

IRIS Public Record

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Media Roll #: **0000001715** First Frame: **4** Last Frame: **269** Linear Feet: **0**
 Old MFlm Roll # **B0535** Audio Rec:

NUMPAGE **265**

Title Extensions:

Abstract ATTACKED VARIOUS TARGETS IN EASTERN FRANCE AND WESTERN GERMANY. MARSHALLING YARDS WERE FREQUENT TARGETS.

Descriptive Notes:

Title MISSION REPORTS: FOLDER NUMBER 2

Added

Entries

Author:

Subject:

Major Command:

Administrative Markings

No Administrative Markings Listed

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GP-916-SL-OP 5
113 DEC 1944

A-26

MISSION REPORTS

FOLDER NO. 2

MISSION NO.	F.O. NO.	DATE
171	90 - 668	13 DECEMBER 44
172	92 - 671	15 " 44
173	100 - 679	23 " 44
174	101 - 680	23 " 44
175	102 - 681	24 " 44
176	103 - 682	25 " 44
177	104 - 683	25 " 44
178	108 - 686	27 " 44
179	111 - 689	29 " 44
180	114 - 694	1 JANUARY 45
181	115 - 695	2 " 45
182	118 - 698	5 " 45
183	124 - 704	11 " 45
184	126 - 706	13 " 45

P.R.C.

00001085

SCANNED BY ACD
2007

DECLASSIFIED
DOD Dir. Staff
21 Sep 58

MICROFILMED

7386-48

REF
 AUTH. CG, A-66
 15 Dec 44
 INITIALS

HEADQUARTERS
 41ST BOMBARDMENT GROUP (L)
 Office of the Commanding Officer

H-2-1

AFD 140, U.S. Army,
 15 December 1944.

SUBJECT: Mission Report.

TO : Commanding General, IX Bombardment Division (H), AFD 140, U.S. Army.
 (Attn: A-4 Section)

I. 15 December 1944, F.O. 1103, Gemund (Defended village), F.O. 90-666.

II. None.

III. None.

IV. 41-36269

Pilot salvaged bombs when
 train release failed.

The main resistor coil had burned out in the intervalometer causing over feeding of voltage and incorrect timing to discharging relay and actuating relay. Before intervalometer circuit was re-wired through the bomb master switch, some pilot had apparently left the intervalometer counter knob turned up for a long period of time causing resistor to over heat. Re-wiring of intervalometer circuit through bomb master switch will prevent a recurrence of this.

41-35224

All bombs returned. Inter-
 valometer failed in train.
 No attempt to salvo.

The plastic base mounting pins on base of ballast resistor tube was broken causing breakage of ballast tube resistor coil. Failure of ballast resistor tube destroys voltage control to the intervalometer tubes thus causing failure in train release.

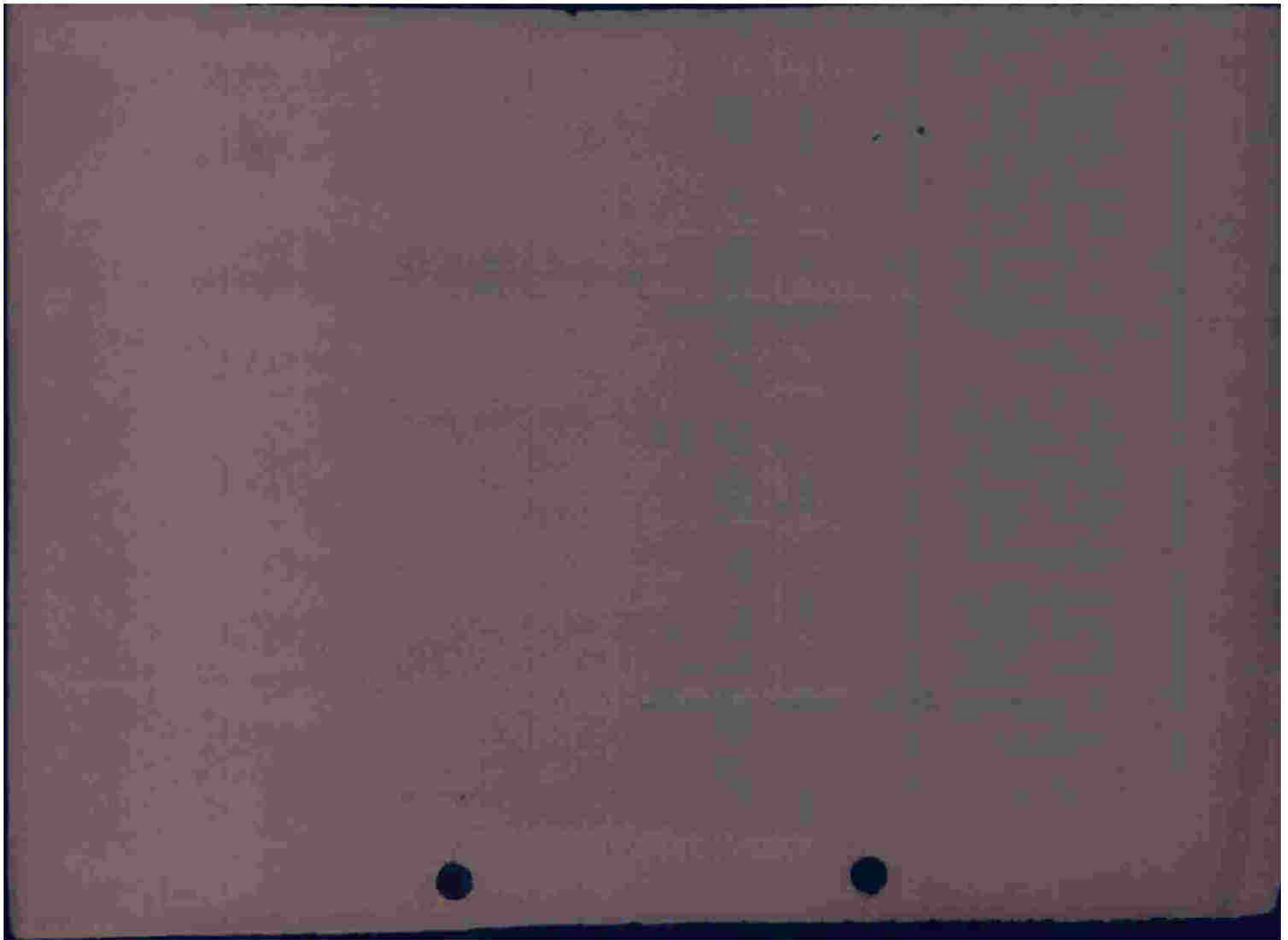
44-108

No bombs released. Attempts
 by both pilot and bombardier.

Ground check of aircraft revealed no irregularities in the bombing system. The aircraft will be test flown at bombing altitudes to gain more conclusive evidence.

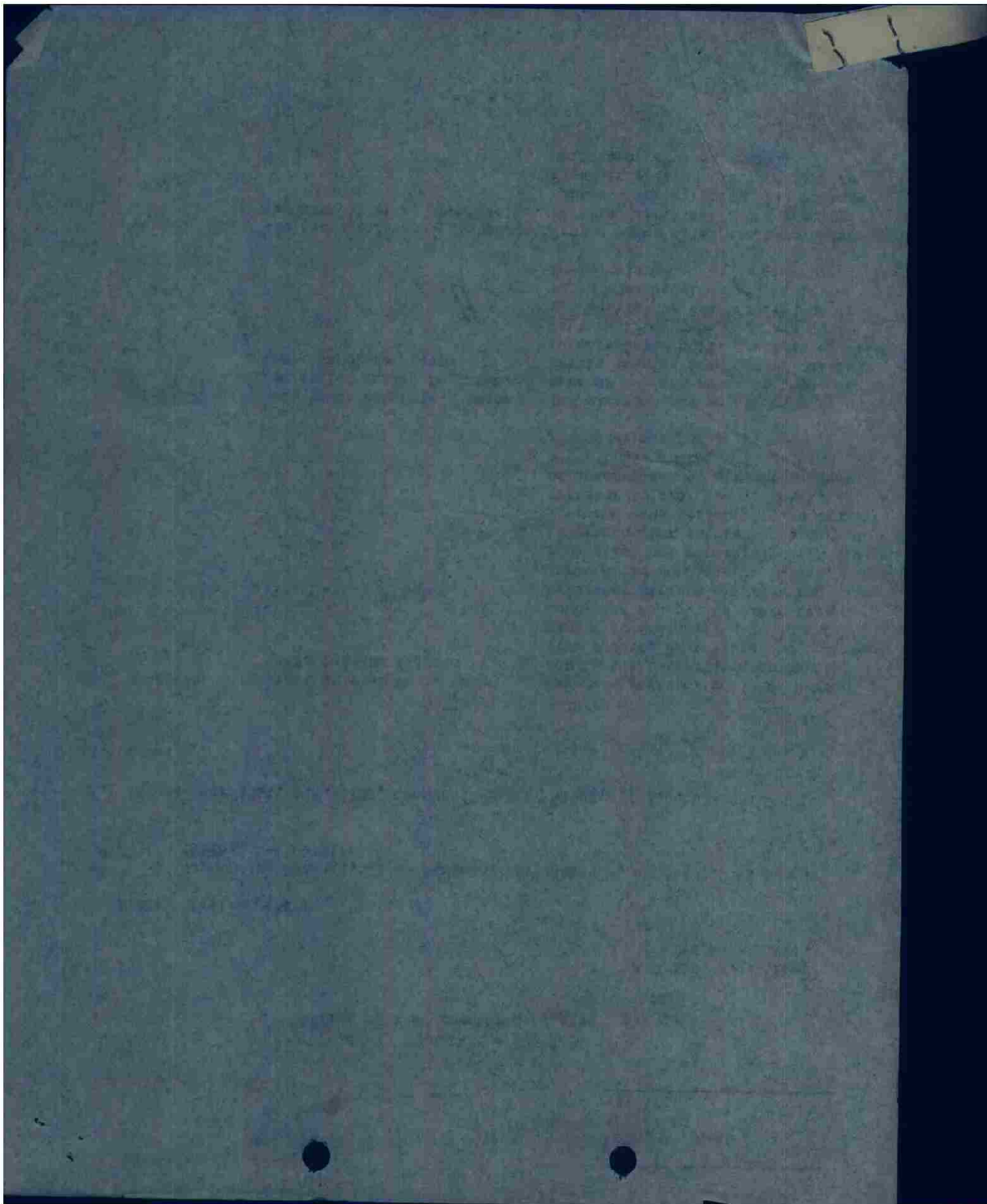
DEC 13 1944

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<p>IV. Cont'd. 41-35211</p>	<p>No bombs released.</p>	<p>No attempt to drop as flight leader failed to release.</p>
<p>41-35212</p>	<p>No bombs released.</p>	<p>No attempt to drop as flight leader failed to release.</p>
<p>41-35213</p>	<p>No bombs released.</p>	<p>No attempt to drop as flight leader failed to release.</p>
<p>41-35214</p>	<p>No bombs released. Pilot attempted to drop in both trails and alive.</p>	<p>Right hand bomb bay door safety micro switch actuating plunger was binding against micro switch housing mounting collar causing the switch operating arm buffer spring to compress rather than close the micro switch. Modification is being considered for implementation which would eliminate the micro switch and make use of a spring loaded toggle switch to insure most positive closing of the bomb bay door safety switch circuit. However, at the present time all bomb door safety micro switches are constantly being readjusted to prevent binding and in addition the excellent pre-flight inspection which is made prior to each mission will include careful inspection of these switches to prevent recurrence.</p>
<p>V. 41-35215</p>	<p>Lost hydraulic fluid.</p>	<p>The line assembly, filter to regulator, sawage hydraulic engine pump pressure had broken in the flange at the filter. This failure was due to poor workmanship at the factory as the flange was very thin and uneven. The fitting apparently had been tightened excessively to prevent leakage because of the poor flange. The line has been replaced.</p>
<p>41-35216</p>	<p>Nose wheel indicator did not show the wheel to be down.</p>	<p>Oil thrown up into the switch causing red light to burn and indicator to show partially extended nose wheel. In the future the switches will be taped up to prevent oil from entering the contact points.</p>
<p>41-35217</p>	<p>Left engine cut out momentarily during flight.</p>	<p>Pilot reported the left engine cut momentarily in flight about 15 minutes after take-off. However the rest of the mission was flown O.K. The engine was thoroughly ground checked and no trouble could be located as operation was satisfactory. It is suspected that a small amount of water had entered the carburetor causing the momentary die-fire.</p>



V. Cont'd.

45-39211

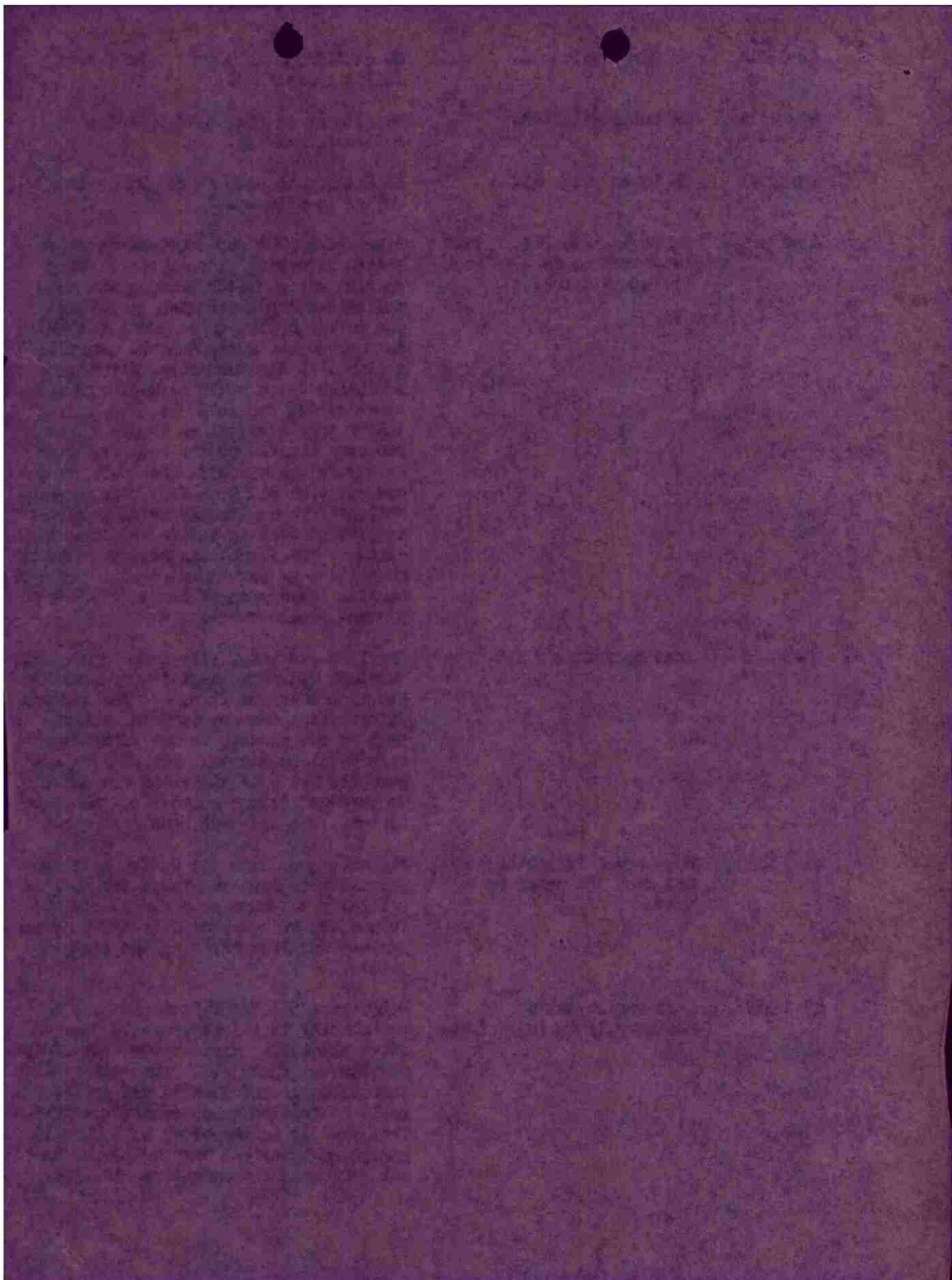
Nose wheel door would not close on every operation.

