

IRIS Public Record

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GP-416-SU-0P-8
17 Nov 1944

A-26

MISSION REPORTS

FOLDER NO.1

MISSION NO.	F.O. NO.	DATE
159	634	17 NOV. 44
160	635	18 NOV. 44
161	636	19 NOV. 44
162	637	19 NOV. 44
163	649	29 NOV. 44
164	653	2 DEC. 44
165	656	5 DEC. 44
166	658	6 DEC. 44
167	661	8 DEC. 44
168	662	9 DEC. 44
169	663	9 DEC. 44
170	667	12 DEC. 44

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P.R.C.

SCANNED & INDEXED
2007-12DECLASSIFIED
R00 DIR 52009, 27 Sep 58

MICROFILMED

7386-14

HEADQUARTERS
418TH BOMBARDMENT GROUP (L)
Office of the Commanding Officer

SECRET
By authority
CG, 5th A-55
18 November 1944
Tml.

APO 140, U.S. Army,
18 November 1944.

SUBJECT: Report of Combat Mission.

TO : Commanding General, 97th Combat Wing, APO 140, U.S. Army.

418th Bombardment Group (L).
160th Combat Mission, 18 November 1944.
97th CG PO 52-555.

1. 3 A-20K
31 A-20K

2. 3 A-20K
31 A-20K

3. 3 A-20K
31 A-20K

4. None.

5. 1 A-20K
3 A-20K

6. 44-073
Capt. R.S. Rudisill

Leader of flight 6. Extended vision
would not roll out of bombsight.
Bombardier chose to hold bomb rather
than risk dropping with arbitrary
correction.

43-22307
Lt. E.L. Johnson

Leader 44-073 did not drop.

43-22304
Lt. W.H. Heinke

Leader 44-073 did not drop.

41-37319
Lt. J.D. Chalmers

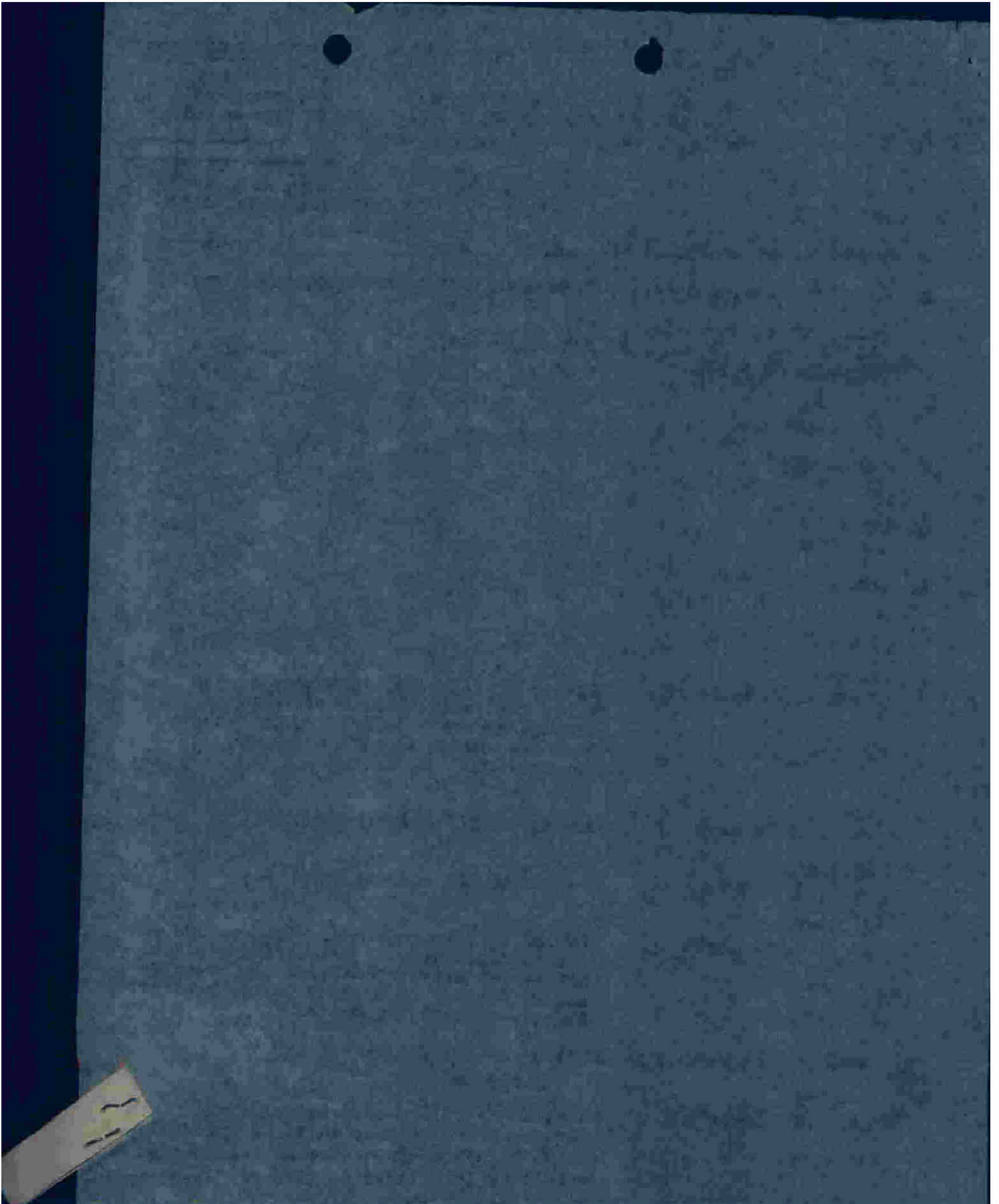
Failed to release bombs. Trip screws on
A-4 release units of preceding stations
not re-set after manual release, result-
ing in failure of current to be transferred
to station carrying bombs.

7. Same as paragraph 6 in addition to the following:

43-22317
Lt. R.M. Evans

Station 38 failed to release. Trip
screws on A-4 release units of preceding
stations not re-set after manual release
resulting in failure to transfer current.

NOV 18 1944
#160



41-39269

Lt. J.H. Montrose

Stations 1A and 2A failed to release. Trip screws on A-4 release units of preceding stations not re-set after manual release resulting in failure to transfer current.

41-39205

Lt. M.W. Dumas

Station 4A failed to release. Release lever on A-4 release unit bent to extent that it passed by release lever on shackle.

41-39212

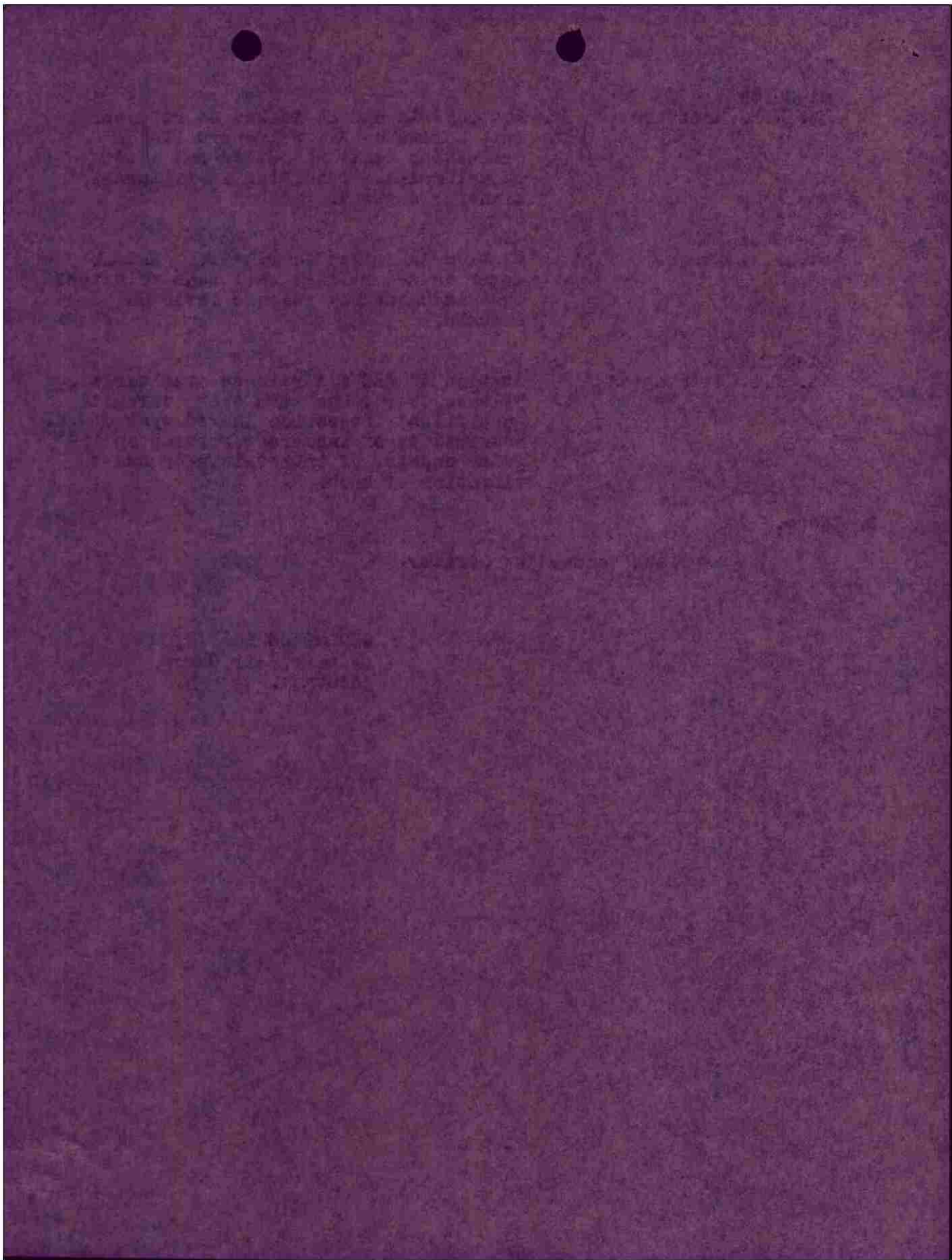
Lt. D.L. Withington

Station 4A did not release over target. Release over range with salvo circuit. Post flight inspection showed system O.K. Possibility of incorrect setting on impulse counter of intervalometer due to vibration of knob.

3. None.

For the Commanding Officer:

GEORGE SCHENKEL,
Captain, Air Corps,
Adjutant.



SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 695BOX 1-111-1 GROUP 416 DATE 18 Nov. 1944 TARGET ATTACKED Danmoch RR Bridge

1. Method of Sighting:

Pre-set with corrections.

