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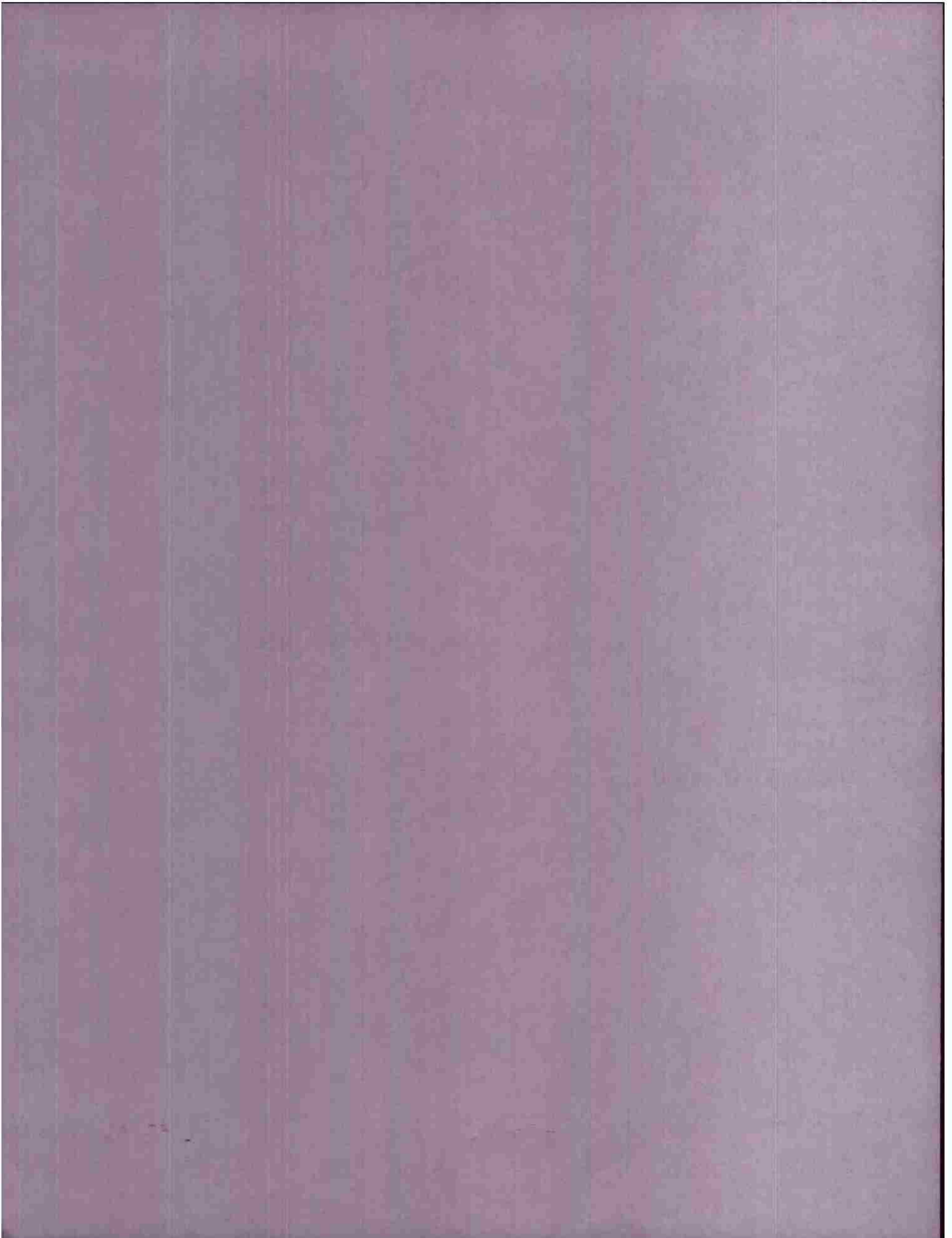
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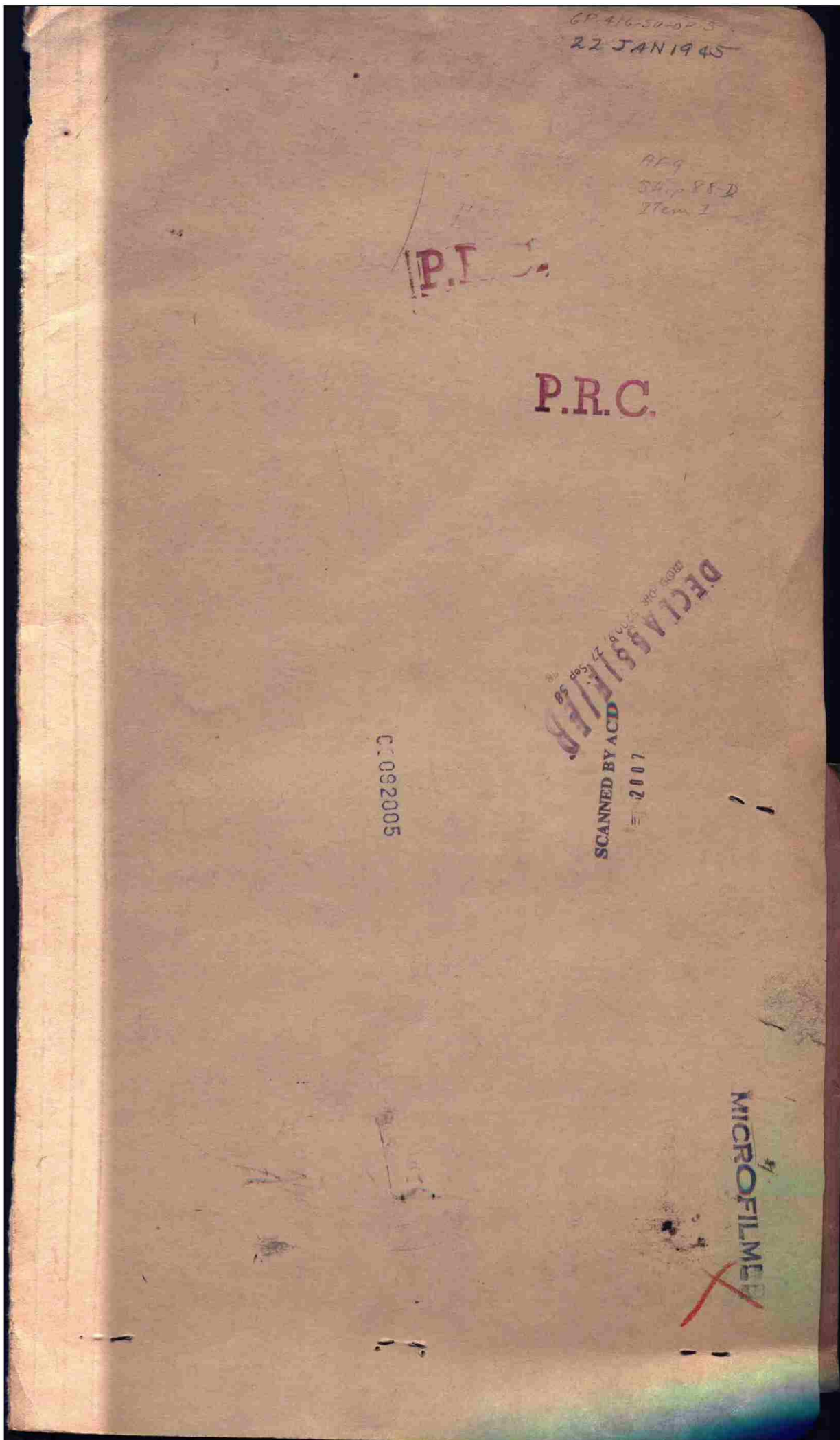
NUMPAGE 78**Title Extensions:****Abstract****Descriptive** TITLE SUPPLIED.**Notes:****Title** MISSION REPORTS: TARGET RAILROAD BRIDGE SIMMERN, GERMANY**Added****Entries****Author:****Subject:****Major Command:****Administrative Markings**

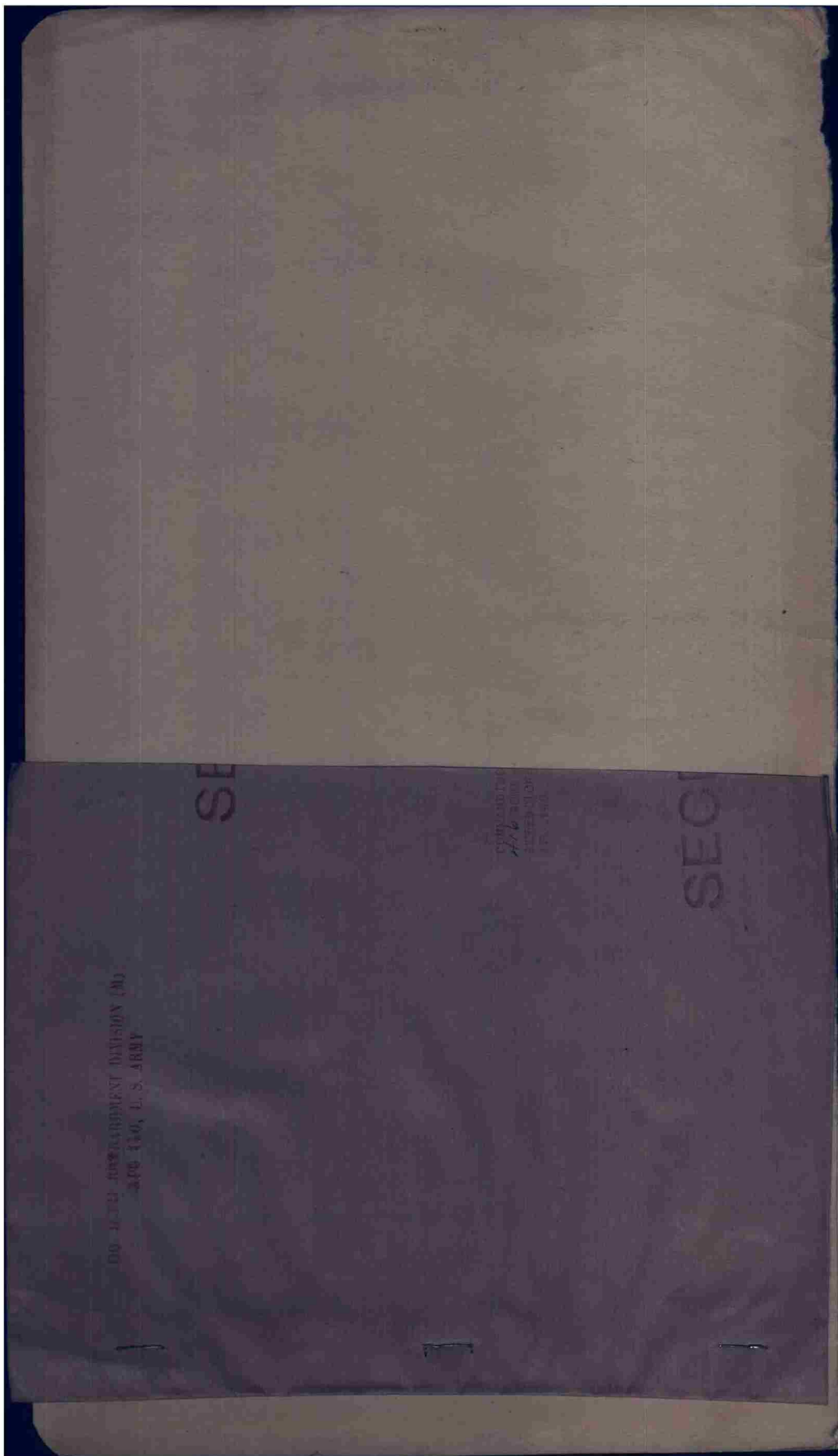
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Scanner ID:	Scanned Date:	
Acc ID	Acc Date:	







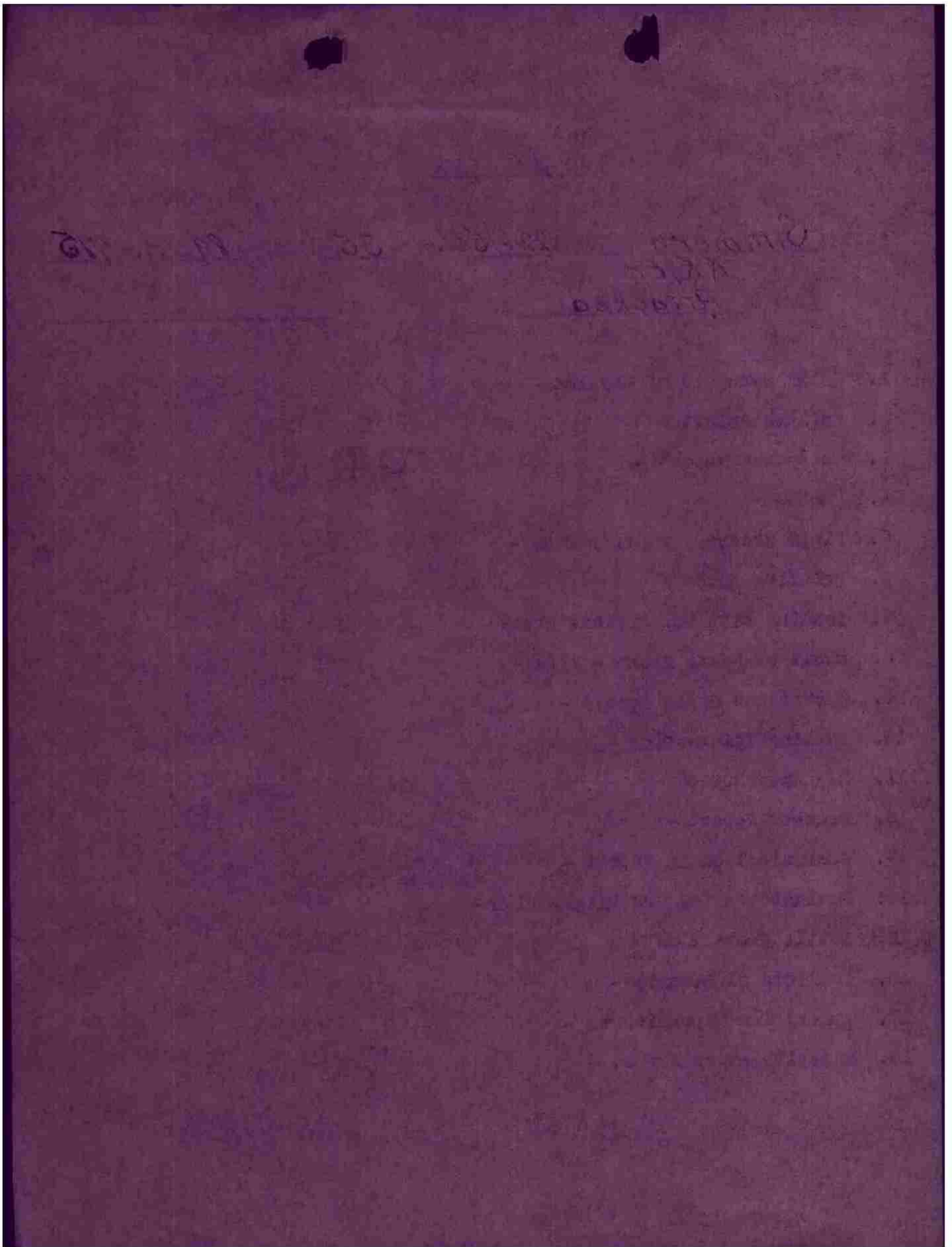
GENERAL INDEX

TARGET Simmern DATE 22-4-5 No. a/c. 35 MISS. # 189 F.O. # 715
RR/Br
 STATUS Attacked BRIEFING OFFICER _____

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P.R.C.

00092005



SECRET

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

MISSION SUMMARY #13

22 January 1945

Section I

Field Orders 715 & 716

GROUP TARGETMISSION RESULTS394 BG Dasburg (P-848624)
Road BridgeBox I, Flight A - Undet.
Flight B - No Attack
Flight C - Undet. (PFF)387 BG Dasburg (P-848624)
Road BridgeBox II, Flight A - A.P.N.B.
Flight B - A.P.N.B.
Flight C - No Attack.Box I Excellent (PFF)
Box II, Flight A - Superior (PFF)
Flight B - Excellent
Flight C - No Attack.344 BG Sinzig (F-658172)
Rail Bridge

No Attack.

386 BG Sinzig (F-658172)
Rail BridgeBox I Good
Box II Excellent322 BG Blankenheim (F-230048)
RailheadBox I, Flight A - Excellent
Flight B - P.N.B.
Flight C - No AttackBox II, Flight A - Excellent
Flight B - Unsat.
Flight C - P.N.B.410 BG Gerolstein (L-235810)
M/YBox I, Flight A - Unsat.
Flight B - P.N.B.
Flight C - P.N.B.

Box II P.N.B.

391 BG Gerolstein (L-233808)
Supply Center

Box I A.B. (PFF)

Box II A.B. (PFF)

997 BG Bulley (L-569613)
Rail Bridge

Box I Fair (PFF)

Box II Fair (PFF)

323 BG Bulley (L-569613)
Rail Bridge

Box I P.N.B. (PFF)

Box II P.N.B. (PFF)

- A -
SECRET

SECRET

- B -

One Group abandoned operations as fighters did not meet them at rendezvous point. Two formations dispatched to strafe vehicle concentrations near Daburg did not attack. One was recalled by 9th Bombardment Division due to weather and failure of escort to rendezvous, and the other did not attack as fighter escort was unable to locate suitable targets.

409 BG	Stirling Mission, Daburg Area (P-848624)	No attack.
416 BG	Stirling Mission, Daburg Area (P-848624)	No attack.
409 BG	Stirling (L-839530) Rail Bridge	Under. (FF)
416	Stirling (L-839530) Rail Bridge	Under. (FF)

SECRET

S E C R E T

GROUP NARRATIVE

Aircraft of ten groups attacked three railroad bridges, a road bridge, marshalling yard, railhead, and a supply center recording SUPERIOR to UNDETERMINED results.

Dasburg (Road Bridge)

394 BG: 38 a/c dispatched (including 1 PFF), 22 dropping 81 x 1000 GP, 4 x 500 GP on primary. 3 window a/c.

13 a/c failed to bomb; 6 weather; 7 other - Bombardier did not release when he determined box leader's bombs would miss the target.

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

Bombing by flights on PFF and group lead from 12,000 - 13,000 Feet.

Box I - (Visual). Flight A. UNDETERMINED. No photo cover due to camera malfunction, but visual observation of crew members report good results. (Bombed on second run.)

Flight B. No attack. Cloud obscured A.P. on second run.

Flight C. UNDETERMINED. No photo cover due to camera failure.

Box II - (Visual). Flight A and B. A.P. N.E. Bombardier of Flt. A could not pick up target area due to clouds. Bombardier synchronized on known check point in target area. Released without sighting on actual target, but forgot trigger. Late salvo put impact over from chosen A.P. Flight B bombed on A. Split pattern of bombs approximately 2500' N.E. of D.M.P.I. Strikes on edge of town of Dasburg and on several small roads with probable damage. Both flights bombed on second run.

Flight C. No release - Bombardier determined that box leader's bombs were not released accurately, so he held his bombs.

387 BG: 38 a/c dispatched (including 1 PFF). 28 dropping 108 x 1000 GP, 4 x 500 GP on primary. 3 window a/c.

7 a/c failed to bomb: 1 personnel failure, 6 weather.

5 a/c battle damaged. No losses, no casualties.

Bombing by boxes and flights on PFF and group lead from 12500-13000 feet.

Box I - EXCELLENT. 90 percent of bursts inside 1000' radius of D.M.P.I. Split pattern on both sides of bridge centered approximately 300' North of D.M.P.I. scoring near misses to North of bridge and probably cutting road on hillside to West in area of closely parked vehicles. Other bursts in fields and woods in target vicinity.

Box II - Flight A. SUPERIOR. 100 percent of bursts located within 1000' radius of D.M.P.I. Excellent pattern, MPI of which is located approximately 230' NW of DMPI, probably severing western bridge approach and scoring near misses to bridge. Remainder under smoke of first box's bombs.

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S E C R E T

S N C R 3 I

- 1 -

A/c mentioned above as last crashed near Personne (H-418462) after crew had bailed out. Reason for crash unknown.

1 a/c lost, 1 a/c battle-damaged, 1 crewman killed, 1 injured, 1 missing.

Reason for failure to bomb unknown.
by flat, 1 a/c crashed with bomb load while returning to base.
(5 a/c flight leader did not drop, 1 aircraft instrument damaged)
10 a/c failed to bomb; 3 mechanical failures; 7 other reasons

322 PG: 37 a/c dispatched, 27 dropping, 210 x 500 GP on railway.

Blindheim (Railhead)

Box II - H.C. 11.1.1. about 50 percent of bombs are within 1000 yards of D.M.T. Pattern centers about 300' SE of R.P.I. Bombs of lead a/c scored possible hits or very near misses, with rest of pattern extending over bridge. D.M.T. is well covered by bomb bursts probably damaging bridge. Bombs of 1000 lb. can be seen about 500' SE of target. Landing in snow-covered field and north-south road.

Box I - 600D. At 40 percent of bombs are within 1000 yards of D.M.T. Bombs fell in scattered pattern with center of main concentration 700' SE of D.M.T. with possible hits or near misses to southern approach. Bursts from one or more a/c occur 1700' N. of D.M.T. with possible hits or misses. Bombs from another flight dropped about 1700' short (N) of target in 11.1.1.

Bombing by boxes on group lead from 1200-1300 feet.

20 a/c battle-damaged, 3 crewmen wounded, no losses.

2 a/c failed to bomb; mechanical failures.

386 PG: 37 a/c dispatched (including 1 P.P.I.), 32 dropping 124 x 1000 GP, 4 x 500 GP on railway, 3 with a/c.

No battle damage, losses, casualties.

territory.

Remains abandoned aircraft near tunnel (I-418423) in enemy

most formation at rendezvous point. 2 mechanical failures.

344 PG: 36 a/c dispatched (including 2 P.P.I.), none bombed, 3 within a/c.

Shank (Rail Bridge)

Flight B. EXCEL 1. 40 percent of bombs inside 1000 yards, falling in stream through fields and woods. Bombs visually on target. Used cross hair references to synchronize as smoke obscured target.
Flight C. NO AT. 40. Formation broke out over scattered clouds. Started to bomb visually but realized there was not on target. Turned off to make second run but saw target obscured by clouds.

S N C R 3 I

S E C R E T

Bombing by flights on group lead from 10,000 - 11,700 feet.

Box I - Flight A. EXCELLENT. 50% of bombs within 1000' of DMPI covering the N. end of the target and across highways over the R.R. tracks. Good concentration.

Flight B. P.N.B. Bombs fell about one mile west of T/A along northern edge of Blankenheimerdorf. Bombardier misidentified target.

Flight C. NO ATTACK. Bomb bay doors would not open.

Box II - (Visual) Flight A. EXCELLENT. All bombs within 1000' of DMPI. Bombs fell in same area as Box I, Flight A, in a scattered pattern.

Flight B. UNSATISFACTORY. Bombs fell 2200' NE of the T/A in scattered pattern in fields. Interference on command interphone. Pilot did not hear Bombardier say, "follow P.D.I.". Bombardier attempted to hold bombs but could not release trigger in time.

Flight C. P.N.B. Bombs fell about 1/2 miles E. of Kall at F-173167, 3 miles NW of the target. A good concentration. Bombardier misidentified target.

Gerolstein (M/Y)

419 BG: 43 a/c dispatched (including 1 PFF), 37 dropping 222 x 500 GP on primary and other targets. 3 window a/c.

2 a/c failed to bomb: 1, mechanical failures; 1, (PFF a/c), personnel failure. Bombs of 1 a/c which was lost, unaccounted for.

2 a/c lost, 16 a/c battle damaged, 3 crewmen missing.

1 a/c crashed 4 miles W of Trier after being damaged by flak. 2 crewmen bailed out. The other a/c mentioned crashed near Eprenay due to flak damage. Crew of 3 safely bailed out.

Bombing by flights and boxes on group lead from 10,500 - 12,000 feet.

Box I - Flight A. UNDETERMINED. No photo coverage or visual observation of results due to clouds. Bombed on ETA as GEE equipment was not working properly.

Flight B. P.N.B. GEE equipment out so bombardier bombed on ETA. Bombs from this Flight and Flight C, Box I, fell 13 miles SW of target at L-995600 in a heavily wooded area.

Flight C. P.N.B. Bombardier's GEE equipment out so he bombed on Flight B, Box I.

Box II - P.N.B. PFF a/c left formation at bomb line. Bombardier unable to make visual run on target due to cloud cover so he bombed on GEE. Bombs fell near village of Dockweiler, 5 miles NE of P/T at L-317838. Camera picked up bursts through cloud layer making it impossible to assess damage, but pattern appears to straddle rail line SW of Dockweiler.

Gerolstein (Supply Center)

391 BG: 36 a/c dispatched (including 1 PFF), 30 dropping 233 x 500 GP on primary. 2 window a/c.

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S E C R E T

Box II - P.N.B. This box dropped on PFF a/c of Box I. Bombs fell in poor pattern, one of which covered wooded slopes on S bank of Mosel, while the other fell in W edge of town of Ediger. MPI of all bombs is approx. 4150' SE of selected A/P.

Simmern (Rail Bridge)

416 BG: 38 a/c dispatched (including 9 A-20s, 28 A-26s, 1 B-26 PFF), 34 (including 6 A-20s, 27 A-26s, 1 B-26) dropping 106 x 1000 GP, 28 x 500 GP on primary. 3 window a/c.

1 a/c (A-26) failed to bomb: personnel failure.

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

Bombing by boxes from 13,000 - 15,000 feet. 1 box bombing on PFF lead, the other bombing on ETA from visual check points after Bombardier failed to see PFF drop.

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

409 BG: 43 a/c dispatched (including 9 A-20s, 33 A-26s, 1 B-26 PFF), 39 (including 6 A-20s, 32 A-26s, 1 B-26) dropping 128 x 1000 GP, 28 x 500 GP on primary. 3 window a/c.

1 a/c (A-26) failed to bomb: mechanical failure.

PFF a/c leading this Group crash-landed in field near Perrone (N-5658) due to engine failure. 2 crewmen killed and 3 injured in crash-landing.

No battle damage or losses.

Bombing by boxes on PFF lead from 12,700 - 13,500 feet.

Box I & II - UNDETERMINED. Cloud cover prevented a complete and precise evaluation of strikes. Oblique photographs show what appear to be a flight's bombs approx. 1500' ENE of the DMPI. This pattern covers a portion of the rail line E of the DMPI, a rail-over-road bridge and approx. 850' of road running N in the bridge. Vertical photographs shows strikes in open fields approx. 1400' NW of the DMPI. Some of these strikes may be within a 1000' radius of the DMPI, but clouds obscuring both the strikes and the target prevent accurate assessment. Since strikes occurred both E and W of the DMPI, there is a possibility that hits have been made by bombs walking across the target in the direction of attack.

Strafing Mission (near Dasburg)

416 BG: 6 A-26s dispatched to strafe motor transport and armored vehicle concentrations near Dasburg. No attack.

All a/c failed to attack: formation recalled by 9th Bombardment Division due to weather and failure of escort to rendezvous.

No losses, casualties, battle damage.

409 BG: 7 A-26s dispatched to strafe motor transport and armored vehicle concentrations near Dasburg. No attack.

All a/c failed to attack: fighter escort was unable to locate suitable target and formation was ordered to return to base by fighter ground control station.

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

- G -

S E C R E T

S E C R E T

- 1 -

0	Claims
5	Injured
37	Missing
3	Wounded
5	Killed
57	A/C Battle Damaged
13,838	
3	A/C Crash-Landed
5	A/C Missing (5 a/c 397 BG.)
4	A/C Lost (322 BG; 2 a/c 410 BG; 397 BG.)

101,537.69	Total Bombs to Date
588.25	Bombs on Enemy Territory

432	TOTAL
38	Other: (Window, 26; Bombs of 12 A/C unaccounted for)
19	A/C Recalled (Weather)
71	A/C Failing to Bomb
304	A/C Bombing
432	A/C OFF

SECTION II

S E C R E T

S E C R E T

FAILURES TO BOMB

<u>GROUP</u>	<u>NO A/C</u>	<u>CLASSIFICATION</u>	<u>REASON</u>
394	7	Other	Flight bombardier held bombs on 2nd run when he saw bombs would miss target.
387	1	Personnel	1 a/c Bombardier failed to set inter-volometer soon enough.
344	31	Other	Fighters did not rendezvous with Group.
	2	Mechanical	2 a/c engines cutting out.
386	2	Mechanical	1 a/c - Bomb bay door malfunction. 1 a/c - Rack malfunction.
322	3	Mechanical	1 a/c - Rack malfunction. 1 a/c - Right engine failure. 1 a/c - Bomb bay door malfunction. Flight leader.
	7	Other	5 a/c - Flight leader did not drop. 1 a/c - Instruments flak damaged. 1 a/c - A/c crashed with bombs aboard while returning to base. Reason for failure to bomb unknown.
410	1	Mechanical	Right engine cutting out.
	1 (PFF)	Personnel	Lost Group near fighter rendezvous.
391	2	Mechanical	2 a/c engines cutting out.
397	3	Mechanical	1 a/c - High blower out. 2 a/c - Bomb bay doors would not open.
323	2	Mechanical	1 a/c - Bomb rack malfunction. 1 a/c - Losing oil pressure.
416	1	Personnel	Pilot ill.
	7	Other	A/c on strafing mission. Fighter a/c unable to locate suitable target for attack.
409	1	Mechanical	Electrical malfunction.

OBSERVATIONS

WEATHER: Dasburg 394 BG: 5-7/10 strato-cumulus, tops 3,000 ft. Visibility 10 plus miles.

387 BG: 4/10 scud cloud in N-S line of hills. General coverage in area 7/10. Visibility on run 6 miles.

Sinzig 344 BG: Target not reached - this due to lack of fighter escort.

386 BG: Clear except patchy medium cloud. Visibility 10 plus miles.

SECRET

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412 A/C OVER BUNKER TERRAIN
2 A/C LOST TO FLAK
57 A/C BATTLE DAMAGED
13.83% A/C BATTLE DAMAGED

FLAK ANALYSIS SUMMARY

GROUP	CAMERAS	PHOTOGRAPHING	MECHANICAL FAILURES	PERSONNEL FAILURES
409	100%	0	0	0
323	90%	0	0	10
391	100%	0	0	0
410	86%	0	0	14
322	100%	0	0	0
386	100%	0	0	0
387	100%	0	0	0
394	80%	1	20	0

C/A PHOTO REPORT

Blancpain
322 BG: Clear with 3/10 strato-cumulus around area, tops 5-6,000 ft. Visibility 10-15 miles.
410 BG: 8/10 strato-cumulus, base 1000, tops 4,000 ft. Visibility 15 miles.
391 BG: 8-9/10 low cloud, tops 4,000 ft. 8-10/10 middle cloud, base 12,000 ft. Visibility 10-15 miles.
Bulley
397 BG: No flash report received because group was diverted.
323 BG: 5/10 stratus, tops 6,000 ft. Large breaks to east. 7/10 thick at base 14-16,000 ft. Visibility 10 miles.
Stinson
416 BG: 7-8/10 strato-cumulus, tops 4-5,000 ft. Visibility 6-8 miles.
409 BG: 7-8/10 strato-cumulus, 3/10 at base 14,000 ft. Visibility 25-30 miles. 7/10 strato-cumulus, tops 8,000 ft.

SECRET

S E C R E T

Dasburg Road Bridge 387, 394 Gp.

A/C Lost to Flak	0
A/C Battle Damaged	6
% A/C Battle Damaged	7.89%

Weak inaccurate heavy flak was encountered by both Groups in the area north of Vianden (P-8453 - P-7667). 32 heavy guns are plotted within range of this area. However, a very few of this number were probably in action.

Sinzig R.R. Bridge 344, 386 Gp.

A/C Lost to Flak	0
A/C Battle Damaged	20
% A/C Battle Damaged	52.63%

As anticipated, moderate accurate heavy flak was encountered at the target by the 386 Group. The 17 heavy guns, located within range of the target, were all probably in action, and the amount of flak experienced would be in keeping with the plotted defenses. No flak was encountered by the 344 Group. Formation did not reach target area.

Blankenheim Railroad 322 Gp.

A/C Lost to Flak	0
A/C Battle Damaged	8
% A/C Battle Damaged	22.22%

On the first run at the target only weak inaccurate heavy flak was encountered. However, on the 2nd and 3rd runs the flak increased to moderate accurate. One flight on making the 3rd run encountered moderate accurate flak at Wahlen (F-1611). 9 heavy guns are located within range of the target.

Gerolstein M/Y and Supply Depot 391, 410 Gp.

A/C Lost to Flak	2
A/C Battle Damaged	17
% A/C Battle Damaged	23.69%

Both Groups reported weak inaccurate heavy flak at the target. The 391 Group encountered moderate accurate flak at Kirn (L-8032). This is the first experience at this point since the week of 13 October. The 410 Group encountered moderate accurate flak near Euren (L-1826). This flak was probably fired from the defenses of Trier. The a/c that were lost both went down in this vicinity. One of the a/c was last seen with a fire in the bomb bay and one chute was seen to open. The other a/c was last seen emitting smoke and disappeared into the clouds. The crew later bailed out and are safe in friendly territory.