This malfunction was caused by improper adjustment of the belt nose wheel actuating cylinder eye which caused insufficient over travel of the nose wheel gear to release the nose wheel door lock. This trouble is caused by wear of the retracting mechanism caused by mud and dirt. The nose wheel tunnels are being cleaned out daily and a complete readjustment of the nose wheel gear will be accomplished each 50 hours as outlined in 416th BG Memo 66-69-26.

VI. 1 - 2:55 - 480
 2 - 2:55 - 340
 3 - 2:55 - 400
 4 - 3:20 - 435
 5 - 3:20 - 500
 6 - 3:40 - 575
 7 - 3:20 - 465
 8 - 3:20 - 475
 9 - 3:20 - 550
 10 - 3:25 - 545
 11 - 3:20 - 475
 12 - 3:35 - 525
 13 - 4:15 - 615
 14 - 3:45 - 540
 15 - 4:10 - 575
 16 - 3:55 - 520
 17 - 2:45 - 555
 W - Landed rwy from base.
 W. - 2:45 - 450

1 - 3:30 - 460
 2 - 3:30 - 475
 3 - 3:55 - 520
 4 - 3:35 - 520
 5 - 3:55 - 680
 6 - 3:30 - 500
 7 - 3:50 - 500
 8 - 3:50 - 550
 9 - 3:55 - 600
 10 - 3:30 - 480
 11 - 3:50 - 550
 12 - 3:50 - 400
 13 - 3:20 - 525
 14 - 3:25 - 550
 15 - Landed away from field.
 16 - 3:25 - 580
 17 - 3:35 - 660
 18 - 3:20 - 525
 19 - 3:30 - 420

THEODORE R. AYLESWORTH,
 Colonel, Air Corps,
 Commanding.



MISSION NO. 171

LOADING LIST
BOX I
FLIGHT I

13 DECEMBER 1944

1. ⁴³⁻²² 076 Q 480
Major L.F. Dunn
Lt. A.H. Maltby
S/S B.J. Majewski
S/S A. Teran

2. ⁴¹⁻³⁹ 108 M 340
Capt. R.V. Miracle
F/O T.M. McCartney
S/S A.F. Galloway
S/S J.W. Robinson

3. ⁴¹⁻³⁹ 315 L 400
Capt. R.O. Gruetzemacher
Sgt L.W. Hudnutt

FLIGHT II

1. ⁴³⁻²² 444 J 435
Lt. C.C. Mish
Lt. R.E. Shaft
S/S G.J. Clark
S/S R.F. Chutz

4. ⁴¹⁻³⁹ 259 H 465
Lt. J.K. Colquitt
S/S D. Hantske *

2. ⁴¹⁻³⁹ 219 E 500
Lt. J.H. Montrose
S/S R.S. Gandy

5. ⁴¹⁻³⁹ 218 G 475
Lt. R.A. Russell
Sgt W.A. Miller

3. ⁴³⁻²² 207 D-1 575
Lt. R.R. Svenson
S/S P.G. Fild

6. ⁴³⁻²² 302 D 550
Lt. W.H. Roberts
Sgt R.P. Windisch *

FLIGHT III

1. ⁴³⁻²² 280 K-1 545
Lt. C.S. Stanley
F/O J.H. Blount
Sgt C.B. Collier
~~Sgt J.A. Robinson~~

4. ⁴¹⁻³⁹ 214 B 615
Lt. J.W. Wright
Sgt A. Pettinocchi

2. ⁴¹⁻³⁹ 217 K 475
Lt. J.J. Chalmers
Lt. F. Mazanec
Sgt K. Fortner

5. ⁴¹⁻³⁹ 216 Q-1 540
Lt. G.J. Parkhurst
Sgt F. Newman *

3. ⁴¹⁻³⁹ 233 F 525
Lt. T.D. McCready
S/S W.E. Lemonds *

6. ⁴³⁻²² 328 W 575
Lt. J.W. Blevins
S/S G.H. Pfanning

SPARE

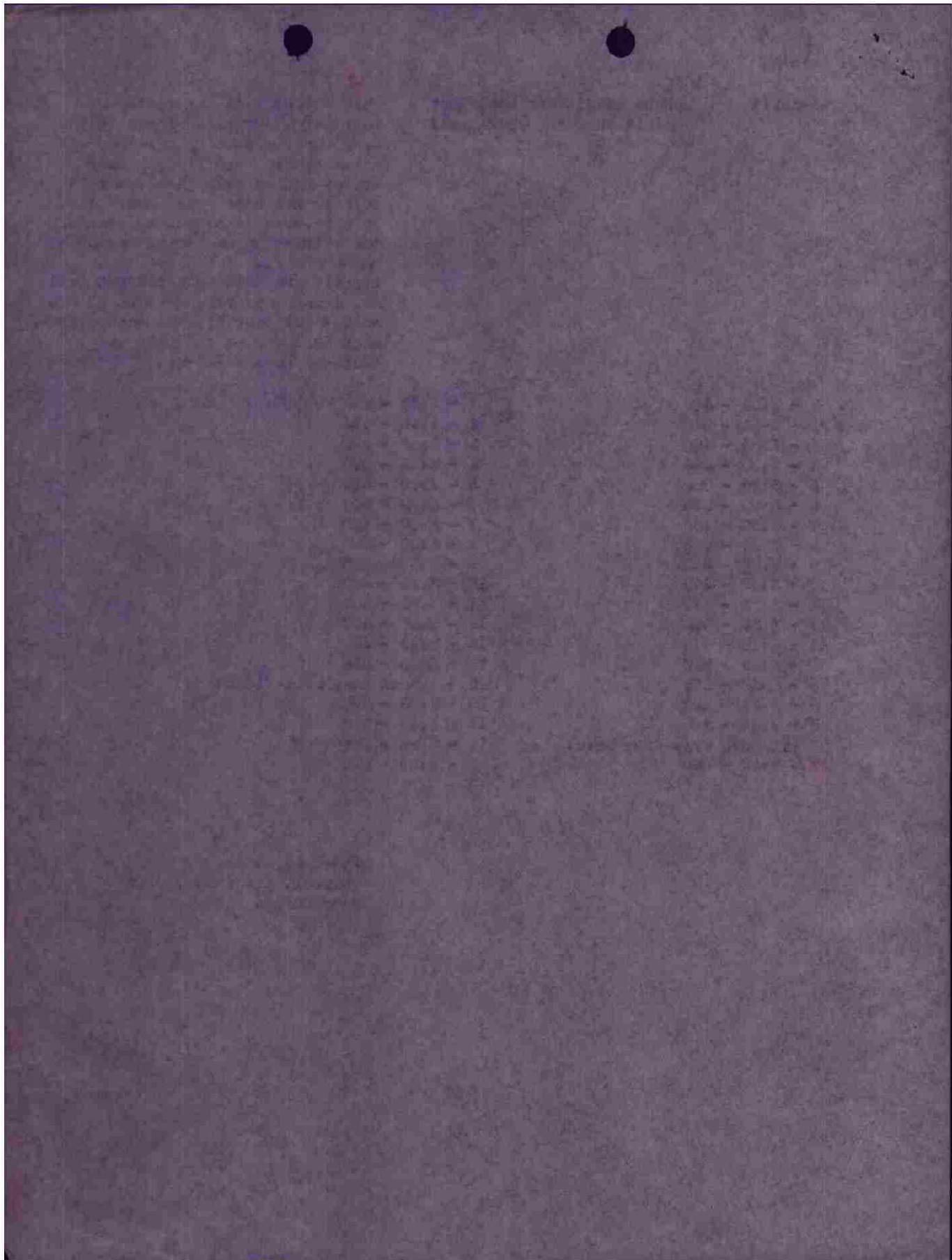
⁴³⁻²² 344 C-1 520
Lt. H.B. Clark
S/S J.W. Babadoah
Cpl P.J. Nelson

WINDOW

1. ⁴⁴ 178 L 555
Capt. W.A. Peck
Lt. J. Madenfort
S/S A.J. Burland
S/S K. Heath

2. ⁴³⁻²² 024 E
Lt. E.J. Renth
Sgt L. Moskowitz
Cpl E.R. Brinkman

3. ⁴⁴ 614 A 450
Lt. E.L. Johnson
T/S J.F. Goggin
Sgt D.V. Paladino



MISSION NO. 171

LOADING LIST
BOX II
FLIGHT I

13 DECEMBER 1944

⁴⁴ 173 W
1. Capt. F.J. Harrold ✓
Lt. W.E. Brewer ✓ 460
C S/S W.L. Kidd
Cpl E.A. Bowie

⁴¹⁻³⁹ 217 I
4. Lt. W.B. Heinke ✓ 520
C S/S G.R. Van Wert

⁴⁴ 075 J 475
2. Lt. E.L. Miller
B Lt. J.K. Conner H*
Sgt J.F. Malloy
S/S J.M. Pemberton

⁴¹⁻³⁹ 223 B 650
5. Lt. N.G. Brown
C S/S J.O. Ottaviano *

⁴³⁻²² 334 G 520
3. Lt. T.S. Merritt ✓
C Sgt A.C. Basile

⁴¹⁻³⁹ 224 E 500
6. Lt. P.P. Barausky ✓
C Pvt B.R. Wilson *

FLIGHT II

⁴⁴ 106 E-1
1. Lt. J.A. Buskirk ✓
Lt. R.C. Hanna ✓
P S/S G.H. Corbitt H*
S/S R.J. Mahoney

⁴¹⁻³⁹ 239 N 450
4. Lt. M. Zubon ✓
P S/S H.R. Davis *

⁴¹⁻³⁹ 211 K 550
2. Capt. R.J. Tutt ✓
P Sgt W. Wood

⁴³⁻²² 313 B-1 550
5. Lt. G.L. Milhorn ✓
P Sgt D. Chest

⁴³⁻²² 294 Z 600
3. Lt. D.L. Withington ✓
P S/S C.F. Huss

⁴¹⁻³⁹ 234 P 400
6. Lt. J.B. Cocke ✓
P S/S W.A. MacCartney *

FLIGHT III

⁴¹⁻³⁹ 252 D 525
1. Capt. B.D. Stebbins ✓
B Lt. A.S. Calloway ✓
S/S W.J. Brown

⁴¹⁻³⁹ 242 Q 520
4. Lt. J.W. Kehoe ✓
B Cpl L.L. Richardson

⁴⁴⁻³⁹ 229 B-2 550
2. Major C. Ferris ✓
B Lt. W. M. Lytle ✓
Sgt D.J. Rio

⁴⁸⁻²² 300 P-1 550
5. Lt. R.W. Van Ropes ✓
B Cpl R.F. Graham *
PFC STINDT

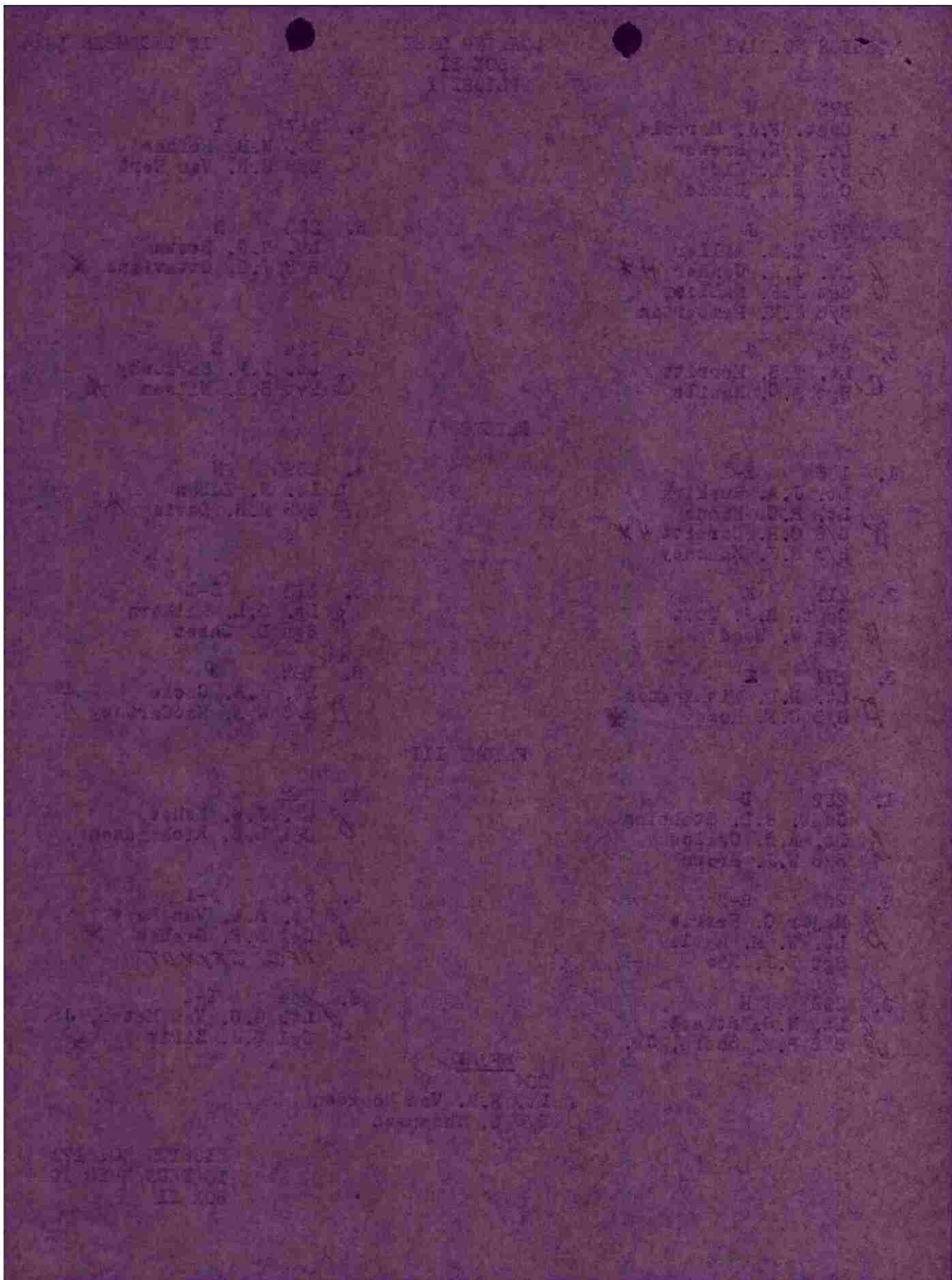
⁴³⁻²² 292 H 525
3. Lt. M.S. Street ✓
B S/S R.P. Sharp, Jr. ✓

