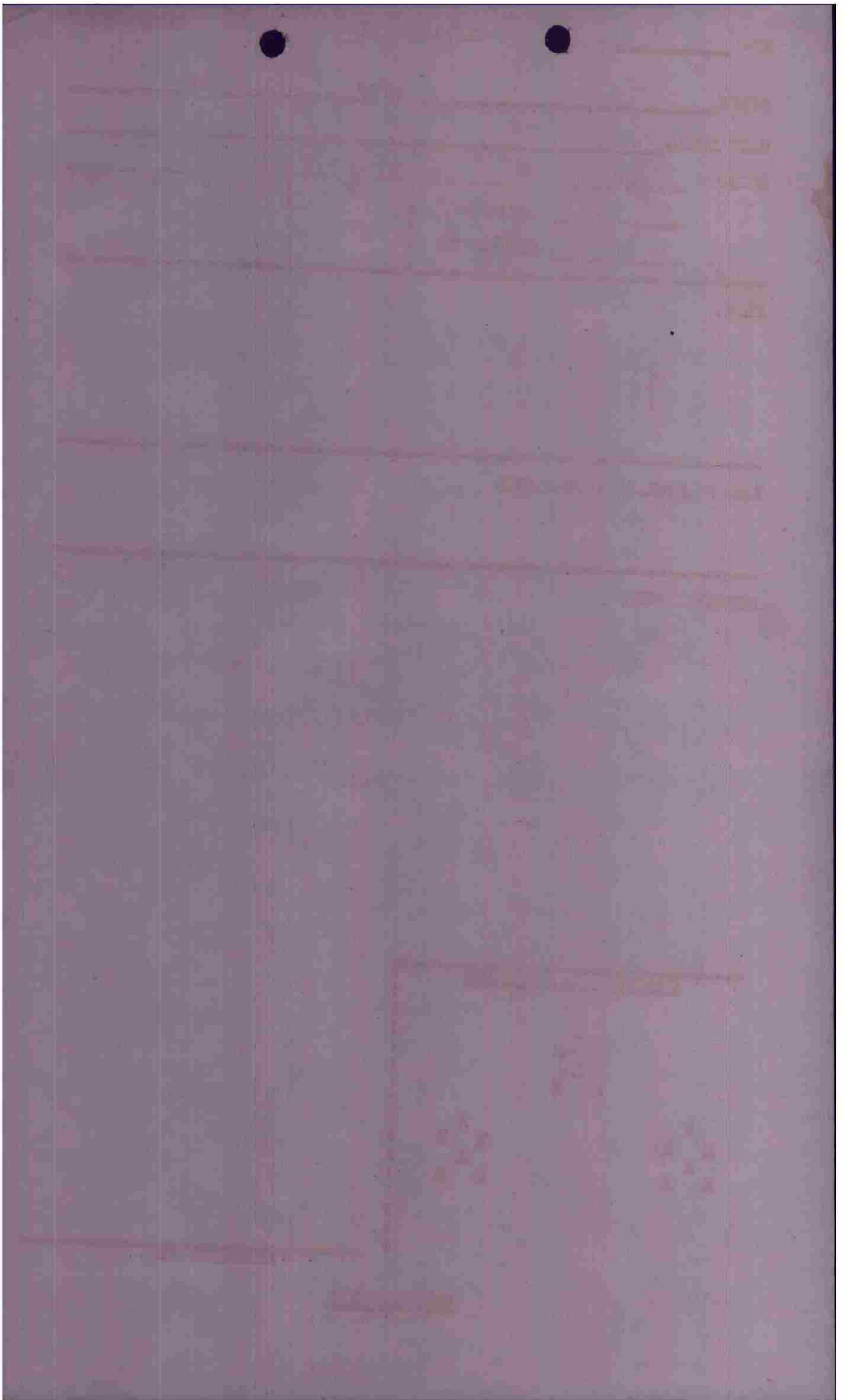
POSITION IN FORMATION



Perk

INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTERFORM

PILOT Hale A/C# 290 BOX I

CASUALTIES _____

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

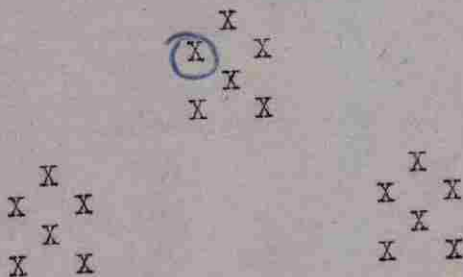
FLAK: _____

ENEMY AIRCRAFT ENCOUNTERS: _____

OBSERVATIONS:

*P38 escort
 10/10 over target
 XHI plote SW of town of Butche*

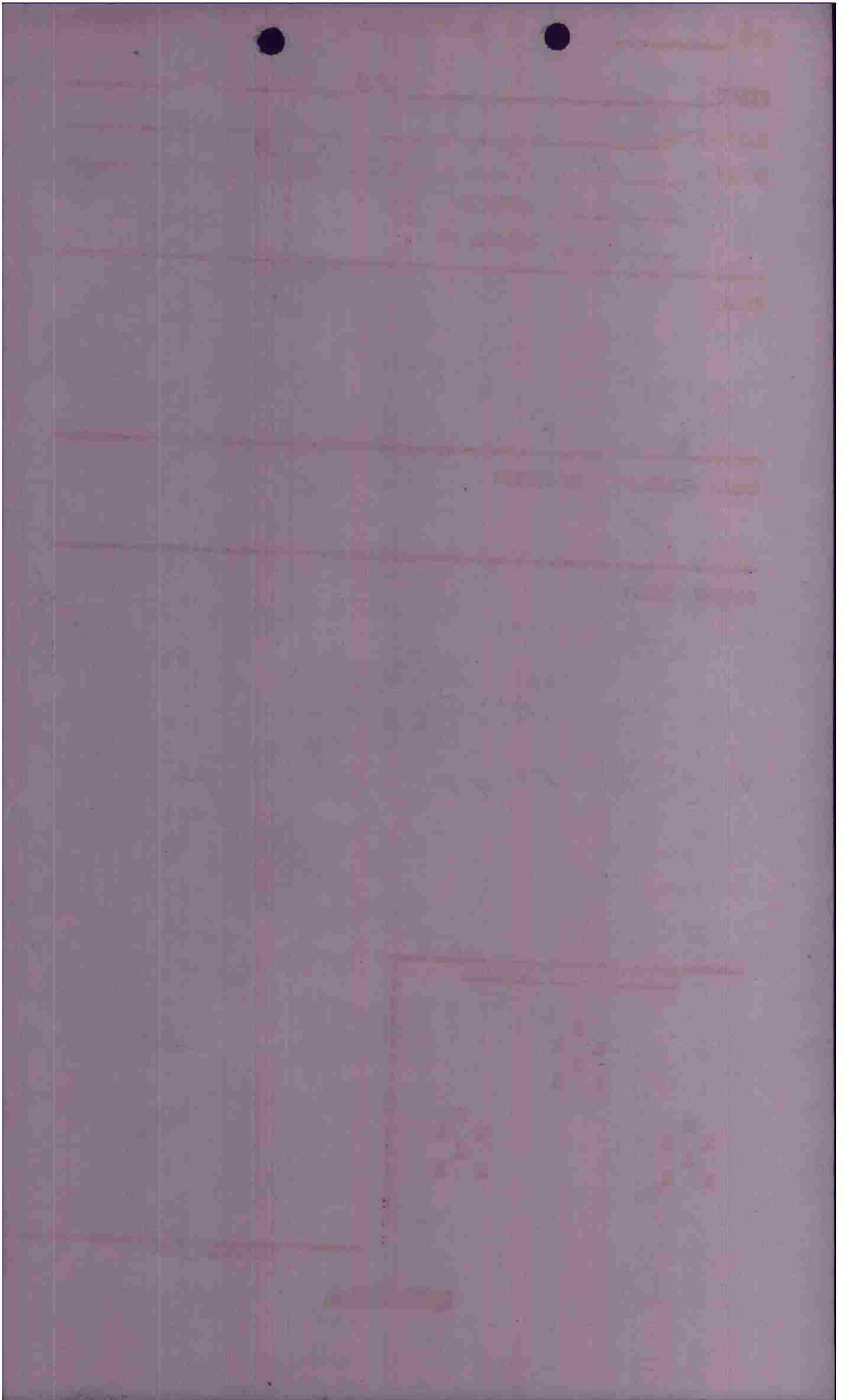
POSITION IN FORMATION



Park

INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTERR. FORM

PILOT Browning A/C# 334 BOX I

CASUALTIES none

BOMBS :	<u>4</u>	<u>X/1000</u>	ON	BATTLE DAMAGE			
		<u>X</u>	RETURNED	<u>X</u>			
		<u>X</u>	JETTISONED	<u>None</u>			

FLAK:

Nil

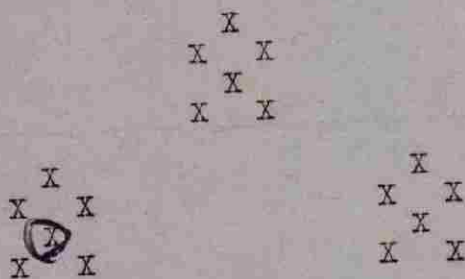
ENEMY AIRCRAFT ENCOUNTERS:

None

OBSERVATIONS:

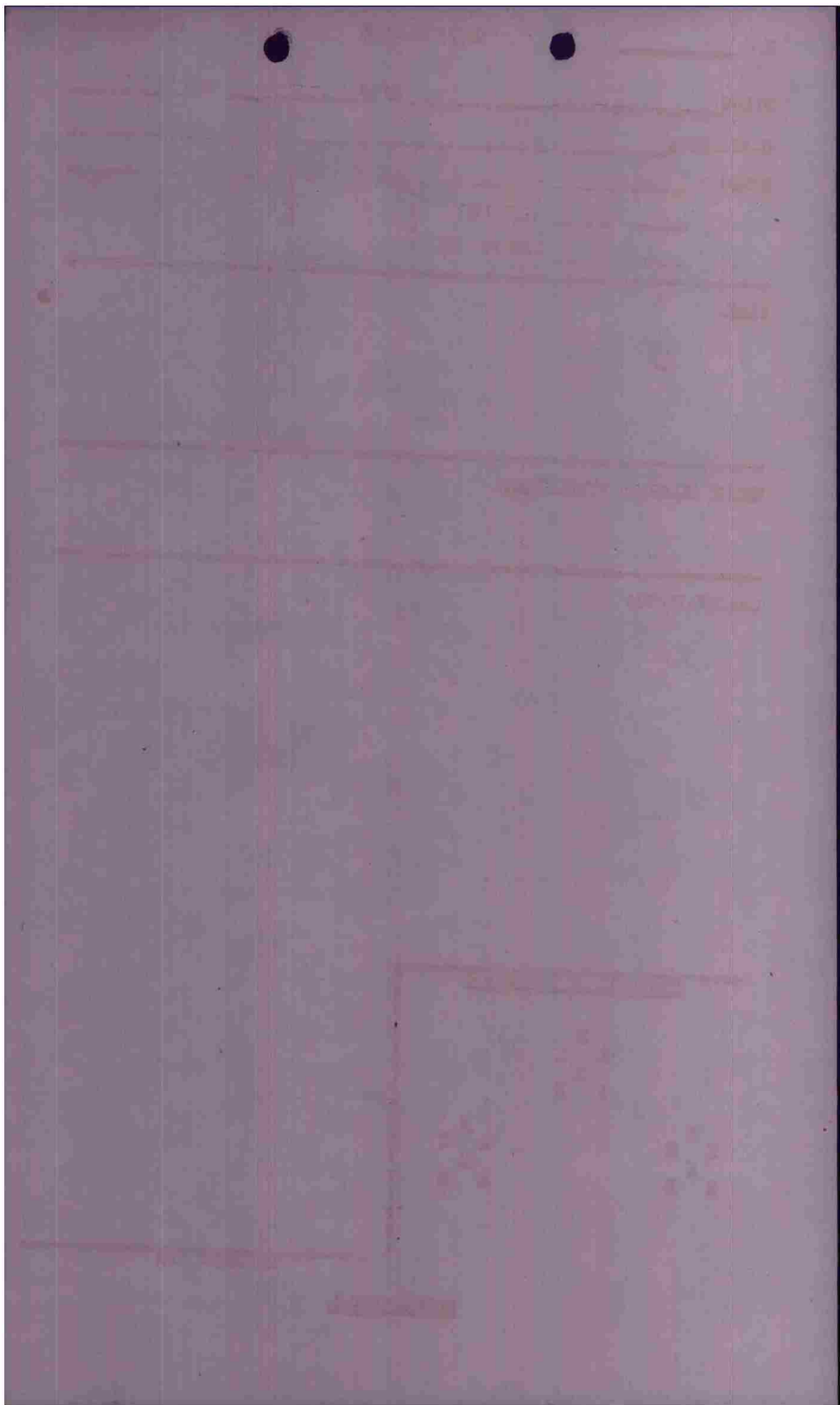
Two runs on target
Tgt completely obscured - 10/10

POSITION IN FORMATION



WPT
INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTERR. FORM

PILOT Colquhitt A/C# 259 BOX I

CASUALTIES

BOMBS :	X	ON	DAMAGE		
			RETURNED	REPAIRS	REPAIRS
	X	RETURNED			
	X	JETTISONED			

FLAK:



ENEMY AIRCRAFT ENCOUNTERS:

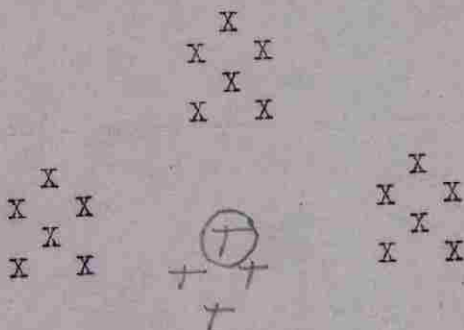
*me 163 at ~~7000~~ 7000' SE of target.
 10' off target 238's went down after SE A/C it blew up*

OBSERVATIONS:

*mechanic Failure, bombs wouldn't
 release*

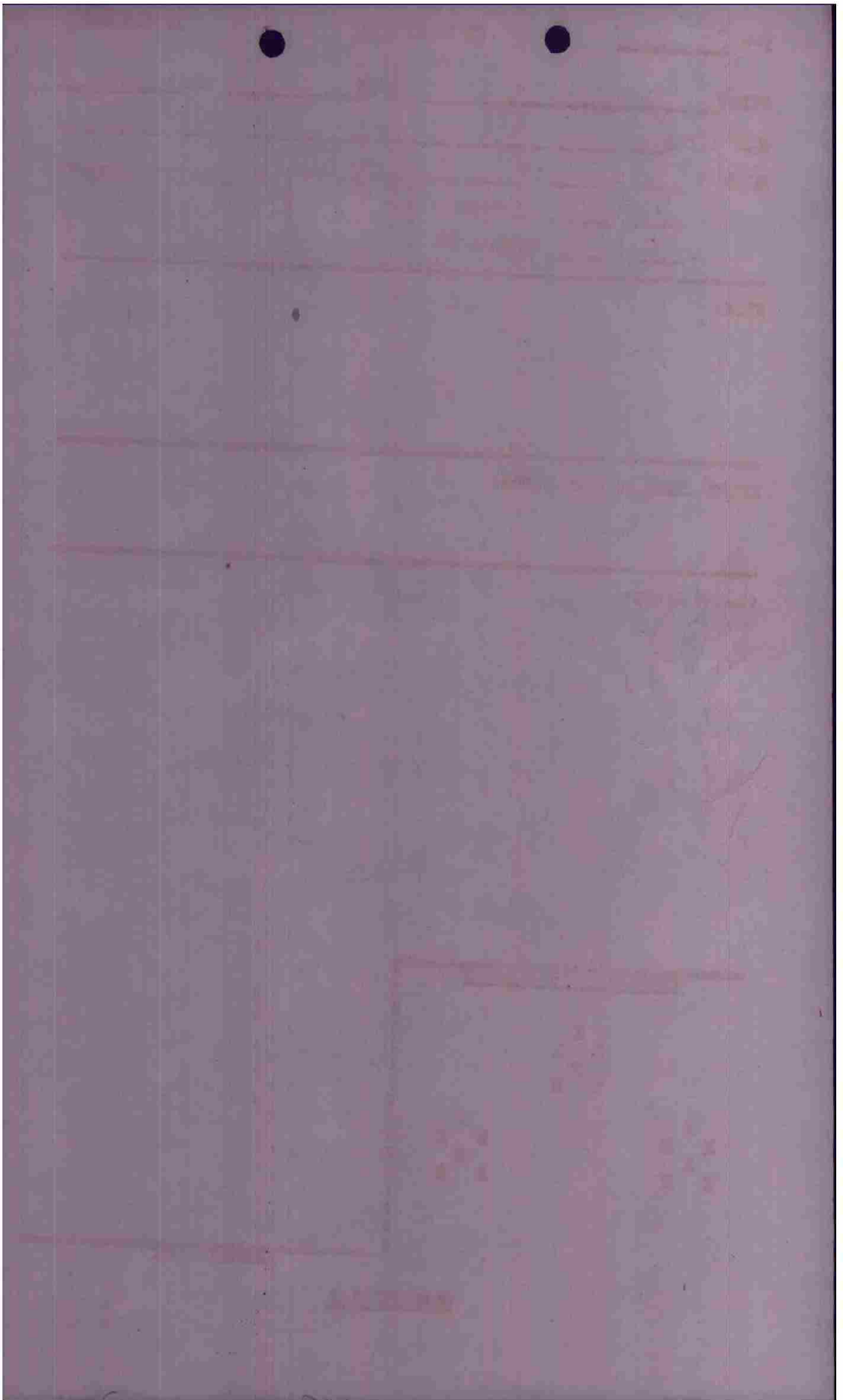
Camera

POSITION IN FORMATION



MAZ
INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTERFORM

PILOT Blomgren A/C# 128 BOX I

CASUALTIES

BOMBS :		ON P.T.	BATTLE DAMAGE	"A"	"B"
X	500				
X		RETURNED			
X		JETTISONED			

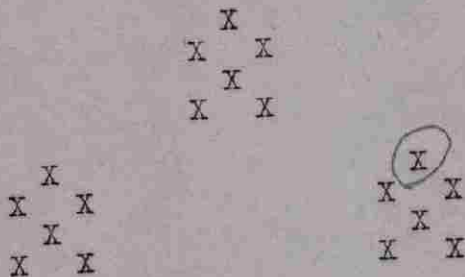
FLAK: Saarbrücken XX H1
10 bursts at Mannheim

ENEMY AIRCRAFT ENCOUNTERS: 3 min after T/A - S/E flights
far off.

OBSERVATIONS: Bridge at Bingen
Neustadt & Landau burning
Bitch burning

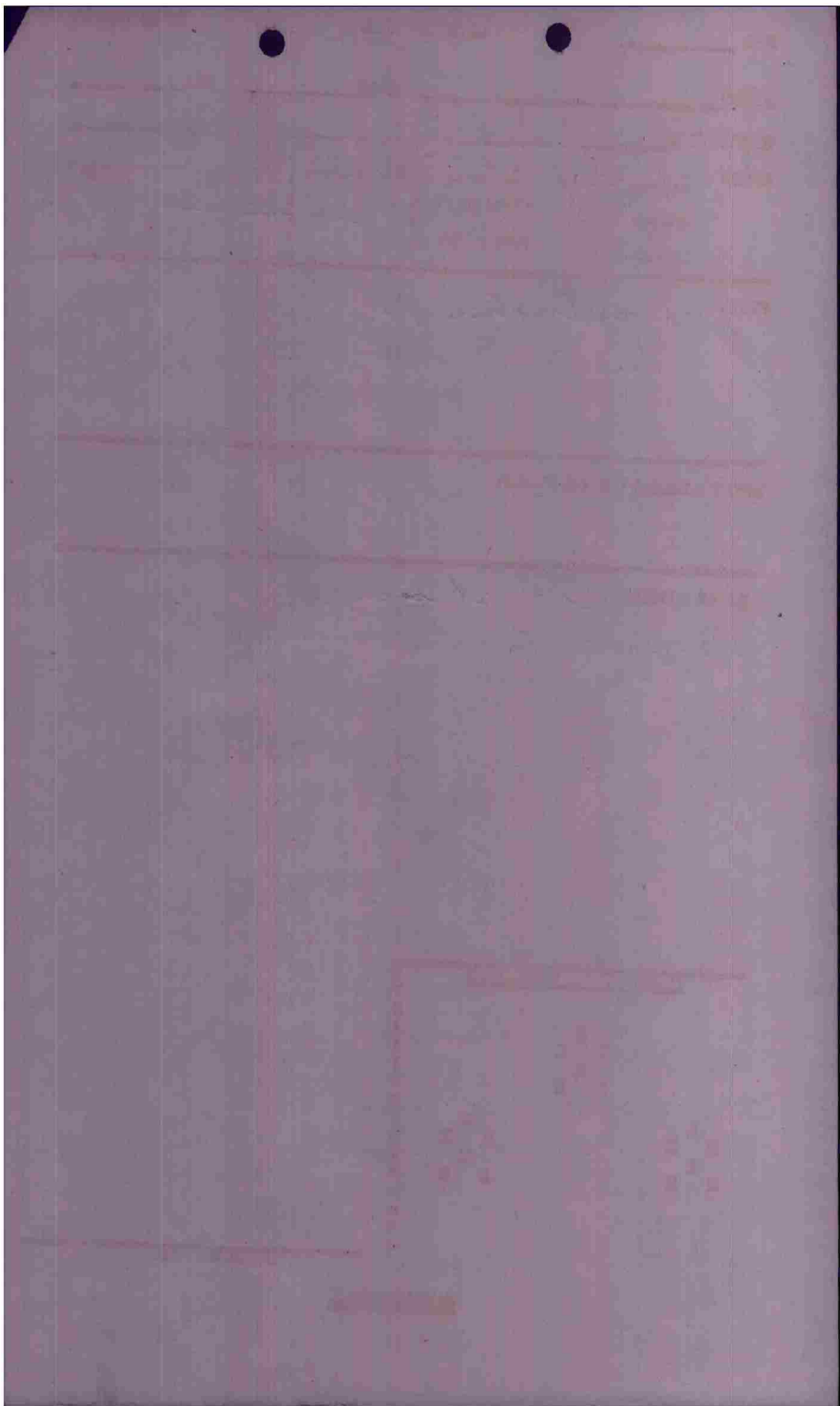
13,700 1440 T.O.T.

POSITION IN FORMATION



INTERROGATOR

CONFIDENTIAL



F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Willard A/C# 271 BOX I

CASUALTIES		BATTERED DAMAGE		
BOMBS :		WING	TAIL	WHEEL
<u>4</u> X <u>1000</u> LB	ON			
X	RETURNED			
X	JETTISONED	<u>Nil</u>		

FLAK: In distance - none at our flight
Screwed up PPF.

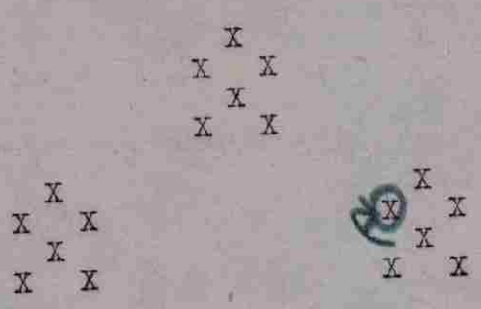
ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Radio - "Jet at 12" - two small
dot - single - fort.

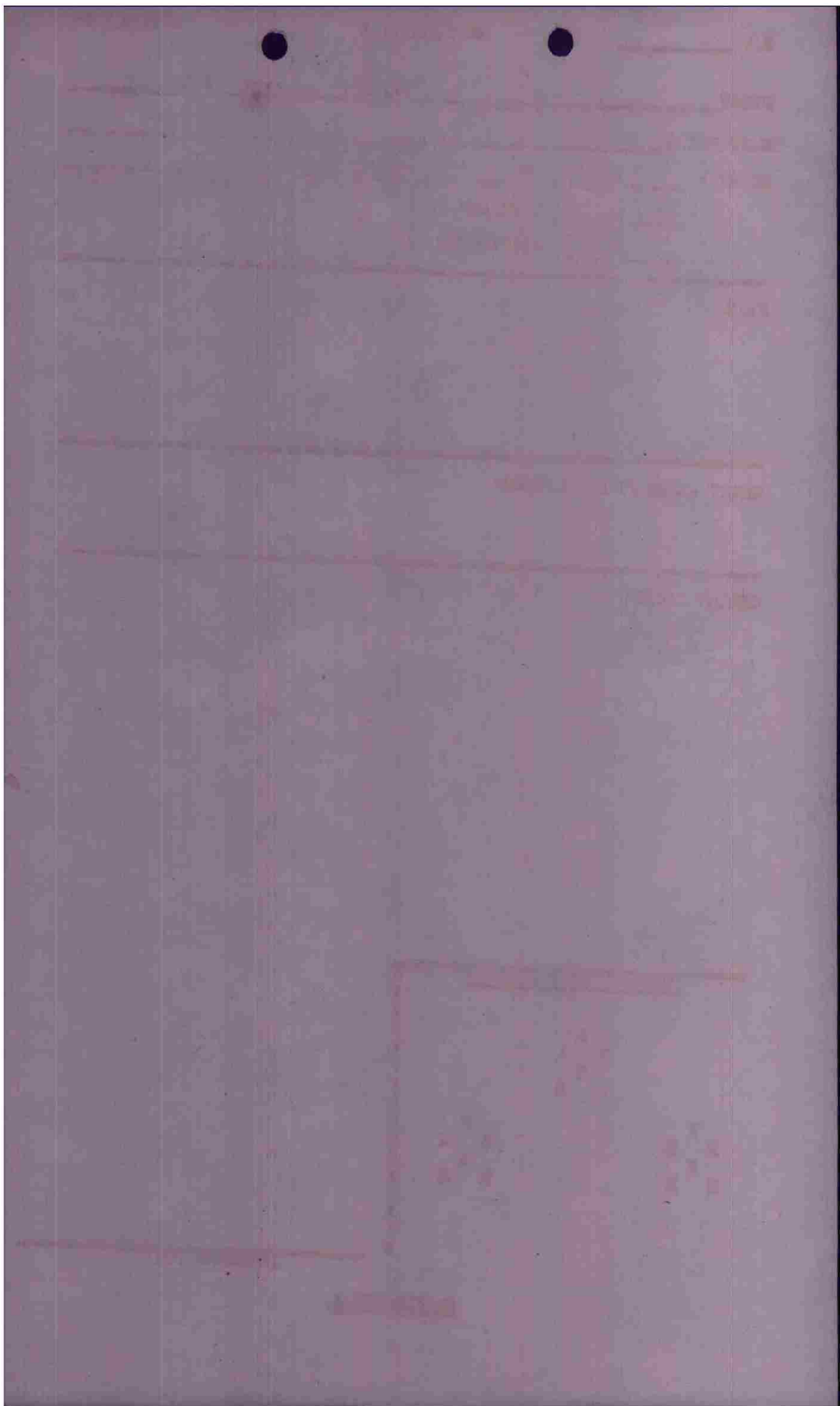
The B17 was 1000 ft below at 1410
with 51's (5)

POSITION IN FORMATION



INTERROGATOR

CONFIDENTIAL



F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Singleton A/C# 767 BOX I

CASUALTIES

BOMBS :	<u>4</u>	X	<u>500</u>	ON	BATTLE DAMAGE	"A-3"	"E"
		X		RETURNED			
		X		JETTISONED	<u>Nil</u>		

FLAK: Bitche - Could see Box # getting shot at Mannheim, on way home (not at us)

ENEMY AIRCRAFT ENCOUNTERS:
PPF was OK until IP -

OBSERVATIONS:
Bombed on G-(ETA) on Box leader.

over IP after bombing - a hard jarring - reason unknown.

