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**Abstract** CONTAINS TARGET DATA AND MISSION REPORT. TARGET: IHLING KAMPS AREA.**Descriptive**

Notes:

**Title** MISSION 251**Added****Entries****Author:****Subject:**

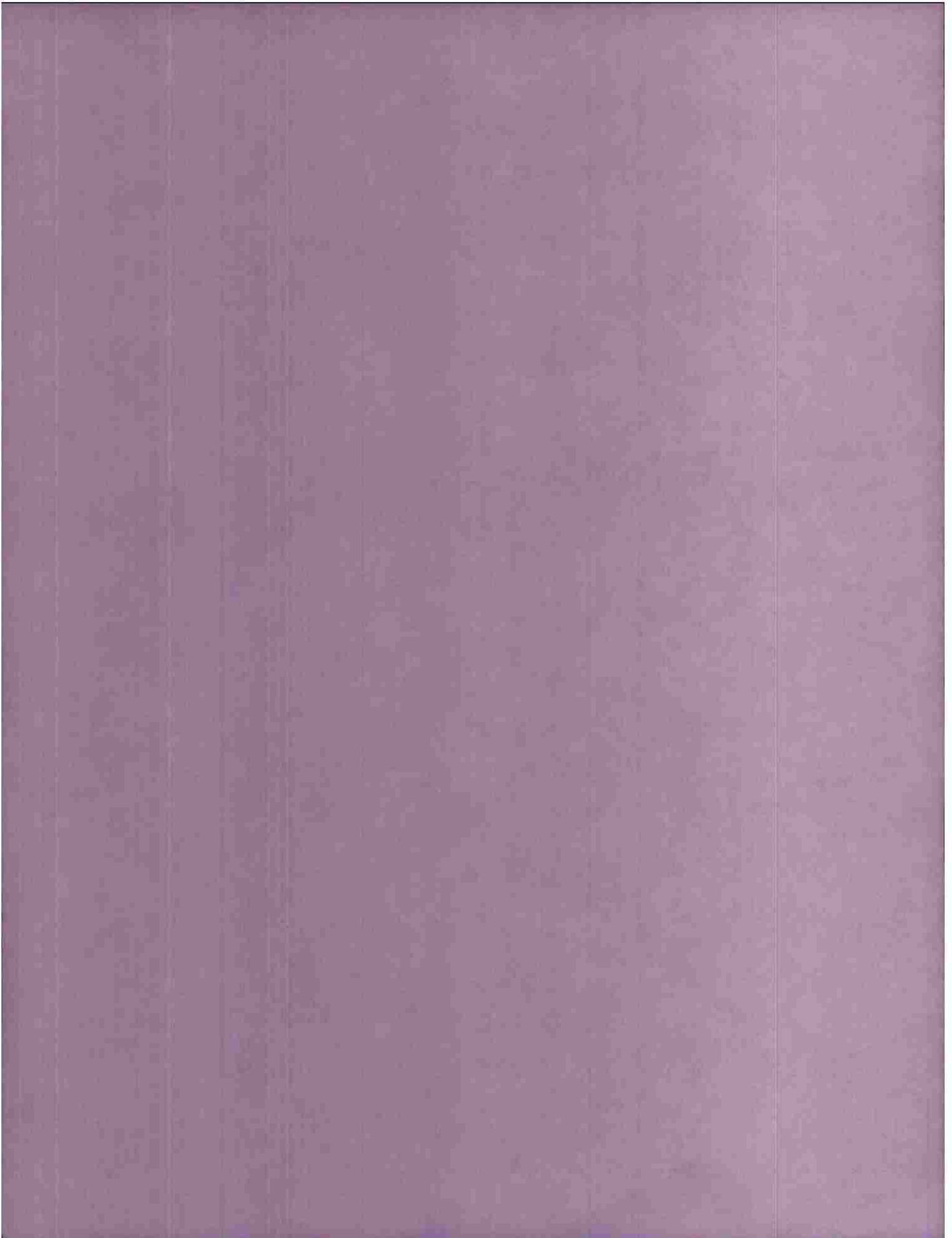
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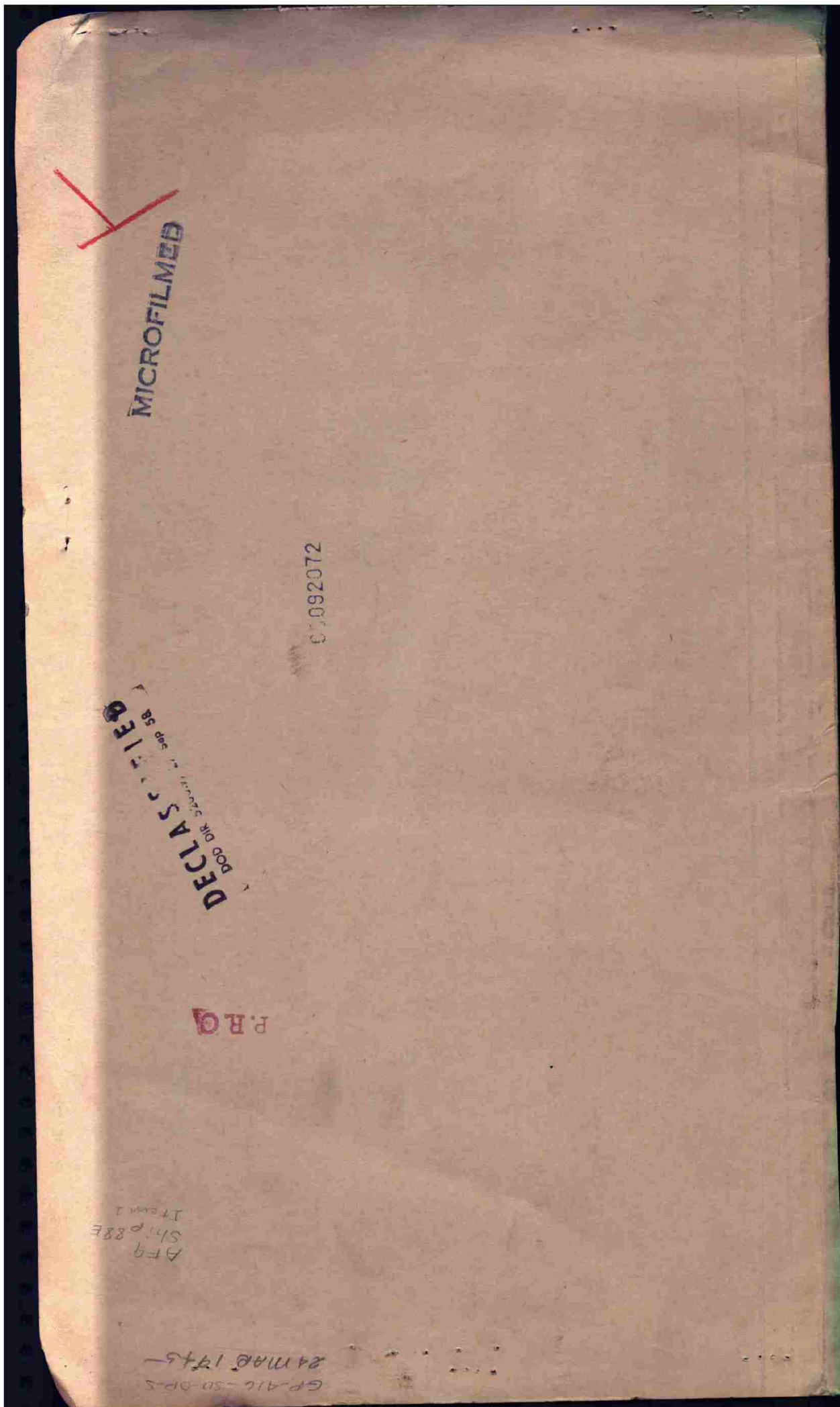
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No Administrative Markings Listed

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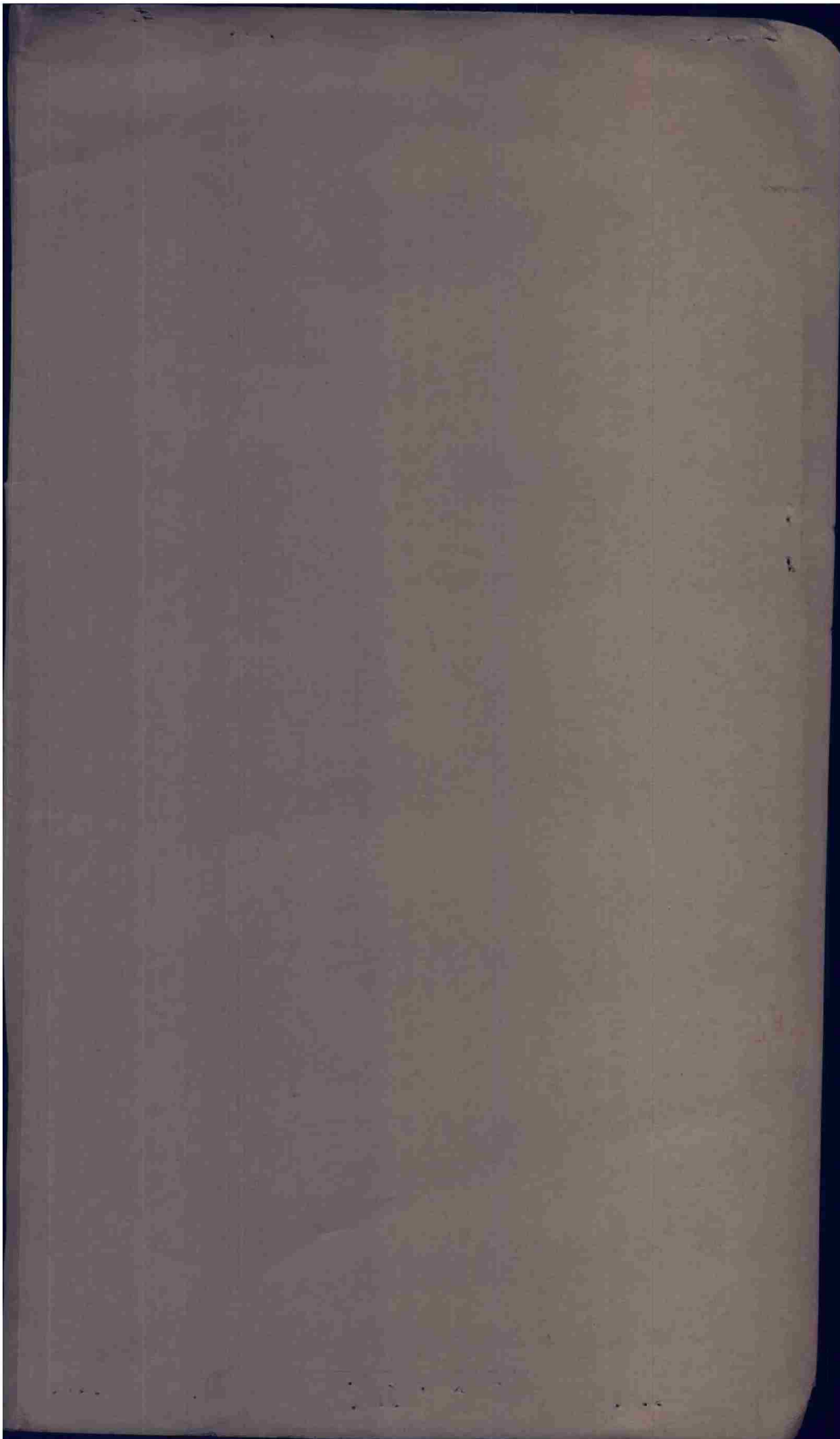
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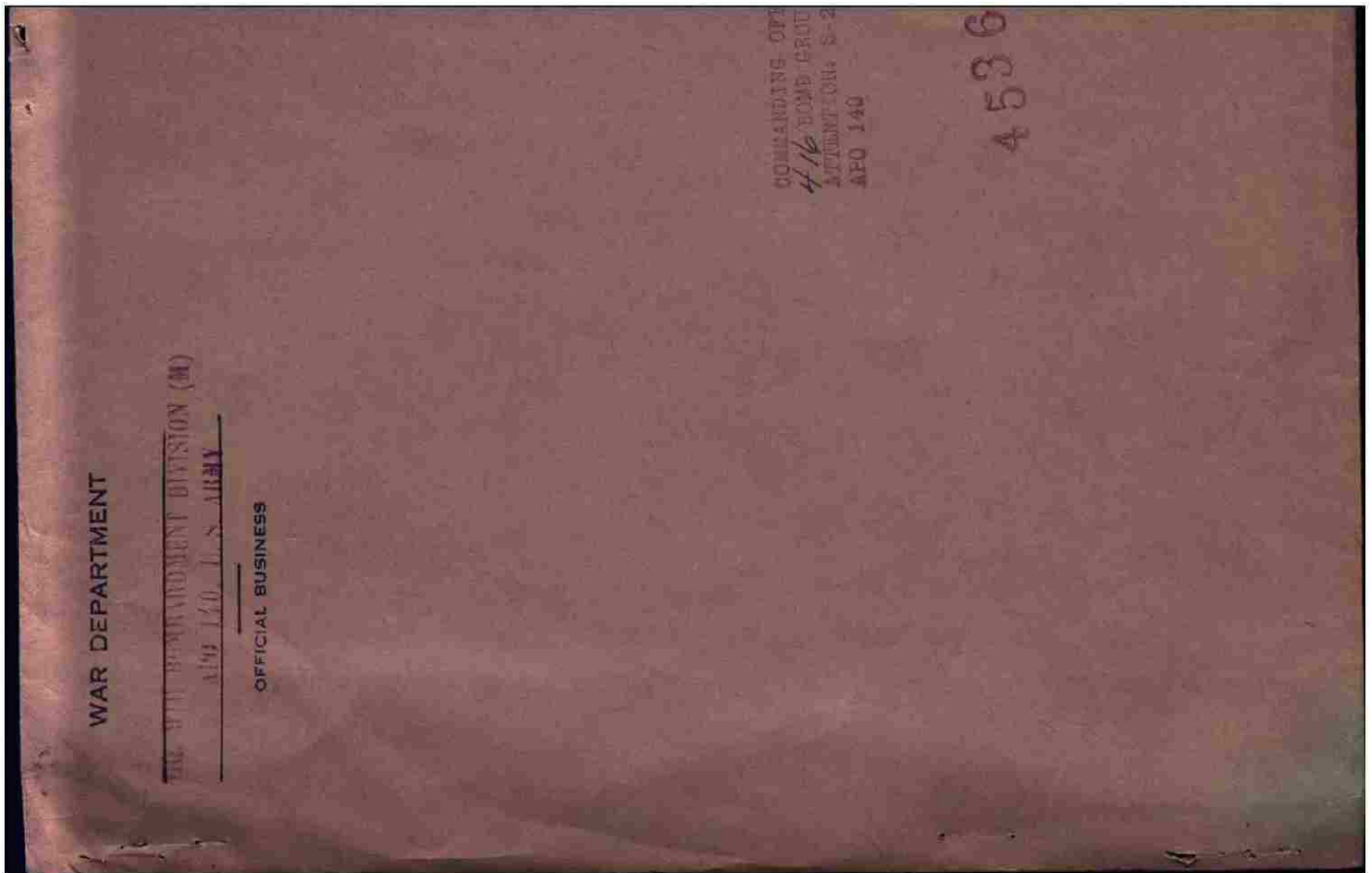
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P.R.Q.

ITEM 1  
SHIP 88E  
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GP-416-50-0P-5  
24 MAR 8 1946





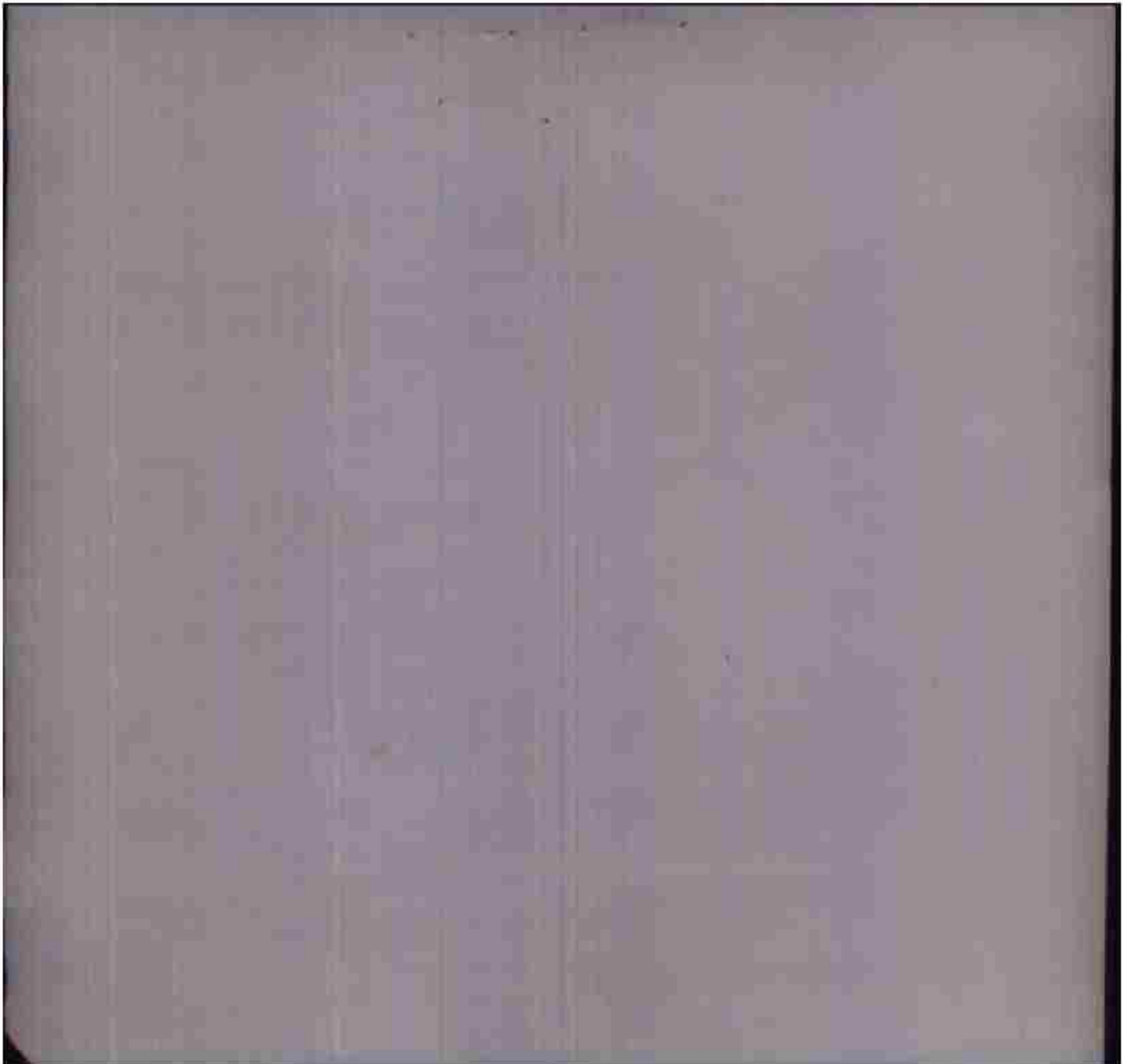
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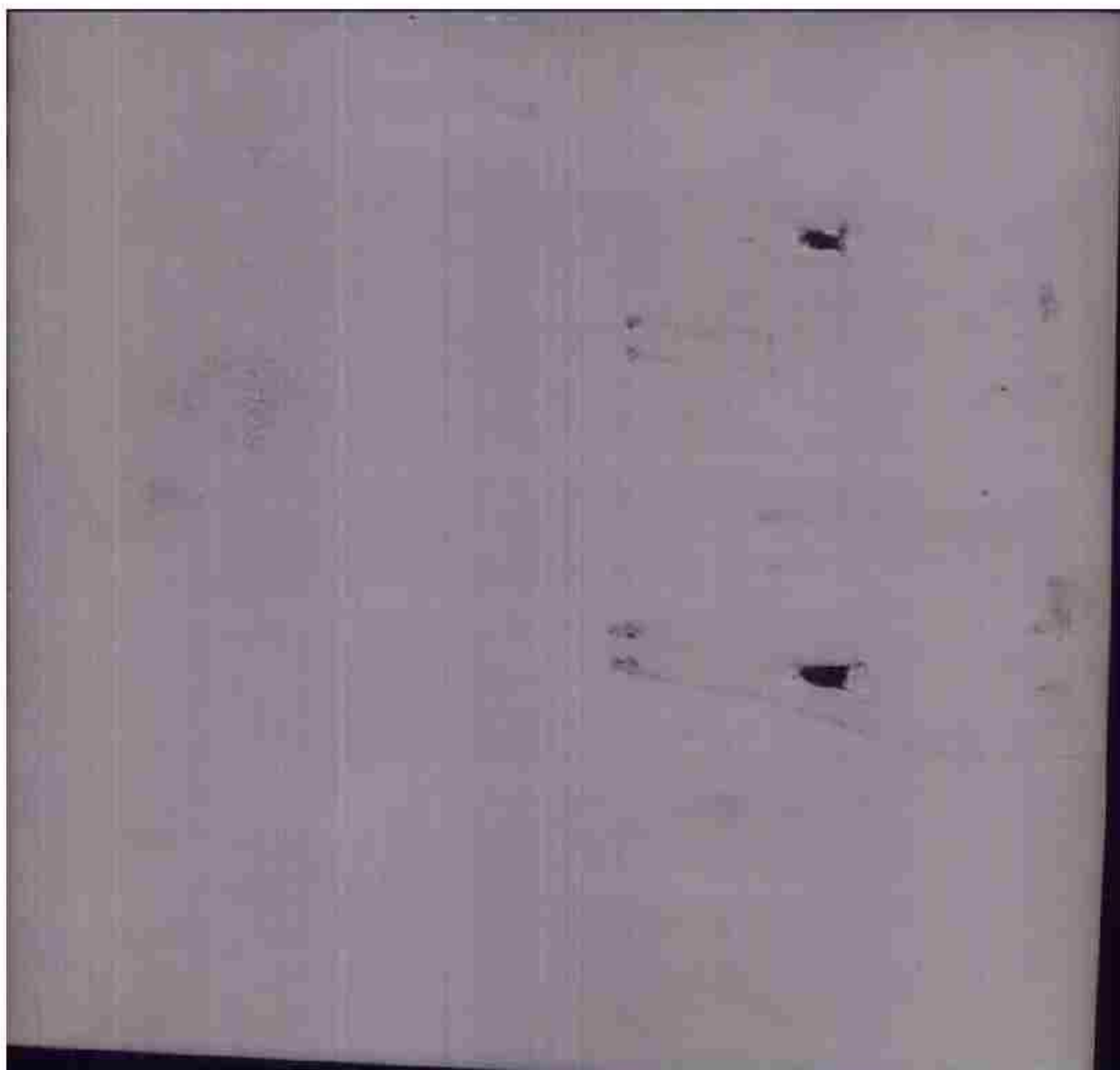
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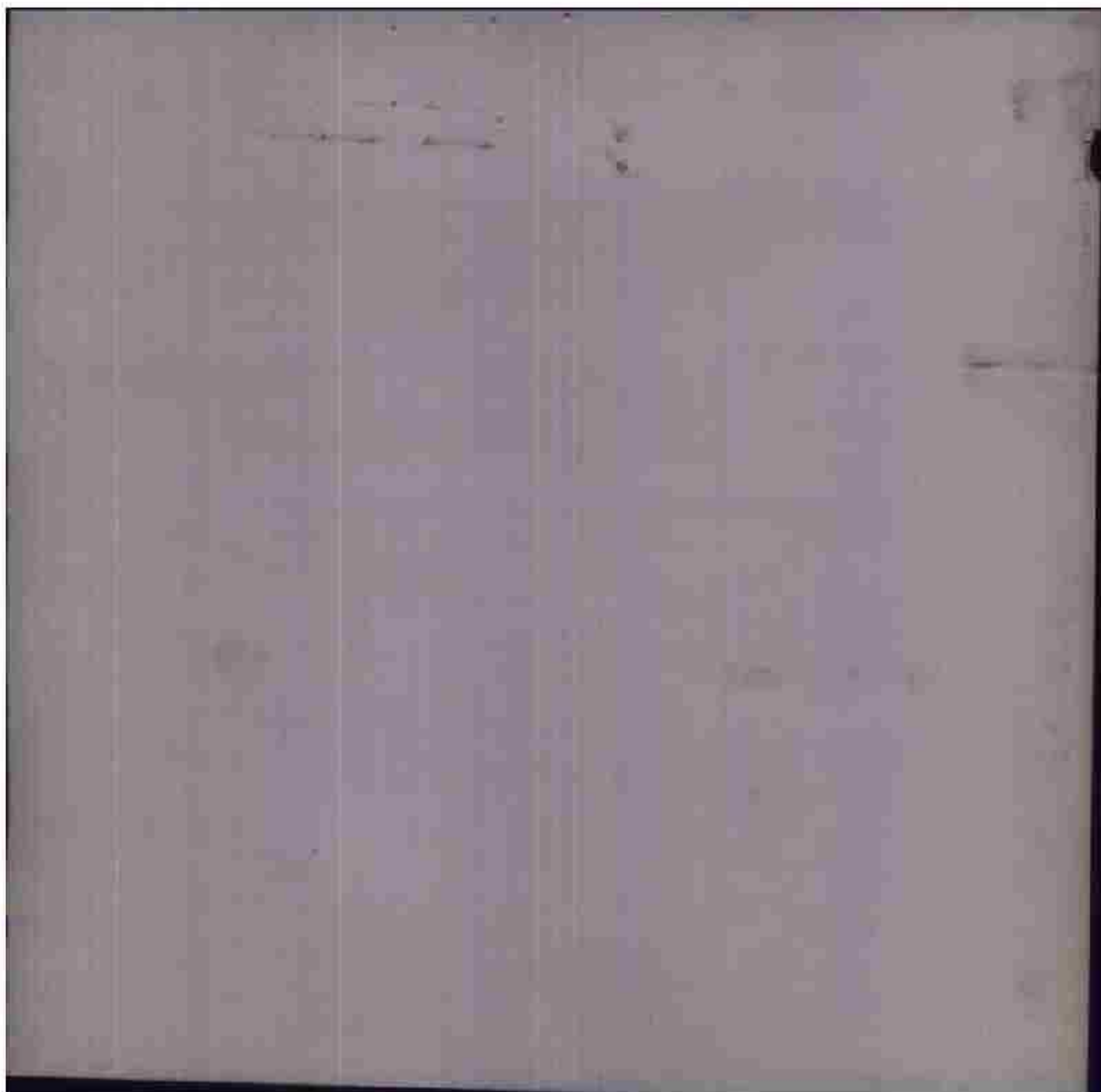
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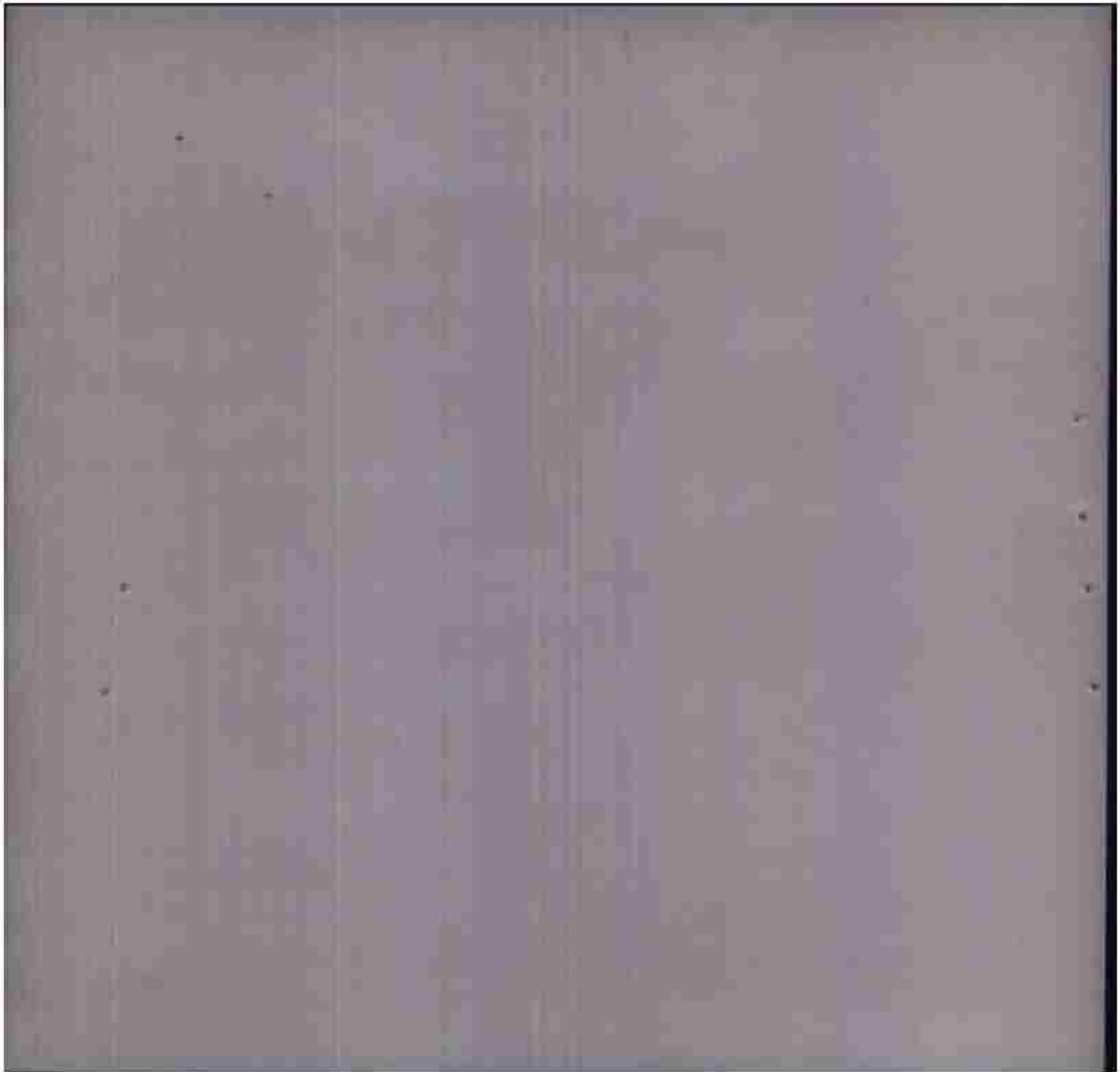
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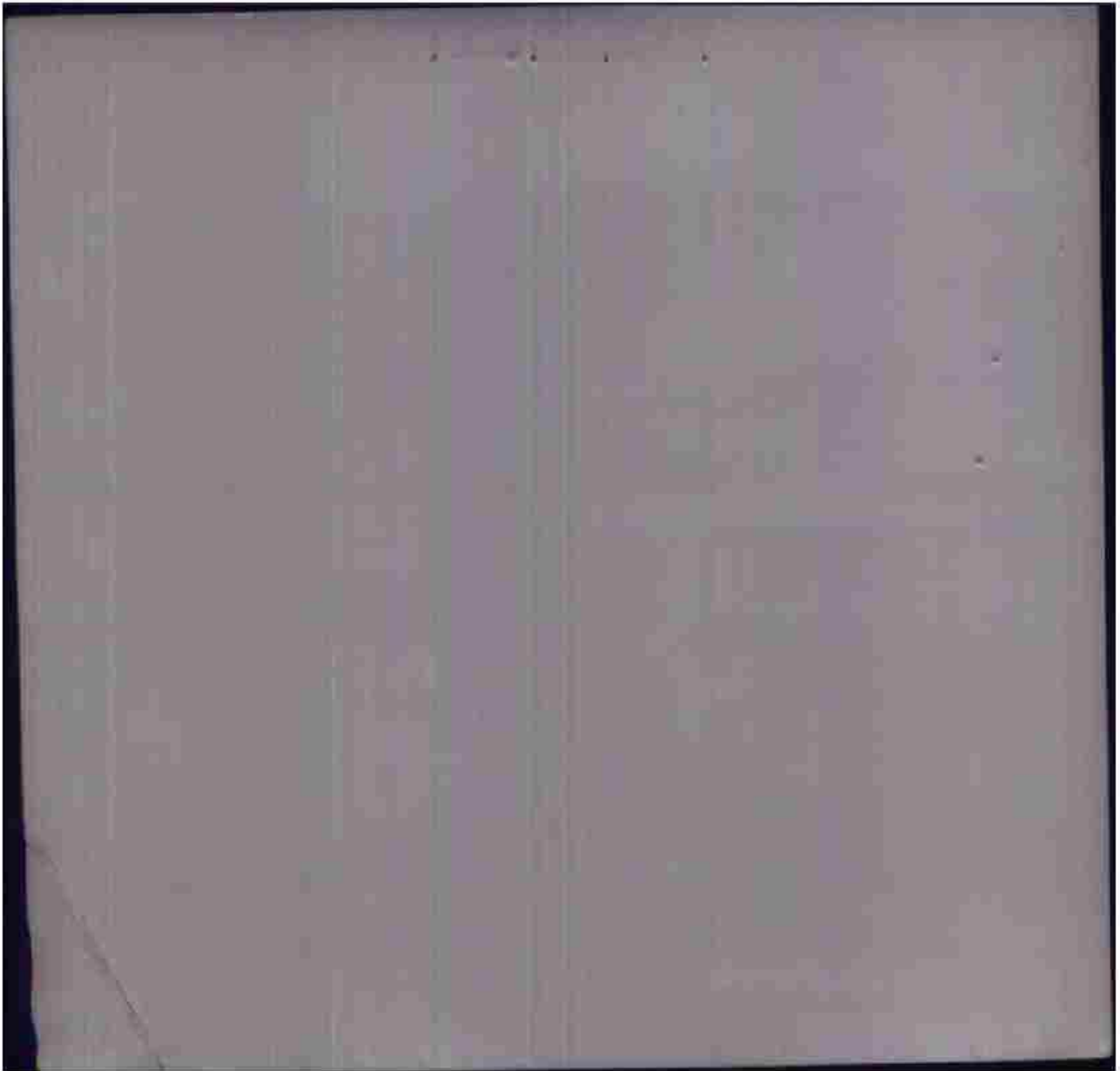
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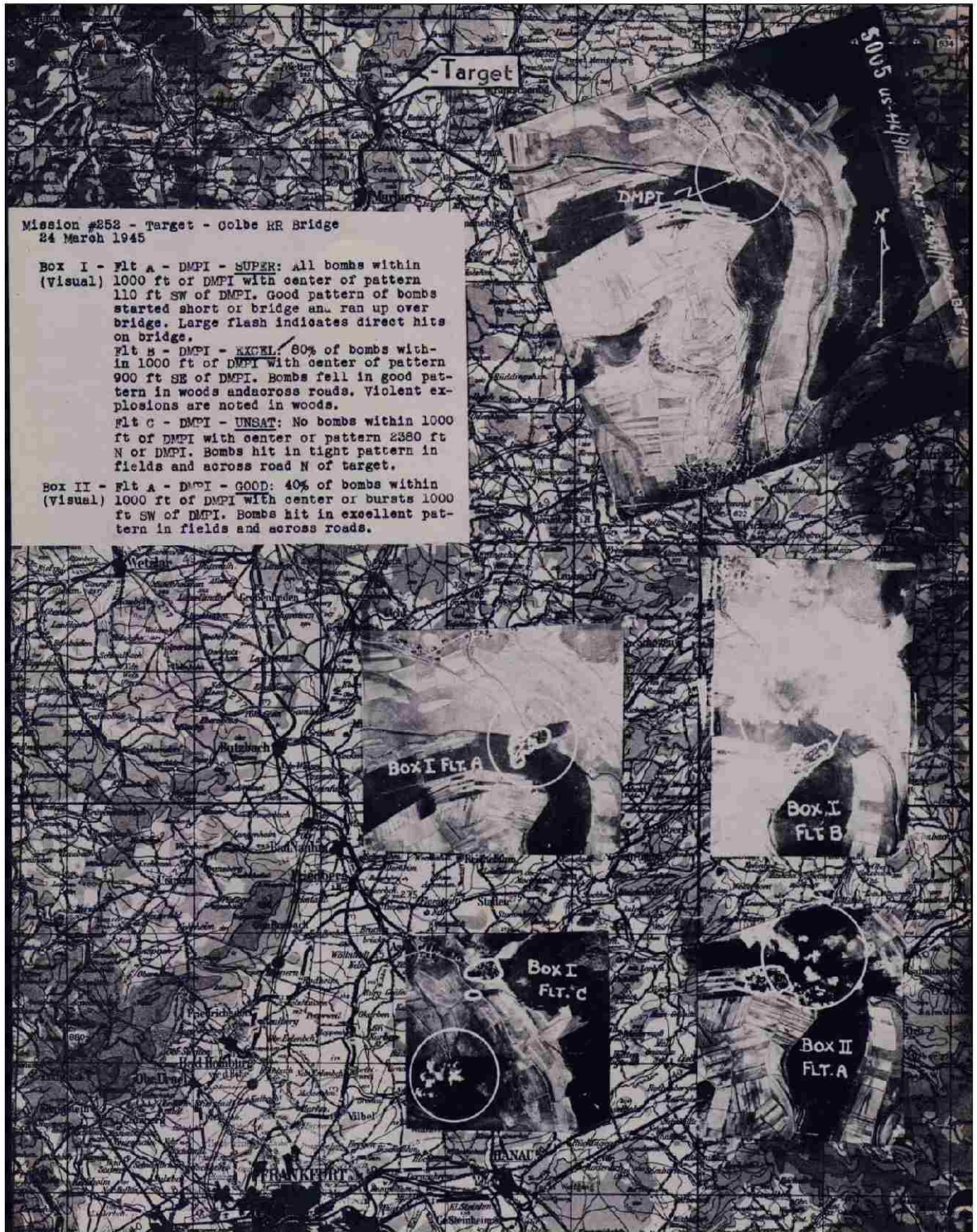
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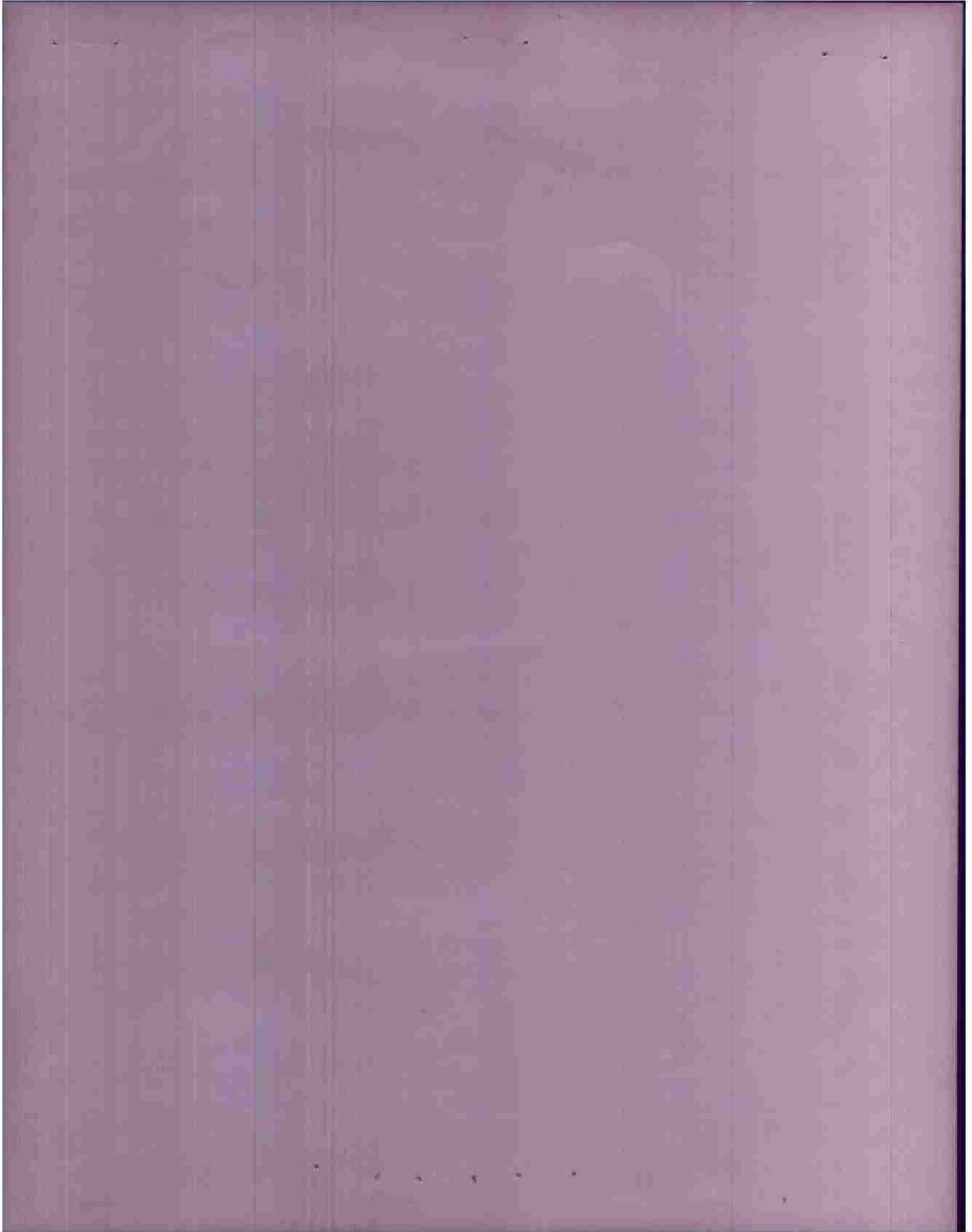