⁴¹⁻³⁹ 244 I-1 525
6. Lt. G.C. Van Meter, Jr. ✓
B Cpl S.J. Kirik *

SPARE

⁴¹⁻³⁹ 294 G
P Lt. H.M. Van Noerden ✓
S/S G. Thompson ✓

MISSION NO. 171
13 DECEMBER 1944
BOX II



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

5-3

HEADQUARTERS
9TH BOMBARDMENT GROUP (L)
Office of the Signal Officer

APG 140, U.S. Army,
13 December 1944.

Subject: Report of Operational Use of Window.

To: Commanding General, 9th Bombardment Division (M),
APG 140, U.S. Army. Att: Radar Counter Measures Co.

1. ROM Dispensing No. 33
2. 13 December 1944
3. Gemund
4. $50^{\circ} 09' N 06^{\circ} 33' E$
5. $50^{\circ} 28' N 06^{\circ} 43' E$
6. 3
7. 30
8. 135°
9. 12,000
10. 10/10
11. No flak
12. None
13. None
14. None
15. None

JACK B. COONEY,
Capt, Air Corps,
Signal Officer.

POST MISSION REPORT

MISSION NO. 171DATE 13 Dec 44

1. Number of Men wounded.

None

2. Bombing Malfunctions:

3. Camera Malfunctions:

*None*4. Percent of battle damage: *None*

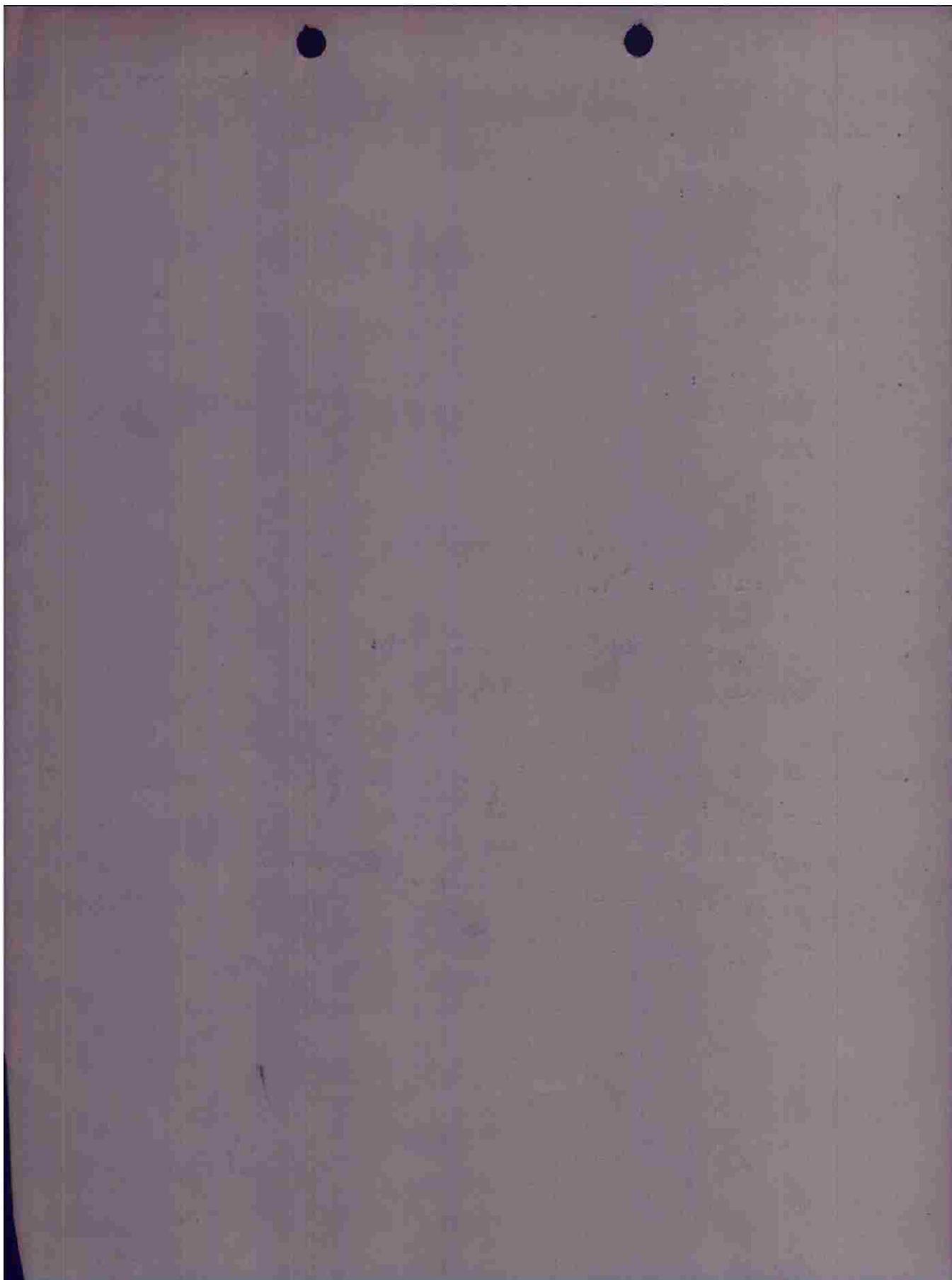
5. Planes failing to become airborne or returning early:

None

6. Planes lost or landing away from base:

292 - Sq. B - Street - Landed at A-81C - Crew +
Plane - OK.

024 - Sq. B - Renth - Landed at A-41 - Crew +
Plane - OK.



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

Date 13 December 1944

SUBJECT: Interrogation of Group Box Leaders on PFF Lead,

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

DATE OF MISSION 19 Dec. 1944 PFF PILOT 1st. Malpin

GROUP BOX LEADER Major Dunn

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

Air speed on climb and straight level too slow. Indicated between
185-190 MPH in level flight.

2. Opinion of evasive action taken.

None taken.

3. Comment on PFF Navigation. Satisfactory except that when primary was

not bombed, a 225° turn to the left, instead of the briefed 135°
turn to the right, put the second box out of the position for the
bomb run.

4. Suggestions. If possible the lead PFF aircraft should attempt to maintain

190 MPH while climbing, and 200 MPH while in level flight, as the A-26's
tend to overshoot the PFF aircraft.

(OVER)

2ND. BOX

PPF PILOT None

GP. BOX LEADER Captain Harold

1. Was PPF lead entirely satisfactory? If not, why not? _____

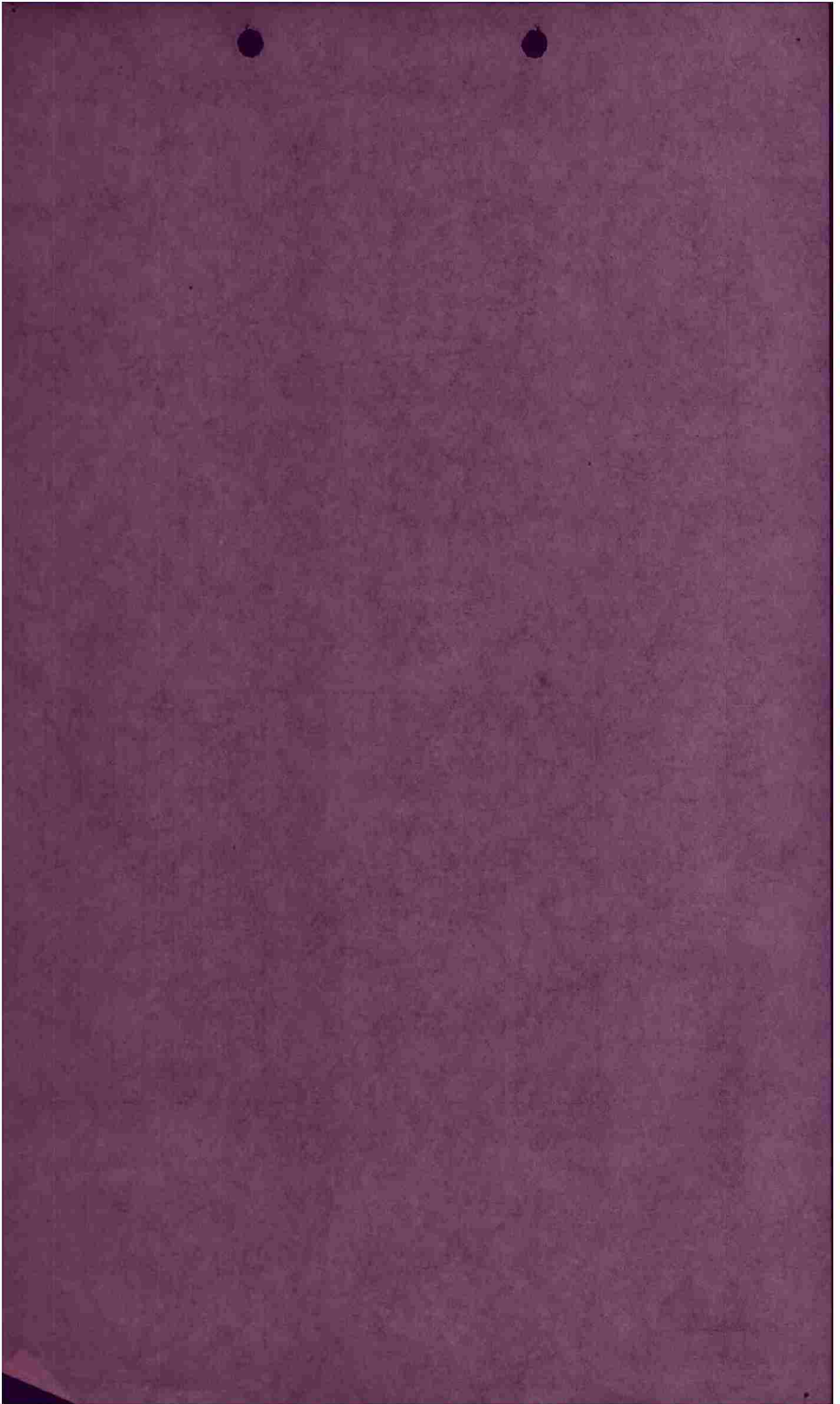
2. Opinion of evasive action taken. _____

3. Comment on PPF Navigation. _____

4. Suggestions. _____

HAROLD A. HADLEY, Lt. Col., AG.
Operations Officer

416th Bomb. Group.

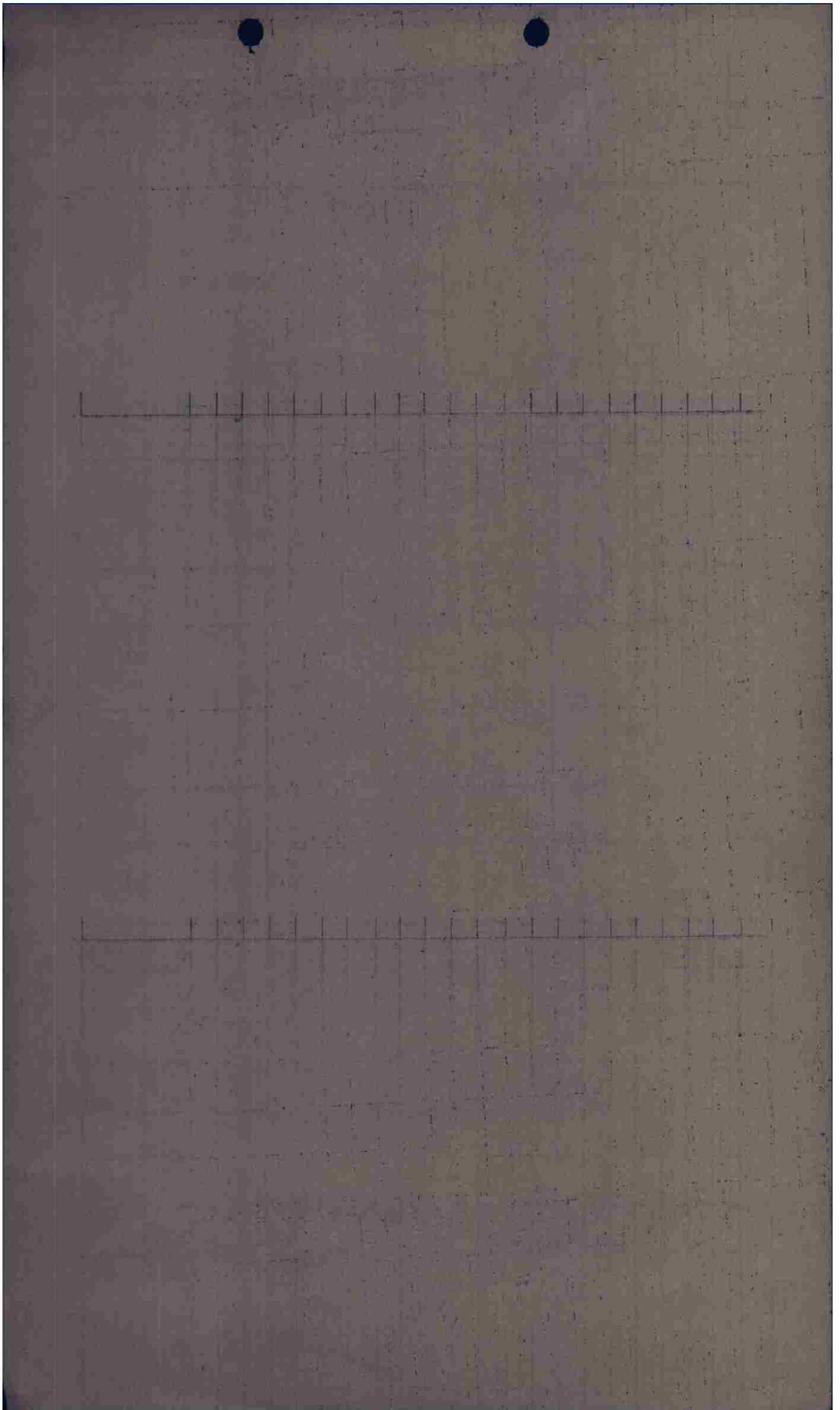


Mission No. 171

Box I.