2. Bombing approach:

3. Was mercury erection system used? YES 070 NO X4. Did entire (box) (flight) drop on lead bombardier? YES X NO 222

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

Pre-set with corrections. Aimed at briefed aiming point (center of bridge)
G-1 Auto pilot was not used.5. Name of lead Bombardier: Lt. P.J. Royalty6. Name of lead Pilot: Col. D.L. Willett7. Intervalometer setting: 30 ft.8. Indicated Air Speed: 270 Ground Speed: 293 Altitude: 120009. Length of bomb run: 60 Sec:10. Bomb Load and Fusing per A/C: 4 x 1000 lb. FUSED 1/10 N N.D. T11. Total Bombs Dropped: 24

12. Full statement of all factors affecting bombing - including: -

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES 070 NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES 070 NO X. If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES 070 NO X. If answer is "YES", state to what extent did Flak affect bombing or bomb run:

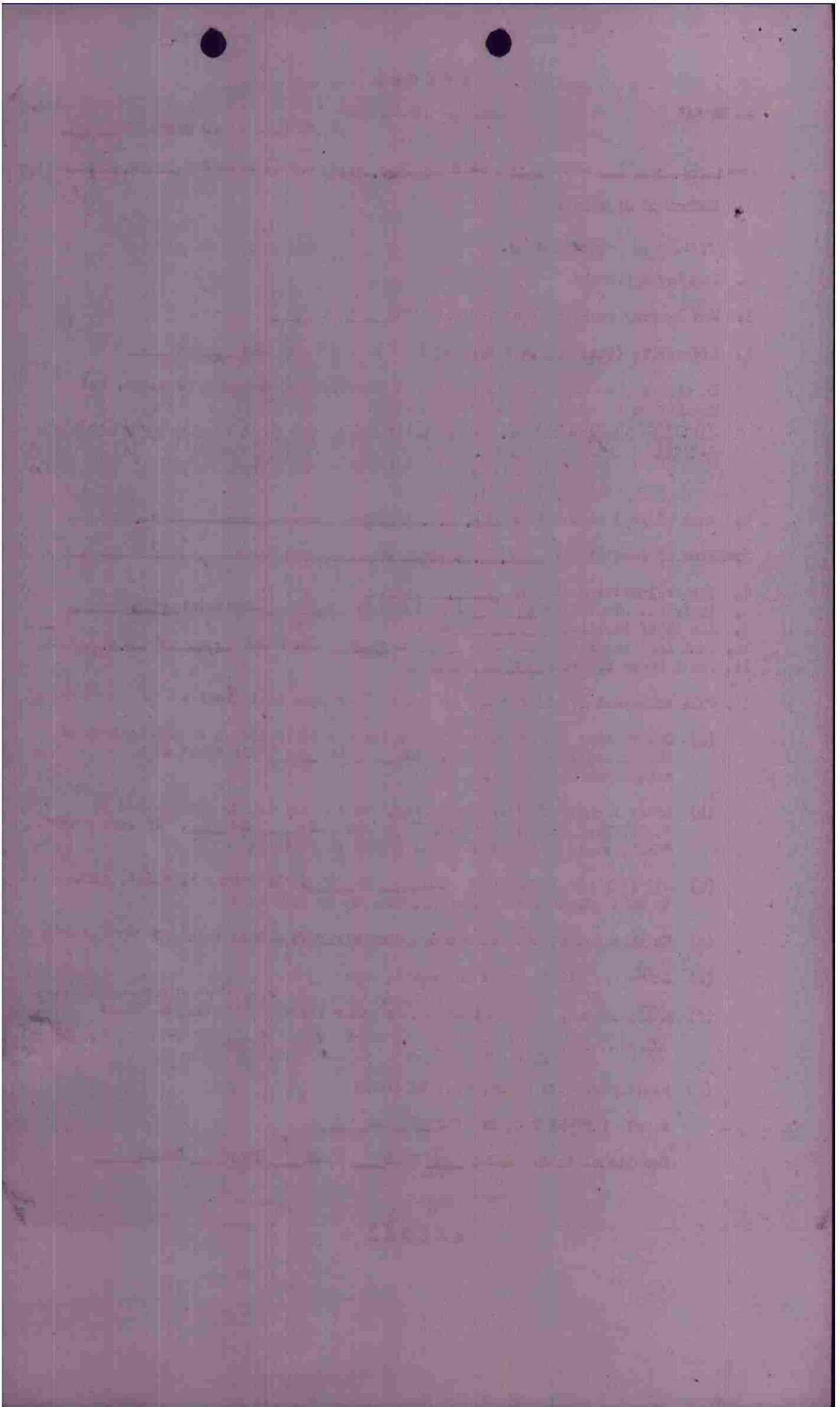
(d) To what extent did attacks by enemy aircraft affect bombing?

(e) None State any difficulties on bombing run:(f) None Malfunctions, personnel errors or other factors affecting bombing:None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO 070Results claimed: EXCEL X GOOD 070 FAIR 070 POOR 070 GROSS 070

SECRET



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 635BOX 1 Flt 2 GROUP 416 DATE 16 Nov. 1944 TARGET ATTACKED Breisch III Bridge

1. Method of Sighting:

Pre-set with corrections.

2. Bombing approach:

150°3. Was mercury erection system used? YES ☐ NO ☒4. Did entire (~~xxxx~~) (flight) drop on lead bombardier? YES ☒ NO ☐

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

Pre-set with corrections. Bombight would not release the bombs so on the third attempt the B/W made a normal run and when the indices crossed he told the pilot over the interphone to salvo. The remainder of the flight dropped on this salvo.

G-1 autopilot not used.

5. Name of lead Bombardier: Lt. J. Madenfort6. Name of lead Pilot: Capt. W.A. Peck7. Intervalometer setting: 30 ft8. Indicated Air Speed: 210 Ground Speed: 267 Altitude: 122009. Length of bomb run: 25 Sec:10. Bomb Load and Fusing per A/C: 4 x 1000 lb. FUSED 1/10 N N.B. T11. Total Bombs Dropped: 20

12. Full statement of all factors affecting bombing - including: -

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES ☐ NO ☒. If "YES" state conditions and effect.

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES ☐ NO ☒. If answer is "YES", state circumstances and effect on bombing:

(c) Did Flak affect bombing? YES ☐ NO ☒. If answer is "YES", state to what extent did flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing?

None

(e) State any difficulties on bombing run:

Bombight would not release bombs. On third attempt the B/W had the Pilot

(f) Malfunctions, personnel errors or other factors affecting bombing: salvo.
Bad wiring between bombight and racks would not permit normal release through the sight. Pilot salvaged bombs on third attempt.

(g) Bombing results as reported by crews:

casual

Aimed at right Target: YES ☒ NO ☐

Results claimed: EXCEL ☒ GOOD ☐ FAIR ☐ POOR ☐ GROSS ☐

P.N.B. X

S E C R E T

SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. _____

BOX 1719 GROUP 416 DATE 18. Nov. 1944 TARGET ATTACKED Breischach Rr. Bridge

1. Method of Sighting:

Pre-set with corrections

2. Bombing approach:

07003. Was mercury erection system used? YES _____ NO X4. Did entire (85%) (flight) drop on lead bombardier? YES X NO _____

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

Pre-set with corrections. Aimed at briefed aiming point (center of bridge)
G-1 Autopilot not used.

5. Name of lead Bombardier: Lt. J.N. Nichols6. Name of lead Pilot: Lt. S.J. Greene7. Intervalometer setting: 30 ft8. Indicated Air Speed: 210 Ground Speed: 290 Altitude: 116009. Length of bomb run: 15 Sec: _____10. Bomb Load and Fusing per A/C: 4 x 1000 lb. FUSED 1/10 N N.B. T11. Total Bombs Dropped: 24

12. Full statement of all factors affecting bombing - including: -

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO _____. If answer is "YES", state circumstances and effect on bombing:

(c) Did Flak affect bombing? YES _____ NO X. If answer is "YES", state to what extent did flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing?

None

(e) State any difficulties on bombing run:

None

(f) Malfunctions, personnel errors or other factors affecting bombing:

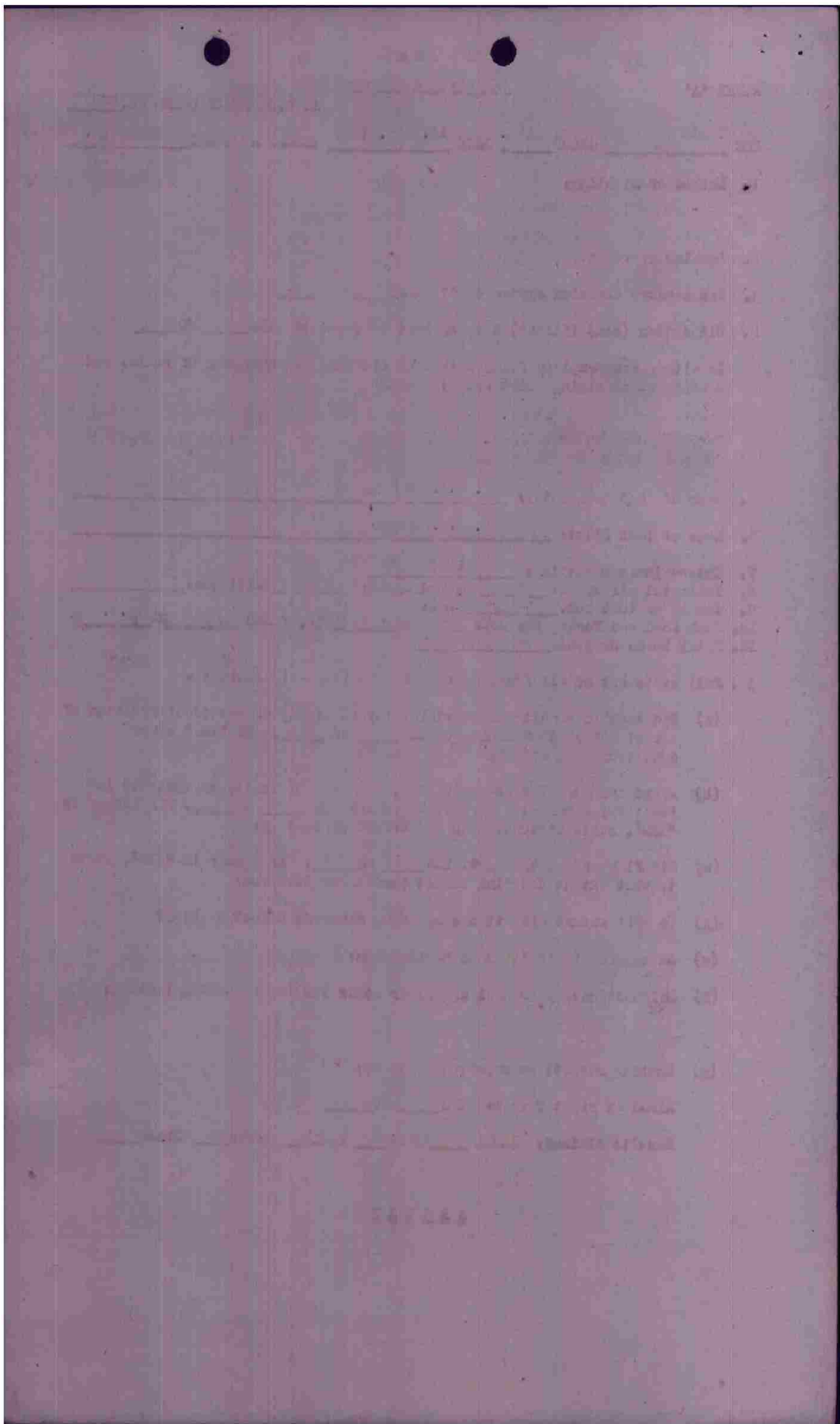
None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

Results claimed: EXCEL X GOOD _____ FAIR _____ POOR _____ GROSS _____

SECRET



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 635BOX 2 Flt 1 GROUP 416 DATE 18. Nov. 1944 TARGET ATTACKED Breisach RR Bridge1. Method of Sighting:
Pre-set with corrections.2. Bombing approach:
0703. Was mercury erection system used? YES _____ NO X4. Did entire ~~(box)~~ (flight) drop on lead bombardier? YES X NO _____

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

Pre-set with corrections. Aimed at briefed aiming point (center of bridge)
G-1 Auto pilot was not used.5. Name of lead Bombardier: Lt. R.T. Arrington6. Name of lead Pilot: Capt. R.V. Wheeler7. Intervalometer setting: 30 ft8. Indicated Air Speed: 210 Ground Speed: 288 Altitude: 115009. Length of bomb run: 20 Sec:10. Bomb Load and Fusing per A/C: 4 x 1000 lb. FUSED 1/10 N N.D. T11. Total Bombs Dropped: 23

12. Full statement of all factors affecting bombing - including: -

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO X. If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES _____ NO X. If answer is "YES", state to what extent did flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing?

