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IRIS Public Record

Key Information

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Major Command:

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FOLDER NO. 2

S-GP-A16-SU-OP-S
10 APR 1944

MISSION REPORT

P.R.C.

DATE	NUMBER #	F.O. NO.
APR. 10	10	261
APR. 10	11-SPECIAL MISSION	
APR. 10	12	262
APR. 11	13	263
APR. 11	14-SPECIAL	
APR. 12	15	264
APR. 12	16-SPECIAL	
APR. 13	17	265
APR. 13	18-SPECIAL	
APR. 18	19	270
APR. 19	RECALL	271
APR. 19	20	272
APR. 20	21	273
APR. 20	22	275
APR. 21	23	276

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SECRET

HEADQUARTERS
FOUR HUNDRED SIXTEENTH BOMBARDMENT GROUP (L)
OFFICE OF THE COMMANDING OFFICER

SECRET
By authority
CG Svc. 170
19 April 1944
Init.

APO 140, U. S. Army.
19 April 1944.

SUBJECT: Transmittal of A-3 Bombing Bombing Information Reports.

TO : Commanding General, IX Bomber Command, APO 140, U. S. Army.

1. Transmitted herewith are the A-3 Bombing Information Reports on operational mission 18 April 1944, submitted in compliance with IX Bomber Command Memorandum 15-44.

For the Commanding Officer:

GEORGE SCHNEIDER,
Captain, Air Corps,
Adjutant.

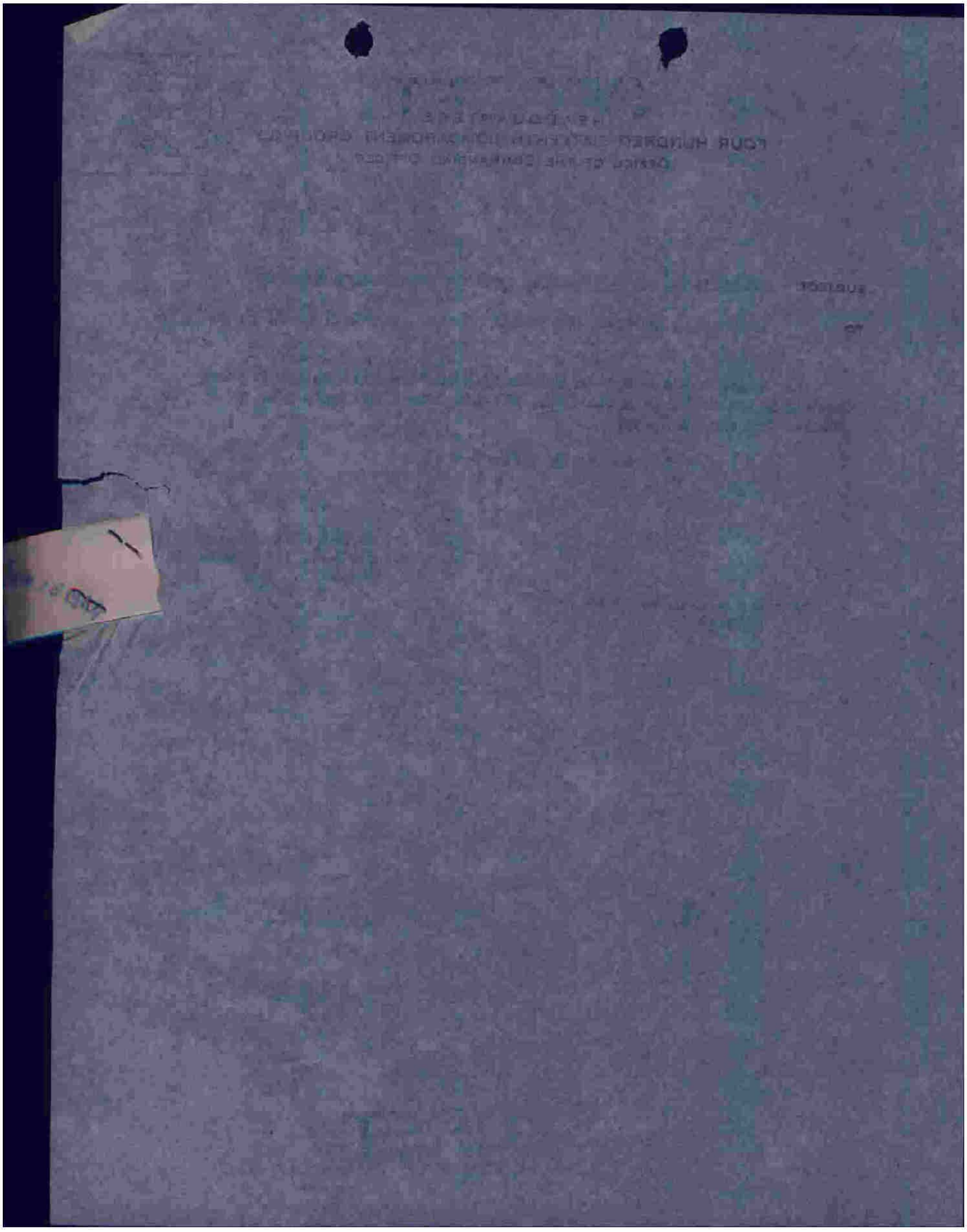
1 Incl - Bombing Information Report
(Box I)