S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	TARGET	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	B O M B O A D	E N D U R	L A N D I N G	R E M A R K S
C	Q	076	Ammer			1057										1352	2:55
A	M	108	Pinale			1058										1352	2:55
A	L	315	Greutymacher			1057										1352	2:55
A	J	444	Miel			1058										1416	3:20
A	E	219	Montrose			1058										1416	3:20
A	L-1	290	Keenan			1100										1426	3:40
A	H	259	Colquitt			1059										1417	3:20
A	C	218	Russell			1059										1417	3:20
A	D	302	Rosenke			1059										1418	3:20
A	X	269	Stanley			1100										1435	3:35
A	O	319	Chalmers			1059										1418	3:20
A	F	233	McCreedy			1100										1435	3:35
A	S	214	Albright			1100										1414	4:15
A	Q-1	216	Fairhurst			1101										1442	3:45
B	W	326	Blevins			1106										1513	4:10
B	C-1	344	Clark, R. B.			1101										1353	3:55
B	L	178	Puck			1109										1350	Window 2:45
B	E	024	Funk			1109										1350	Window 2:45
C	A	614	Johnson			1109										1350	Window 2:45

Handed at A-41 - OK

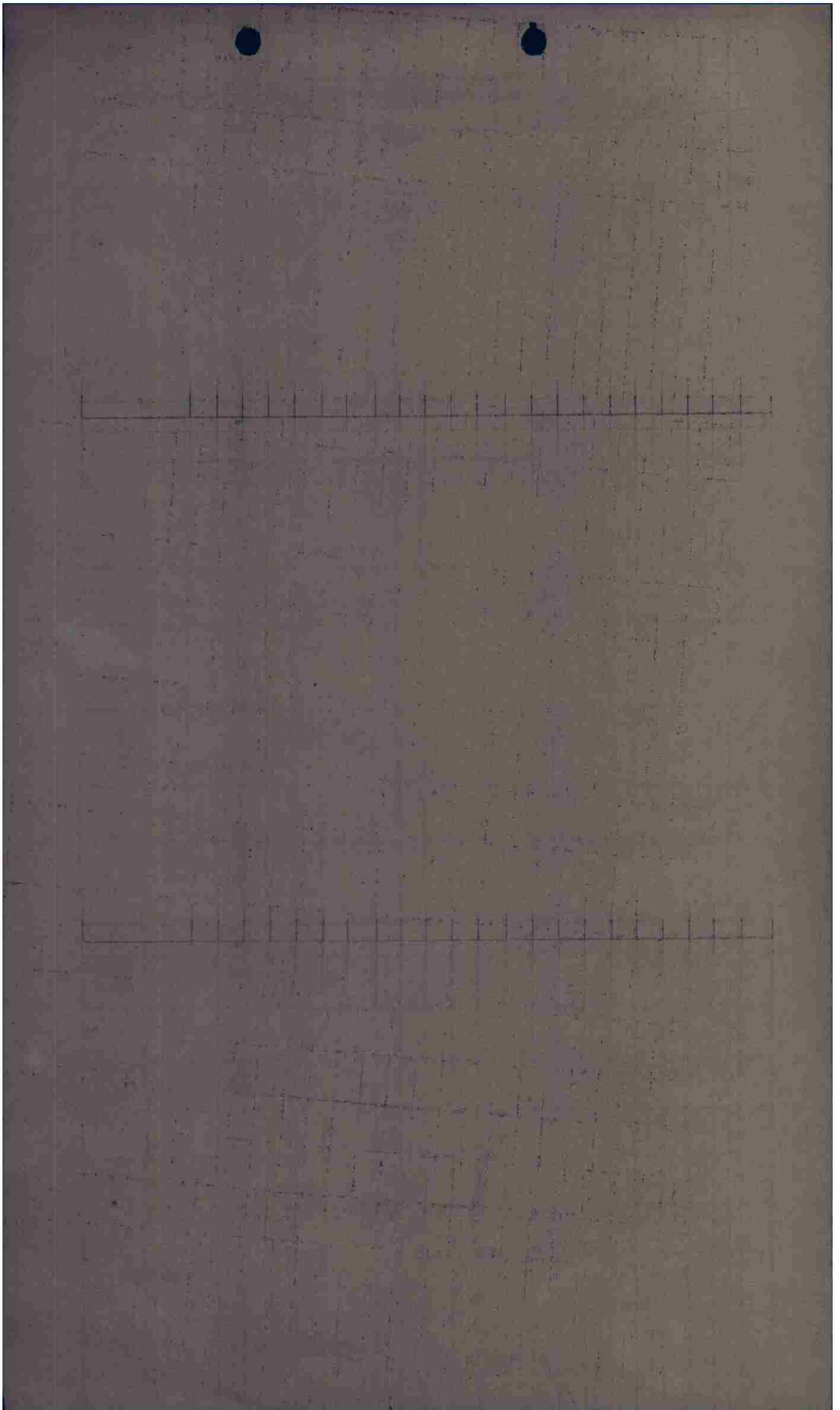


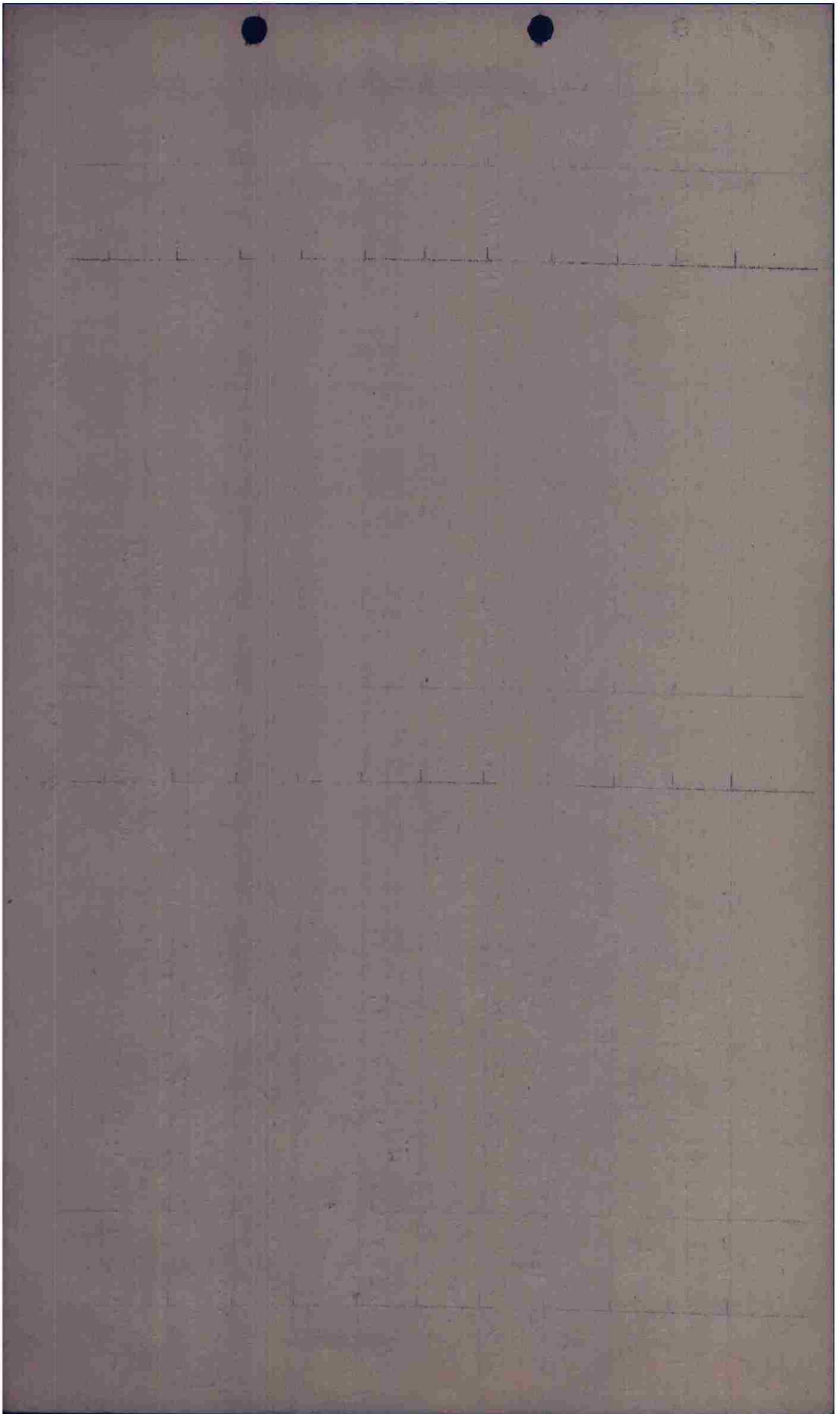
Mission 171

Box #

S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	TARGET	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	B O M B A D	E N D U R	L A T I T U D E	R E M A R K S
C	W	173	Harrell	531		1103										1432	3:30
B	J	075	Millar, E. L.			1103										1433	3:30
B	G	334	Merritt			1103										1456	3:55
C	I	317	Ninke			1104										1431	3:35
C	B	323	Brown, N. B.			1104										1457	3:55
C	E	324	Baranek			1104										1432	3:30
D	E-1	106	Buckley			1105										1454	3:50
D	K	211	Smith			1105										1454	3:50
D	D	234	Whittington			1106										1457	3:55
D	N	239	Zubal			1105										1434	3:30
D	B-1	313	Millman			1106										1456	3:50
D	Z	291	Coker			1105										1455	3:50
B	D	252	Stevens			1107										1426	3:20
B	B-2	229	Jervis			1107										1431	3:25
B	R1	292	Strut			1108											
B	Q	242	Kiloe			1108											
B	P-1	300	Van Rogers			1108											
B	I-1	244	Van Miller			1108											
D	C	284	Van Noorden			1109											

Target at A-81C - OK





- OF THE FOLLOWING GRID COORD 30528510, 30808525, 30908506,
30628491, 728472, 31008489.
- (10) 8 X 250 LB. G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL
(12) T.O.T. ZERO HOUR PLUS 60 MIN.

B. 410TH BOMB GROUP

- (1) NALBACH (DEFENDED VILLAGE) Q-313870
(9) M.P.I. ILL. U.S. 7/3089 PRINT 2029. ONE FLIGHT ON EACH
OF THE FOLLOWING REF. 04050185, 05200250, 04850340,
04800195, 05550305, 04550290
(10) 6 X 500 LB. G.P. 1/10 SEC. NOSE 1/40 SEC. TAIL
(12) T.O.T. ZERO HOUR PLUS 20 MIN.