Bullay R.R. Bridge 397, 323 Gp.

A/C Lost to Flak	0
A/C Battle Damaged	4
% A/C Battle Damaged	6.66%

The only flak encountered was by the 323 Group at Saarburg (L-1313). This route over the battle line has been used repeatedly without encountering any flak from the 8 heavy guns that are located near Saarburg. The flak was only weak accurate and probably was a feeble attempt to hinder the formation.

Simmern R.R. Bridge 416, 409 Gp.

A/C Lost to Flak	0
A/C Battle Damaged	1
% A/C Battle Damaged	1.26%

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S E C R E T

SECRET

- 5 -

No e/a encountered.

W.O.E.'s: 1159 to 1421
1705 to 1720

ENEMY AIRCRAFT DETECTION

Even though the attack carried the a/c over some very heavy plotted defended areas, only near heavy flak and modest to light flak was encountered at Vianden. This is probably a very important communications center for the withdrawal from the breakthrough area, and as the enemy follows his usual tactics he will endeavor to intercept an area such as this.

1/0 Lost to Flak
2/0 Battle Damaged
3/0 Battle Damaged
4.69%
1
0
709 Gp.

Weak inaccurate heavy flak was encountered near Trier by the 416 Group aircraft out. There was no flak at the target.

SECRET

PUBLIC RELATIONS
PRESS RELEASE

HEADQUARTERS NINTH BOMBARDMENT DIVISION, France - Long columns of German vehicles, fleeing eastward from the deflated Nazi bulge, were trapped west of the Our river today by damaging attacks of B-26 Marauders on a three-span highway bridge at Dasburg, Germany.

Reports indicated 1,600-pound bombs dropped by medium bombers of the 387th and 394th Bomb Groups damaged approaches to the two-lane, 134-foot bridge, creating a bottleneck which closed off an escape route for hundreds of Von Rundstedt's withdrawing vehicles.

Jammed bumper to bumper on snow-covered main and secondary roads within a 10-mile area of Dasburg, tanks, half-tracks, trucks and even horse-drawn vehicles were caught in the trap as Ninth Air Force fighters, following up the bombers' attack, swept in to rain destruction on stalled motorized columns.

An estimated 1,500 vehicles were blocked west of the partially-frozen Our river when the medium bombers attacked the bridge, striking in two waves only a few minutes apart.

Fighters of the 19th TAC, spotting the fleeing motor columns shortly before noon, already were strafing and dive-bombing Nazi vehicles when the bombers reared in to attack the highway bridge.

"I could see plenty of activity down there around the bridge", reported Sergeant Alexander Malash, a B-26 engineer gunner, of 96 Sylvan Ave., Bridgeport, Conn. "Some trucks were parked, others traveling. They looked like match boxes from our height", he added. Other crewmen reported P-47s diving toward long lines of vehicles, remaining down at low altitudes to carry out repeated attacks.

Strike photos which revealed western approaches to the bridge damaged also showed several hundred vehicles in close column on both sides of the bridge with the bulk of the transportation concentrated west of the river.

A fighter pilot who witnessed the bombing attack reported German vehicles jamming main and secondary roads apparently were headed for the Dasburg bridge entering western Germany from Luxembourg. When leading vehicles were stopped by the bombing, others crowded in behind them, it was disclosed.

Returning to their bases only long enough to refuel and reload bombs and ammunition, fighter pilots carried out a continuous daylight assault on the stranded vehicles, reporting their targets were so concentrated and so numerous they "just couldn't miss". One pilot declared the concentration of vehicles was greater than he had seen in a similar situation at the Falaise gap.

Late Monday afternoon, a fighter pilot returning from the Dasburg area reported observing repair crews at work on the damaged approaches to the bridge.

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22 January 1945 News Room 2115

22 January 1944 Phone to Paris 1700
Press Camp 1730

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Results of these attacks were unobserved due to clouds.

A sixth Marauder force, meanwhile, smashed at the Sinzig rail bridge, 14 miles southeast of Bonn. Speedy A-26 Invaders were out an hour later, directing a two-wave assault on the Stimmern railroad bridge, 29 miles southwest of Coblenz, while Marauders and Havocs—in single separate waves—pounded the rail yard and supply depot at Gerolstein, 40 miles west of the German city.

At Dasburg, 16 miles south of St. Vith, two Marauder forces struck ten minutes apart at a road bridge over which Von Rundstedt's armor could be routed either east or west. Bomber crews reported that their target had been attacked with good results.

In the only visual bombing of the day, Marauders of the 32nd Bomb Group hit an active rail-head at Blankenheim, 28 miles southwest of Bonn. Crews said the objective was "well hit."

More than 300 of Ninth Bombardment Division's medium and light bombers carried out the attacks, which were flown in varying degrees of overcast with the aid of pathfinder technique. Enemy fighters failed to appear against the bomber formations, and flak defenses were only slight. The bombers—all but one of which returned safely—landed back at their bases in a mild snow storm, without incident.

NINTH BOMBARDMENT DIVISION HQS, Jan. 21: In a dual-purpose offensive designed to halt the movement of Von Rundstedt's armor at the base of the German salient south of St. Vith, and bottle-up rail and road traffic inside the Heltz depot Monday afternoon, Invaders, Marauders and Havocs attacked four bridges, a rail head and a supply

PUBLIC RELATIONS
PRESS RELEASE

ITA JEA V JKI JKI 15/22 OP-OP
FROM HQS. 416TH BOMBARDMENT GROUP (L) 22/1800A
TO 9TH BOMBARDMENT DIVISION (M) ATTN: A-2 P/I
97TH COMBAT WING ATTN: A-2 DUTY OFFICER

SECRET BT

J-317-D

FIRST PHASE S/A REPORT

B - SIMMERN RR BRIDGE

J - NO PHOTOS DUE TO CLOUD COVER

BT 22/1800A
FD EBBBB 22/1825
ITA R.....WWXQIWA MILT KK

JEAS R.....22//1825A WCB KK

24 x 5-00 C.P. on P. 4
108 x 1000 C.P. on P. 4
4 x 1000 C.P. returning 104
136

37
34
4
136

108
4
112

OR SHOOT KKK

Dist. 3-2 + 5-3

J-730

JES JPO JKI VIA JEA V ITA JJF NR 13/23 OP OP

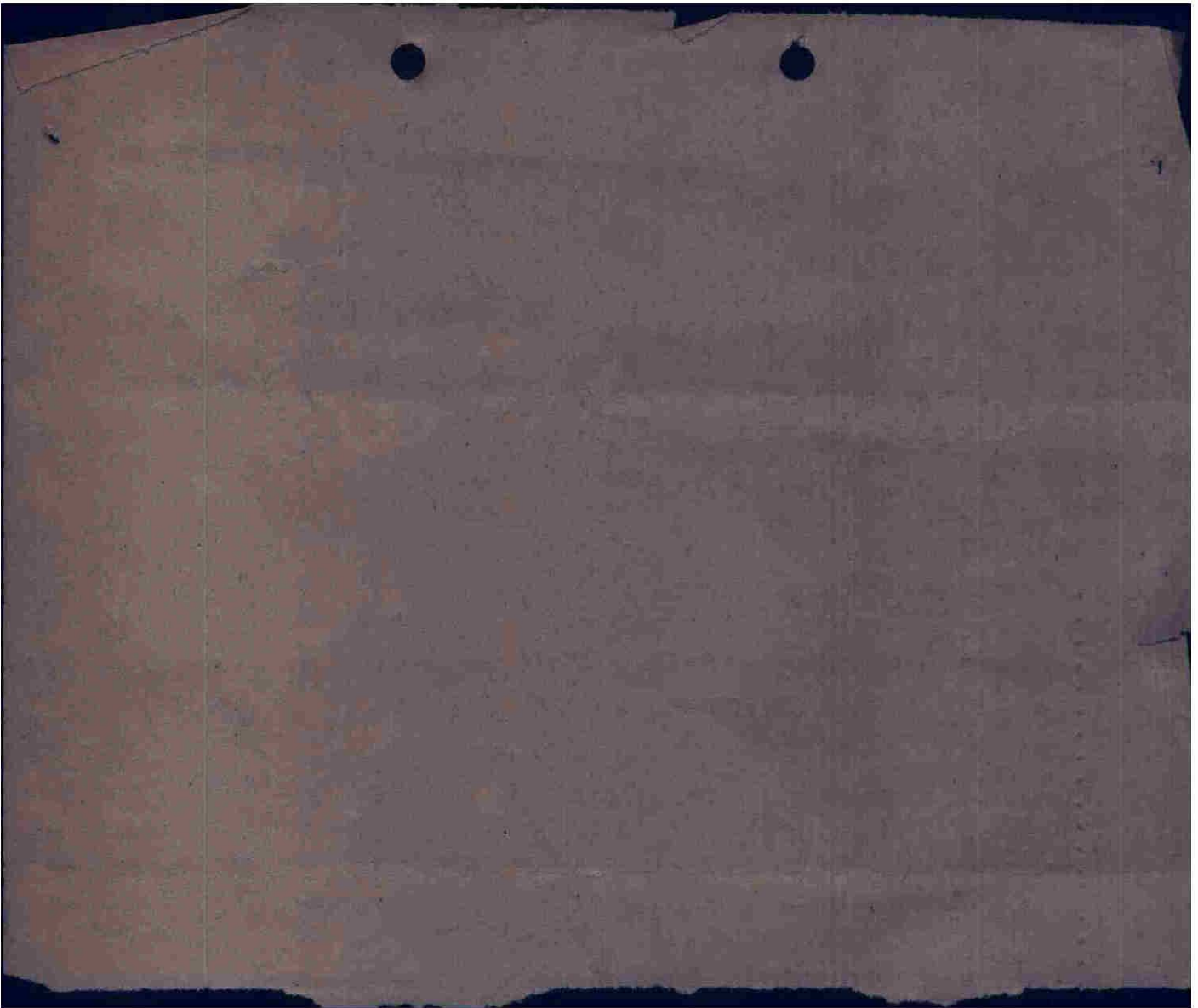
FROM 1ST PATHFINDER SQ PROV 23/1915A
 TO C G IX BOMBER DIVISION
 G G'S 97TH, 98TH, 99TH COMBAT WING
 C O'S 323RD, 397TH, 410TH, 416TH BOMB GROUPS
 CONFIDENTIAL BT

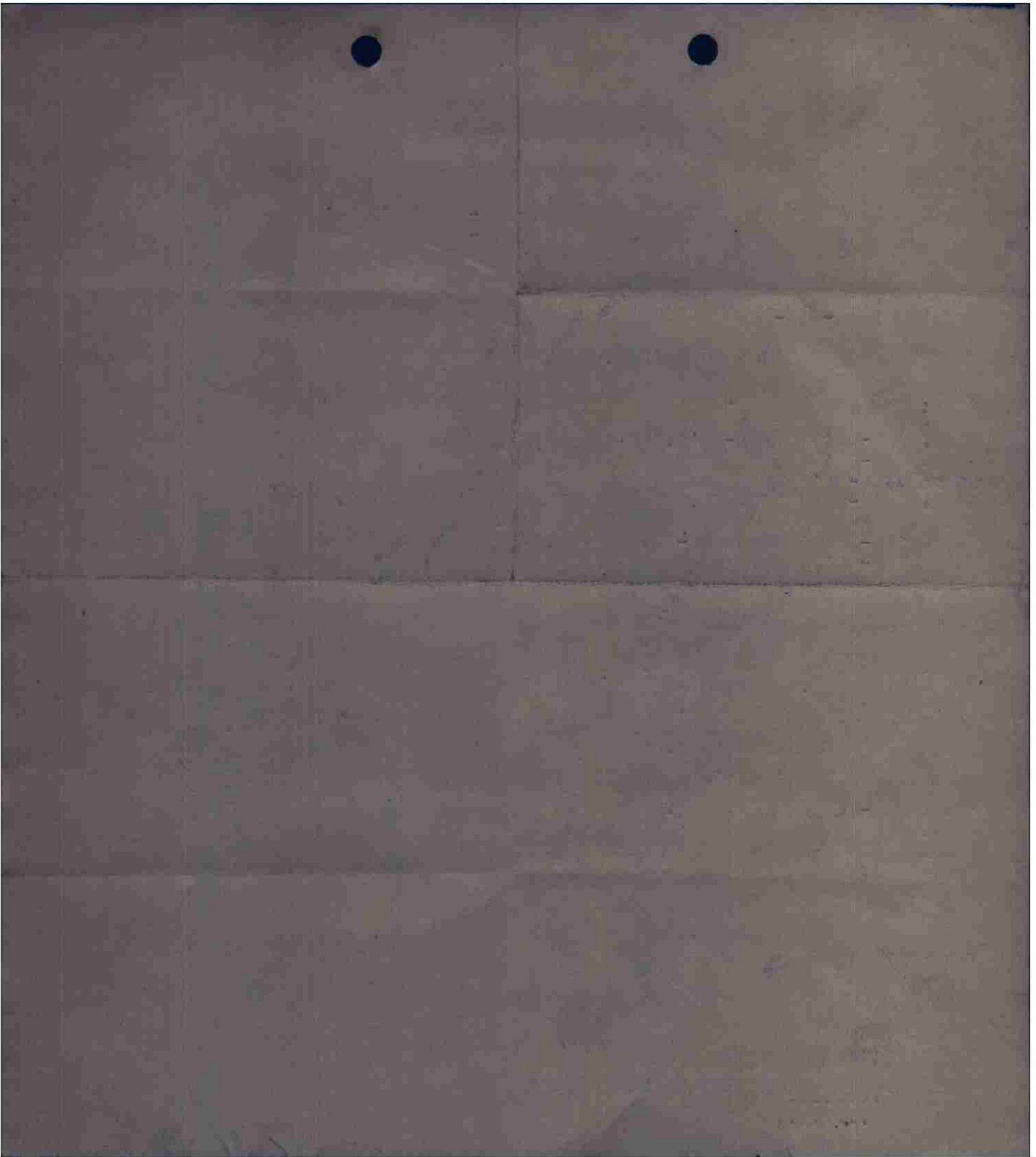
Read
240430

1ST PATHFINDER SQ WPROV J-79-D

- A. FIRST PATHFINDER SQ WITH THE 416TH BG
- B. SIMMERN RAILROAD BRIDGE (WL 8453)
- C. ONE B-26
- D. ONE B-26, ON PRIMARY, ON EQUIPMENT
- E. NONE
- F. 4 X 500 GP, PRIMARY (WL 8453)
- G. UNOBSERVED (WEATHER)
- H. NONE
- I. NONE
- J. MOD ACC HFF FROM TRIER (WL 2130)
- K. NONE
- L. 13,500
- M. 1245

- A. FIRST PATHFINDER SQ WITH 391ST BG
- B. GEROLSTEIN SUPPLY CENTER (WL 2481)
- C. ONE B-26
- D. ONE B-26, ON PRIMARY (WL 2481)





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

APD 140, U S ARMY,
 22 JANUARY 1945.

SUBJECT: REPORT OF OPERATIONAL USE OF WINDOW.

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

1. R.C.M. DISPENSING 36.
2. 22 JANUARY 1945.
3. BOMB LINE SOUTH OF TRIER.
4. 49° 47N 07° 42E.
5. 49° 59N 07° 31E.
6. 3.
7. 18 BOXES.
8. 340° 20MPH 335° 20MPH.
9. 15000 FEET 17000FEET.
10. 8 TENTHS.
11. MEAGER AND HEAVY.
12. INACCURATE.
13. 30 SECONDS.
14. 1 SHIP "A".
15. FEW BURSTS AT LEVEL OF WINDOW CLOUD, BELOW FIRST BOX OF
 FORMATION.



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

TO: CG 9th Bomb Div. Att A2
CG 97th Bomb Wing. Att A2

FROM: 416th Bomb Group.

CONFIDENTIAL

AMENDMENT TO OPSFLASH FOR 22 JAN 1945.

AMEND PARA D TO READ:
6 A-20's on Primary
27 A-26's on Primary

DELETE: "Bomb Disposition Unknown" in Para E.

AMEND PARA F TO READ:
24 x 500 GP on Primary
108 x 1000 GP on Primary
4 x 1000 GP Returned

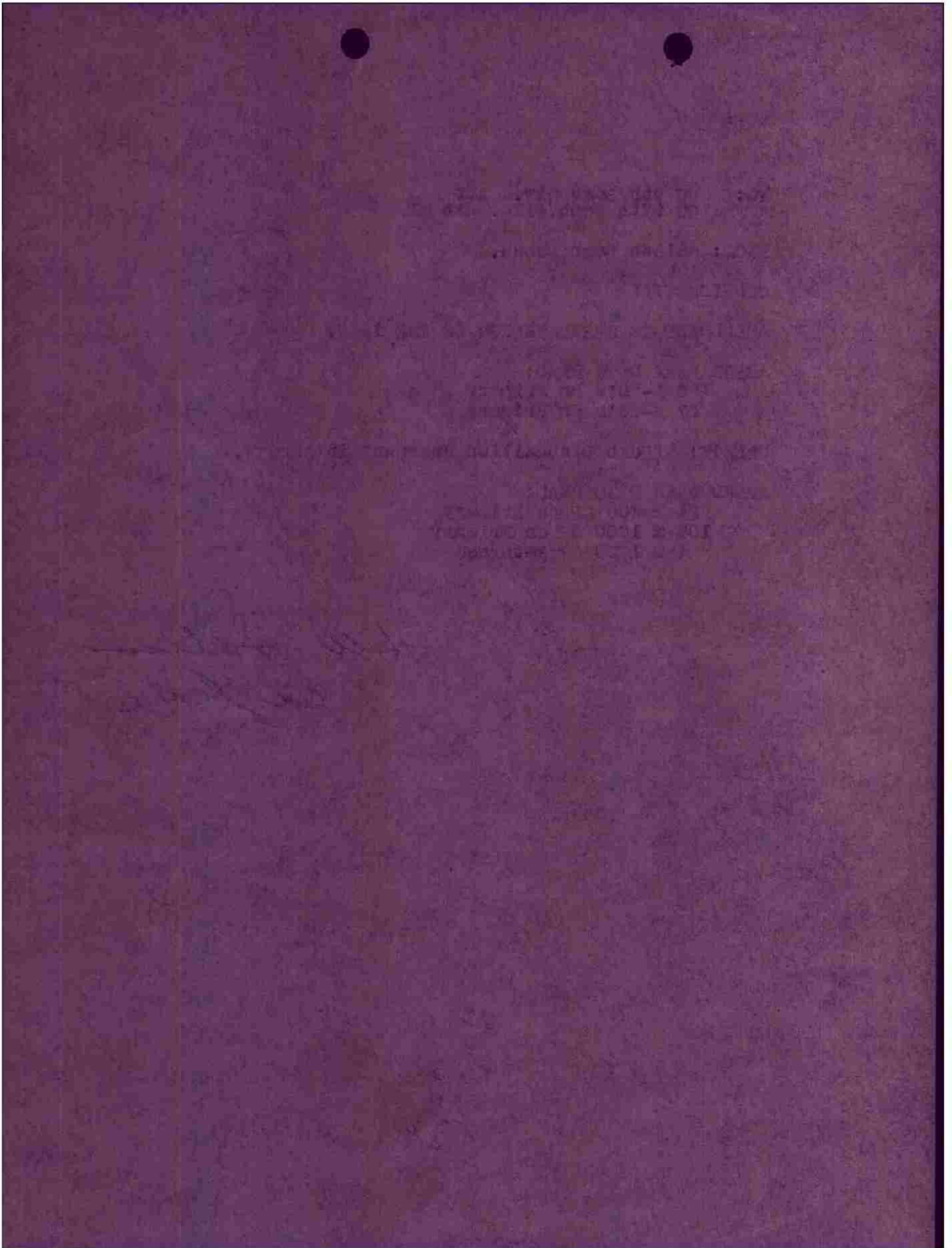
HW Anderson
Capt AC

24 x 500 GP on primary
108 x 1000 GP on primary
4 x 1000 GP returned. Pilot vertigo at 1300
1 x 1000 GP returned. Engine release unit
1 x 1000 GP returned. Station not reached

134

33
4
137
4
141

34
4
138



TO: CG 9th Bomb Div. Att A2
CG 97th Bomb Wing. Att A2

FROM: 416th Bomb Group.

CONFIDENTIAL

AMENDMENT TO OPSFLASH FOR 22 JAN 1945.

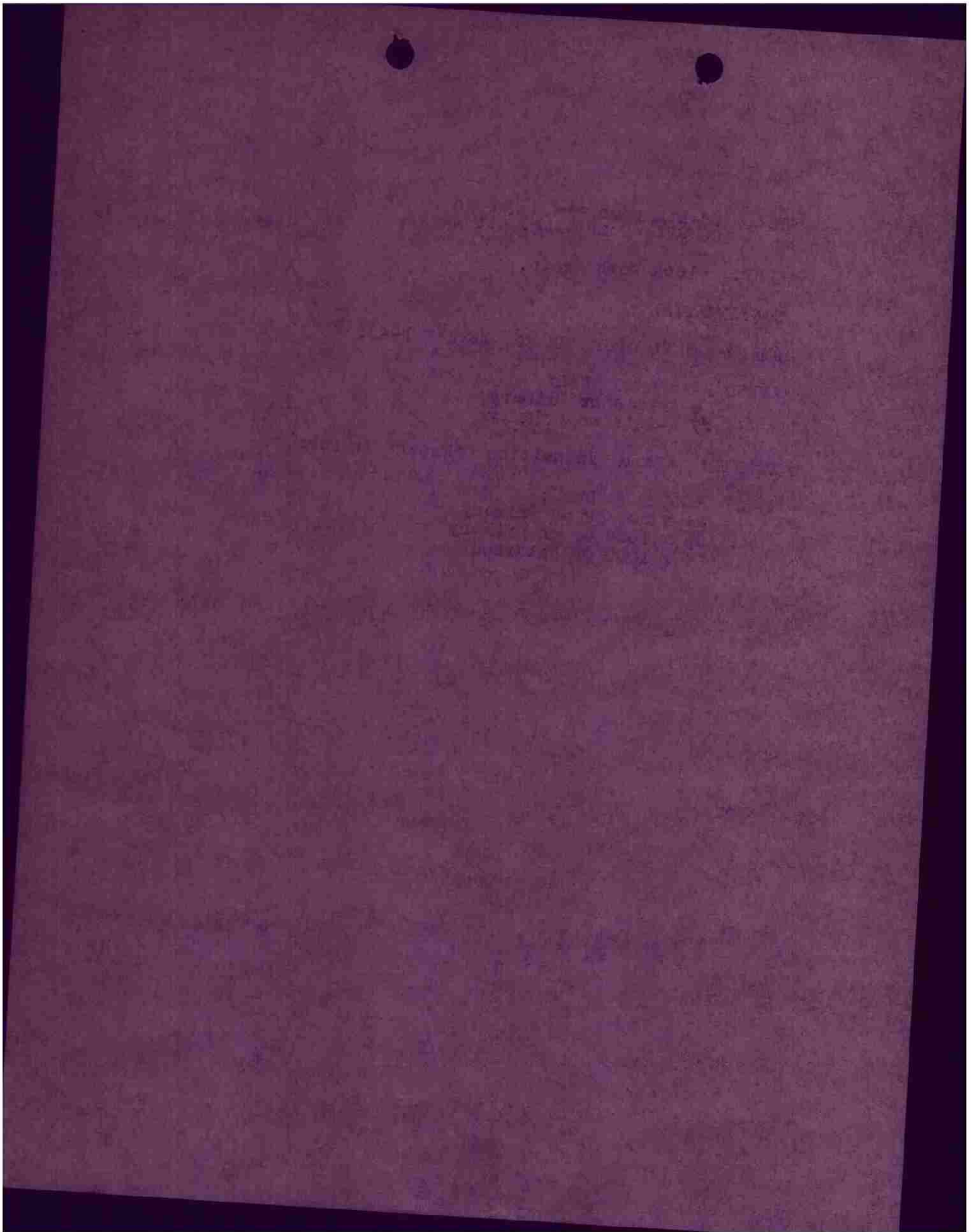
AMEND PARA D TO READ:

6 A-20's on Primary
27 A-26's on Primary

DELETE: "Bomb Disposition Unknown" in Para E.

AMEND PARA F TO READ:

24 x 500 GP on Primary
108 x 1000 GP on Primary
4 x 1000 GP Returned



ITA JEA V JKI JKI 24/22 OP OP
FROM 416TH BOMB GROUP (L) 22/2110A

TO CG 9TH BOMB DIV. ATTA: A-2
CG 97TH BOMB WING ATTA: A-2

CONFIDENTIAL BT

J-327-D

AMENDMENT TO OPSELASH FOR 22 JAN 1945.

AMEND PARA D TO READ:

6 A-26'S ON PRIMARY
27 A-26'S ON PRIMARY

DELETE: " BOMB DISPOSITION UNKNOWN" IN PARA E.

AMEND PARA F TO READ:

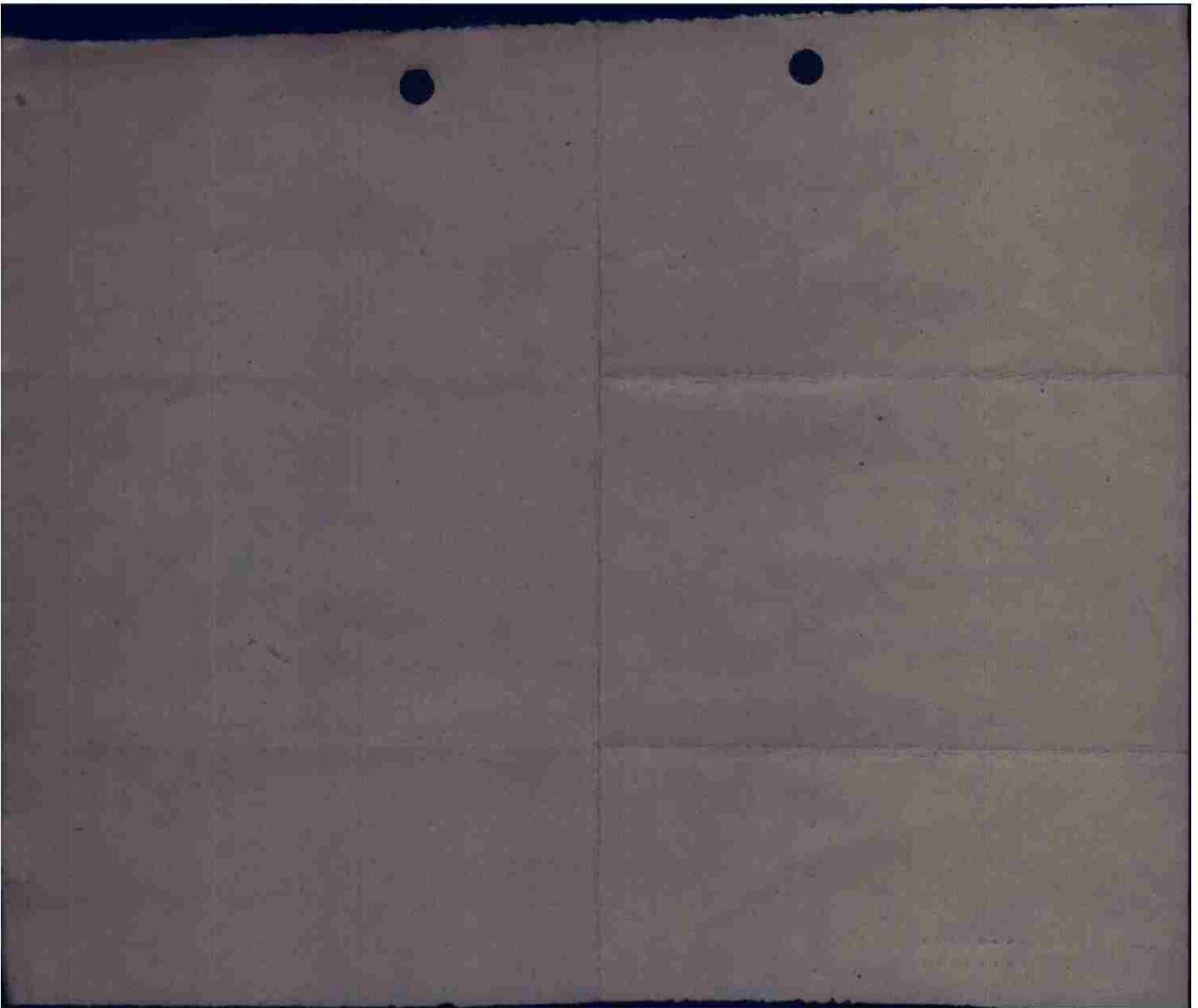
24 X 5000 GP ON PRIMARY
106 X 1000 GP ON PRIMARY
4 X 1000 GP RETURNED - PILOT VERTIGO AT 1305 HOURS
1 X 1000 GP RETURNED FROZEN RELEASE UNIT.
1 X 1000 GP RETURNED STATION NOT COCKED.

REMARKS: THE A/C WHICH LANDED MX AWAY FROM BASE HAVING RETURNED AND
INFORMATION OBTAINED. ABOVE AMENDMENT SUBMITTED.

BT 2110A
WFC AR

ITA R.....22/2145A MILT AR
JEA R.....22/2145A LEG AR





OIJES OIJKI V OIJE A 02/22 OP OP

FROM 97TH COMBAT BOMB WING 22/0015A
TO COBOMGP 409TH
COBOMGP 416TH

J-652

OPERATIONAL PRIORITY.BT

SECRET SENT IN CLEAR AUTH. LT. COL. MCAFEE

97CBW J-238-E

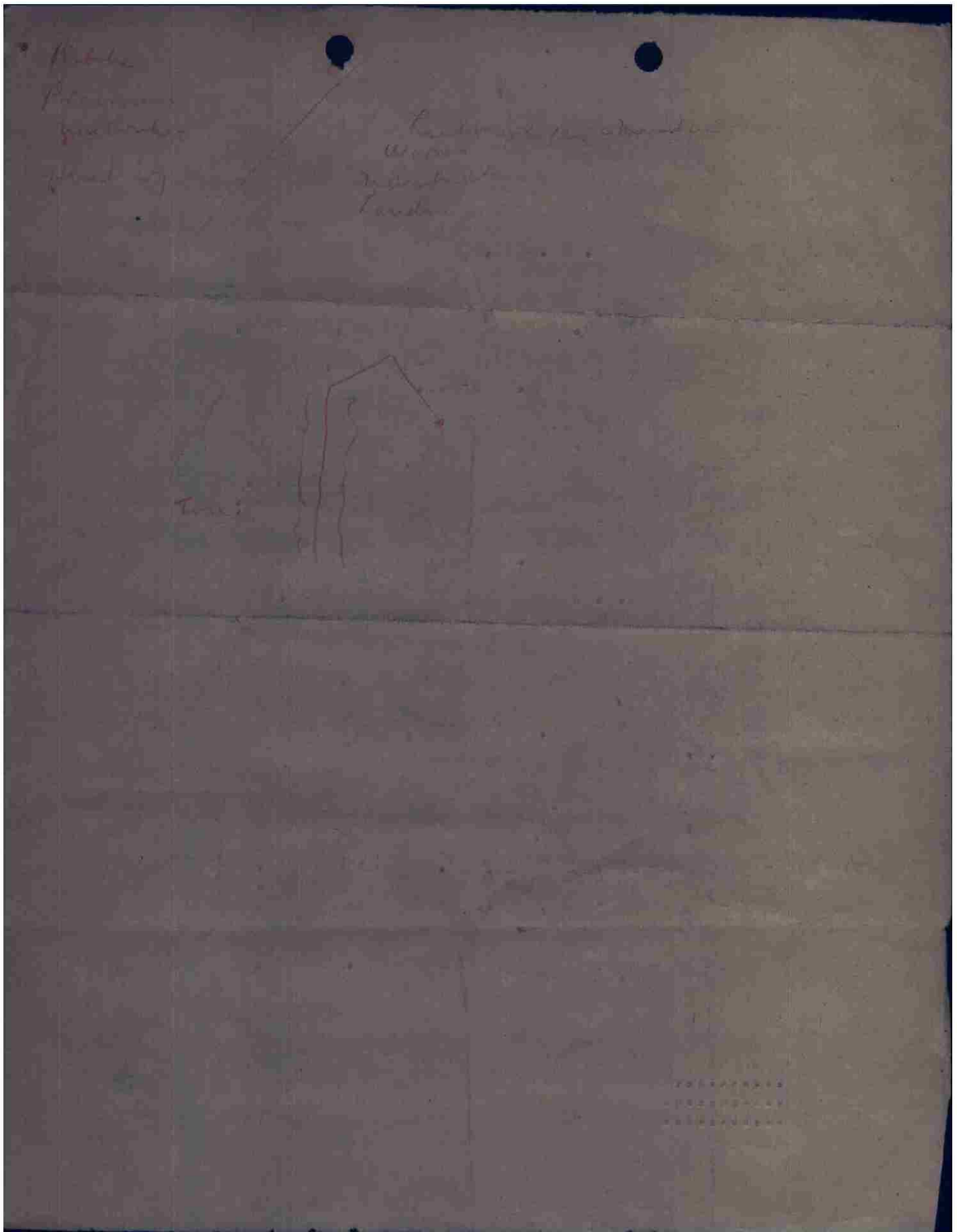
INTELLIGENCE SUPPLEMENT NO. 1 TO FIELD ORDER NO. 135-715.