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CONFIDENTIAL

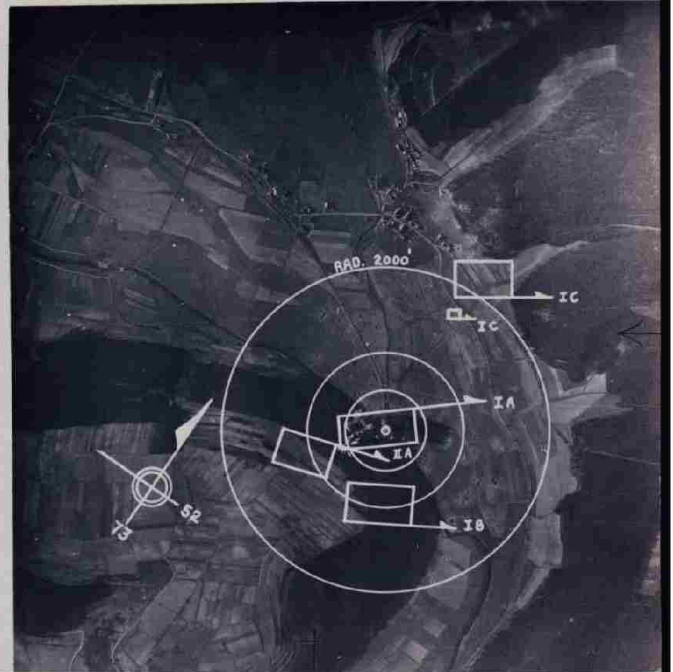
NINTH AF CONSOLIDATED REPORT 9TH BD / 34 1168

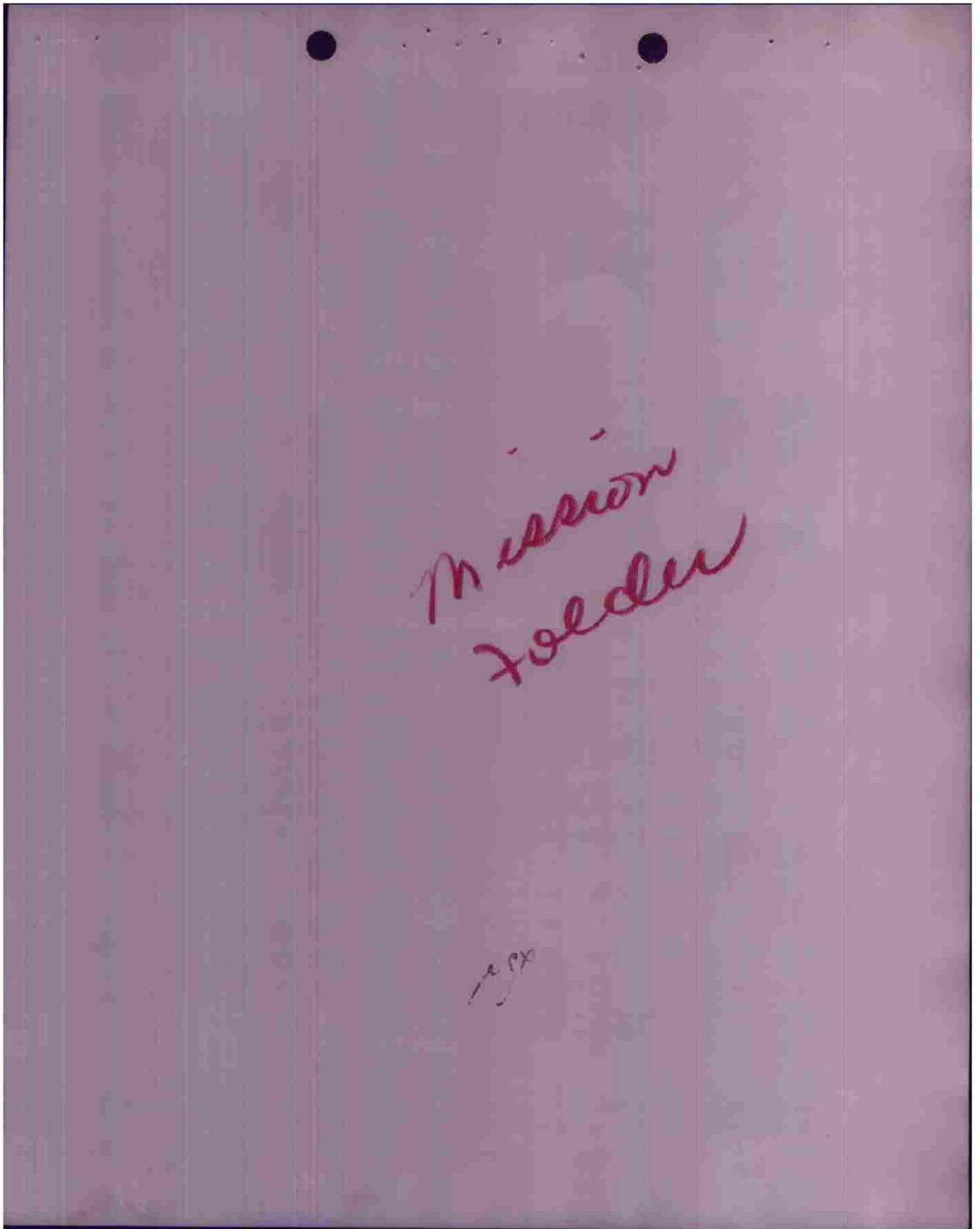
- (A) TARGET: COLBE RR/BR 4416/R3 - WG/735527
- (B) SORTIE: US 416/910-912-913
- (C) DATE: 24 MAR 45 TIME: 1614-1616 A
- (D) ATTACKING A/C: 25 A-26's BY 6's.
- (E) BOMBS: 100/1000 GP 1/10 N., 1/100 T.
- (F) COVER: TARGET IS COVERED ON PRINTS OF GOOD QUALITY.
- (G) RESULTS OF BOMBING: THE PATTERN OF ONE FLIGHT EXTENDS ACROSS THE BRIDGE AND ITS APPROACHES. BOMBS OF THE OTHER THREE FLIGHTS FELL IN OPEN FIELDS AND WOODS AROUND THE TARGET. LATER PHOTO COVER (US 409/735) SHOWS THAT THE E SIDE OF THE BRIDGE HAS BEEN SEVERELY DAMAGED AND IS NOW UNSERVICEABLE.
- (I) ANNOTATED PRINT: 5006 SORTIE: US 416/910

NOTE: RECTANGLE ENCLOSES BOMB PATTERN AREA.  
DISTRIBUTION: 3/A

CONFIDENTIAL

DET "J" 20th PID  
AT Hq. 9TH B.D.





IX B.C. S-2 Form No. 106-B. Prepare separate sheet for each target bombed

ATTACKING UNITS: TARGET	IX BC 97TH WING	416TH
DATE		GROUPE
ATTACKING UNITS		
FIRST PHASE INTERPRETATION:		TARGET HIT

A. TARGET BRIEFED \_\_\_\_\_ PRIMARY  
 \_\_\_\_\_ SECONDARY  
 \_\_\_\_\_ CASUAL

M.P.I. \_\_\_\_\_

A.P. \_\_\_\_\_

B. TARGET ATTACKED \_\_\_\_\_ MILES FROM PRIMARY \_\_\_\_\_  
 DIRECTION FROM PRIMARY \_\_\_\_\_

C. COORDINATES \_\_\_\_\_ ON 1:50,000 MAP NO. \_\_\_\_\_

D. NO. AND TYPE OF A/C DISPATCHED \_\_\_\_\_ A-20'S NO. OF A/C ATTACKING \_\_\_\_\_

E. BOMBING BY \_\_\_\_\_ IN FOLLOWING ORDER \_\_\_\_\_

F. NO. AND TYPE OF BOMBS DROPPED \_\_\_\_\_ FUSING NOSE TAIL  
 \_\_\_\_\_ FUSING NOSE TAIL

G. HEADING OF A/C WHERE BOMBS DROPPED \_\_\_\_\_ DEGREES MAG.

H. TIME BOMBS DROPPED \_\_\_\_\_

I. ACTIVITY AT TARGET: \_\_\_\_\_

K. RESULTS OF BOMBING: \_\_\_\_\_

9th B.D. S-2 Report 100A

416 TP	9th B.D. (10) WING 478E	E
GROUP	DATE 24 March 1945	
OTHER UNIT: TARGET		COLLEGE BR BRIDGE
	FIRST PHASE INTERPRETATION	TARGET HIT

A. TARGET BRIEFED COLLEGE BR BRIDGE. PRIMARY  
SECONDARY

M.P.I. Center of RR bridge.  
A.P. \_\_\_\_\_

C. NO. AND TYPE OF A/C DISPATCHED 35 A-38 NO. OF A/C ATTACKING 35

D. BOMBING BY 3's, 6's, 12's, 16's 3's IN FOLLOWING ORDER 1,3,2,4.

E. NO. AND SIZE OF BOMBS DROPPED 100 x 1000 WING 1/10 -- 1/100

F. WEAPONS OF A/C WHEN BOMBS DROPPED  
 Box I Flt A - 35<sup>0</sup> - 1614  
 B - 58 - 1615  
 C - 60 - 1614  
 Box II Flt A - 57 - 1616

G. TIME BOMBS DROPPED \_\_\_\_\_

H. ACTIVITY AT TARGET \_\_\_\_\_

I. RESULTS OF BOMBING:

Box I - Flt A - DMPI - SEVERE; All bombs within 1000 ft of DMPI center of pattern 110 ft SW of DMPI. Good pattern of bombs started short of bridge and ran up over bridge. Large flash indicates direct hits on bridge, probably destroying or severely damaging it.

Flt B - DMPI - HEAVY; 80% of bombs within 1000 ft of DMPI with center of pattern 900 ft SE of DMPI. Bombs fall in good pattern in woods and across roads. Violent explosions are noted in woods.

Flt C - DMPI - WEAK; No bombs within 1000 ft of DMPI with center of pattern 2380 ft E of DMPI. Bombs hit in tight pattern in fields and across roads E of target.

Box II - Flt A - DMPI - GOOD; 40% of bombs within 1000 ft of DMPI with center of bursts 1000 ft SW of DMPI. Bombs hit in excellent pattern in fields and across roads.

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

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED 8 GROUP 416th. Bomb Op.  
 CAMERAS PHOTOGRAPHING 8 100 % WING 97th. C.B.  
 CAMERA FAILURES 0 0 % DATE 24 March 45  
 PERSONNEL FAILURES 0 0 %  
 OTHERS 0

TARGET COLBE  
378 ALTITUDE 11200 FEET  
264 TRUE AIR SPEED 210 MPH  
382 9315 GROUND SPEED 267 MPH  
244

TARGET COLBE  
378 ALTITUDE 11200 FEET  
352 TRUE AIR SPEED 210 MPH  
 GROUND SPEED 267 MPH

TARGET \_\_\_\_\_  
 ALTITUDE \_\_\_\_\_ FEET  
 TRUE AIR SPEED \_\_\_\_\_ MPH  
 GROUND SPEED \_\_\_\_\_ MPH

STRIKE ATTACK CAMERAS:

BOX NO.	A/C NO.	CAM. TYPE	F.L.	INT.	PRINTED SORTIES	UNPRINT SORTIES	EXPLANATION
1	378	K-24	6 3/8	0	911		
1	264	"	5	0			duplicate coverage
1	224	"	3 3/8	0			" "
1	9315	"	7	0	913		" "
1	382	"	7	0			" "
1	244	"	3 3/8	0	910		" "
2	356	"	7	0	912		" "
2	328	"	3 3/8	0			" "

K-20 CAMERAS

Sortie No. \_\_\_\_\_ Camera man \_\_\_\_\_ Reason Failure \_\_\_\_\_  
 sortie No. \_\_\_\_\_ Camera man \_\_\_\_\_ Reason Failure \_\_\_\_\_

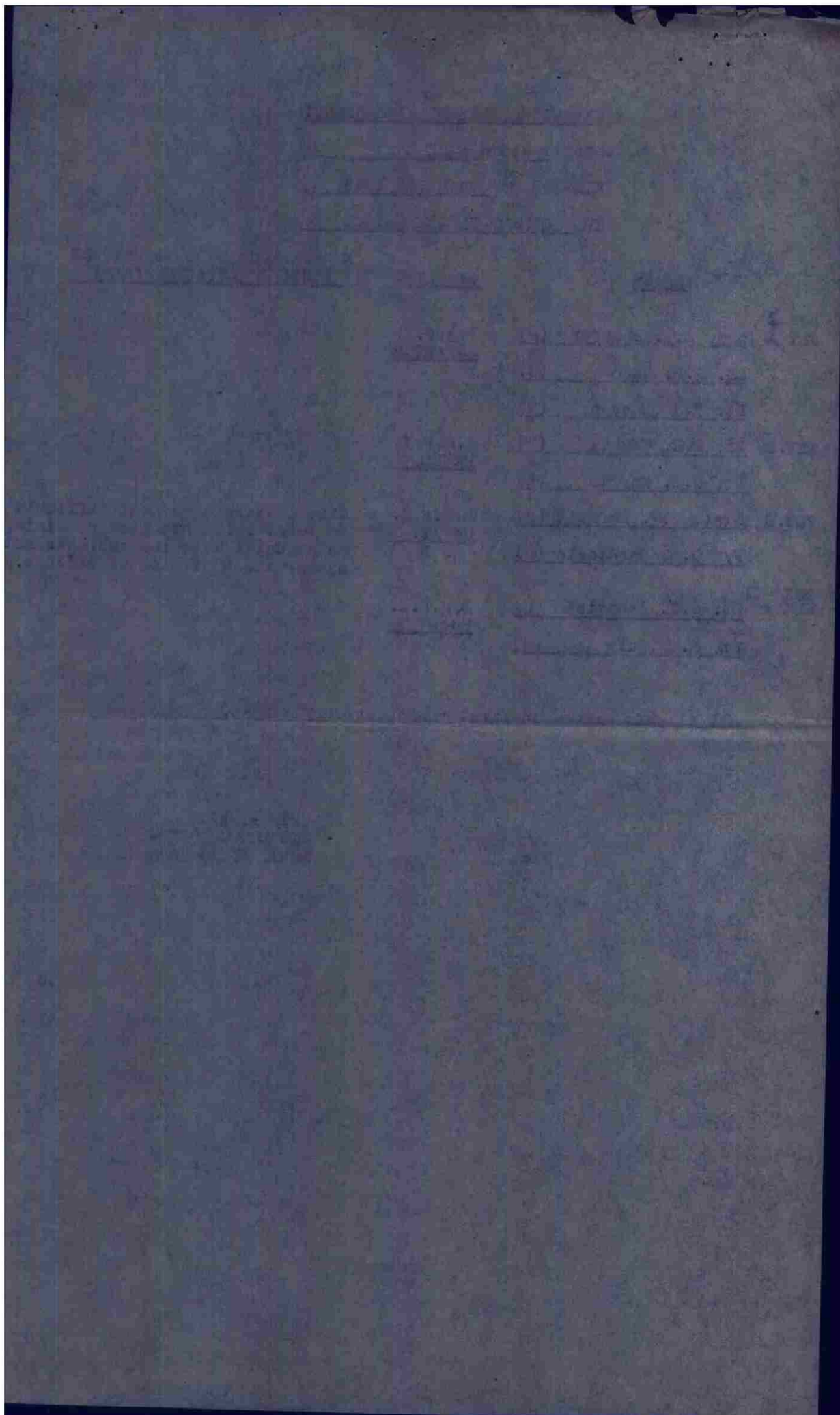
32

UNSATISFACTORY BOMBING REPORTGROUP 416TH BOMB GROUPMISSION OF 24 MARCH 1945TO COLBE RAILROAD BRIDGE

<u>NAMES</u>	<u>RESULTS</u>	<u>REASONS FOR GROSS BOMBING OR FAILURE TO ATTACK PRIMARY</u>
BOX I FLT A <u>Maj. R.F. Shaefer (P)</u>	<u>D.M.P.I.</u>	
<u>Lt. A.R. Hand (B)</u>	<u>SUPERIOR</u>	
<u>Lt. F.A. Reeves (B)</u>		
FLT. B <u>Lt. E.B. Grunig (P)</u>	<u>D.M.P.I.</u>	
<u>Lt. E.C. Morris (B)</u>	<u>EXCEL.</u>	
FLT. C <u>Maj. W.F. Dufault (P)</u>	<u>D.M.P.I.</u>	Size of target made it difficult to locate. Did not pick up aiming point until late in run. Was not synchronized at time of release.
<u>F/O G.A. Cardinale (B)</u>	<u>UNSAT.</u>	
BOX II FLT A <u>Lt. J.J. Iacovich (P)</u>	<u>D.M.P.I.</u>	
<u>Lt. R.C. Muir (B)</u>	<u>GOOD</u>	

All flights bombed on first run on primary target.

OTTO R. KOCH  
2ND LT. AIR CORPS  
ASST. GROUP BOMBARDIER



GENERAL INDEX

TARGET Colbe R.R. Bridge DATE <sup>Afternoon</sup> 24-3-45 NO. NO 25 LIST # 252  
 COORD. G-735527 F.O. # 223-815 STATUS Attacked  
 BRITING OFFICER Capt Lucia

1. RECSC, PRINTS (IF ANY)
2. MISSION SUMMARY, WITH BOMBEMENT DIVISION
3. MISSION NARRATIVE
4. OPS FLASH
5. PHOTO REPORT
6. FIELD ORDER ( APPENDIXES, AMENDMENTS, SUPPLEMENTS )
7. LOADING LIST OF GUNNS
8. FLAK REPORT
9. GMB & RADAR REPORTS
10. PPF CRITIQUE ( IF ANY )
- ✓ 11. CPREP REPORT
- ✓ 12. YB REPORT
13. NAVIGATOR'S LOG AND FLIGHT PLAN
- ✓ 14. WEATHER REPORT
- ✓ 15. R CAPTULATIVE FORMS
- ✓ 16. INTERROGATION FORMS
17. \_\_\_\_\_
18. \_\_\_\_\_
19. \_\_\_\_\_

**P.R.C.**

00092072

*M/ Alder #252*

SECRET  
HEADQUARTERS  
9TH BOMBARDMENT DIVISION (H)



MISSION SUMMARY #91  
(afternoon Mission)

Field Order 815

Section I

<u>GROUP</u>	<u>TARGET</u>	<u>MISSION RESULTS</u>
391 BG	Pracht (F-936416) Rail Bridge	Box I - Flt. A - Excellent (AMFI) Flt. B - Excellent Flt. C - Superior Flt. D - Excellent
322 BG	Pracht (F-936416) Rail Bridge	Box I - Flt. A - Superior Flt. B - Undet. Flt. C - Excellent Flt. D - Undet.
409 BG	Colbo (G-735527) Rail Bridge	Box I - Flt. A - Excellent Flt. B - Excellent Flt. C - Excellent Box II - Flt. A - Unsat.
<u>416 BG</u>	Colbo (G-735527) Rail Bridge	Box I - Flt. A - Superior Flt. B - Excellent Flt. C - Unsat. Box II - Flt. A - Good
344 BG	Colbo (G-735527) Rail Bridge	Box I - Flt. A - Unsat. Flt. B - NAO Box II - Flt. A - Fair Flt. D - Excellent
387 BG	Vlotho (B-790971) Rail Bridge	Box I - Flt. A - Superior Flt. B - Superior Flt. C - Superior Box II - Flt. A - Superior Flt. B - Superior Flt. C - Superior
397 BG	Vlotho (B-790971) Rail Bridge	Box I - Flt. A - Superior Flt. B - NAO Flt. C - Good (AMFI) Box II - Flt. A - Poor Flt. B - Excellent Flt. C - Excellent
394 BG	Vlotho (B-790971) Rail Bridge	Box I - Flt. A - Excellent Flt. B - Superior (AMFI) Flt. C - Excellent Box II - Flt. A - Excellent Flt. B - Unsat. Flt. C - Excellent

SECRET  
D-2

386 DG	Dorsten (A-466406)	Box I - Box II -	Communications Center Good Unsat. (MFI)
323 DG	Docholt (A-227608)	Box I - Box II - Box III -	Communications Center N/O Fit. n - Excellent (MFI) Fit. n - Unsat. (MFI)
410 DG	Dorben (A-995611)	Box I - Box II -	Communications Center Superior (MFI) Excellent (MFI)

SECRET

S E C R E T

GROUP NARRATIVE

Nine groups attacked three rail bridges and a communications center, recording Superior to Undetermined results. A tenth and an eleventh group bombed Other targets.

Fracht (Rail Bridge)

391 BG: 25 a/c dispatched (24 B-26, 1 A-26), 19 B-26 a/c dropping 72 X 1000 GP on Primary. 5 a/c (4 B-26, 1 A-26) dropped 20 X 1000 GP on Other targets. Bomb disposition unknown of 1 a/c which landed at Liege/Dierset.

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

Visual bombing by flights from 10,900 - 11,800 feet.

Box I - Flt. A - AMPI - EXCELLENT. Bombardier misidentified target. Bombed bridge at Herchen (F-84654185), 5½ miles W of Primary, 2½ miles E of bomb line. All bombs within 1000 ft. radius of AMPI. Tight pattern about 500 ft. NNE of AMPI, across center of bridge, a dirt road, 2 farm buildings, and in open fields.

Flt. B - DMPI - EXCELLENT. About 75 percent of bombs within 1000 ft. radius of DMPI. Tight pattern about 900 ft. S of DMPI, across 3 secondary roads and in open fields.

Flt. C - DMPI - SUPERIOR. All bombs within 1000 ft. radius of DMPI. Tight pattern 250 ft. SE of DMPI, across RR junction, with 2 probable hits on center of bridge. All lines from RR junction are probably cut.

Flt. D - DMPI - EXCELLENT. All bombs within 1000 ft. radius of DMPI. Dispersed pattern about 400 ft. NNE of DMPI, along the RR embankment, probably cutting both lines.

322 BG: 24 a/c dispatched, 17 dropping 68 X 1000 GP on Primary. 2 a/c dropped 8 X 1000 GP on Other target. Bomb disposition unknown of 3 a/c (1 lost, 2 landed at Verdun).

2 a/c failed to bomb: 1, mechanical failure; 1, other (this a/c followed another a/c which pulled out of formation due to flak damage; when error was discovered it was too late to regain place in formation for bomb run).

Above-mentioned a/c was hit by flak in target area, and was seen to crash and explode; five chutes observed. 6 crewmen missing.

7 additional a/c flak battle-damaged; no further casualties.

Visual bombing by flights from 10,700 - 11,750 feet.

Box I - Flt. A - DMPI - SUPERIOR. All bombs within 1000 ft. radius of DMPI. Excellent pattern, centered 200 ft. to W, covering bridge with probable hits.

Flt. B - DMPI - UNDETERMINED. No photos. 1 camera a/c aborted, another failed to return. Crews report excellent results, with probable hits on bridge.

Flt. C - DMPI - EXCELLENT. Over 50 percent of bombs within 1000 ft. radius of DMPI. Elongated pattern centered 570 ft. N of DMPI, with possible hits on bridge, and the rest on E-W D/T RR and road.

C - 2

S E C R E T

S E C R E T

D - 2

Box II - Flt. A - DMP1 - GOOD. 40 percent of bombs within 1000 ft. of DMP1 with center of bursts 1000 ft. SW of DMP1. Bombs hit in excellent pattern in fields and across roads.

Flt. B - DMP1 - EXCELLENT. 80 percent of bombs within 1000 ft. radius of DMP1 with center of pattern 2380 ft. N of DMP1. Bombs in good pattern in fields and across roads. Bomber did not properly synchronize.

Flt. C - DMP1 - UNSUCCESSFUL. No bombs within 1000 ft. radius of DMP1 with center of pattern 900 ft. SE of DMP1. Bombs fell in good pattern in woods and across roads.

Flt. D - DMP1 - SUPERIOR. All bombs within 1000 ft. radius of DMP1 with center of pattern 110 ft. SW of DMP1. Good pattern. Large flash indicates direct hits on bridge.

Box I - Flt. A - DMP1 - SUPERIOR. All bombs within 1000 ft. radius of DMP1 with center of pattern 110 ft. SW of DMP1. Good pattern. Large flash indicates direct hits on bridge.

Flt. B - DMP1 - EXCELLENT. 80 percent of bombs within 1000 ft. radius of DMP1 with center of pattern 900 ft. SE of DMP1. Bombs fell in good pattern in woods and across roads. Bomber did not properly synchronize.