C. 416TH BOMB GROUP

- (1) SAARWELLINGEN (DEFENDED VILLAGE) Q-323845
(9) M.P.I. G.S.G.S. 4414 SHEET NO. 6606. 2 FLIGHTS ON EACH
OF THE FOLLOWING GRID COORD 32228470, 32238448, 32398427
(10) 8 X 250 LB. G.P. FUSED 1/10 SEC NOSE 1/40 SEC. TAIL
(12) T.O.T. ZERO HOUR

X. (1) - (4) NO CHANGE

- (5) A/C REQ: 36 BOMBING BY FLIGHTS OF 6
(6) ROUTE OUT: BASE TO 4916N 0610E TO I.P. TO TARGET
(7) ROUTE BACK: TARGET LEFT TO R.P. TO BASE
(8) BOMB 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT
BELOW 6,000 FEET. LOSE 1,000 FEET AFTER RELEASING BOMBS
(9) I.P. : 4914N 0634E
(10) AXIS OF ATTACK: GENERALLY SW TO NE
(11) R.P. : 4916N 0610E
(12) ALTERNATE TARGETS WILL NOT BE ATTACKED

PLAN "D" PATHFINDER

A. 410TH BOMB GROUP

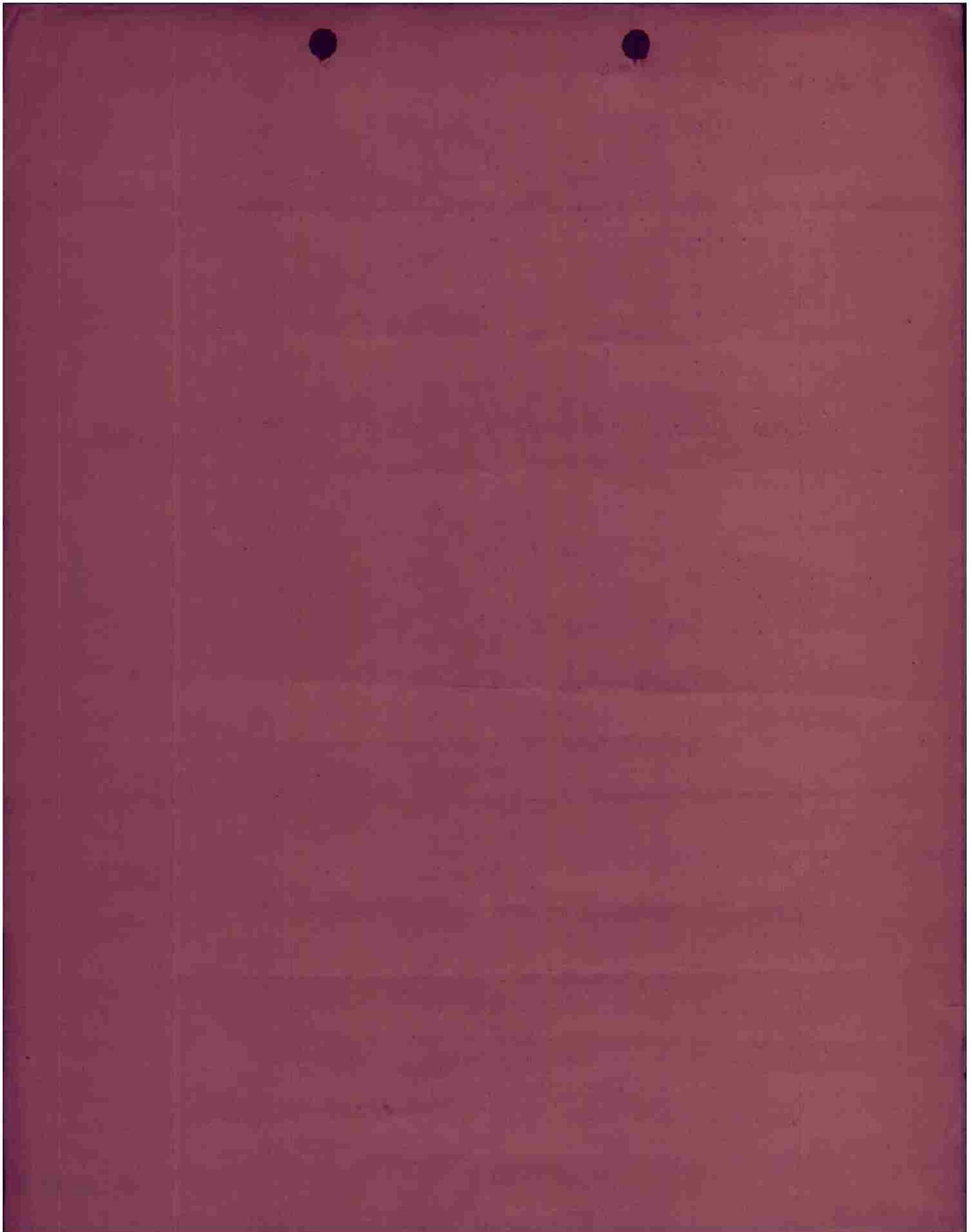
- (1) NALBACH (DEFENDED VILLAGE) Q-313870
(4) BASE TO 4943N 0608E TO TARGET
(5) TARGET RIGHT TO 4906N 0610E TO BASE
(9) M.P.I. ILL. U.S. 7/3089 PRINT 2029. ONE BOX ON EACH
REF. 04050185, 04950290. TO BE USED ONLY IF BOMBING IS
VISUAL. PATHFINDER M.P.I. GRID COORD Q-31158700
(10) 6 X 500 LB. G.P. FUSED 1/1 SEC NOSE 1/40 SEC. TAIL
(12) T.O.T. ZERO HOUR PLUS 15 MIN.

B. 416TH BOMB GROUP

- (1) SAARWELLINGEN (DEFENDED VILLAGE) Q-323845
(4) BASE TO 4943N 0609E TO T-RGET
(5) TARGET RIGHT TO 4906N 0610E TO BASE
(9) M.P.I. G.S.G.S. 4414 PRINT 6606. GRID COORD
M.P.I. GRID COORD Q-323845
(10) 6 X 250 LB. G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL
(12) T.O.T. ZERO HOUR PLUS 20 MIN.

X. (1) - (4) NO CHANGE

- (5) A/C REQUIRED: 1ST BOX 15 A/C, 2ND BOX 18 A/C BOMBING
ON ONE P.P.F. A/C
(6) ALTITUDES: BOMB 1ST BOX 12,500 FEET. 2ND BOX AS CLOSE TO
1ST BOX AS POSSIBLE, SLIGHTLY BELOW AND IN TRAIL.
MINIMUM ALTITUDE IF BOMBING IS VISUAL, 6,000 FEET
(7) ALTERNATE TARGETS WILL NOT BE ATTACKED
(8) REGARDLESS OF CONDITIONS OF WEATHER AT TARGET, BOMBING
WILL BE ON P.P.F. A/C. BOMBING WILL BE BY VISUAL MEANS
ONLY IN THE EVENT OF P.P.F. EQUIPMENT FAILURE



- C. 416TH BOMB GROUP.
- (1) GEMUND (DEFENDED VILLAGE) F-125200.
 - (2) 38 A/C BOMBING BY FLIGHTS OF 6.
 - (4) BASE TO I.P. TO TARGET.
 - (5) TARGET LEFT TO R.P. TO BASE.
 - (6) BOMB 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 6,000 FEET. LOSE 1,000 FEET AFTER RELEASING BOMBS.
 - (7) 5026N 0602E
 - (8) GENERALLY SW TO NE.
 - (9) M.P.I. ILL. U.S. 30/5141, PRINT NO. 1049. ONE FLIGHT ON EACH OF THE FOLLOWING REF. 06450350; 06600305; 06750285; 06950220; 07100175; 07250130. INTERVALOMETER SETTING MINIMUM.
 - (10) 8 X 250 LB G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL.
 - (11) 5026N 0602E
 - (12) T.O.T. ZERO HOUR PLUS 10 MIN.
 - (13) IN THE EVENT THE TARGET AREA IS OBCURED BY CLOUDS, BOMBS WILL BE RELEASED ON TARGET E.T.A. ON COURSE FROM I.P. TO PRIMARY TARGET.

- X. (1) TO (4) NO CHANGE.
- (5) B-26 GROUPS WILL BE IN THE AREA OF THE 410TH GROUP AND 416TH GROUP TARGETS AT THE FOLLOWING TIMES; ZERO HOUR, ZERO PLUS 20, ZERO PLUS 30, ZERO PLUS 40, ZERO PLUS 50 MIN.

PLAN "B" PATHFINDER

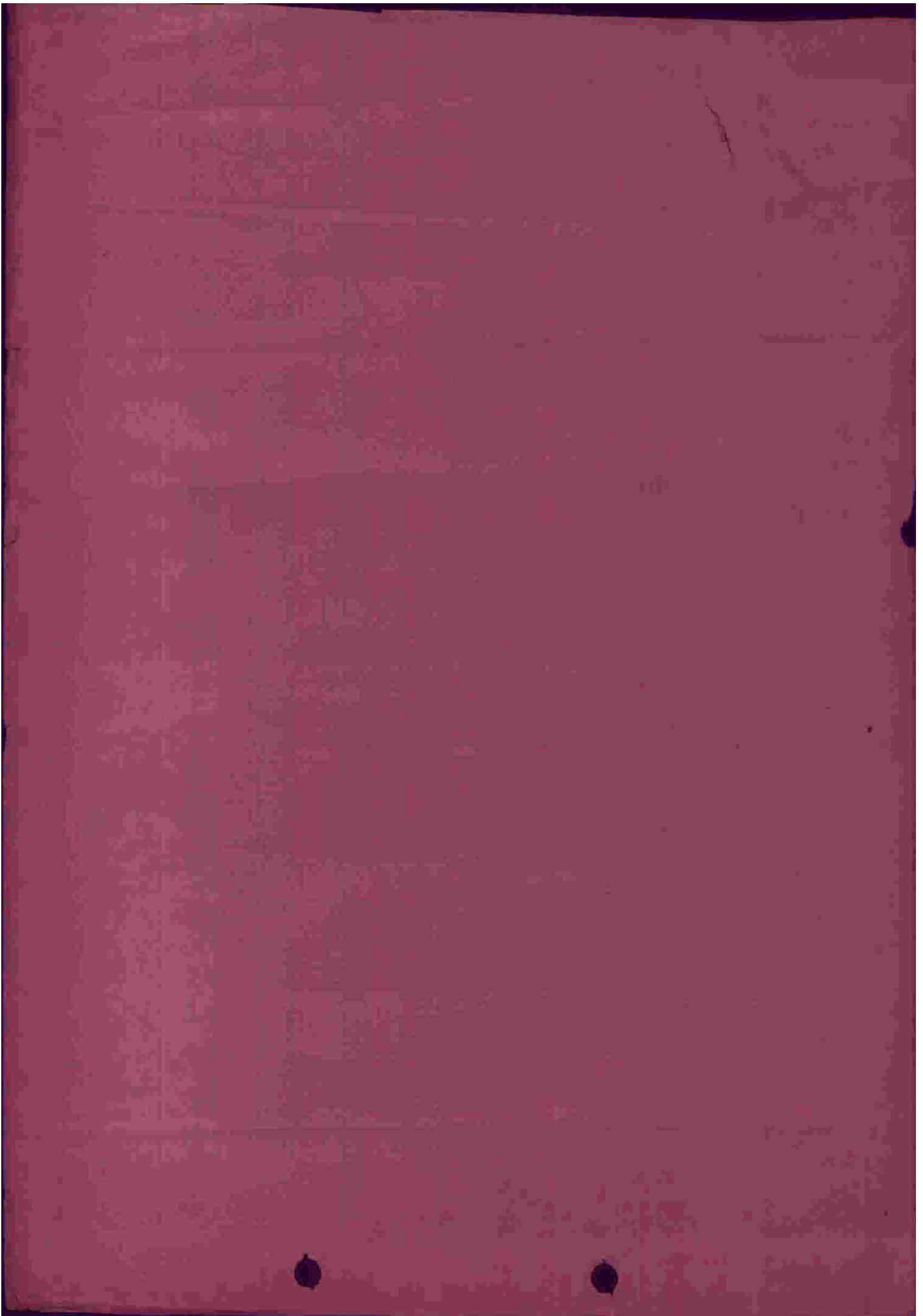
- A. 410TH BOMB GROUP.
- (1) BLUMENTHAL (DEFENDED VILLAGE) F-097116.
 - (2) 1ST BOX 15 A/C, 2ND BOX 18 A/C BOMBING ON ONE P.P.F. A/C.
 - (3) WITH P.P.F. A/C OVER BASE.
 - (4) BASE TO 4952N 0606E TO 5004N 0631E TO TARGET.
 - (5) TARGET LEFT TO 5017N 0607E TO BASE.
 - (6) BOMB 1ST BOX 12,500 FEET, 2ND BOX AS CLOSE TO 1ST BOX AS POSSIBLE, SLIGHTLY BELOW AND IN TRAIL. MINIMUM ALTITUDE IF BOMBING IS VISUAL, 6,000 FEET.
 - (9) M.P.I. G.S.G.S. 4414 SHEET NO. 5504. GRID COORD. 09601165. TO BE USED ONLY IF BOMBING IS VISUAL. PATHFINDER M.P.I. GRID. COORD. F-09601165.
 - (10) 8 X 500 LB. G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL.
 - (12) T.O.T. ZERO HOUR PLUS 75 MIN.
 - (13) IN THE EVENT BOMBING IS VISUAL AND SECOND RUN ON TARGET IS REQUIRED, GROUP WILL USE 5017N 0607E AS I.P.

- B. 415TH BOMB GROUP
- (1) GEMUND (DEFENDED VILLAGE) F-125200
 - (2) 1ST BOX 15 A/C, 2ND 18 A/C BOMBING ON ONE P.P.F. A/C
 - (3) WITH P.P.F. A/C OVER BASE
 - (4) BASE TO 4952N 0606E TO 5006N 0633E TO TARGET
 - (5) TARGET TURN LEFT TO 5026N 0602E TO BASE
 - (6) BOMB 1ST BOX 12,500 FEET, 2ND BOX AS CLOSE TO 1ST BOX AS POSSIBLE, SLIGHTLY BELOW AND IN TRAIL. MINIMUM ALTITUDE IF BOMBING IS VISUAL 6,000 FEET
 - (9) M.P.I. ILL. U.S. 30/5141 PRINT 1049. ONE BOX ON EACH REF. 06700285, 07050200. TO BE USED ONLY IF BOMBING IS VISUAL. PATHFINDER M.P.I. F-125200
 - (10) 8 X 250 LB. G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL
 - (12) T.O.T. ZERO HOUR PLUS 50 MIN.
 - (13) IN THE EVENT BOMBING IS VISUAL AND SECOND RUN ON TARGET IS REQUIRED, GROUP WILL USE 5026N 0602E AS I.P.

- X. (1) TO (4) NO CHANGE
- (5) BOMBING WILL BE ON P.P.F. A/C REGARDLESS OF WEATHER CONDITIONS AT TARGET. BOMBING WILL BE BY VISUAL MEANS ONLY IN THE EVENT OF P.P.F. EQUIPMENT FAILURE. NO ALTERNATE TARGETS WILL BE ATTACKED

PLAN "C"

- A. 410TH BOMB GROUP
- (1) SARENSSTAFF STORAGE AREA D. 100000



OIITA OIJJF OIJES OIJPO OIJKI V OIJE A OIJE A 02/13 OP OP
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 13/0315A D-91-E.
TO COMBOMDIV IX
COBOMGP 409
COBOMGP 410
COBOMGP 416
1ST PROV. PATHFINDER SQDN.