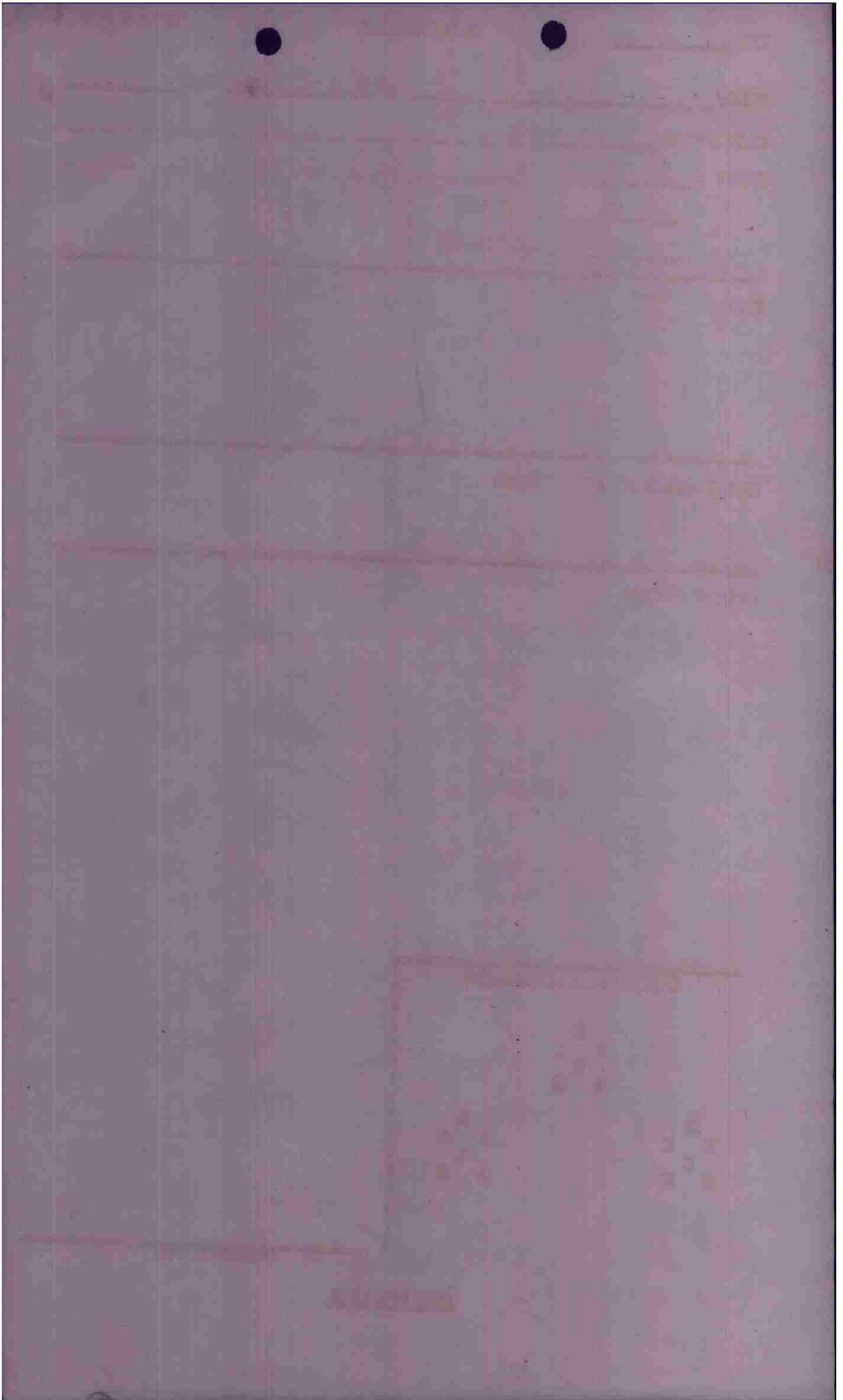
TURN OF DACHAU } Smoke (Pink)
NEUSTADT

		X		
	X		X	
		X		
	X		X	
X	X			X
	X		X	
X				X

1442-TOT
334°

INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTERCG. FORM

PILOT Johnson

A/C# 296

BOX I

CASUALTIES

BOMBS :	ON	RETURNED	JETISONED	REPAIRS DAMAGE	REASON	REMARKS
<input checked="" type="checkbox"/>	X 1000					
		<input checked="" type="checkbox"/>				
			<input checked="" type="checkbox"/>			

nil

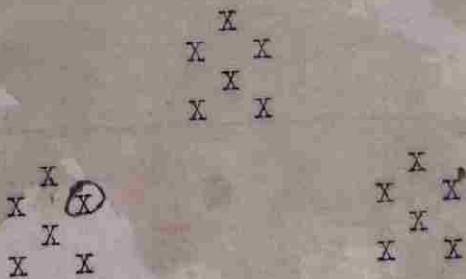
FLAK: none at this box -

ENEMY AIRCRAFT ENCOUNTERS:

nil

OBSERVATIONS: Pathfinder pulled out formation made 360° & bombed thru - 1/20 cloud - tops at 6000 ft -

≠
POSITION IN FORMATION



R. H. Rogers
INTERCG. FORM

CONFIDENTIAL



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INTERR. FORM

PILOT McCready A/C# 378 BOX I

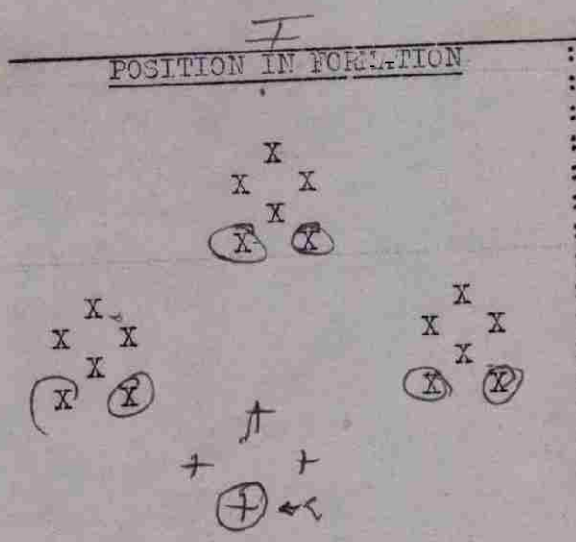
CASUALTIES nil

BOBBS :	ON	PRIME	REPAIRS	DMG	MA-C	"E"
<u>4</u>	<u>X</u>	<u>1000</u>	<u>ON</u>	<u>Prime</u>		
	<u>X</u>			RETURNED		
	<u>X</u>			JETTISONED		

FLAK: what in acc. of bomb time

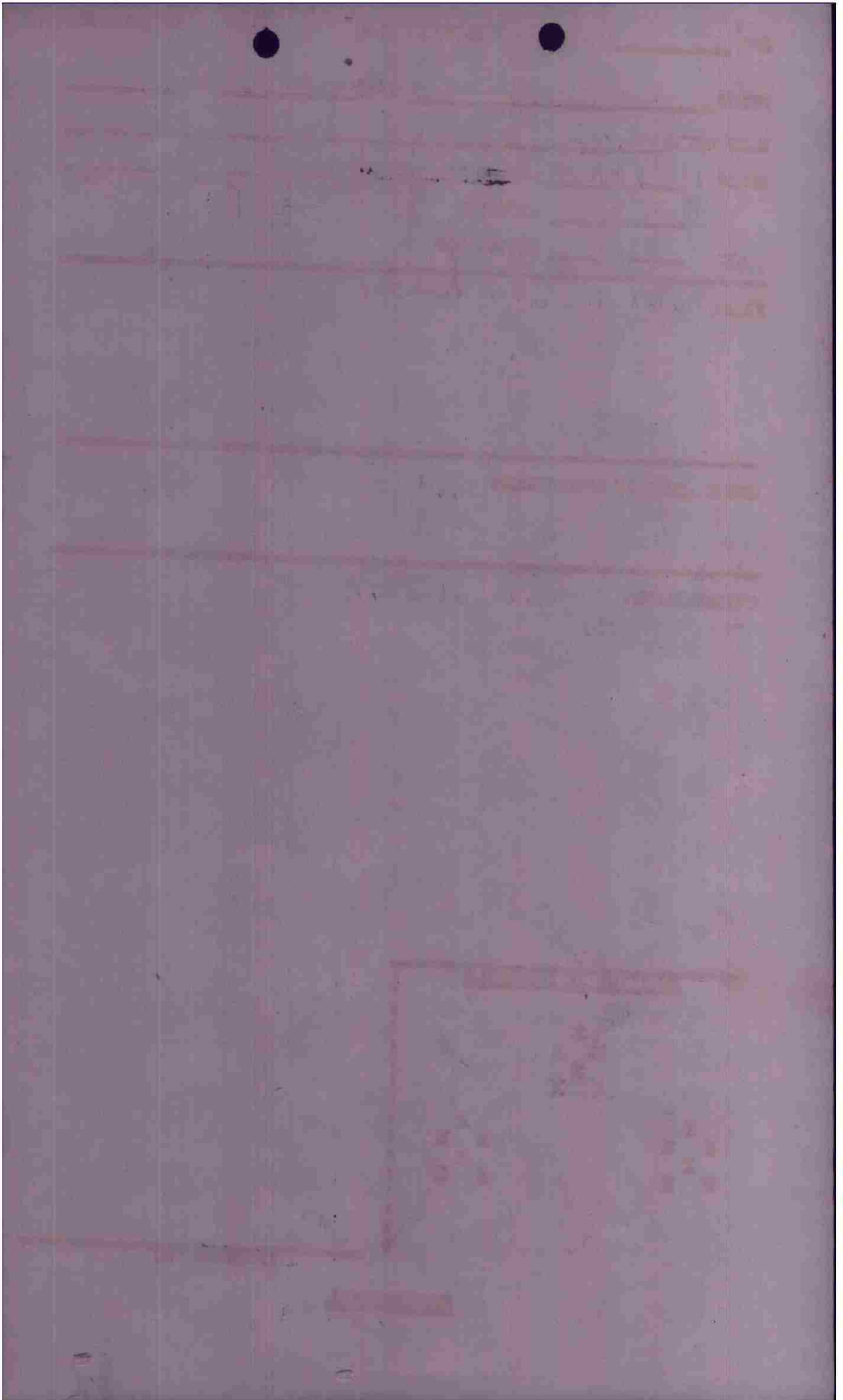
ENEMY AIRCRAFT ENCOUNTERS: nil

OBSERVATIONS: 3 vehicles about F.P.



L. S. Rogers
INTERROGATOR

CONFIDENTIAL



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CONFIDENTIAL

INTERR. FORM

PILOT Hackley A/C# 367 BOX I

CASUALTIES

BOMBS :		ON	RECOVERED	REPAIRS	REMARKS	REMARKS
X						
X		RETURNED				
X		JETTISONED				

FLAK:

Not Airborne

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

```

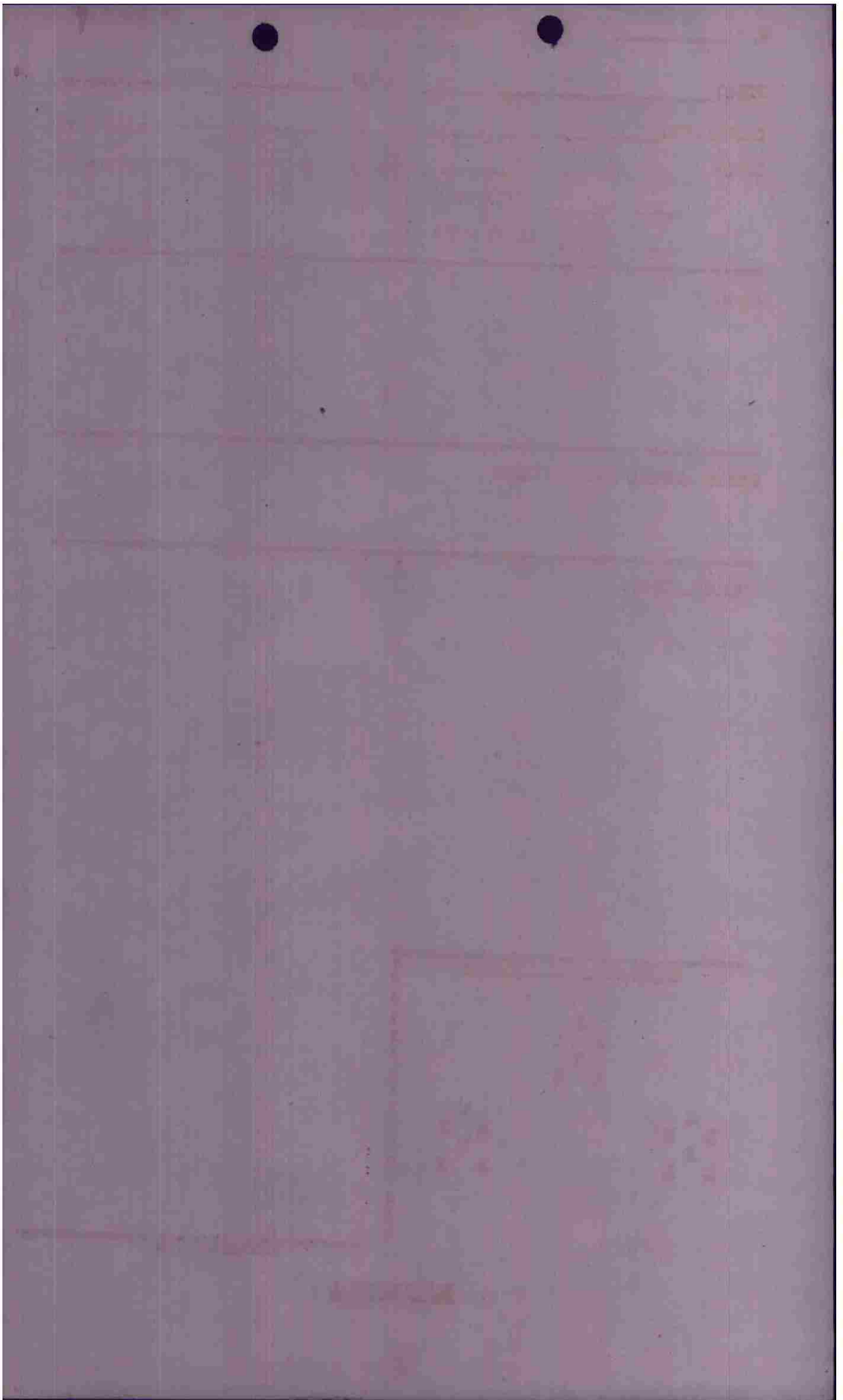
      X
     X X
      X
     X X

X   X   X
  X   X
X   X   X

      X
     X X
      X X
     X X
  
```

INTERROGATOR

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INTERR. FORM

PILOT Edstrom A/C# 250 BOX I (spare)

CASUALTIES

BOMBS :	ON	RETURNED	JETTISONED	BATTLE DAMAGE		
				"A"	"B"	"E"
<u>4 X 1000</u>	<u>P.T.</u>					
<u>X</u>						
<u>X</u>						

FLAK: X

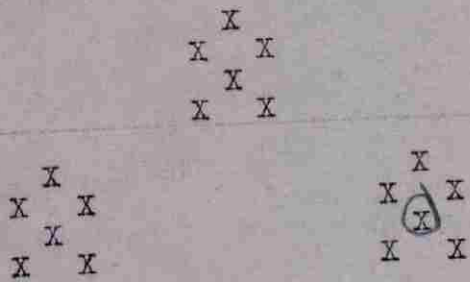
ENEMY AIRCRAFT ENCOUNTERS:

X

OBSERVATIONS:

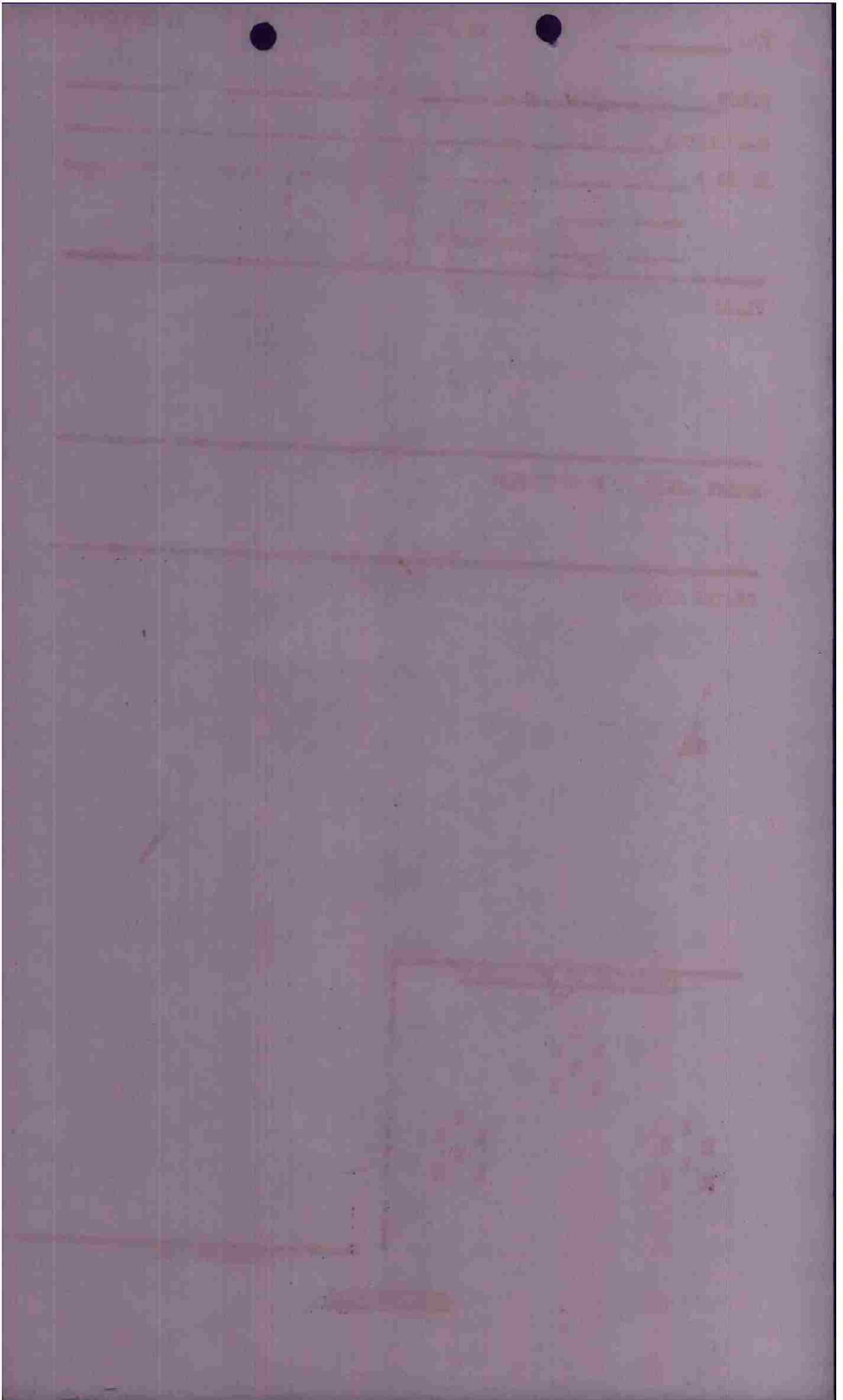
None 10/10 - Cloud cover - over target -

POSITION IN FORMATION



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INTER. FORM

PILOT

McNULTY

A/C#

469

BOX

2

CASUALTIES

BOMBS :

9 X 500 ON PPF
X RETURNED
X JETTISONED

BATTLE DAMAGE

1 hole

FLAK:

Worms to Lambshelm XH1
Bitche XHA

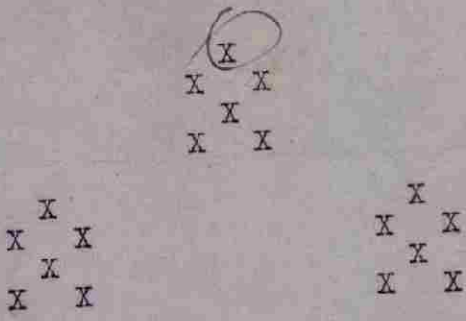
ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Course in was over Bad Kreuznach. I called PPF inquiring about equipment because course for past 10 minutes had been off. Heard call "Eg out" but apparently not my lead A/C because when I pulled my box out he got on course again & we rejoined him & bombed on PPF.

We left wandering B-26 between Worms and Ludwigshafen

POSITION IN FORMATION

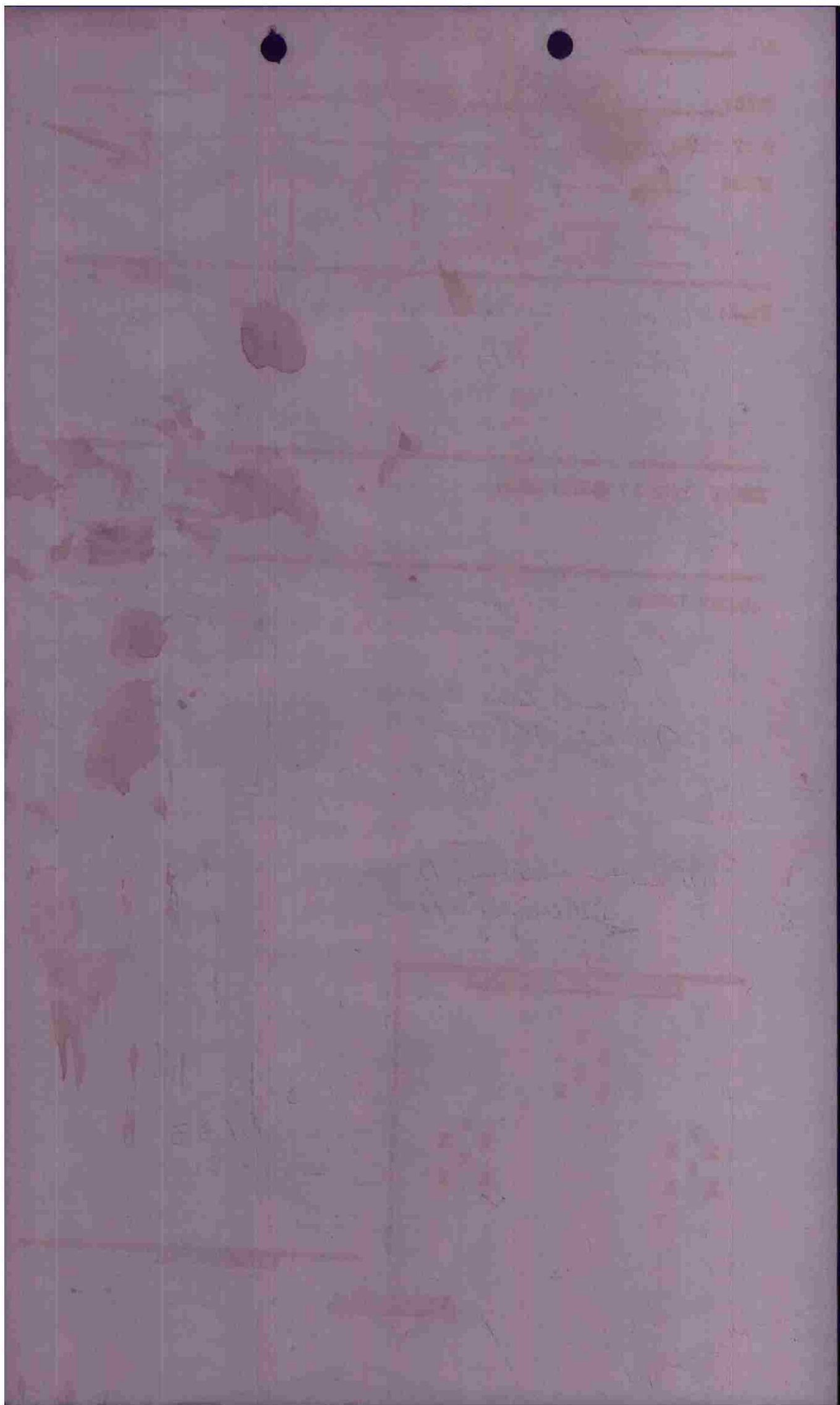


IAS 210
TOT 1433
alt 13800
of is 280° MH

INTERROGATOR

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Liver



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INTERROG. FORM

PILOT HENDERSON A/C# 234-P BOX 2

CASUALTIES nil

BOMBS :	<u>4</u>	<u>X 1000 ON PPF</u>	GRAINER DAMAGE	WAGON	WATER
	<u>X</u>	<u>RETURNED</u>			
	<u>X</u>	<u>JETTISONED</u>	<u>nil</u>		

FLAK: XXHI - at 1500 hrs.

(off course)

ENEMY AIRCRAFT ENCOUNTERS:

nil

OBSERVATIONS:

1 single B-17 with 4 P51's as escort. coming out of evening territory at our altitude

POSITION IN FORMATION

```

      X
     X X
      X X
     X X

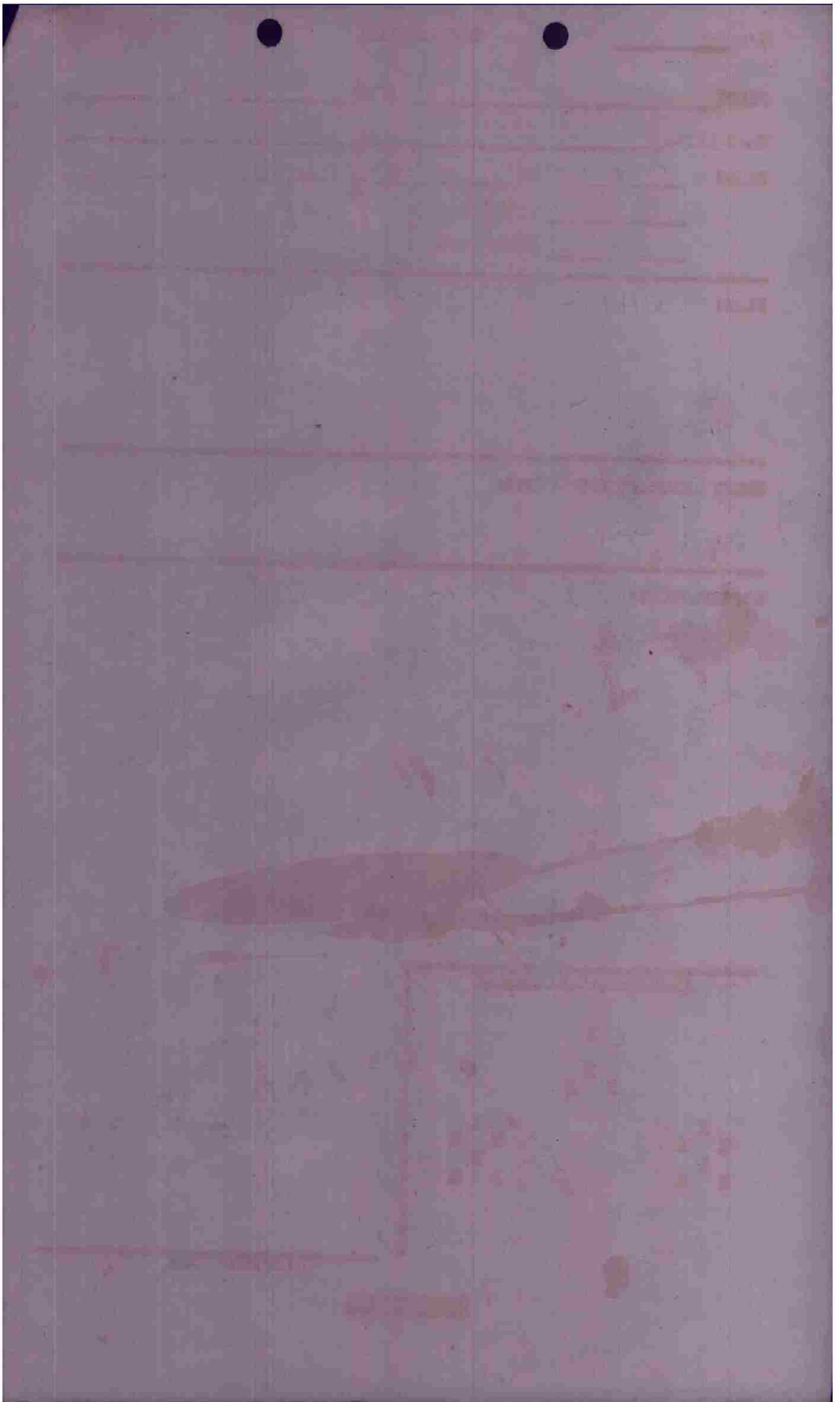
X   X   X
X   X   X
X   X   X

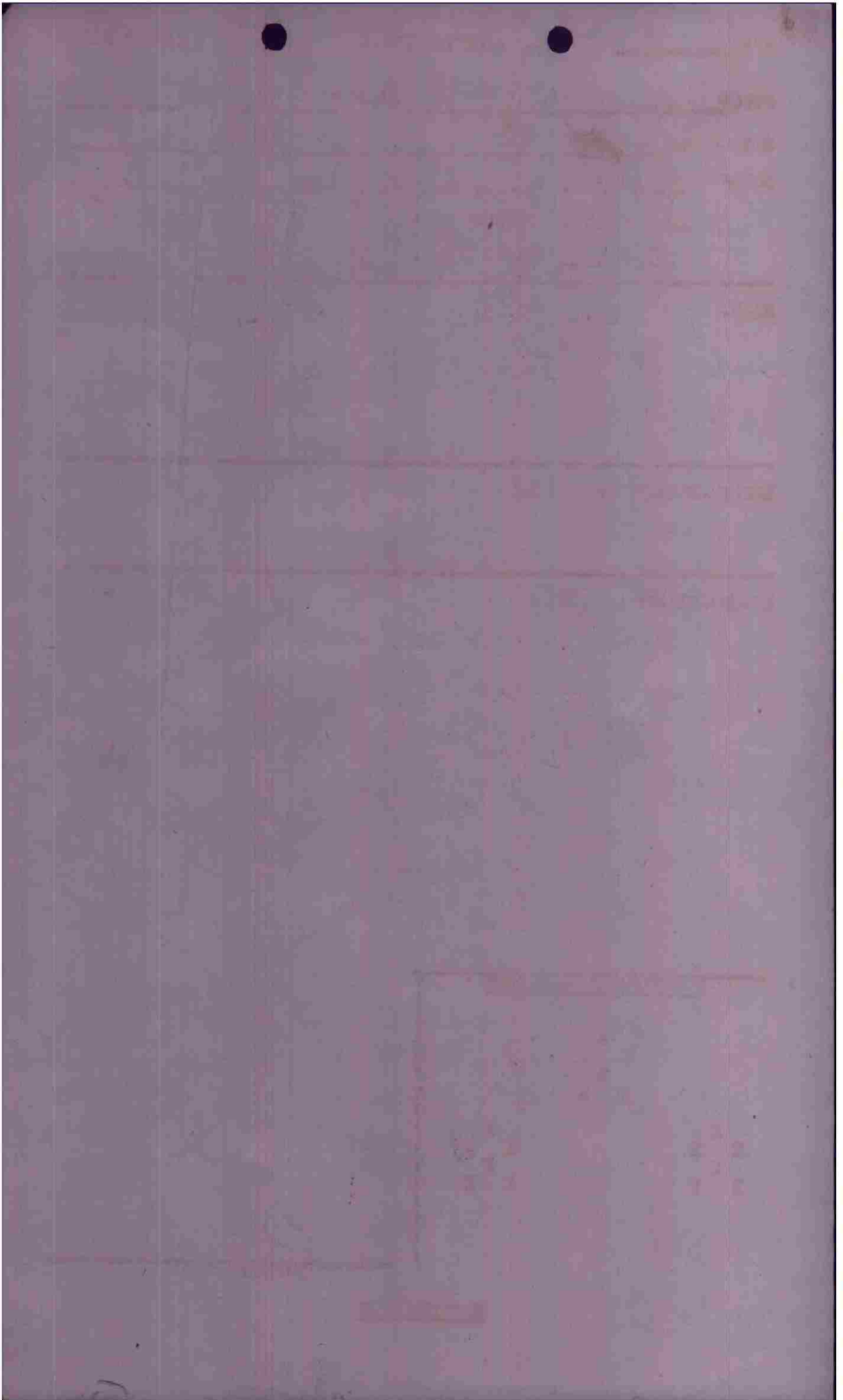
      X
     (X) X
      X X
     X X
  
```

Supposed to fly # 4

Luvia
INTERROGATOR

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F/O _____

CONFIDENTIAL

INTERROGATOR

PILOT

GREEN

A/C#

284-c

BOX

2

CASUALTIES

BOMBS :

4 X 1000 ON T/A

REPORT DAMAGE

X

RETURNED

X

JETTISONED

FLAK:

X

XHI

1500 - 5000 bursts } scattered
around, many back.
1445 - 10 bursts

ENEMY AIRCRAFT ENCOUNTERS:

P 3 present.