Flt. C - DMP1 - EXCELLENT. 70 percent of bombs within 1000 ft. radius of DMP1. Center of excellent concentration is approximately 1650 ft. WSW of DMP1. Bombs in fields and woods with no hits on bridge or its approaches. Bomber did a fine and off bubble not level at bombs away.

Flt. D - DMP1 - EXCELLENT. 100 percent of bombs within 1000 ft. radius of DMP1. Center of excellent concentration is approximately 415 ft. ENE of DMP1. Pattern blankets DMP1, and early photos show at least two direct hits or very near misses on SE end of bridge. Since this is the end which appears to be all ready damaged, these strikes probably completed destruction of bridge, or inflicted severe damage.

Flt. E - DMP1 - EXCELLENT. 60 percent of bombs within 1000 ft. radius of DMP1. Center of excellent concentration is approximately 870 ft. SW of DMP1. Bombs in open fields and woods, with no hits on bridge or its approaches.

Box I - Flt. A - DMP1 - EXCELLENT. 60 percent of bombs within 1000 ft. radius of DMP1. Center of excellent concentration is approximately 870 ft. SW of DMP1. Bombs in open fields and woods, with no hits on bridge or its approaches.

Flt. B - DMP1 - EXCELLENT. 100 percent of bombs within 1000 ft. radius of DMP1. Center of excellent concentration is approximately 415 ft. ENE of DMP1. Pattern blankets DMP1, and early photos show at least two direct hits or very near misses on SE end of bridge. Since this is the end which appears to be all ready damaged, these strikes probably completed destruction of bridge, or inflicted severe damage.

Flt. C - DMP1 - EXCELLENT. 70 percent of bombs within 1000 ft. radius of DMP1. Center of excellent concentration is approximately 1650 ft. WSW of DMP1. Bombs in fields and woods with no hits on bridge or its approaches. Bomber did a fine and off bubble not level at bombs away.

409 BG: 29 a/c dispatched (20 4-26, 9 4-26), 26 (20 4-26, 6 4-26) dropping 80 x 1000, 27 x 500 G on primary. 3 4-26 window a/c.

Goibe (Roll Bridge)

Flt. D - AMPL - UNDETERMINED. FDI was not working properly, and there was no deputy in flight, after 3 runs on primary, bomber did not attack a factory at Botsdorf, 10 miles E of primary. Bomb bursts are not visible on photos.

S E C R E T

## S E C R E T

344 BG: 26 a/c dispatched, 24 dropping 76 X 1000 GP on and in vicinity of Primary. Bomb disposition unknown of 2 lost a/c.

2 a/c lost to flak: 1 was hit in vicinity of Limburg (M-175950), lost wing and spun in. 1 chute observed. 6 crewmen missing, 1, flak damaged, left formation and subsequently crashed and burned at L-930680, 5 miles W of bomb line, in friendly territory. 3 crewmen killed, 3 are known to be safe.

8 additional a/c flak battle-damaged; no further casualties.

Visual bombing by flights from 10,200 - 11,700 feet.

Box I - Flt. A - DMPI - UNSATISFACTORY. Reason undetermined. Apparently bombardier was poorly synchronized. No bombs within 1000 ft. radius of DMPI. Good pattern 2600 ft. W of DMPI. Strikes in forest, stream, and in open.

Flt. B - NAO. Bombardier had trigger up and locked while looking for target with search knob. Indicos came together and bombs were released prematurely. Bombs hit at edge of forest area, and across secondary road at G-693598, 5 miles N of Primary.

Box II - Flt. A - DMPI - FAIR. Approximately 30 percent of bombs within 1000 ft. radius of DMPI. Long pattern 1132 ft. S of DMPI. Strikes near secondary road and in open.

Flt. B - DMPI - EXCELLENT. All bombs within 1000 ft. radius of DMPI. Excellent pattern 482 ft. S of DMPI. Strikes in forest near southern approach to bridge.

Vlotho (Rail Bridge)

387 BG: 28 a/c dispatched, 23 dropping 46 X 2000 GP on Primary. 3 a/c dropped 48 X 260 Frag on a flak position en route to target.

2 a/c failed to bomb: mechanical failures.

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

Visual bombing by flights from 10,900 - 12,840 feet.

Box I - Flt. A - DMPI - SUPERIOR. All bursts inside 1000 ft. radius of DMPI in superior pattern centered 180 ft. S of DMPI, scoring 2 probable direct hits to bridge and blanketing S approach.

Flt. B - DMPI - SUPERIOR. All bursts inside 1000 ft. radius of DMPI in superior pattern centered on DMPI, scoring 1 probable direct hit to N center of span and blanketing entire bridge from bank to bank.

Flt. C - DMPI - SUPERIOR. All bursts inside 1000 ft. radius of DMPI in superior pattern centered 250 ft. SSW of DMPI scoring near-miss to bridge and blanketing S approach.

Box II - Flt. A - DMPI - SUPERIOR. All bursts inside 1000 ft. radius of DMPI centered 235 ft. S of DMPI in superior pattern scoring near misses to bridge and blanketing S approach.

Flt. B - DMPI - SUPERIOR. All bursts inside 1000 ft. radius of DMPI in excellent pattern centered approximately 100 ft. SW of DMPI scoring near misses to N end of bridge.

Flt. C - DMPI - SUPERIOR. All bursts inside 1000 ft. radius of DMPI in good pattern, centered approximately 250 ft. W of DMPI, scoring near misses to N approach and blanketing S approach and highway.

S E C R E T

F - 2

RTB C - DMI - EXHIBIT. (Due to camera a/c turning sharply off target, only portion of pattern shown.) Approximately 95% of bombs within 1000 ft. radius of DMI. Main pattern with two late bursts. Main pattern approximately 675 ft. N of DMI. Bursts probably cover a 3-5 m radius at N approach and possibly on approach itself.

RTB D - DMI - SUIKOR. 2 runs on primary. 1st run not in position because another flight was in the way and could not pick up I/A in time. On 2nd run could see target but could not pick it up in time due to smoke and haze. Bomb pattern N/E of DMI (1-790710), approximately 17 miles S of primary. All bombs within 1000 ft. radius of DMI. Pattern approximately 200 ft. S of DMI. Bursts started in built-up area, crossed N/E, scattering hits on rolling stock and tracks and ended in built-up area to S of town.

RTB I - RTB A - DMI - EXHIBIT. All bombs in 1000 ft. radius of DMI. Light concentration approximately 400 ft. SW of DMI. Direct hits on S approach and on a road. Damage should be heavy.

RTB I - RTB A - DMI - EXHIBIT. All bombs in 1000 ft. radius of DMI. Direct hits on S approach and on a road. Damage should be heavy.

RTB I - RTB A - DMI - EXHIBIT. All bombs in 1000 ft. radius of DMI. Direct hits on S approach and on a road. Damage should be heavy.

RTB G - DMI - EXHIBIT. 100 percent of bombs within 1000 ft. radius of DMI in good pattern 369 ft. SW on S rail approach. RT, direct. Main pattern is 500 ft. N of DMI in open area. RTB D - DMI - EXHIBIT. 75 percent of bombs within 1000 ft. radius of DMI in good pattern (2 bombs fall late outside 1000 ft. radius).

RTB A - DMI - ROR. 25 percent of bombs within 1000 ft. radius of DMI in good pattern 1075 ft. E of DMI. Bombs hit in open area probably on tank positions and on road.

RTB C - DMI - GOOD. Attempted to bomb secondary (underground) when leader had completed navigation at primary, but bombed town of Hwa at 1-437647, leaving smaller check points. Target straggled in 27 miles W of secondary. Bombs in good pattern 218 ft. N of intersection used as 1st falling across intersection road and narrow gauge RR. RR indicates buildings and company at this point.

RTB D - NAO. Bombed the intersection. Bombs in good pattern 2290 ft. N of DMI. One bomb falling late lands on a bridge anchored to S bank of river. Main pattern of bombs lands across road and road line and on factory like buildings on S bank. Large may have been supplying buildings.

RTB I - RTB A - DMI - SUIKOR. 100 percent of bombs within 1000 ft. radius of DMI in good pattern 315 ft. NW of DMI. Majority of bombs hit in area, possible hits on S end of bridge proper.

RTB I - RTB A - DMI - SUIKOR. 100 percent of bombs within 1000 ft. radius of DMI in good pattern 315 ft. NW of DMI. Majority of bombs hit in area, possible hits on S end of bridge proper.

RTB I - RTB A - DMI - SUIKOR. 100 percent of bombs within 1000 ft. radius of DMI in good pattern 315 ft. NW of DMI. Majority of bombs hit in area, possible hits on S end of bridge proper.

RTB I - RTB A - DMI - SUIKOR. 100 percent of bombs within 1000 ft. radius of DMI in good pattern 315 ft. NW of DMI. Majority of bombs hit in area, possible hits on S end of bridge proper.

S E C R E T

S E C R E T

Box II - Flt. A - DMPI - EXCELLENT. Approximately 60 percent of bombs within 1000 ft. radius of DMPI. Broken pattern with two late bursts across river. Main pattern approximately 1000 ft. S. of DMPI. Possible strikes on S approach. Bursts blanketed the RR line and highway. 1 first burst scored a direct hit on road with heavy damage.

Flt. B - DMPI - UNSATISFACTORY. Due to smoke and haze an accurate sighting could not be made. All bombs outside 1000 ft. radius of DMPI. Tight pattern approximately 1750 ft. SW of DMPI. Strikes on a row of buildings and possible hits to S approach.

Flt. C - DMPI - EXCELLENT. All bombs within 1000 ft. radius of DMPI. Incomplete pattern on corner of print approximately 450 ft. NW of DMPI. Strikes on N bank of river with possible hits to N approach.

Berken (Communications Center)

410 DG: 42 a/c dispatched (40 A-20, 2 FFF); none bombed Primary. 41 a/c dropped 243 X 500 GP on Other targets.

1 a/c failed to bomb: FFF - equipment failure.

No losses, damage, casualties.

Visual bombing by boxes on group lead from 13,000 - 13,500 feet.

Box I - AMPI - SUPERIOR. Bombardier misidentified target. Bombed town of Stadlohn (A-440770), 10½ miles NNE of Primary. He synchronized on a main intersection in SW corner of town similar to assigned DMPI at Primary. 100 percent of bombs within 1000 ft. radius of AMPI. Broken pattern centered on built-up area 200 ft. WNW of AMPI, blanketing AMPI, two other intersections, a large number of buildings, and several hundred feet of intersecting highways leading through town. FFF dropped visually at A-445592, 6 miles SW of Primary.

Box II - AMPI - EXCELLENT. Bombardier misidentified target. Bombed town of Stadlohn (A-440770), 10½ miles NNE of Primary. Bombardier synchronized on main intersection in SW part of town similar to DMPI at Primary target. 70 percent of bombs within 1000 ft. radius of AMPI. Pattern in two concentrations, centered 795 ft. NNW of AMPI. Bursts blanketed several intersections, highway bridge, a large number of buildings, and several hundred feet of main highway. FFF abandoned operations after equipment failure.

Bochelt (Communications Center)

323 DG: 38 a/c dispatched (including 2 FFF); none bombed Primary. 36 a/c dropped 756 X 100, 95 X 260 Frag, 8 X 500 GP on Other targets.

2 a/c failed to bomb: mechanical failures.

No losses, damage, casualties.

Bombing by boxes (Box I on FFF lead, Box II visually on group lead) from 12,000 - 13,800 feet.

Box I - NaO. FFF salvaged after pilot had pulled off course, thinking that bombs were away. Bombs fell at A-127672, 7½ miles N. of DMPI. Very loose pattern in open fields, with some bombs hitting minor roads and houses.

G - 2

S E C R E T

S E C R E T  
H - 2

Box III - Flt. A - DMI - UNDETERMINED. No photo coverage. Bombers report good results on flak positions.  
possible damage to embankments. Flak dropped on combination of houses and streets. Flt. A is across northernmost canal with Flts. B & C cover residential areas with possible damage to  
Flt. C - 3100 ft. NW of DMI.  
Flt. D - 2200 ft. W of DMI.  
Flt. A - 2100 ft. N of DMI.  
Scattered pattern, grouped into flights as follows:

Box II - Flt. A - DMI - UNDETERMINED. No bombs within 1000 ft. radius of DMI.  
with possible serious damage to houses and streets in area.  
tens 850 ft. NW of DMI, covering northern portion of town,  
trial-type buildings. Other part of pattern (Flts. A & B) con-  
of DMI, across double canals, with possible hits on residen-  
DMI. Split pattern, one part (Flt. C) centering 1500 ft. NE  
Box I - DMI - GOOD. 70 percent of bombs within 1000 ft. radius of

13,500 feet.  
Bombing by boxes (Box I usually, Box II on flak lead) from 12,200 -  
10 a/c flak battle-damaged; 2 crewmen wounded. No losses.  
1 a/c failed to bomb: mechanical failure.

386 DG: 37 a/c dispatched (35 A-26, 2 B-29), 30 dropping 608 x 100, 8 x 500 GP on  
Primary. 6 a/c dropped 132 x 100 frag on 3 flak positions in target area.

Darwin (Communication Center)

Box III - Flt. A - DMI - UNDETERMINED. This flight was directed to  
attack a flak position in I/A. Due to ambiguity of check points  
bomberman bombed near A-132738, where check points are very  
similar to those near DMI, A-170605. Poor quality photos re-  
vent any assessment.

Box II - DMI - EXCELLENT. Flak equipment failed on bomb run. Bomberman  
in poor visibility, bombed town of Darwin, A-205705, 6 miles N  
of DMI. DMI was near center of town, and short of river, as  
was DMI. Approximately 60 percent of bombs within 1000 ft. of  
AMI. Good concentration, all of which is 765 ft. SE of DMI.  
Bombs fell in built-up area, and across numerous secondary  
roads, with a few into bays in N/A.

S E C R E T

Section II

A/C OFF		326
A/C Bombing	305	
A/C Failing to Bomb	8	
Window	3	
Spares	4	
A/C with Bombs Unaccounted for	6	
TOTAL		326

\*\*\*\*\*

Bombs on Enemy Territory	523.24
Total Bombs to Date	135,043.26

\*\*\*\*\*

A/C Lost (1-322 BG, 2-344 BG)	3	
A/C Missing	0	
A/C Crash-Landed	0	
A/C Battle Damaged	57	17.49%
Killed	3	
Wounded	3	
Missing	12	
Injured	0	
Claims	0	

\*\*\*\*\*

S E C R E T

2-2

17.7%

5%

3

31%

4/C BATTLE DANGERS

4/C BATTLE DANGERS

4/C LOSS OF FLAK

4/C OVER BATTLE TERRITORY

PLAN IN ATTACKS ANNEX

5-6 miles down sun.  
 20,000 feet. Visibility 2-3 miles up sun and  
 5/10 carries above

Clear, check haze and smoke limited visibility  
 to 1-2 miles.

Clear, light smoke and haze. Visibility 10-15  
 miles down sun, 3-5 miles up sun, and 10 miles  
 on bomb run at 160 degrees.

Clear. Visibility 16 miles.

Clear. Visibility 5 miles up sun and 10 miles down  
 sun.

Clear visibility 10-15 miles.

Clear. Visibility 3-5 miles up sun and 15 miles  
 down sun.

Clear. Visibility 8 miles on bomb run.

Clear. Visibility 10 miles on bomb run.

Clear. Visibility 5 miles up sun and 10-15 miles  
 down sun.

Clear. Visibility 10 miles up sun and 20 miles  
 down sun.

OBSERVATIONS

GROUP	NO. A/C	CLASSIFICATION	REASON
386	1	Mechanical	Electrical system hit by flak.
323	2	Mechanical	Engine trouble.
410	1 (IFF)	Mechanical	Equipment failure.
387	2	Mechanical	Engine trouble.
322	1	Mechanical	Engine trouble.
	1	Other	Lead aircraft hit by flak. One aircraft followed it out of formation, then, discovered error to late to bomb target.

FAILURES TO REPORT

S E C R E T

## S E C R E T

Fracht Rail Bridge 391, 322 Gp.

A/C Lost to Flak	1
A/C Battle Damaged	15
%A/C Battle Damaged	33.38%

Both groups reported weak accurate heavy flak in the target area. At Nastatten moderate accurate flak engaged both groups. The lost a/c (322 Gp) was in a flight that made 4 runs on the target. Crews of this flight reported that the flak fire at the target became moderate accurate for the 3rd and 4th runs. The lost a/c was hit by flak and set on fire. The a/c then crashed in the target area. 4 and possibly 5 chutes were seen. Flak in the area east of the Remagen bridgehead may be expected to keep building up as it has in the past few days.

Colbe Rail Bridge 409, 416, 344 Gps

A/C Lost to Flak	2
A/C Battle Damaged	8
%A/C Battle Damaged	16.66%

All groups reported nil flak at the target. However, the 409 and 416 Gps. encountered weak inaccurate heavy flak in this area and at Limburg. Both of the a/c lost were hit by flak in the Limburg area. One of the a/c crashed at H-1795 and the other crashed in friendly territory. 8 heavy guns are plotted about 3 miles south of Limburg.

Vlotho Rail Bridge 387, 397, 394 Gps.

A/C Lost to Flak	0
A/C Battle Damaged	21
%A/C Battle Damaged	28.37%

All groups encountered weak to moderate accurate heavy flak at Nastatten enroute in and out. Flak at the pocket was weak accurate for the 387 and 397 Gps. The 394 Gp. reported moderate fire at the target. The 397 Gp. encountered weak to moderate fire at the front lines near St. Gearshausen. Crews from these groups also reported seeing flashes from a 4 gun battery about 3 miles SW of Nastatten at H-082740. No defenses are plotted. However, flak has been encountered in this area intermittently and was thought to be Railroad Guns.

<u>Borken Communications Center</u>	410 Gp.
<u>Bocholt Communications Center</u>	323 Gp.

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

Flak was not encountered enroute or at the target. The action that took place earlier in the day probably kept the flak defenses inactive.

Dorsten Communications Center 386 Gp.

A/C Lost to Flak	0
A/C Battle Damaged	10
%A/C Battle Damaged	27.77%

Enroute, moderate accurate heavy flak was encountered about 3 miles south of Zwolle. The formation at this point would be well within the defenses of Zwolle which numbers 23 and possibly 27 heavy guns. Flak at the target was weak to moderate inaccurate.

SECRET

7-2

GROUP	ON BEANS	PHOTOGRAPHING	NO. MECHANICAL PAIRES	NO. PERSONNEL PAIRES
386	100%	0	0	0
323	100%	0	0	0
410	100%	0	0	0
394	91%	0	0	1
397	100%	0	0	0
387	100%	0	0	0
377	100%	0	0	0
416	100%	0	0	0
409	100%	0	0	0
322	100%	0	0	0
391	100%	✓	0	0

3/4 PHOTO BEANS

The 391st group observed three unidentified jets near H plains at high altitude on return route.  
 The 391st group observed an F-109 at 11,000 feet on ceiling, formation at Washburn (1-0817730). The e/a remained out of range ahead of the formation.

T.O.T. 1500 to 1735

INTEL REPORT REGION

PUBLIC RELATIONS  
PRESS RELEASE

NINTH BOMBARDMENT DIVISION HEADQUARTERS, France, March 24 --Climaxing a 72-hour period in which Major General Samuel E. Anderson's medium and light bombers flew upwards of 2200 sorties against the enemy's communications networks just north of the Ruhr, the Ninth Bombardment Division sent 400 Marauders, Invaders and Havocs back for the fourth straight day Saturday to attack German gun positions in the smoke-shrouded defense area.

Opening their assault precisely at eight o'clock, the bombers kept up their attacks for one hour and fifteen minutes, dropping 600 tons of fragmentation bombs on eleven different gun installations. Weather was clear over all objectives, but a smoke haze prevented detailed observation of results. In one instance, however, Invader crews watched their frags explode within the target area.

Despite flak opposition that ranged from slight to intense, all bombers returned safely. Several jet fighters and Focke-Wulf 190's were observed at a remote distance, but there were no engagements.

Returning bomber crews reported the skies over the northern sector of the Rhine literally jammed with traffic of Allied bombers, fighters and transport aircraft.

News room 1400, Press Camp 1445

-30-

NINTH BOMBARDMENT DIVISION HEADQUARTERS, France, March 24 --Flak gun sites outside Bocholt, north of the Ruhr, and communications in three German towns in the same area were attacked in force Saturday by Ninth Bombardment Division medium and light bombers, carrying out their fourth straight day of bombing in the smoke-shrouded sector between Lunster and the Rhine.

Later in the day, Marauders and Invaders --bringing the Ninth's total striking force to some 800 bombers for the day-- shifted the offensive east and south of the Ruhr valley, smashing at three rail bridges on main lines leading to the great industrial region from northern and central Germany.

Opening the almost day-long assault at eight o'clock Saturday morning, medium and light bomber forces brought their campaign in the north to a climax with attacks against eleven different flak gun sites located in the outskirts of Bocholt, north of the Ruhr at a point just two miles east of the German-Holland border.

Repeat bombings of enemy communications in the towns of Stadlohn, Borken and Dorsten, all located mid-way between Lunster and the Rhine, followed the earlier offensive. It was the fourth straight day that Ninth Bombardment Division bombers had attacked this area, where they had been assigned to cut road and rail communications between this sector and the rest of Germany.

In late afternoon, Marauders and Invaders struck with varied results at the rail bridges at Vlotho, mid-way between Osnabruck and Hannover; Colbe, 20 miles north of Giessen, and Pracht, 12 miles east of the Remagen bridgehead. All had been attacked --and damaged-- previously by Ninth Bombardment Division aircraft, whose current assignment is to keep the three bridges on the unserviceable list.

Flak defenses were active against the bomber formations in both operations Saturday, although enemy fighters failed to make a challenge. From the 800 sorties flown throughout the day, only one medium bomber is missing.

News room 2050, Press Camp 2045

-30-

-30-

Operating 23 of 24 days this month, the medium and light bombers have attacked German road and rail facilities from the East to north of the Ruhr with 23,709 tons of bombs. The German attacks during the month 17th straight day of operations.

769	aircraft dispatched
755	aircraft over enemy territory
14	gun positions attacked
11	communications centers attacked
3	railroad bridges attacked
25	railroad cuts
81	highway cuts
1	casualties
1	German destroyed
1	railroad junctions damaged
477	buildings destroyed or damaged
2	bomber losses
1352.52	bomb tonnage

NINTH BOMBARDMENT DIVISION HEADQUARTERS, WALSHE, March 24 - Following are operational statistics, including preliminary damage assessment figures, for combined actions of B-26 Superfortresses, B-24 Liberators and B-29 Superfortresses of the Ninth Bombardment Division, Germany:

-30-

News from 2045, Base Camp 2100

Recent attacks were carried out on the railroad bridges at Cobbe, Vlotho and Praeloch as part of a continuing program to keep the entire Ruhr valley isolated from the rest of Germany. Previous attacks by the B-29's bombers had damaged the bridges and rendered them temporarily unusable.

Each town subjected to attack represented a key rail or road junction in the enemy's communications system leading from the northern sector of the Ruhr to the rest of Germany. This sector now is virtually isolated by the systematic blocking of road and rail communications. In the first three days of the offensive, preliminary damage assessment showed 116 rail and highway cuts were made and 3,400 buildings were destroyed or severely damaged. In addition, explosive damage was inflicted on factories, rail-road yards, warehouses and other military objectives.

The Ninth Bombardment Division's assignment to seal off the Ruhr battle sector north of the Ruhr was virtually completed today after four consecutive days of concentrated bombing. During the four days, 2,300 medium and B-29 bombers of Major General Samuel E. Anderson's force dropped 4,000 tons of high explosive and incendiary bombs on twenty-one communications centers, stretch- ing north from the Ruhr in a fifty-mile arc between Wuppertal and the Rhine.

FACTORY SIGNIFICANCE

(Continued)  
PUBLIC RELATIONS  
PRESS RELEASE

Mission #252--24 March 1945 (PM)

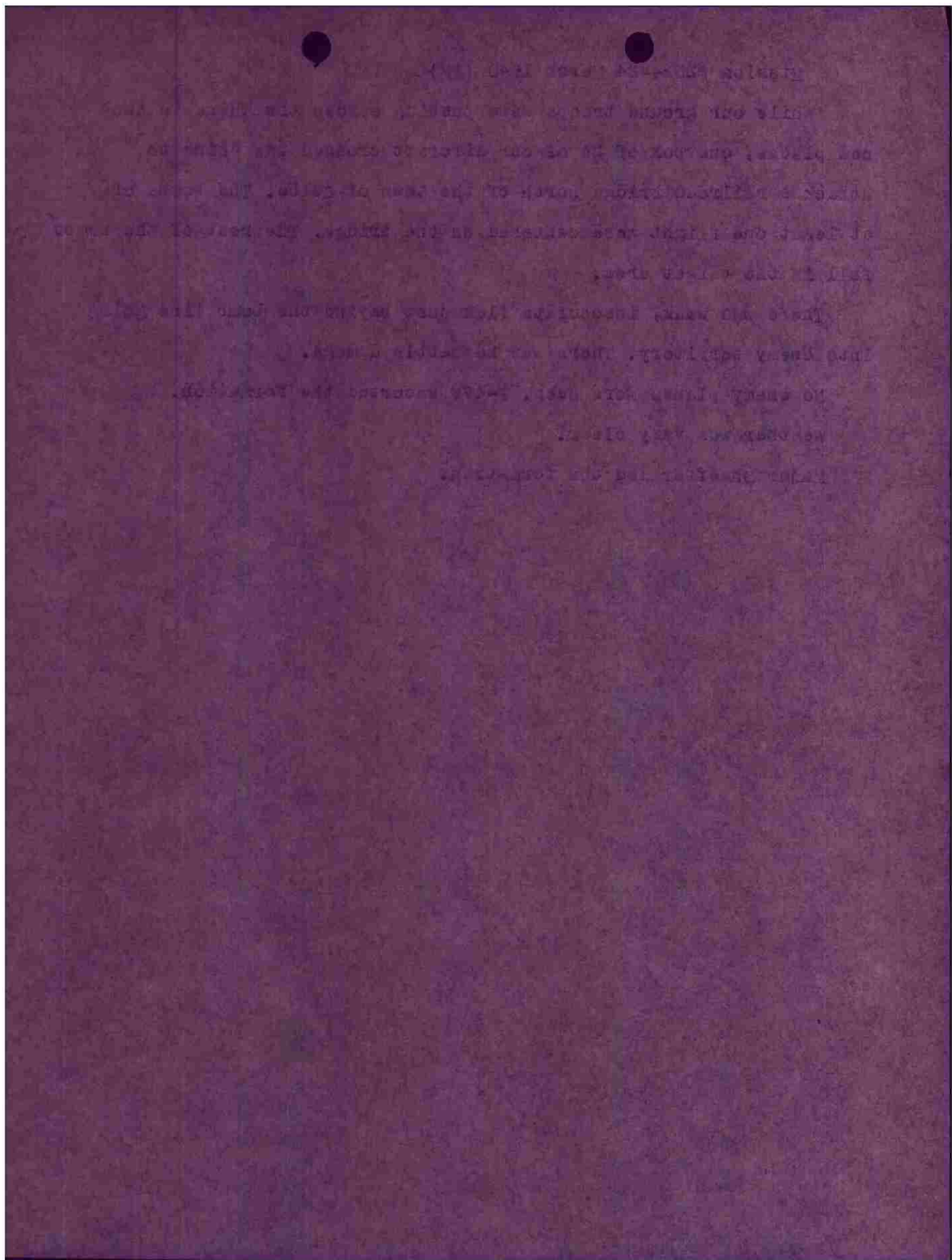
While our ground troops were pushing across the Rhine in two new places, one box of 24 of our aircraft crossed the Rhine to attack a railroad bridge north of the town of Colbe. The bombs of at least one flight were centered on the bridge. The rest of the bombs fell in the target area.

There was weak, inaccurate flak just beyond the bomb line going into enemy territory. There was no battle damage.

No enemy planes were seen. P-47s escorted the formation.

Weather was very clear.

Major Shaeffer led the formation.



ITA JEA V JKI JKI 25/24 OP - OP

FROM 416TH BOMB GROUP (L) 24/1910A  
 TO CG, 9TH BOMB DIV. (M) ATT: A-2  
 CG, 97TH COMBAT WING (L) " "

BT

SECRET 416BG R-556-D OPSFLASH FOR 24 MARCH 1945 (AFTERNOON MISSION)

A - 416TH BOMB GROUP

B - COLBE REXX RAILROAD BRIDGE (G-735527)

C - 25 A-26'S

D - 25 A-26'S ON PRIMARY

E - NIL

F - 100 X 1000 GP ON RXX PRIMARY

G - FLT. - A - SUPERIOR  
 FLT : - B GOOD  
 FLT - C - FAIR  
 FLT - D - GOOD

H - NIL

I - NIL

J - TARGET : NIL  
 ELSEWHERE : WEAK INCCURATE HFF FROM AREA OF NASTATTEN (M-090780)  
 ON ROUTES IN AND OUT

K - NIL

L - 12000 - 11200 - 11700 - 11400

M - 1614 - XX 1616 - 1614 - 1616

X - FORMATION LEADER NOTIFIED CXXX FIGHTER CONTROL CENTER THAT  
 FIGHTER RENDEZVOUS HAD BEEN MADE.