None

(e) State any difficulties on bombing run:

None

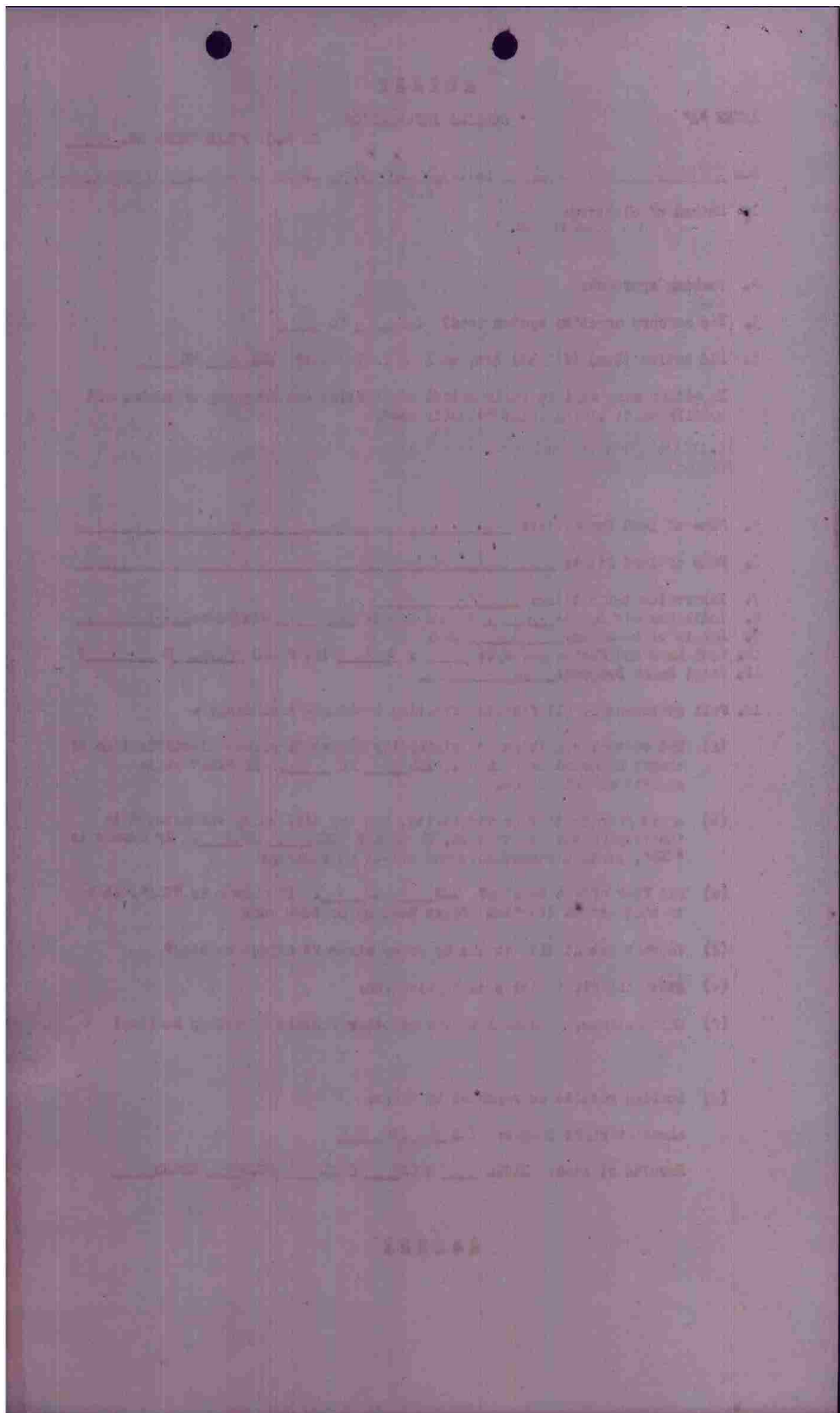
(f) Malfunctions, personnel errors or other factors affecting bombing:

None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____Results claimed: EXCEL X GOOD _____ FAIR _____ POOR _____ GROSS _____

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 625BOX 2 Mt 2 GROUP 416 DATE 18. Nov. 1944 TARGET ATTACKED Approach RR. Bridge

1. Method of Sighting:

Pro-set with corrections.

2. Bombing approach:

3. Was mercury erection system used? YES _____ NO X4. Did entire ~~(box)~~ (flight) drop on lead bombardier? YES X NO _____

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

Pro-set with corrections. Aimed at briefed aiming point (center of bridge)
G-1 Auto pilot was not used.5. Name of lead Bombardier: Lt. W. Brown6. Name of lead Pilot: Capt. A.E. Osborne7. Intervalometer setting: 30 ft8. Indicated Air Speed: 210 Ground Speed: 285 Altitude: 113009. Length of bomb run: 75 Sec:10. Bomb Load and Fusing per A/C: 4 x 1000 lb. FUSED 1/10 N N.D. T11. Total Bombs Dropped: 27

12. Full statement of all factors affecting bombing - including: -

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO X. If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES _____ NO X. If answer is "YES", state to what extent did flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing?

(e) None
State any difficulties on bombing run:(f) None
Malfunctions, personnel errors or other factors affecting bombing:
None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____Results claimed: EXCEL X GOOD _____ FAIR _____ POOR _____ CROSS _____

S E C R E T

[The body of the document contains several paragraphs of text that are extremely faded and illegible. The text appears to be organized into sections, possibly separated by horizontal lines or bullet points, but the specific content cannot be discerned.]

MISSION NO. 160

LOADING LIST
BOX I
FLIGHT I

18 NOVEMBER 1944

1. 560 X
Lt. Col. D.L. Willetts ✓
Lt. P.G. Royalty ✓
S/S H.A. Lempka * 380
S/S I.R. DeGiusti *

4. 211 K
Lt. R.D. Perkins ✓
S/S A.E. DiMartino 375

2. 209 M
Lt. A. Remiszewski ✓
Brig. Gen. E.N. Backus 450
Lt. E.J. Hansen
Sgt J.H. Miguez *

5. 266 V
Lt. D.M. Eastman ✓
Sgt A.B. Eaton 425

3. 210 J
Lt. A.E. Herman ✓
S/S J.O. Young 425

6. 313 B
Lt. A.J.P. Winn ✓
Sgt G.D. Stephenson 410

FLIGHT II

1. 085 T
Capt. W.A. Peck ✓
Lt. J. Madenfort ✓
Sgt N.D. West * 420
Pfc. G.S. Stindt *

4. 301 O
Lt. J.E. Blomgren ✓
Lt. G.G. Johnson 500
S/S L.R. Fleming

2. 292 H
Lt. P.F.E. MacManus ✓
S/S G.I. Fleischmann 450

5. 205 W
Lt. M.W. DuBose ✓
Sgt D.L. Griffin 575

3. 300 P
Lt. W.F. Tripp ✓
S/S D.F. Mallory 475

6. 229 B-1
Lt. D.W. Sorrels ✓
Sgt H.L. Triber *

FLIGHT III

1. 075 J-1
Lt. W.J. Greene ✓
Lt. J.R. Nichols ✓
Sgt L. Moskowitz *
Cpl E.R. Brinkman

4. 244 I
Lt. R.H. Cornell ✓
Lt. R.E. Enman 450
S/S M. Bookach

2. 232 A
Lt. G.S. Butler ✓
Sgt W.O. McGaughy 475

5. 241 F
Lt. J.W. Kehoe ✓
Bt. J.W. Britt *
Sgt V.F. Fair

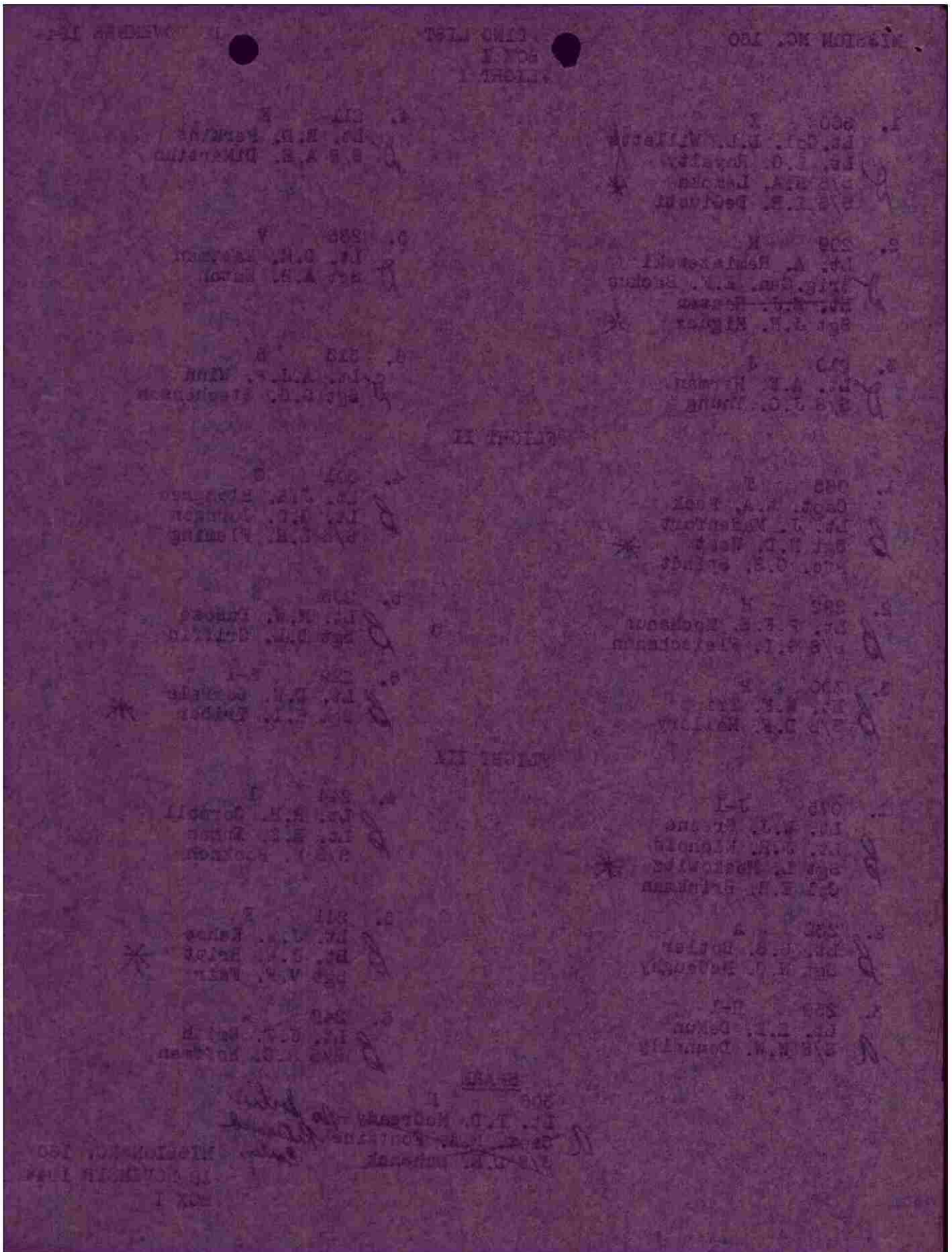
3. 259 H-1
Lt. E.E. DeMun ✓
S/S W.W. Donnelly 425