APR 18 1944 #19

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BOMBING INFORMATION

ANNEX "A" IX B.C. FIELD ORDER NO. 270

BOX I GROUP 416 DATE 18 Apr 44 TARGET ATTACKED Monceau Sur Sombre

1. Method of Sighting: Pre-set synchronous.

2. Bombing approach: 008° Mag.

3. Was mercury erection system used? YES _____ NO X

4. Did entire box 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: Used pre-set synchronous, 20 mils drift subtracted from sight, aimed at MPI.

5. Name of lead bombardier: 2nd Lt. Vernon Powell

6. Name of lead pilot: Major William J. Heng

7. Intervalometer setting: None

8. Indicated Air Speed: 220 Ground Speed: 245 Altitude: 12,000

9. Length of bomb run: 4 Sec:

10. Bomb Load and Fusing per A/C: 76 X 500 lb FUSED Delay N 1/10 T 1/40

11. Total Bombs Dropped: _____

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 Flak affected bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing? No enemy aircraft.

(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: GOOD X FAIR____ POOR____ BAD MISS____

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By authority
CG Ltr. 170
19 April 1994
Init. JmB

HEADQUARTERS
FOUR HUNDRED SIXTEENTH BOMBARDMENT GROUP (L)
OFFICE OF THE COMMANDING OFFICER

APO 140, U. S. ARMY.
19 April 1944.

SUBJECT: Lost, Damaged and Abortive Report.

TO : Commanding General, IX Bomber Command, APO 140, U. S. Army.

Target, Montreau Marshalling Yards.
Date : 18 April 1944.

IX Bomber Command Field Order No. 470.

1. Summary.

Group	Type A/C	Dispatched	Aborting Mech	Aborting Other	Damaged A	AC	B	E	Lost	Attacked Target
416	A-20g's & J's.	38	0	19	0	0	0	0	0	19

2. Lost.

None.

3. Damaged.

None.

4. Aborting.

Number XX two consisting of 16 A-20g's and 3 A-20J's aborting. Lead bombardier did not identify target in time to make bombing run.

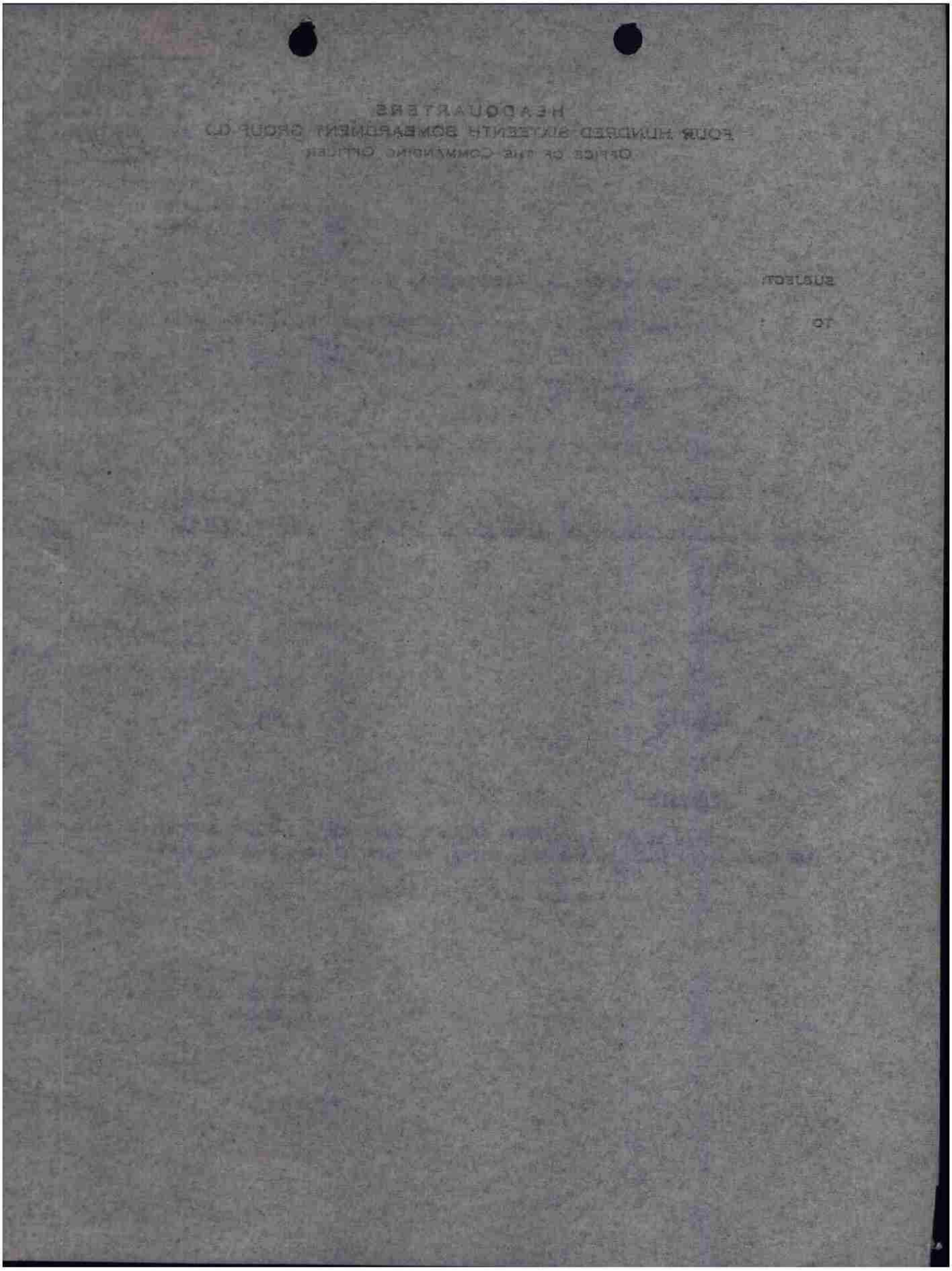
For the Commanding Officer:

GEORGE MORRISSEY,
Captain, AAF Corps.
Adjutant.

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RECORD
NW authority
80 Sta. 170
19 Apr 1944
Init. JmB

HEADQUARTERS
FOUR HUNDRED SIXTEENTH BOMBARDMENT GROUP (L)
OFFICE OF THE COMMANDING OFFICER

APO 140, U. S. Army.
19 April 1944.

SUBJECT: Report of Malfunction of Aircraft Equipment.

TO : Commanding General, IX Bomber Command, APO 140, U. S. Army.

I. Summary of Aircraft Operating.

Date of Mission : 18 April 1944
Number of Aircraft Scheduled : 36
Number of Aircraft Alerted : 36

II. Scheduled Aircraft Failing to Become Airborne.

None.

III. Malfunction of Airborne Aircraft Affecting Success of Mission.

None.

IV. Malfunction of Airborne Aircraft Not Affecting Success of Mission.

None.

For the Commanding Officer:

GEORGE SCHERMERHORN,
Captain, Air Corps,
Adjutant.

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MISSION NO. 19 LOADING LIST 18 APRIL 1944

BOX I

FLIGHT I

1. 439 "J"
MAJOR W J MENG
LT V H POWELL
S/S R F STOBERT
CPL H E RAPACZ

2. 701 "H"
COL H R MACE
S/S T I WALSH
S/S R E CONOPASK

3. 217 "D"
LT R J ROONEY
S/S S F DINAPOLI
S/S H M MCCLEARY

4. 455 "T"
LT G N MCNULTY
LT R CONTE
S/S H E WHITE
S/S R F ADDLEMAN

5. 207 "B"
LT L R MCBRIDE
S/S J W MORAN
S/S P B DRISKILL

6. 200 "A"
LT N G BROWN
S/S J A OCHABA
S/S W F COLBERT

FLIGHT II

1. 707 "H-1"
CAPT L F DUNN
S/S H T BEST
LT SUTLIFF

2. 219 "D-1"
LT H L ANDREWS
S/S G M COOK
S/S E R WERLEY

3. 493 "V"
LT J O ADAMS
SGT P L CLEARMAN
CPL A J ZIEKUS

4. 951 "P"
LT F W DEMAND
S/S C W MIDDLETON
CPL R J TROYER

5. 714 "N"
LT G W COWGILL
S/S H A FOSTER
S/S E W RUST

6. 393 "K"
LT R E GREENLEY
S/SGT H C WORDEN
SGT J J RZEPKA

FLIGHT III

1. 914 "X"
CAPT M J HUFF
S/S J B THOMPSON
S/S H F HATCH
LT. W. H. PALIN

2. 181 "A-1"
LT P DONTAS
S/S A L NIELSON
S/S W E FIELDS

3. 189 "P-1"
LT J S CONNOR
S/S C.Q. NORTON
S/S F M CITTY

4. 696 "G"
LT W B OSTRANDER
S/S J E WILSON
S/S I BINNEY

5. 689 "I"
LT E L JOHNSON
S/S W J DONAHUE
S/S M R BRAYN

6. 227 "F"
LT R O GRUETZEMACHER
S/S J D GOSSETT
S/S R L MILLER

SPARE

362 "L-1"
LT L E HILL
CPL C H YOST
S/S R W BURCH

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MISSION NO. 19 — LOADING LIST — 18 APRIL 1944