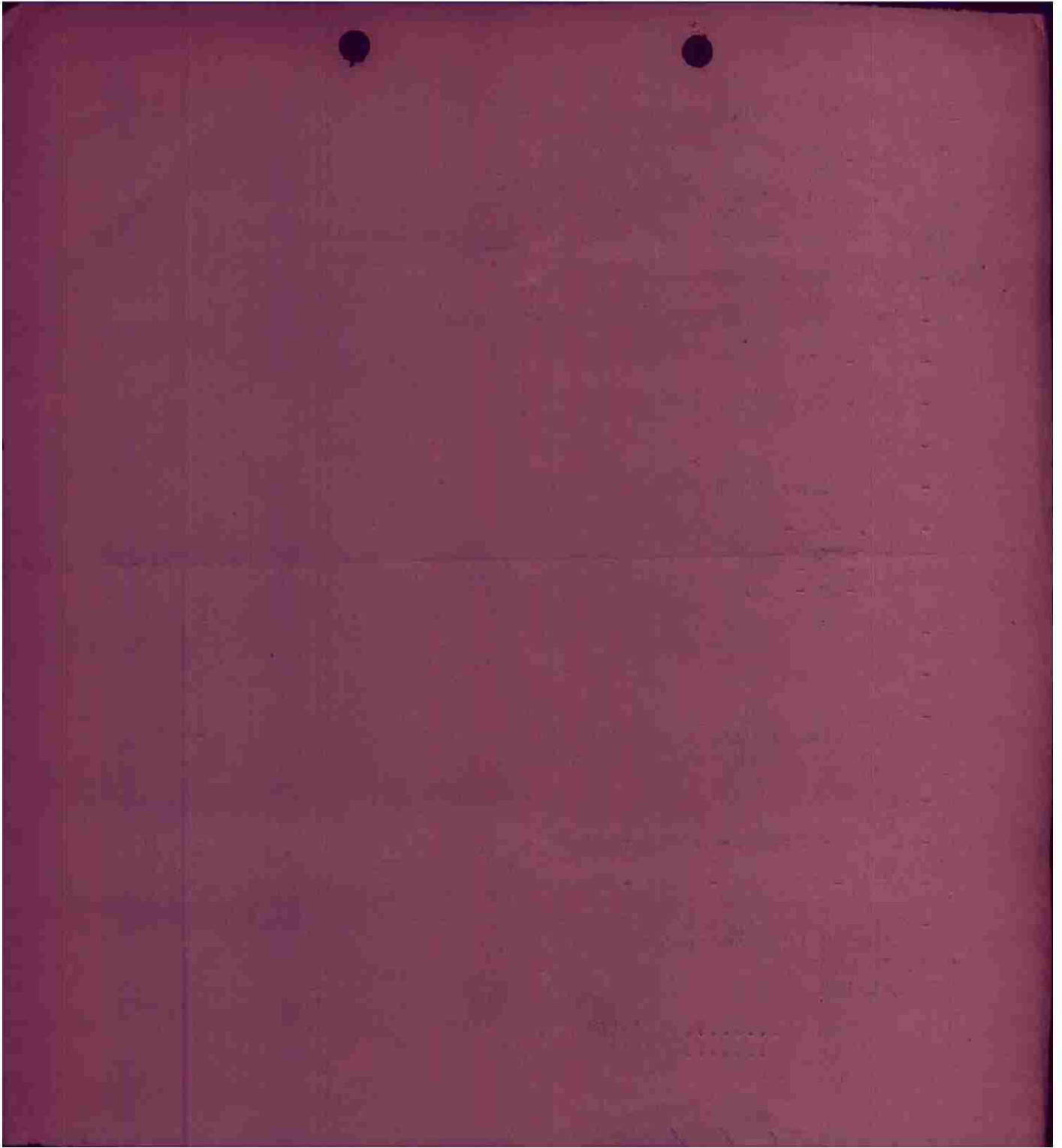
CAPTAIN LURIA,

BT 24/1910A

JF

ITA BBB R.....24/1945A MILT KKK

JEA A R R.....24/1945A LEG AR KKKKK



-OP-

TO :CG, 9TH BOMBARDMENT DIVISION  
CG, 97TH COMBAT BOMB WING

ATT: A-2  
ATT: A-2

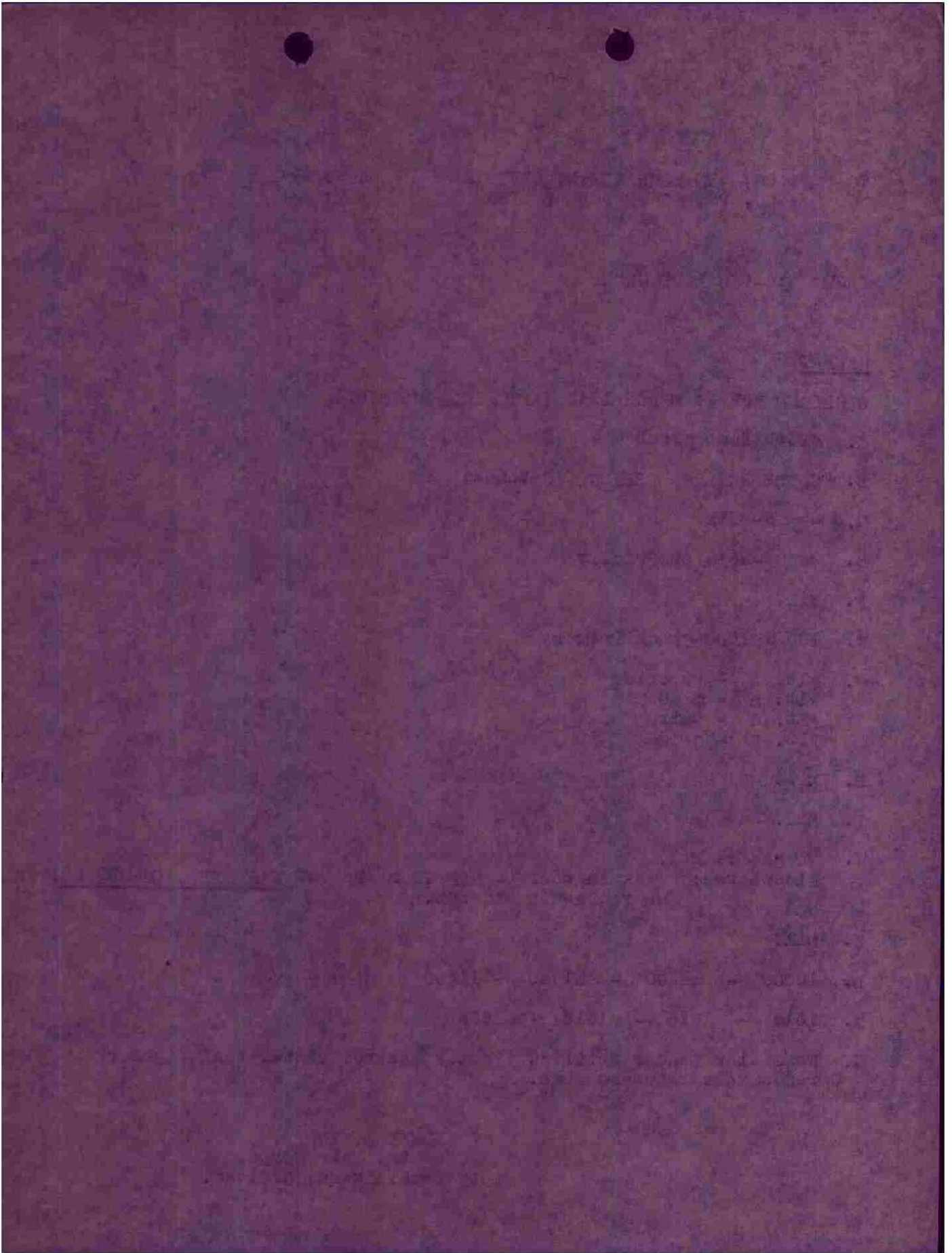
FROM :416TH BOMB GROUP

SECRET

OPSFLASH FOR 24 MARCH 1945 (AFTERNOON MISSION)

- A. 416th Bomb Group
- B. COLBE RAILROAD BRIDGE (G-735527)
- C. 25 A-26's
- D. 25 A-26's on Primary
- E. Nil.
- F. 100 x 1000 GP on Primary
- G. Flt. A - Superior  
Flt. B - Good  
Flt. C - Fair  
Flt. D - Good
- H. Nil.
- I. Nil.
- J. Target : Nil.  
Elsewhere : weak inaccurate HFF from area of NASTATTEN (M-090780)  
on routes in and out.
- K. Nil.
- L. 12000 - 11200 - 11700 - 11400
- M. 1614 - 1616 - 1614 - 1616
- X. Formation Leader notified fighter control center that fighter rendezvous had been made.

SIDNEY A. LURIA,  
Captain, Air Corps,  
Duty Intelligence Officer.



JEA V JKI JKI 13/24 OP OP

FROM : 416 BOMB GP (L) 24/1500A  
TO : CG, 97TH COMBAT BOMB WING ATTN: A-2

*5-2*  
*1935*  
*24 March*  
*SAC*

BT

SECRET 416BG R-546-D IF THE PRIMARY TARGET CANNOT BE ATTACKED VISUALLY,  
THE ~~SECRET~~ SECONDARY TARGET MARBURG (G-735462 ) WILL BE BOMBED .

CAPT ANDERSON

BT 24/1500A  
WJF AR

JEA R.....24/1530A FK AR

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

ITA JEA V JKI JKI 30/24 OP - OP  
 FROM HQ, 416TH BOMB GROUP (L) S-2 PI 24/2325A  
 TO HQ, 9TH BOMB DIV. (M) A-2 PI  
 HQ, 97TH WING (L) A-2 SUTY OFF.

BT  
 SECRET 416BG R-562-D

B - COLBE RR BRIDGE

G - 1614-1616

J - BOX I - FLT A - DMPI - SUPER: ALL BOMBS WITHIN 1000 FT OF DMPI WITH CENTER OF PATTERN 110 FT SW OF DMPI. GOOD PATTERN OF BOMBS STARTED SHORT OF BRIDGE AND RAN UP OVER BRIDGE. LARGE FLASH INDICATES DIRECT HITS ON BRIDGE.

FLT B - DMPI - EXCEL: 80 PERCENT OF BOMBS WITHIN 1000 FT OF DMPI WITH CENTER OF PATTERN 900 FT SE OF DMPI. BOMBS FELL IHXXX IN GOOD PATTERN IN WOODS AND ACROSS ROADS.

FLT C - DMPI - UNSAT: NO BOMBS WITHIN 1000 FT OF DMPI WITH CENTER OF PATTEN 2380 FT N OF DMPI. BOMBS IN A GOOD PATTERN IN FIELDS AND ACROSS ROADS N OF TARGET.

BOX II FLT A - DMPI - GOOD: 40 PERCENT OF BOMBS WITHIN 1000 FT OF DMPI WITH CENTER OF BURSTS 1000 FT SW OF DMPI. BOMBS HIT IN EXCELLENT PATTERN IN FIELDS AND ACROSS ROADS.

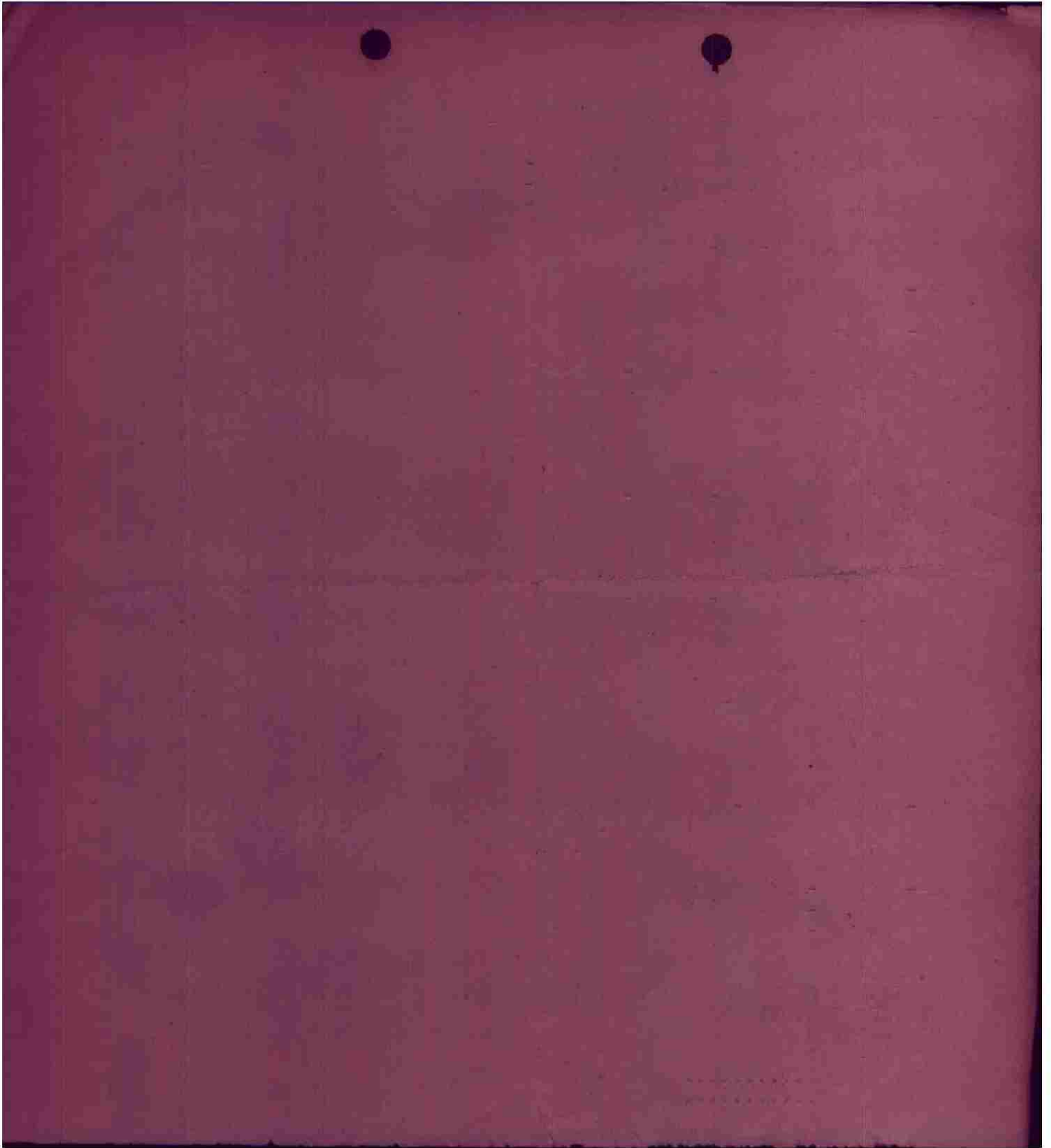
K - BOX I FLT C - DMPI UNSAT: SIZE OF TARGET MADE IT DIFFICULT TO LOCATE. DID NOT PICK UP AIMING POINT UNTIL LATE IN RUN. WAS NOT SYNCHRONIZED AT TIME OF RELEASE.

M - A) 8 - 100 PERCENT  
 B) 0 - 0 "  
 C) 0 - 0 "

N. 2 DIRECT HITS AND 8 NEAR MISSES ON RR BRIDGE PROBABLY DESTROYING IT. 3 HITS ON TRACKS CUTTING THEM. 7 HITS ON ROADS CUTTING THEM.  
 CAPTAIN ZESIGER

BT 24/2325A  
 JF AR AR  
 ITA R..... 24/2342A MZ AR KK  
 JEA R.....24/2345A RL AR

G



ITA JES JKI V JEA      JEA 09/24      OP - OP

*1117*

FROM 97TH COMBAT BOMB WING      24/0940A  
TO IX BOMB DIV ATT: A-2  
COBOMGP 409 ATT: S-2  
COBOMGP 416 ATT: S-2

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

97CBW R-270-E

INTELLIGENCE SUPPLEMENT NO. 1 FIELD ORDER NO. 223-815

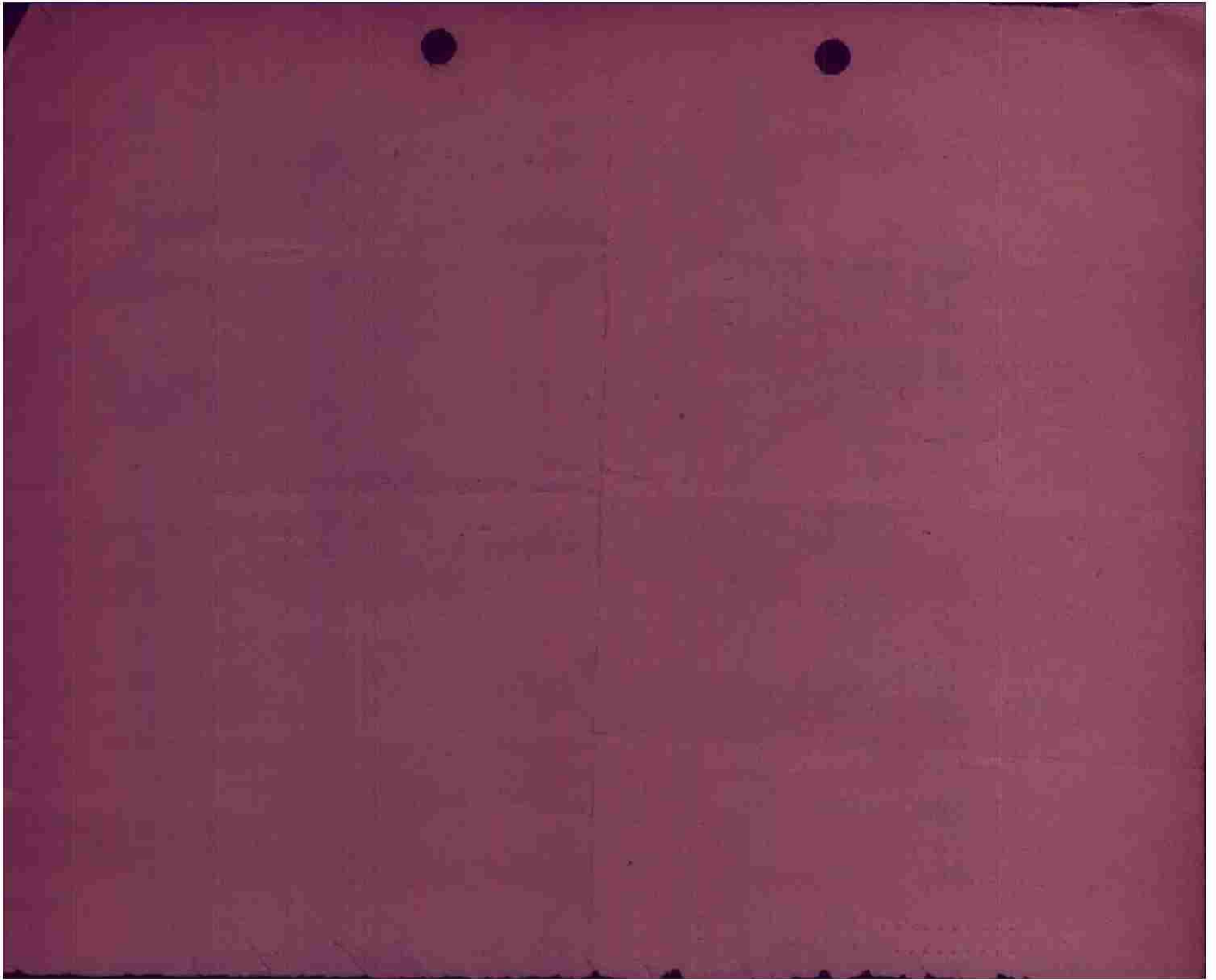
1. TARGET - N OF COLBE, RAILWAY BRIDGE (G-736527) FOR DESCRIPTION OF BRIDGE SEE NINTH AF 2ND PHASE REPORT IX TAC T/416.
2. PHOTO COVERAGE:

IX TAC T/416  
5008E/5118  
US 31/3816 PRINT 1007  
US 7 GR/3291 PRINT 8003

MAP COVERAGE:

4414 SHEET 5118

COMBTWIG 97  
BT 24/0940A  
DJP AR  
JES R.....24/1000A      IDR      AR  
JKI R.....24/1000A EJ AR  
VVMAN



ITA JJF JES JPO JKI JEA JEA 12/24 OF OF

FROM 97TH COMBAT BOMB WING (L) 24/1150A  
TO COMBOMDIV NINE  
1ST PROV. PATHFINDER SQD.  
409TH COBOMGP  
416TH COBOMGP  
410TH COBOMGP

134-1122

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

97TH COMBAT BOMB WING (L)  
A P O 140  
24 MARCH 1945

ANNEX NO. 1 TO FIELD ORDER NO. 223-815 R-273-E

CHANGE PARAGRAPH 3. B. (6) ON PLAN "B" TO READ:

(6) BOMB AT 1ST BOX 13,500 FEET  
2ND BOX 13,000 FEET  
MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 5,000 FEET  
DROP 1,500 FEET AFTER BOMBING.

ADD TO PLAN "B"

PARA. (15) UNDER NO CIRCUMSTANCES WILL A/C USE THE FOLLOWING FIELDS.  
B-77, B-78, B-80, B-85, B-86, B-88, B-89, B-90, B-100, Y-10,  
Y-29, AND Y-32. IN EMERGENCY A/C MAY LAND ON CRASH STRIPS  
NEAR B-100 AT E-879352. THEY MAY ALSO USE OTHER FIELDS NOT  
LISTED ABOVE.

(16) EXTREME CAUTION WILL BE EXERCISED AGAINST GROSS BOMBING  
ERRORS DUE TO PROXIMITY OF FRIENDLY TROOPS.

COMCBTWIG 97  
BT 24/1150A  
AR JMB  
JES R.....24/1200A  
JPO R.....24/1200A  
SEE;  
JKI R.....24/1200A  
KM

EB AR  
SL AR  
JDH AR



ITA JES JKI JPO V JEA JEA 07/24 (INFO)

FROM: 97TH COMBAT BOMB WING 24/0910A  
TO : IX BOMB DIV.  
409TH BOMB GROUP.  
410TH BOMB GROUP.  
416TH BOMB GROUP.



ATTN: SIGNAL OFFICER:  
-----

ADVANCED COPY OF PARA. 5 (COMMUNICATIONS) OF F.O. TO FOLLOW

5. COMMUNICATIONS.

PLAN "A"

- A. 409TH BOMB GROUP.
  - (2) GIDDY
  - (3) BISHOP
  - (4) RIPSAW

C. 416TH BOMB GROUP.

- (2) FREEMAN
- (3) CABMAN
- (4) RIPSAW

PLAN "B"

B. 410TH BOMB GROUP.

- (2) PLUSHBIKE
- (11) EMERGENCY HOMING AND FIGHTER AID IF NECESSARY ROSELEE C/C

COMCBTWIG 97

BT 24/0910A

FK-AR

BB GPS

ITA R.....24/0922A AT AR

JKI R.....24/0922A EJ AR K

JES R.....24/0922A WS KK

JPO R.....24/0922A DB KK

YCMA

LZMW



ITA JJF JES JPO JKI V JEA JEA 10/24 OP OP  
 FROM 97TH COMBAT BOMB WING (L) 24/0950A  
 TO COMBOMDIV NINE  
 1ST PROV. PATHFINDER SQD.  
 409TH COBOMGP  
 410TH COBOMGP  
 416TH COBOMGP

*24 March*  
*1050*  
*SAL*

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

97TH COMBAT BOMB WING (L)  
 A P O 140  
 24 MARCH 1945

*1118*

FIELD ORDER NO. 223-815 R-271-E

MAPS: NORMAL

1. B. (1) REF. CURRENT BOMB LINE  
 (2) 9 TAC WILL FURNISH CLOSE ESCORT FOR THE 409TH AND 416TH GROUPS

2. THIS WING WILL ATTACK TARGETS IN GERMANY.

ZERO HOUR PLAN "A" 24/1530A  
 ZERO HOUR PLAN "B" 24/1500A

PLAN "A"

3. A. 409TH BOMB GROUP

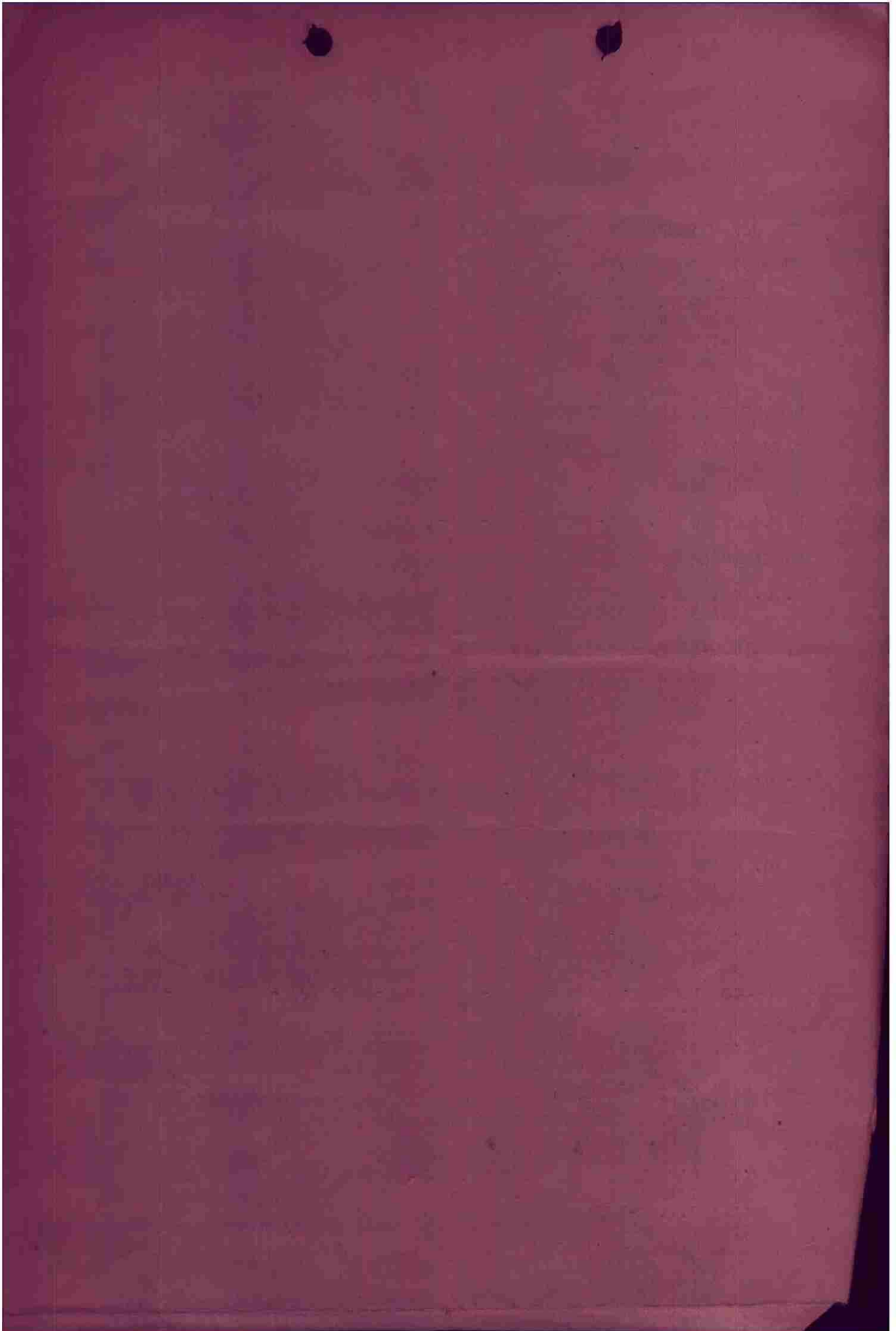
- (3) WITH FIGHTERS AT P-8587 AT 12,000 FEET AT ZERO PLUS 30 MINUTES FLIGHT LEADERS WILL FIRE RED FLARES AT FIGHTER RENDEZVOUS.

C. 416TH BOMB GROUP

- (3) WITH FIGHTERS AT P-8587 AT 12,000 FEET AT ZERO PLUS 10 MINUTES FLIGHT LEADERS WILL FIRE GREEN FLARES AT FIGHTER RENDEZVOUS.

X. (1) TO (4) NO CHANGE

- (5) TARGET: COLBE RAILROAD BRIDGE (G-735527)
- (6) A/C REQUIRED: 24 A/C EACH GROUP BOMBING BY FLIGHTS OF 6 A/C
- (7) ROUTE OUT: BASE TO P-8587 TO L-5972 TO M-0978 TO G-1618 TO G-1827 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 THE CLOUD BASE DOWN TO BUT NOT BELOW 5,000 FEET. DROP 1,500 FEET AFTER BOMBING.
- (10) I.P. G-5234
- (11) AXIS OF ATTACK: GENERALLY SOUTHWEST TO NORTHEAST
- (12) M.P.I. GSGS 4414 SHEET NO. 5118  
 GRID. COORD. 73555278 (CENTER OF BRIDGE)  
 INTERVALOMETER SETTING 50 FEET.
- (13) BOMB LOAD: 4 X 1000 LB. G.P. FUSED 1/10 SECOND NOSE  
 1/100 SECOND TAIL.
- (14) R.P. G-5234
- (15) IF VISUAL CONDITIONS DO NOT EXIST AT PRIMARY TARGET GROUP WILL BOMB IN THE FOLLOWING PRIORITY:  
 (A) ALTERNATE TARGET VISUALLY  
 (B) ALTERNATE TARGET GEE  
 (C) ALTERNATE TARGET E.T.A.
- (16) EXTREME CAUTION WILL BE EXERCISED THAT ALTERNATE TARGETS



PLAN "B"

3. B. 410TH BOMB GROUP

- (1) BORKEN BUILT UP AREA (A-395611)
- (2) 2 BOXES OF 18 A/C BOMBING ON 2 PPF A/C
- (3) WITH PPF A/C OVER THE FIELD.
- (4) BASE TO E-4318 TO E-5957 TO E-5396 TO Z-8118 TO V-0122 TO V-2002 TO TARGET.
- (5) TARGET TURN LEFT TO A-2384 TO V-0122 AND RETRACE ROUTE TO BASE.
- (6) BOMB AT 1ST BOX 13,500 FEET.  
2ND BOX 13,000 FEET.  
MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 8,000 FEET.  
DROP 1,500 FEET AFTER BOMBING.
- (9) M.P.I. GSGS 4414 SHEET NO. 4107 COVER BUILT UP AREA BOUNDED BY 393613, 397614, 398608, 394608.  
PPF GRID COORD. 39506110
- (10) 6 X 500 LB. G.P. FUSED 1/10 SECOND NOSE 1/40 SECOND TAIL  
20 PER CENT FUSED UP TO 12 HOUR DELAY FUSE.
- (12) T.O.T. ZERO HOUR
- (13) IF VISUAL CONDITIONS EXIST AT PRIMARY TARGET BOMBING WILL BE BY VISUAL MEANS.  
THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-20 BOX LEADERS AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE PPF A/C OR NOT. IF BOMBING IS VISUAL GROUP WILL BOMB BY BOXES AND WILL USE A-2384 AS A VISUAL I.P. IF CLOUD COVER OBSCURES THE PRIMARY TARGET GROUP WILL BOMB IN THE FOLLOWING PRIORITY:  
(A) PPF  
(B) PRIMARY TARGET GROUP GEE  
(C) ALTERNATE TARGET VISUALLY  
(D) ALTERNATE TARGET GROUP GEE  
(E) ALTERNATE TARGET E.T.A.
- (14) EXTREME CAUTION WILL BE EXERCISED THAT ALTERNATE TARGETS WITHIN 5 MILES OF P/W CAMPS WILL NOT BE SELECTED.

X. (1) TO (4) NO CHANGE

4. NO CHANGE

5. COMMUNICATIONS

PLAN "A"

A. 409TH BOMB GROUP

- (2) GIDDY
- (3) BISHOP
- (4) RIPSAW

C. 416TH BOMB GROUP

- (2) FREEMAN
- (3) CABMAN
- (4) RIPSAW

PLAN "B"

B. 410TH BOMB GROUP

- (2) PLUSHBIKE
- (11) EMERGENCY HOMING AND FIGHTER AID IF NECESSARY ROSELEE C/C

COMCBTWIG 97

BT 24/0950A

AR JMB

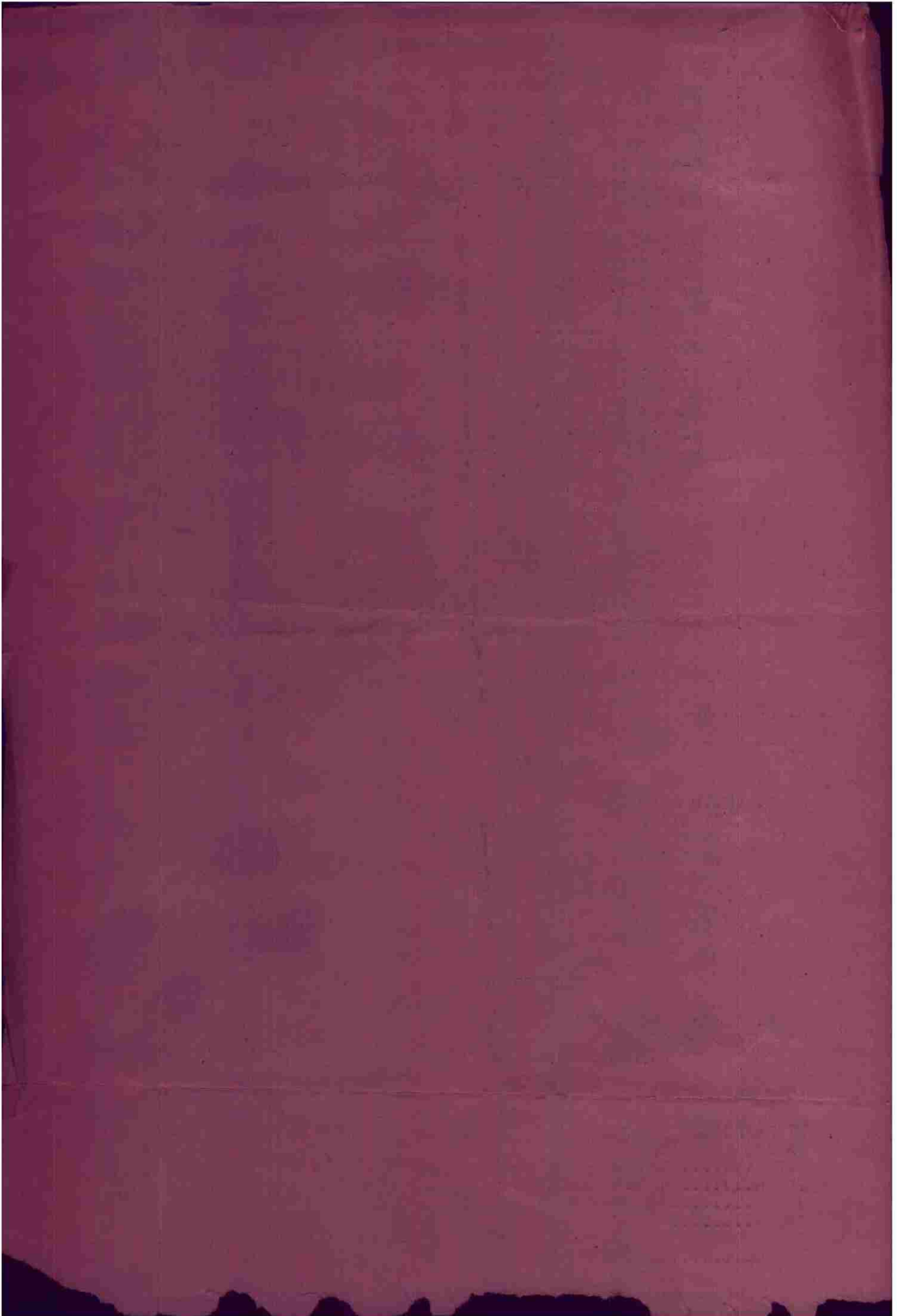
JJF R.....24/1030A WF AR K

ITA R.....24/1030A OEN AR

JES R.....24/1030A EB AR

JPO R.....