6. 242 Q
Lt. J.F. Smith ✓
S/S R.C. Hoffman 435

SPARE

306 N
Lt. T.D. McGready No later
Capt. R.A. Fontaine Return
S/S D.R. Schenck Early

MISSION NO. 160
18 NOVEMBER 1944
BOX I



MISSION NO. 160

LOADING LIST
BOX II
FLIGHT I

18 NOVEMBER 1944

1. 089 R
Capt. R.V. Wheeler
Lt. H.T. Arrington
S/S H.C. Worden
S/S J.J. Rzepka

4. 315 L
Lt. R.H. Smith
S/S R.J. Mahoney

2. 234 P
Lt. J.J. Lackovich
Lt. E.C. Francis
Sgt T. Connery

5. 212 K
Lt. D.L. Withington
S/S G.F. Huss

3. 237 D
Lt. H.D. Andrews
S/S F.R. Chvatal

6. 215 R
Lt. D.A. Fero
Sgt T.W. Skelton

FLIGHT II

1. 081 F-1
Capt. A.E. Osborne
Lt. W. Forma
S/S K.G. Lagerman
S/S J.R. Simmonds

4. 317 O
Lt. H.M. Evans
Lt. B.C. Morris
Sgt C.N. Merritt

2. 216 Q
Lt. J.K. Colquitt
S/S D.E. Raines

5. 233 F
Lt. J.W. Wright
S/S P.J. Profita

3. 219 E
Lt. J.J. Chalmers
Sgt K. Fortner

6. 269 K-1
Lt. J.H. Montrose
Sgt J.W. Felkel

FLIGHT III

1. 073 J
Capt. R.S. Rudisill
Lt. R.H. Joost
S/S D.E. Burns
Sgt S.R. Caudell

4. 227 F-1
Lt. J.P. Hillerman
S/S F.P. Glynn

2. 307 N
Lt. E.L. Johnson
S/S W.J. Donahue

5. 217 I
Lt. S.H. Sheley
Sgt D.V. Paladino

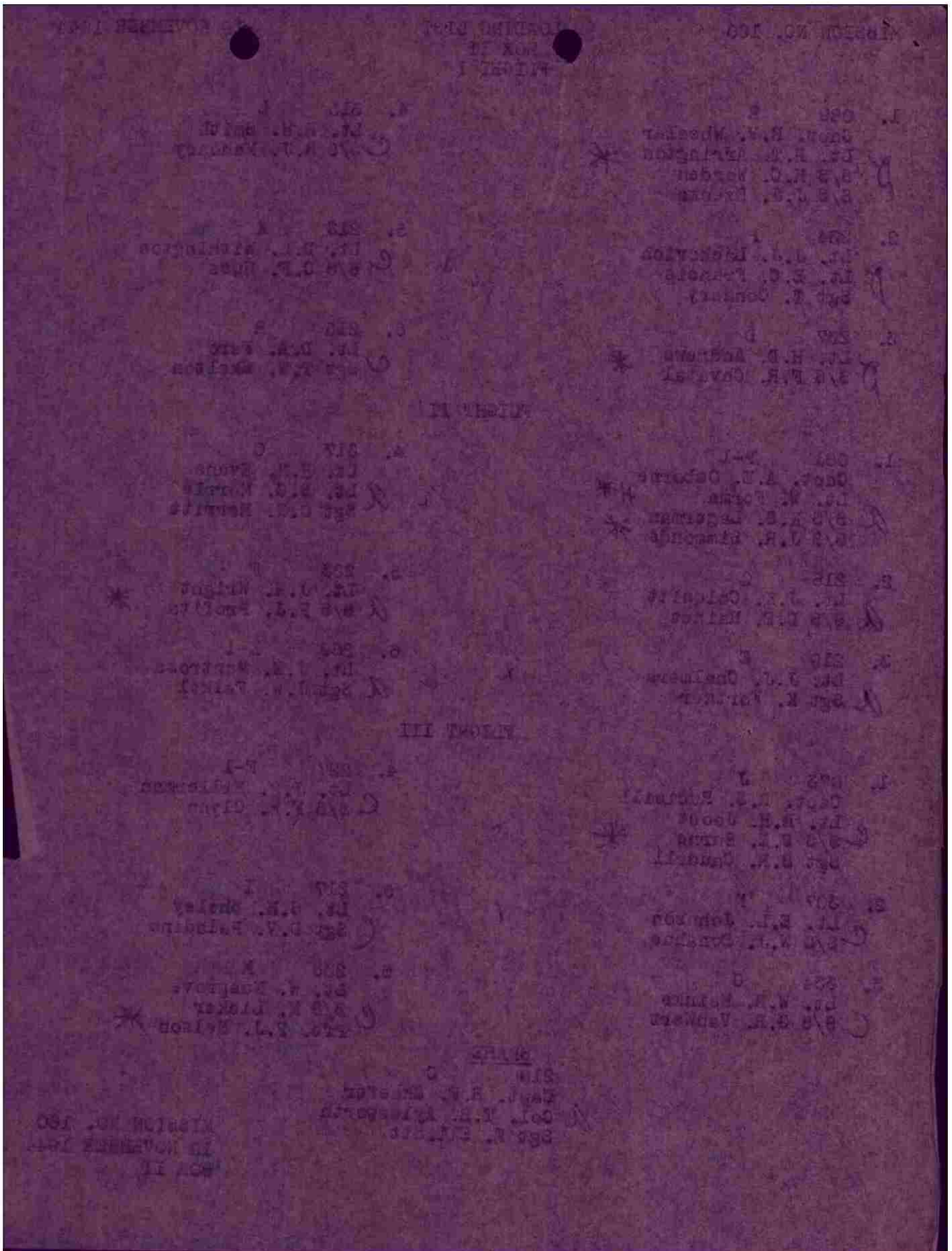
3. 334 G
Lt. W.R. Heinke
S/S G.R. VanWert

6. 235 M
Lt. W. Muegrove
S/S M. Licker
Pfc. P.J. Nelson

SPARE

218 C
Capt. R.F. Shaefer
Col. T.R. Aylesworth
Sgt F. Elliott

MISSION NO. 160
18 NOVEMBER 1944
BOX II



POST MISSION REPORT

MISSION NO. 160DATE 18 Nov. 19441. NUMBER OF MEN WOUNDED (MEDICS - 16) None

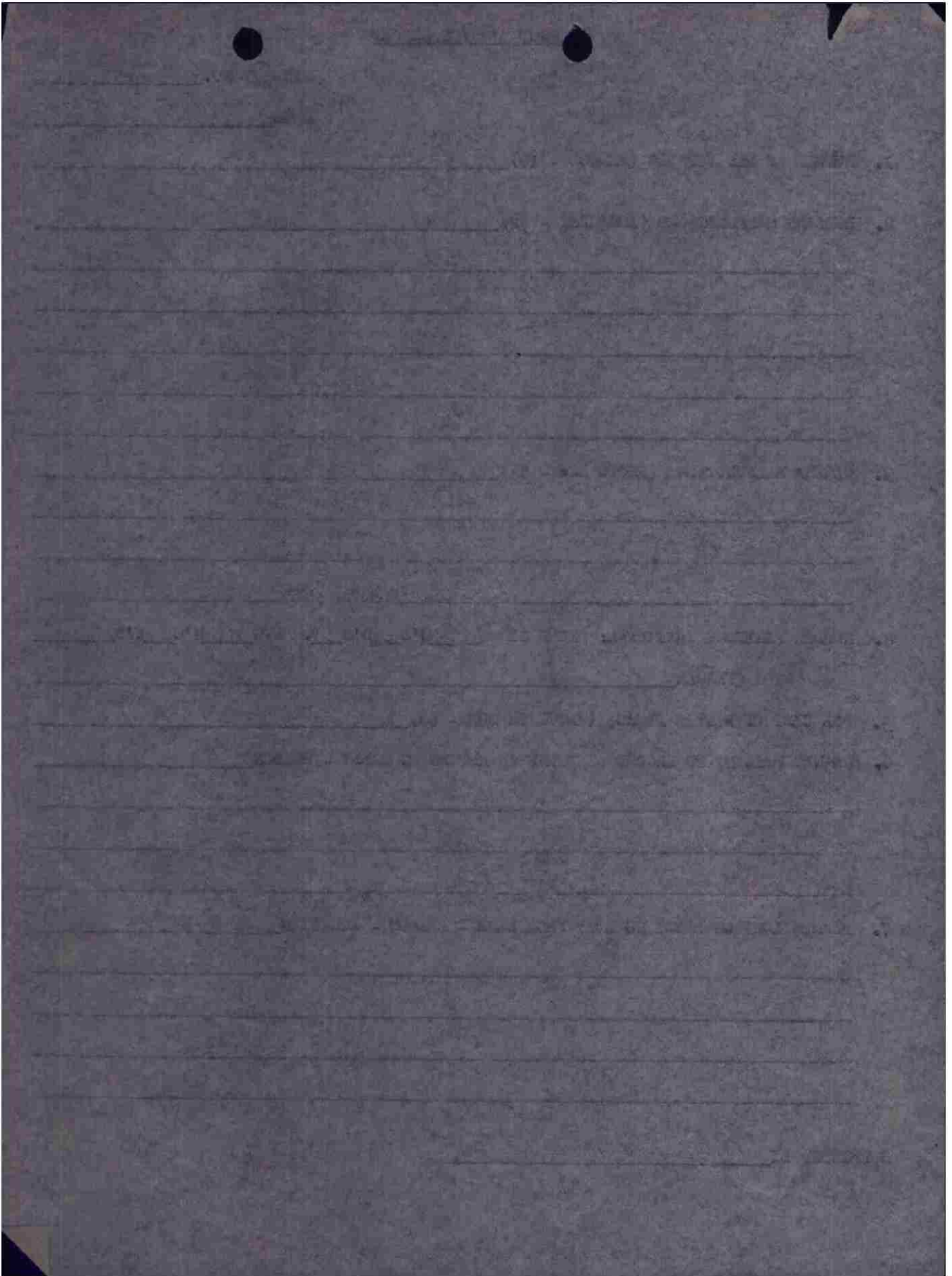
2. BOMBING MALFUNCTIONS (ARMAMENT - 92)