BOX II

FLIGHT I

1. 444 "J"
MAJOR R F PRICE
LT A R HAND
S/S A.J. ANTANAITIS
S/S H R HEDRICK

2. 684 "K"
LT G F BARTMUS
S/S E A DAMICO
S/S E S DICKENSON

3. 194 "C"
LT B H BRADFORD
S/S A W MACDONALD
S/S A A HILL

4. 640 "Z"
LT COL W.W. FARMER
LT W.L. SMITH
S/S J E MCCREERY
S/S J R ORR

5. 379 "G"
LT S.B. RITCHIE JR
S/S A W NEWKIRK
S/S E A ANDERSON

6. 963 "N"
LT R K CRUZE
S/S C F LOVE
S/S F L ADAIR

FLIGHT II

1. 450 "S"
CAPT R A CLARK
LT R J MCQUADE
S/S S F ALDEN
S/S R L BALLINGER

2. 717 "N-1"
LT T BOUKAMP
S/S R J COLOSIMO
S/S J S WING

3. 900 "Q"
LT E J RENTH JR.
S/S C L WEBB
S/S G L COFFEY

4. 376 "O"
LT W A PECK
S/S A E BERGERON
S/S H E KELTON

5. 390 "G-1"
LT E E DEMUN
S/S M ROSENSTEIN
S/S H O CARNEY

6. 211 "C-1"
LT M S STREET
S/S ~~J J SHIELDS~~ PRINDLE
S/S ~~E T EPPS~~ COPE

FLIGHT III

1. 711 "M"
LT L A MARZOLF
S/S H E WELLIN
S/S L G KUTZER

2. 225 "G-2"
LT R E STOCKWELL
S/S V N SHERRY
S/S R H LINNEMAN

3. 203 "A"
LT W A MERCHANT
S/S C H HARP
S/S K P BROWN

4. 216 "E"
LT L J SIRACUSA
S/S E E KELLY
S/S F E BROWN

5. 195 "D"
LT R G MEREDITH
S/S V E MOLVER
S/S L R GRAY

6. 182 "B"
LT R V MIRACLE
S/S B C SIEG
S/S J C BURKHALTER

SPARE

745 "1"
LT G EBENSTEIN
S/S E R JUDD
S/S H PERKINS

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OPERATIONAL PRIORITY

FROM: 416TH BOMB GROUP (L)

TO : 1X BOMBER COMMAND TO: 97TH COMBAT WING

416 BG P_____E

CONFIDENTIAL IN THE CLEAR AUTH: LT COL WALTER W FARMER

"J" FORM CLEARANCE F-2 18 APRIL 1944

PREPARED BY MAJOR HAROLD A RADETSKY

A.

B. 1749

C. NORTH FORELAND

D. BOX I . . . R/T SILVERQUEEN ONE

670 . . . 8 . . . J D T B A G I F

671 . . . 7 . . . H-1 D-1 V P N K X

669 . . . 2 . . . A-1 P-1

668 . . . 1 . . . H

668 . . . 1 . . . SPARE . . . L-1

GROUP LEADER . . . 670 . . . J

DEPUTY . . . 670 . . . T

BOX II . . . R/T SILVERQUEEN TWO

668 . . . 9 . . . J K C Z G N E D B

669 . . . 6 . . . S N-1 Q O G-1 C-1

671 . . . 3 . . . M G-2 A

668 . . . 1 . . . SPARE . . . I

SECOND BOX LEADER . . . 668 . . . J

DEPUTY . . . 668 . . . Z

E. 12000

F. NIEUPORT

G. 1803

H. 49 MINUTES

J. NIEUPORT

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K. NORTH FORELAND.

L. 1905

M. 1. E.T.D . . . 1716 . . . E.T.A. . . . 1918

2. 4 X 500 GP

3. 4 HOURS

4. BOX I . . . ZB116B

BOX II . . . ZB116B

5. NONE

MACE COBONGR 416

I CERTIFY THAT THIS IS OFFICIAL BUSINESS:

JOHN G. NAPIER,
Major, Air Corps,
Asst. Opns. Officer.

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1656
1839

OPERATIONAL ROUTE FORECAST

9m.