- (1) TARGET: SIMMERN RAILROAD BRIDGE (WL-839530). FOR EXACT MPI, SEE FIELD ORDER NO. 135-715.
- (2) THIS IS A SINGLE TRACK, CONCRETE ARCH TYPE RAILROAD BRIDGE, COMPOSED OF TWO SPANS. OVERALL LENGTH IS 137 FEET, WIDTH IS 17 FEET, AND WATER GAP IS 24 FEET. THIS TARGET HAS BEEN ATTACKED NUMEROUS TIMES BUT IS CONSTANTLY REPAIRED. RECCE OF JANUARY 14 SHOWS BRIDGE STANDING AND SERVICEABLE.
- (3) THIS IS A SECOND PHASE OPERATION BEHIND THE BATTLE AREA WITH THE PURPOSE OF INTERDICTION. NOTE THAT THIS RAILROAD LINE LEADS TO THE VERY SENSITIVE SAARLAUTERN-SAARBRUCKEN AREA, DESCRIBED IN THE G.L.O. SUMMARY DATED JANUARY 21. THIS BRIDGE IS ON THE ONLY LINE OPEN FROM THE MAINZ-KOBLENZ AREA.
- (4) PHOTO COVERAGE:
US 10/T 374
US 10/D 604
IX TAC T/187
US 12/3861 PRINT NO. 5021, 5022, 5023
IX B.D./5A 785
- MAP COVERAGE:
GSGS 4416 SHEET T-2
GSGS 4414 SHEET 6011
- (5) FLAK - REFERENCE PLOTTED POSITIONS. ON JANUARY 13, THE 387 GROUP RECEIVED NO FLAK UNDER PPF CONDITIONS. FROM WL-3955 TO WL-3920, MODERATE TO INTENSE EXPERIENCE ON BOTH SIDES OF COURSE.
- (6) BOMBLINE: TARGET IS WELL BEYOND BOMBLINE.

COMCBTWIG 97

BT 22/0015A
LEG AR

OIJES RMZZXIX WXXFFZ/ 22/0030A FR AR
OIJES R
OIJKI R22/0030A FD AR
V



OIITA OIJJF OIJKI OIJPO OIJES V OIJE A OIJE A 5/22 OP OP
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 22/1210A
TO COMBOMDIV NINE
COBOMGP 410
COBOMGP 416
COBOMGP 409
1ST PROV PATHFINDER SQDN.

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

97TH COMBAT BOMB WING
APO 140
22 JANUARY 1945

J-240-E

ANNEX NO.1 TO FIELD ORDER NO.135-715

CANCEL PLAN "A" PLAN "B" IN EFFECT.

ZERO HOUR ON PLAN "B" FOR THE 410TH GROUP ONLY IS CHANGED TO
READ 22/1300A

COMCBTWIG 97

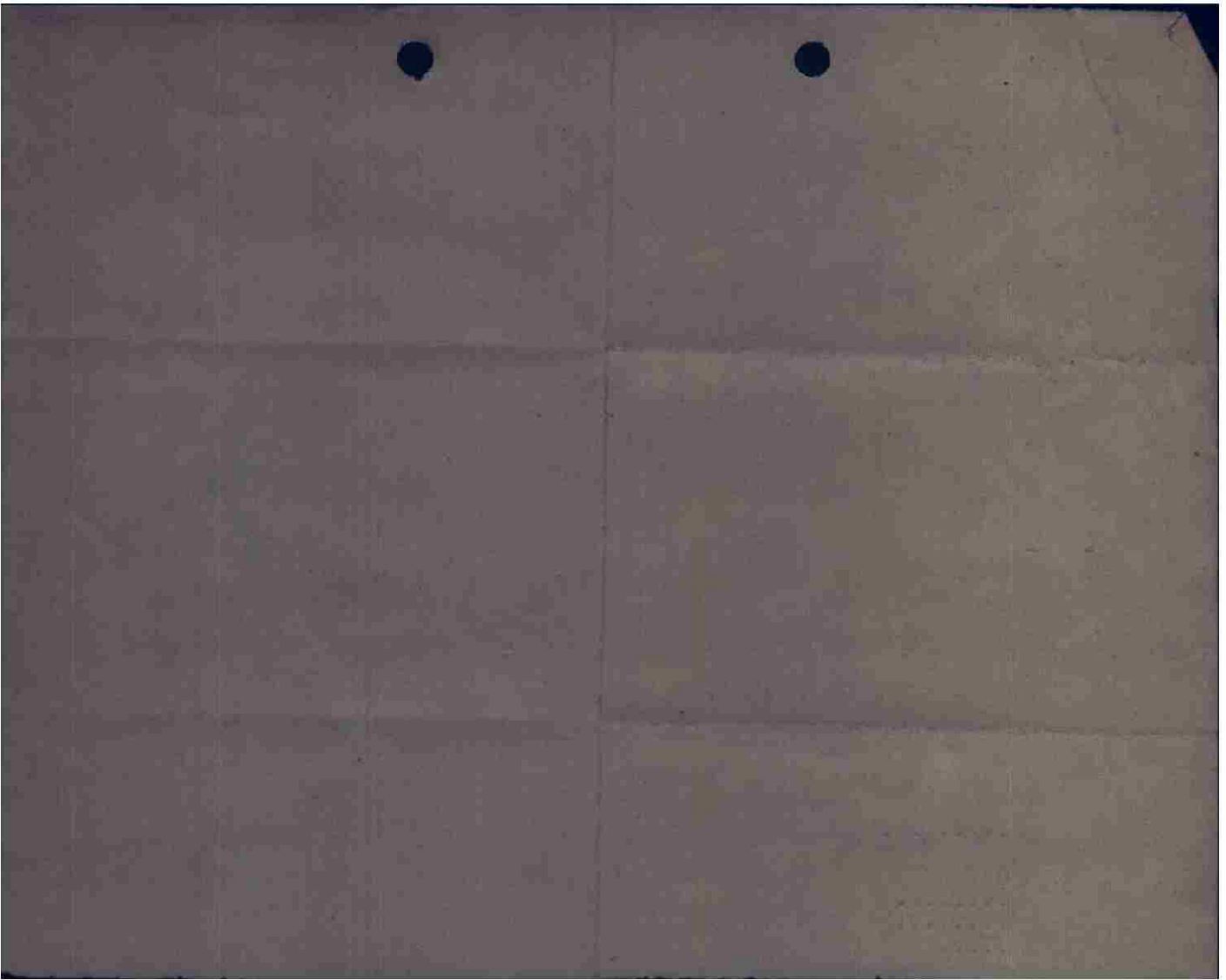
BT 22/1210A

CES AR

OIITA R.....221225A DFD AR

BBB TO ALL GROUPS

OIJKI R.....22/1225A	RSS	KKK
OIJPO R.....22/1227A	SK	KK
OIJES R.....22/1227A	JJH	KKKK



OIITA OIJES OIJPO OIJKI V OIJEJ 09/21 (INFO)

FROM 97TH COMBAT BOMB WING 21/2248A
 TO COMBOMDIV IX
 COBOMGP 409TH
 COBOMGP 410TH
 COBOMGP 416TH

ATTN: SIGNAL OFFICER

ADVANCED INFO OF PARA. 5 OF FIELD ORDER TO FOLLOW.

5. COMMUNICATIONS.

PLAN "A" OR "B"

A. 409TH BOMB GROUP (839530)
 (2) PEDLAR
 (3) SHOWDOWN
 (4) SWEEPSTAKES

B. 410TH BOMB GROUP ~~XXXXX~~ (235810)
 (2) HOTEL
 (3) BYPASS
 (4) SWEEPSTAKES

C. 416TH BOMB GROUP (839530)
 (2) SKINDEEP
 (3) MUSTARD
 (4) SWEEPSTAKES

COMCBTWIG 97

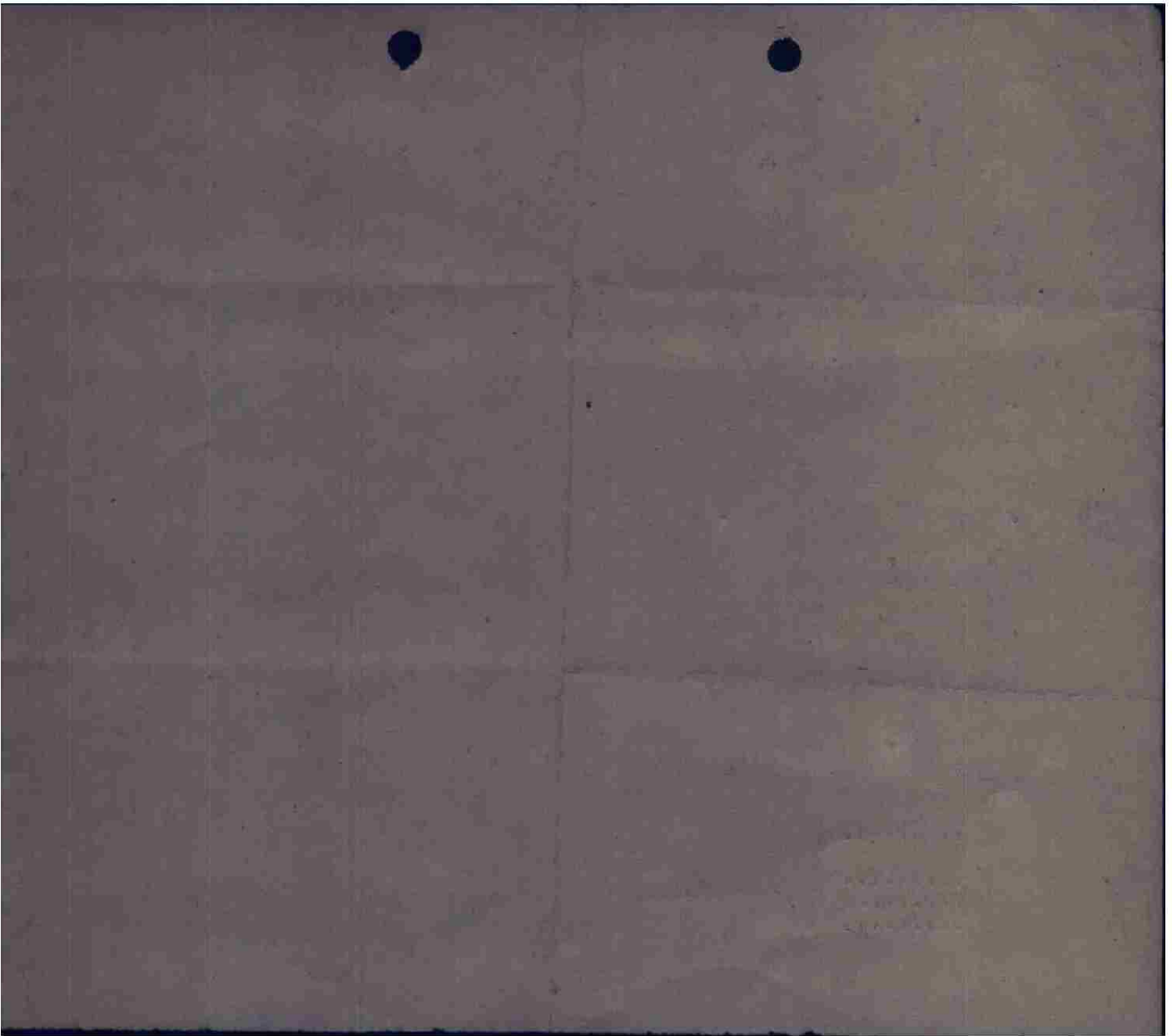
BT 21/2248A
 LEG AR

OIJES R21/2305A MC AR
 BBBBBB TO ALL
 OIJPO R15 21/2305A CEN AR
 OIJKI R21/2305A FD AR
 OIITA R212307A JLP KKKKKK

Dist.
S-2
S-3
Sig.

J-648

Red
21 June 1945
2325
SAL



J 654

OIITA OIJJF OIJES OIJPO OIJKI V OIJE A OIJE A 03/22 OP OP
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 22/0140A
TO COMBOMDIV IX
COBOMGP 409
COBOMGP 410
COBOMGP 416
1ST PROV. PATHFINDER SQDN.

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

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

FIELD ORDER NO. 135-715

MAPS: NORMAL

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

2. THIS WING WILL ATTACK TARGETS IN GERMANY.

ZERO HOUR: PLAN "A" - 22/1200A

ZERO HOUR: PLAN "B" - 22/1200A

PLAN "A"

3. A. 409TH BOMB GROUP.

(3) WITH FIGHTERS AT 4855N 0603E AT 12,000 FEET AT
ZERO MINUS 20 MINUTES.

- B. 410TH BOMB GROUP.

(1) GEROLSTEIN RAILROAD JUNCTION (L-235810)

(2) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.

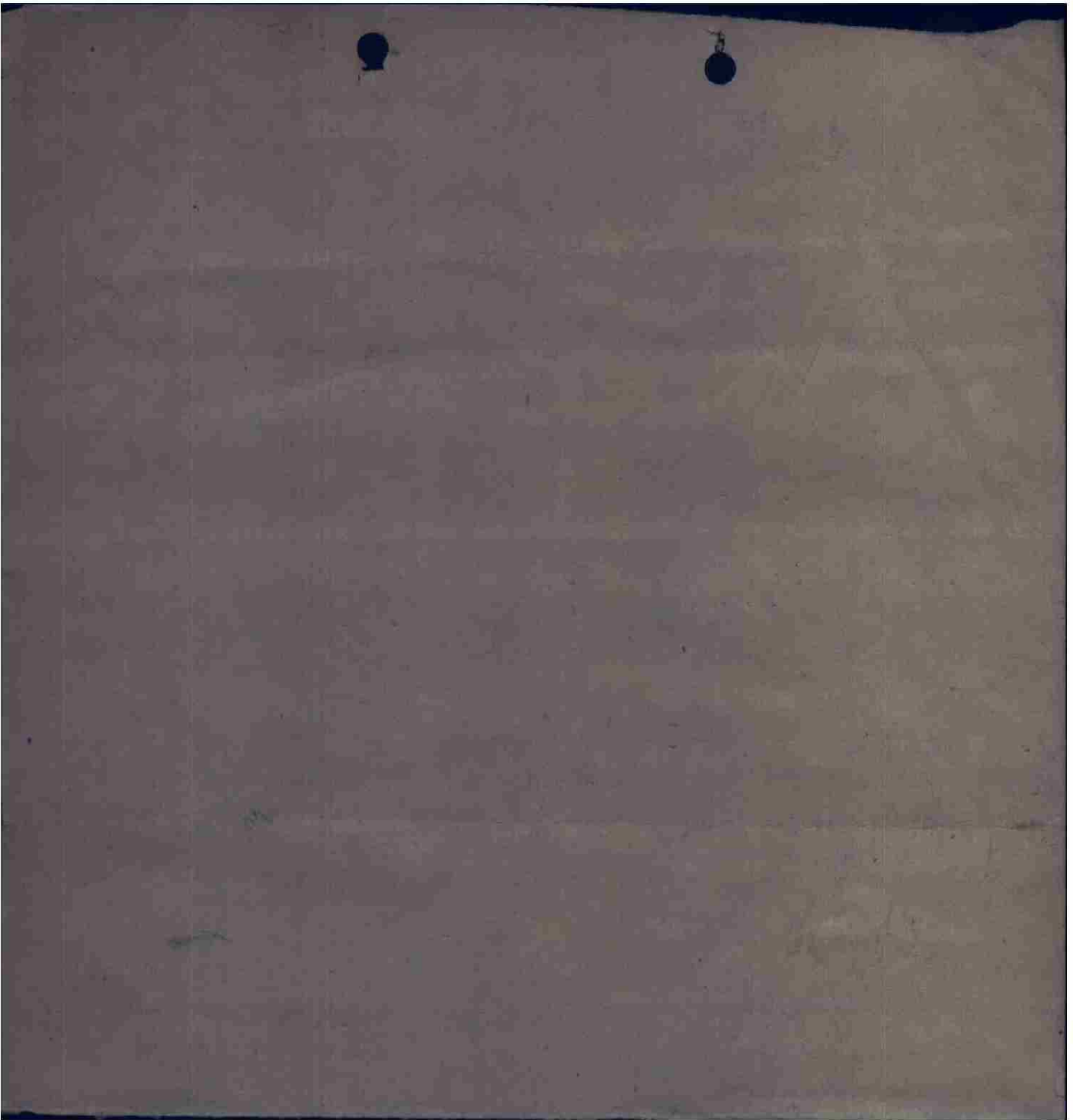
(3) WITH FIGHTERS AT 4937N 0608E AT 12,000 FEET AT ZERO MINUS
20 MINUTES.

(4) BASE TO 4937N 0608E TO 4941N 0653E TO I.P. TO TARGET.

(5) TARGET TURN LEFT TO R.P. AND RETRACE ROUTE TO BASE.

(6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT
BELOW 5,000 FEET. DROP 1,000 FEET AFTER BOMBING.

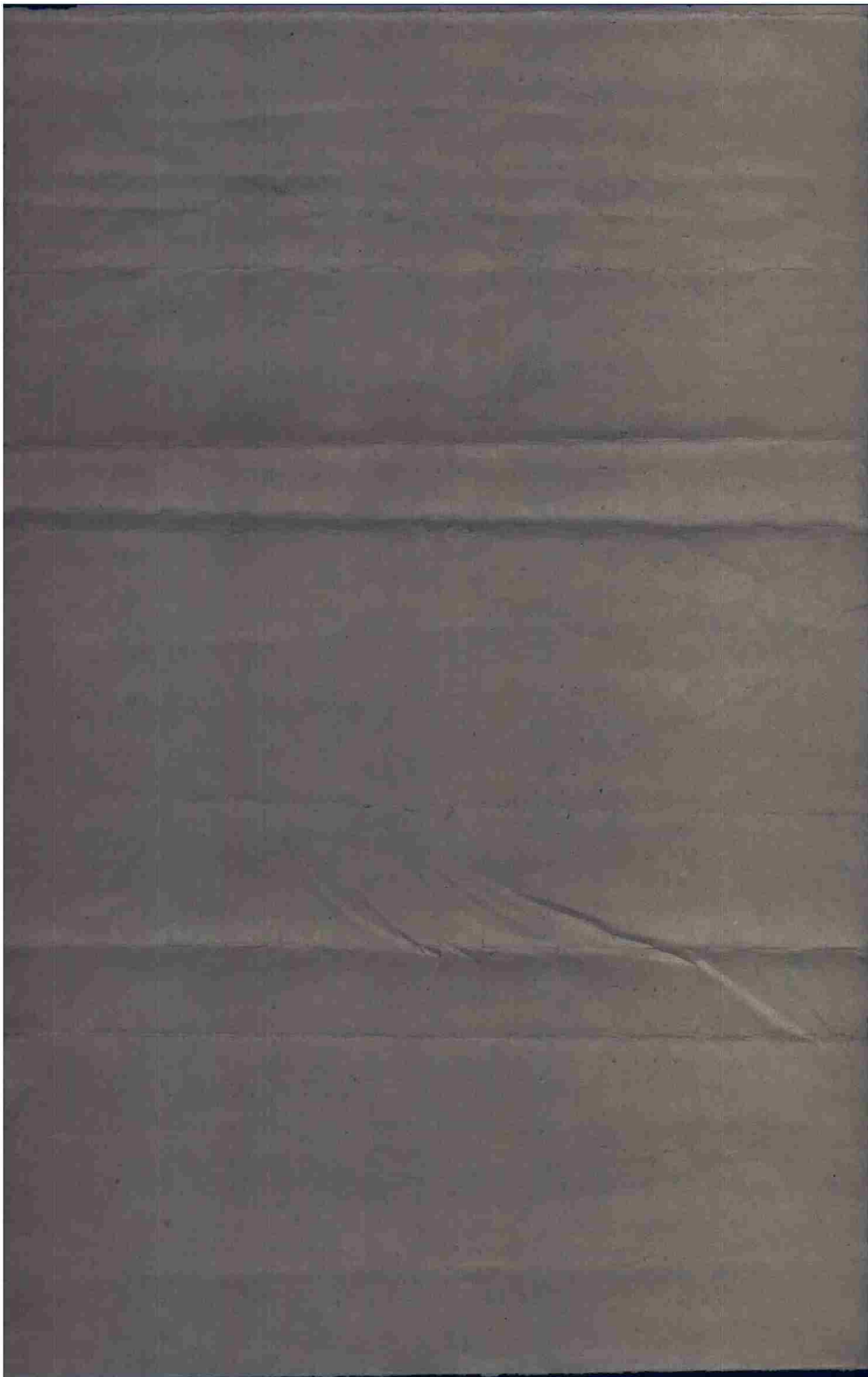
(7) 4959N 0653E



- (9) M.P.I. - MAP SERIES G.S.G.S. 4414 SHEETS 5705 AND 5706.
ONE FLIGHT ON EACH OF THE FOLLOWING GRID COORD: 23388111,
23508115, 23658115, 23808115, 23958115 AND 24088111.
- (10) 6 X 500 LB. G.P. FUSED: 1/10 SEC. NOSE 1/100 SEC. TAIL.
- (11) 4959N 0653E
- (12) IF VISUAL CONDITIONS DO NOT EXIST AT TARGET, GROUP WILL
BOMB PRIMARY TARGET ON "GEE". IN EVENT OF "GEE" EQUIPMENT
FAILURE, BOMBS WILL BE RELEASED ON TARGET ETA.
- C. 416TH BOMB GROUP.
- (3) WITH FIGHTERS AT 4855N 0603E AT 12,000 FEET AT ZERO MINUS
40 MINUTES.
- X. (1) - (4) NO CHANGES.
FOR THE 409TH AND 416TH GROUPS.
- (5) TARGET: SIMMERN RAILROAD BRIDGE (L-839530)
- (6) A/C REQUIRED: 36 A/C BOMBING BY FLIGHTS OF 6 A/C.
- (7) ROUTE OUT: BASE TO F/R TO 4856N 0740E TO 4938N 0808E
TO I.P. TO TARGET.
- (8) ROUTE BACK: TARGET TO R.P. TO 4959N 0653E TO 4941N 0653E
TO 4937N 0608E TO BASE.
- (9) ALTITUDE: BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN
TO BUT NOT BELOW 5,000 FEET. LOSE 1,000 FEET AFTER LEAVING
TARGET.
- (10) I.P. - 4947N 0742E
- (11) AXIS OF ATTACK: GEN. SE TO NW.
- (12) M.P.I. - MAP SERIES G.S.G.S. 4414 SHEET 6011 GRID. COORD.
83905305 (CENTER OF BRIDGE) INTERVALOMETER SETTING
MINIMUM.
- (13) BOMB LOAD: 4 X 1000 LB. G.P. FUSED 1/10 SEC. NOSE 1/100
SEC. TAIL.
- (14) R.P.: 5007N 0708E
- (15) IF VISUAL CONDITIONS DO NOT EXIST AT TARGET, GROUP WILL
BOMB PRIMARY TARGET ON "GEE". IF "GEE" EQUIPMENT FAILS,
BOMB ON TARGET E.T.A.

PLAN "B"

3. A. 409TH BOMB GROUP.
- (2) 2 BOXES OF 18 A/C WITH 1 PPF A/C.
- (3) WITH FIGHTERS AT 13,500 FEET AT 4842N 0611E AT ZERO PLUS
48 MINUTES.
- (12) T.O.T. ZERO PLUS 90 MINUTES.
- B. 410TH BOMB GROUP.
- (1) GEROLSTEIN RAILROAD JUNCTION (L-235810)
- (2) 2 BOXES 18 A/C WITH 1 PPF A/C.
- (3) WITH FIGHTERS AT 4922N 0610E AT 13,500 FEET AT ZERO
PLUS 1 MINUTE.
- XR (4) BASE TO 4922N 0610E TO 4934N 0707E TO 4953N 0721E TO 4959N
0712E TO TARGET.
- (5) TARGET TURN LEFT TO 4959N 0653E TO 4941N 0653E TO 4922N 0610E
TO BASE.
- (6) BOMB AT 13,500 FEET. MINIMUM ALTITUDE IF BOMBING IS VISUAL
WILL BE 5,000 FEET
- (9) M.P.I. - MAP SERIES G.S.G.S. 4414 SHEETS 5705 AND 5706.
ONE FLIGHT ON EACH OF THE FOLLOWING GRID. COORD: 23388111,
23508115, 23658115, 23808115, 23958115 AND 24088111 TO BE
USED IF BOMBING IS VISUAL AND BY FLIGHTS.
G.S.G.S. 4414 SHEETS 5705 AND 5706 ONE BOX ON EACH OF THE
FOLLOWING GRID. COORD. 23508115 AND 23808115 TO BE USED IF
BOMBING IS VISUAL AND BY BOXES. P.P.F. M.P.I. GRID. COORD.
23788115.
- (10) 6 X 500 LB. G.P. FUSED: 1/10 SEC. NOSE 1/100 SEC. TAIL.
- (12) T.O.T. - ZERO PLUS 30 MINUTES.
- (13) GROUP WILL PROCEED ON BRIEFED PPF ROUTE TO A POINT WHERE
THE GROUP LEADER CAN ASCERTAIN THAT VISUAL BOMBING BY
FLIGHTS OF 6 A/C IS POSSIBLE. WEATHER BEING THE DETERMINING
FACTOR. IF VISUAL BOMBING BY FLIGHTS IS POSSIBLE, GROUP
WILL PROCEED OR RETURN, AS THE CASE MAY BE TO VISUAL
I.P. (4959N 0653E) TAKE INTERVAL AND BOMB BY FLIGHTS. IF
BOMBING BY FLIGHTS IS IMPOSSIBLE BUT A SMALL BREAK IN
THE CLOUDS MAKES IT POSSIBLE TO BOMB VISUALLY BY BOXES OF
18 A/C, GROUP WILL CONTINUE ON PPF ROUTE AND BOMB VISUALLY
BY BOXES OF 18 A/C. IF 10/10 CLOUD COVER OBSCURES THE
TARGET, GROUP WILL BOMB IN THE FOLLOWING PRIORITY:



- B. GROUP "GEE"
C. TARGET E.T.A.
- (14) IF VISUAL CONDITIONS EXIST AT TARGET, BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-20 BOX LEADERS AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE PPF A/C OR NOT.
- (15) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING, GROUP WILL RETURN TO 4959N 0653E TO BEGIN RUN.

C. 416TH BOMB GROUP

- (2) 2 BOXES OF 18 A/C WITH 1 PPF A/C
(3) WITH FIGHTERS AT 4842N 0611E AT 13,500 FEET AT ZERO PLUS 38 MINUTES
(12) T.O.T. - ZERO HOUR PLUS 80 MINUTES.

X. (1) - (4) NO CHANGE

FOR THE 409TH AND 416TH GROUPS

- (5) TARGET - SIMMERN RAILROAD BRIDGE (L-839530)
(6) ROUTE OUT - BASE TO 4842N 0611E TO 4856N 0740E TO 4933N 0803E TO 4939N 0753E TO TARGET
(7) ROUTE BACK - TARGET TO 5007N 0708E TO 4959N 0653E TO 4941N 0653E TO 4937N 0608E TO BASE
(8) ALTITUDE - BOMB AT 13,500 FEET MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 5,000 FEET
(9) MPI - MAP SERIES 4414 SHEET 6011 GRID. COORD. 83905305 (CENTER OF BRIDGE) TO BE USED IF BOMBING IS VISUAL AND BY FLIGHTS. GSGS 4414 SHEET 6011 GRID COORD. 83905305 (CENTER OF BRIDGE) TO BE USED IF BOMBING IS VISUAL AND BY BOXES. PPF MPI GRID COORD. 83905305.
INTERVALOMETER SETTING MINIMUM.
- (10) BOMB LOAD - 4 X 1000 LB G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL
(11) 409TH AND 416TH GROUPS WILL PROCEED ON BRIEFED PPF ROUTE TO A POINT WHERE GROUP LEADER CAN ASCERTAIN THAT BOMBING BY FLIGHTS OF 6 A/C IS POSSIBLE, WEATHER BEING THE DETERMINING FACTOR. IF VISUAL BOMBING BY FLIGHTS IS POSSIBLE, GROUPS WILL PROCEED OR RETURN, AS THE CASE MAY BE, TO VISUAL I. P. (4947N 0742E) TAKE INTERVAL AND BOMB BY FLIGHTS. IF BOMBING BY FLIGHTS IS IMPOSSIBLE BUT A SMALL BREAK IN THE CLOUDS MAKES IT POSSIBLE TO BOMB VISUALLY BY BOXES OF 18 A/C, GROUPS WILL CONTINUE ON PPF ROUTE AND BOMB VISUALLY BY BOXES OF 18 A/C. IF 10/10 CLOUD COVER OBSCURES THE TARGET, GROUPS WILL BOMB IN THE FOLLOWING PRIORITY
A. PPF
B. GROUP "GEE"
C. TARGET E. T. A.
- (12) IF VISUAL CONDITIONS EXIST AT TARGET, BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-26 BOX LEADERS AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE PPF A/C OR NOT
(13) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING, GROUPS WILL RETURN TO 4947N 0742E TO BEGIN RUN.

4. NO CHANGE

5. COMMUNICATIONS

PLAN "A" OR "B"

- A. 409TH BOMB GROUP (839530)
(2) PEDLAR
(3) SHOWDOWN
(4) SWEEPSTAKES

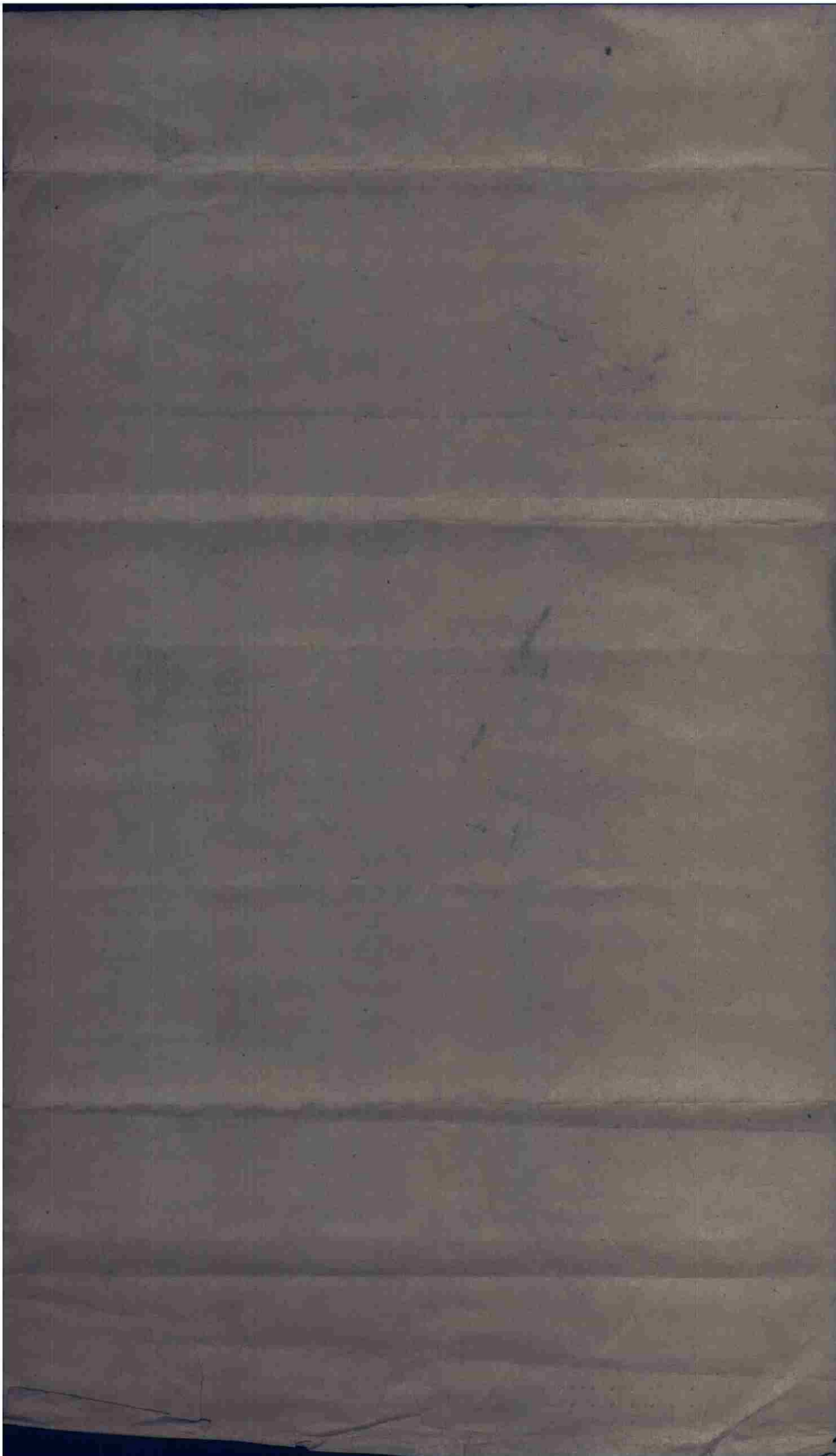
- B. 410TH BOMB GROUP (235810)
(2) HOTEL
(3) BY PASS
(4) SWEEPSTAKES

- C. 416TH BOMB GROUP (839530)
(2) SKINDEEP
(3) MUSTARD
(4) SWEEPSTAKES

COMCBTWIG 97

BT 22/0140A
RL/LCB AR

OIITA R. 22/0310A EG AR
OIJES R. 22/0310A FR AR
OIJKI R. 22/0310A TM AR



NO. 189

LOADING LIST

BOX I

FLIGHT I

22 JANUARY 1945

1. 106 E
Lt. Col. D.L. Willetts
Lt. P.G. Royalty
Opl. J.W. Rose
S/Sgt. L.D. McElhattan

2. 249 F
Lt. T.J. Murray
S/Sgt. D.H. DeBower

3. 208 L
Lt. J.G. Gary
S/Sgt. R.W. Cheuvront

4. 300 K
Lt. F.W. Henderson
S/Sgt. H.S. Fessler

5. 250 A
Lt. W.H. Ames
S/Sgt. R.J. Brown

6. 265 V
Lt. L.W. Edstrom
Opl. P.A. Pampa

FLIGHT II

1. 075 J
Lt. E.L. Miller
Lt. J.K. Conner
S/Sgt. J.F. Malloy
S/Sgt. J.M. Pemberton

2. 252 D
Lt. E.J. Penth
S/Sgt. L. Moskowitz

3. 238 M
Lt. C.R. Weinert
Opl. R.D. Francis

4. 241 F-1
Lt. J.W. Allen
S/Sgt. L.R. Getgen

5. 354 S
Lt. D.H. Smith
Opl. R. DeStafano

6. 306 X
Lt. R.H. Hackley
Opl. O.T. Hawk

FLIGHT III

1. 063 A-1
Lt. R.H. Cornell
Lt. R.E. Kuman
S/Sgt. A. Carter
S/Sgt. K.A. Reid

2. 259 H
Lt. R.W. Van Ropes
Opl. R.H. Klingman

3. 269 K-1
Lt. C.M. Anderson
Opl. J.H. Deatherage

4. 271 R
Lt. M.W. DeBose
S/Sgt. D.L. Griffin

5. 229 B
Lt. E.C. Martin
Opl. W.R. Summer

6. 244 I
Lt. L.E. Poundstone
Pvt. E.A. Arendt, Jr.