JKI R.....24/1030A EJ AR



*Actual*  
MISSION NO. 252

## LOADING LIST

BOX 1

24 MARCH 1945

FLIGHT 11

- |  |  |   |
|--|--|---|
| 1. 508 Z<br>MAJOR R F SHAEFER<br>LT A R HAND<br>LT F A REEVES<br>S/S J H ROBERTS | 2. 305 U<br>LT W H LASFIER<br>S/S R M CROSS                          | 3. 335 W<br>LT J W WRIGHT<br>S/S D W VAN GALDER |
| 4. 378 O<br>LT W H ROBERTS<br>S/S R P WINDISCH                                   | 5. 259 H<br>LT E T FLATTER<br>SGT C W WILLIFORD<br>CAPT R A POMPAINE | 6. 264 I<br>F/O H G GUNKEL<br>SGT L J GRZONA    |

FLIGHT 11

- |   |  |   |
|---|--|---|
| 1. 469 A<br>LT D B GERNIG<br>LT B C MORRIS<br>S/S H J NOWOSIELSKI<br>SGT D B RICHARDS | 2. 224 H<br>LT E O TURNER<br>S/S J SIENKIEWICZ                     | 3. 205 M<br>LT J F STANKOWSKI<br>SGT J R VELLINGA |
| 4. 9315 F<br>LT W MUSGROVE<br>S/S L R FRIDAY  | 5. 416 O<br>LT W M BALCH<br>SGT T R LANGLEY<br>W/O C B SCHUEVERMAN | 6. 232 K<br>LT J V O'BRIEN<br>SGT H T WRIGHT      |

FLIGHT 111

- |   |   |  |
|---|---|--|
| 1. 304 T<br>CAPT W F DU FAULT<br>F/O O A CARDINALE<br>S/S K E VORCE | 2. 338 O<br>LT M W DU BOSE<br>S/S D L GRIFFIN | 3. 362 Y<br>LT A W DEPNER<br>SGT R H GILLISPIE |
| 4. 263 G<br>LT C M ANDERSON<br>S/S J H DEATHERAGE                   | 5. 244 I<br>LT R B HARPER<br>CPL R M BLACK    | 6. 351 F<br>LT C H HOUSLEY<br>CPL P J BLOCK    |

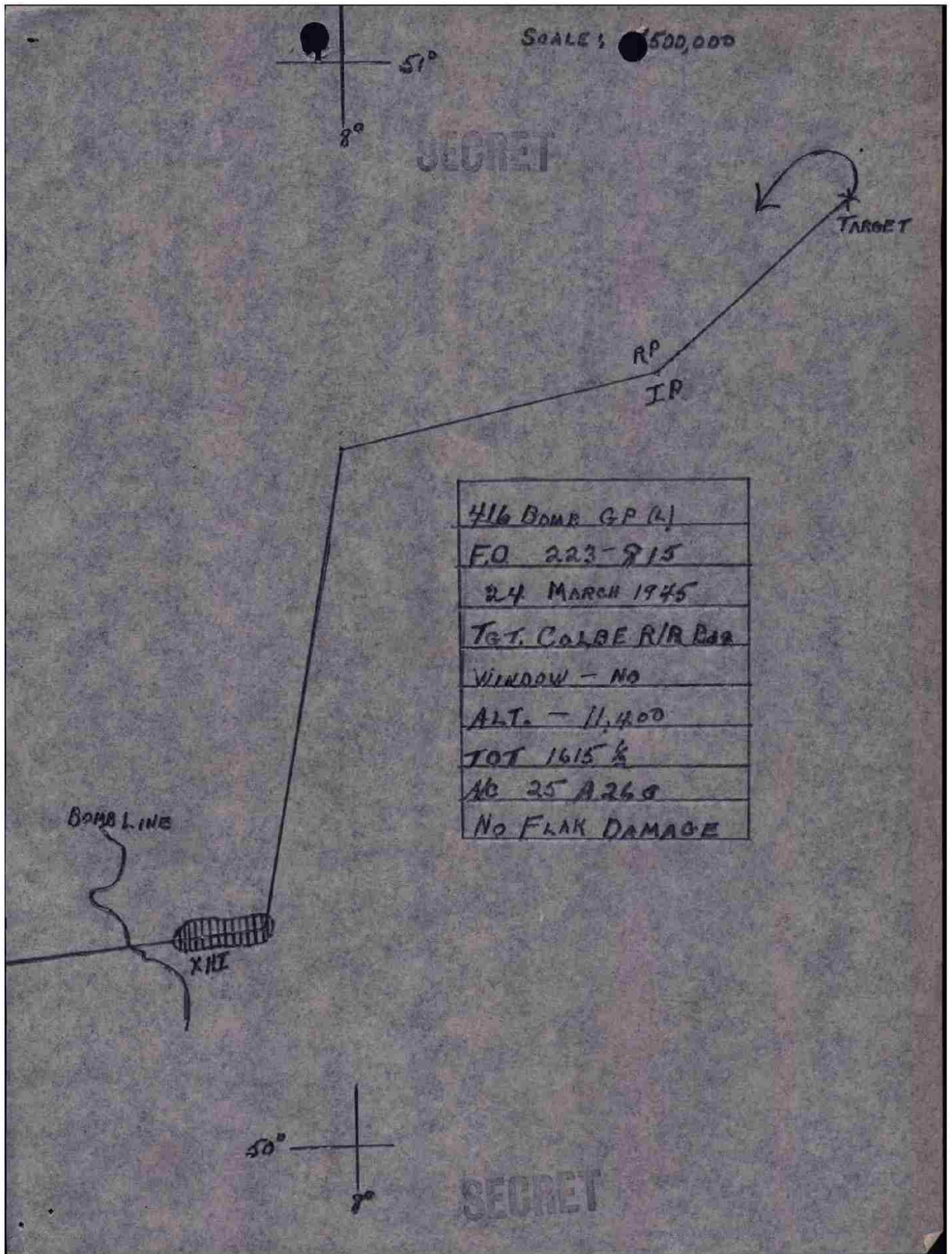
FLIGHT 1V

- |  |   |   |
|--|---|---|
| 1. 490 X<br>LT J J LACROVICH<br>LT R C MUIR<br>S/S T CONNERY | 2. 239 N<br>LT D A FERRO<br>S/S A A ROJAS     | 3. 313 B<br>LT D L WITHINGTON<br>S/S L D MCELHATTAN<br>LT ROBERTSON |
| 2. <del>351</del> 326 E/W<br>LT J G GARY<br>CPL A E SCHOEN   | 5. 356 C<br>LT L W EDSTROM<br>CPL E R ELLIOTT | 6. 328 U<br>CAPT Z R MOORE<br>S/S H R DAVIS<br>SGT B J SNIDER       |

SPARE

2315 L  
LT J W BLEVINS  
SGT F GENTRY

MISSION NO. 252  
24 MARCH 1945.



USAAF FORM 34A

SECRET

SECRET

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

AUTH: CO STA 4-69  
DATE: 26 March 1945  
INIT:

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

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

Ref: Cprep A No. 355a for 24 hrs. ending midnight 24 March 1945  
Mission or Operation No. 25 97th CW for 25-315

A. Short Narrative of Operation:

Target Colts Railroad Bridge  
Place of take-off Station 4-69  
Place of landing Station 4-69  
Take-off time 1550 Landing time 1745  
Time over target 1614-1616 Bombing Altitude 11000-12000  
Nature of mission Bombing Other None  
Weather Clear over target area. Visibility 10-15 miles.  
Results Super, Good, Good, Good.  
Enemy opposition None. Inaccurate 257 from area of destination.

B. Type & model of aircraft:

1. Dispatched 25 A-26's

2. Attacking target (indicate target) or complete Colts Railroad Bridge

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

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

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

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

7. Damaged (give category & cause) None

8. Sorties 25

SECRET

(over)

SECRET

GEORGE SCHENKELIN  
Captain, Air Corps  
Adjutant

Form 2 to be filled out by the commanding officer of the aircraft.  
Form 2 to be filled out by the commanding officer of the aircraft.  
Form 2 to be filled out by the commanding officer of the aircraft.

For the Commanding Officer:

- 5. Destroyed
- 4. Prob. Destroyed
- 3. Damaged

H. Enemy strength by type or description (including altitude):

Type of	Pilot	Co-pilot	Nav	Bomb	R. Gun	T. Gun	L. Gun
Killed in action	0	0	0	0	0	0	0
Missing in action	0	0	0	0	0	0	0
Sight only	0	0	0	0	0	0	0
Wounded	0	0	0	0	0	0	0

G. Own Personnel Casualties:

- 6. Total Returned
- 5. Lost or wrecked on missing e/c
- 4. Retained
- 3. Killed
- 2. Expended on operations: (List targets separately)

F. Bombs, mines, etc. used: Total carried into air: 100 x 1000 lb. (100,000 lb.)

- 6. Ammunition by caliber:
- 5. Total carried into air: 1000 x 50 caliber
- 4. Expended on operations: 100 x 50 caliber (100,000)
- 3. Lost or wrecked or missing e/c

D. Total operational flying hours: Day (sunrise to sunset): Night (sunset to sunrise):

SECRET

USAF FORM 374 (Rev. 4-54)

ITA JEA V JKI JK124/24 P + P  
FROM COBONGR 416 24/1838A  
TO COMBODIV NINE ATN: SIGANLA OFF.  
COMCETWIG 97 (INFO)

1935  
24 March  
SAL

BT  
CONFIDENTIAL 416BG R-555-J

- A - YS - 79
- B - 24 MARCH 1945 (1451-1716)
- C - Z-ZEBRA REPORTED OPS COMPLETED TO PARADE AFTER LEAVING TARGET
- D- Z-ZEBRA CHECKED IN TO RIPS AW UPON ENTERING TACTICAL AREA
- E - THRU K - NONE

AYLESWOTH  
BT 24/1838A  
JF AR AR

ITA	R.....	24/1908	BIRD	AR.
MJEA	R.....	24/1908A	CES	AR

TO



C O N F I D E N T I A L

STATION WEATHER OFFICE  
AAF STATION A-69

24 March 1945

LOCAL AREA FORECAST FOR PERIOD 0800-2000 HOURS, 24 MARCH 1945:

SYNOPTIC SITUATION : Weak ridge of high pressure over Western Europe, Area in SSE flow.

WEATHER AND CLOUDS : Haze layer extending from surface to 4000 ft. Patchy high cloud becoming scattered to broken above 20,000 ft. in the afternoon.

VISIBILITY : 2-3 mi. in haze becoming 4-6 mi. after 1100 hrs.

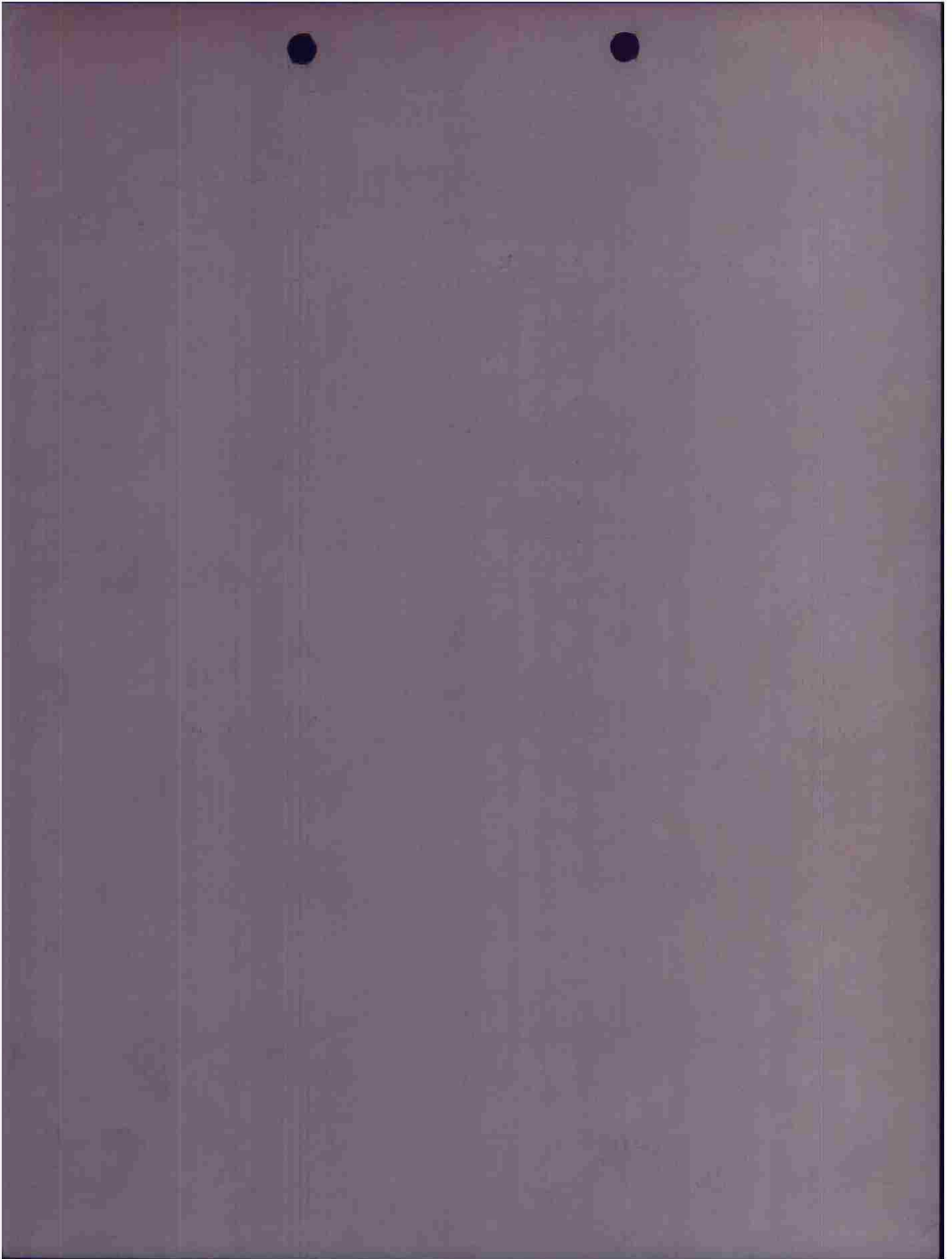
SURFACE WINDS : 160-180 deg., 10-15 mph.

Freezing level : 8000 ft.

OUTLOOK FOR OPERATIONS : Visual all day, with hazy surface conditions in early period.

OUTLOOK FOR ENGLAD : Good all day.

*Lester J. Bruens*  
LESTER J. BRUENS  
M/Sgt., A. C.  
FORECASTER



4 X 1000

Box #	OpsFl	Date	F/O	Target	Alt	Box Leader	T/O	15 min.
508		3/3/43	4			SHAFFER	TOT	
305			4				L/D	
335			4					
378			4					
359			4					
264			4					
469			4					
324			4					
305			4					
330			4					
416			4					
332			4					
304			4					
338			4					
363			4					
244			4					
351			4					

18  
254  
100

100 X 1000 #

508  
SHAFFER

335  
WEIGHT KASSETER

378  
ROBERTS

264  
GEMMEL PLATTER

305  
305

304  
DUFFAULT

469  
GRUNIG

363  
DENNER

338  
DUBASE

305  
STANKOWSKI

330  
TURNER

363  
ANDERSON

330  
MOSAROFF

244  
HOUSELEY

338  
HARPER

416  
OBERLEN

351  
BALOH



4X1000

Control

F.I.T. # 4

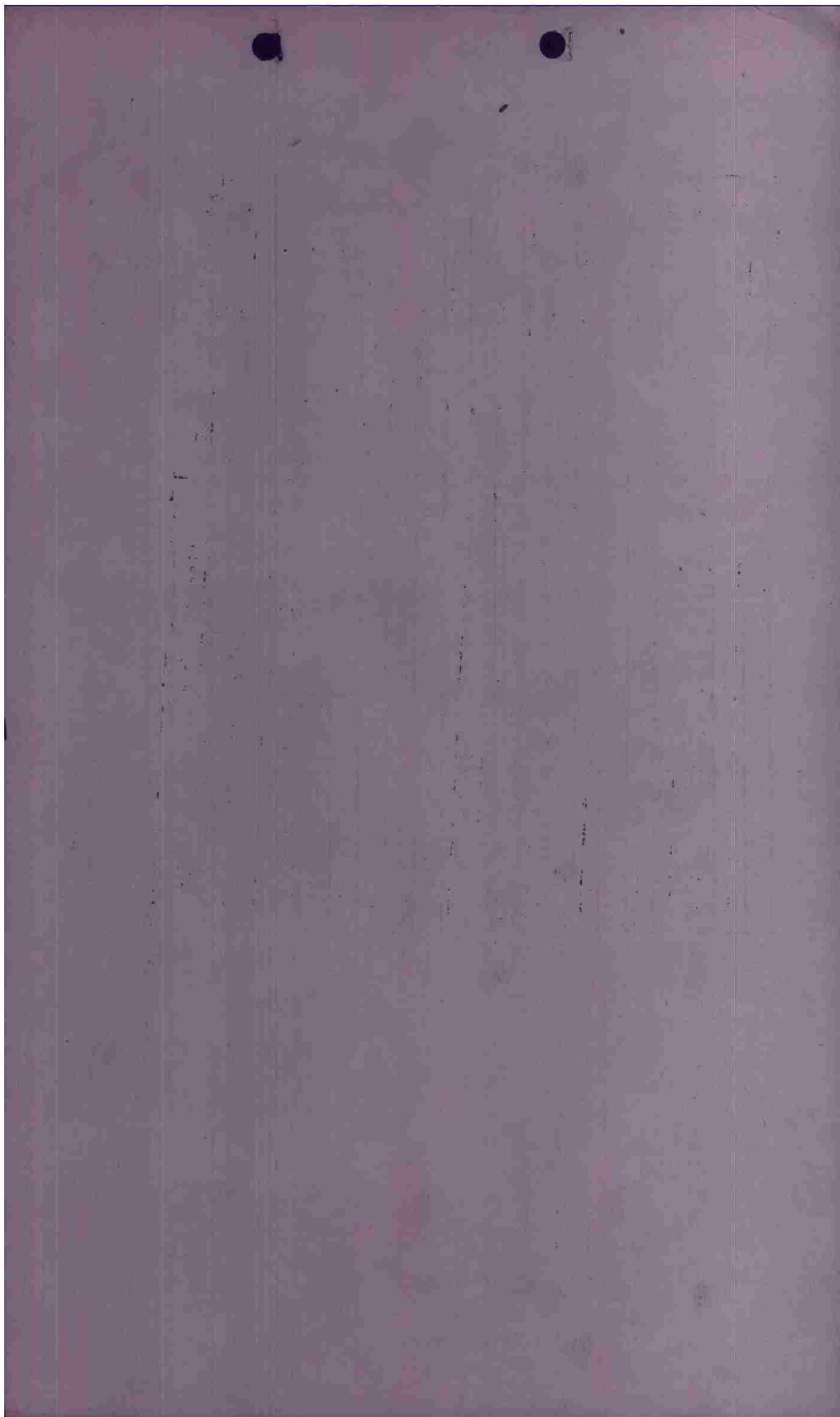
SPARE

Box #	Opsfl	Date	F/O	Target	Alt.	Box Leader	T/O	15 min.
1		24/3/45					TOT	
							L/D	
A/C	Fall to Bomb	ATP	Bomb Disp	A/C Dam	E/A	Paras.		
Res. No.	Reason	T S O	P S J W R	M D A G C B E D P D K W M				
490			4					
239			4					
313			4					
326			4					
356			4					
328			4					
2315			4					

7

490  
KACHORICH  
313 FIRE  
WASHINGTON  
326  
GARY  
328  
MOORE EDSTROM

2315  
BREWINS  
Spare



P.M.

F/O \_\_\_\_\_

CONFIDENTIAL

INTERFORM

PILOT SHAEFER A/C# 508 BOX 1 FLT 1

CASUALTIES

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

FLAK : XHT on way out at bomber

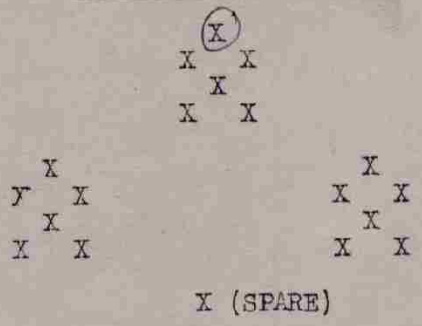
ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS :

Superior Pattern on middle of bridge. Heavy smoke after bombing.  
 t.o.s. 1614  
 alt. 12,000  
 Head 630  
 IAS 310

contacted FGC on way in. F.R. made ok. contacted jammer on way.

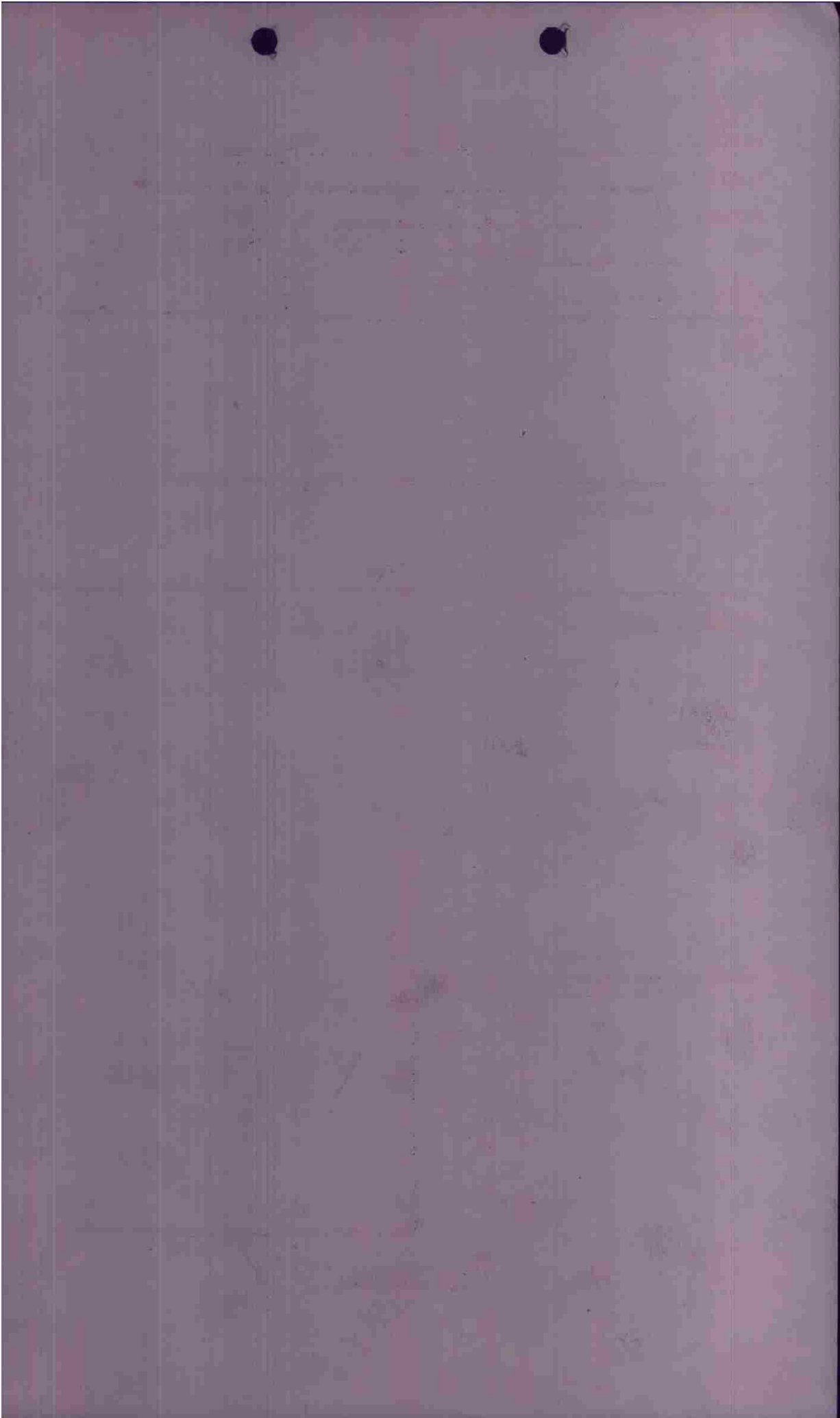
POSITION IN FORMATION



NWA

INTERROGATOR

CONFIDENTIAL



F/O \_\_\_\_\_

CONFIDENTIAL

INTERFORM

PILOT GRUNIG A/C# 469 BOX 1 FLT 2

CASUALTIES \_\_\_\_\_

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

FLAK : XHF to nil

ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS :

*Bombs of this slight hit in woods but within 1000 feet of tgt.*

*t.o.t. 1615 1/2 1 run  
alt. 11200  
IAS - 210  
Head - 58°*

POSITION IN FORMATION

```

      X
     X X
      X
     X X
  
```

```

X
Y X
X
X X
  
```

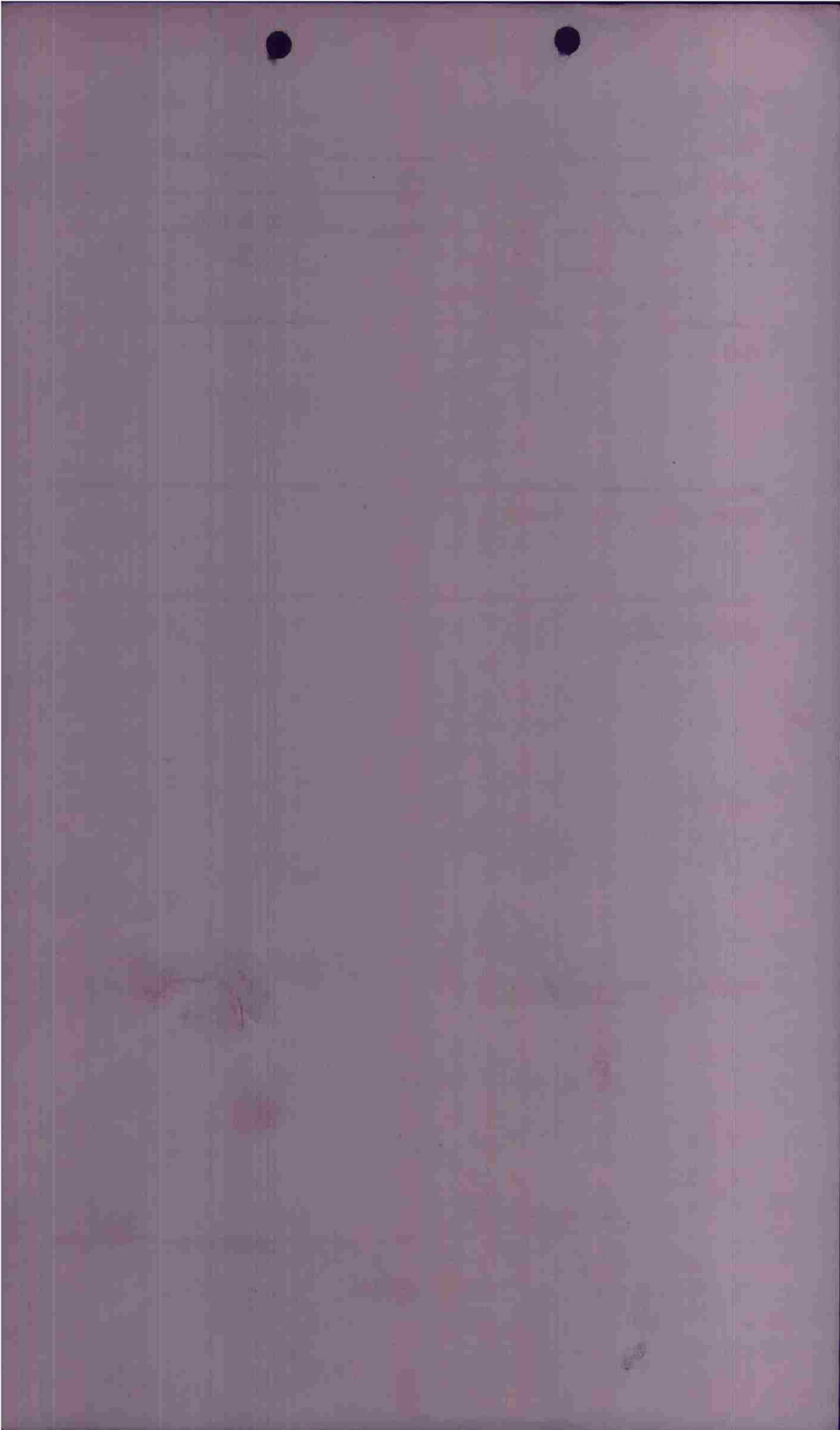
```

      (X)
     X X
      X
     X X
  
```

X (SPARE)

*H.W.A.*  
INTERROGATOR

CONFIDENTIAL



M/O \_\_\_\_\_

CONFIDENTIAL

INTERFORM

PILOT DO FAULT A/C# 304 BOX 1 FLT 3

CASUALTIES

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

FLAK : XAT at 2 o'clock on bombline

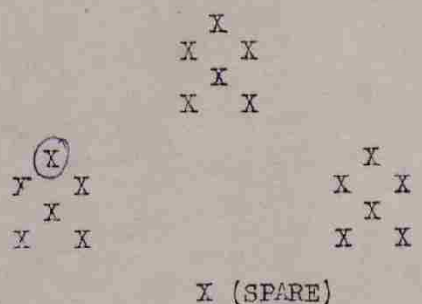
ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS :

*Hit slightly over bridge. Possible excellent results but did not hit bridge. No obs.*

*h. of - 1614  
alt - 11700  
Head - 60°  
M.A.S. 2/0*

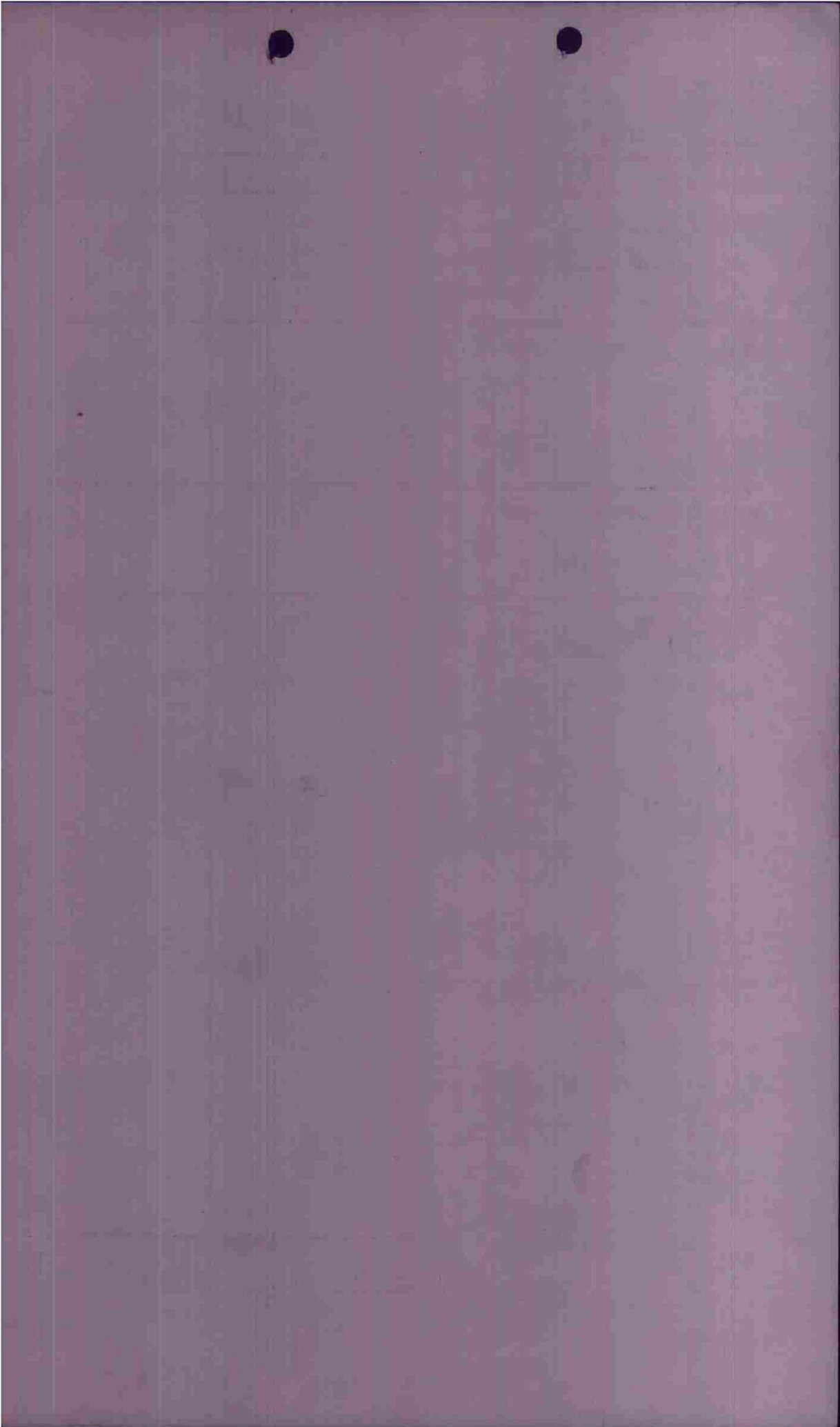
POSITION IN FORMATION



*NWA*

INTERROGATOR

CONFIDENTIAL



W/C \_\_\_\_\_

CONFIDENTIAL

INTERROGATION

PILOT LACKOVICH A/C# 490 BOX 1 FLT 4

CASUALTIES

BOMBS :	4 X 1000	ON	BATTLE DAMAGE		
			"A"	"A-C"	"E"
	X	RETURNED			
<u>1 Run</u>	X	JETTISONED	<u>nil</u>		

FLAK : X41 - was statten on way in & out

ENEMY AIRCRAFT ENCOUNTERS :

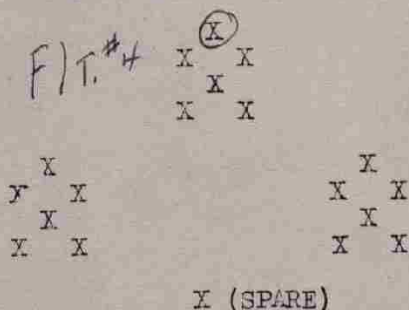
nil.