OBSERVATIONS:

open space with smoke SW of T/A
after dropped bombs.

scattered over T/A

10/10 on T/A

POSITION IN FORMATION

```

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

Box 2

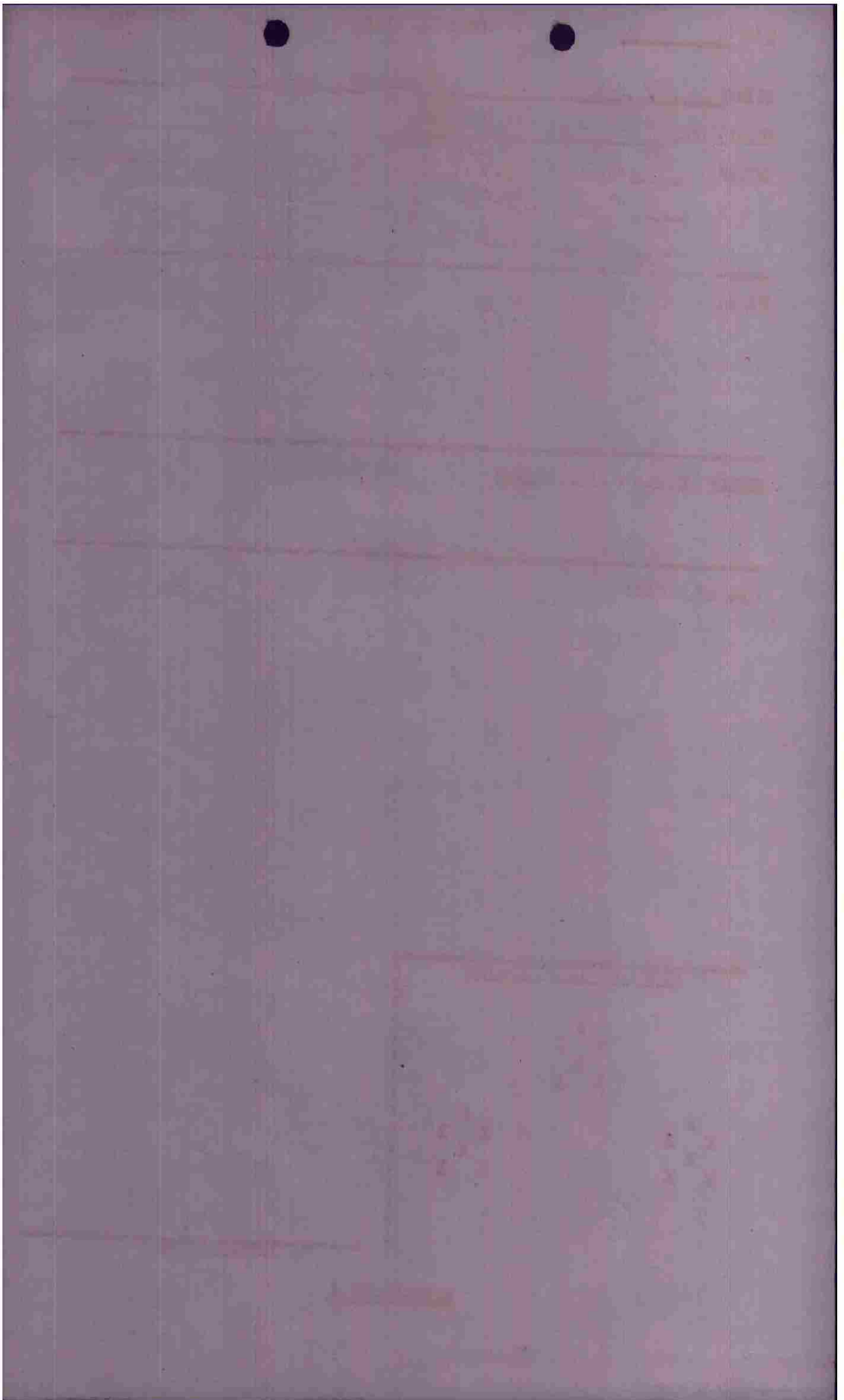
```

      X
     X X
      X
     X X
  
```

⊕ T

INTERROGATOR

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INTER. FORM

PILOT WARREN A/C# 235-M-1 BOX 2

CASUALTIES _____

BOMBS :	<u>4</u> X <u>1000</u> ON <u>P.T.</u>	BATTLE DAMAGE		
	4 X 1	RETURNED		
	X	JETTISONED		

FLAK: 530 - XH1

ENEMY AIRCRAFT ENCOUNTERS: P-38 sauroon P-51's

OBSERVATIONS: 12/10 Good

POSITION IN FORMATION

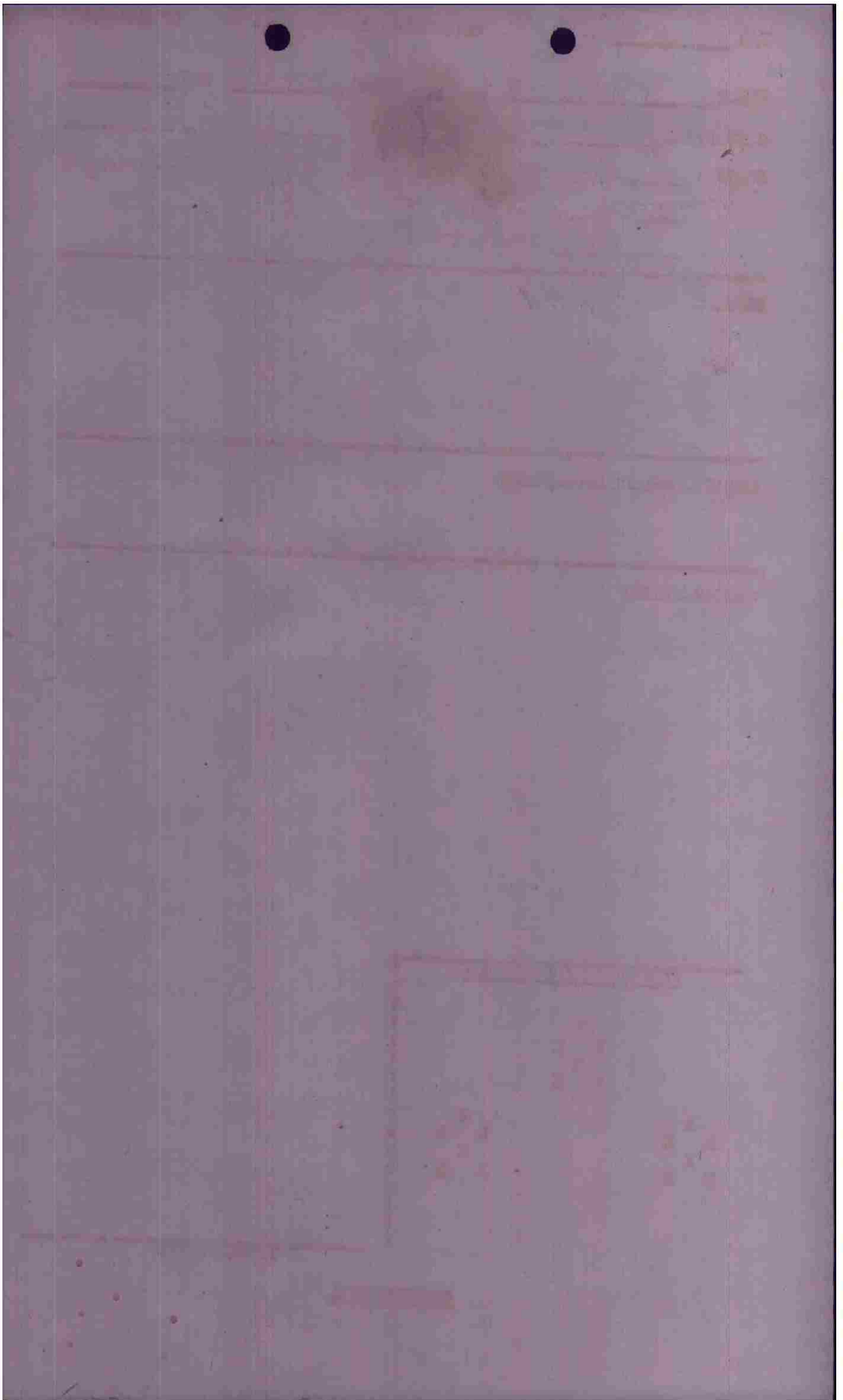
```

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

T T ⊕

Hoppe
INTERROGATOR

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T/O _____

CONFIDENTIAL
SPARE

INTERROGATOR

PILOT MOONEY

W/O# 237-D-1 BOX 2

CASUALTIES

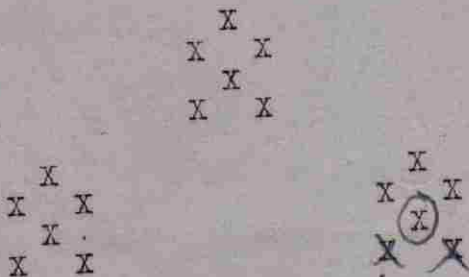
BOMBS :	<u>4</u>	<u>X/1000</u>	ON <u>P.T.</u>	BATTLE DAMAGE	"A"	"B"
	X		RETURNED	:	:	:
	X		RETIRED	:	:	:

FLAK: Sporadic + Spasmodic Heavy, Moderate Accuracy

ENEMY AIRCRAFT ENCOUNTERS:

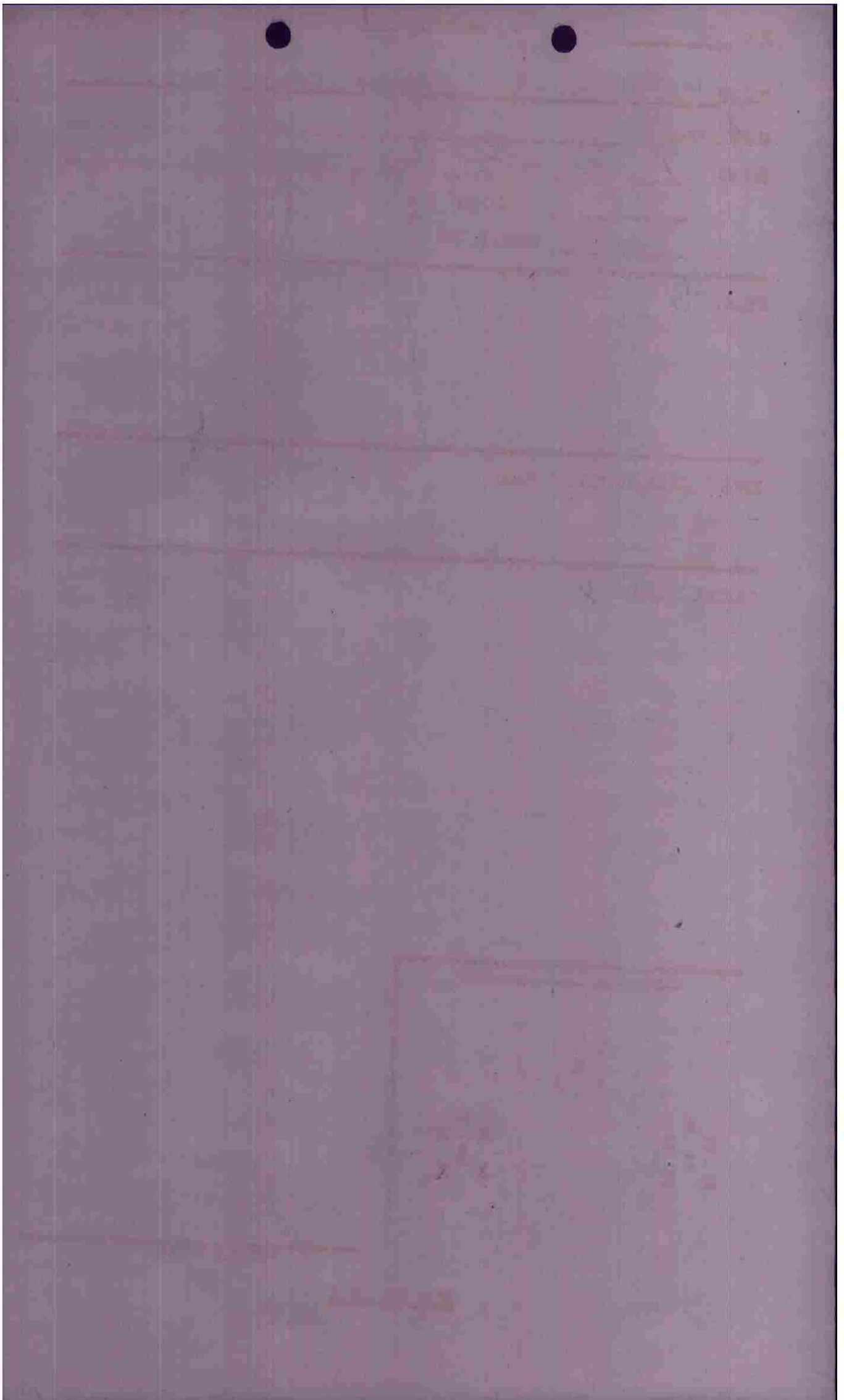
OBSERVATIONS:

POSITION IN FORMATION



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PILOT BROWN, C.J. A/C# 106-E BOX 2

CASUALTIES

BOMBS :	<u>4</u> X <u>500</u>	ON	<u>P.T.</u>	BATTLE DAMAGE			
	X	RETURNED					"E"
	X	JETTISONED					

FLAK: ~~XXHA~~ - At Worms, - and No. of Kaiserslautern - and over bomb line in vic of Bitche

ENEMY AIRCRAFT ENCOUNTERS:

X-

OBSERVATIONS: None 10/10 -

POSITION IN FORMATION

```

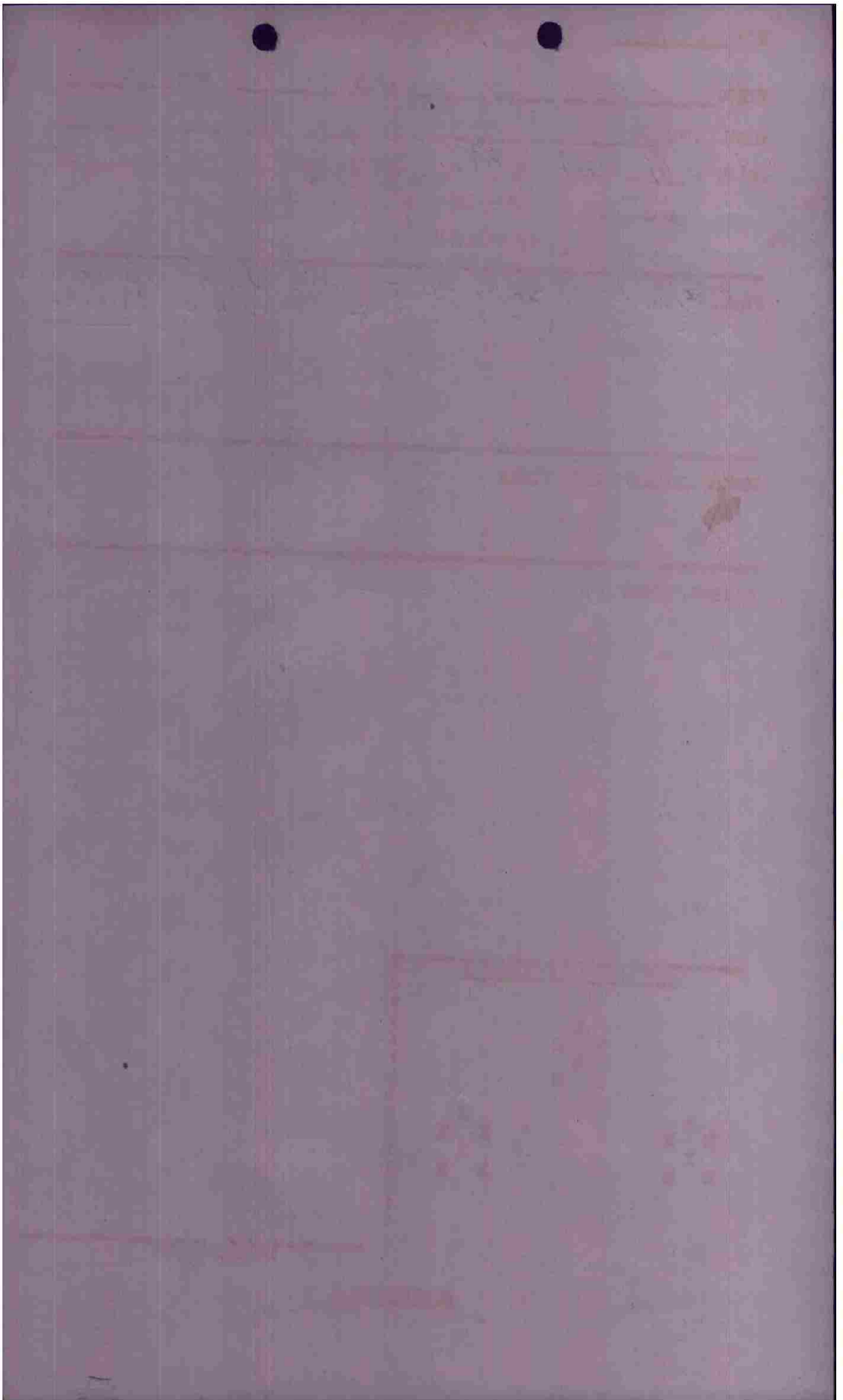
      X
     X X
      X
     X X
  X   X
 X   X
 X   X
  
```

```

      X
     X X
      X
     X X
  
```

T.W.S.
INTERROGATOR

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INTERROGATOR

PILOT VAN ROPE A/C# 241-F BOX 2

CASUALTIES

BOMBS :	<u>4</u>	<u>X</u>	<u>1000</u>	ON	<u>PRT</u>	WAS	REMOVED	BY	<u>1-30</u>	BY	<u>"B"</u>
		<u>X</u>			RETURNED	:	:	:	:	:	:
		<u>X</u>			JETTISONED	:	:	:	:	:	:

FLAK: X H-I - Saarburg -

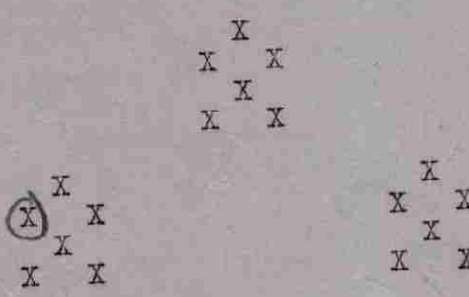
ENEMY AIRCRAFT ENCOUNTERS:

X -

OBSERVATIONS:

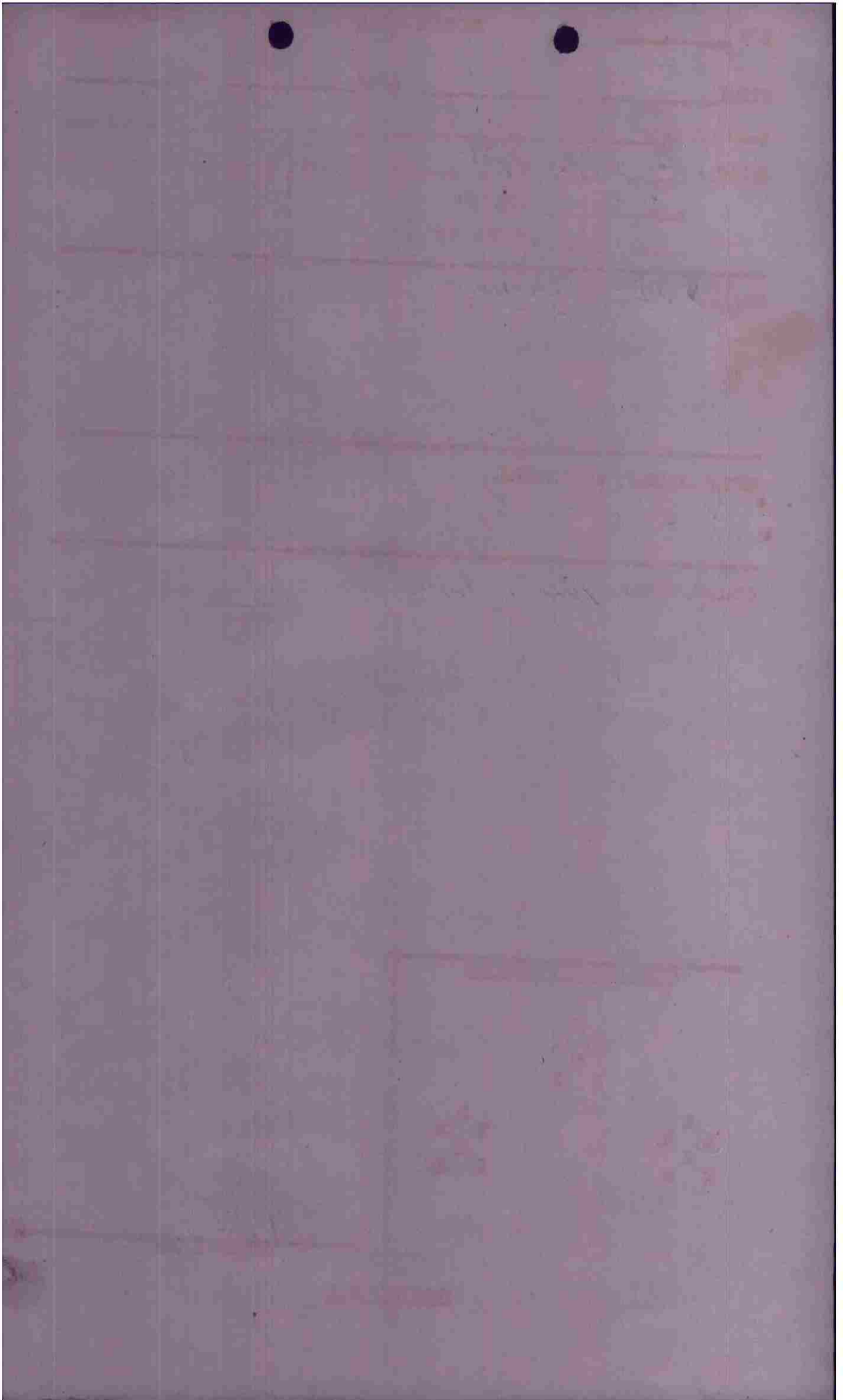
10/10 Cloud over tgts

POSITION IN FORMATION



T.M.S
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INTERROGATOR

PILOT WRIGHT A/C# 264-I BOX 2

CASUALTIES None

BOMBS : 4 X 1000 ON None

X RETURNED

X JETTISONED

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

1 E A/c (19163) in distance
perused by P38's

OBSERVATIONS:

1445 Flak lights inaccurate

Route out

1500 more flak weak inaccurate

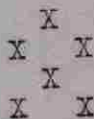
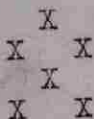
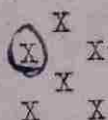
dropped on Pff ship -

(two runs)?

weather patchy - large tracks out
tgt obscured

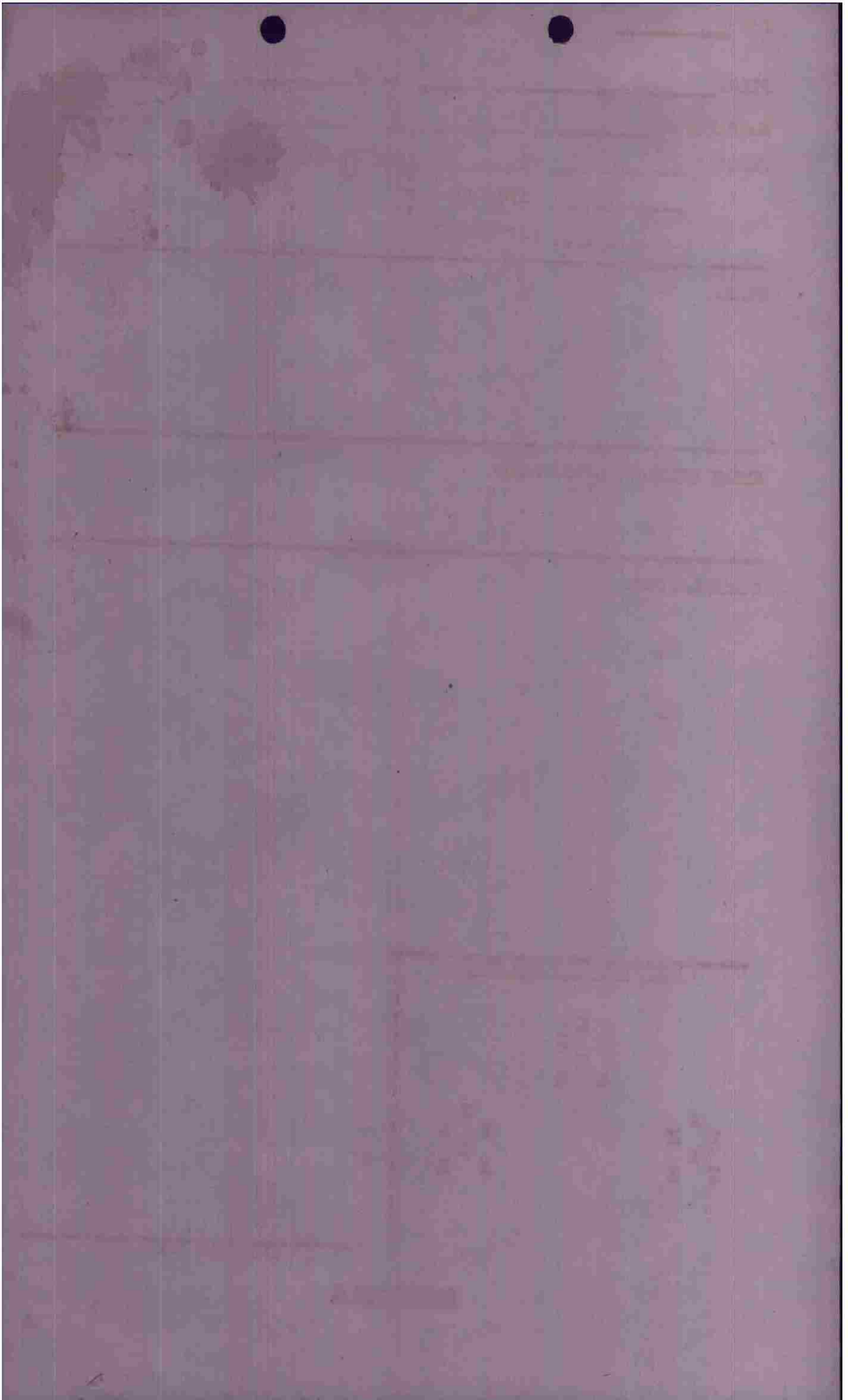
13500 Indicated

POSITION IN FORMATION



Wright
INTERROGATOR

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F/O

CONFIDENTIAL

INTERFORM

PILOT HALL A/C# 315-L BOX 2

CASUALTIES

BOMBS :	<u>4</u>	X	<u>1000</u> LB	RETURNS	DAMAGE	"B-C"	"E"
		X	RETURNED				
		X	JETTISONED		<u>nil</u>		

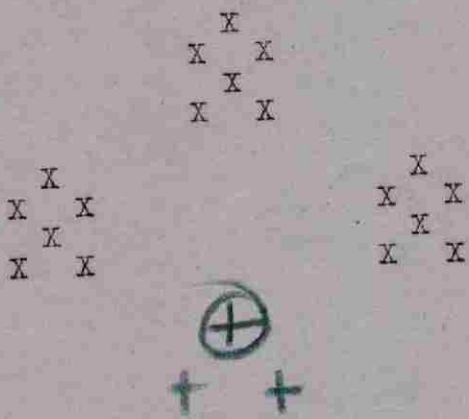
FLAK: 1450 - late & Heavy, Incac.
1505 - all Heavy
clear at this time, on way home