778 Dist
B-2
S-3
S-19

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

97TH COMBAT BOMB WING
APO 140
13 DECEMBER 1944

FIELD ORDER NO. 90-668

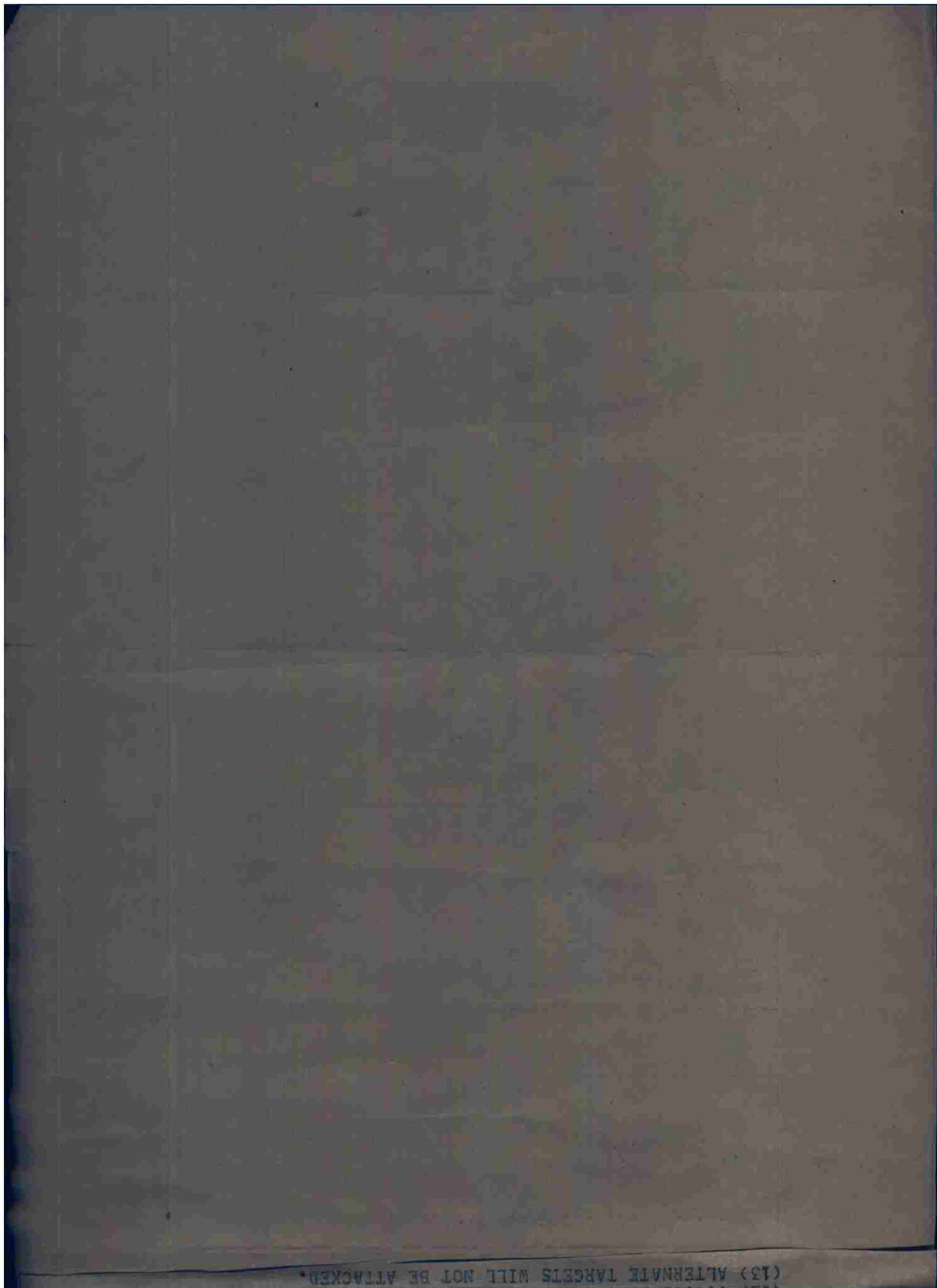
MAPS: NORMAL

1. B. (1) REF. CURRENT BOMBLINE.
(2) THE XXIX T.A.C. WILL FURNISH AREA COVER FOR THE 410TH BOMB GROUP AND 416TH BOMB GROUP ON PLANS "A" AND "B". THE XIX T.A.C. WILL FURNISH AREA COVER FOR THE 409TH BOMB GROUP ON PLAN "A" AND FOR ALL GROUPS ON PLANS "C" AND "D".
2. THIS WING WILL ATTACK TARGETS IN GERMANY.

ZERO HOUR PLAN "A" INDEFINITE
ZERO HOUR PLAN "B" 13/1000A
ZERO HOUR PLAN "C" INDEFINITE
ZERO HOUR PLAN "D" INDEFINITE

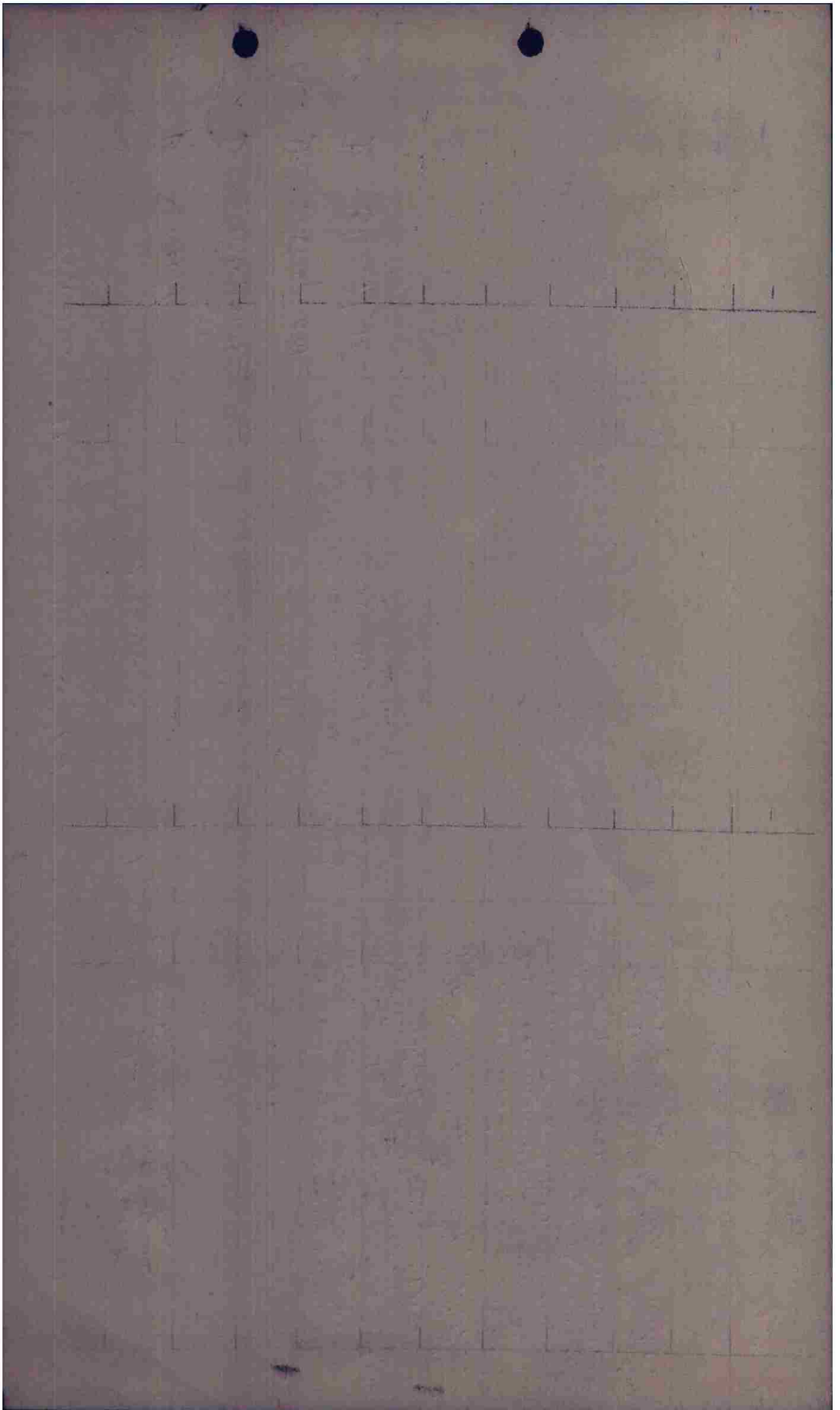
PLAN "A"

3. A. 409TH BOMB GROUP.
 - (1) SARENGSTAFF STORES AREA Q-308850.
 - (2) 36 A/C BOMBING BY FLIGHTS OF 6.
 - (4) BASE TO 4916N 0610E TO I.P. TO TARGET.
 - (5) TARGET LEFT TO R.P. TO BASE.
 - (6) BOMB 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 6,000 FEET. LOSE 1,000 FEET AFTER RELEASING BOMBS.
 - (7) 4914N 0634E
 - (8) GENERALLY SW TO NE.
 - (9) M.P.I. G.S.G.S. 4414 SHEET NO. 6606 ONE FLIGHT ON EACH OF THE FOLLOWING GRID. COORD. 30528510; 30808525; 30908506; 30628491; 30728472; 31008489. INTERVALOMETER SETTING MINIMUM.
 - (10) 8 X 250 G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
 - (11) 4916N 0610E
 - (12) T.O.T. ZERO HOUR
 - (13) ALTERNATE TARGETS WILL NOT BE ATTACKED.
- B. 410TH BOMB GROUP.
 - (1) BLUMENTHAL (DEFENDED VILLAGE) F-097116.
 - (2) 36 A/C BOMBING BY FLIGHTS OF 6.
 - (4) BASE TO I.P. TO TARGET.
 - (5) TARGET RIGHT TO R.P. TO BASE.
 - (6) BOMB 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 6,000 FEET. LOSE 1,000 FEET AFTER BOMBING.
 - (7) 5017N 0607E
 - (8) GENERALLY SW TO NE.
 - (9) M.P.I. G.S.G.S. 4414 SHEET NO. 5504. 2 FLIGHTS ON EACH OF THE FOLLOWING GRID. COORD. 09551152; 09601165; 09651175.
 - (10) 6 X 500 LB. G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL.
 - (11) 5017N 0607E
 - (12) T.O.T. ZERO HOUR PLUS 10 MIN.



(13) ALTERNATE TARGETS WILL NOT BE ATTACKED.

SHIP NO	SQUADRON	PILOT and/or BOMBARDIER	GUNNER	MALFUNCTIONS	CAUSES OF MALFUNCTIONS
Mission 171 13 Dec 44					
211	D	TUTT		No Bomb used anyway	Pilot did not attempt to adjust flaps at takeoff & engine
213	D	MILHORN		"	"
291	D	WELINGTON		"	"
326	D	BLAYDINS		No Bomb used released - Pilot attempted to release in time and failed.	Right hand bomb bay door slightly open, aircraft detaching plunger was binding against release assist housing, undamping collar causing the assist spring to jam. After further opening the missile assist will clear the missile assist. Investigation in terms of consistency for recommendations, substantiated. Recommendation: The missile assist and make use of a spring loaded toggle assist to insure proper positive closing of the door bay door assist, assist assist.
W. W. Brown Capt. Sr. Commander of group					



4. NO CHANGE

5. COMMUNICATIONS.

PLAN "A"

- A. 409TH BOMB GROUP.
 - (2) ROCKFISH
 - (3) EVENING
 - (4) RIPSAW

PLAN "A" OR "B"

- B. 410TH BOMB GROUP.
 - (2) MONSTER
 - (3) GAYLIFE
 - (4) ROSELEE
- C. 416TH BOMB GROUP.
 - (2) CARFAX
 - (3) GAYLIFE
 - (4) ROSELEE

PLAN "C"

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

PLAN "C" OR "D"

- B. 410TH BOMB GROUP.
 - (2) REDCOW
 - (3) BISHOP
 - (4) RIPSAW
- C. 416TH BOMB GROUP.
 - (2) JAYWALK
 - (3) BISHOP
 - (4) RIPSAW

X. GENERAL: NO CHANGE.

COMCBTWIG 97

BT 0315A
RL/LCB AR

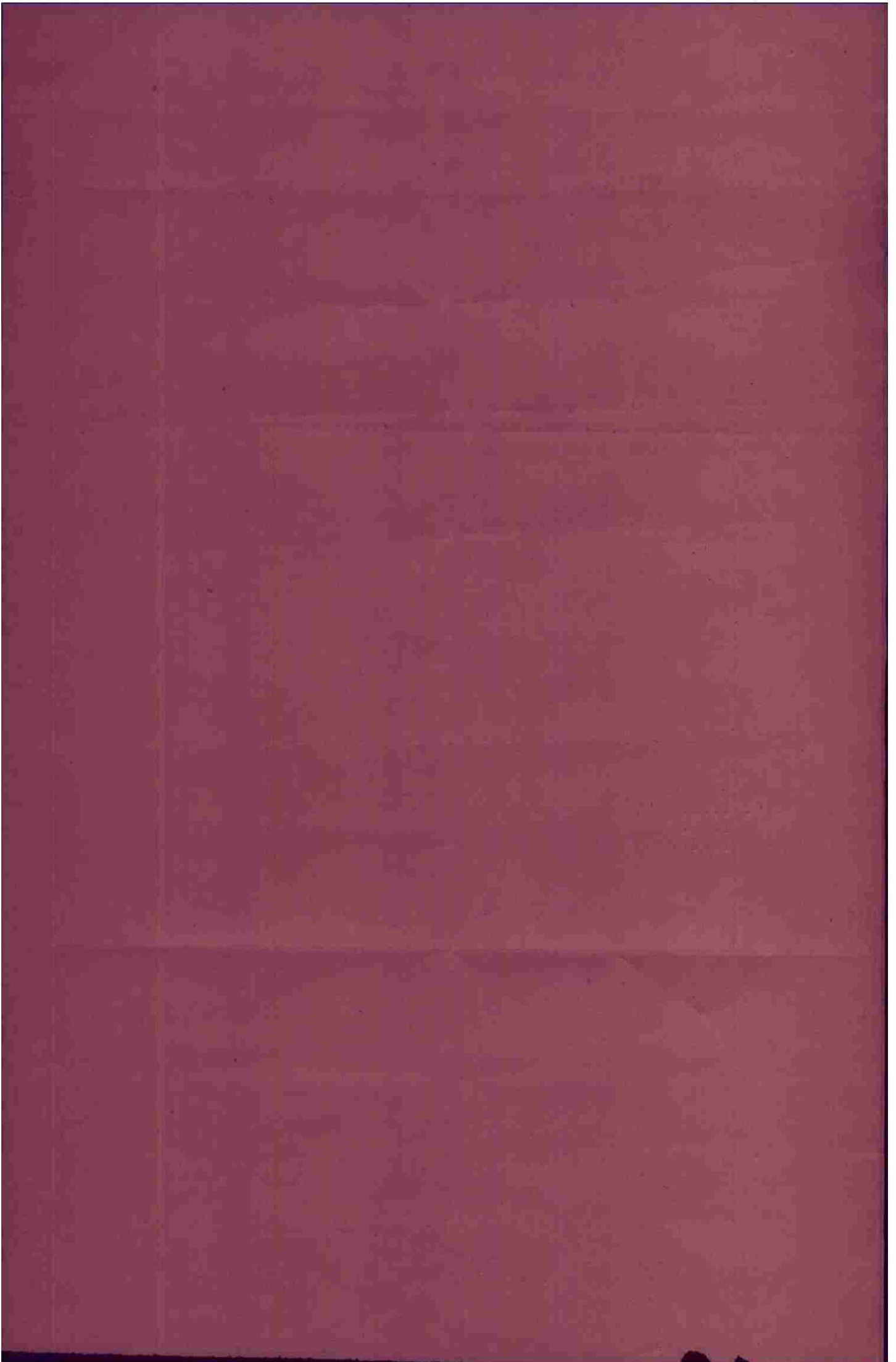
OIJES.....13/0448A	JMB	AR
OIJPO R.....13/0448A	HGP	AR
OIJKI R.....13/0448A	RSS	AR

IN PLAN "C" THE FIRST LINE SHULD BE 409 INSTEAD OF 410 RITE K
YES RITE CCC IN PLAN "C" FIRST LINE SHOULD BE 409
OK? OK T B F R

NEED PART B OF PLAN D REPT IMI ON THE HOLE PART K
AR TO JP JPO AND JES
T

- B. 416TH BOMB GROUP.
 - (1) SAARWELLINGEN (DEFENDED VIAXXXX VILLAGE) Q-323845
 - (4) BASE TO 4943N 0609E TO TARGET
 - (5) TARGET RIGHT TO 4906N 0610E TO BASE
 - (9) M.P.I. G.S.G.S. 4414 PRINT 6606 GRID COORD 32258441.
TO BE USED ONLY IF BOMBING IS VIUXXXX VISUAL. PATHFINDER
M.P.I. GRID COORD Q-323845
 - (10) 8 X 250 LB. G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL
 - (12) T.O.T. ZERO HOUR PLUS 20 MIN.