DATE _____
PERIOD _____

Hq SOS USAPP 9-43/90M/15227

	A	B	C	D
1 WEATHER				
2 CLOUDS				
3 ICING				
4 VISIBILITY				
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE				
FT				
FT				
FT				
FT				
FT				
FT				

BASE ALTIMETER SETTING 30.10 TARGET SURFACE TEMP. _____ TARGET MEAN TEMP. _____
TEMP. AT _____ FT. _____ TARGET SURFACE (PRESSURE-ALT) _____

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AIRCRAFT REPORT

		BASE TO COAST	OVER CHANNEL OR SEA	OVER CONTINENT & TARGET
TIME				
POSITION				
ALTITUDE				
CLOUD BELOW AIRCRAFT	AMOUNTS AND TYPE			
	HEIGHT OF BASE AND TOP			
CLOUD ABOVE AIRCRAFT	AMOUNTS AND TYPE			
	HEIGHT OF BASE AND TOP			
VISIBILITY				
TEMPERATURE				
WINDS				
REMARKS: AS WEATHER ENCOUNTERED, FRONTAL POSITIONS, ETC.				

NOTE: AT LEAST ONE COMPLETE OBSERVATION SHOULD BE ENTERED IN EACH COLUMN. THE OTHER SIDE OF THIS CARD HELPED YOU-WON'T YOU GIVE THE NEXT FELLOW A BREAK!

CLOUD TYPES AND ABBREVIATIONS

LOW CLOUDS = ST-STRATUS
SC-STRATOCUMULUS

MIDDLE CLOUDS = AS-ALTOSTRATUS
AC-ALTOCUMULUS

HIGH CLOUDS = CI-CIRRUS
CS-CIRROSTRATUS

CLOUDS OF VERTICAL EXTENT =
CU-CUMULUS CB-CUMULONIMBUS

FRONTS —

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opr

HEADQUARTERS
416th BOMB GROUP (L)
OFFICE OF THE WEATHER OFFICER

APO 140
18 April 1944

SUBJECT: Interrogation Report

TO : Group Operations

BASE AT TAKEOFF: .5 stratocumulus with bases at 3000 feet and tops to 5000. Visibility 7 miles.

ROUTE OUT: .6 to .8 low clouds over England with bases at 3000 and tops to 5000 feet. Visibility 5-6 miles. Clouds broke to .2 to .5 over the channel with nil clouds over France.

TARGET: No clouds over target with banks of cumulus reported to the south. Visibility 15 miles.

ROUTE BACK: Nil clouds. Otherwise same as route out.

WINDS: As forecast.

Weather did not effect bombing.

Walter D. Castle
1st Lt. Air Corps
Staff Weather Officer

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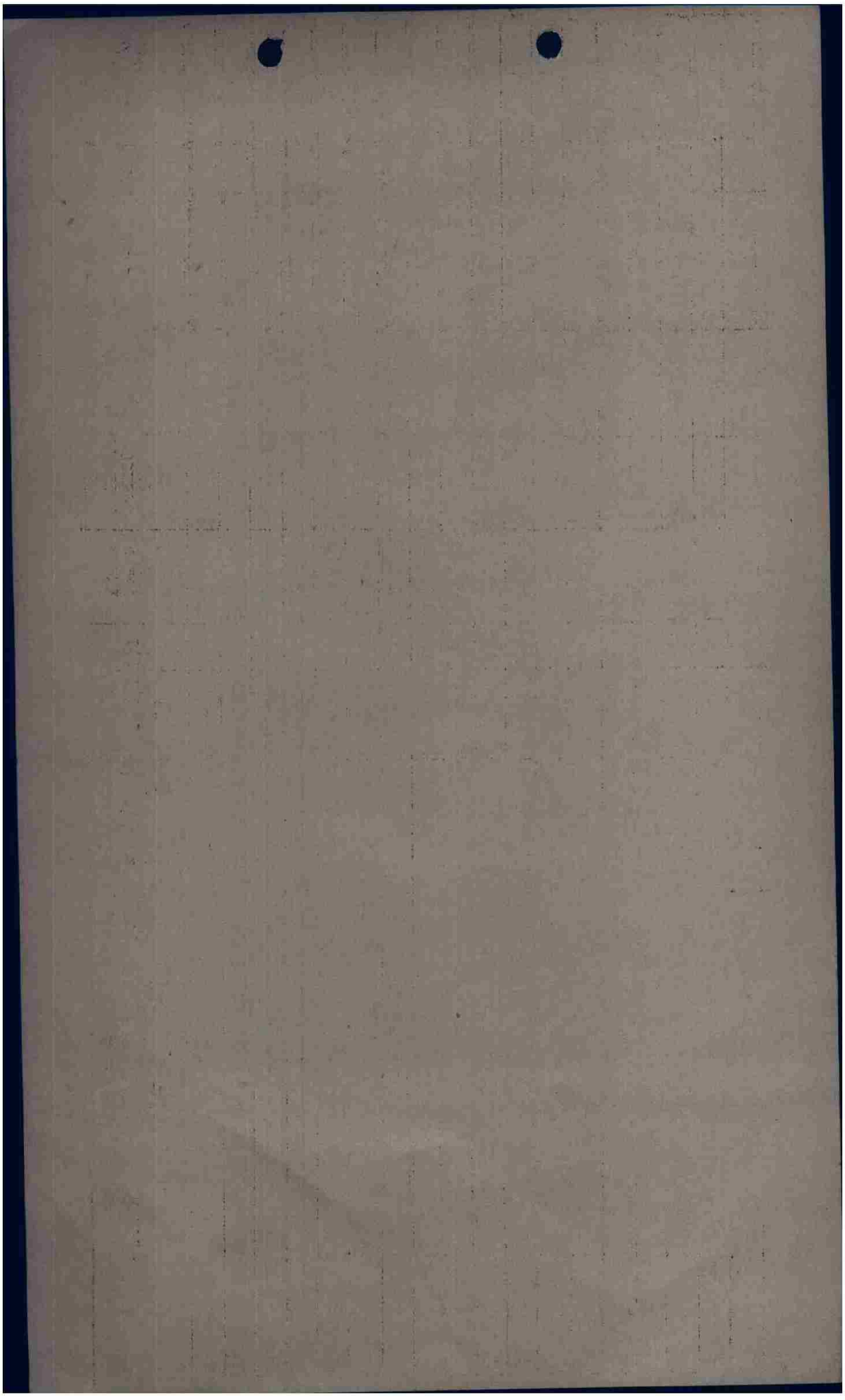
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Box I