OBSERVATIONS :

This fl<sup>hit in</sup> in woods short of target.  
Aimed low at smoke of previous fl. -  
bombs within 1000 ft.

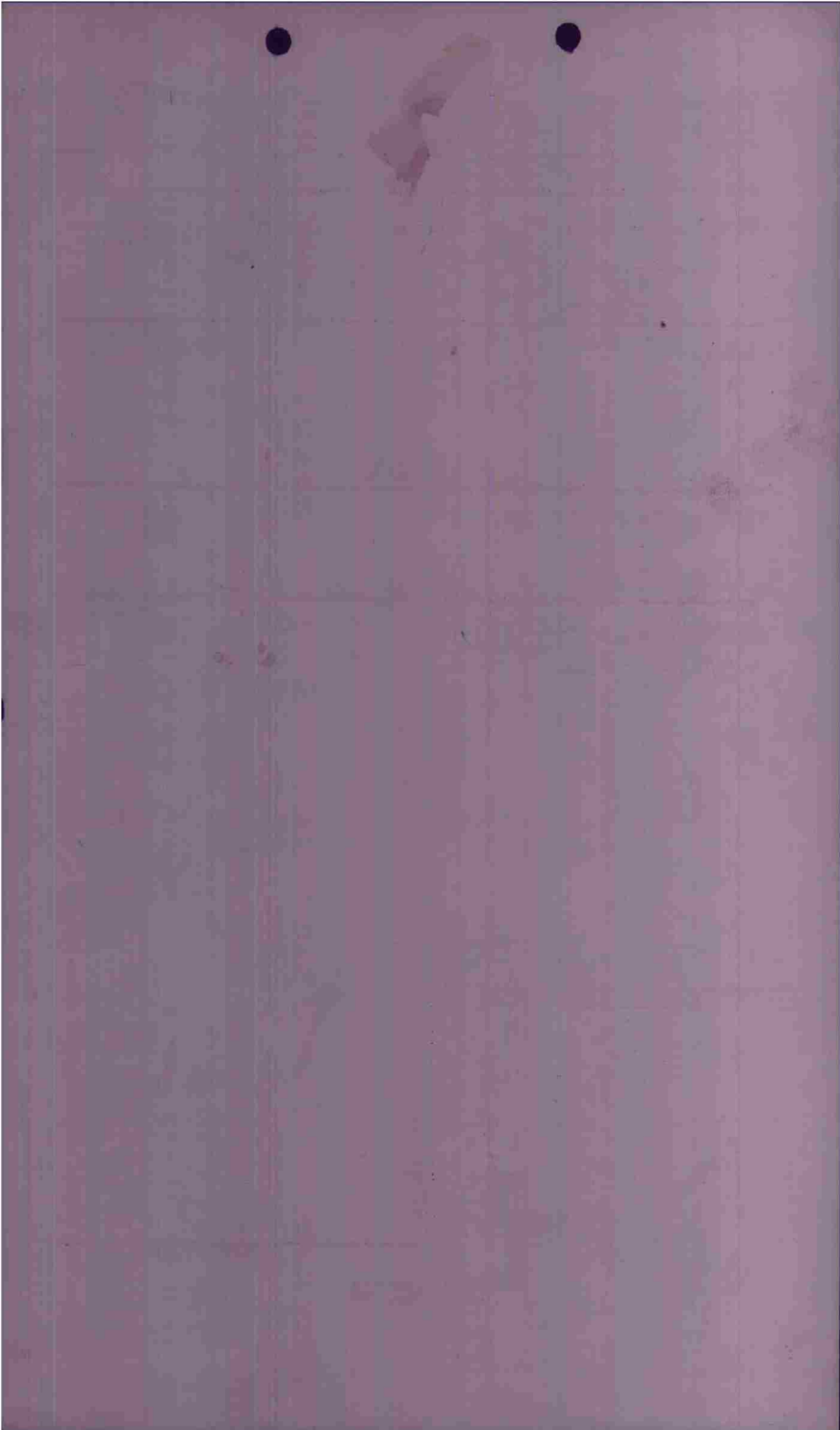
TOT-1615 1/2  
IAS 210  
afcs 570  
alt 11,400

POSITION IN FORMATION



Luvia  
INTERROGATOR

CONFIDENTIAL



REF \_\_\_\_\_ CONFIDENTIAL \_\_\_\_\_ INTR. FORM  
 PILOT GARY A/C# 376 BOX 1 FLT 4

CASUALTIES

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

FLAK :

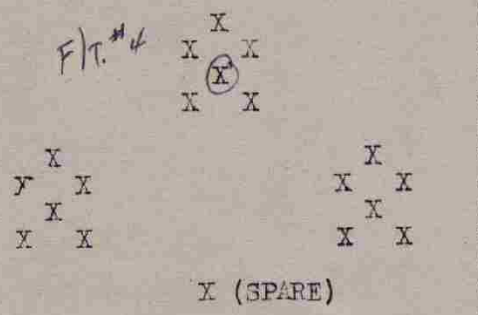
X HI at Bombline.  
 XXH observed to left at another HP

ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS :

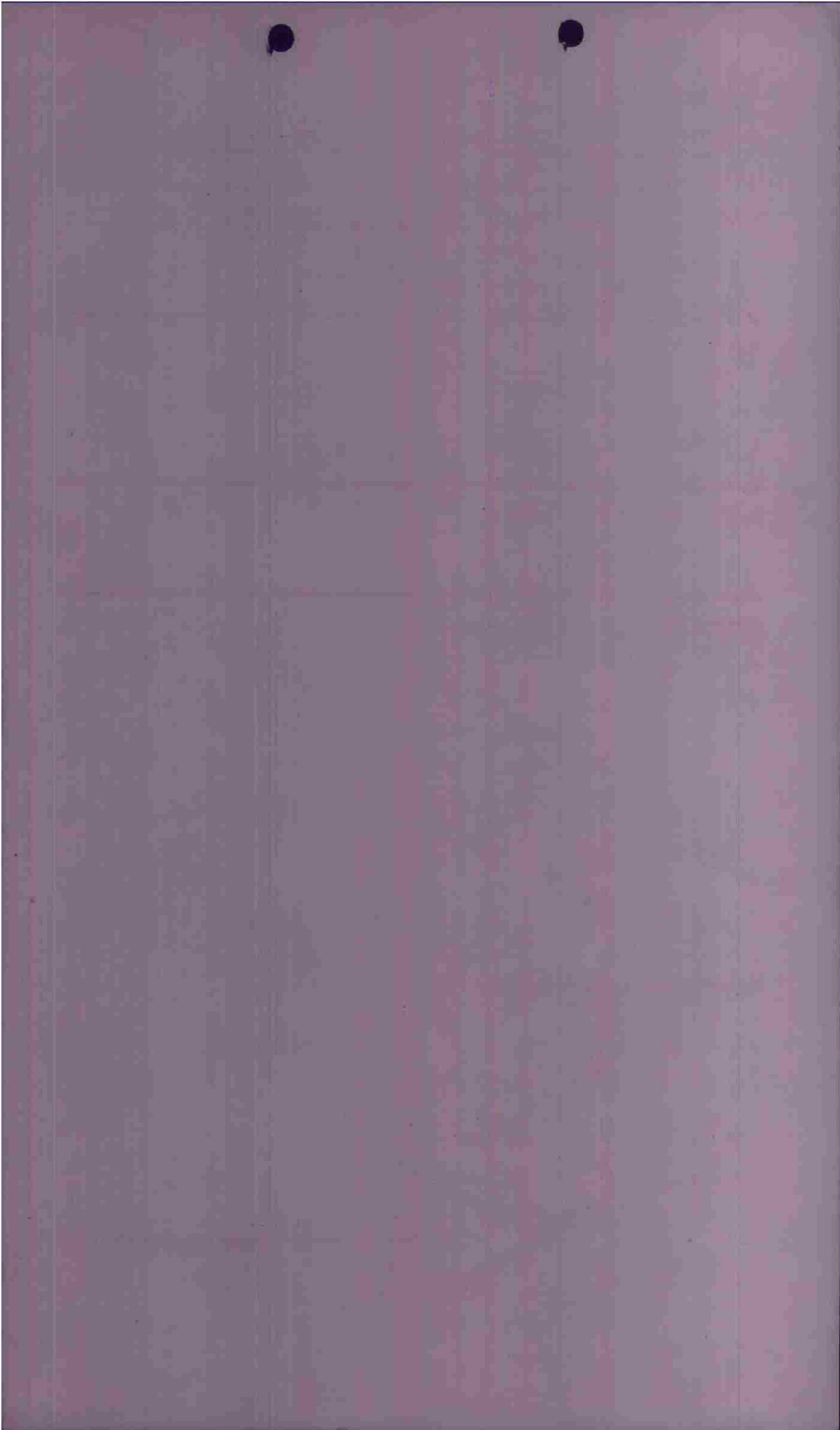
Salvaged all bombs. Intervalometer did not run down. Don't believe intervalometer got an impulse. All switches were set properly. Bombs fell in target area just short distance beyond pattern of flight.

POSITION IN FORMATION



HWA.  
 INTERROGATOR

CONFIDENTIAL



E/C \_\_\_\_\_ CONFIDENTIAL INTERFORM  
PILOT ~~HARPER~~ TURNER A/C# ~~224~~ 224 BOX 1 FLT 2

CASUALTIES

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

FLAK : 4 in just before 1st turning point inside B/C.

ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS : Bombs on R/R.

Camera

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X

  X
Y  X
  X
X  X

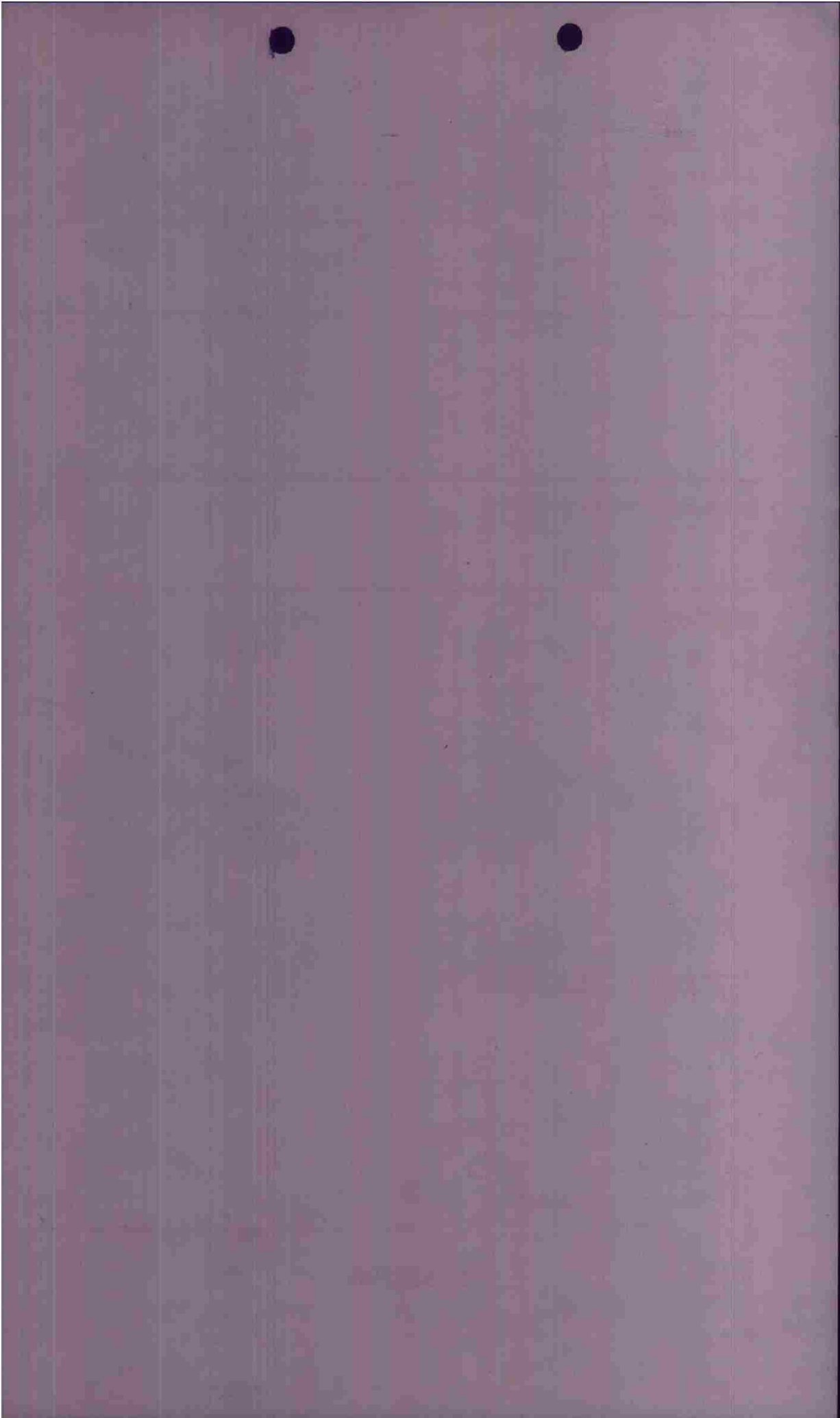
      X
    X  X
      X

X (SPARE)

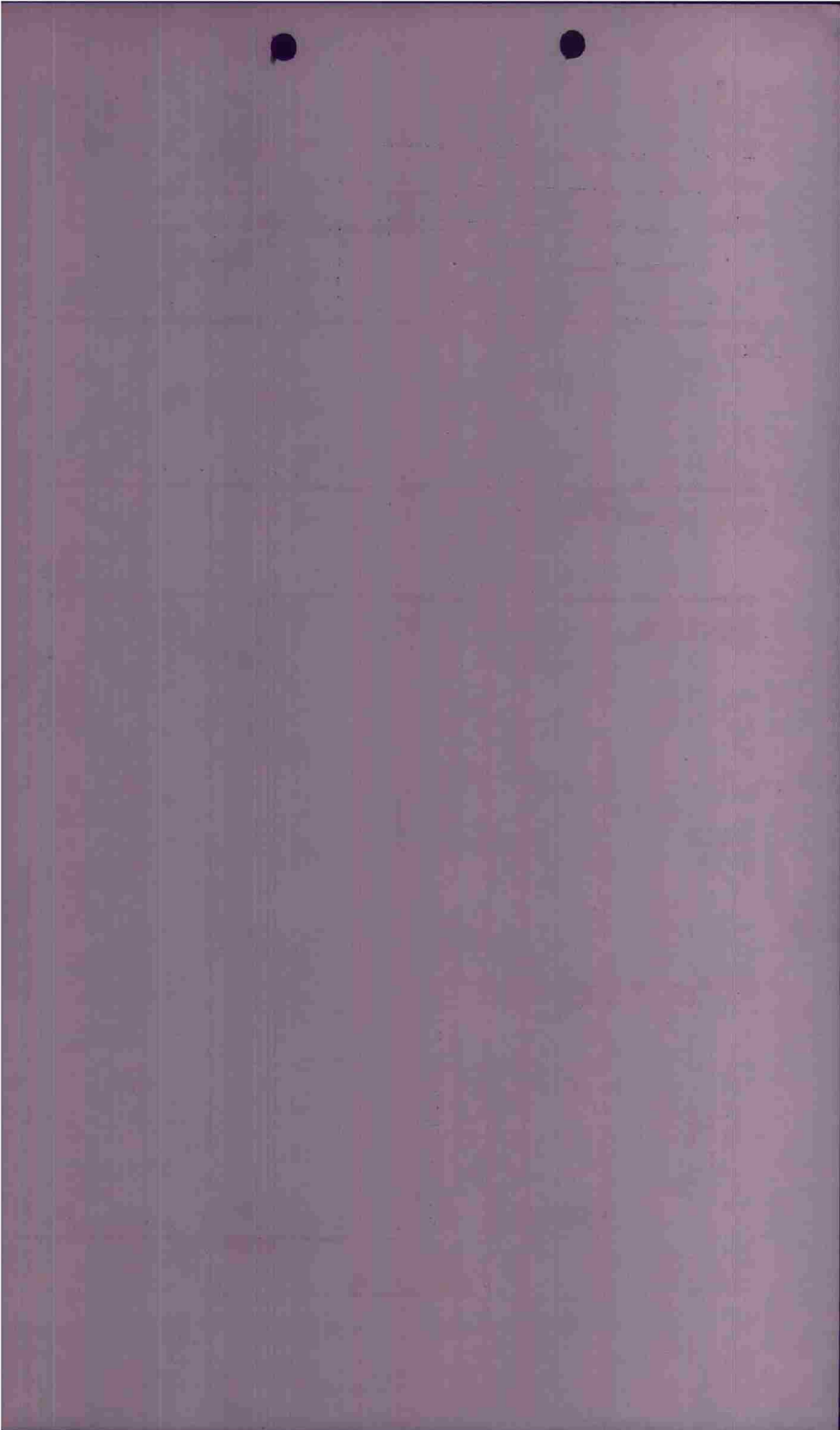
```

MAZ.  
INTERROGATOR

CONFIDENTIAL







E/O \_\_\_\_\_ CONFIDENTIAL INTERCOM

PILOT (GUNKE) A/C# 264 BOX 1 FLT 1

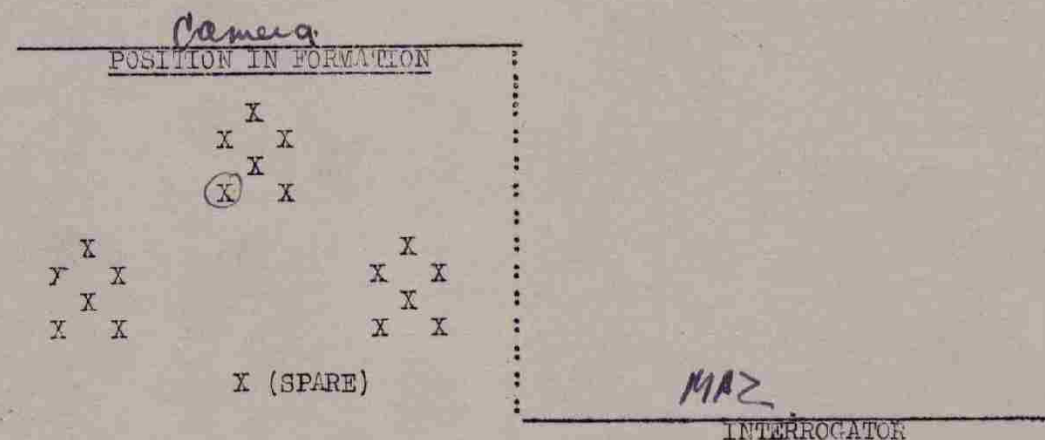
CASUALTIES \_\_\_\_\_

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

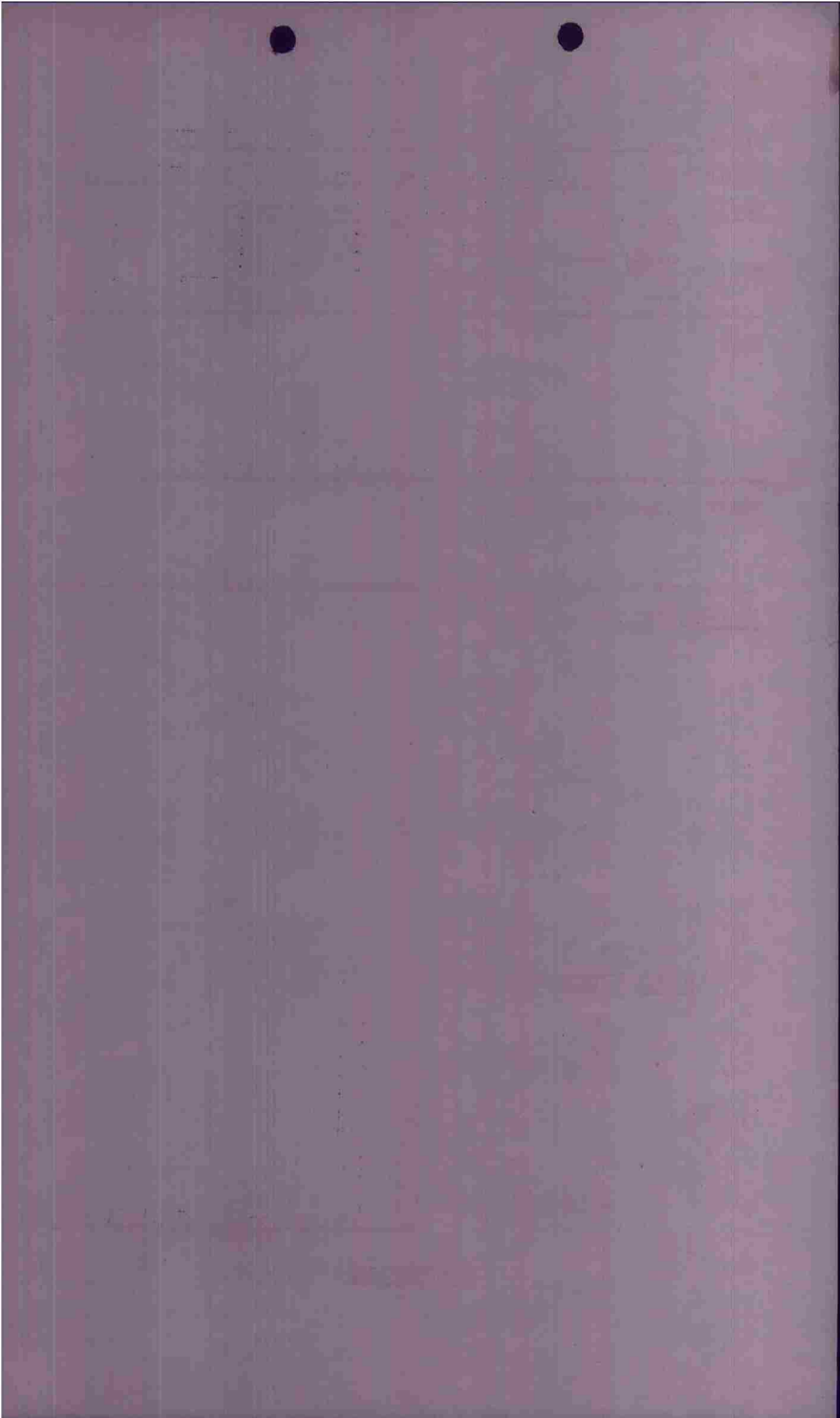
FLAK : R/L AMIA

ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS : Bombs in Tgt area.



CONFIDENTIAL



E/O \_\_\_\_\_

CONFIDENTIAL

INTERFORM

PILOT HOUSELEY A/C# 351 BOX 1 FLT 3

CASUALTIES

BOMBS :		ON	BATTLE DAMAGE		
<u>4</u>	<u>X1000</u>		"A"	"A-C"	"E"
X		RETURNED			
X		JETTISONED			

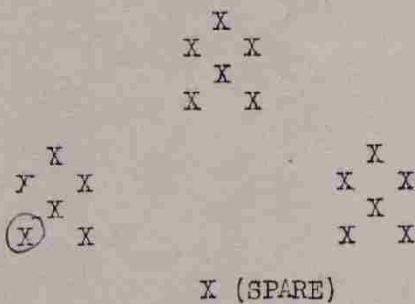
FLAK : X MIN at B/L

ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS :

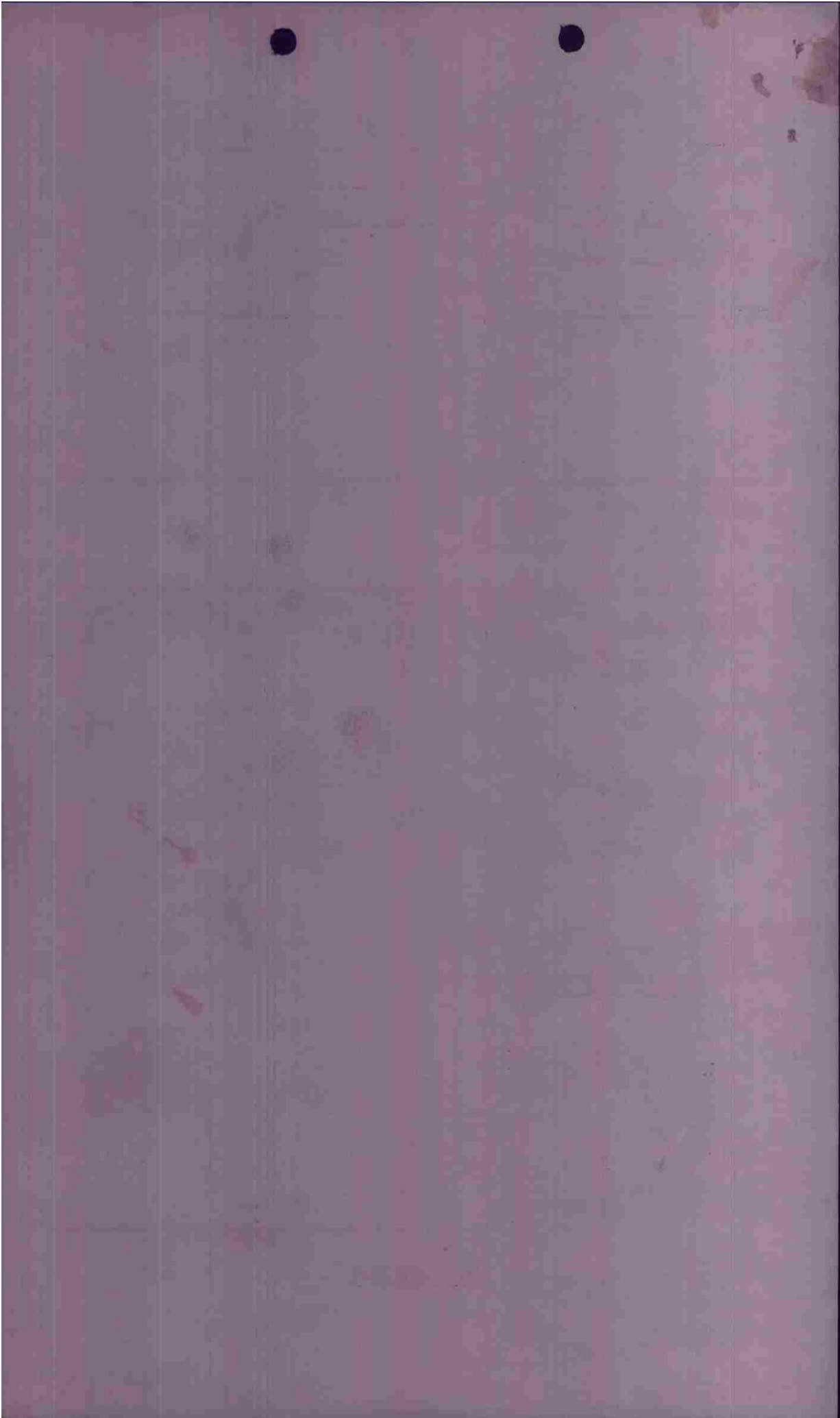
Bombs centered on B/L.

POSITION IN FORMATION



MAZ  
INTERROGATOR

CONFIDENTIAL



N.O. \_\_\_\_\_ CONFIDENTIAL \_\_\_\_\_ IAW FORM

PILOT EDSTROM A/C# 356 BOX 1 FLT 4

CASUALTIES nil

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

FLAK : #4 burst - bombline on the way out

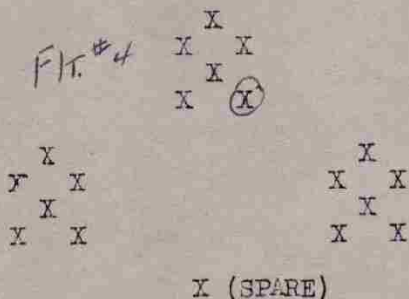
ENEMY AIRCRAFT ENCOUNTERS :

nil

OBSERVATIONS : This fl. slightly over target.

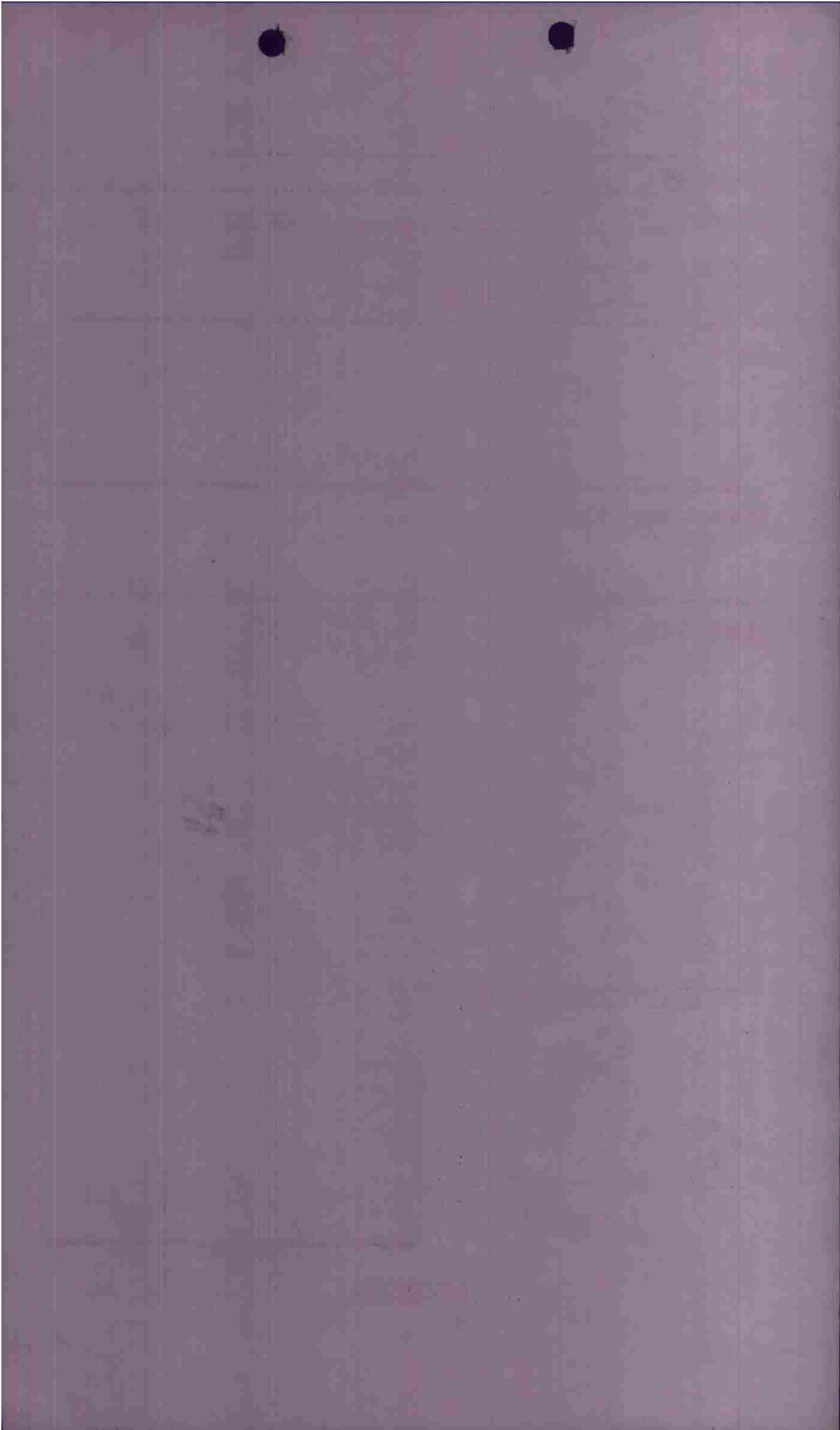
#4 this fl. salvaged 4 on 3 small buildings after turning off target (about 15-20 seconds)

POSITION IN FORMATION



Luvia  
INTERROGATOR

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INTERROGATION FORM

PILOT ROBERTS A/C# 378 BOX 1 FLT 1

CASUALTIES

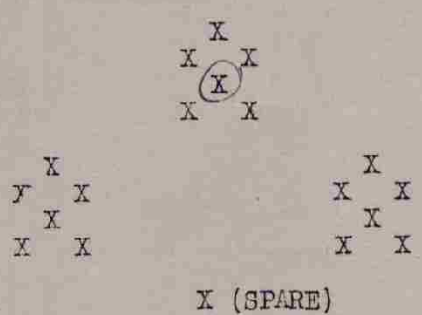
BOMBS :		ON	BATTLE DAMAGE		
<u>4</u>	<u>X/1000</u>		"A"	"A-C"	"E"
	<u>X</u>	RETURNED	<u>nil</u>		
	<u>X</u>	JETTISONED			

FLAK : 12 bursts - bomblive in.

ENEMY AIRCRAFT ENCOUNTERS : nil

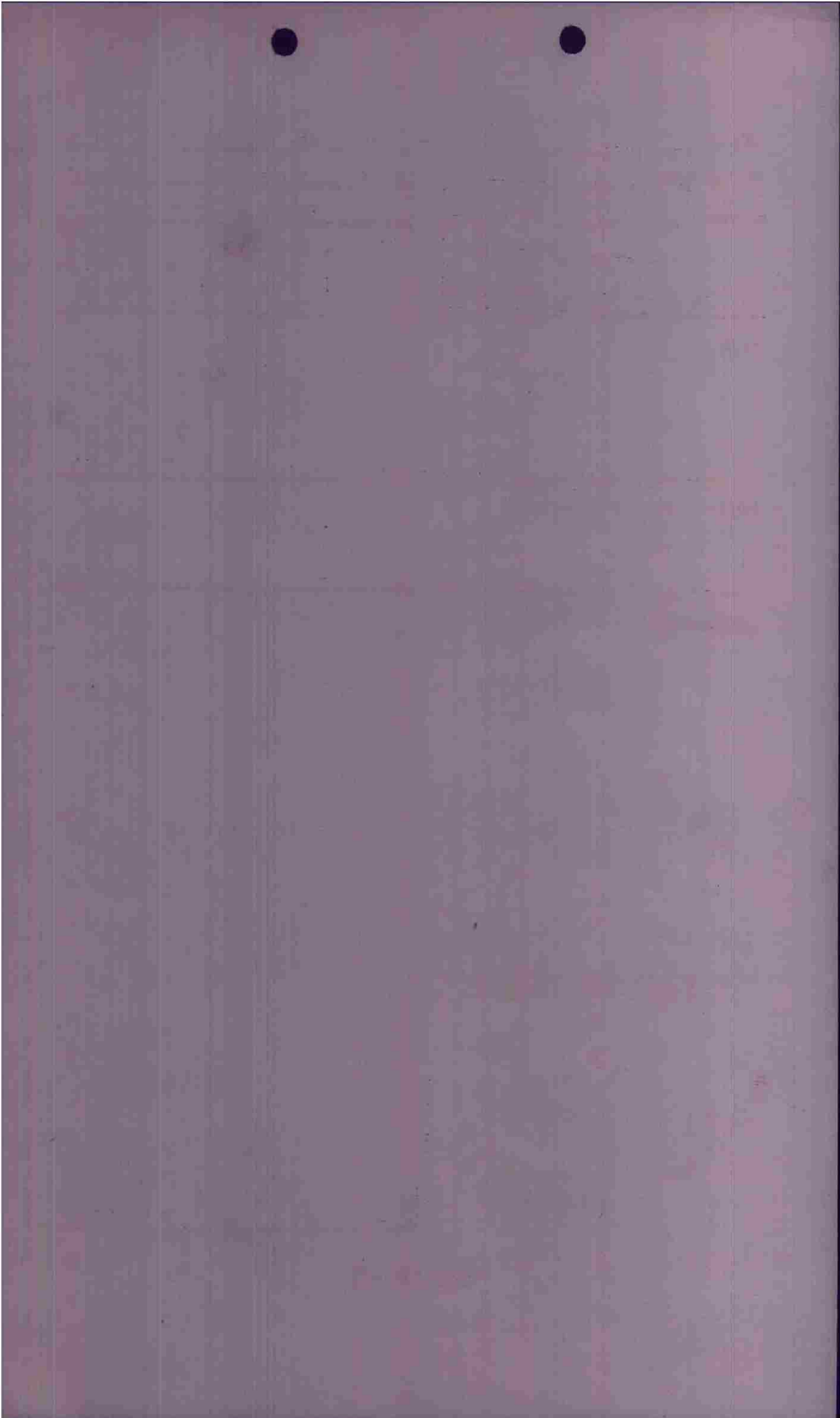
OBSERVATIONS : nil

POSITION IN FORMATION



Luvia  
INTERROGATOR

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INDEX FORM

PILOT WRIGHT A/C# 335 BOX 1 FLT 1

CASUALTIES

BOMBS :		BATTLE DAMAGE		
<u>4</u> X <u>1000</u> ON		"A"	"A-C"	"E"
X RETURNED				
X JETTISONED		<i>no</i>		

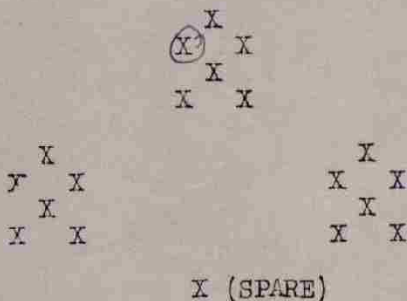
FLAK : 4 bursts at 1500 hours.

ENEMY AIRCRAFT ENCOUNTERS :

*Nil*

OBSERVATIONS : HA - pattern on bridge

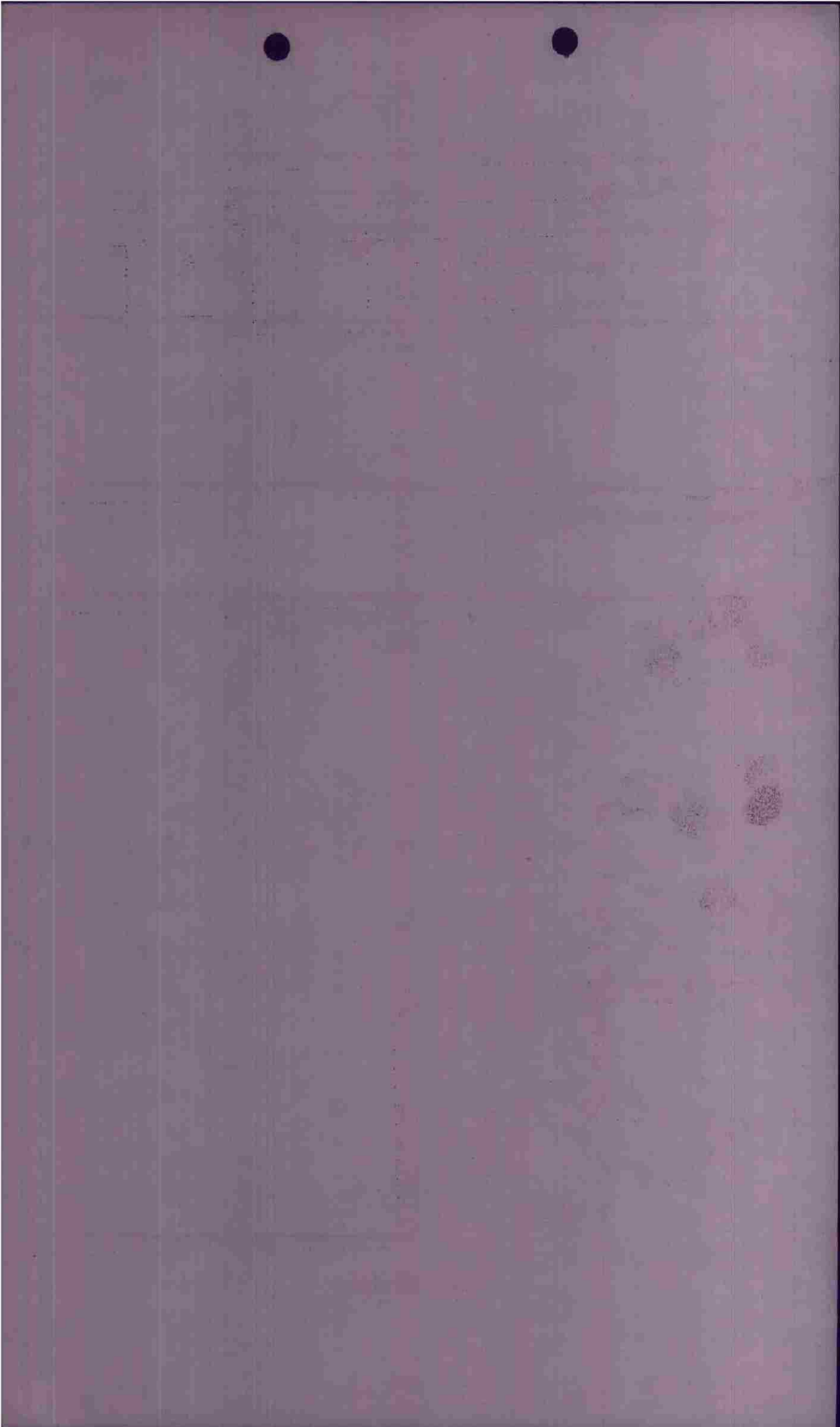
POSITION IN FORMATION



*Luvia*

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INTERFORM

PILOT MUSGROVE A/C# 330 BOX 1 FLT 2

CASUALTIES

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

FLAK : B. line - for couple minutes X H)  
among alt. at course.

ENEMY AIRCRAFT ENCOUNTERS :

P-47's

OBSERVATIONS :

2 ft. on edge of woods  
one ft. long.

POSITION IN FORMATION