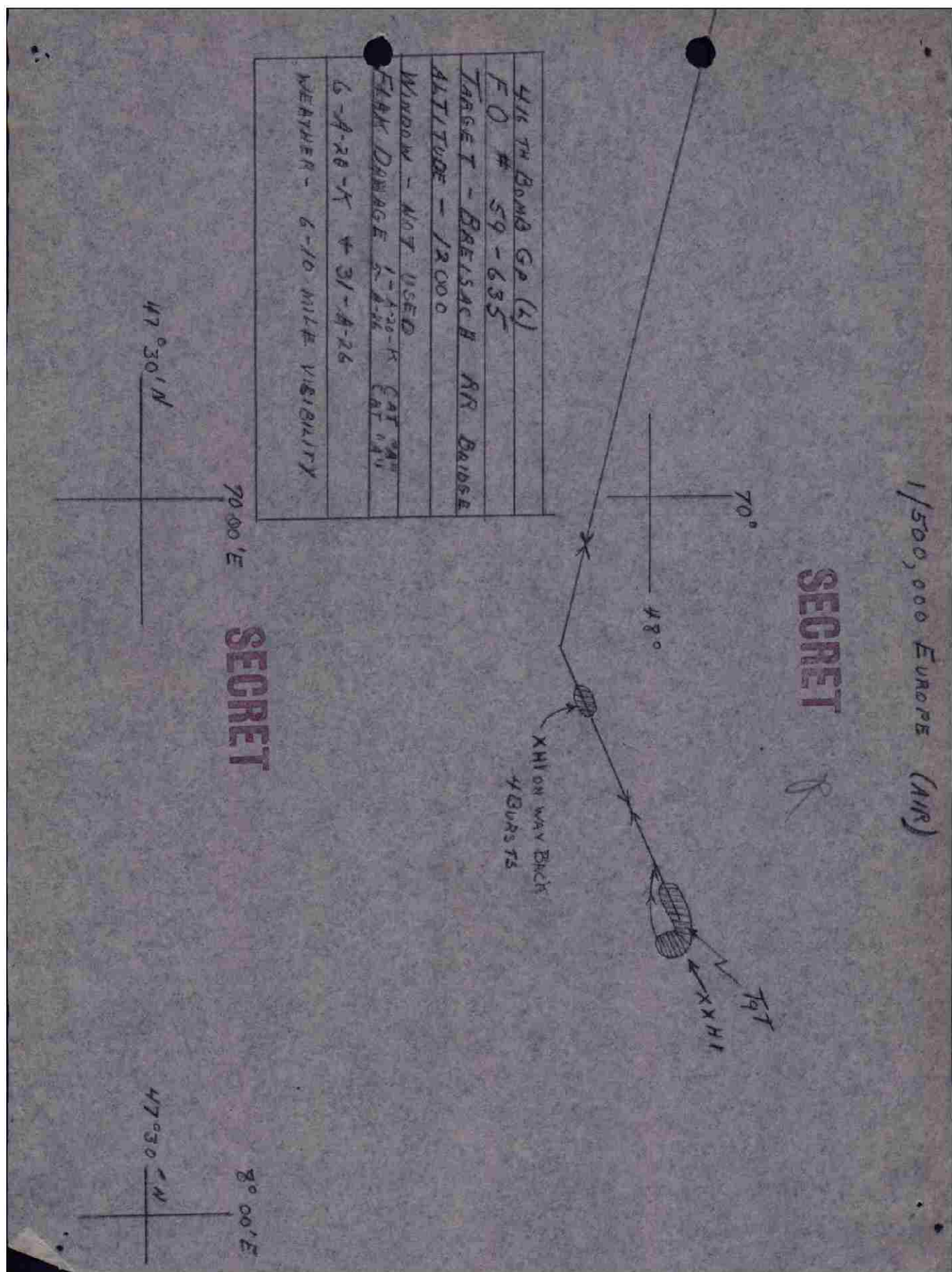
3. CAMERA MALFUNCTIONS (PHOTO LAB - 84)

MechanicalPersonnel209 - Faulty Wiring229 - Not Turned On085
234 Intervalometer073 - Did not Bomb
235 - Did not Bomb4. NUMBER PLANES OPERATIONAL: BOMB GROUP G'S J'S SVG G'S J'SWING OFFICER 5. PER CENT OF BATTLE DAMAGE (INTELLIGENCE - 68) 4-A-25-1A-20 - Cat A.

6. PLANES FAILING TO BECOME AIRBORNE OR RETURNING EARLY - REASON

213 - Sq. A - McCready - Ran off Taxi Strip.306 - Sq. A - McCready - Returned Early - Could not
Catch Formation - after Late Take off.7. PLANES LOST OR LANDING AWAY FROM BASE - REASON - LOCATION NoneSUBMITTED BY M/Sgt Young