OK? OK T B F R



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JKI V ITA JEK NR 3 - P
T JKI

S-3, Hc

FROM FLYING CONTROL A-81-C 13/1530A
TO FLYING CONTROL A-55
CONFIDENTIAL BT

D-297

D-259-E A-26 NUMBER 292 PILOT STREET LANDED A-81-C 1429
HAS BEEN INTERROGATED BY BASE INTELLIGENCE. WILL PROCEED TO A-55
AS SOON AS WEATHER PERMITS.

BT 131530A
RAY G. BAD
AR

JKI R.....13/1945A FD AR

TT

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ITA JEA V JKI JKI 11/13 R-R

FROM COBOMGR 416 13/1728A
TO COMDOMDIV NINE.
COMCBTWIG 97 (INFO)

CONFIDENTIAL BT

D-213-J

A - YS - 4

B - 13 DEC 44 (1100-1336)

C - Q-QUEEN AND W-WILLIAM BOTH REPORTED TO DIVISION HEADQUARTERS
AT COMPLETION OF BOMBING.

D - Q-QUEEN AND W-WILLIAM BOTH REPORTED TO FIGHTER GROUND CONTROL.

E - NONE

F - NONE

G - NONE

H - B-BAKER VHF CUT OUT TEN MINUTES AFTER TAKE OFF, SHORT IN
JUNCTION BOX BECAUSE OF MOISTURE. L-1-LOVE 1, VHF POOR, RECEIVER
OUT OF TUNE.

I - NONE

J - NONE

K - NONE

COBOMGR 416

BT 13/1728A

FD BBBB

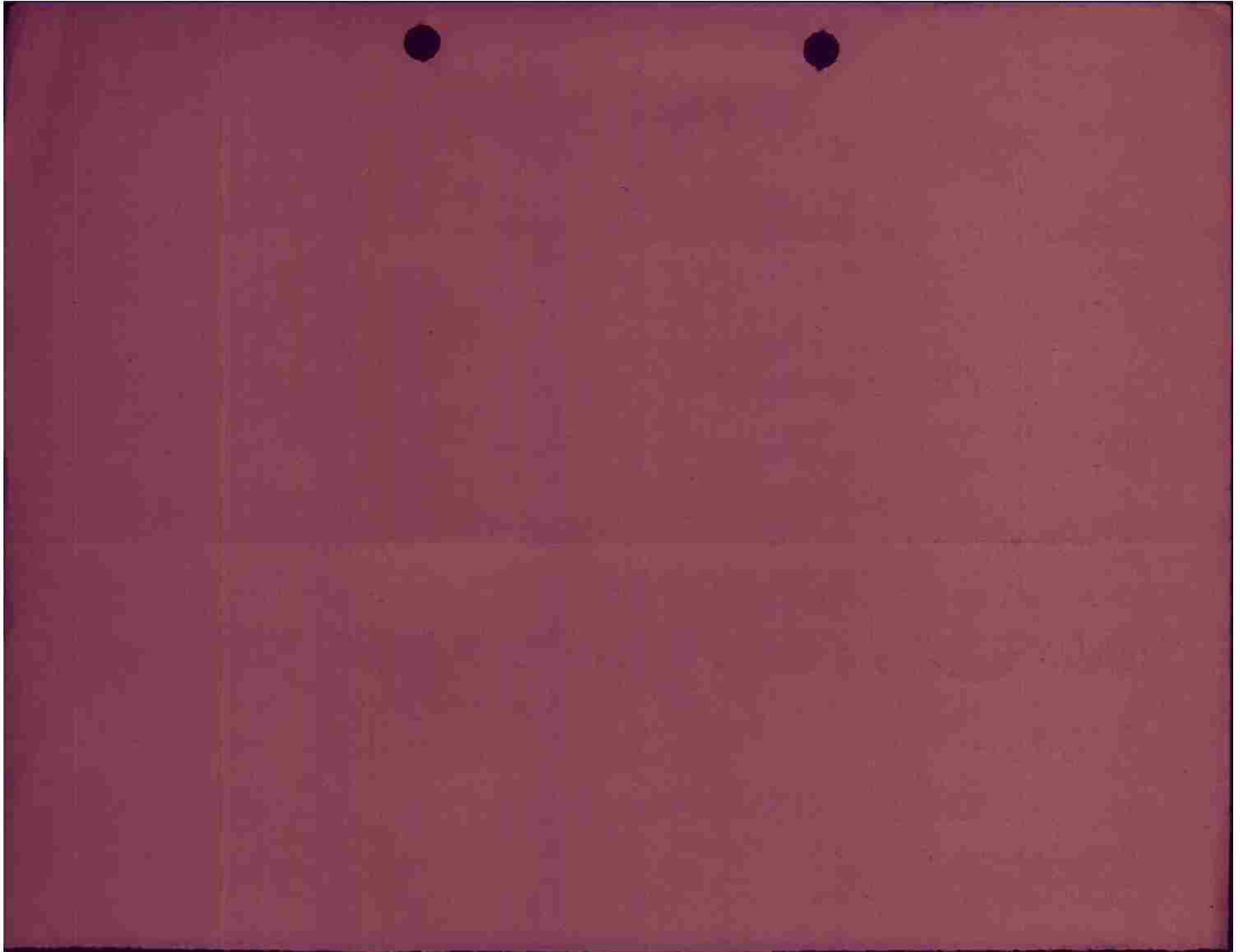
ITA R.....131826A

LBC K

JEA R.....13/1826A

SS KKKKKK

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OIITA OIJJF OIJES OIJPO OIJKI V OIJEA 04/13 OP OP
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 13/0755A D-93-E
TO COMBOMDIV IX
COBOMGP 409
COBOMGP 410
COBOMGP 416
1ST PROV. PATHFINDER SQDN.

D-282

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

97TH COMBAT BOMB WING
APO 140
13 DECEMBER 1944

ANNEX NO. 2 TO FIELD ORDER NO. 90-668.

DELAY ZERO HOUR PLAN "B" ONE HOUR. NEW ZERO HOUR TO READ: 13/1100A.
REPEAT: NEW ZERO HOUR TO READ: 13/1100A.

COMCBTWIG 97

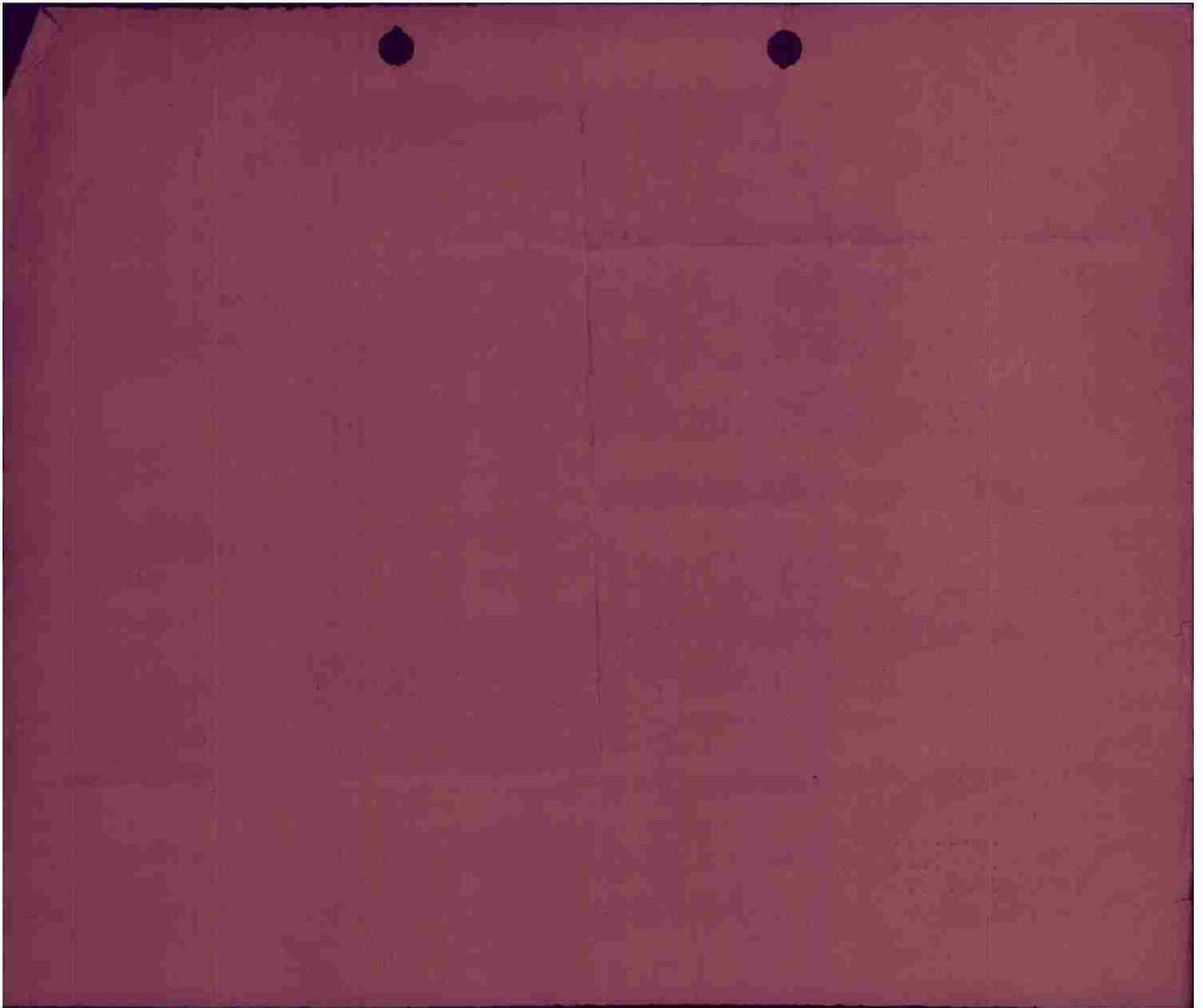
BT 0755A
RL AR K

CW

OIJKI R.....13/0930A FD AR
OIJPO R..... 13/0930A REV AR
OIJES R.....13/0930A DC AR

ARO&HX

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OIITA OIJES OIJKI OIJPO OIJJF V OIJE A OIJE A 06/13 OP - OP
 T-(OIITA PASS TO OIJJF)

FROM: 97TH COMBAT BOMB WING 13/0958A D-94-E
 TO : IX BOMBER DIV.
 409TH BOMB GROUP.
 410TH BOMB GROUP.
 416TH BOMB GROUP.
 1ST PATHFINDER SQDN. (PROV.)