```

      X
     X X
      X
     X X

X      X
Y      X
X      X
X      X

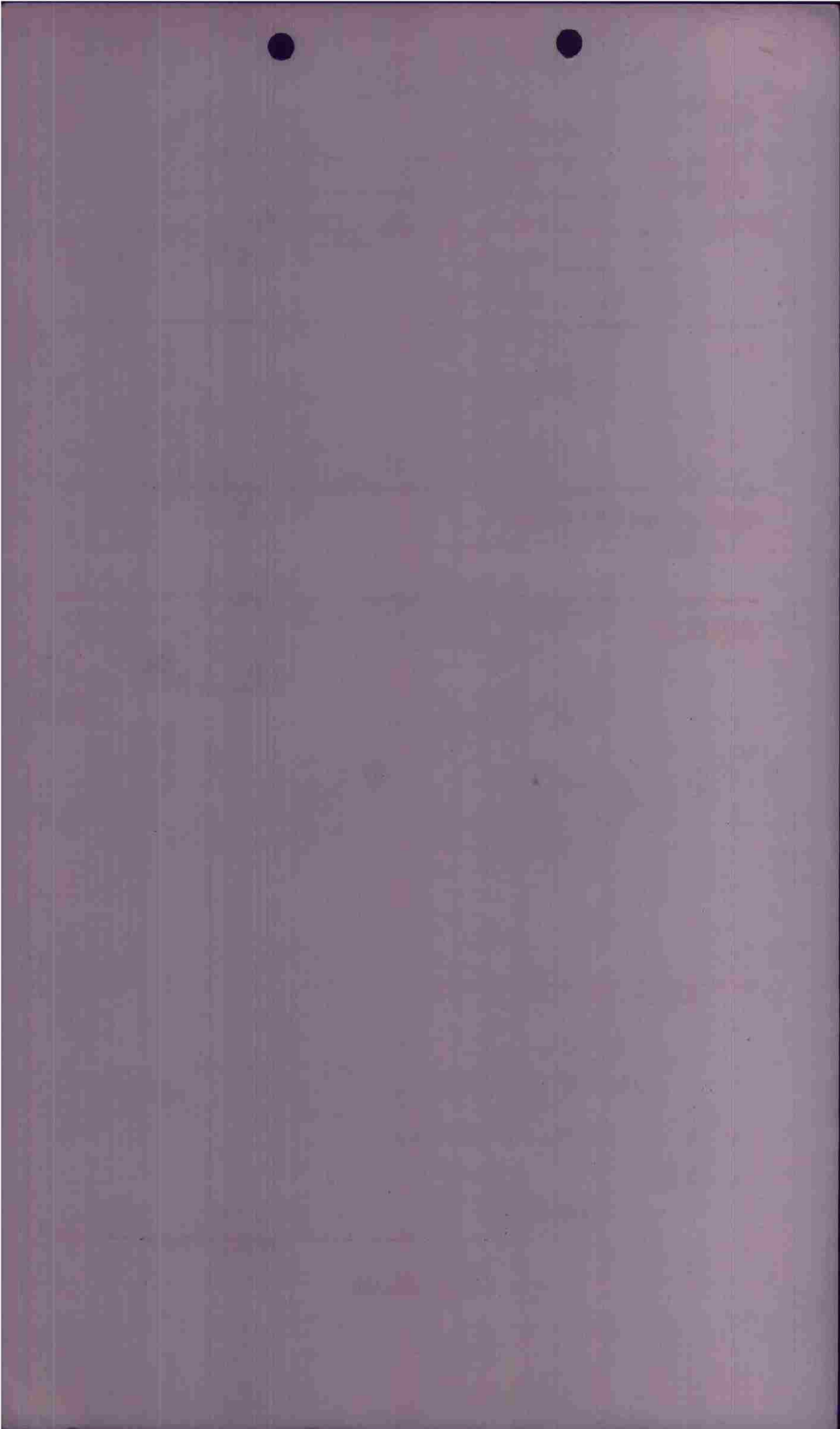
      X
     X X
      X
     X X

X (SPARE)

```

Happ  
INTERROGATOR

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INTERFORM

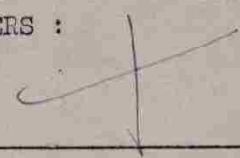
PILOT DEPNER A/C# 362 BOX 1 FLT 3

CASUALTIES

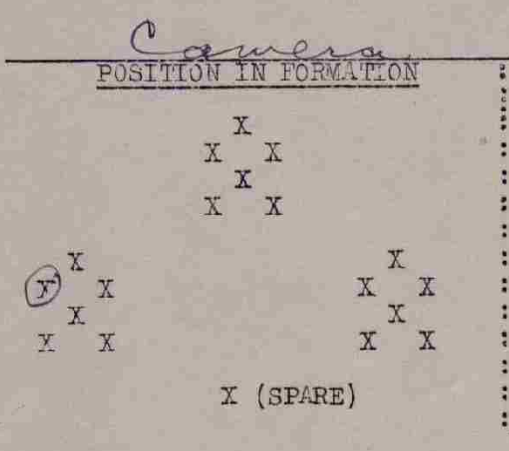
BOMBS :		BATTLE DAMAGE		
		"A"	"A-C"	"E"
<u>4</u> X	<u>1000</u> ON <u>P.T.</u>			
X	RETURNED			
X	JETTISONED			

FLAK : 3 min. after crossed Bl. - XH1 - at level  
1634 - 4 bursts X H1 - at alt.

ENEMY AIRCRAFT ENCOUNTERS :

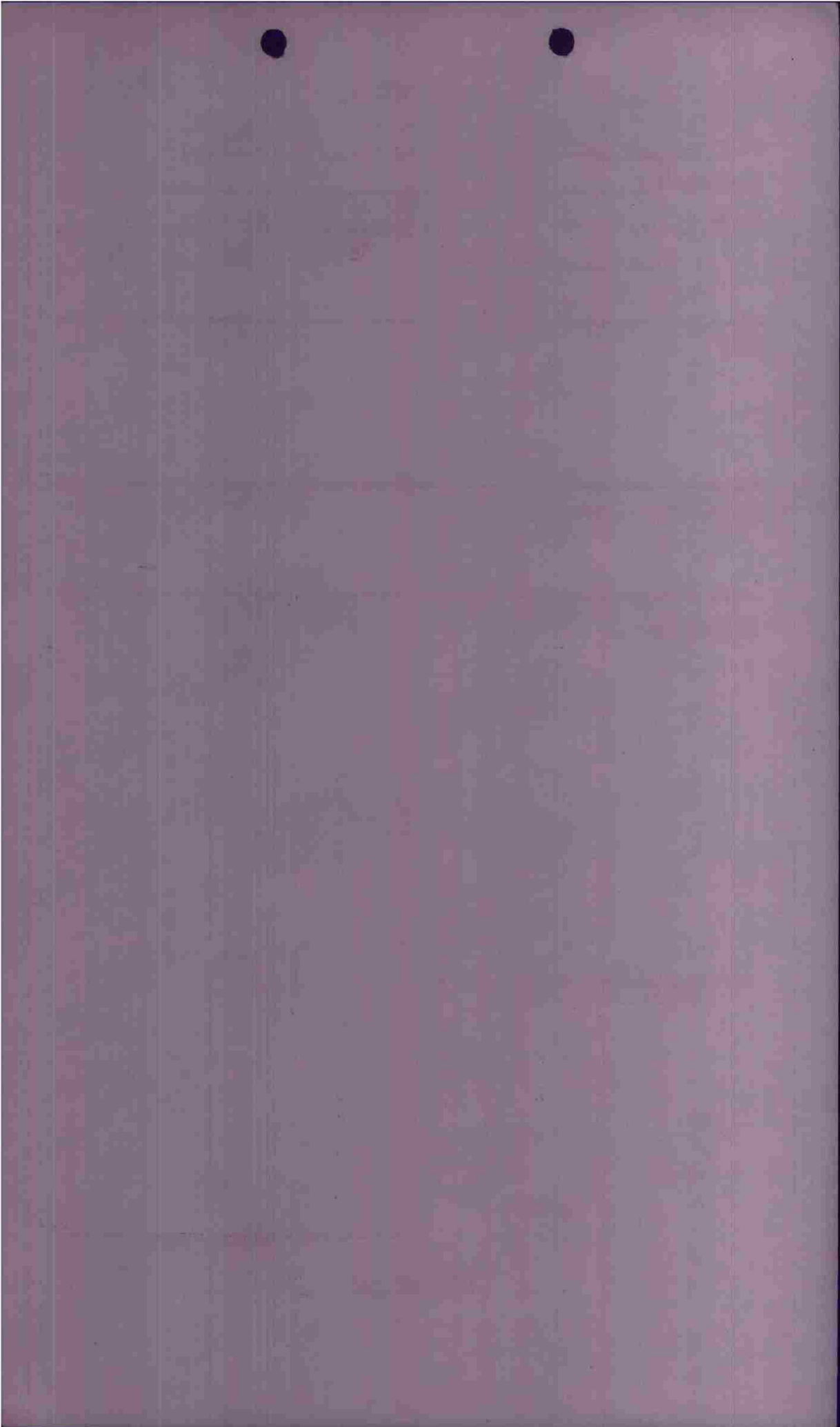


OBSERVATIONS : flt. long - to east  
not flt. in there.



[Signature]  
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INTERFORM

PILOT ANDERSON A/C# 263 BOX 1 FLT 3

CASUALTIES

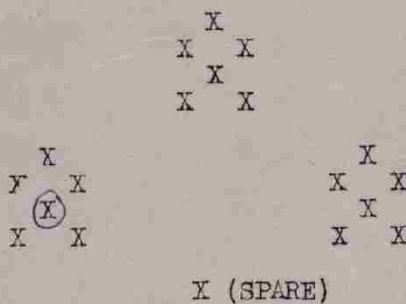
BOMBS :		ON	BATTLE DAMAGE		
<u>4</u>	X <u>1000</u>	<u>P.T.</u>	"A"	"A-C"	"E"
	X	RETURNED			
	X	JETTISONED			

FLAK : one N leg in X 41 in.

ENEMY AIRCRAFT ENCOUNTERS : J

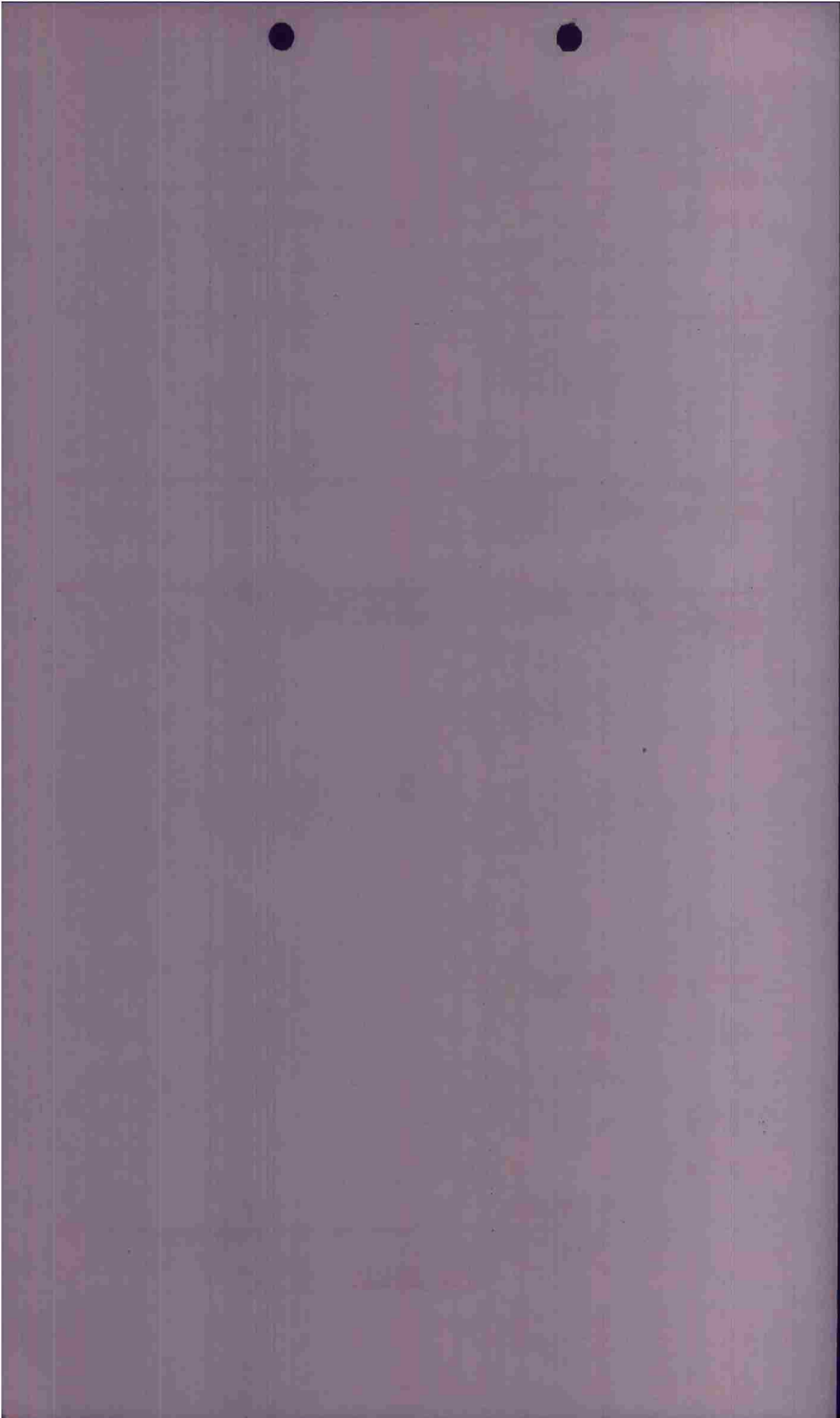
OBSERVATIONS : flts bombs hit to east  
one ft. on bridge.

POSITION IN FORMATION



[Signature]  
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INTERFORM

PILOT STANKOWSKI A/C# 205 BOX 1 FLT 2

CASUALTIES

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

FLAK : -X H I - ~~At~~ ~~Bomb~~ ~~on~~ ~~way~~ ~~out~~ =  
 Between Lt & Rt. right side,  
 turn off target -

ENEMY AIRCRAFT ENCOUNTERS :

X

OBSERVATIONS :

Bombs, hit near trees

POSITION IN FORMATION

```

      X
     X X
      X
     X X

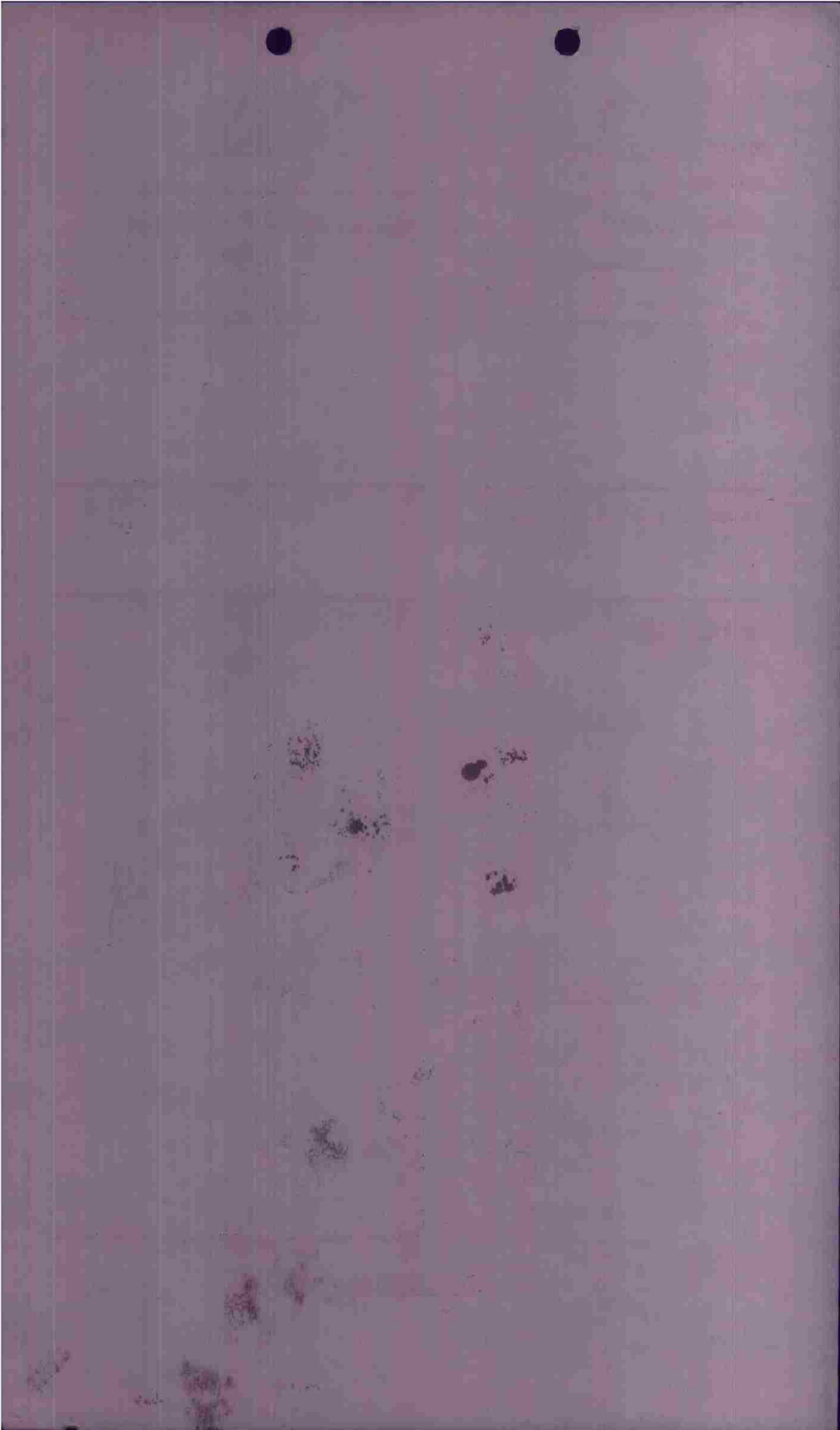
X      X
Y      X
X      X
Y      X

      X
     (X) X
      X X
      X X

X (SPARE)
    
```

T.W.S.  
 INTERROGATOR

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INTERROG FORM

PILOT O'BRIEN A/C# 232 BOX 1 FLT 2

CASUALTIES

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

FLAK : X HI - crossings B.h on way In - 1559-7

X HI just before crossing Rhine on way out

ENEMY AIRCRAFT ENCOUNTERS :

X

OBSERVATIONS : Pattern of bombs started near woods & walked onto bridge

POSITION IN FORMATION

```

      X
     X X
      X
     X X

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

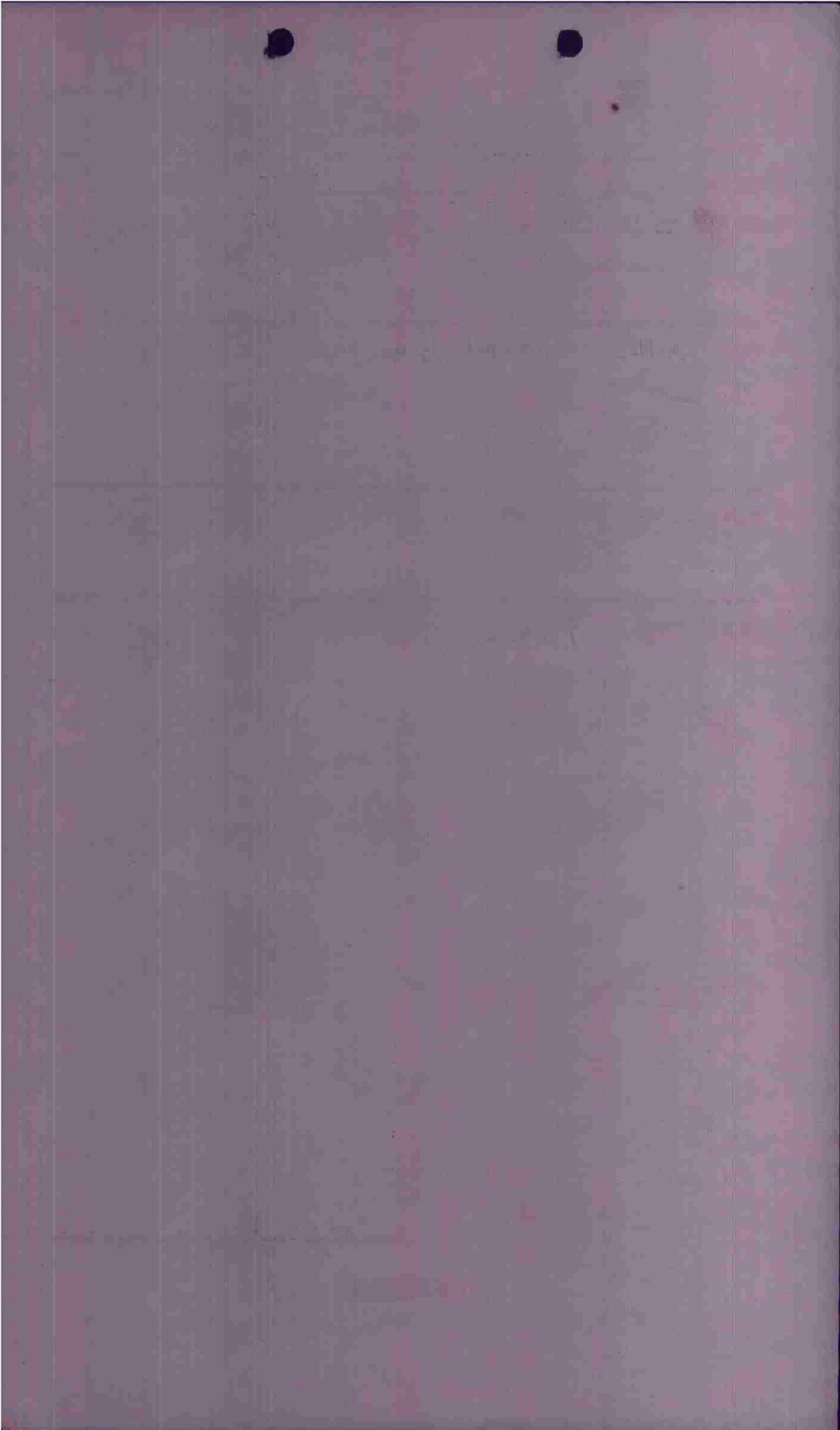
X (SPARE)

```

T.W.S

INTERROGATOR

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N/O \_\_\_\_\_

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INTERFORM

PILOT MOORE A/C# 328 BOX 1 FLT 4

CASUALTIES

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

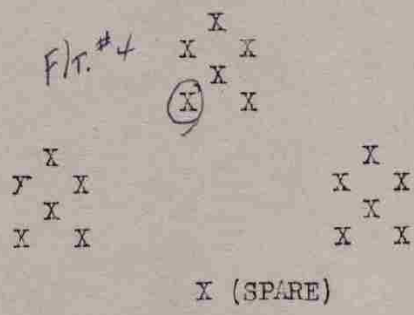
FLAK : XHI, on bomb line on way in + out

ENEMY AIRCRAFT ENCOUNTERS :

X

OBSERVATIONS : Bombs hit by side of wooded area may have hit Bridge

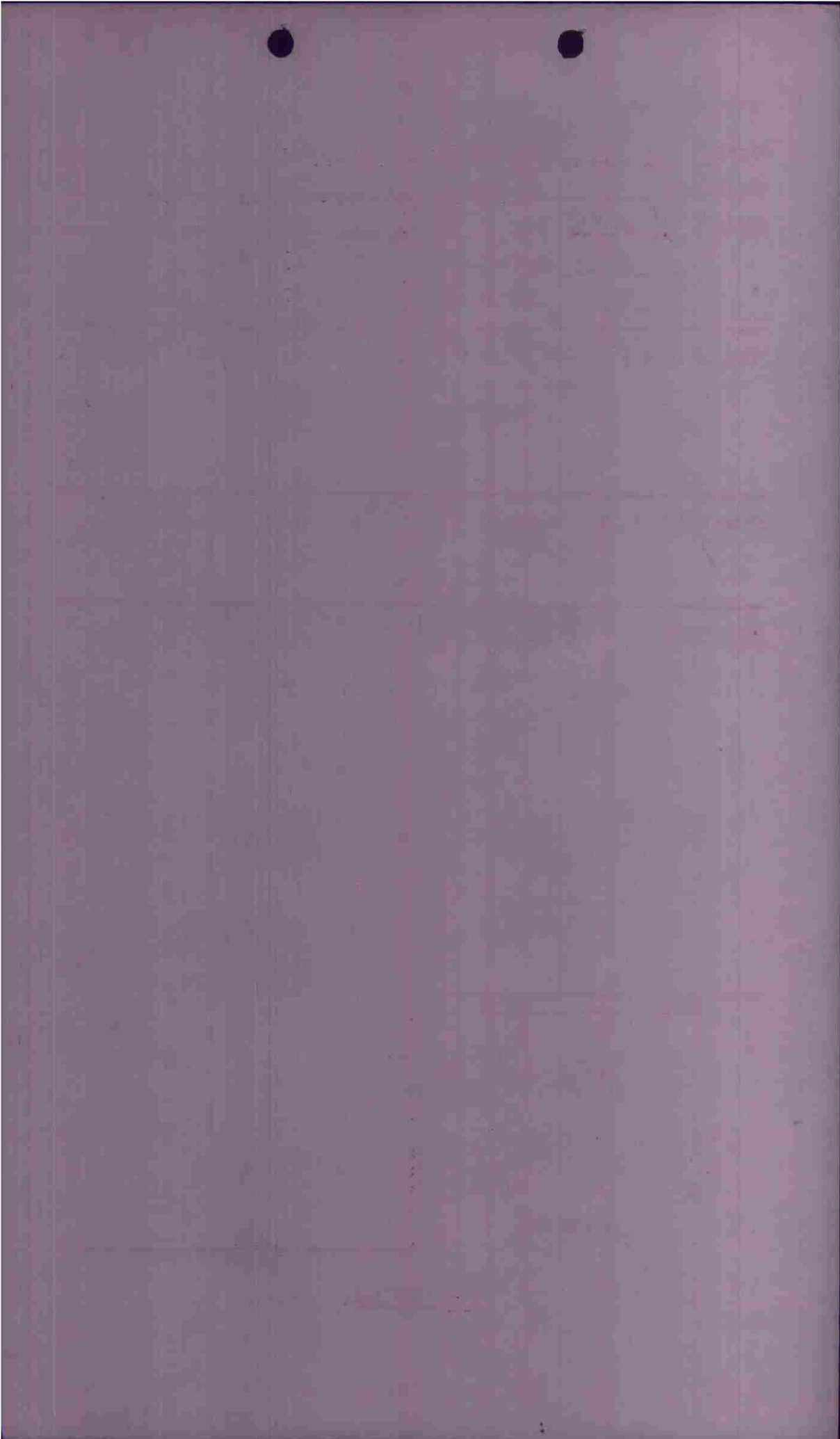
POSITION IN FORMATION



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170 \_\_\_\_\_

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INFORMATION

PILOT FERO A/C# 239 BOX 1 FLT 4

CASUALTIES

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

FLAK : XHI on Bomb line on way in and away out

ENEMY AIRCRAFT ENCOUNTERS :

X

OBSERVATIONS :

Bombas hit in ~~the~~ edge woods and may have hit Bridge =

POSITION IN FORMATION