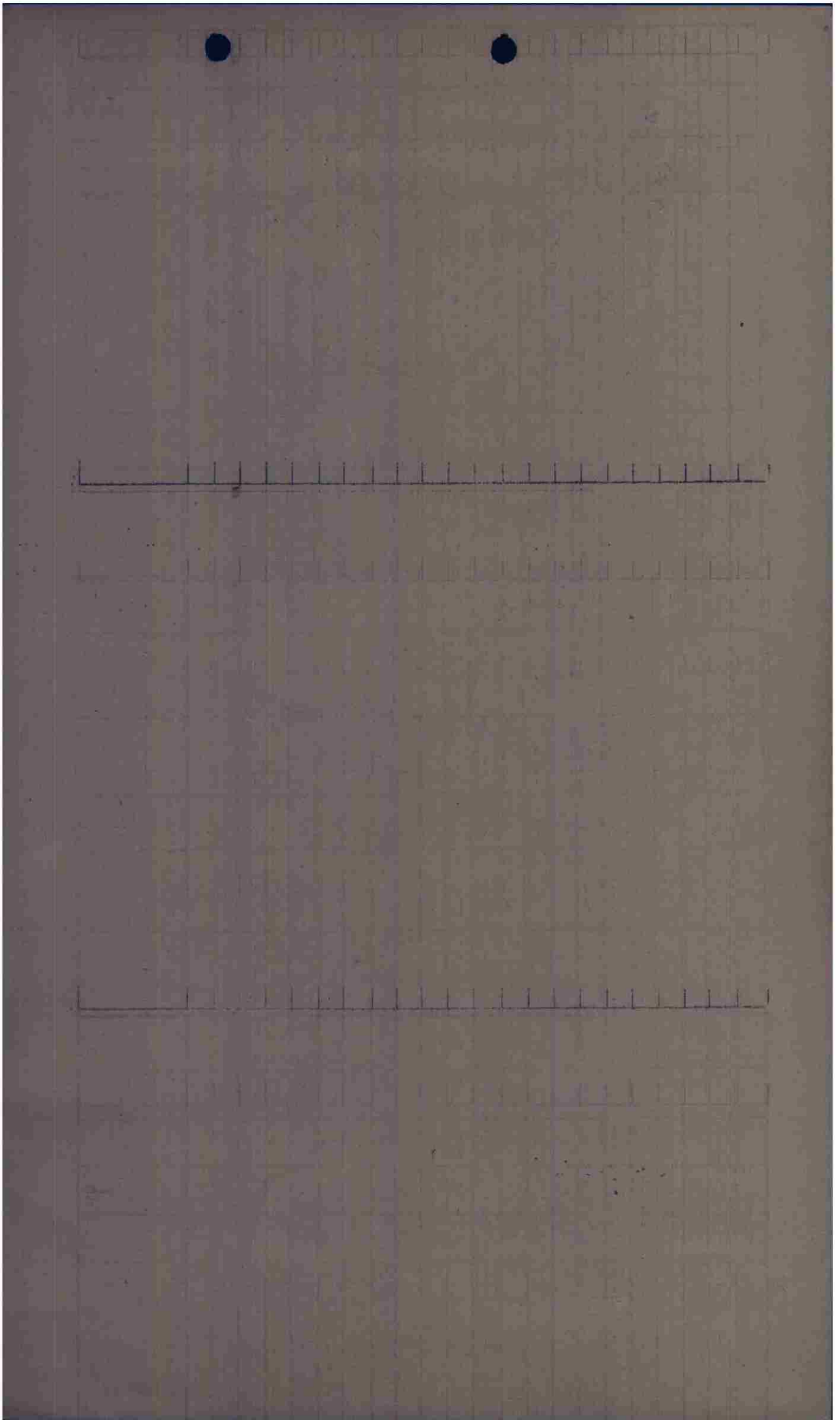




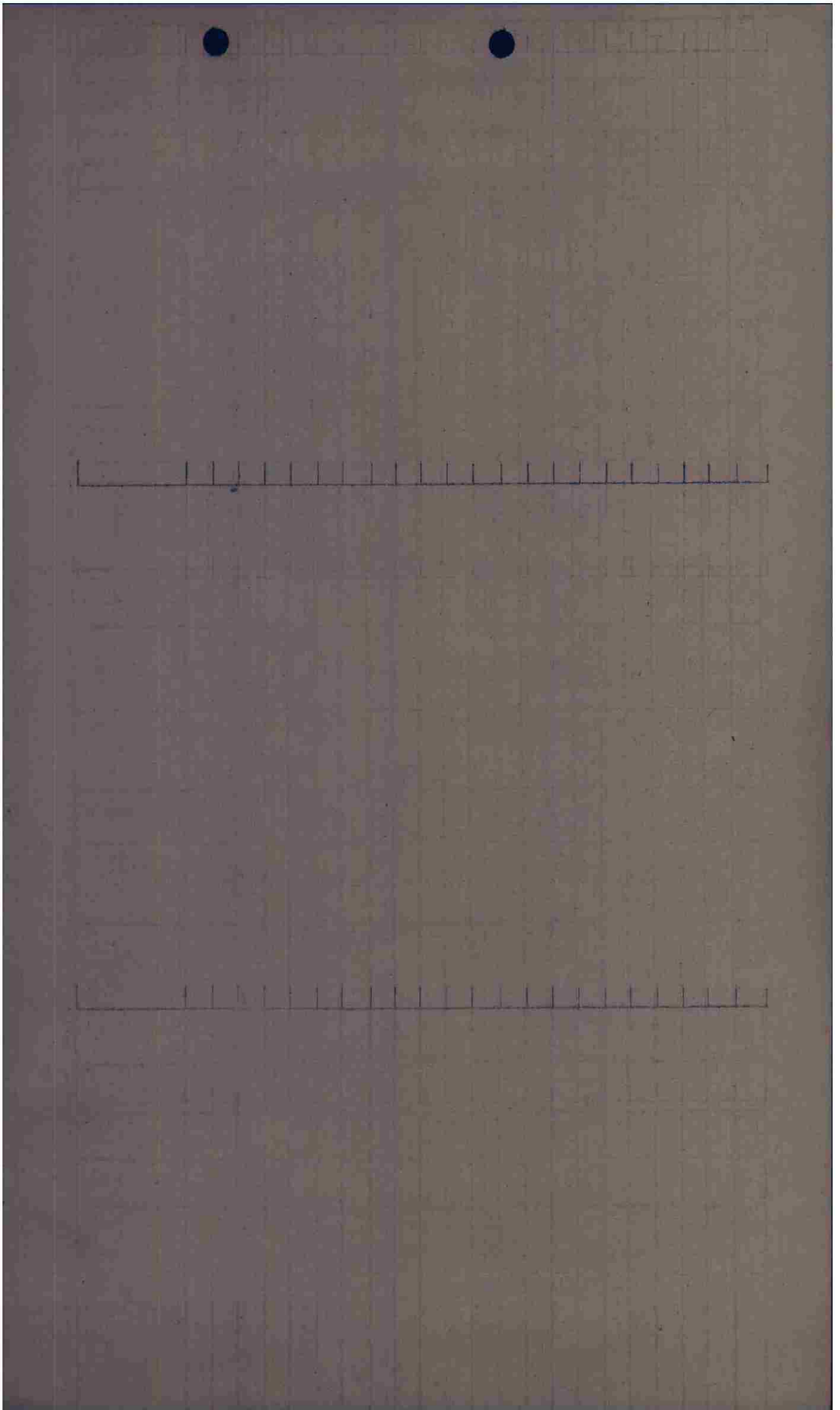
Box 1

18 Nov. 1944

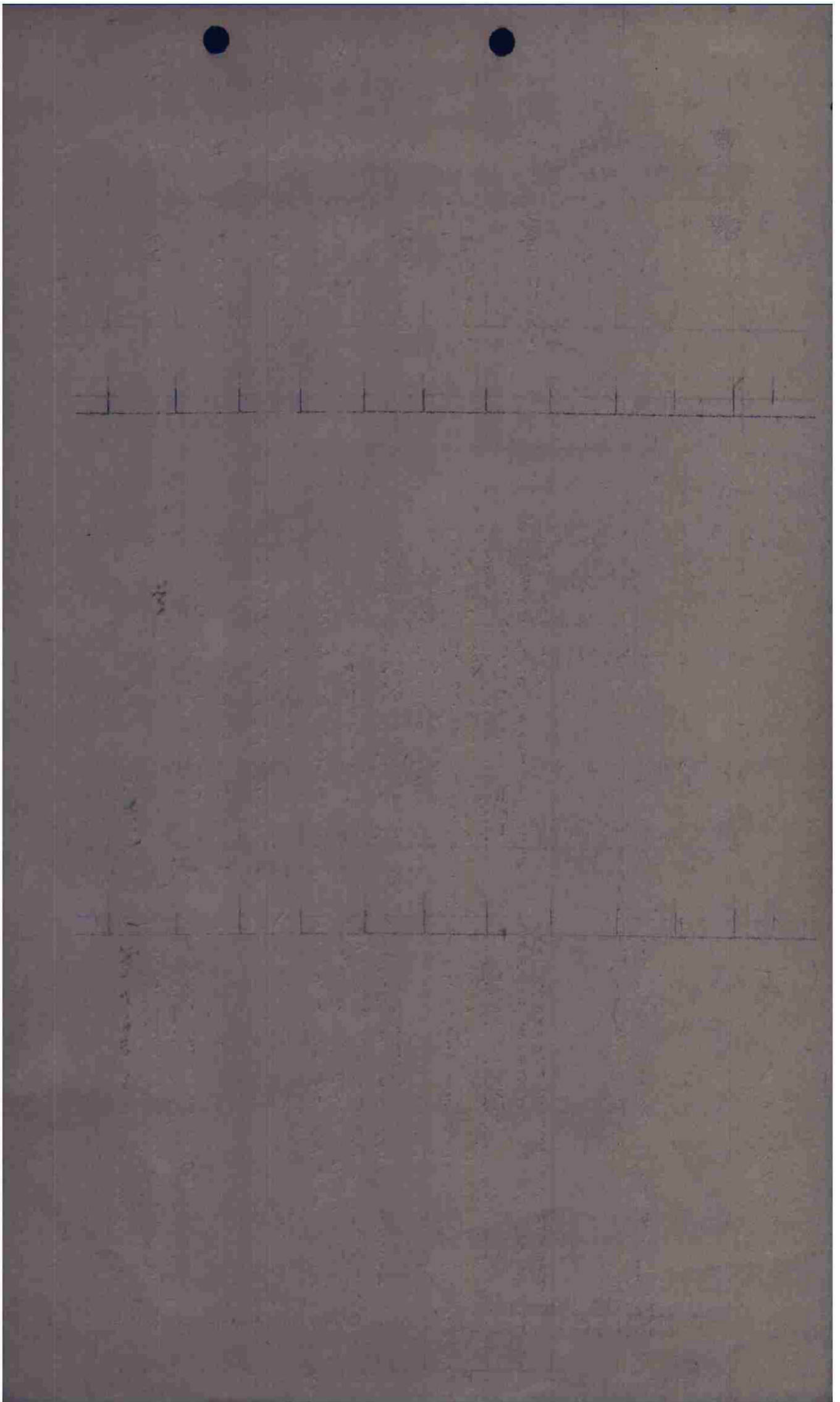
[illegible]



Mission No 160													
Box II													
18 Nov. 1944													
S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	T A R G E T	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L O A D
D	R	089	Wheeler			1102							
D	P	234	Jackowski			1102							
D	D	237	Andrews			1103							
D	AK	305	Smith			1103							
C	K	212	Withington			1103							
C	R	320	Lead			1104							
A	P-1	081	Roberts			1104							
A	Q	216	Colquhitt			1104							
A	E	219	Chalmers			1104							
A	O	317	Evans			1105							
A	F	233	Wright			1105							
A	K-1	269	Monahan			1105							
●	J	073	Frederick			1105							
C	N	309	Johnson			1106							
C	G	334	Hevink			1106							
C	F-1	227	Hillman			1106							
C	T	217	Stellar			1107							
C	M	235	Murphy			1107							
A	C	218	Shaffer			1107							



Comission No. 160					18 Nov 1944	
SHIP NO	SQUADRON	PILOT and/or BOMBARDIER	GUNNER'S	Malfunctions	CAUSES OF MALFUNCTIONS	
219	A	CHALMERS	-	FAILED TO RELEASE ANY Bombs.	TRIP SCREWS ON A-4 RELEASE UNITS OF PRECEDING STATIONS NOT RE-SET AFTER MANUAL RELEASE RESULTING IN FAILURES OF CURRENT TO BE TRANSFERRED TO STATION CARRYING BOMBS.	
217	A	EVANS	-	STATION 3A FAILED TO RELEASE		
269	A	MONTROSE	-	STATION 1A & 2A FAILED TO RELEASE.		
205 207	B	DuBOUSE	-	STATION 4A FAILED TO RELEASE.	RELEASE LEVER ON A-4 RELEASE UNIT SENT TO EXTENT THAT IT PASSED BY RELEASE LEVER ON SHACKLE SHORT IN THE SALVO WIRING CIRCUIT.	
307	C	JOHNSON	-	Bombs DROPPED NEARBY AND RANGE; SALVO CIRCUIT DID NOT OPERATE, HENCE BOMBS COULD NOT BE DROPPED STATE.		
212	C	WITHINGTON	-	STATION 4A DID NOT RELEASE OVER TARGET; WWS RELEASED OVER RANGE WITH SALVO CIRCUIT.		
209	D	REMISZEWSKI	-	BOMBS DROPPED O.K. - FIRE BEHIND BOMB PANEL AT TIME OF RELEASE.	AFTER FLIGHT INSPECTION SHOWS SYSTEM O.K. POSSIBILITY OF INCORRECT SETTING ON IMPULSE COUNTER OF INTERVAL METER DUE TO VIBRATION OF KNOBS. WIRE TO INTERVAL METER TOO SMALL TO CARRY CURRENT- INSULATION BURNED.	
For the Group Command Office,					Henry P. Boudle. Capt, Air Corps Command Office, Gp. 13	



OIITA OIJES OIJKI OIJPO OIJJF V OIJEA OIJEA 03/15 OP-OP
(OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 18/0205A N-160-E
TO COMBONDIV. IX
409TH BOMB GROUP
410TH BOMB GROUP
416TH BOMB GROUP
1ST PROV. PATHFINDER SQ.

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

97TH COMBAT BOMB WING
APO 140
18 NOV. 1944

FIELD ORDER NO. 59-635

MAPS NORMAL

1. B. (1) REFER CURRENT BOMBLINE
(2) 9 T.A.C. WILL PROVIDE AREA COVER FOR 409TH AND 410TH GROUPS IN PLAN "A" AND "B" 12 T.A.C. WILL PROVIDE CLOSE ESCORT FOR ALL GROUPS IN PLAN "C".

2. THIS WING WILL ATTACK TARGETS IN FRANCE AND GERMANY:

PLAN "A" - ZERO HOUR: TO FOLLOW:
PLAN "B" - ZERO HOUR: 18/1200A
PLAN "C" - ZERO HOUR: 18/1200A

PLAN "A"

3. A. 409TH BOMB GROUP

(9) M.P.I. - SPECIAL ILL. NO. 4- ONE FLIGHT ON EACH OF THE FOLLOWING REFERENCES: 051031, 055037, 055045, 060040, 064047, 068040.

(12) T.O.T. - ZERO HOUR PLUS 70 MINUTES.

- B. 410TH BOMB GROUP

(9) M.P.I. - SPECIAL ILL. NO. 4- ONE FLIGHT ON EACH OF THE FOLLOWING REF. - 051031, 057027, 055037, 060040, 064047, 068040.

(12) T.O.T. - ZERO HOUR PLUS 60 MINUTES.

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

(5) TARGET - DURWISS- DEFENDED TOWN.

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

(7) ROUTE OUT - BASE TO I.P. TO TARGET

(8) ROUTE ~~BACK~~ BACK - TARGET TURN RIGHT TO BASE

(9) ALTITUDE - BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 4,000 FEET DROP 1,000 FEET AFTER TARGET.

(10) I.P. - 5046N 0605E

(11) AXIS OF ATTACK - GEN. SW TO NE

(12) BOMB LOAD - 6 X 500 G.P. - FUSED: 1/10 SEC. NOSE, 1/100 SEC. TAIL.

(13) NO ALTERNATE TARGETS WILL BE ATTACK.

PLAN "B"

3. A. 409TH BOMB GROUP:

(9) M.P.I. - 28 23 735 9, 78 51 79, 78, 8/6 (87-) 05:00- 577.
NO. 4. REF. 051031 AND 055037.

(12) T.O.T. - ZERO HOUR PLUS 80 MINUTES.

- B. 410TH BOMB GROUP:

(9) M.P.I. - TO BE USED ONLY IF BOMBING IS VISUAL SPECIAL ILL.
NO. 4. REF. 060040, AND 064047.

(12) T.O.T. - ZERO HOUR PLUS 60 MINUTES.

- X. (1-4) NO CHANGE.

(5) TARGET - DURWISS DEFENDED TOWN

(6) A/C REQ. - 30 BOMBING BY BOXES OF 15.

(7) RENDEZVOUS - WITH PPT A/C OVER FIELD

(8) ROUTE OUTX - BASE TO 5054N 0506E TO TARGET.

(9) ROUTE BACK: TARGET TURN RIGHT TO BASE.

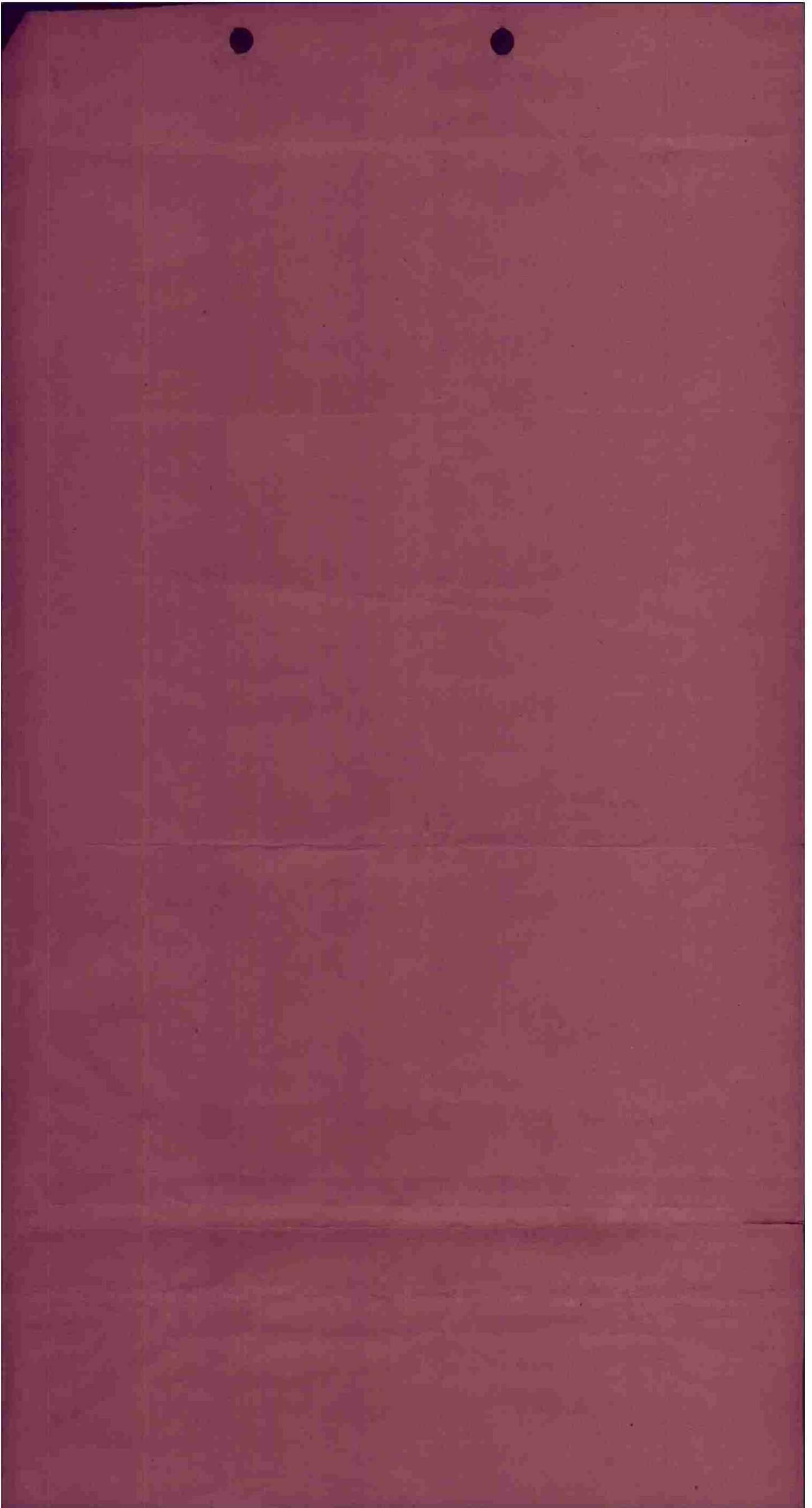
(10) ALTITUDE: 1ST BOX BOMBS AT 13,000 FEET.
2ND BOX BOMBS AT 12,500 FEET.