A/C LTR	A/C NO.	SQDN.	PILOT	TARGET	ETO	ENGLISH COAST OUT	ENEMY COAST IN	TOT	ENEMY COAST OUT	ENGLISH COAST IN	CAMERA	FUEL	BOMB LOAD	ENDUR.	LAND TIME	REMARKS
J	439	C	MENG	MONCEAU-SUR-SAMBRE	1656	12,000 N-FORLAND	12,000 NIEUPORT		12,000 NIEUPORT	9000 N-FORLAND	H-C	725	WY600CP	4+	1931	
H	701	A	MACE	"	1654	"	"				C				1932	
D	217	C	ROONEY	"	1654	"	"				C				1935	
T	455	C	McNULTY	"	1656	"	"								1934	
B	207	C	McBRIDE	"	1667	"	"				C				1934	
A	200	C	BROWN	"	1667	"	"								1932	
H-1	707	D	DUNN	"	1657	"	"								1937	
D-1	219	D	ANDREWS	"	1657	"	"								1938	
V	493	D	ADAMS	"	1658	"	"								1938	
P	951	D	DEMAND	"	1658	"	"								1939	
N	714	D	COWGILL	"	1668	"	"								1940	
[redacted]	393	D	GREENLEY	"	1659	"	"								2026	
X	914	D	HUFF	"	1669	"	"								1942	
A-1	181	B	DONTAS	"	1669	"	"								1943	
P-1	189	B	CONNOR	"	1700	"	"				C				1943	
[illegible]	696	C	OSTRANDER	"	1700	"	"								1944	
I	689	C	JOHNSON	"	1700	"	"				C				1944	
F	227	C	GRUETZEMACHER	"	1700	"									1945	
-1	262	A	HILL	"	1706	"									1945	