SPARE

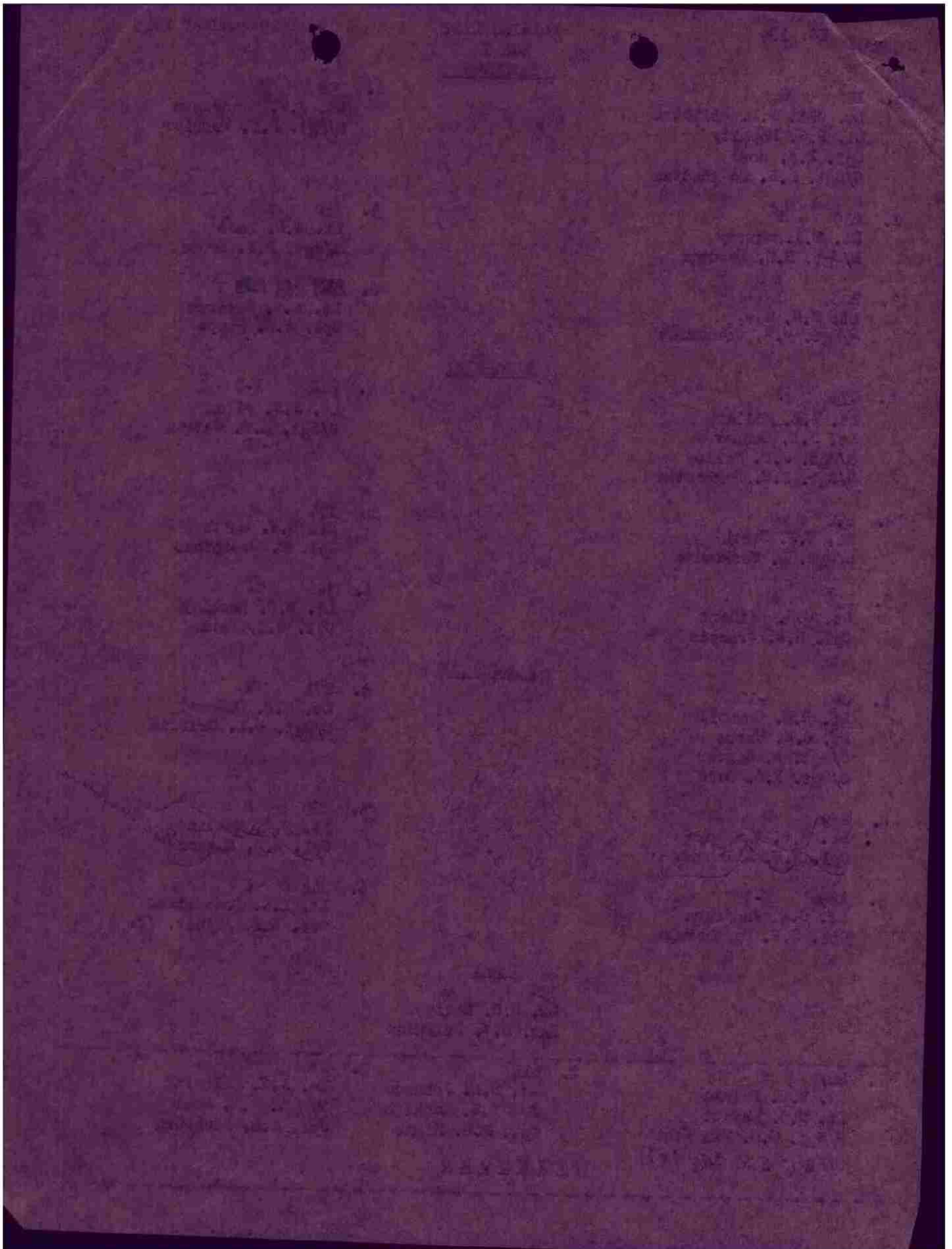
334 G
Lt. E.H. Shaley
Sgt. D.V. Paladino

1. 467 W
Lt. W.R. Heins
Lt. M.C. McNatt
S/Sgt. G.R. Van Wert
S/Sgt. S.R. Caudell

2. 614 A
Lt. E.L. Johnson
S/Sgt. L.L. Leahigh
Opl. P.H. Riggs

3. 026 K
Lt. J.K. Colquitt
S/Sgt. C.M. Mohr
Opl. J.C. Edenburn

WINDONS



MISSION NO. 189

LOADING LIST

22 JANUARY 1945

BOX II

FLIGHT I

1. 185 G
 Captain E.F. Peir
 Lt. J.L. Corum
 S/Sgt. G.R. Orvold
 S/Sgt. A.E. DiMartino

4. 313 B
 Captain A.G. Sears
 M/Sgt. J.J. Wells

2. 234 F
 Lt. S. Mooney
 Cpl. W.G. Buckley

5. 352 J
 Lt. M. Wallman
 Cpl. A. Helt

3. 237 D
 Lt. J.B. Cooke
 S/Sgt. W.A. McCartney

6. 223 B-1
 Lt. A.E. Krivko
 Cpl. R.A. Graub

*alt. ant.
 of Cunningham
 before 1945*

FLIGHT II

1. 023 X
 Captain F.G. Atkinson
 Lt. D.G. Ackerson
 Sgt. J.L. Collier
 Sgt. L.H. Friday

4. 235 M
 Lt. R.E. Hall
 S/Sgt. L.G. Burger

2. 9315 F
 Lt. P.D. Barausky
 S/Sgt. M. Hall

5. 222 S
 Lt. R.G. Bishop
 Sgt. L.W. Hidnutt

3. 2315 L
 Captain R.O. Gruetzemacher
 Captain E.W. Borman
 S/Sgt. D.S. Blackford

6. 337 O
 Lt. M. Wyrotabere
 Cpl. A.E. Bowie

FLIGHT III

1. 051 P-1
 Captain H.M. Evans
 F/O T.M. McCartney
 S/Sgt. O.N. Merritt
 S/Sgt. C.L. Sheens

4. 321 T
 Lt. J.W. Wright
 S/Sgt. H.J. Sylva

2. 188 R
 Lt. J.P. Fenny
 S/Sgt. J.J. Sittarish

5. 219 R
 Lt. A. S. Mathanson
 Sgt. C.M. Hicks

3. 331 G
 Lt. R.C. Buchanan
 Sgt. R.G. Hindman

6. 290 L-1
 Lt. W.W. Annin
 Sgt. J.L. Parker

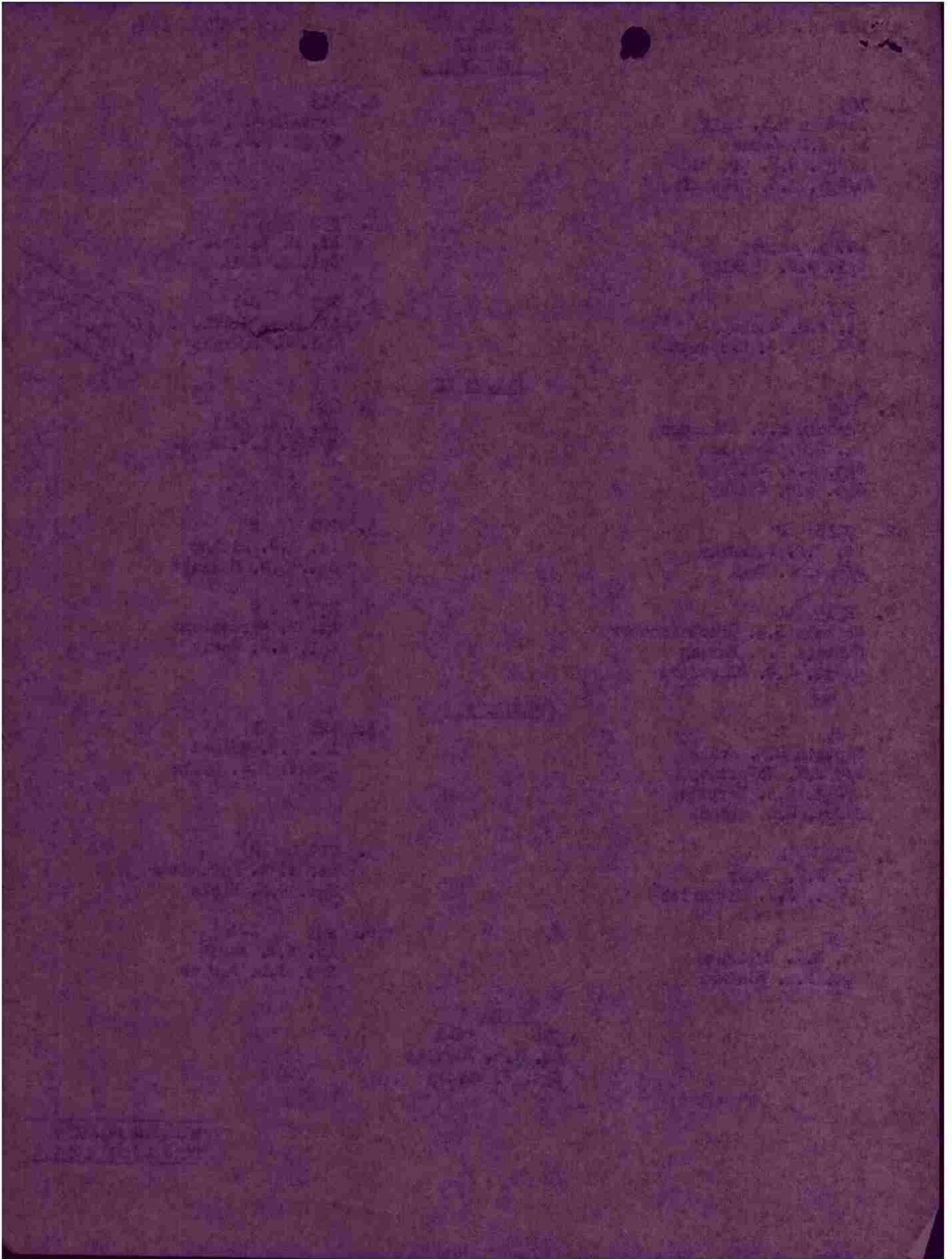
SPARE

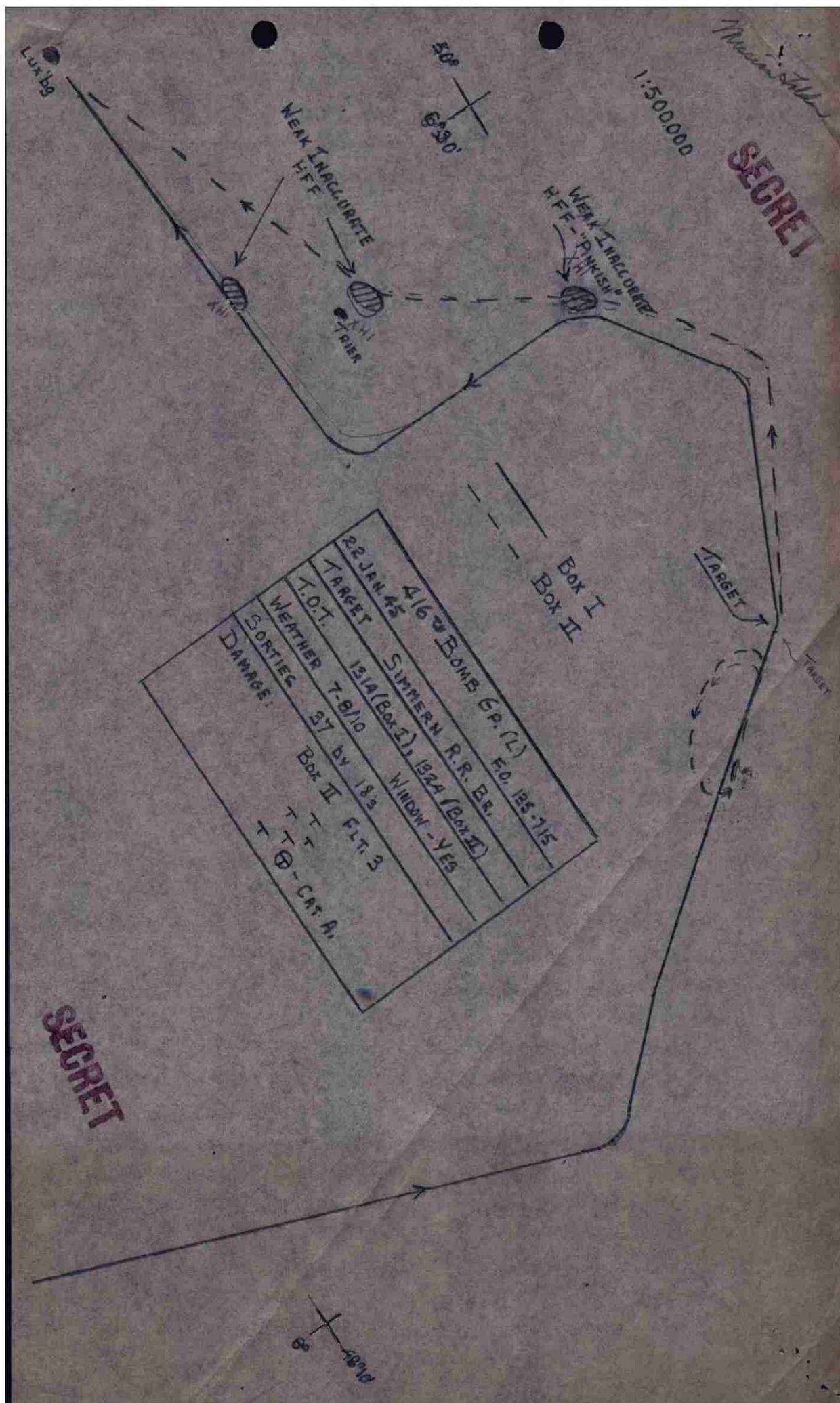
378 O-1
 Lt. J.N. Alvins
 Sgt. F. Gentry

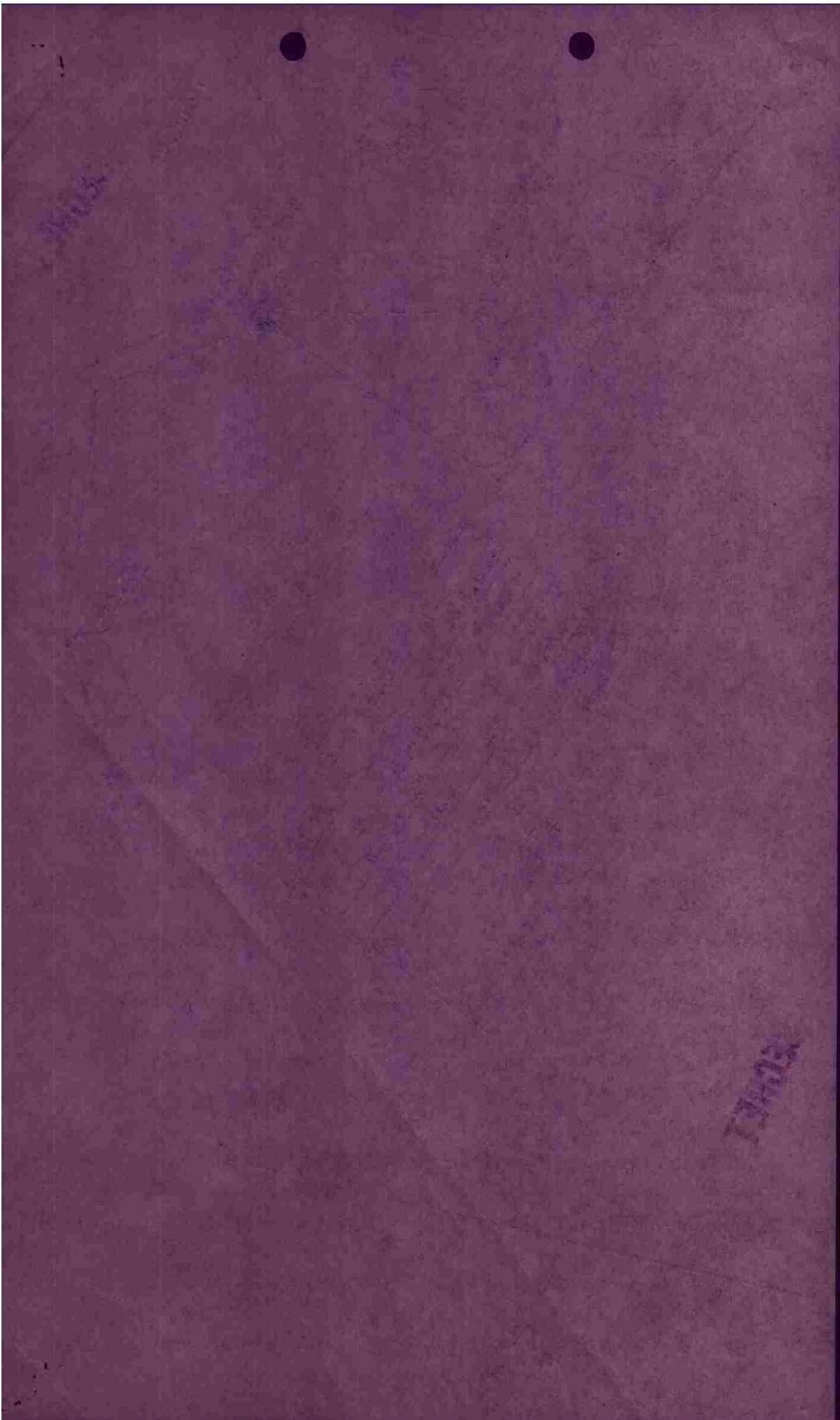
Not in line

MISSION NO. 189

22 JANUARY 1945







USAAF FORM 34A

SECRET

SECRET

AUTH: CO STA

DATE:

INIT: 28 Jan. 45

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

TO: Commanding General, 9th Bombardment Division (M), APO 146, U.S. Army.
Attention: Statistical Control.

From: 416th Bombardment Group (L), APO 146, U.S. Army.

Ref: Oprep A No. 204 for 24 hrs. ending midnight

Mission or Operation No. 189 97th BOM F.O.S. 135-715

A. Short Narrative of Operation:

Target German Railroad Bridge
Place of take-off Station A-55
Place of landing Station A-55 (1st of 2nd A-55)
Take-off time 11:01 Landing time 11:05
Time over target 11:11 - 11:27 Bombing Altitude 15,000
Nature of mission Bombing Other None
Weather 7/8 - 10's clouds in target area
Results Unobserved
Enemy opposition 21 enemy interceptors 100' at bombing on way out.

B. Type & model of aircraft:

1. Dispatched 9 - A-20's
28 - A-26's

2. Attacking target (indicate target) or completing mission.

6 - A-20's Simons B/N Function
27 - A-26's Simons B/N Function
3 - A-20's Widow

3. Abortive due to:

(1) Weather: None

(2) Personnel: None

(3) Mechanical: None

(4) Other: 1 A-26 - Pilot vertigo

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

5. Destroyed - before reaching target None
giving cause w here known

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

7. Damaged (give category & cause) 1 - A-26 - category "A" Flak

8. Sorties 28 A-26's
9 A-20's

SECRET

(over)

GEORGE SCHENKELIN,
Captain, Air Corps,
Adjutant.

For the Commanding Officer:

3. Destroyed
2. Prob. Destroyed
1. Damaged

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

Type of	Casualty	Pilot	Co-pilot	Nav	Bomb	R. Gun	R. Gun	T. Gun
Killed in								
Action								
Missing in								
Casualty								
Wounded								
Slightly								
Wounded								
Casualty								
Action								
Missing in								
Wounded								
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USAAF FORM 54A

SECRET

SECRET

AUTH: CO STA 1-55

DATE: 24 Jan 1944

INIT:

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

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

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

Ref: Cprep A No. 704 A for 24 hrs. ending midnight 22 Jan. 45
Mission or Operation No. 190 97th CGW P.O. # 126-716

A. Short Narrative of Operation:

Target Base Camp
Place of take-off Station A-55
Place of landing Station A-55
Take-off time 1614 Landing time 1810
Time over target No Attack Bombing Altitude None
Nature of mission Strafing Other None
Weather 10/10's clouds in target area.
Results No Attack
Enemy opposition None

B. Type & model of aircraft:

1. Dispatched 6 - A-26's
2. Attacking target (indicate target) or completing mission.
No Attack
3. Abortive due to:
 - (1) Weather: None
 - (2) Personnel: None
 - (3) Mechanical: None
 - (4) Other: 6 - A-26's - Abandoned operation at 1712 as ordered by Parade.
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) None
8. Sorties 6 - A-26's

SECRET

(over)

GEORGE SCHENKELIN,
Captain, Air Corps,
Adjutant.

For the Commanding Officer:

3. Destroyed
2. Prob. Destroyed
1. Damaged

H. Enemy aircraft by type or description (containing elements):

Type of	Pilot	Co-pilot	Nav	Bomb	R.Gun	R.Gun	P.Gun
Killed in							
Action							
Missing in							
Action							
Wounded							
Slightly							
Wounded							
Seriously							
Action							
Wounded							
Slightly							
Wounded							
Slightly							

G. Own Personnel Casualties:

3. Total Returned
2. Lost or wrecked on
missing a/c
1. Detained
2. Expended on operations:
(List targets separately)
3. Total carried into air:

F. Bombs, flares, etc. used:
2. Total carried into air:
3. Total carried into air:
2. Expended on operations:
3. Lost on wrecked or missing a/c:

E. Ammunition by caliber:
2. Total carried into air:
3. Total carried into air:
2. Night (Sunset to sunrise):

D. Total operational flying hours:
2. Day (Sunrise to sunset):
3. Night (Sunset to sunrise):

SEE 1

USAF FORM 34A (Rev. 1-1-4)

FLIGHT PLAN

WINDS

THEM.

SURF OF	
5006 ft.	-8
10000 ft.	-10
12000 ft.	-17
15000 ft.	-27
MEAN TEMP.	+15.39

[illegible]

Don't	8/15	10/6	10/11	
194	250	4 1/2	29 1/2	25 1/2
258				
95 1/2	274	8 1/2	29	29
96 1/2	299			

CHALLENGE
HARRY
COLLETS
VHF CHANNEL

BOATMAN O/S
TITANIC O/S
BOATMAN TO BOATMAN
FTR. CMD. CONTROL

PILOT
B/N
PLANE
TARGET
DATE

AT AIRPORT 0945
STREET ENGINES 1015
TAKI OUT 1028
TAKE OFF 1053
ON COURSE 1118 (4100)
REUNDEVOIS
INITIAL POINT 1215K
TARGET 1230
BULLY POINT 1225
BASE 1215

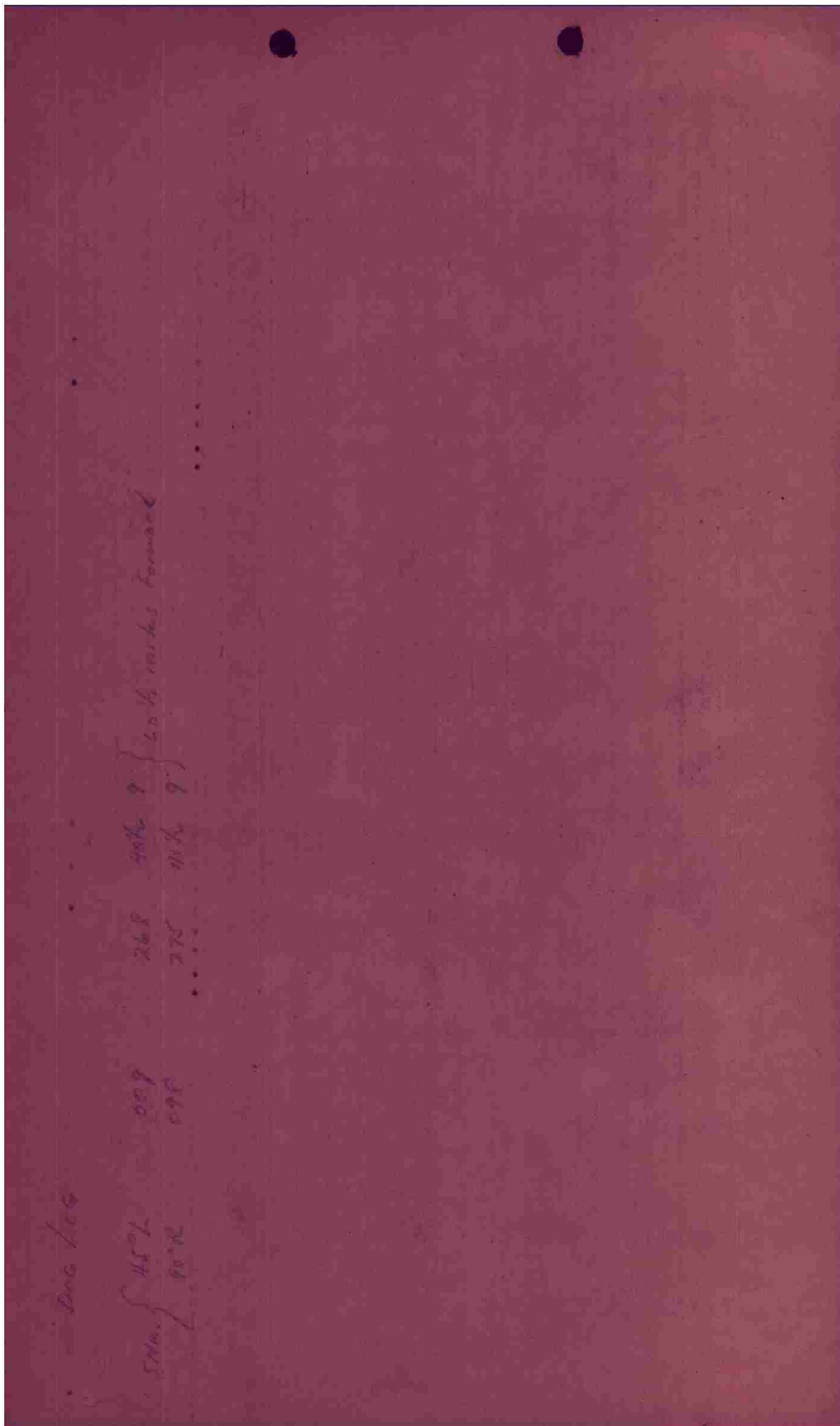
FLIGHT PLAN

WINDS

TEMP.

SPEED OF 150/15
5000 ft. 170/20
10000 ft. 180/25
12000 ft. 210/32
15000 ft. 250/35
MEAN TEMP. -10K. 1st. +1539

FROM	POSITION	TO	M.H.	ETA	ATL.	TC	DR	TH	VAR	M.H.	ALT	TEMP	I.S.S.	C.S.S.	TO RUN	ETA	CEE FIXES
Base	1st Lt. Cr.	63	56	45	55	8	63	5000	-10	190	199	208	45	18			
	4th Lt. Cr.	63	50	44	54	5	62	11000	-19	200	221	255	78	18K			
	Chapman	62	50	43	53	7	60	12000	-20	220	258	288	74K	15K			
	Thurman	60	40	45	75	7	82	12000	-20	210	246	270	21	11K			
	Thurman	62	40	45	75	7	82	12000	-20	210	246	270	21	11K			
	Base	234	280	-4	226	8	234	9000	-13	259	249	236	199	50			



48 51	Target
48 51	Alt.
48 51	Box Lead
	W. J. ETT

T/O	15 min.
TOT	
L/D	

$\frac{104}{104}$

$9 \times 4 = 36 \times 500 \text{ G.P.}$
 104×1000

106
WILLETS
308 249
GARY - MURPHY

HENDERSON 300
265
FOSTRUM AMES 250

063
Carpenter

075
Miller

269 259 238 252
ANDERSON VAN RAE HACKLEY BENTLEY

271
DUBOSE

241
ALLEN

FOUNDTONE MARTIN WEINERY SMITH

334
SHELEX
SPARE

17

TOTALS FOR MISSION

- B. (2) No. a/c off by type: A-20G's _____
 A-20F's (obtained from ops) _____
 (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 receipts.) _____

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

- D. (1) No. a/c _____
 Missing _____
 Destroyed _____
 Damaged _____
 Damaged _____
 (cat. B/C) _____
 (cat. A) _____

- (2) No. crew _____
 Killed _____
 Wounded _____
 Missing _____
 (obtained from receipts).

- E. Results of bombing. (obtained from Group Bombarrier).

- I. Bombs on Primary _____
 Bombs on Secondary _____
 Bombs on Other _____
 Bombs Returned _____
 Bombs Detonated _____
 (obtained from Receipts)

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

Where

Box #	Opstl	Date	F/O	Target	Alt.	Box Leader	T/O TOT L/D	15 min.
II		22/1/45				PAIR		
A/C	Fall to Bomb	AT	F S O	F S J F R	A/C Dam	E/A	Pers.	
Pass No.	Reason				M D A A C B E D P D K V M			
185			4					185 PAIR
234			4					237 COCKE MOONEY
237			4					313 BEARS
313			4					300 HIVKO WALLMAN
352			4					352
300			4					
083			4					081 EVANS
9315			4					083 ATKINSON
2315			4					331 BOGHANAN HENNY
335			4					331 WRIGHT
222			4					188 HALL
337			4					235 GREUTZ BARANSKY
081			4					331 WRIGHT
188			4					337 HALL
331			4					290 ANNIN NATHANSON
321			3					337 FETRO TABERKE
219			4					292 BISHOP
290			4					378 BIEVINS
SPARE 378	700							SPARE

Handwritten notes and calculations on the right side of the page:

- 69
- 57
- 194
- 94
- 100
- 24
- 04
- 28

TOTALS FOR MISSION

- B. (2) No. a/c off by type: A-20G's
A-20T's (obtained from ops)
 (3) No. of a/c falling to bomb 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.
Time Down
 (obtained from tower).

- D. (1) No. a/c Missing
Destroyed
Damaged
Damaged
 (cat. B/C) (cat. A)

- (3) No. Crew Killed
Wounded
Missing
 (obtained from recaps).