(11) AXIS OF ATTACK: GEN. W TO E.

(12) BOMBS: 6 X 500 G.P. FUSED: 1/10 SEC. NOSE, 1/100 SEC. TAIL.

(13) NO ALTERNATE TARGETS WILL BE ATTACK.

(14) IN THE EVENT THAT BOMBING CAN BE VISUAL, THE A-20 BOX LEADER WILL ATTEMPT TO NOTIFY THE P.P.F. A/C. BOMBING WILL THEN PROCEED VISUALLY WHETHER OR NOT COMMUNICATION IS MADE.



PLAN "C"

3. A. 489TH BOMB GROUP:

- (3) WITH FIGHTERS AT 4842N 0611E AT ZERO HOUR PLUS 10 MINUTES AT 12,000 FEET.
- (9) M.P.I. PRINT SORTIE NO. 106 G/2451, PRINT NO. 3096. TWO FLIGHTS ON EACH OF THE FOLLOWING REF.

013012

023014

027015

B. 410TH BOMB GROUP:

- (3) WITH FIGHTERS AT 4842N 0611E AT ZERO HOUR AT 12,000 FEET.
- (9) M.P.I. 045,5 94583 ,9. 106 G/2451, PRINT NO. 3096. TWO FLIGHTS ON REF 038007 AND 044008. ONE FLIGHT ON REF. 040010 AND 047013.

C. 416TH BOMB GROUP:

- (1) 4807E/B/1
- (2) 36 A/C BOMBING BY FLIGHTS OF 6.
- (3) WITH FIGHTERS AT 4822N 0541E AT ZERO HOUR AT 12,000 FEET.
- (4) BASE TO F.R. TO I.P. TO TARGET.
- (5) TARGET TURN RIGHT TO R.P. AND RETRACE ROUTE.
- (6) BOMB AT 12,000 FEET, OR BELOW CLOUD BASE, DOWN TO BUT NOT BELOW 4,000 FEET. DROP 1,000 FEET AFTER BOMBING AND REMAIN AT THIS ALTITUDE TILL BOMBLINE OUT.
- (7) I.P. 4754N 0713E
- (8) GEN. W S W TO E N E.
- (9) M.P.I. ILL. 4807E/1/1, REF. 037019.
- (10) 4 X 1,000 G.P. FUSED: 1/10 SEC. NOSE, NON-DELAY TAIL. INTERVALOMETER SETTING: 30 FEET. (A-20'S 4 X 500 G.P. FUSED: 1/10 SEC. NOSE, NON-DELAY TAIL.)
- (11) R.P. 4754N 0713E.
- (12) IN THE EVENT THAT THE PRIMARY TARGET CANNOT BE BOMBED, FORMATION WILL CONTINUE ON COURSE FROM I.P. TO TARGET, ONE MINUTE BEYOND TARGET E.T.A. AND SALVO BOMBS. HOWEVER BOMBS WILL BE RELEASED ONLY IF FORMATION LEADER IS CERTAIN THAT BOMBLINE HAS BEEN CROSSED. IN CASE THE FORMATION, OR INDIVIDUAL A/C CANNOT REACH ENEMY TERRITORY, A-26'S WILL JETTISON BOMBS "SAFE" ON THE ARBONNE BOMBING RANGE.

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

FOR 4095 - 5 410TH BOMB GROUPS ON PLAN "C" ONLY.

- (5) TARGET: ZORNHOFF WAREHOUSES.
- (6) A/C REQ. 36 BOMBING BY FLIGHTS OF 6.
- (7) ROUTE OUT: BASE TO F.R. TO I.P. TO TARGET.
- (8) ROUTE BACK: TARGET TURN LEFT TO R.P. AND RETRACE.
- (9) ALTITUDE: BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 4,000 FEET. DROP 1,000 FEET AFTER BOMBING AND REMAIN AT THIS ALTITUDE TILL BOMBLINE OUT.
- (10) I.P. 4828N 0713E
- (11) AXIS OF ATTACK: GEN. S TO N.
- (12) BOMBS: 6 X 500 G.P. FUSED: 1/10 SEC, NOSE, 1/100 SEC. TAIL.
- (13) R.P. 4828N 0713E.
- (14) IN CASE PRIMARY TARGET CANNOT BE ATTACK, TARGETS OF MILITARY VALUE BETWEEN PRIMARY TARGET AND RALLY POINT MAY BE ATTACKED.

4. NO CHANGE.

5. COMMUNICATIONS:

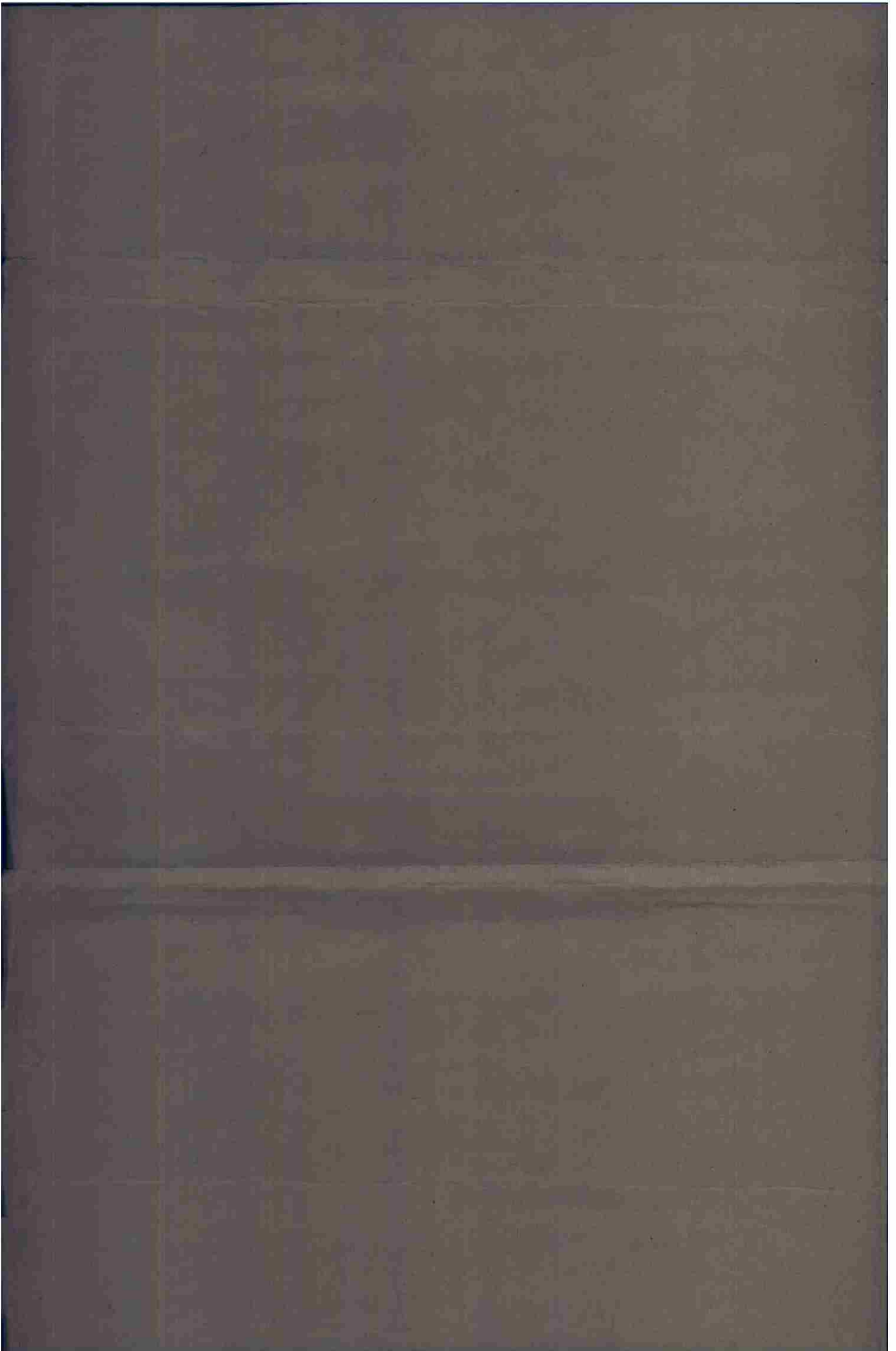
PLAN "A" AND "B"

A. 409TH BOMB GROUP:

- (2) BESTMAN
- (3) JUDITH
- (4) SWEEPSTAKE

B. 410TH BOMB GROUP:

- (2) MANGO
- (3) JUDITH
- (4) SWEEPSTAKE



PLAN "C"

A. 489TH BOMB GROUP:

- (2) HOTEL
- (3) MUSTARD
- (4) BAGGAGE

B. 410TH BOMB GROUP:

- (2) GOLDWAY
- (3) SHOWDOWN
- (4) BAGGAGE

C. 416TH BOMB GROUP:

- (2) LIFEGUARD
- (3) POKER
- (4) BAGGAGE

X. GENERAL INFORMATION:

- (2) PARADE D/D, SWEEPSTAKE C/C, BAGGAGE C/C
- (11) BOX LEADERS REPORT TO F.G.C. TWO MINUTES BEFORE I.P. ADVISING THEY ARE PROCEEDING TO TARGET

COMCBTWIG 97

BT 18/0100A

AR

AS

UCB/SS

OIITA R.....TIC.....18/0350A RMCD AR

OIJES R.....18/0350A JW AR

OIJKI R.....AS..

OIJPO R.....