D-284

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

97TH COMBAT BOMB WING
 A P O 140
 13 DECEMBER 1944

ANNEX NO. 3 TO FIELD ORDER NO. 90-668

CHANGE PLAN "B" - ZERO HOUR TO READ
 PLAN "B" ZERO HOUR: 13/1145A

PLAN "A" - ZERO HOUR (409TH GROUP ONLY) TO READ
 PLAN "A" ZERO HOUR: 13/1530A (409TH GROUP ONLY)

- - - COMCBTWIG 97 - - -

BT 13/0958A

FK-AR

ALL STNS Q FOR R

OIJKI K WITH R

OIJKI / OIJE A R.....13/1015A

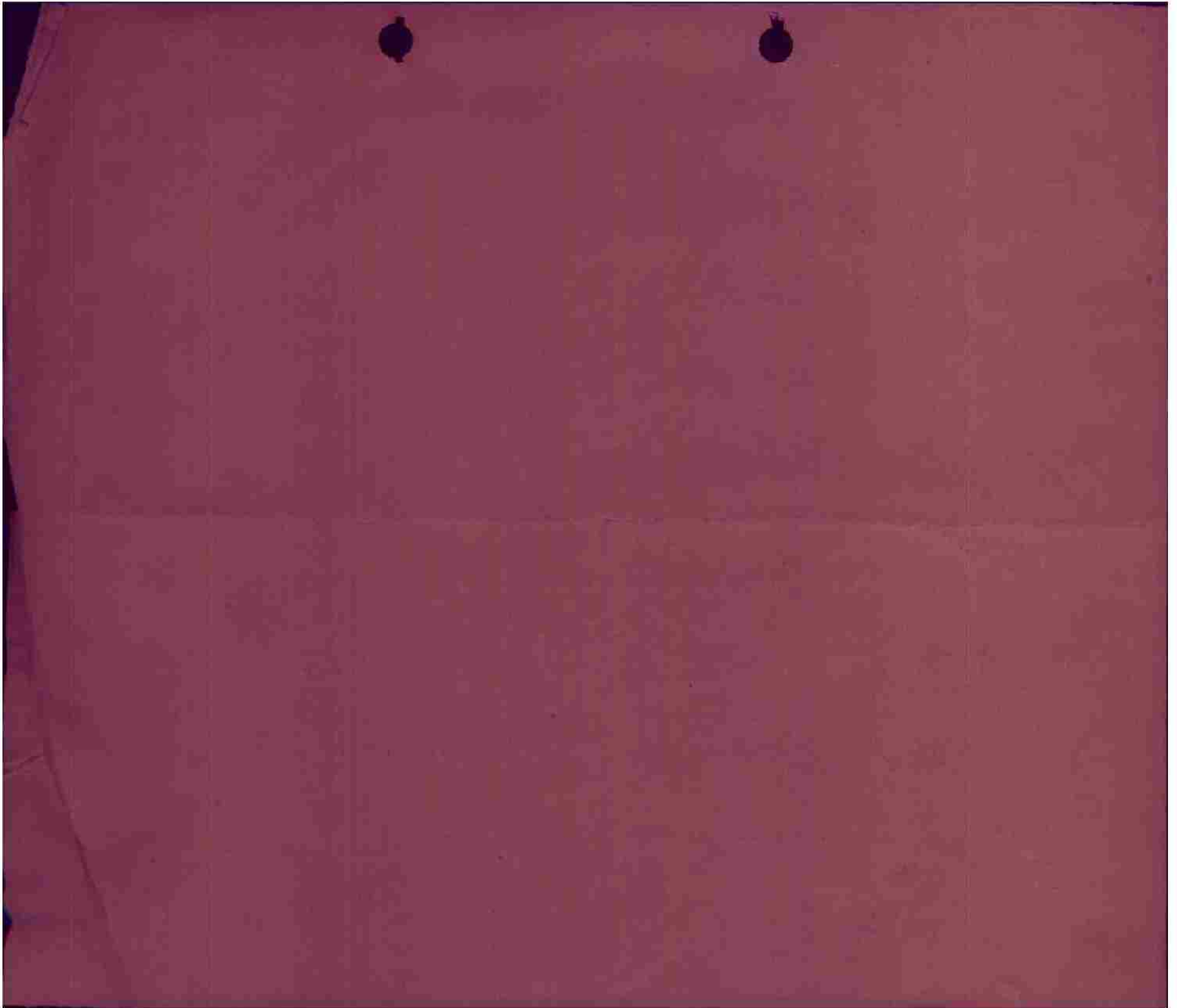
FD AR

OIJPO K WITH R

OIJPO / OIJE A R.....13/1015A

SL AR

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DIST

OIITA OIJPO OIJES OIJKI V OIJE A OIJE A 8/13 OP OP
T (OIITA PASS TO OIJJF)

S-2

FROM 97TH COMBAT BOMB WING 13/1300A D-96-E
TO COBOMGR 409
COBOMGR 410
COBOMGR 416
COMBOMDIV NINE
1ST PROV. PATHFINDER SQDN.

D 789

S-3

S/G

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

97TH COMBAT BOMB WING
A P O 140
13 DECEMBER 1944

ANNEX NR. 4 TO FIELD ORDER 90-558

PLAN A PARA 5. A. SHOULD READ:

- A. 409TH BOMB GROUP
 - (2) ROCKFISH
 - (3) DOGFACE
 - (4) RIPSAW

PARA 5. X. SHOULD READ:

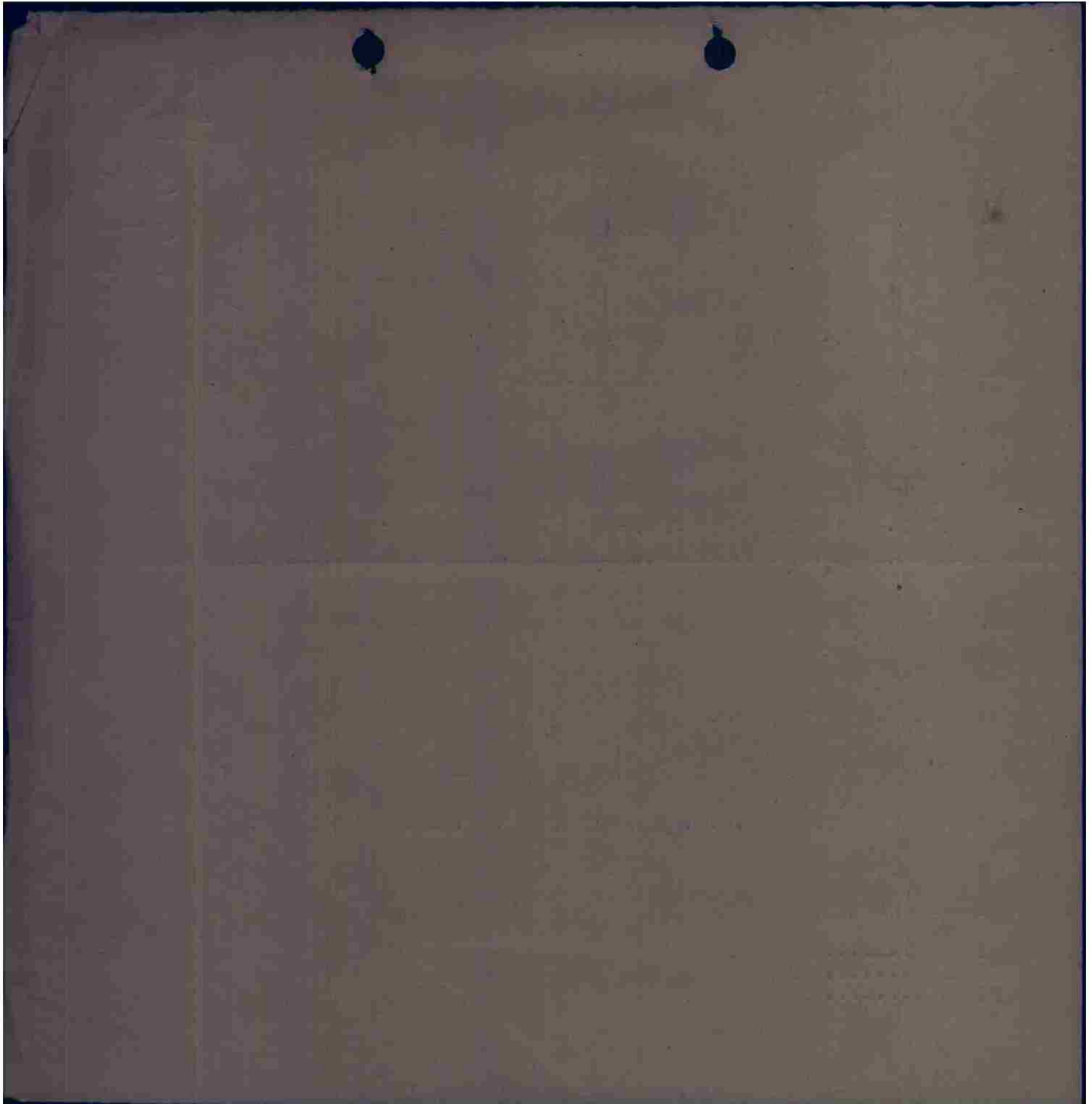
X. GENERAL INFORMATION.

- (11) ROCKFISH LEADER WILL CALL "PAILFULL" ON CHANNEL "C" REPORTING COMPLETION OF OPS ON LEAVING TARGET AREA. THIS DOES NOT EFFECT S.O.P. REPORTING TO & F.G.C. AND PARADE.

COMCBTWIG 97

BT 13/1300A
 CW AR_K
 OIITA R.....13/1320A DEG B
 OIJKI R.....13/1320A EJ AR
 OIJPO R.....13/1320A REW AR

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ITA JEA V JKI JKI

9/13 OP OP

FROM 416TH BOMB GROUP (L) 131720A D-212-D
 TO CG, 9TH BOMBARDMENT DIVISION ATTN: A-2
 CG, 97TH COMBAT WING AGTN: A-2

SECRET OPERATIONAL PRIORITY BT
 OPSFLASH FOR 13 DECEMBER 1944.

A. 416TH BOMB GROUP (L)

B. GEMUND DEFENDED VILLAGE

C. 9 A-20; 29 A-26'S (3 A-20 CARRIED WINDOW ONLY); 1 B-26 PPF.

D. 3 A-20-ATTACKED TONDORF AREA (F 2808)

12 A-26-ATTACKED TONDORF AREA (F 2808)

2 A-20-ATTACKED SCHUTZ AREA (L 3170)

12 A-26-ATTACKED SCHUTZ AREA (L 3170)

PPF PLANE DID NOT BOMB PRIMARY CXXX BECAUSE OF EQUIPMENT FAILURE

BOX NR 1 BOMBED ON GEE EQUIPMENT OF PPF A/C. BOX NR 2 BOMBED ON

GEE EQUIPMENT OF BOX LEADER ~~KXXXX~~ (A-20K)

E. 3 A-20 A/C CARRIED WINDOW ONLY.

~~HXXXXX~~ → 1 A-20 A/C DID NOT DROP. CAUSE UNDETERMINED AT PRESENT (FLT LEADER
 FLT NR 2, BOX NR 2)

~~MILBORN WITHIN 1000~~ → 3 A-26 A/C DID NOT DROP. FLIGHT LEADER (FLIGHT NR2, BOX NR 2) DID
 OXXX NOT DROP.

~~VAN METER~~ → 1 A-26 A/C DID NOT DROP-- MECHANICAL MALFNCTION . BEING INVESTIGATED

~~STREET~~ → 1 A-26 A /C UNKNOWN-- LANDED AWAY FROM BASE.

F. 108 X 250 G.P. ON CASUAL TARGET -- TONDORF AREA (F 2808)

104 X 250 G.P. ON CASUAL TARGET -- XSCHUTZ AREA (L 3170)

36 X 250 G.P. RETURNED.

BOMB DISPOSITION OF ONE A-26 A/ C WHICH LANDED WAXXX AWAY FROM BASE
 IS UNKNOWN.

A-20 K A/C WHICH LANDED AWAY FROM BASE CARRIED WINDOW ONLY.

G. UNOBSERVED. 10/10 CLOUD COVER AT BOTH TARGETS.

H. NONE

I. NONE

J. NONE

K. NONE

L. 13,400 FEET--BOX 1

11,000 FEET--BOX 2

M. BOX 1 --1243 HOURS

BOX 2 --1300 HOURS

BT 131720A

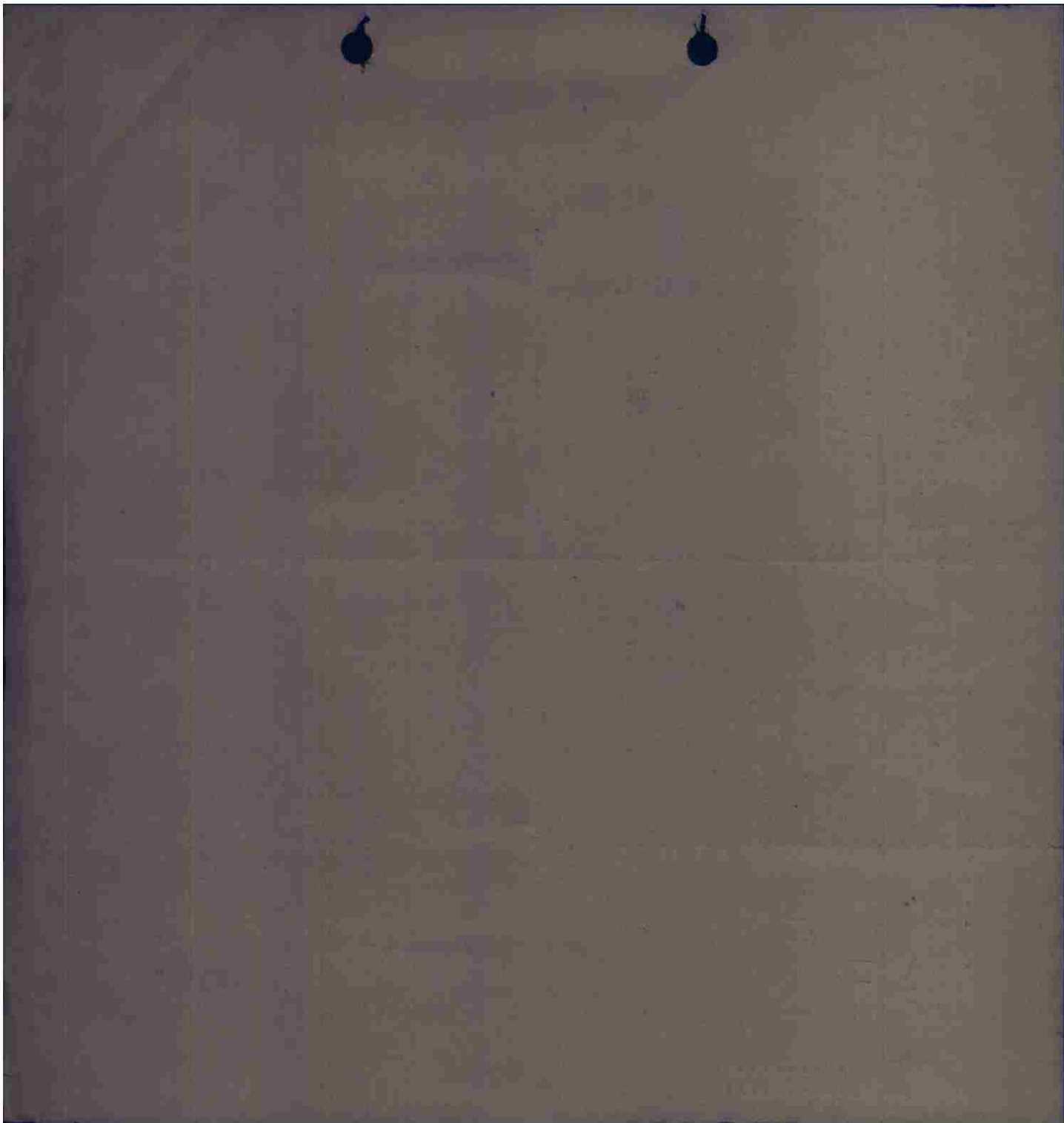
LJ BBB K

ITA / JKI R.....13/1800A DF KK

JEA / JKI R.....13/1800A SS KKKKK

*no mention of Pleinad in para E
 which is "no. of 'to failing to bomb' there
 making para D + F erroneous.*

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