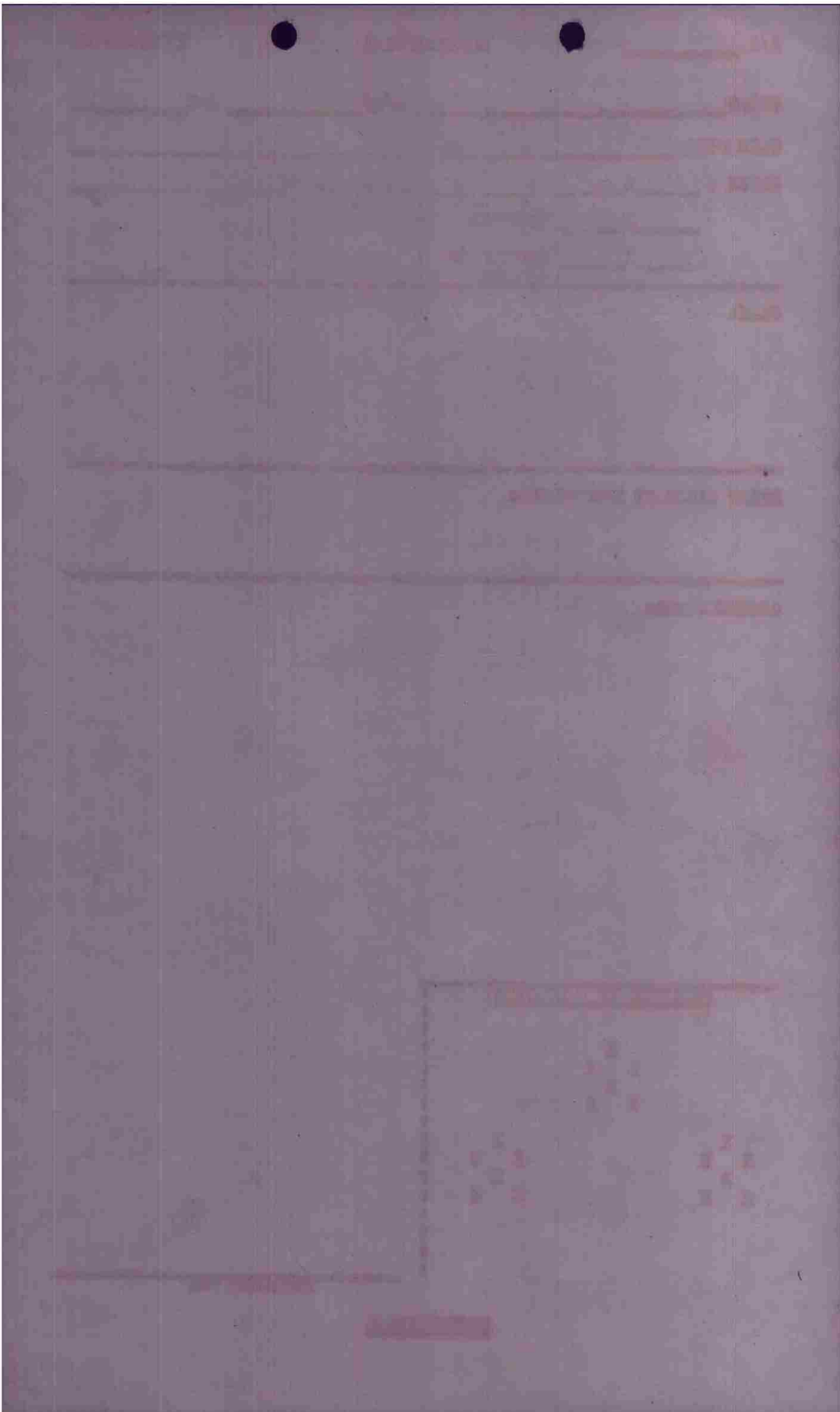
- E. Results of Bombing. (obtained from group bombardier).

No. Type

- I. Bombs on Primary X
 Bombs on Secondary X
 Bombs on Other X
 Bombs Returned X
 Bombs Jettisoned X
 (obtained from recaps)

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

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTER. FORM

PILOT RENTH A/C# 252 BOX 1

CASUALTIES _____

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

FLAK: _____

ENEMY AIRCRAFT ENCOUNTERS: X

OBSERVATIONS:

back alone

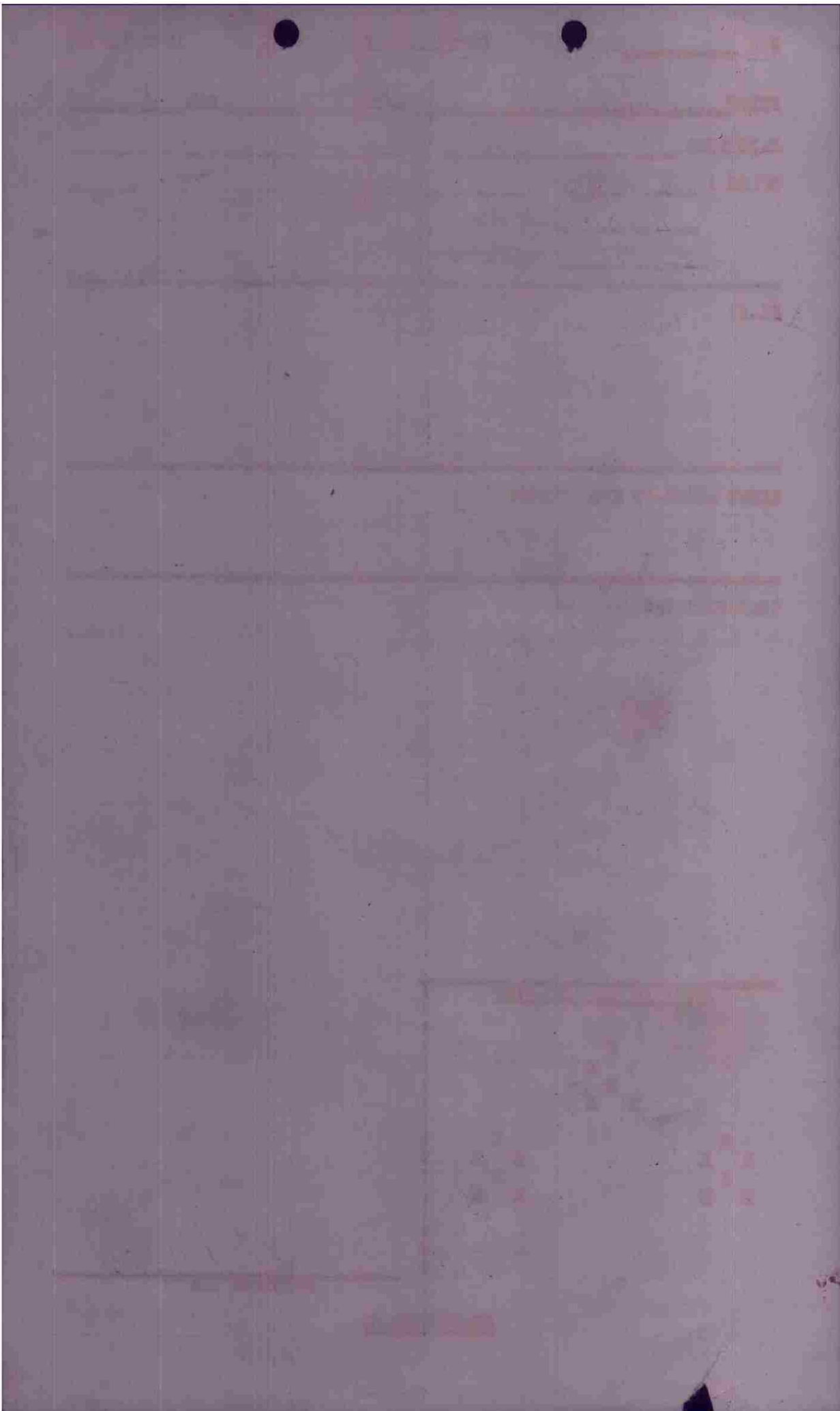
1305 - in turn of meeting
and ~~black~~ black ^{head shot with large on shell} humbled good for
formation + returned.

POSITION IN FORMATION

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

INTERROGATOR H. J. S.

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTER. FORM

PILOT ANDERSON

A/C#

269

BOX

1

CASUALTIES

BOMBS : 3 X 100 ON

BATTLE DAMAGE

FIRE

WIND

WET

RETURNED

DETAINED

FLAK:

2 bursts to hit air wing out.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

```

      X
     X X
      X
     X X
  
```

```

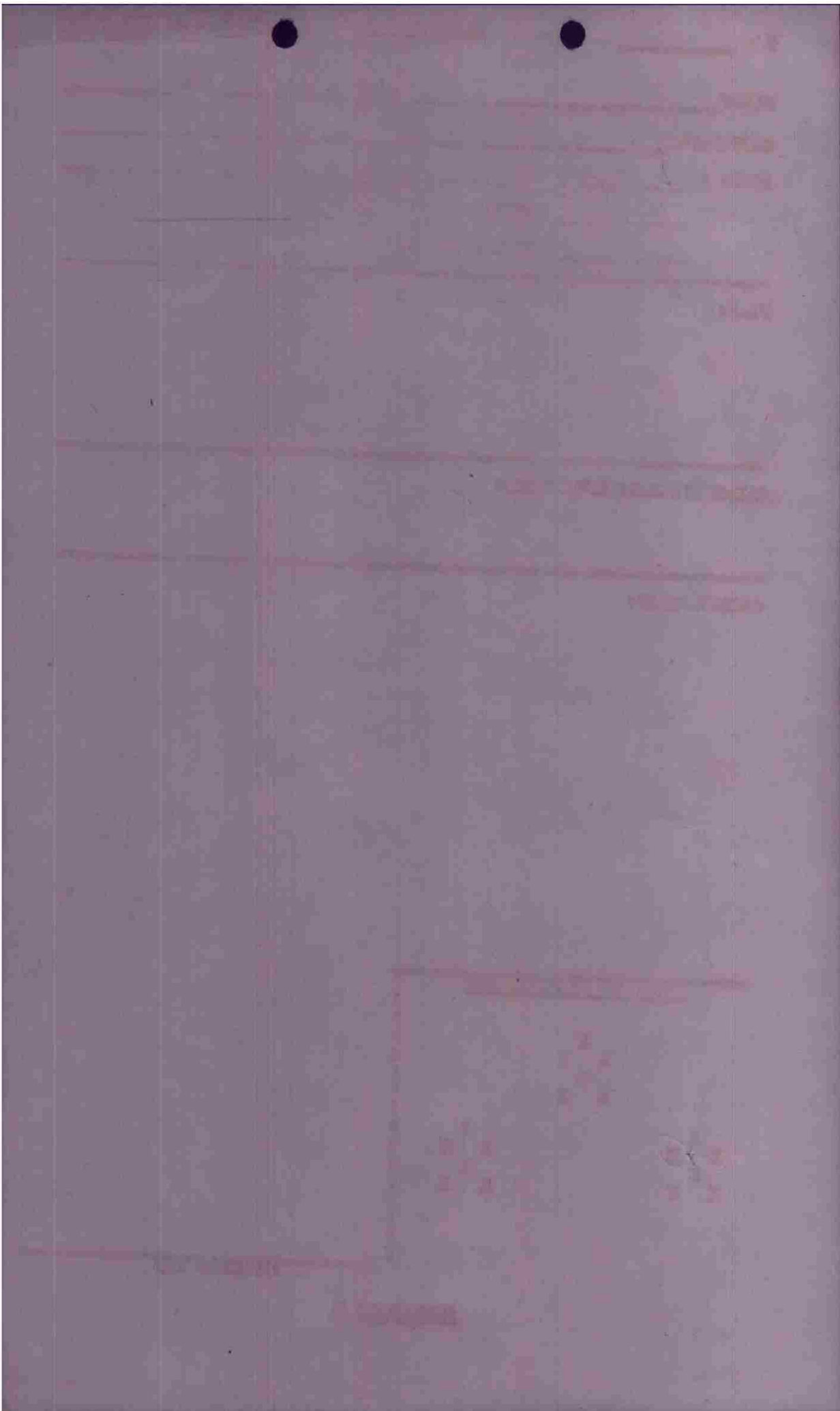
      X
     (X) (X)
      X
     X X
  
```

```

      X
     X X
      X
     X X
  
```

INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTERR.FORM

PILOT HENDERSON A/C# 300 BOX _____

CASUALTIES

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

FLAK: XHI- 4 min off target-

ENEMY AIRCRAFT ENCOUNTERS:

X-OBSERVATIONS: None Clouds-

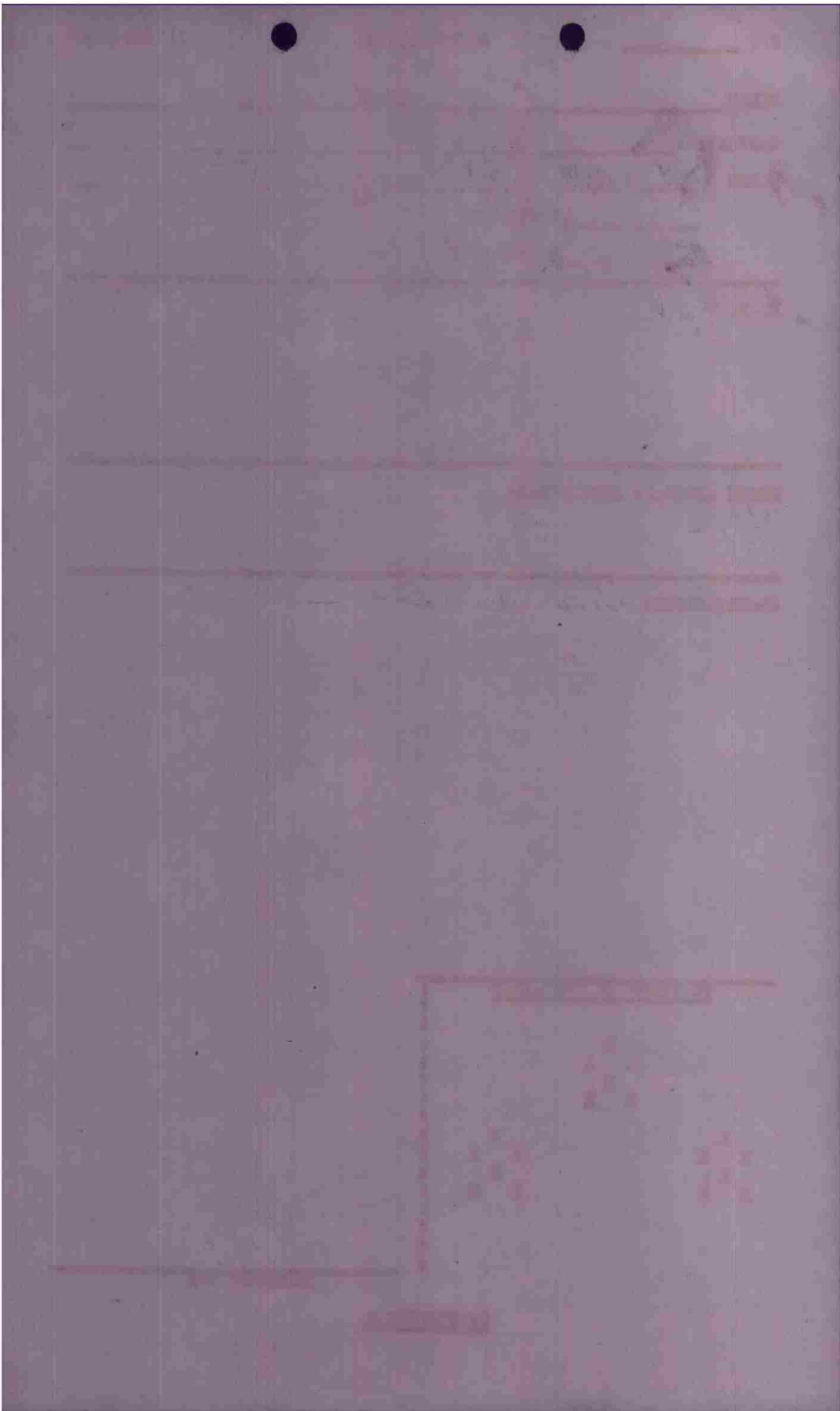
POSITION IN FORMATION

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

T. W. S-

INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTERR. FORM

PILOT EDSTROM A/C# 265 BOX 1

CASUALTIES _____

BOMBS : 4 X 1000 ON P.A. BATTLE DAMAGE X

<u>X</u>	RETURNED	:	:	:	:
<u>X</u>	JETTISONED	:	:	:	:

FLAK: -

ENEMY AIRCRAFT ENCOUNTERS:

1315 - One Uniden. fighter followed for 4.5 min - (Ship, Eng - Black)

OBSERVATIONS: Clouds prevented observation -

POSITION IN FORMATION :

```

      X
    X  X
      X
  (X) X
    X

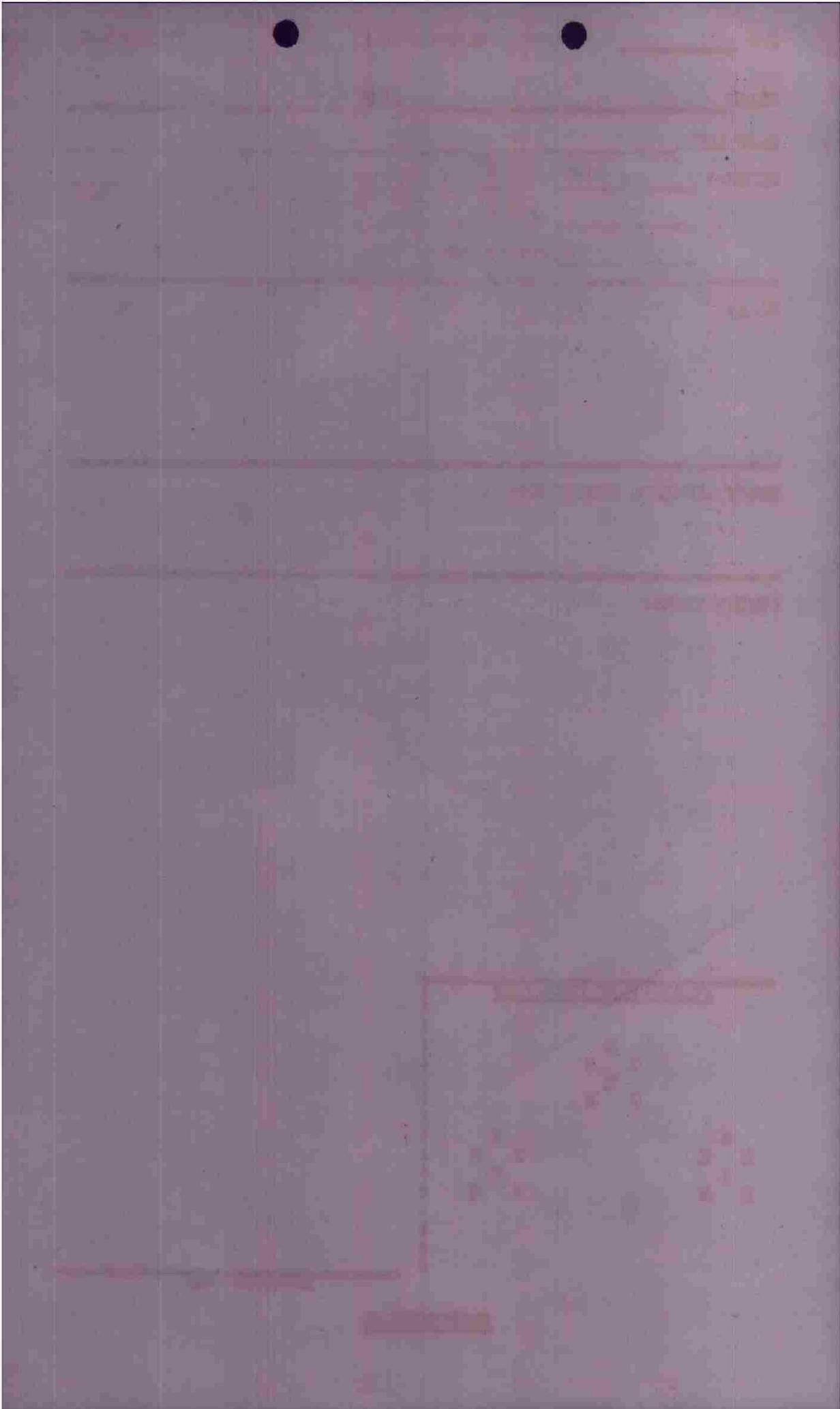
X  X
X  X
X  X

      X
    X  X
      X
    X  X

```

T. W. S.
INTERROGATOR

CONFIDENTIAL



X	JETTISONED	:		:		:
---	------------	---	--	---	--	---

and

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

SAW large explosion near town
of Iru
Blue bomb hit near bridge

TOT 1315

hand camera - took pic

POSITION IN FORMATION

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

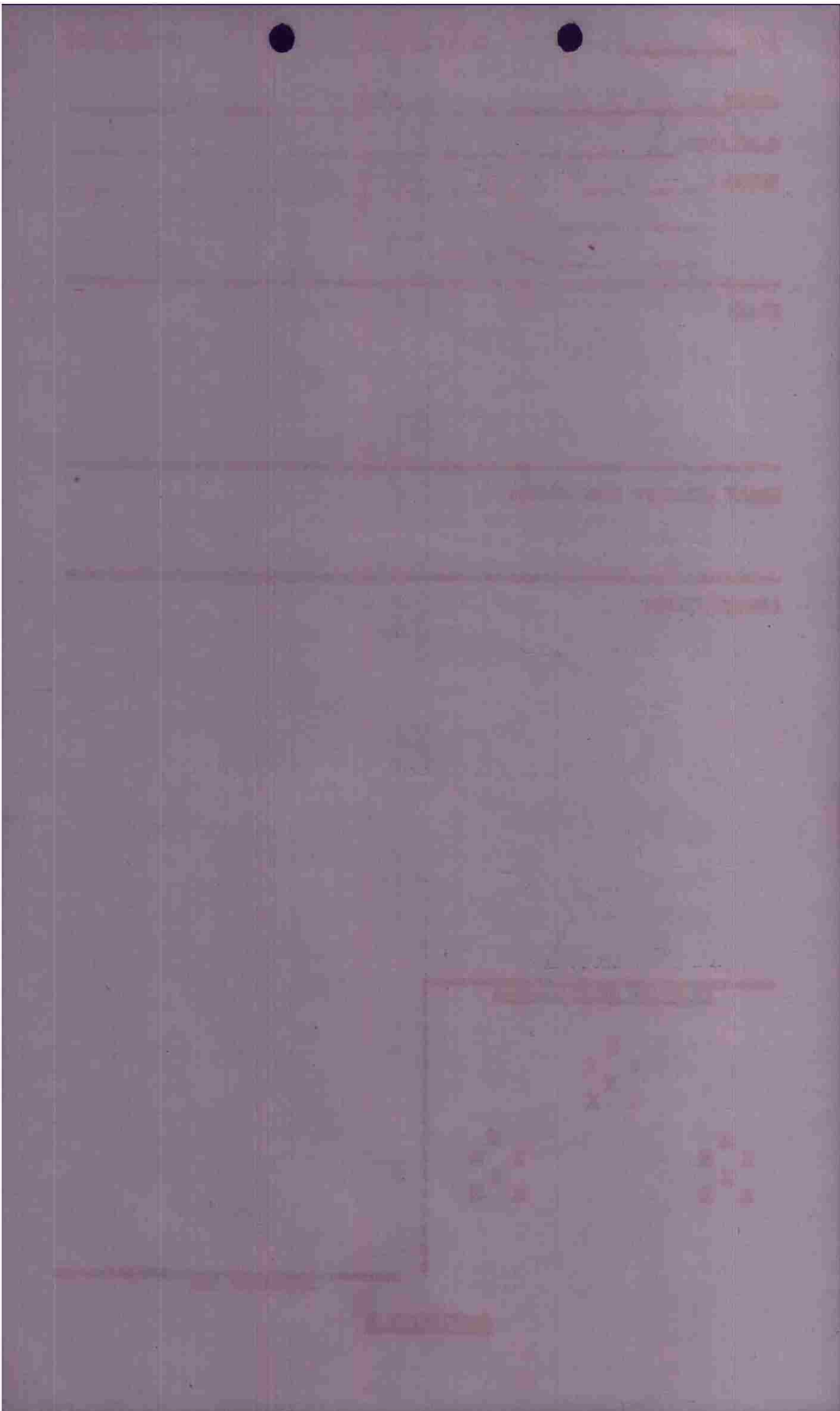
X X
X X
X X

X X

X X

INTERROGATOR

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F/O _____

CONFIDENTIAL

INTERR. FORM

PILOT POUNDSTONEA/C# 244BOX 1

CASUALTIES _____

BOMBS :	4	X 1000	ON	PT	BATTLE DAMAGE	WIND	WAVE	WAVE
			RETURNED					
			JETTISONED					

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

8/10 could not see target

POSITION IN FORMATION

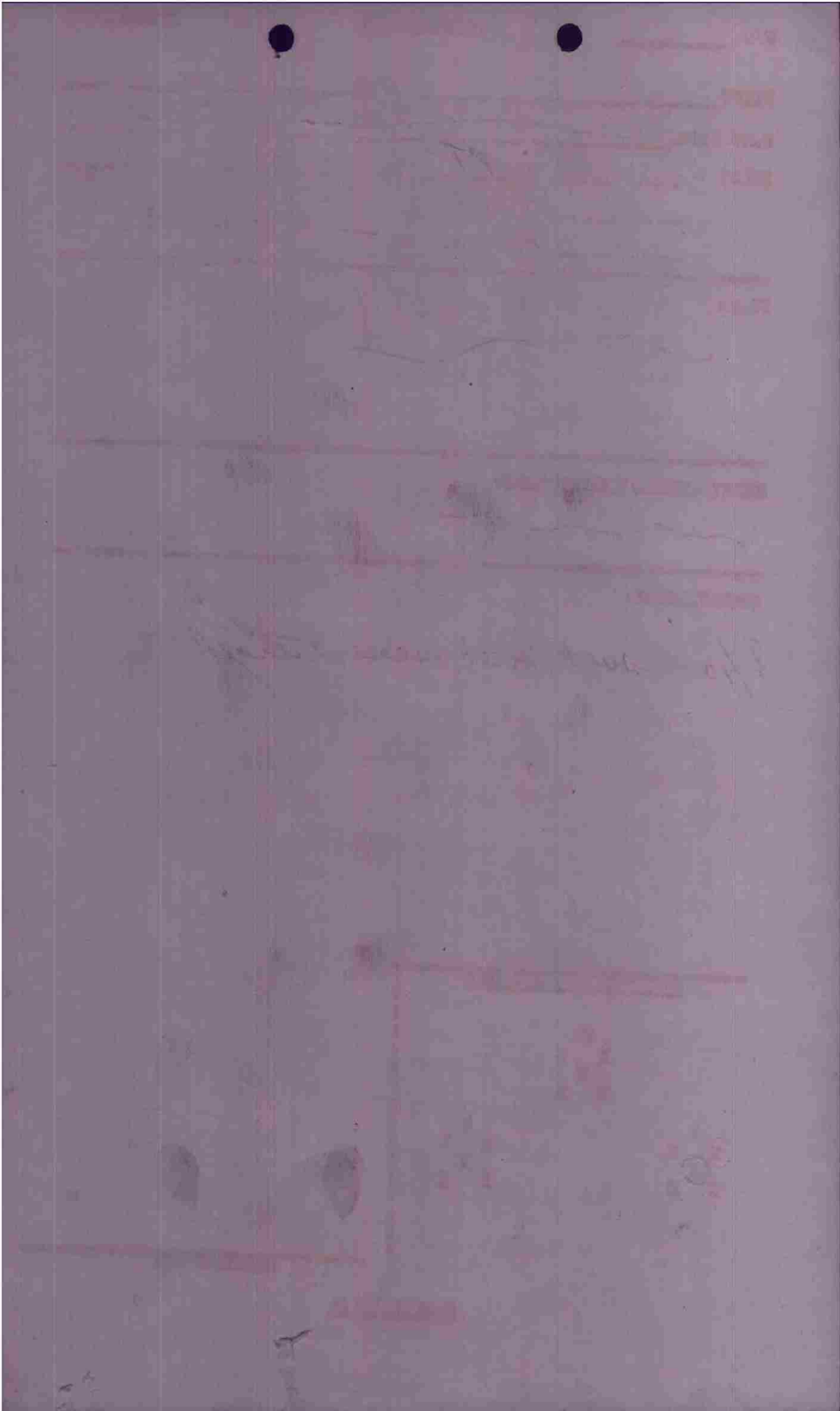
```

      X
    X  X
      X
    X  X

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


 INTERROGATOR

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F/O _____

CONFIDENTIAL

INTER. FORM

PILOT GARY A/C# 308 BOX 1CASUALTIES nil

BOMBS :	4 X 1000	ON P/H -	PARACHUTE	UNIQUE	REMARKS
	X	RETURNED			
	X	JETTISONED			<u>nil</u>

FLAK: one burst - south of siteENEMY AIRCRAFT ENCOUNTERS: nil

OBSERVATIONS: under 1000 ft. plane going down - burst of flames seen to come from it - 1350 hrs - 70 P-38's followed it down.

clouds obscured bombing results

POSITION IN FORMATION

```

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

```

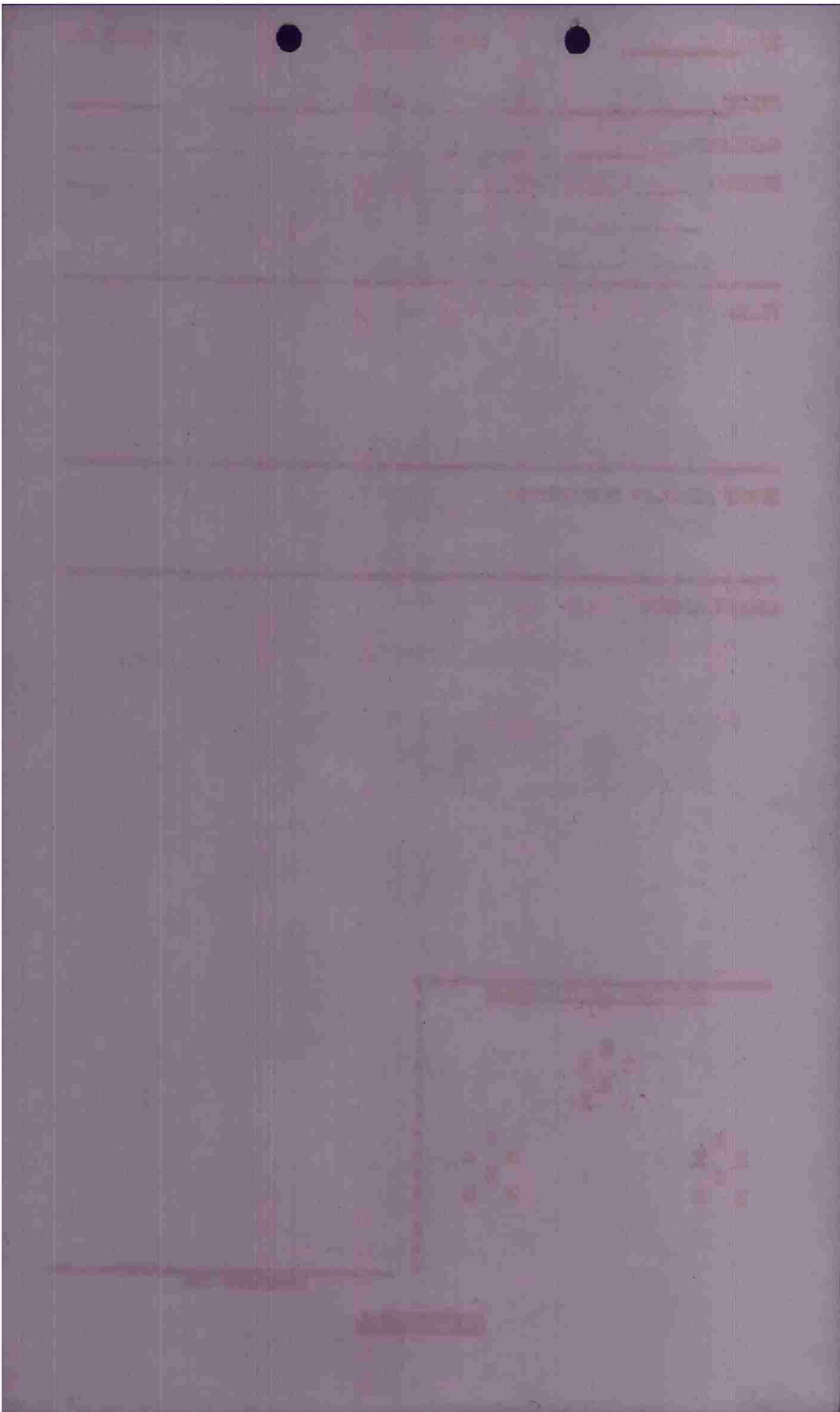
    X
  X  X
    X
  X  X
  