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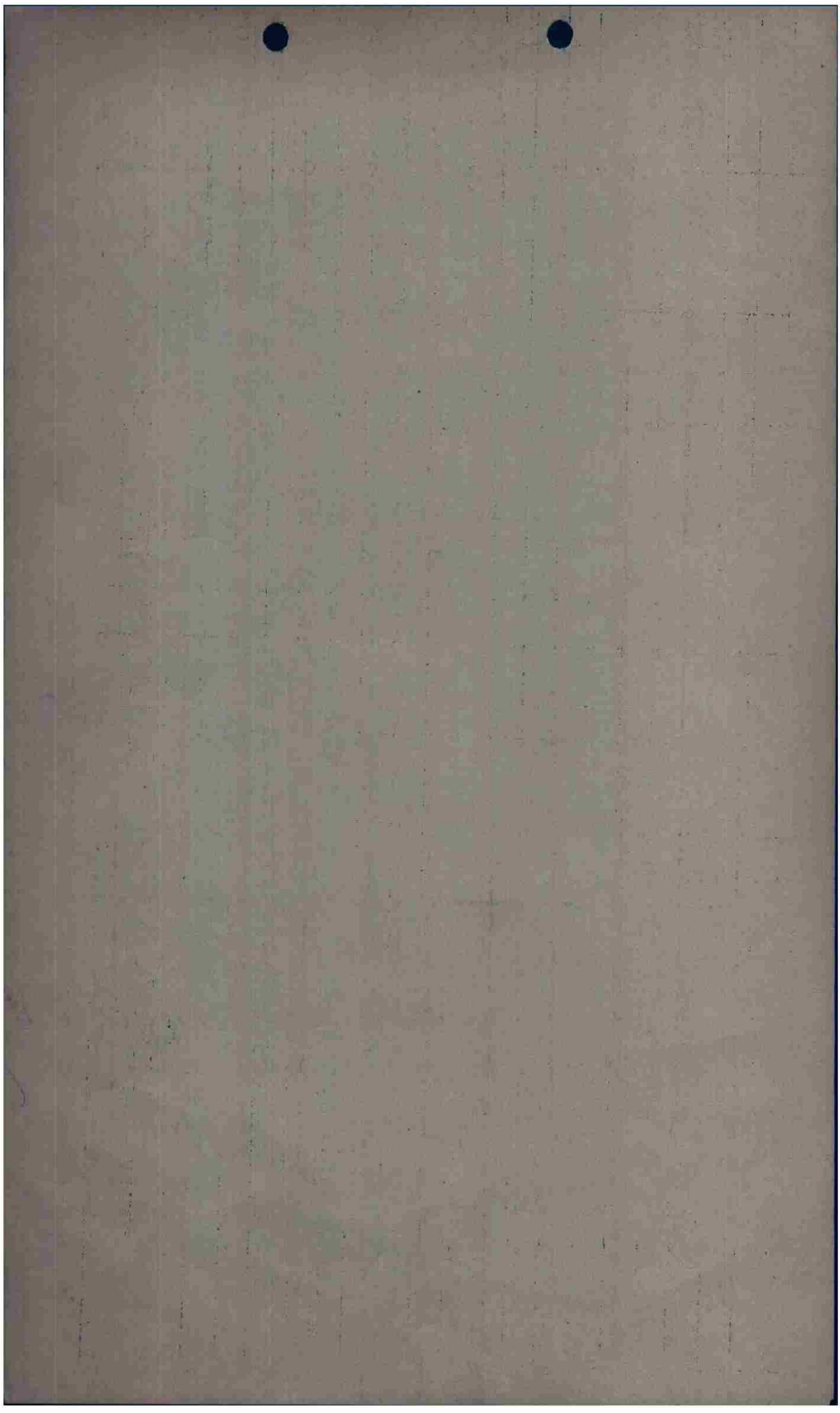
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Box II

A/C LTR	A/C NO.	SQDN	PILOT	TARGET	ATO	ENGLISH COAST OUT	ENEMY COAST IN	TOT	ENEMY COAST OUT	ENGLISH COAST IN	CAMERA	FUEL	BOMB LOAD	ENDUR.	LAND TIME	REMARKS
J	444	A	PRICE	MONCEY-SUR-SAMBRE	1700	12,000 N-FORLAND	13,000 NIEUPORT		12,000 NIEUPORT	9,000 N-FOR LAND	H-C	726	MK500GP	4+	1947	
K	684	A	BARTMUS	"	1701	"	"		"	"		"	"	"	1948	
[redacted]	194	A	BRADFORD	"	1701	"	"		"	"		"	"	"	1949	
L	640	A	FARMER	"	1701	"	"		"	"		"	"	"	1949	
G	379	A	RITCHIE	"	1702	"	"		"	"		"	"	"	1950	
N	963	A	CRUZE	"	1702	"	"		"	"		"	"	"	1950	
S	450	B	CLARK	"	1702	"	"		"	"		"	"	"	1953	
N-1	717	B	BOUKAMP	"	1702	"	"		"	"	C	"	"	"	1953	
Q	900	B	RENTH	"	1703	"	"		"	"		"	"	"	1956	
O	376	B	PECK	"	1703	"	"		"	"		"	"	"	1956	
G-1	390	B	DEMUN	"	1703	"	"		"	"		"	"	"	1957	
[redacted]	211	B	STREET	"	1704	"	"		"	"	C	"	"	"	1952	
M	711	D	MARZOLF	"	1704	"	"		"	"		"	"	"	1958	
G-2	225	D	STOCKWELL	"	1704	"	"		"	"		"	"	"	1959	
A	203	D	MERCHANT	"	1705	"	"		"	"		"	"	"	2000	
E	216	A	SIRACUSA	"	1705	"	"		"	"		"	"	"	2000	
D	195	A	MEREDITH	"	1706	"	"		"	"	C	"	"	"	2001	
B	182	A	MIRACLE	"	1706	"	"		"	"		"	"	"	2001	
I	745	A	EBENSTEIN	"	1706	"	"		"	"		"	"	"	1955	