```

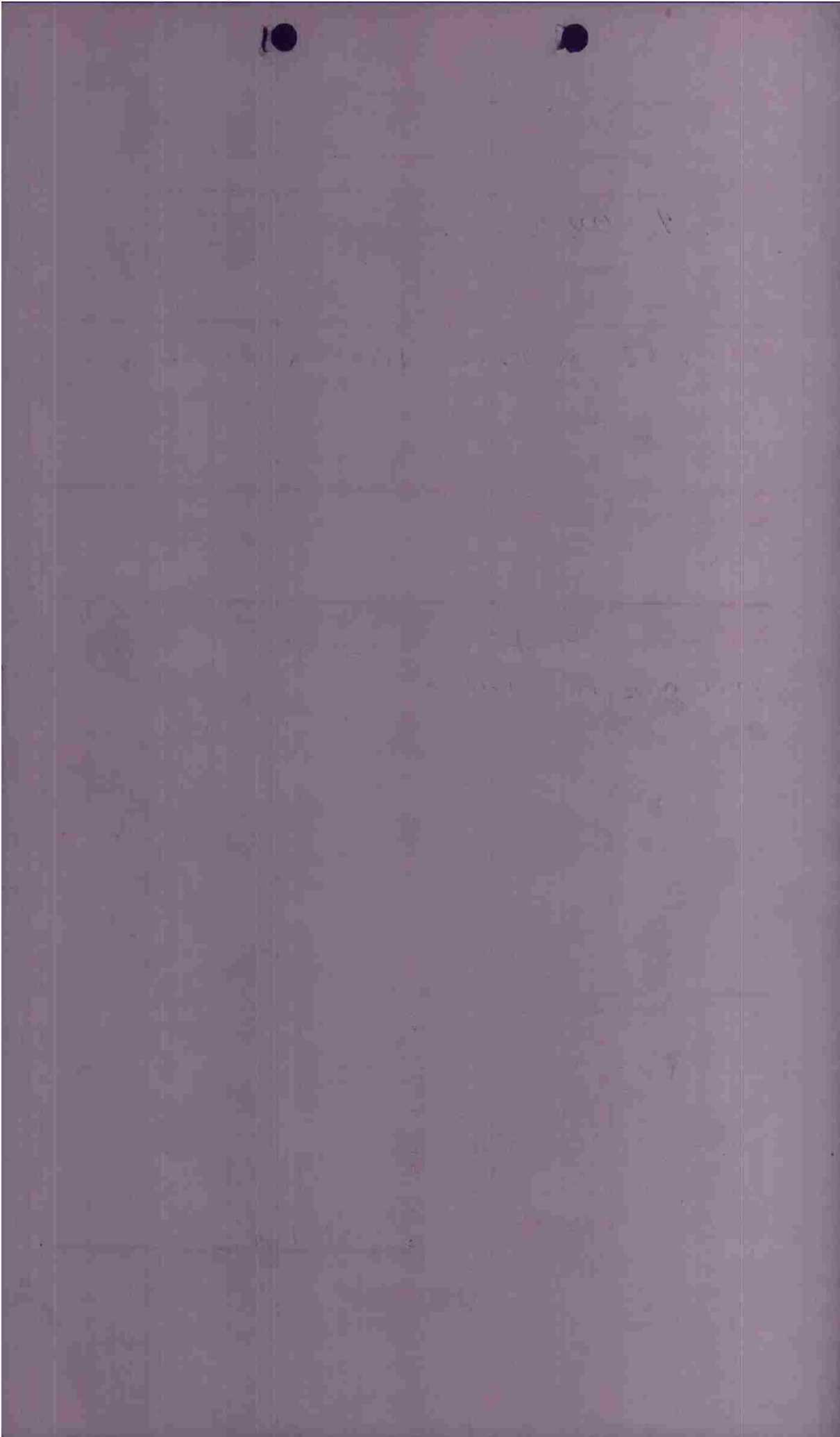
      X
      X
  Flt #4 X (X)
      X
      X

      X
  F   X
      X
  X   X

      X
      X
      X
  X (SPARE)
  
```

T.W.S.  
INTERROGATOR

CONFIDENTIAL



SPARE

NO \_\_\_\_\_ CONFIDENTIAL \_\_\_\_\_ INTR. FORM  
PILOT BLEVINS A/C# 2315 BOX 1 FLT \_\_\_\_\_

CASUALTIES

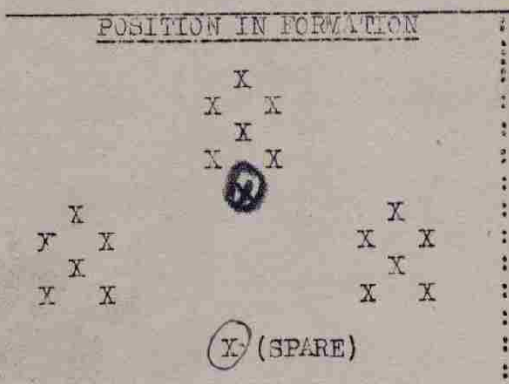
BOMBS :	ON	RETURNED	BATTLE DAMAGE		
			"A"	"A-C"	"E"
<u>4</u> X <u>1000</u>					
X					
X					

*Nil*

FLAK : 3-4 bursts going in  
12 coming out - High accuracy  
at Bl 1

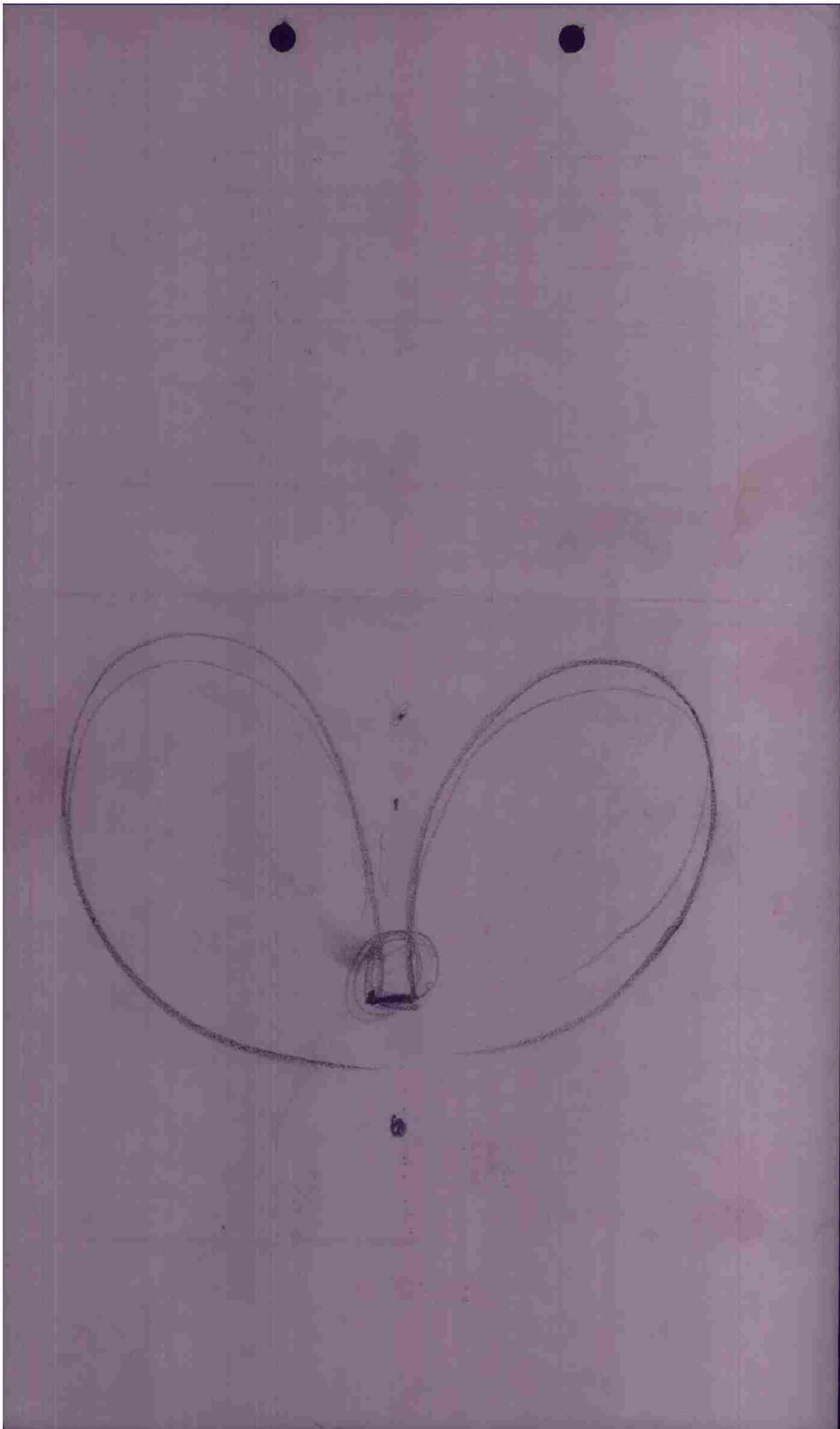
ENEMY AIRCRAFT ENCOUNTERS :  
*Nil*

OBSERVATIONS :  
Patrol a dorsal  
bridge & smoke.

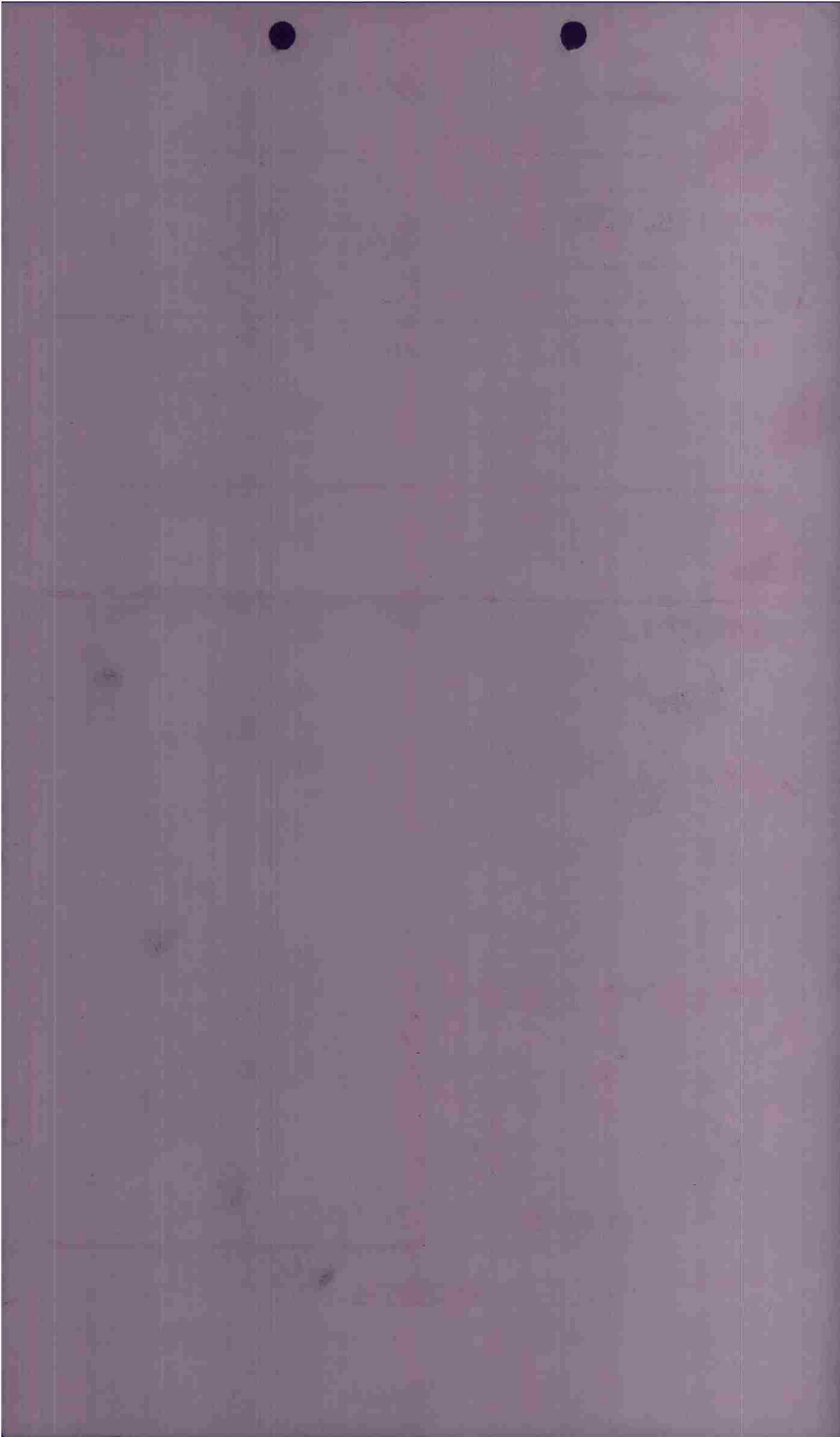


5  
INTERROGATOR

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INTERFORM

PILOT BALCH A/C# 416 BOX 1 FLT 2

CASUALTIES

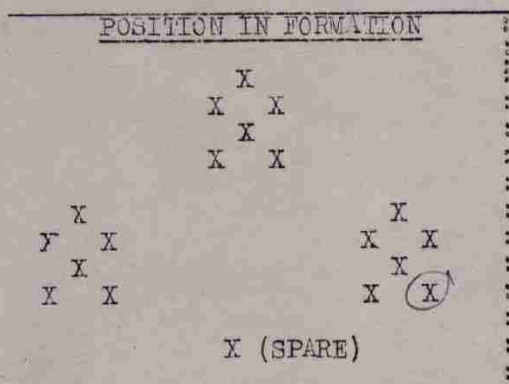
BOMBS :	<u>4</u> X <u>1000</u> ON <u>P</u>	BATTLE DAMAGE		
	X RETURNED	"A"	"A-C"	"E"
	X JETTISONED		<u>Nil</u>	

FLAK : Twice - 1559 - 1 burst (others strike)  
1600 - far off - 6 bursts in rear

ENEMY AIRCRAFT ENCOUNTERS : Nil

OBSERVATIONS :

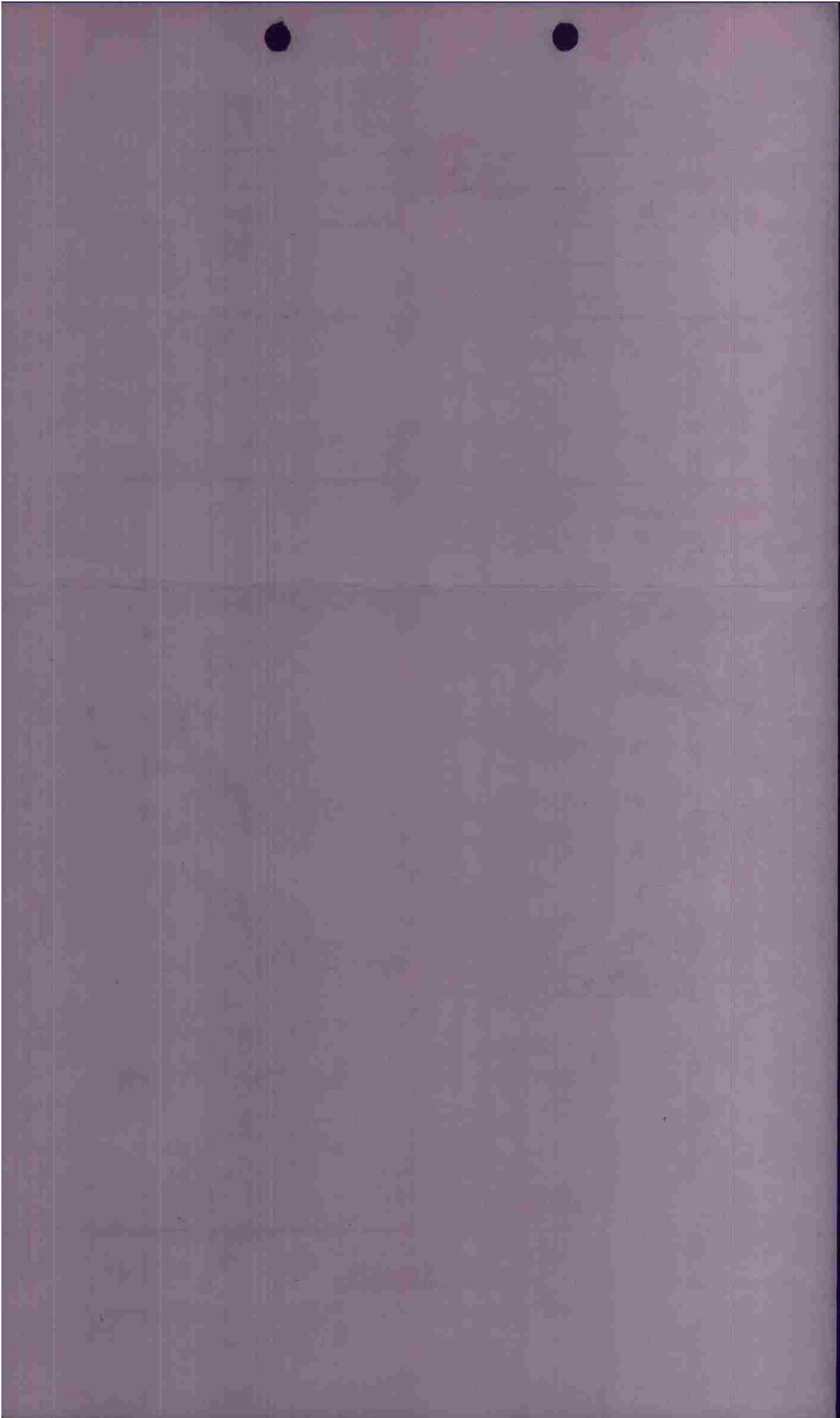
Bombs at edge of wooded area.



5

INTERROGATOR

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FM 1-13, FORM

PILOT PLATTER A/C# 259 BOX 1 FLT 1

CASUALTIES

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

FLAK : Stale bursts on way in, one burst to right of course.

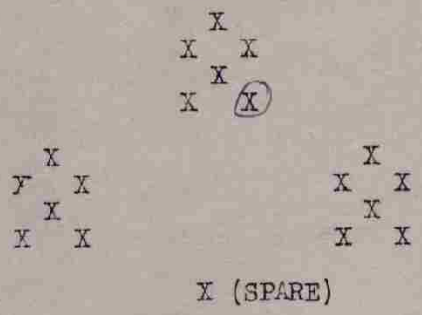
ENEMY AIRCRAFT ENCOUNTERS :

OBSERVATIONS :

In course, good evasive action good exhibit in 4th area. hit ground act.

Meacham in Leaning area. Bridge intact.

POSITION IN FORMATION

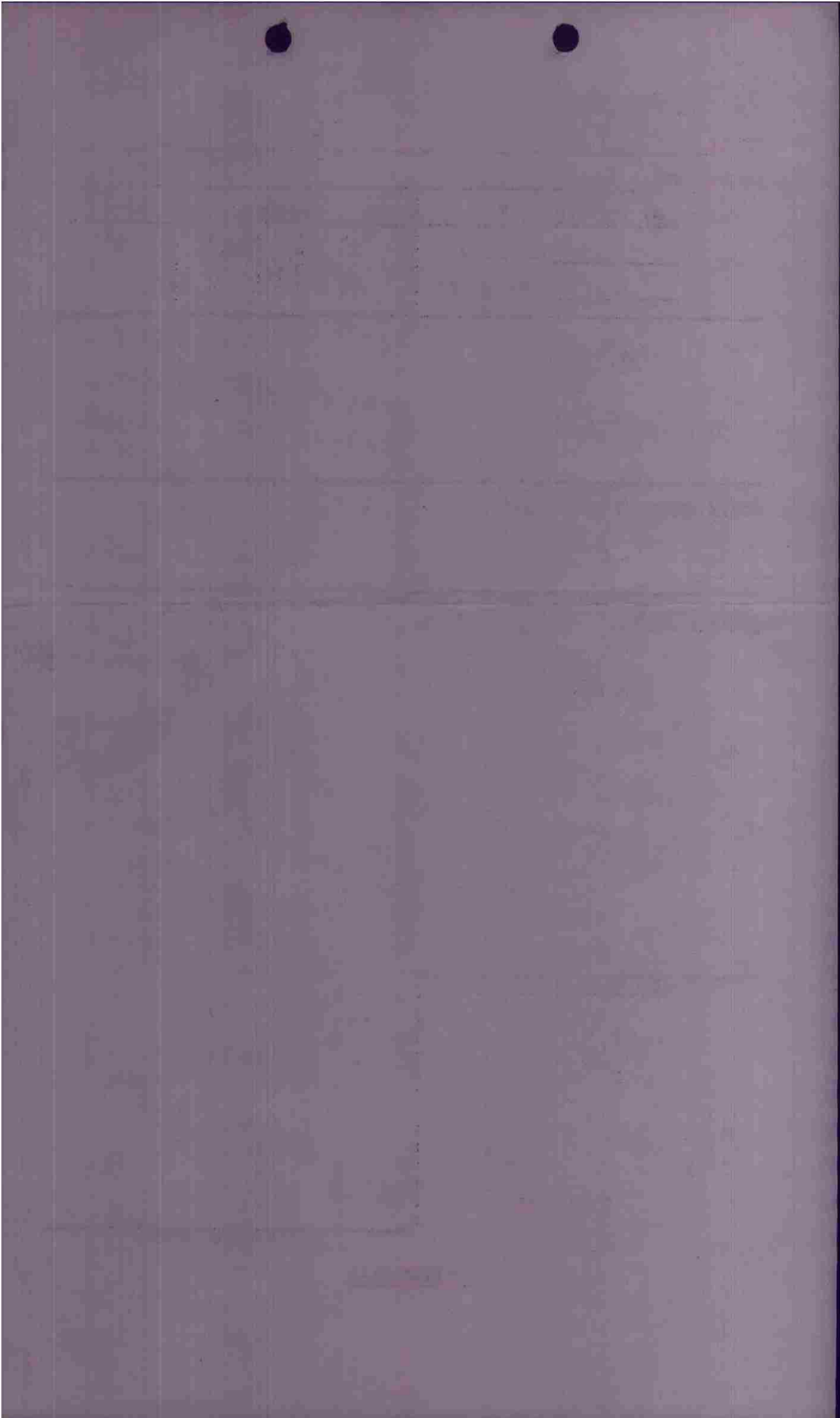


Escort OK

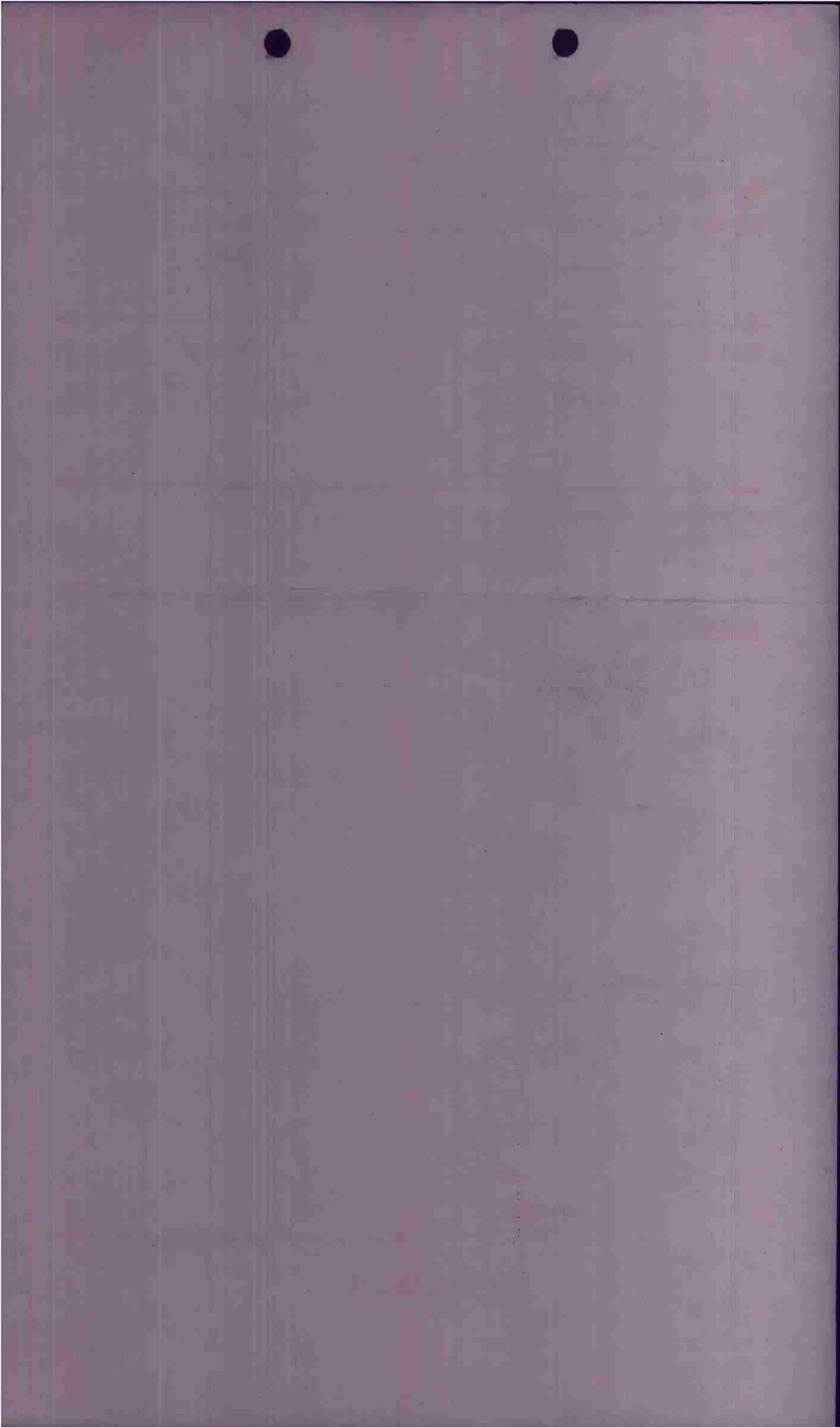
5

INTERROGATOR

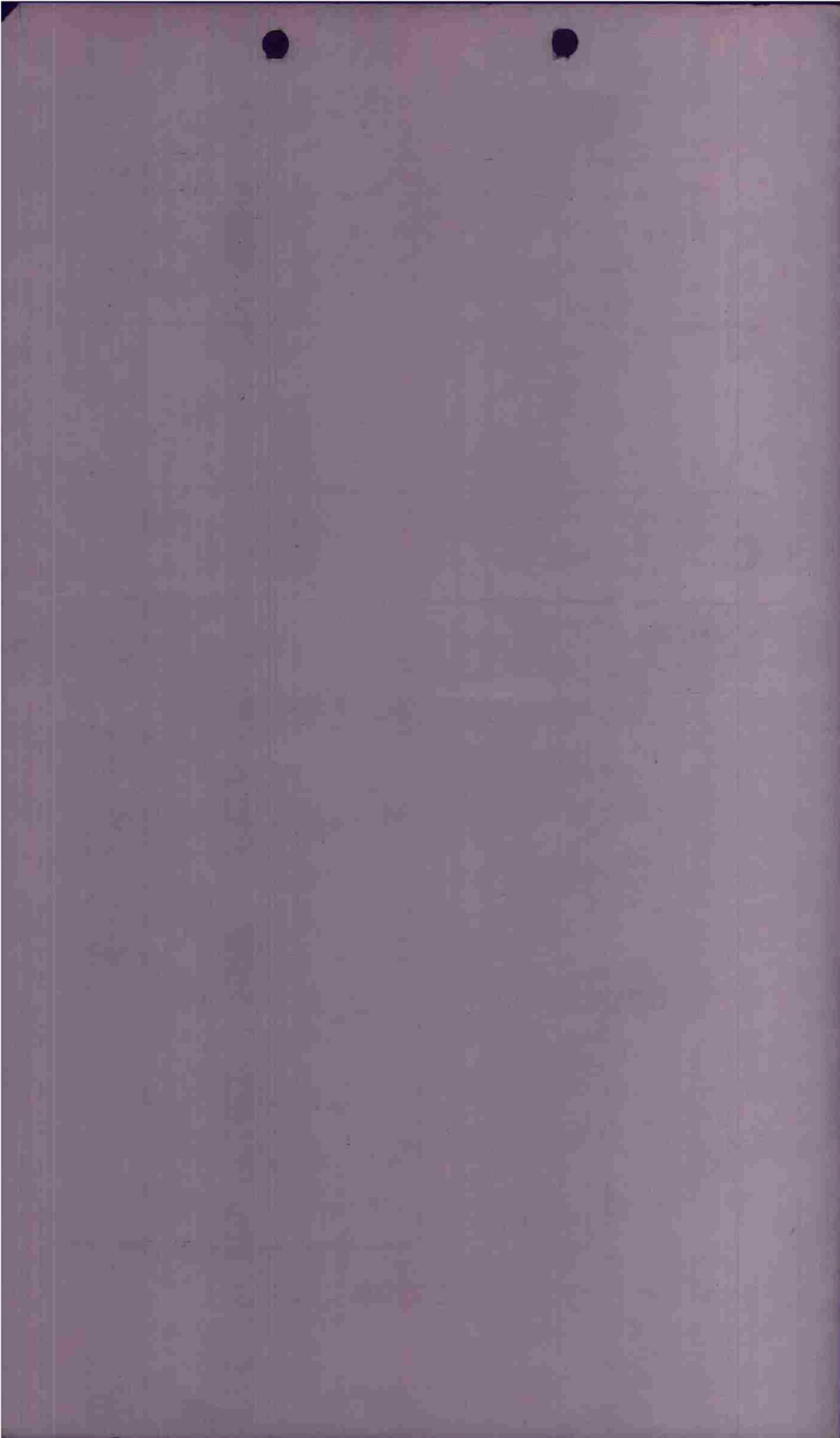
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