```

```

      X
    X  X
      X
    X  X
  
```

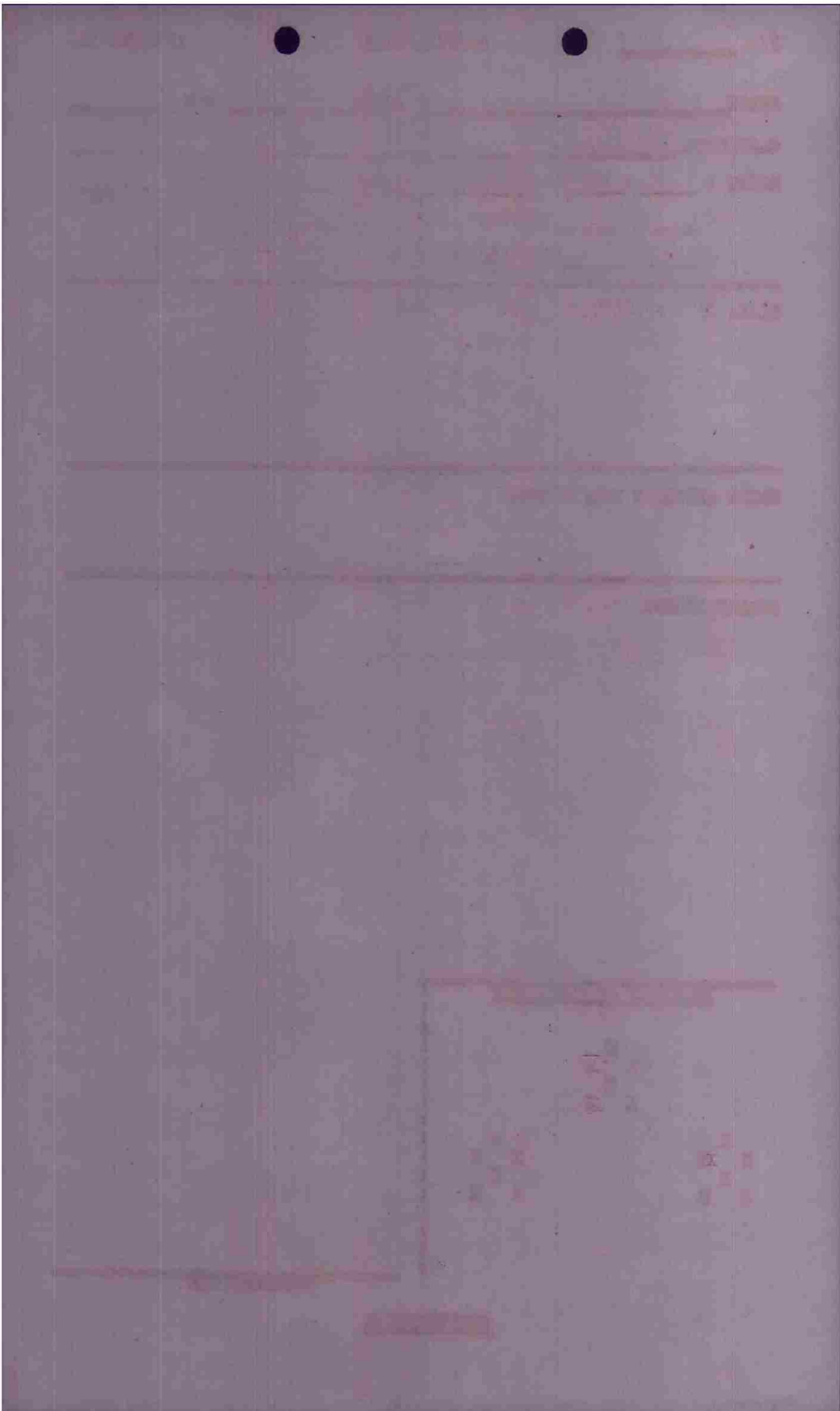
DL Rogers
 INTERROG. FOR

CONFIDENTIAL

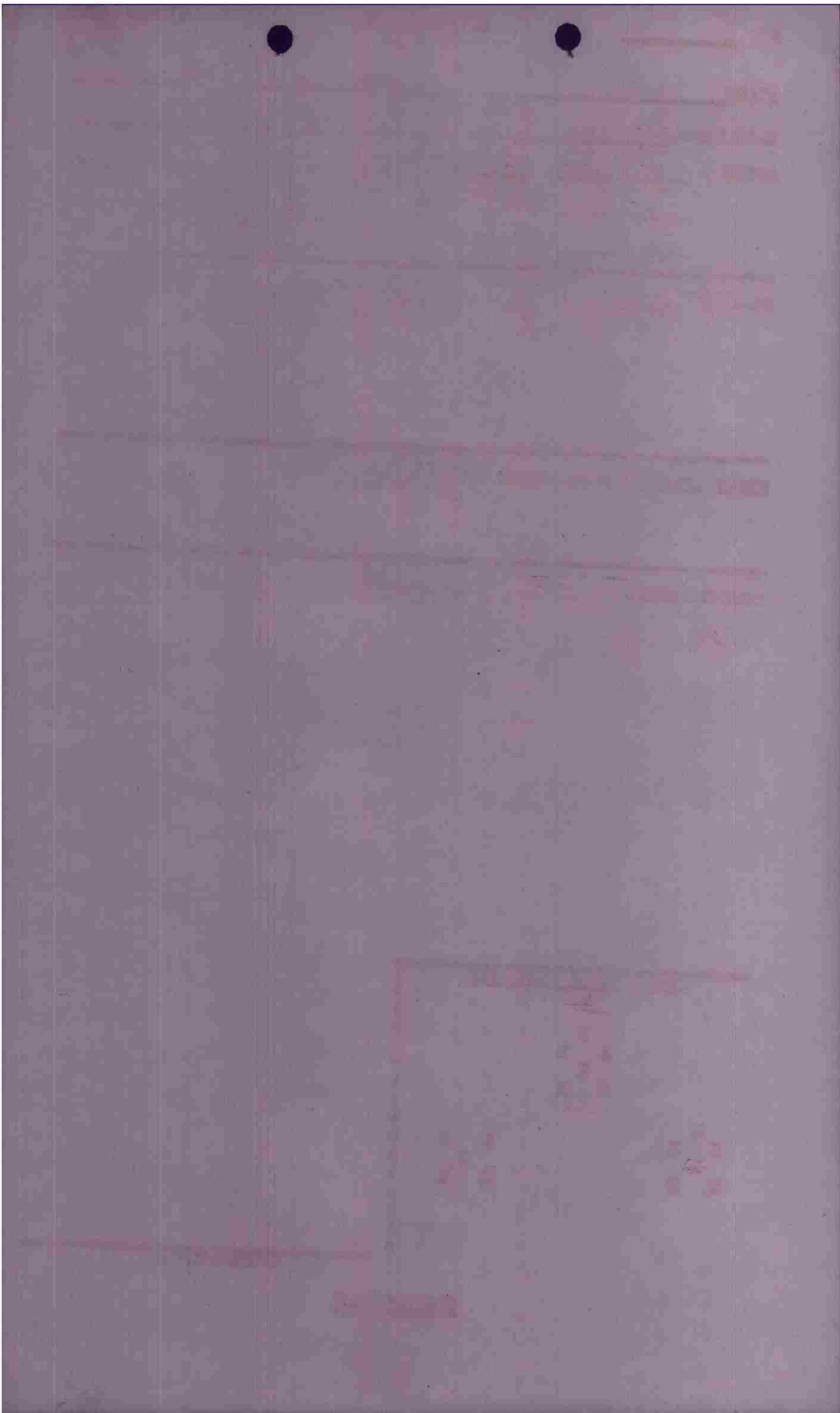


Y JEFFERSON :

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F/O _____ CONFIDENTIAL INTERR. FORM

PILOT SMITH A/C# 354 BOX 1

CASUALTIES nil

BOMBS : 3 X 1000 ON P/H - BATTLE DAMAGE
1 X 1000 RETURNED
mechanical failure - nil

FLAK: 10 minutes from T.P. going in - mags - lower

ENEMY AIRCRAFT ENCOUNTERS: nil

OBSERVATIONS: P-38 went down

POSITION IN FORMATION

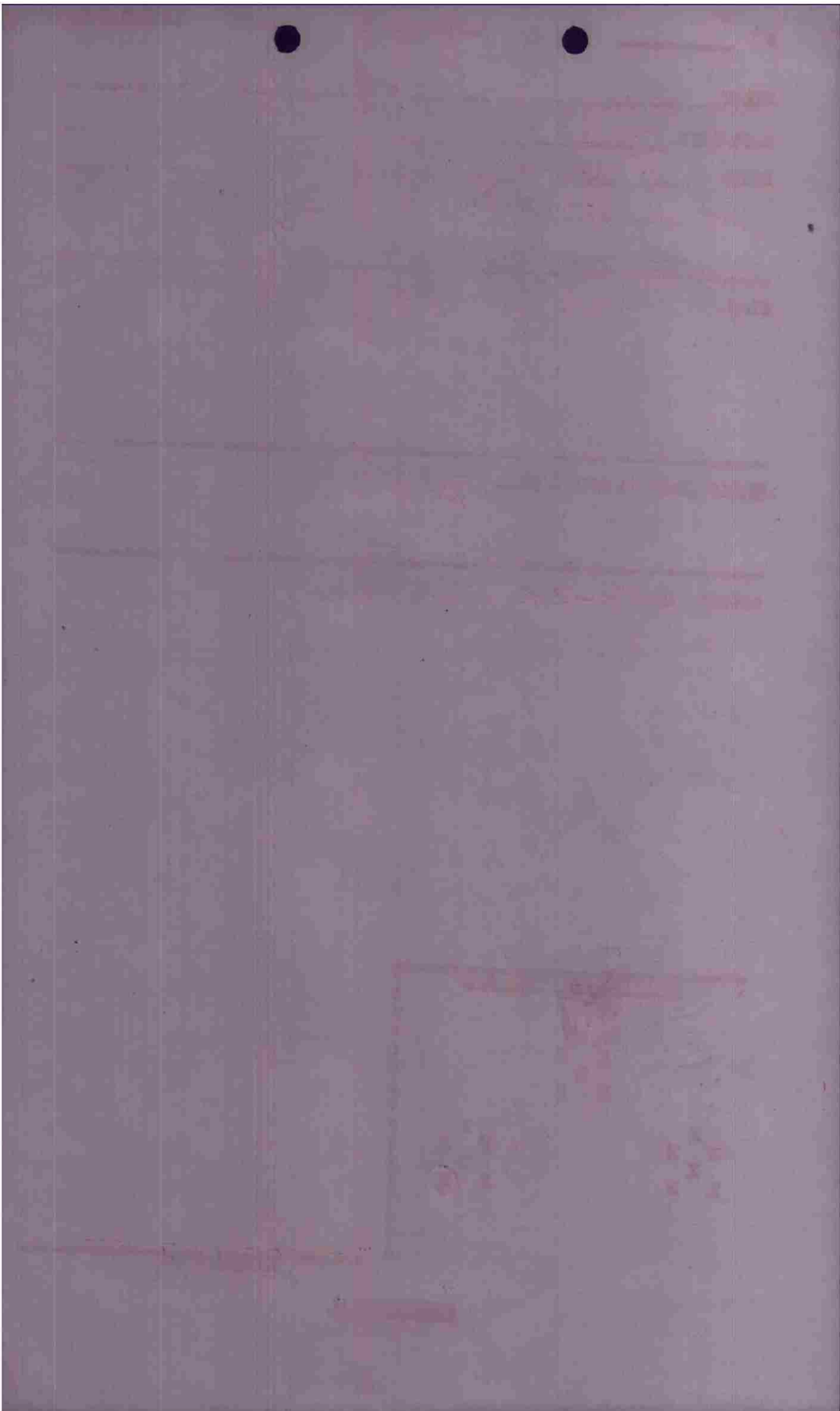
X
X X
X X
X X

X
X X
X
X X

X
X X
X X
X (X)

INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTER. FORM

PILOT HACKLEY A/C# 238 BOX 1

CASUALTIES _____

BOMBS :	X	ON	BATTLE DAMAGE	W	LA-UN	B
	X	RETURNED	:	:	:	:
	X	JETTISONED	:	:	:	:

FLAK:

*Landed at A-58- right
engine cutting out —*

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

ENEMY AIRCRAFT

X
X X
X
X X

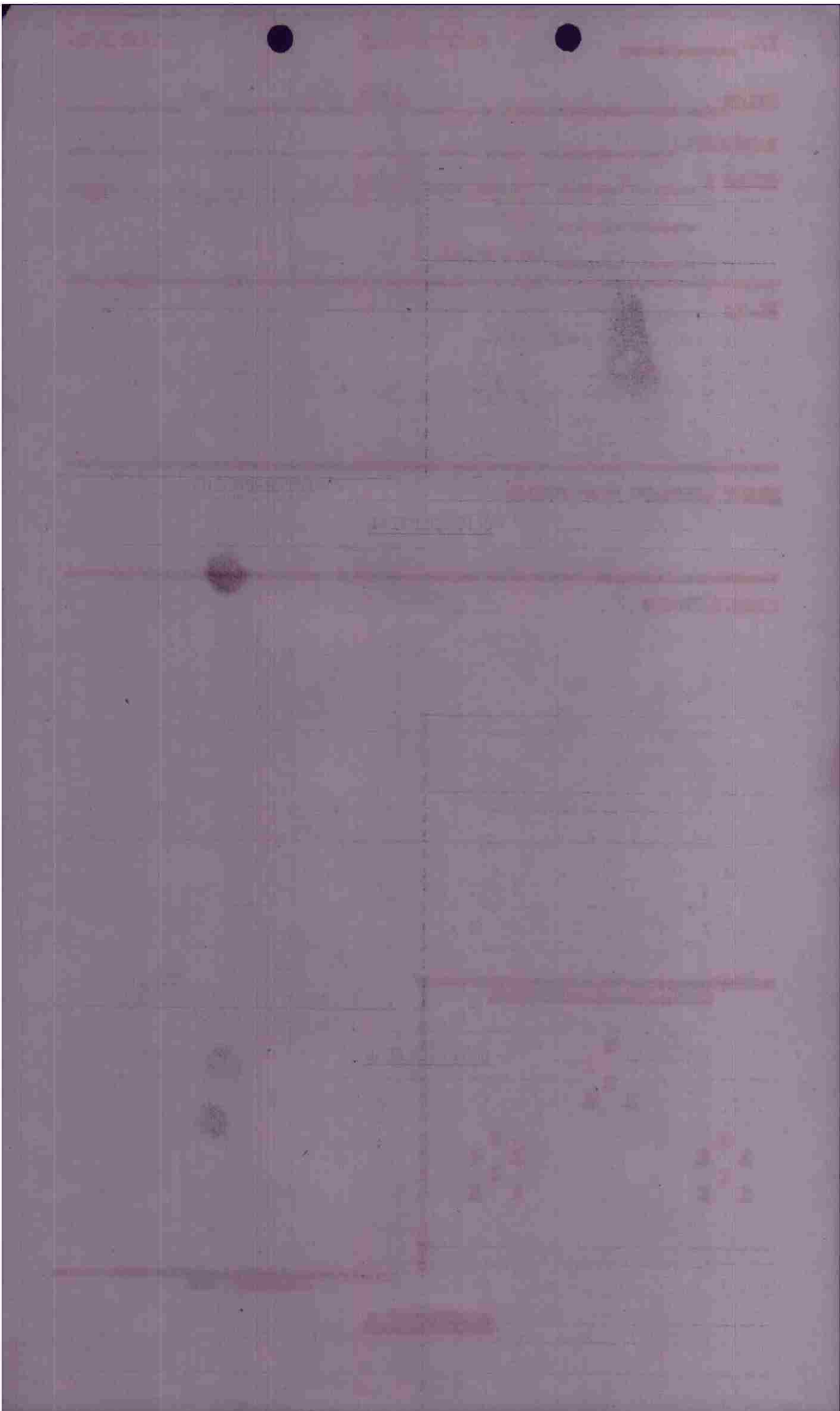
OUR AIRCRAFT

X X
X X
X X

(X) X
X X
X X

INTERROGATOR

CONFIDENTIAL



E/O _____

CONFIDENTIAL

INTERFORM

PILOT Allen A/C# 241 BOX 1

CASUALTIES _____

BOMBS : 4 X 1200N P.T. : BATTLE DAMAGE

X	RETURNED	:	:	:	:
X	JETTISONED	:	:	:	:

FLAK: 1 hour off to west - going back
near B.H.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

ENEMY AIRCRAFT ENCOUNTERS:

	X	
X		X
	X	
X		X

OBSERVATIONS:

X	X		X
X		X	X
X	X	X	X

INTERROGATOR

CONFIDENTIAL

CONFIDENTIAL

F/O _____

CONFIDENTIAL

INTERR. FORM

PILOT

WEINERT

A/C#

306

BOX

1

CASUALTIES

BOMBS :

4 X 1000 ON P.T.

RETURNED

RETURNED

JEPHOISED

FLAK:

B-R - in - 4 bursts wide to N.1332 - 5 bursts at 2000 off to N.

ENEMY AIRCRAFT ENCOUNTERS:

P-38 down - after target.

OBSERVATIONS:

POSITION IN FORMATION

```

      X
     X X
      X
     X X

```

```

  X  X
 X  X X
 X  X

```

```

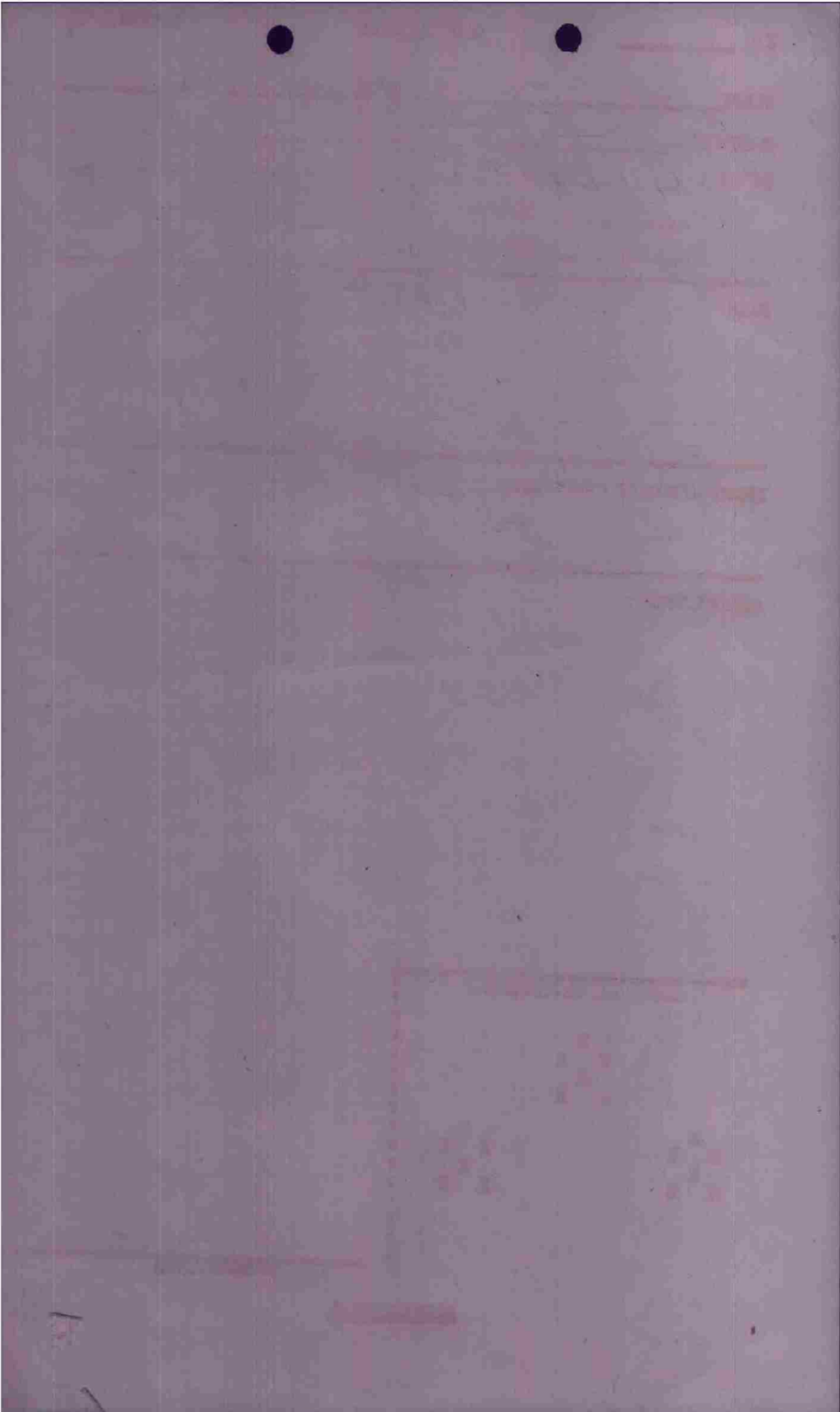
      X
     X X
      X
    (X) X

```

I

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INTERR. FORM

PILOT MURRAY A/C# 249 BOX 1

CASUALTIES _____

BOMBS :	X 1000 ON PT	BATTLE DAMAGE	RE
X	RETURNED		
X	JETTERED		

FLAK: 5 bursts at beginning of B.P. - inacc.

2nd Box - B.L. out -

1 P-38 went down - pilot baled out - chute opened. P-38 went down.

ENEMY AIRCRAFT ENCOUNTERS:

P-38

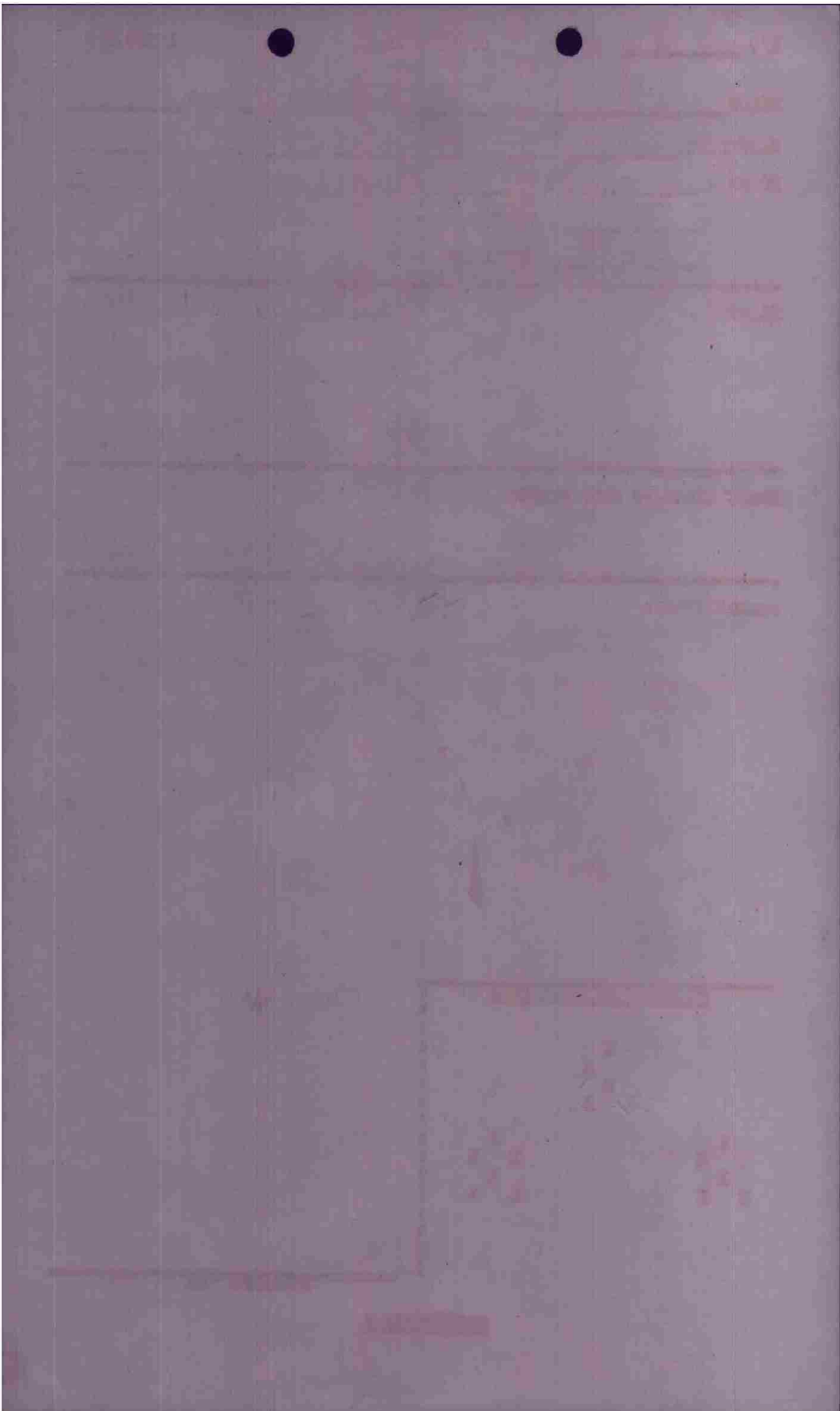
OBSERVATIONS:

POSITION IN FORMATION

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

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INTERR. FORM

PILOT CORNE 11 A/C# 063 BOX 1CASUALTIES nil

BOMBS :	4	X	500	ON	BATTLE DAMAGE	W-1	W-2	W-3	W-4
	X			RETURNED					
	X			JETTISONED					

FLAK: XH1 - between Wittlich and target.
8/10 conditions at time
XH1 - on way out ^{just} east of bombline.

ENEMY AIRCRAFT ENCOUNTERS:

nil

OBSERVATIONS: Dropped on PPF A/C on 1st run
3 or 4 bombs out of this formation
(not this flight) just after we left
PPF target.

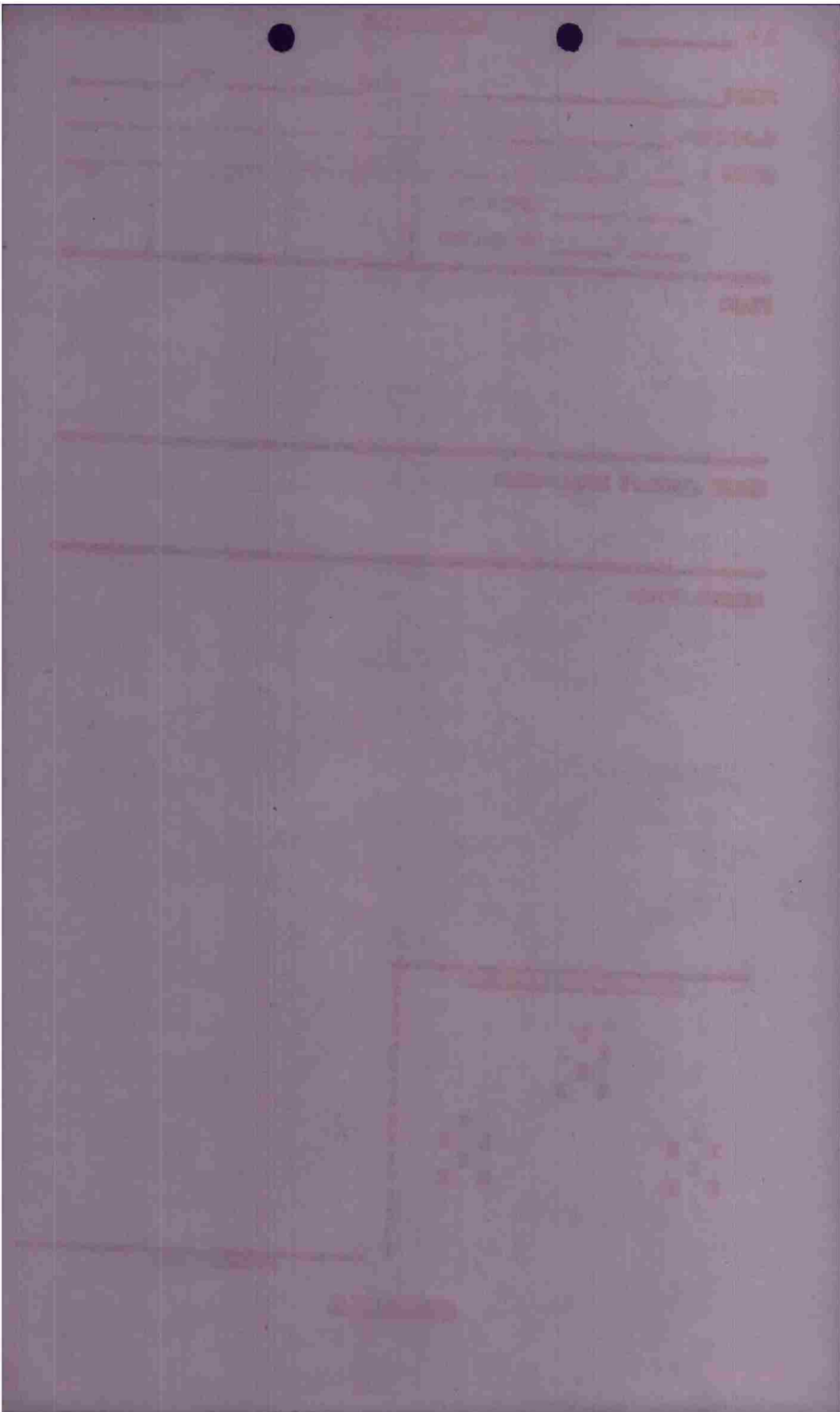
POSITION IN FORMATION

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

		X	
X			X
	X		
X			X

Luria
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INTERFORM

PILOT

SHELEY

A/37 334

BOX

SPAIRI

CASUALTIES

BOMBS : 3 X 1000 ON

BATTLE BLADE

RETURNED

JEF TILSON

FLAK:

FLAK: 3rd bursts - near boumbline XH1 - coming in and going out

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

OBSERVATIONS: 1 Bomb
1 bomb hung up and had to be
shaken out (it wouldn't salvo) about
1 1/2 minutes after bombs away on flight
leader.

POSITION IN FORMATION

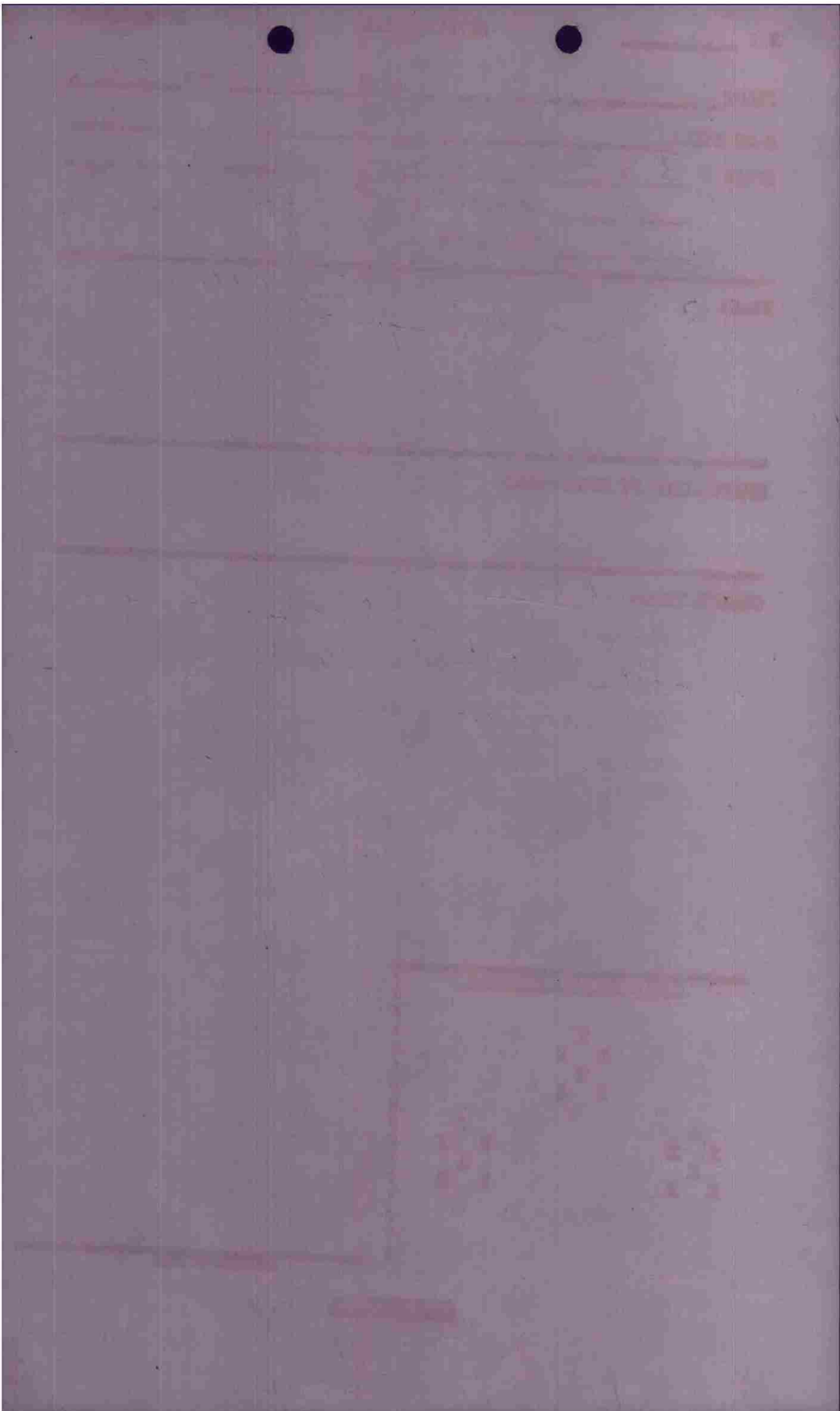
X X
X X
X X

X X
X X
X X

(X)

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INTER. FORM

PILOT PAIRA/C# 185BOX 2

CASUALTIES

BOMBS : 4 X 500 ON ETA : no DAMAGEX RETURNED : nil : no : no

X DETAINED : : : :

FLAK:

XH1 from WITTLICH area and TRIER area. Pink burst phenomena.