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

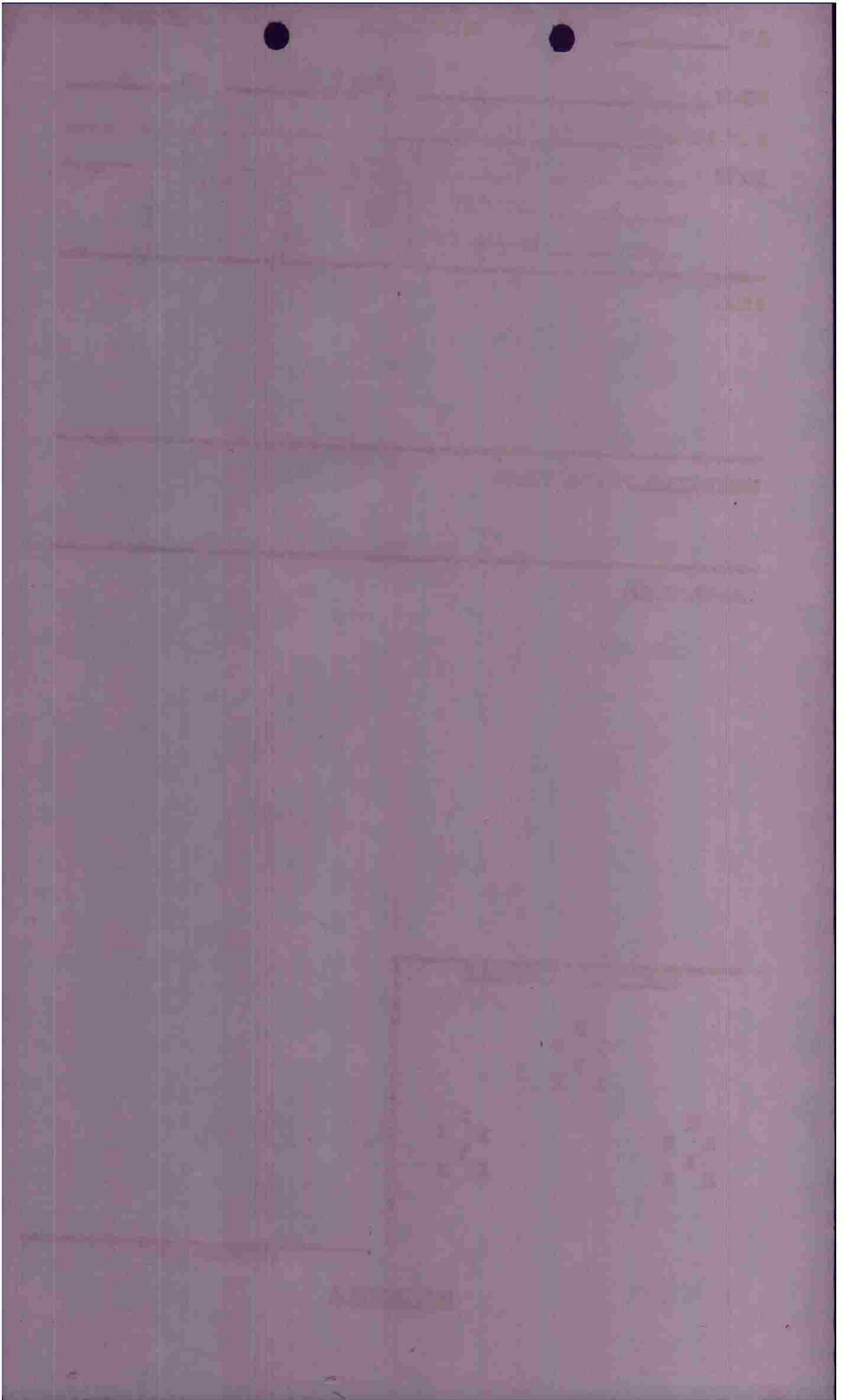
Bombed on PPF, one run.
 Confused at before bombing.
 town to left of course had been
 bombed.

POSITION IN FORMATION



2
INTERROGATOR

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INTERR. FORM

PILOT MERRITT W/O# 224-E-1 BOX 2

CASUALTIES

BOMBS :	RETURNED	JETTISONED	RASTER DAMAGE	"A-C"	"E"
<u>4</u> X <u>DOWN</u>	X	X	<u>Nil</u>		

FLAK:

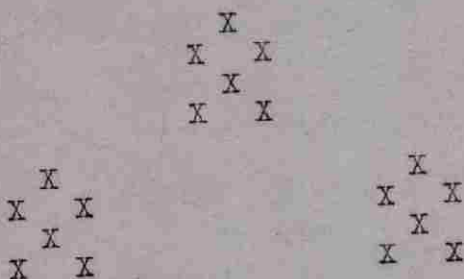
1st time XHΔ followed in turn
 2d time XH1 — like single gun
 not much cloud all low.

ENEMY AIRCRAFT ENCOUNTERS:

on PPF

OBSERVATIONS:

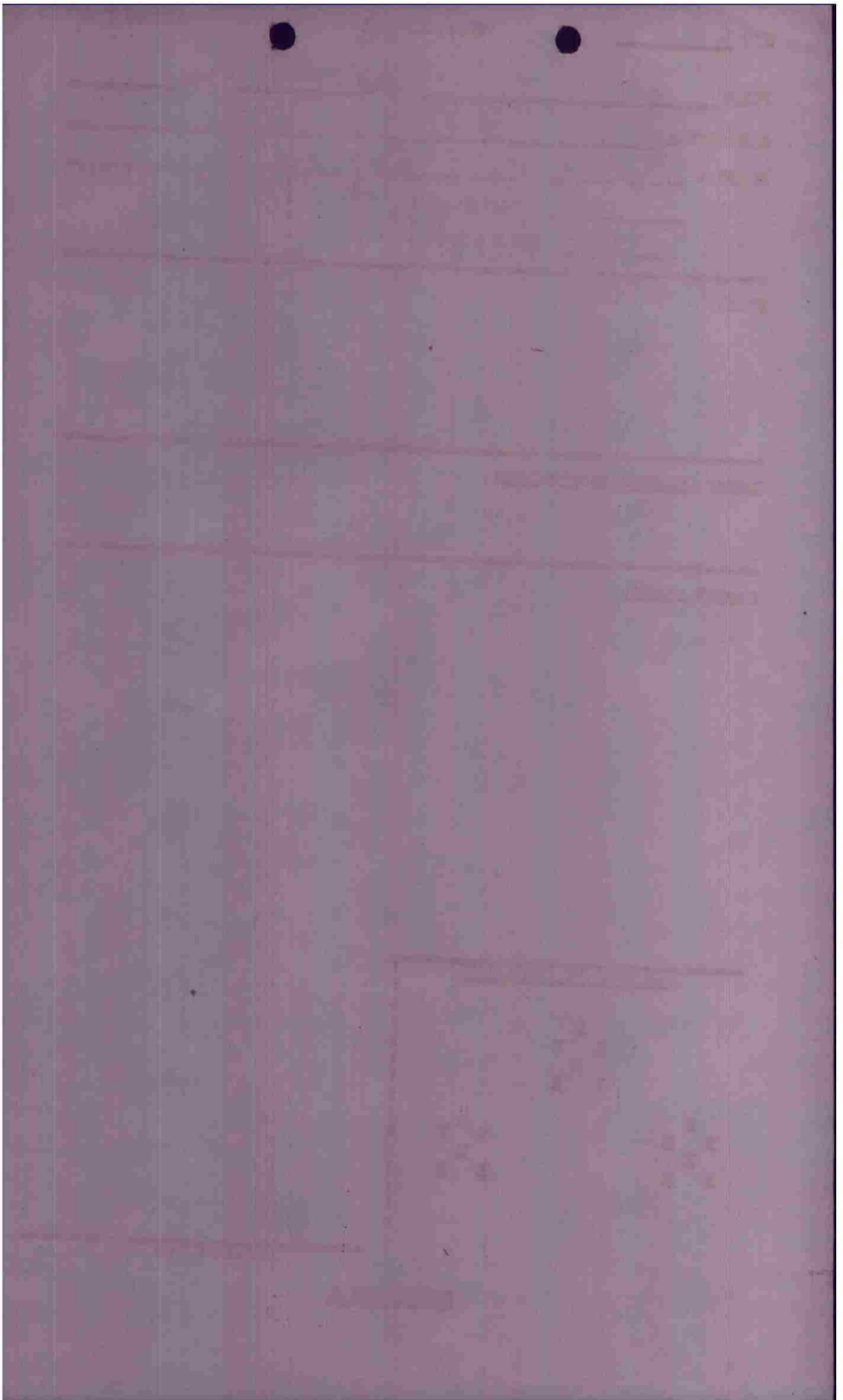
POSITION IN FORMATION



5

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INTERREG. FORM

PILOT VAN METER A/C# 252-D BOX 2

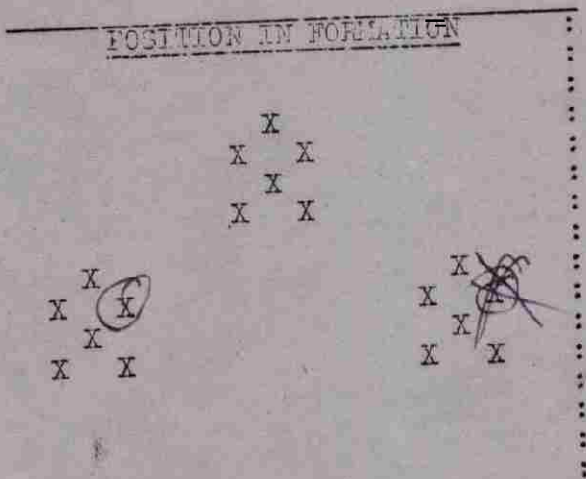
CASUALTIES nil

BOMBS :	<u>4</u>	X <u>1000</u>	ON	<u>PPF</u>	SHATTERED DAMAGE	WIND	WEATHER
		X	RETURNED		<u>nil</u>		
		X	JETTISONED				

FLAK: XH1 - ① - 5 or 6 minutes after bombs away
② 5 minutes later

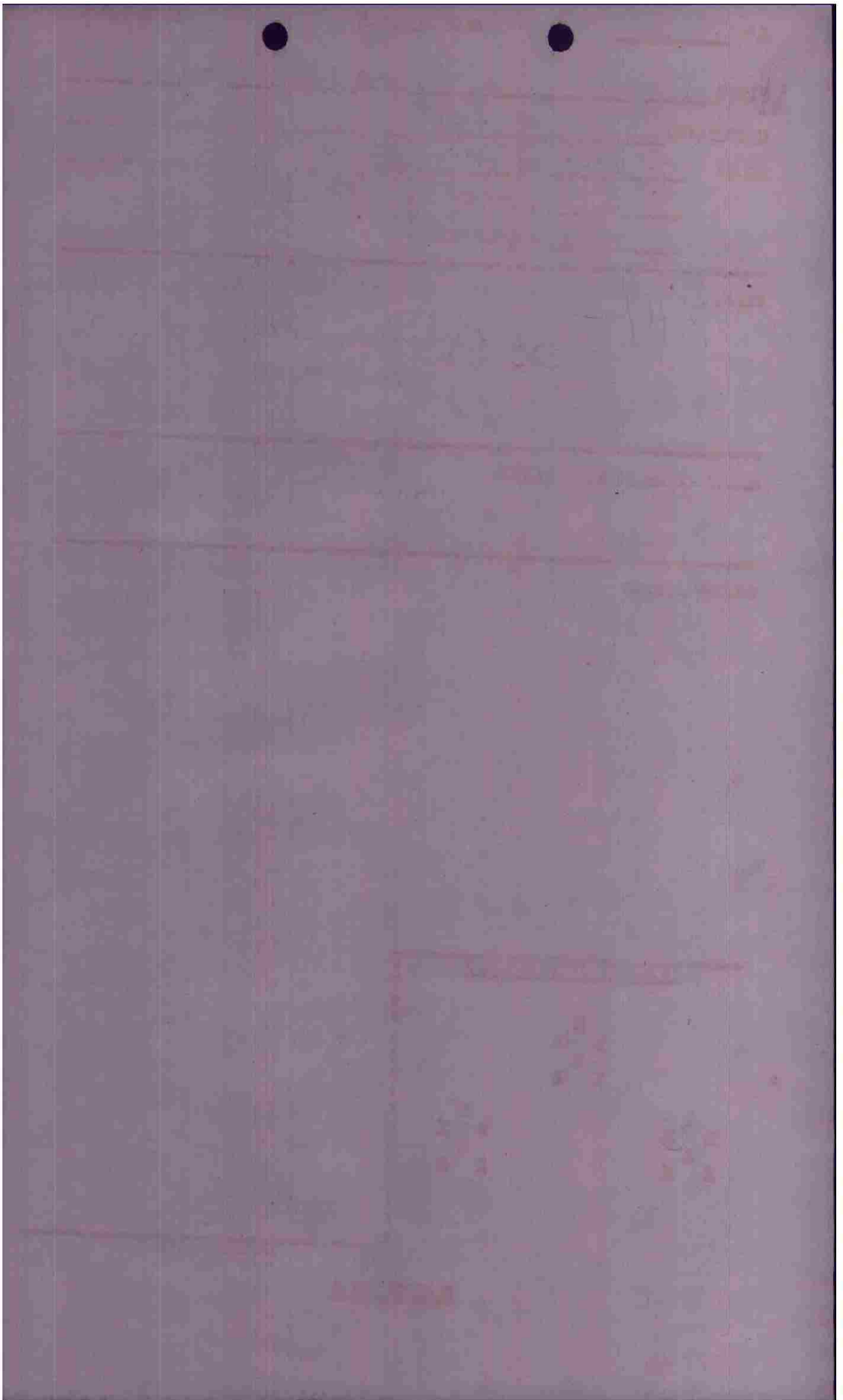
ENEMY AIRCRAFT ENCOUNTERS: nil

OBSERVATIONS: nil



Rusia
INTERREG. FORM

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INTERROGATOR

PILOT ALLEN A/C# 244-I-1 BOX 2

CASUALTIES

BOMBS :	ON Primary	RETURNED	JETTISONED	FRAGILE DAMAGE	WAS	REASON	VIEW
<u>4</u> X/000	<u>ON Primary</u>						
X		RETURNED					
X		JETTISONED					

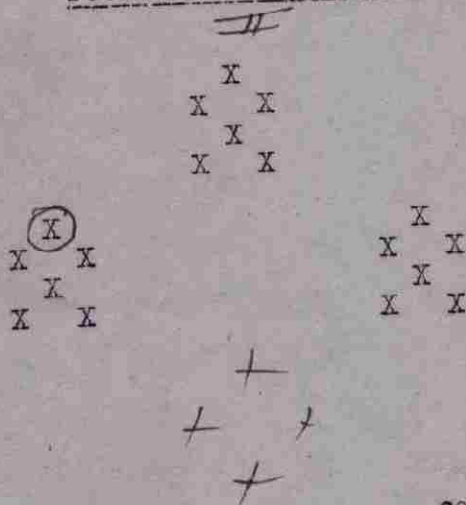
FLAK: mod inacc - 50 bursts in first burst
15 bursts in second

ENEMY AIRCRAFT ENCOUNTERS:

nil

OBSERVATIONS:

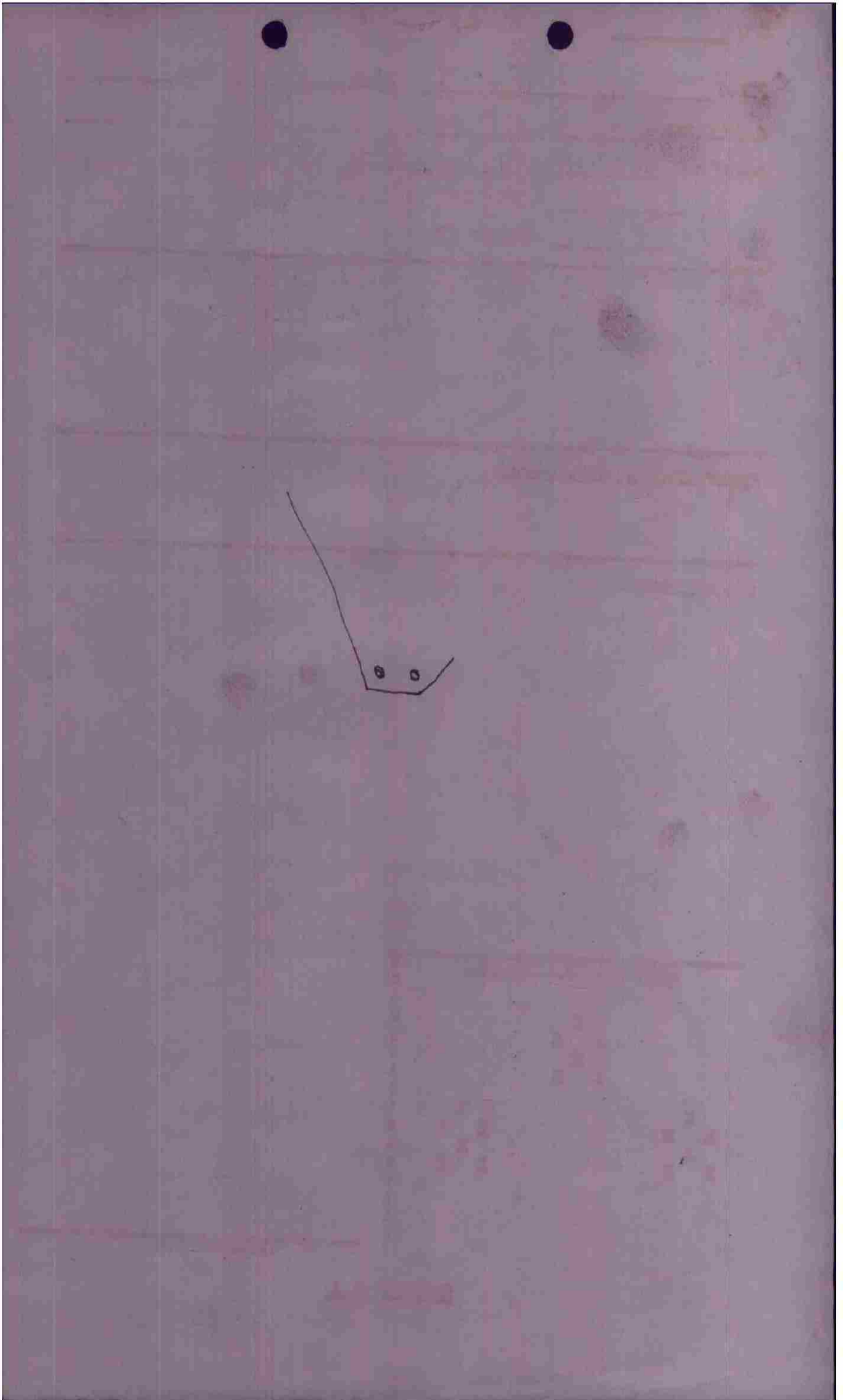
POSITION IN FORMATION

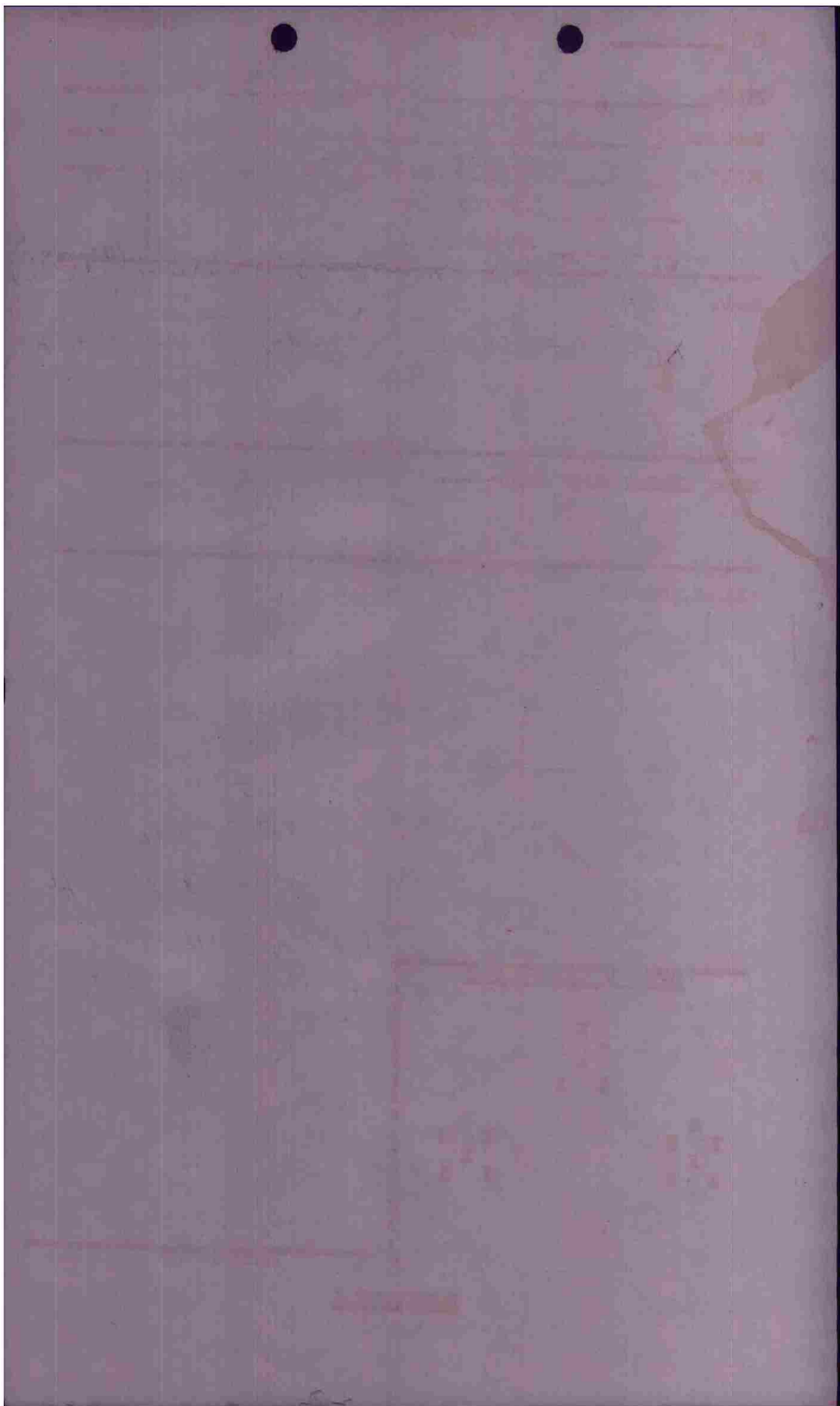


L.S.P.

INTERROGATOR

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F/O _____

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INTERROGATOR

PILOT MARTIN A/C# 333-G BOX 2

CASUALTIES

BOMBS :	X	ON	REPAIRS	REPAIRS	REPAIRS	REPAIRS
	X	RETURNED	:	:	:	:
	X	JETTISONED	:	:	:	:

FLAK:

Not Airborne

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

```

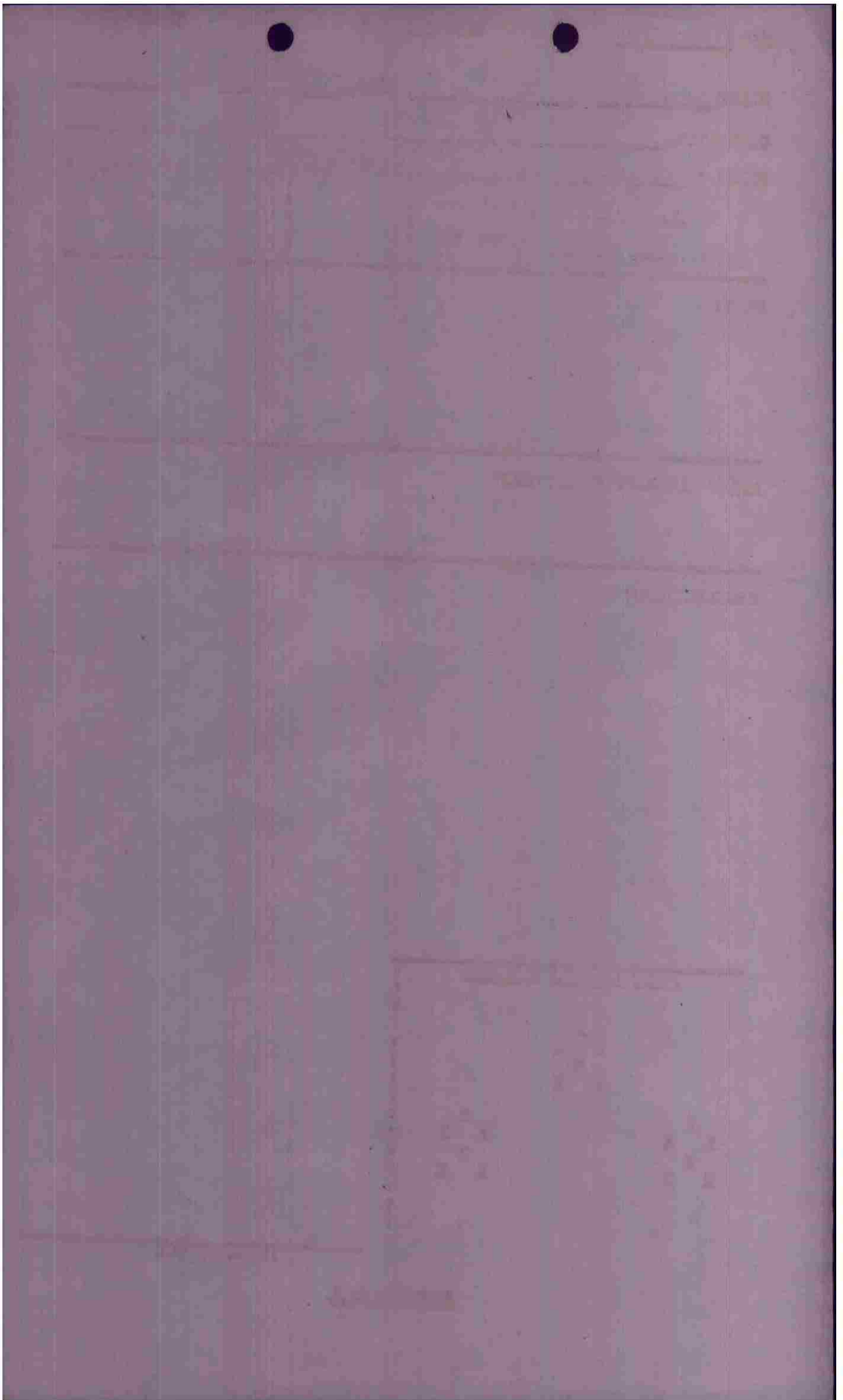
      X
     X X
      X
     X X
X   X X
X   X X
X   X X

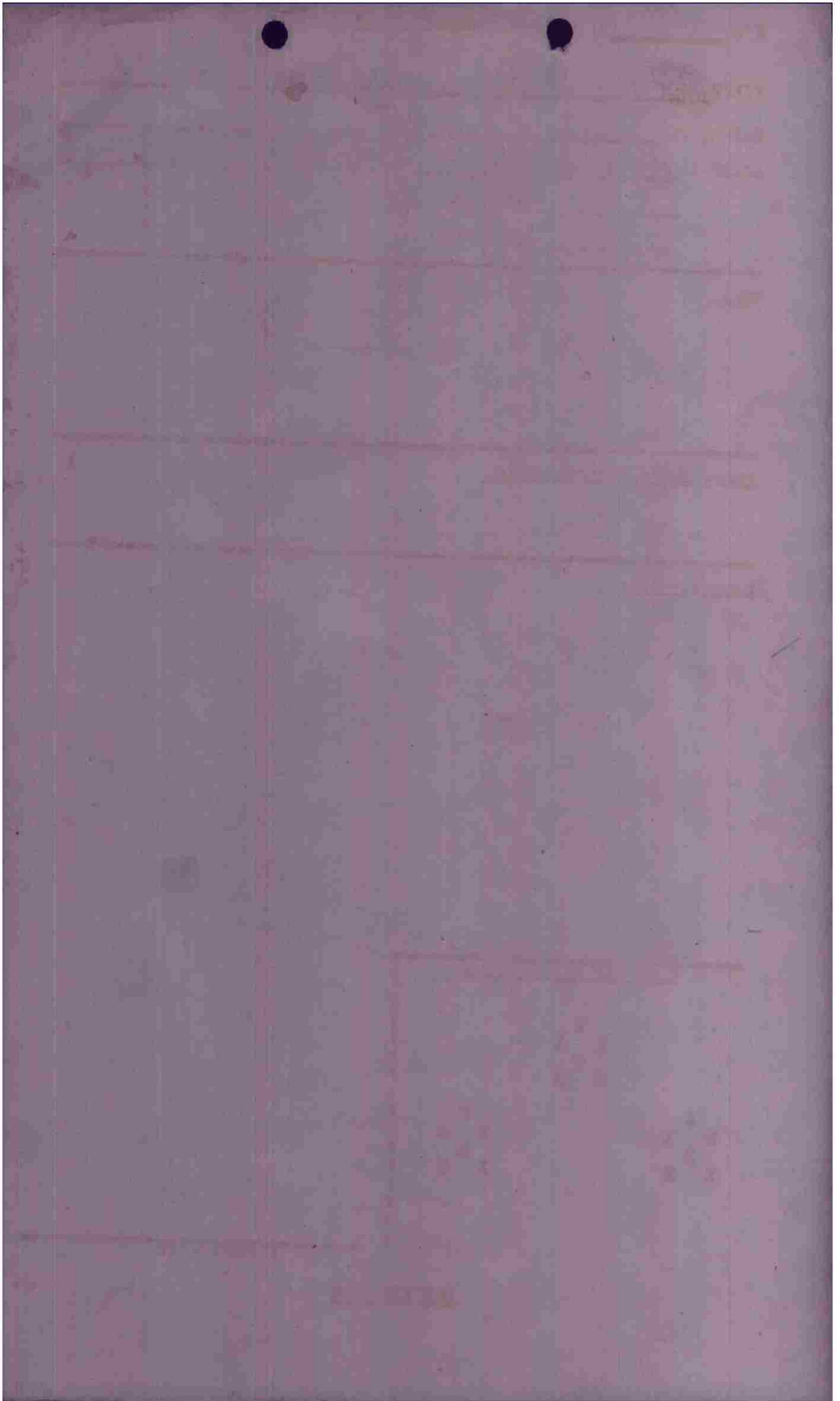
```

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MISSION #182