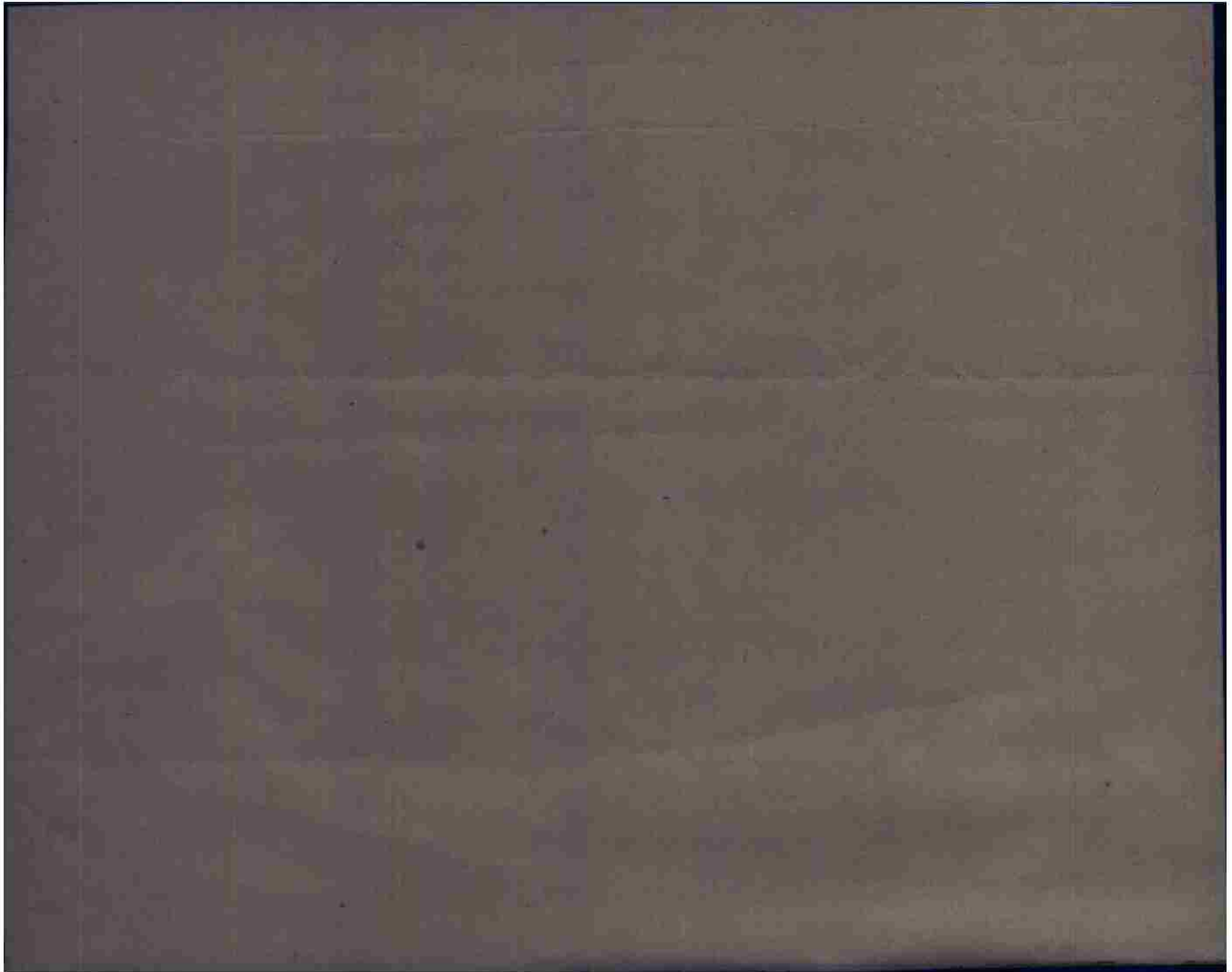
SORRY NO GOOD HERE AT ALL K OK TIC PLS WIL L SEND TO YOU
LATER

JKI PLS T B F R

18/0350A

LJ AR

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OIITA OIJES OIJPO OIJKI OIJJF V OIJEA 5718 OP - OP
T (OIITA PASS TO OIJJF)

N376

FROM 97TH COMBAT BOMB WING 18/0925A R-161-E
TO COMBONEIV IX
COBOMGP 409TH
COBOMGP 410TH
COBOMGP 416TH
1ST PATHFINDER SQDN (PROV)

376

OPERATIONAL PRIORITY BT

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

DIST

97TH COMBAT BOMB WING
A P O - 140
18 NOVEMBER 1944

S-2, S-3
SIG.

ANNEX NO. 1 TO FIELD ORDER NO. 59-635.

CANCEL PLAN "A". PLAN "B" IN EFFECT FOR THE 409TH AND 410TH BOMB
GROUPS. CANCEL PLAN "C" FOR THE 409TH AND 410TH BOMB GROUPS.
PLAN "C" IN EFFECT FOR THE 416TH BOMB GROUP.

CHANGE PARA. 3. X. (10) ON PLAN "B" AND 3. C. (6) ON PLAN "C".

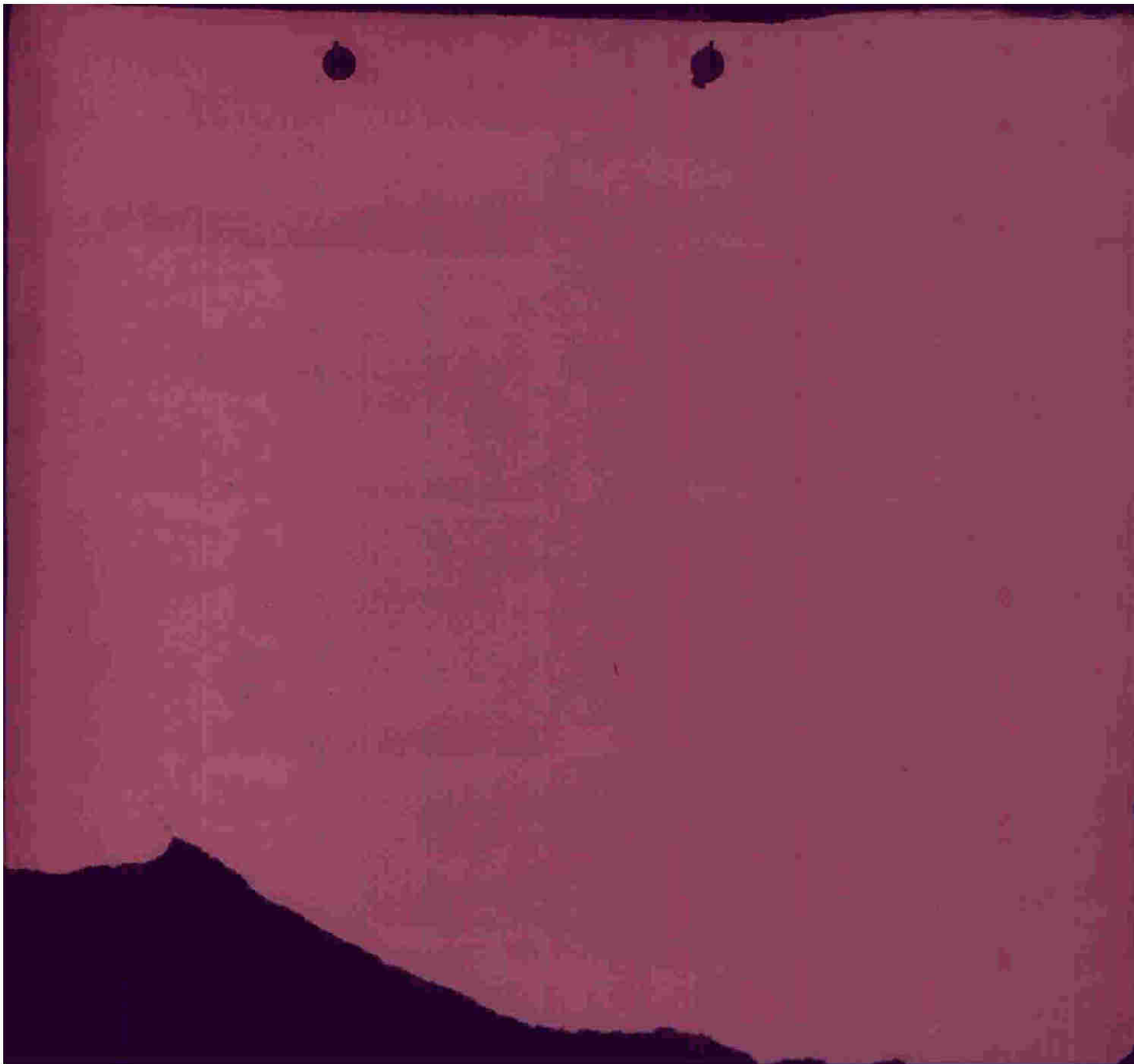
PLAN "B" 3. X. (10) ALTITUDE: 1ST BOX BOMBS AT 13,000 FEET.
2ND BOX BOMBS AT 12,500 FEET.
MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 6,000 FEET.

PLAN "C" 3. C. (6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN
TO BUT NOT BELOW 6,000 FEET.

- - - COMCBTWIG 97 - - -

BT 18/0925A
LEG AS AR

OIJES R 18/0925A HQ AR
OIJND R OUIUWUPXPUMJHJTNPKKFSXPPG7KPRPFUPP2SK
OIJKIB 18/0925A WH AR
OIITA E



ITA JEA V JKI JKI 12/15 OF OP
 FROM 416TH BOMB GROUP (L) 18/1555A
 TO CG, 9TH BOMBARDMENT DIVISION ATT: A-2
 97TH COMBAT WING
 CONFIDENTIAL BT

416TH BG N-221-D

OPFLASH N FOR 18 NOVEMBER 1944.

- A. 416TH BOMB GROUP.
- B. BREISACH RR BRIDGE
- C. 6 A-20K'S AND 31 A-26'S.
- D. 4 A-20K'S AND 23 A-26'S ON PRIMARY

1 A-20K AND 5 A-26'S ON CASUAL AT KZ GEBWEILER (V6223). MADE
 3 RUNS ON PRIMARY AND SIGHT WOULD NOT RELEASE BOMBS,
 TOOK A RUN ON CASUAL AND BOMBS RELEASED.

- E. 1 A-26 DID NOT BOMB RACK MALFUNCTION
- 1 A-20K DID NOT BOMB BOMBSIGHT MALFUNCTION
- 2 A-26'S DID NOT BOMB FLIGHT LEADER DID NOT BOMB

- F. 16 X 500 GP ON PRIMARY -
- 88 X 1000 GP ON PRIMARY -
- 4 X 500 GP RETURNED
- 8 X 1000 GP RETURNED
- 9 X 1000 GP JETTISONED ON RANGE
- 4 X 500 GP ON CASUAL (V6223)
- 19 X 1000 GP ON CASUAL (V6223)

- G. FLIGHT I EXC.
- " II BOMBED IP GEBWEILER (V6223)
- " III FAIR TO GOOD
- " IV FAIR TO GOOD
- " V GOOD
- " VI FLIGHT LEADER AND 2 A-26'S DID NOT BOMB.
- 3 ACFT OF THIS FLIGHT BOMBED WITH NO. 4 FLT.

- H. 1 A-20K CATEGORY A
- 5 A-26'S CATEGORY A

I. NIL

- J. XXHI AT TARGET.
- 4 BURSTS OF XNI AT MERYHEIM (V6724)

K. NIL

- L. 12,000 AT PRIMARY

~~12,000~~

- 12,200 AT CASUAL AT GEBWEILER (V6223)
- M. 1218 HRS AT PRIMARY
- 1230 HRS AT CASUAL AT GEBWEILER (V6223)

AYLESWORTH COBOMGR 416

BT 18/1555A

EW AR K

JEAN R..... 18/1630A

ITA R..... 18/1632A

LEG AR

DF AR