ENEMY AIRCRAFT ENCOUNTERS:

nil

OBSERVATIONS:

See box burned ~~up~~ out. Could not get ground control contact. Did not see PPF bombs go away (B/N did not - pilot did) so turned back just short of Simmeron on heading of 150° mag to PFERDSFELDT - turned again and bombed on ETA on heading of 327° mag. Used as check points ARGENSCHWANG and RR near TIEFENBACH as well as SOON WALD FOREST.

POSITION IN FORMATION

```

  (X)
  X  X
  X
  X  X

```

```

  X
  X  X
  X
  X  X

```

```

  X
  X  X
  X
  X  X

```

Bombs away ~~1323~~ 1323
alt. 13000
axis 327°

Come out from north of COBLENZ to about 6-8 miles north of TRIER turn to LUXEMBOURG - BASE

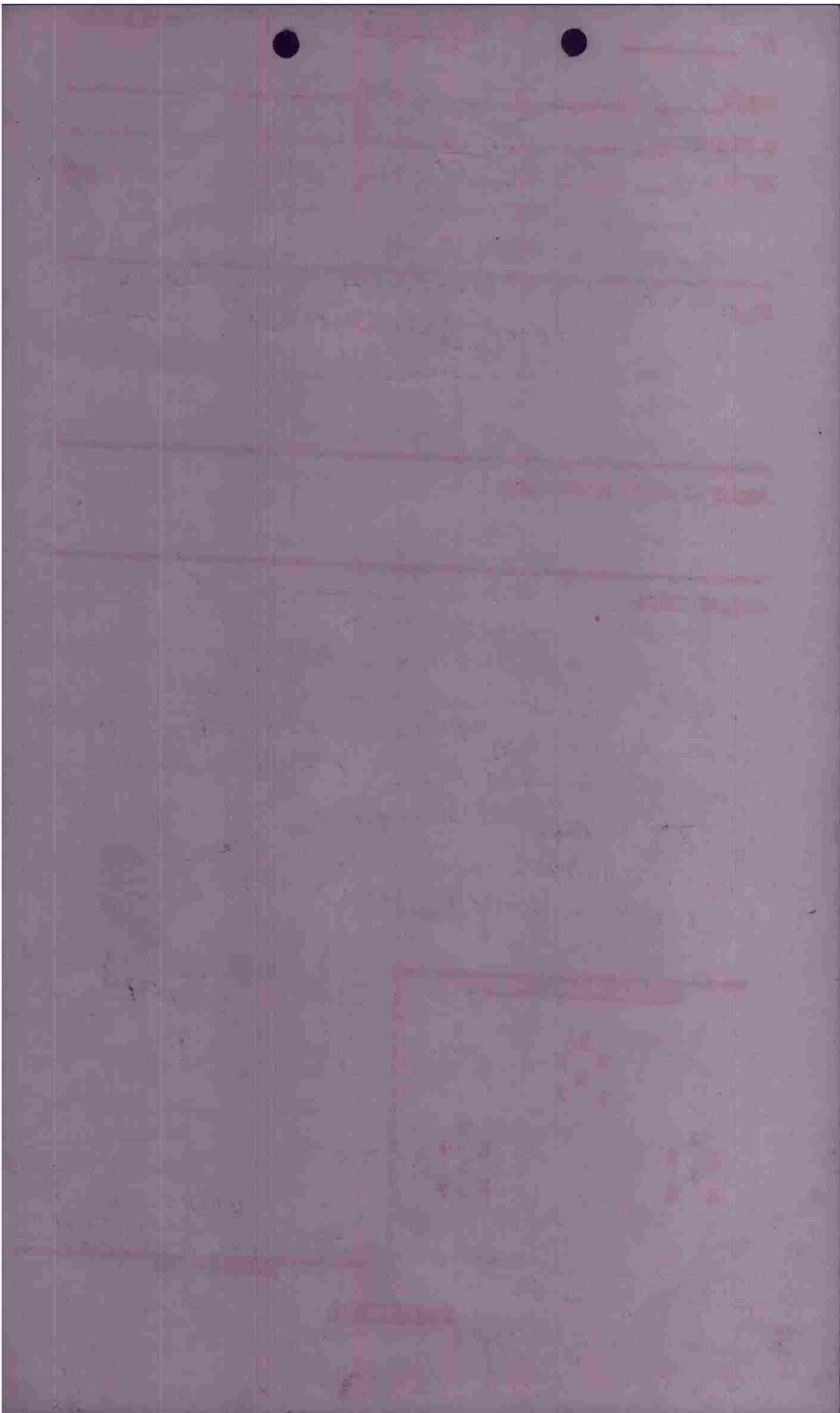
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180 was made just after PPF bombed - took 2 minutes back - left

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had 45 sec turn and then about 4 minute bomb run.



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INTERFORM

PILOT ANNIN A/C# 290 BOX 2

CASUALTIES

BOMBS :	4 X 1000 ON P.T.	PARACHUTE DAMAGE	W-10	W-11
X	RETURNED			
X	JEFFERSON			

FLAK: B.P. - 1.5 before Doors open
25 bursts up to 1 mile.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

single T/E engine after
T.A. - to ex. 4 high. + crashed
out.

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X

X  X  X
X  X  X
(X) X  X

```

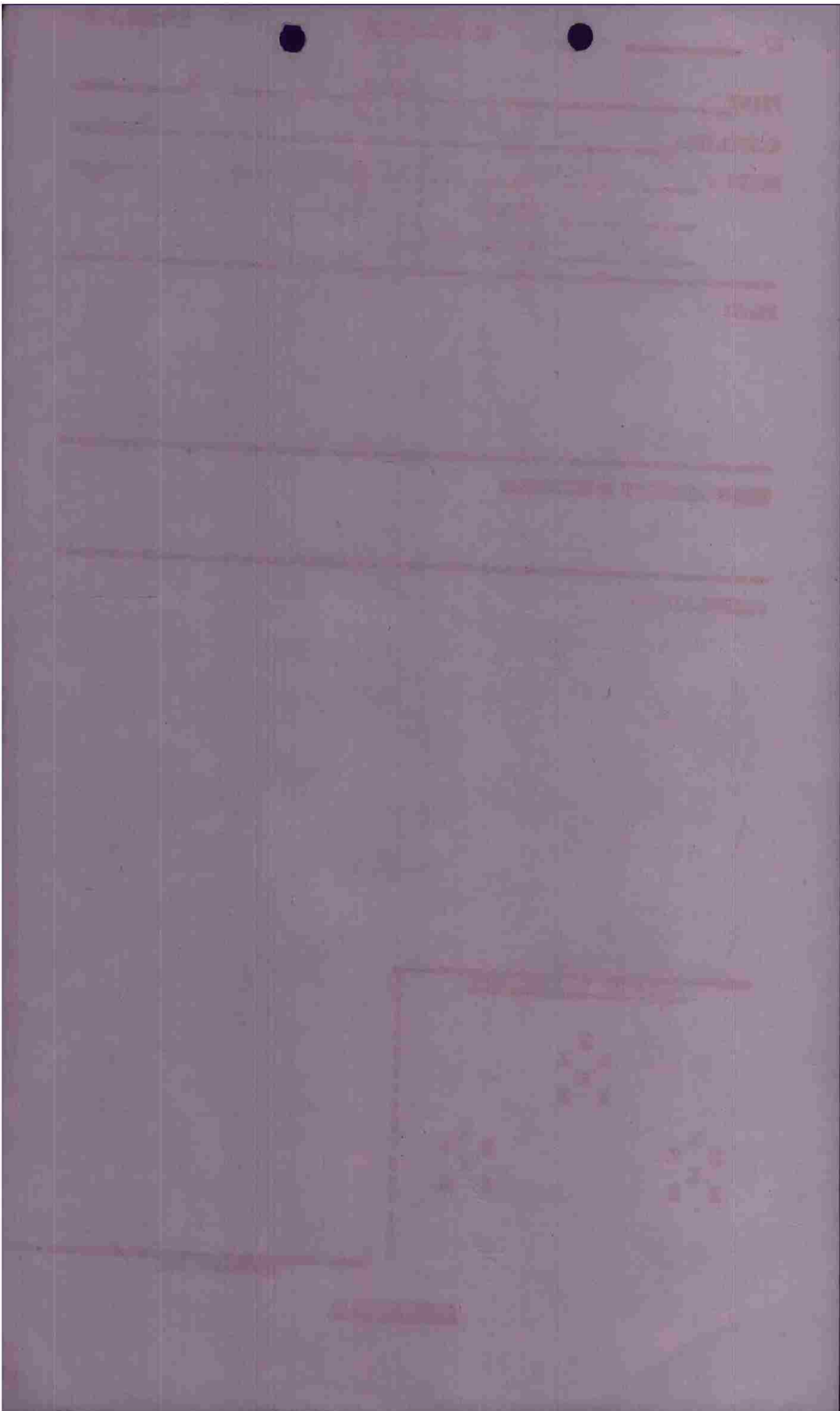
```

      X
    X  X
      X
    X  X

```

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INTERFORM

PILOT

BARAUSKY

A/C# 9315

BOX

2

CASUALTIES

BOMBS :

4 X 1000

ON

P.T.

BATTLE DAMAGE

X

RETURNED

X

DETAINED

FLAK:-

XHI - over Bih on way in and out -

ENEMY AIRCRAFT ENCOUNTERS:

X

OBSERVATIONS:-

2 runs - results unobserved -

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X
  
```

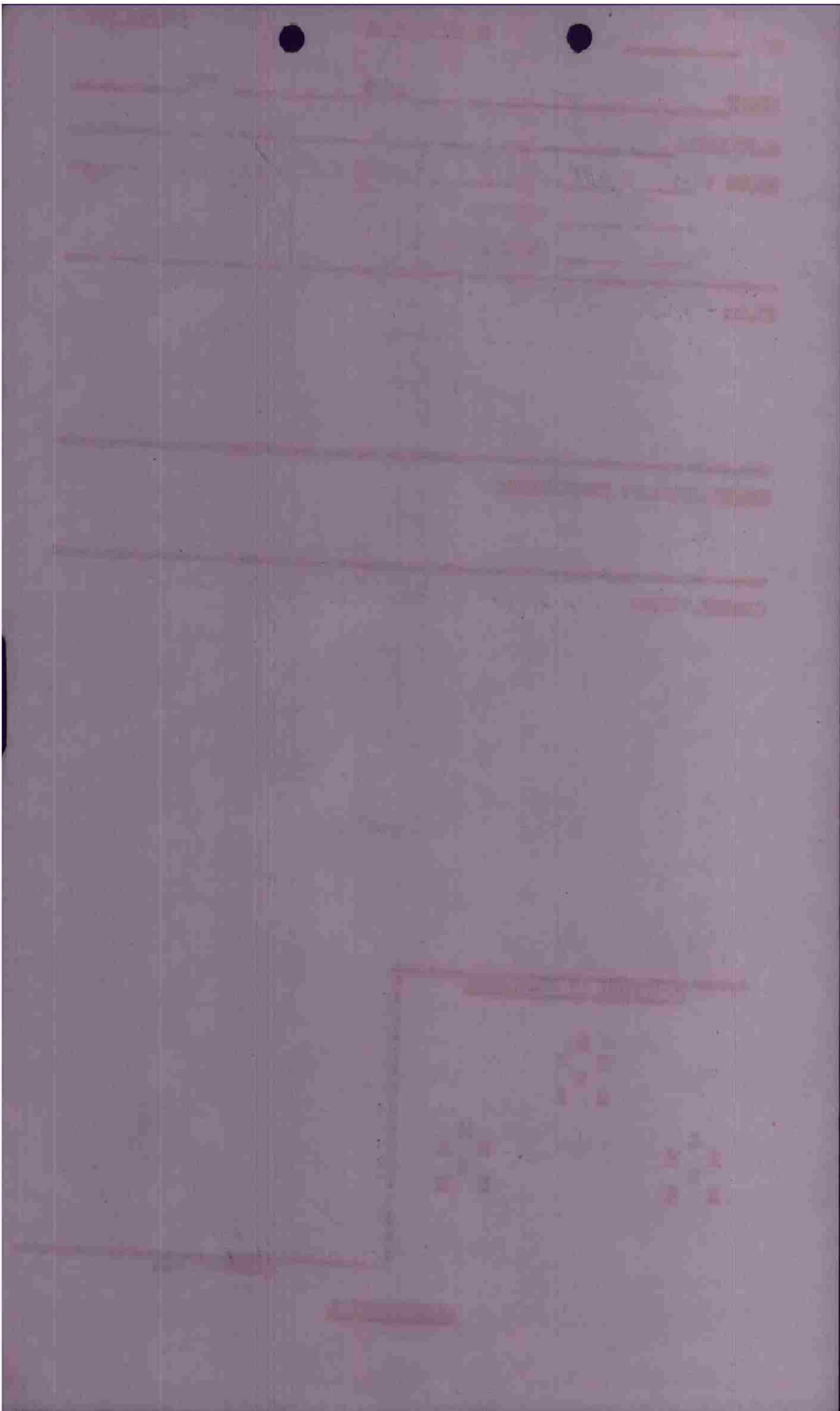
```

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

T.W.G.

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INTERR. FORM

PILOT GREUTZMACHER A/C# 2315 BOX 2

CASUALTIES _____

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

FLAK: XHI - at I.P. -
XHI - at B.L. on way out -

ENEMY AIRCRAFT ENCOUNTERS:

X-

OBSERVATIONS: Visual Bombing - 2 runs -
Bombs unobserved -

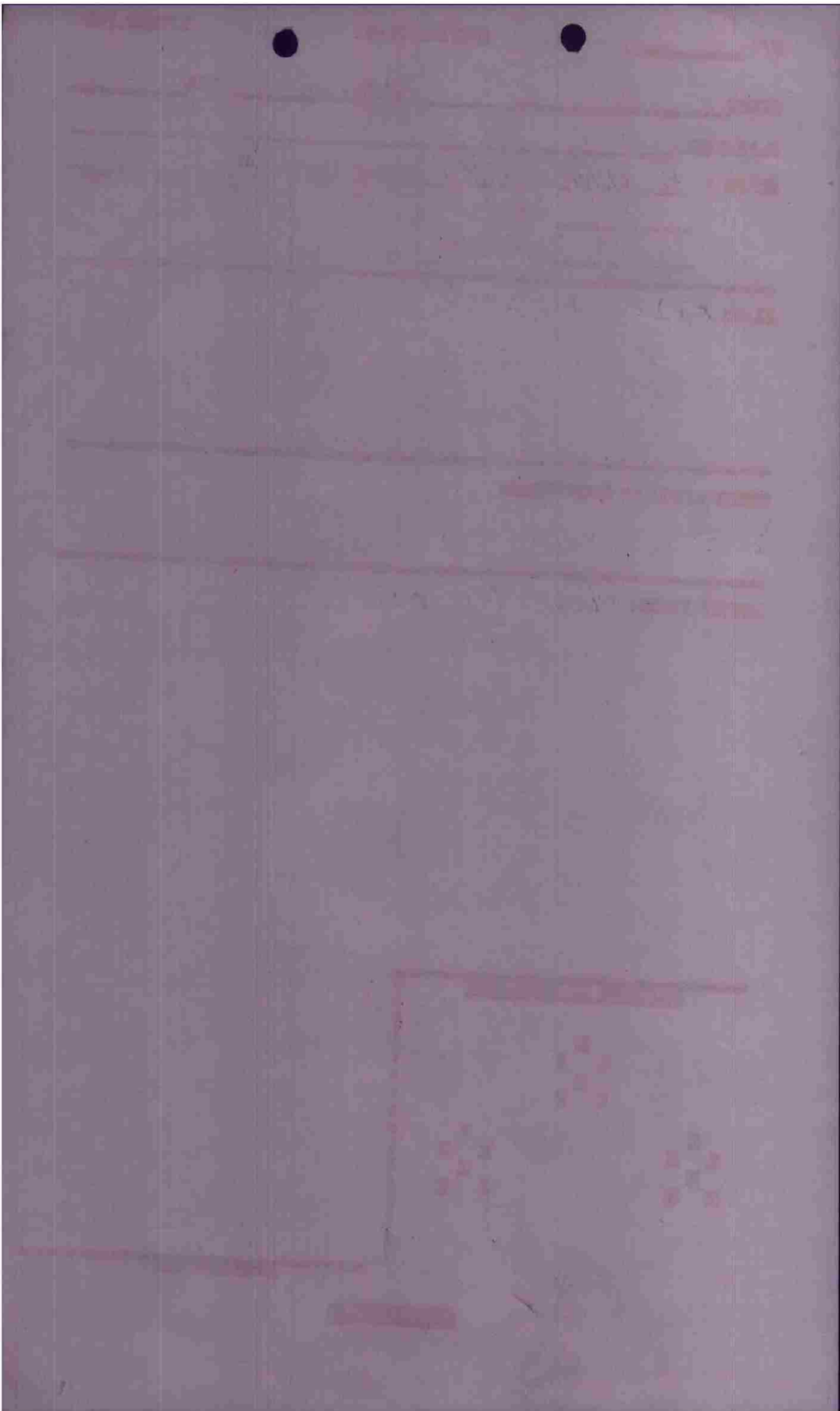
POSITION IN FORMATION

		X	
	X		X
		X	
	X		X
X	X		
	X		
X			

		X	
(X)		X	X
		X	
X			X

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BOX 2

BOMBS :

BOMBS : 4 X 1000 ON PT

STATE OF ALABAMA

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

五

2

RETURNED

8

JETHISONNE

FLAK:

about 10 bursts at Trien
below formation not accurate

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Dropped on ETA

POSITION IN FORMATION

X
X X
X X

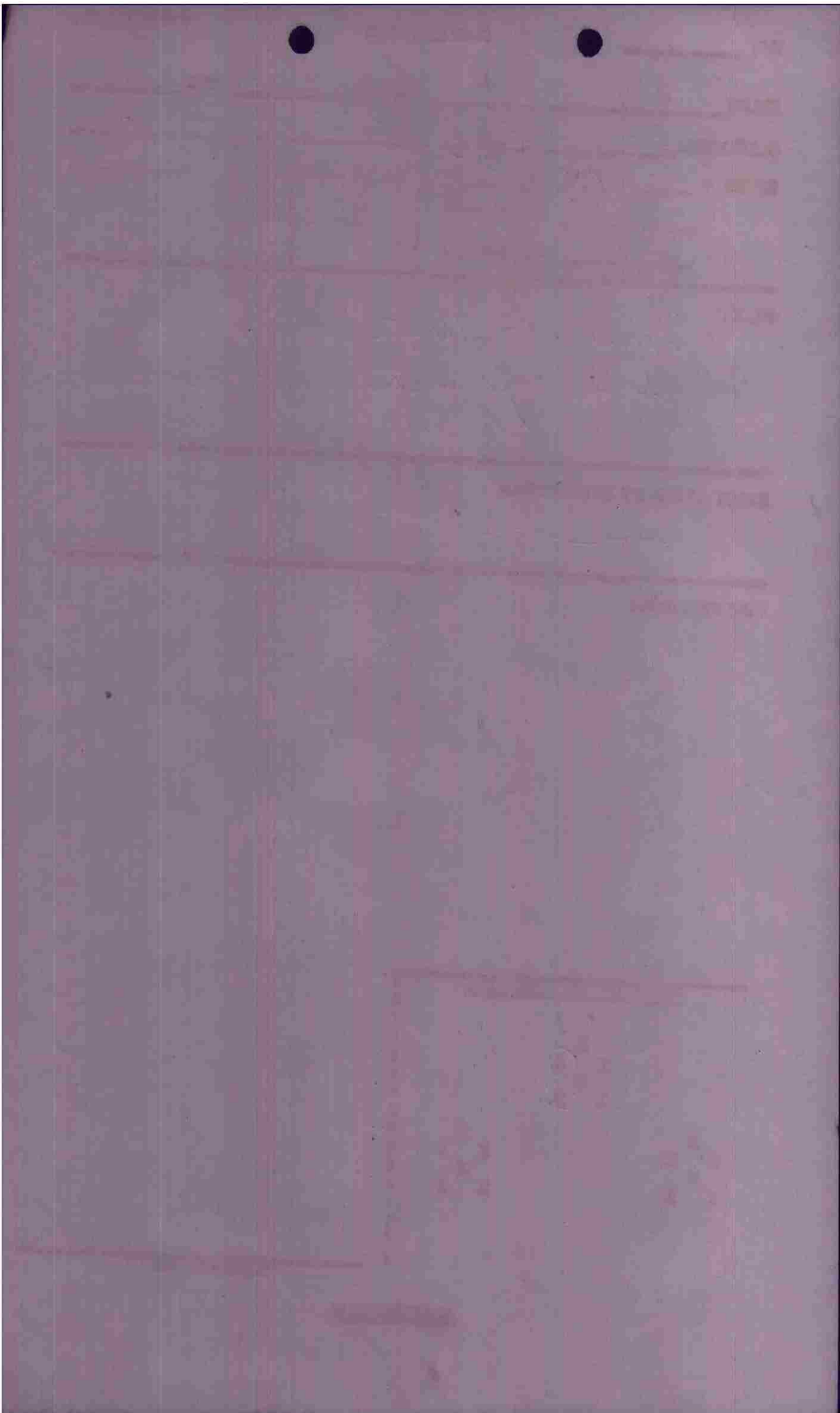
X X X
X X X
X X X

X X
X X
X X

Perk

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PILOT MOONEY A/C# 234 BOX 2

CASUALTIES

BOMBS : 4 X 1000 ON PT BATTLE DAMAGE

TYPE	RETURNED	WRECK	RECOVERED
X			
X			

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Dropped on ETA

POSITION IN FORMATION

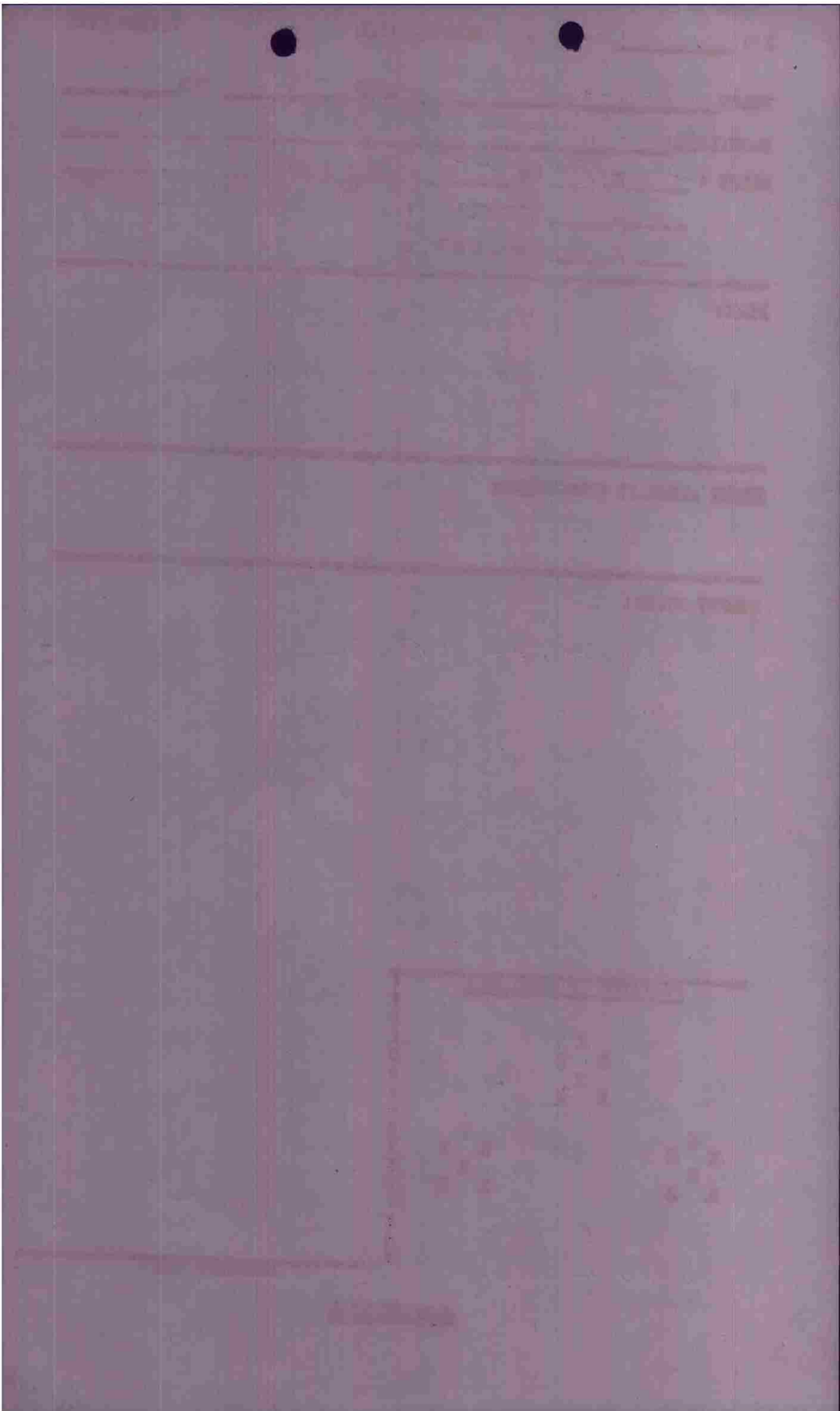
X X
 X X
 X X
 X X
 X X
 X X

X
 X X
 X X
 X X

bombed in #5 pos.

Park
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INTERR.FORM

PILOT BUCHANANA/C# 331BOX 2

CASUALTIES

BOMBS :

4 X 1000 ON 129

BATTLE DAMAGE

X

RETURNED

X

JETTISONED

FLAK:

4 bursts just before IP
25th burst at Turn-out XXHA

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Could not see target

POSITION IN FORMATION

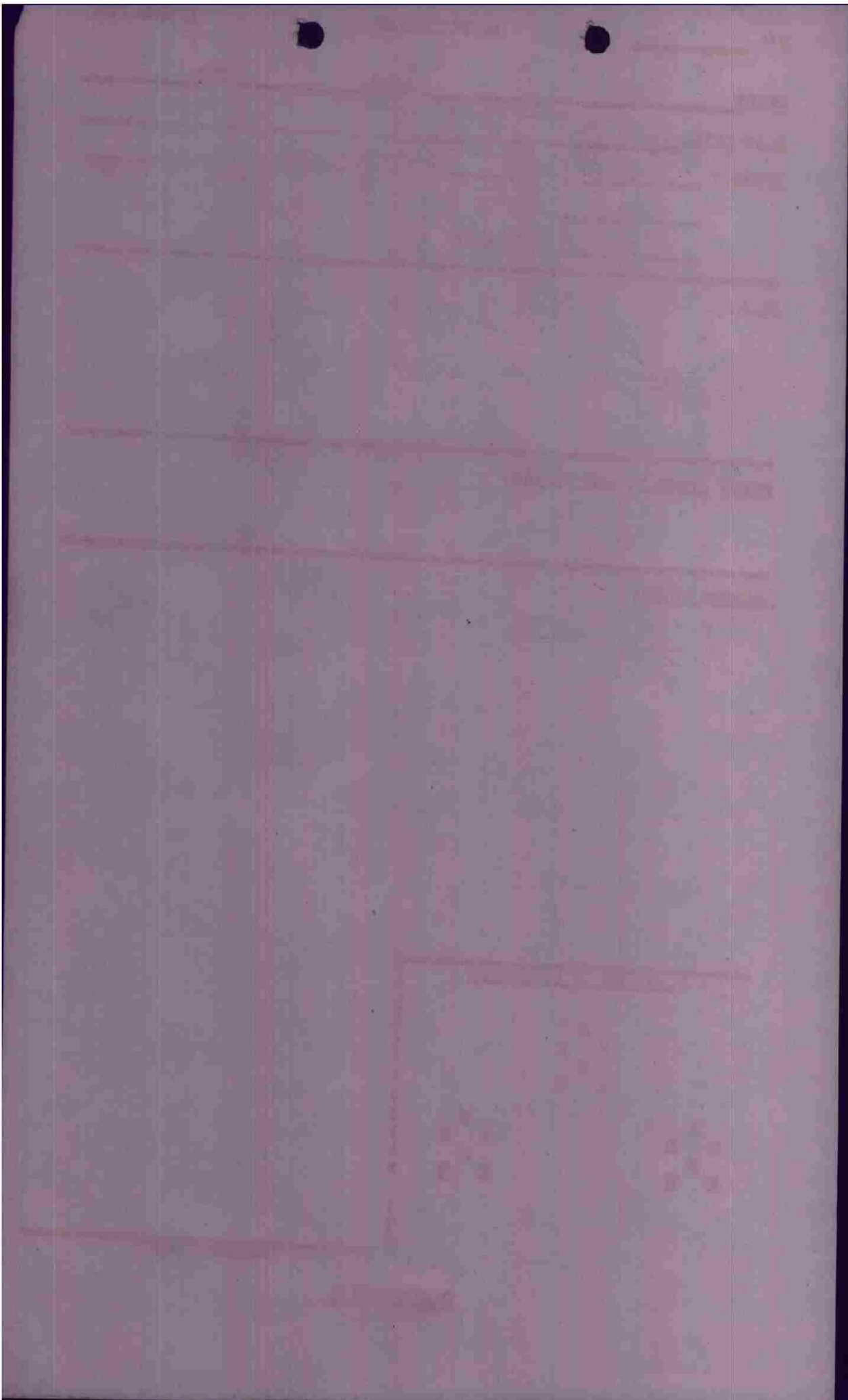
X
X X
X
X X

X
(X) X
X
X X

X
X X
X X

Park
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INTERR. FORM

PILOT C. COCKEA/C# 237BOX 2

CASUALTIES _____

BOMBS :	X 1000	ON P.T.	BATTLE DAMAGE	WFA	WFA-ON	WFA
X		RETURNED	:	:	:	:
X		JETTISONED	:	:	:	:

FLAK: XHI - 10 min from Target

ENEMY AIRCRAFT ENCOUNTERS:

X-

OBSERVATIONS:

Bombs hit 400 to 500 yds
to side of Bridge - Bridge still stand-
ing.

Admets
POSITION IN FORMATION

```

      X
    (X) X
      X
      X
  
```

```

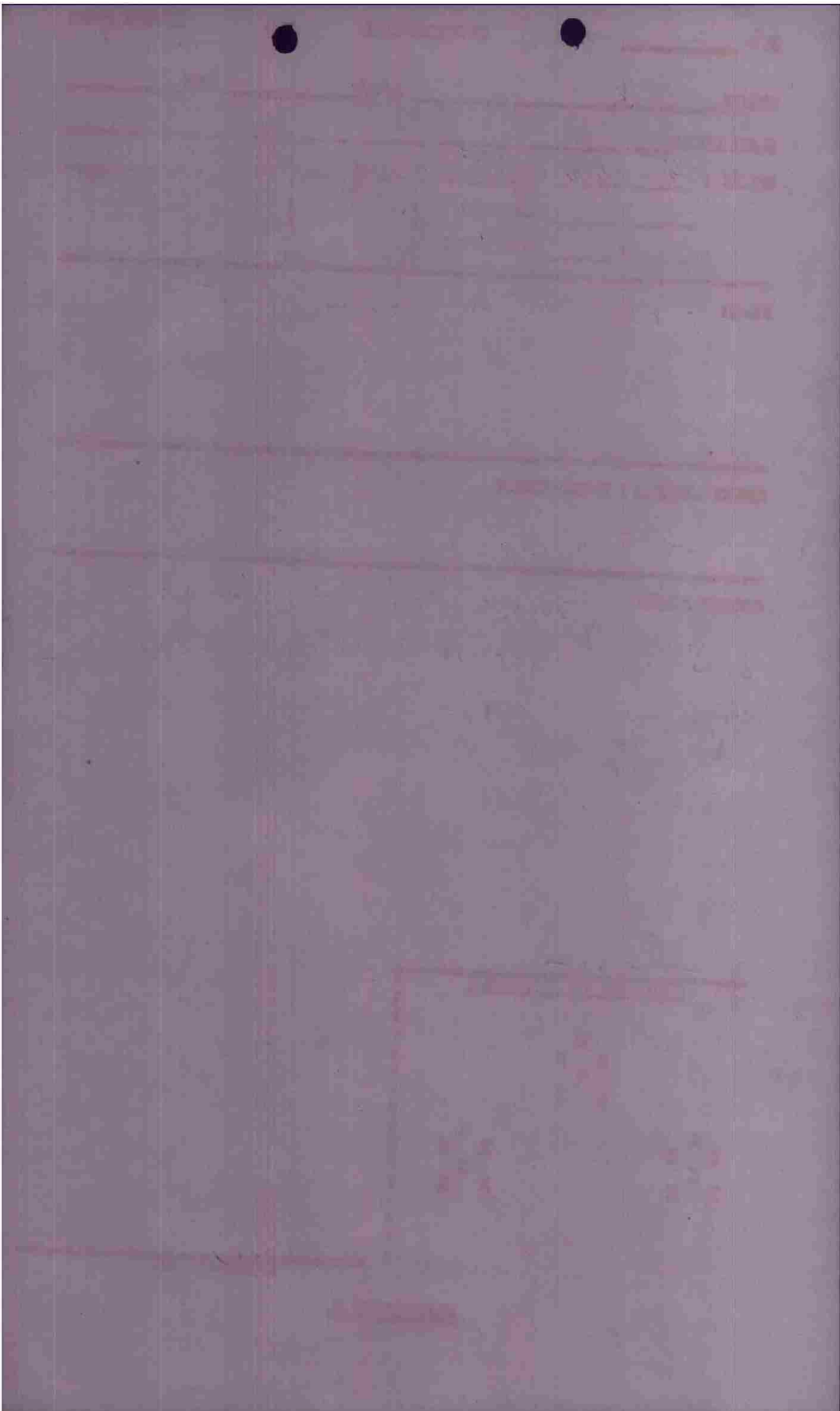
    X
  X  X
    X
  X  X
  
```

```

      X
    X  X
      X
    X  X
  
```

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INTERR. FORM

PILOT BISHOPA/C# 222BOX 2CASUALTIES nil

BOMBS :

4 X 1000

ON

primary

BATTLE DAMAGE

X

RETURNED

X

JETTISONED

nil

FLAK:

Coming out - 10 miles SW of Jgt -
Barby acc - meager -

ENEMY AIRCRAFT ENCOUNTERS:

nil -

OBSERVATIONS:

nil -

POSITION IN FORMATION

II

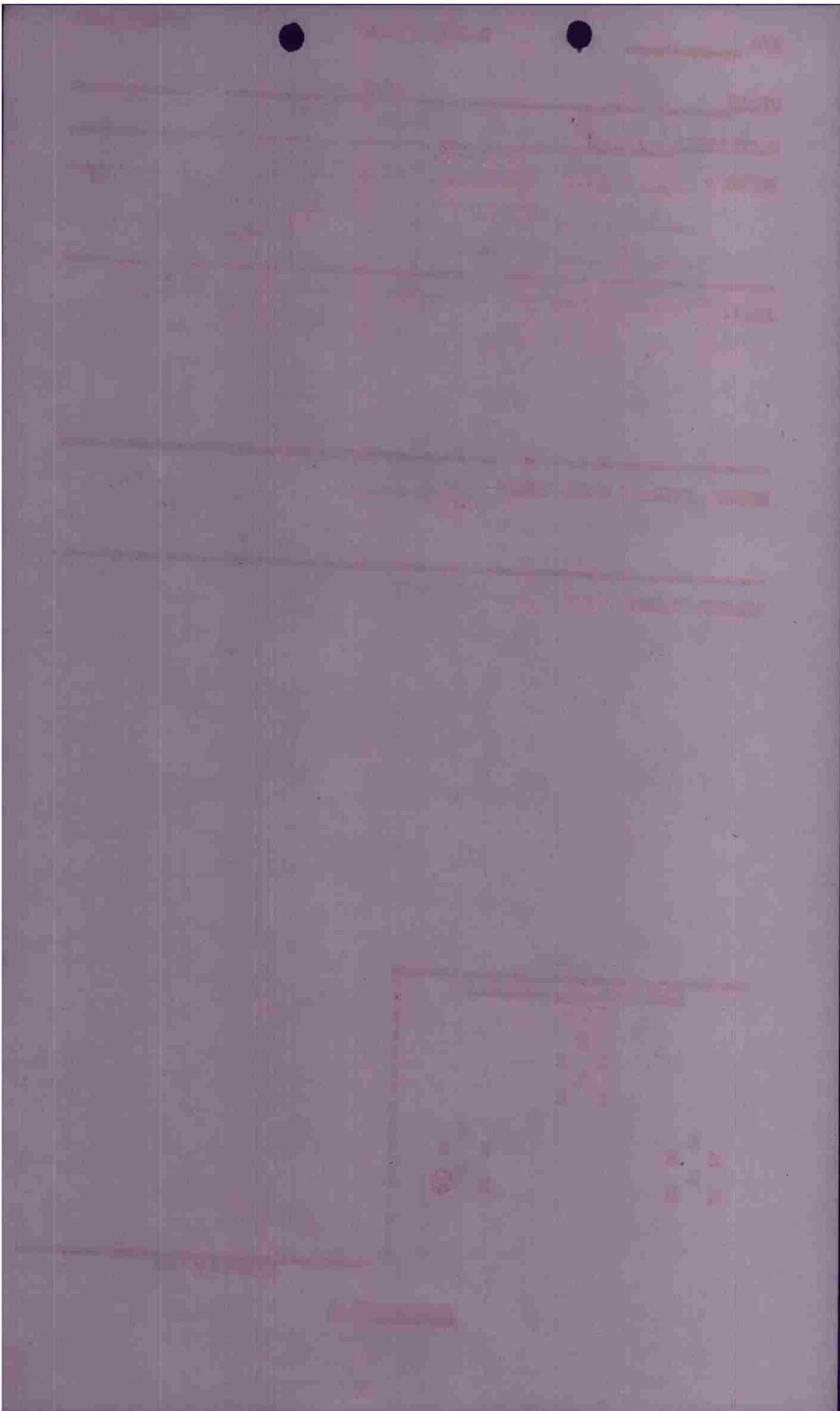
X
X X
X
X X

X
X X
X
X X

X
X X
X X
X (X)

L. S. Brown
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INTERVIEW FORM

PILOT ERRI TABERRE A/C# 337 BOX 2CASUALTIES nil

BOMBS	ON	RETURNED	JET-RETURNED	REPAIRS	REPAIRS	REPAIRS
<u>1000</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>nil</u>	<u>nil</u>	<u>nil</u>
	<u>X</u>	<u>X</u>	<u>X</u>	<u>nil</u>	<u>nil</u>	<u>nil</u>
	<u>X</u>	<u>X</u>	<u>X</u>	<u>nil</u>	<u>nil</u>	<u>nil</u>

FLAK: meagre - in acc - just before turning at 10 P.
16 bursts fairly acc - after 10 P.

ENEMY AIRCRAFT ENCOUNTERS: nilOBSERVATIONS: nil

POSITION IN FORMATION

```

  X
X   X
  X
X   X

```

```

  X
X   X
  X
X   X

```

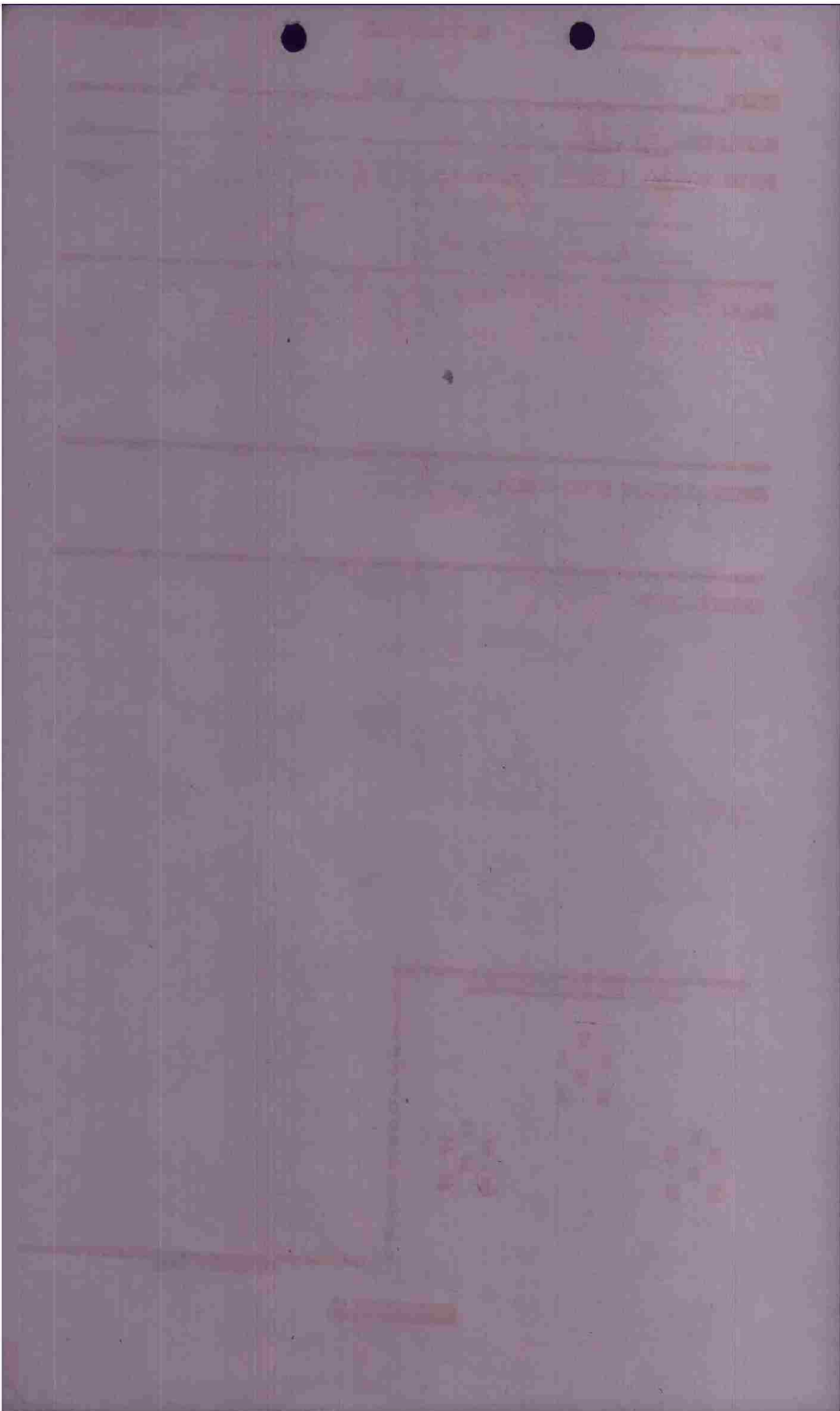
```

  X
X   X
  X
(X) X

```

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INTERR. FORM

PILOT EVANS A/C# 081 BOX 2CASUALTIES nil

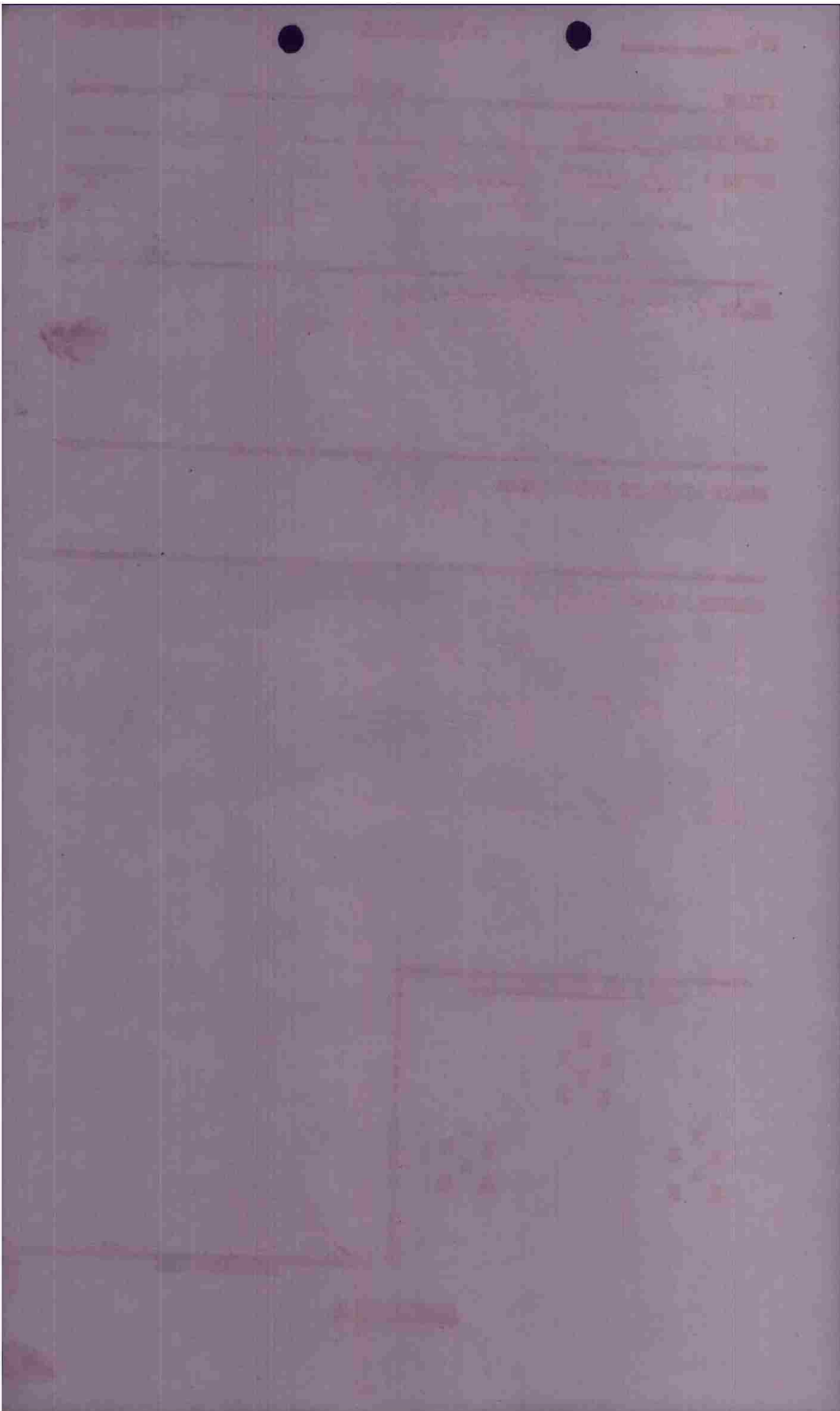
BOMBS :	ON	BATTERY DAMAGE	ST-CH	WE
<u>4</u> X <u>1000</u>	<u>primary</u>			
X	RETURNED			
X	JETTISONED			

FLAK: meager - ~~few~~ once, to right of line on targetENEMY AIRCRAFT ENCOUNTERS: nilOBSERVATIONS: nilBomb alt - 13,500 -TOT - 1323The bog made two runs -POSITION IN FORMATION

	X	
X		X
	X	
X		X

(X)		X
X		X
	X	
X		X

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INTERR. FORM

PILOT WRIGHTA/C# 381BOX 2

CASUALTIES _____

BOMBS : 3 X 1000 ON

BATTLE DAMAGE

X RETURNED

X JETISONED

FLAK:

10-12 Barot.

ENEMY AIRCRAFT ENCOUNTERS:

nil

OBSERVATIONS:

POSITION IN FORMATION

```

      X
     X X
      X
     X X
  
```

```

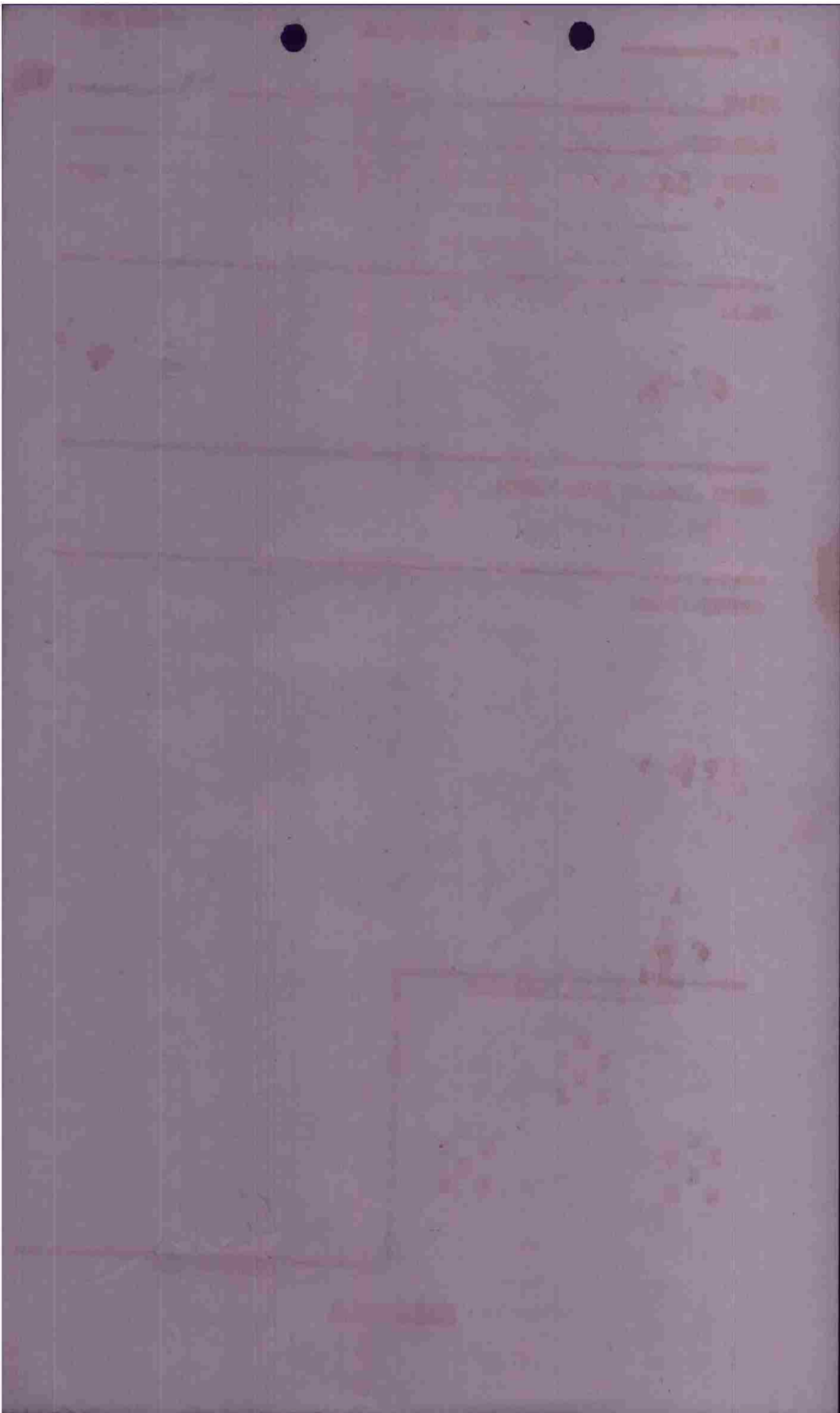
    X
   X X
  (X)
   X X
  
```

```

      X
     X X
      X
     X X
  
```

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INTER. FORM

PILOT SEARS A/C# 313 BOX 2

CASUALTIES

BOMBS : 4 X 1000 ON P.T. : BATTLE DAMAGE

X	RETURNED	:	:	:	:
X	JETPILSONED	:	:	:	:

FLAK: - on way out. 10 mi S from T.B.T.
XHI

ENEMY AIRCRAFT ENCOUNTERS:

X -

OBSERVATIONS:

2 + uns — Bombs unobserved
But Mud on bottom sight obscured observations
Picked up on take off.

Comers

POSITION IN FORMATION

```

      X
     X X
    (X)
     X X
  
```

```

      X
     X X
    X X
  
```

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INTERR. FORM

PILOT KENNY A/C# 188 BOX 2

CASUALTIES

BOMBS : 3 X 1000 ON PT. : PAINTED DAMAGE

X RETURNED

X 1000 JETTISONEDFLAK: XHI - an way out - Triet(1335) Time

ENEMY AIRCRAFT ENCOUNTERS:

X-

OBSERVATIONS:

No activity seen -
Bombs unobserved - cloud cover

POSITION IN FORMATION

```

      X
     X X
      X
     X X
  
```

```

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

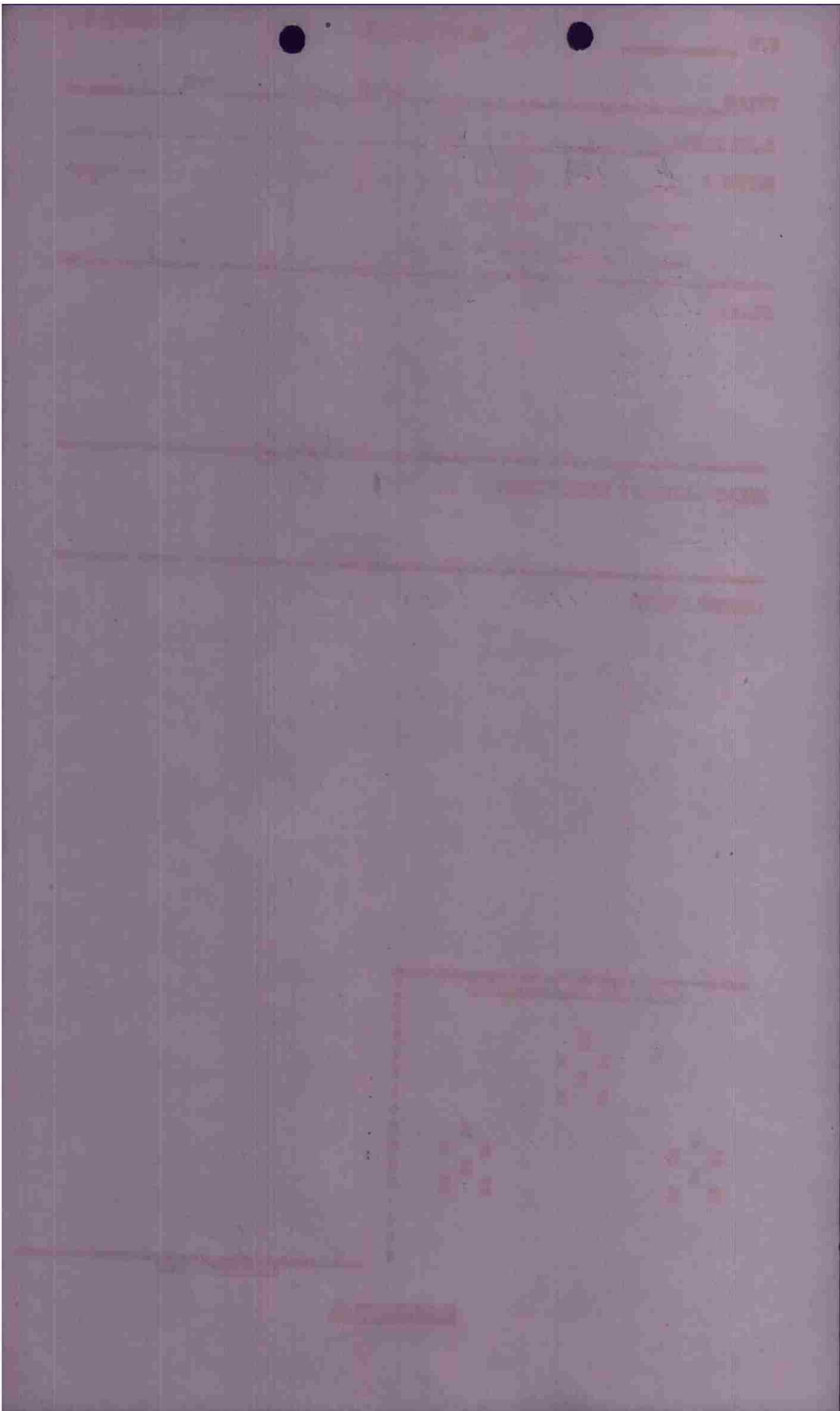
```

      X
     X X
      X
     X X
  
```

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INTERR. FORM

PILOT NATHANSON A/C# 219 BOX 2

CASUALTIES

BOMBS :	4	X 1000	ON	PT	MAILED DAMAGE	MAILED	MAILED
	X			RETURNED			
	X			REMISSIONED			

FLAK: XHA- - at Thief
on way out

ENEMY AIRCRAFT ENCOUNTERS:

X-

OBSERVATIONS: None - cloud cover

POSITION IN FORMATION

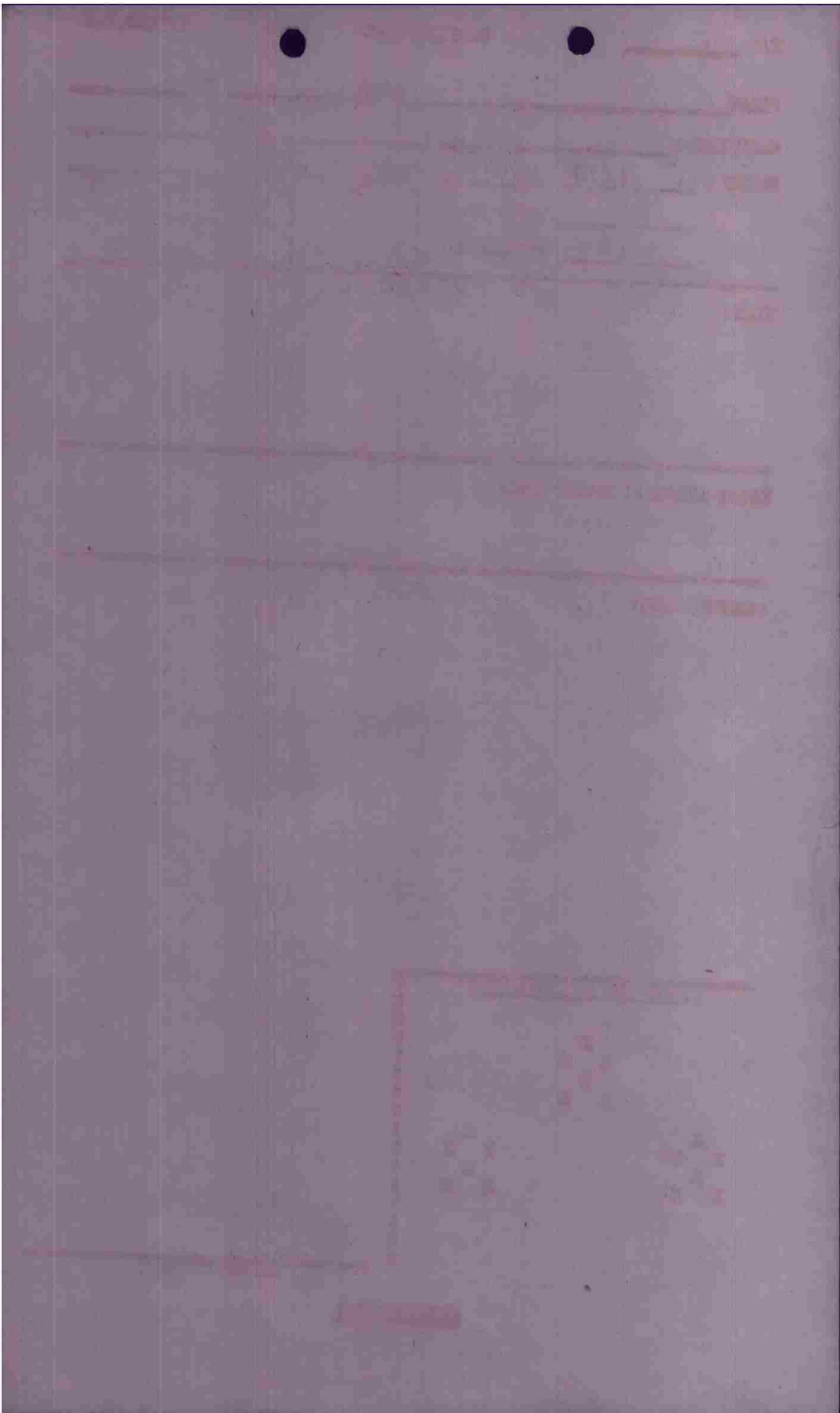
		X		
	X		X	
		X		
	X		X	

X		X		
X	X			
X	X	(X)		

		X		
X			X	
	X			
X			X	

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INTERR. FORM

PILOT HALL A/C# 235 BOX 2CASUALTIES nil

BOMBS :	<u>4</u>	<u>X</u>	<u>1000</u>	ON	BATTLE DAMAGE	WATER	WATER
	<u>X</u>			RETURNED	<u>nil</u>		
	<u>X</u>			JET-LOADED			

FLAK: 1303-XH1Then 3 or 4 minutes after bombs away XH1

ENEMY AIRCRAFT ENCOUNTERS:

nilOBSERVATIONS: 2nd run. Doesn't know whether see or ETA.
NOT on PPF

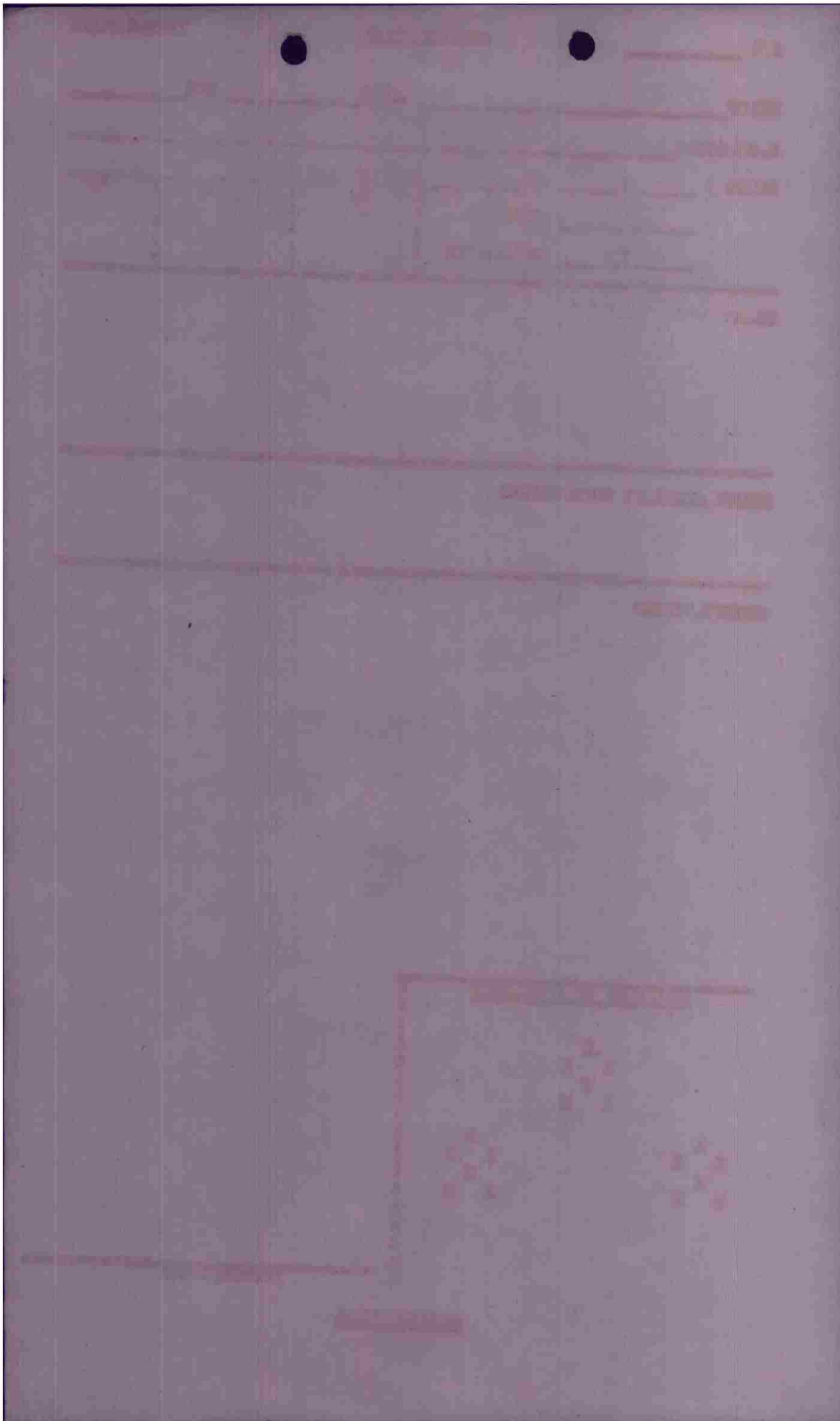
POSITION IN FORMATION

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

		X		
X			X	
	(X)			
X			X	

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INTERVIEW FORM

PILOT ATKINSON A/C# 023 BOX ICASUALTIES nil

BOMBS :	4	X 500	ON PPF	RATTING DAMAGE	WIND	WAVE
			RETURNED			
			JETTISONED	<u>nil</u>		

FLAK: 4 bursts - behind us from NEWSTADT defenses. We were a bit to right of course on way in but not in range of those defenses & 8 bursts - bombline on way out XXHA for a couple of seconds.

ENEMY AIRCRAFT ENCOUNTERS:

nil

OBSERVATIONS: Dropped on 2nd run. ~~PPF~~ 2nd box leader made a 180 separate from Box I and the PPF A/C. Don't know whether we bombed on Gee or ETA. The 180 took us back to about the visual IP (not seen) for the beginning of the 2nd run. Dropped as a box.

POSITION IN FORMATION

	X	
X		X
	X	
X		X

X		X
X		X
X		X

	(X)	
X		X
	X	
X		X

TOT - 1523
alt 13500 (Z)
axis 3270

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