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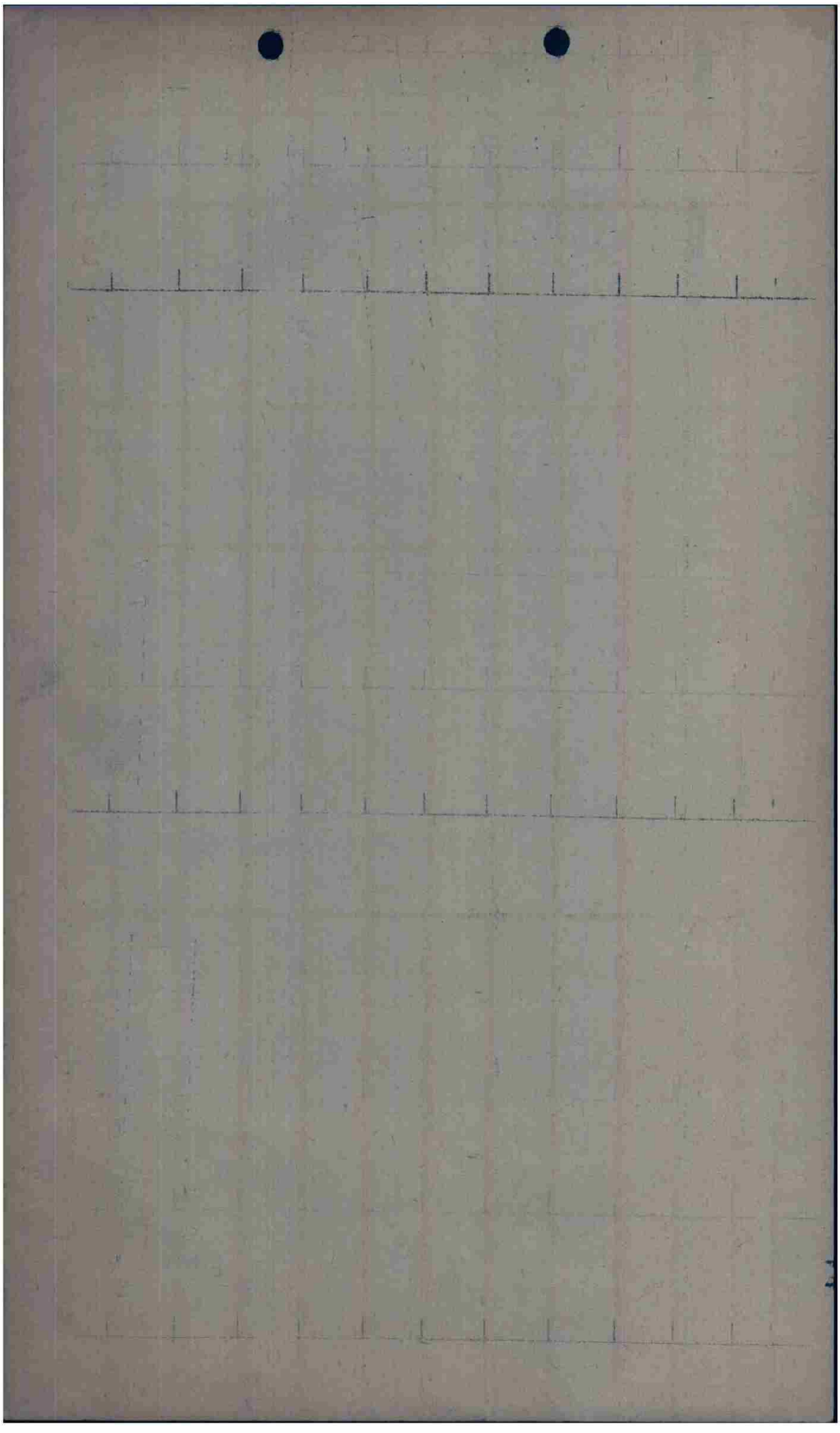
18 April 1944

SHIP NO	SQUADRON	PILOT and/or BOMBARDIER	GUNNERS	MALFUNCTIONS	CAUSES OF MALFUNCTIONS
444	A	Price Hand		No Bombs dropped	Failed To Locate Target IN time To drop.
684	A	Bartolus		" " "	Leader Failed To drop -
194	A	Bradford		" " "	" " "
640	H	Farmer, Smith		" " "	" " "
379	H	Ritchie		" " "	" " "
963	H	Cruze		" " "	" " "
216	H	Siracusa		" " "	" " "
195	H	Meredith		" " "	" " "
182	H	Miracle		" " "	" " "
745	H	Ebenstein		" " "	" " "

William C. McDonald
Capt. A.C.
Armament Officer

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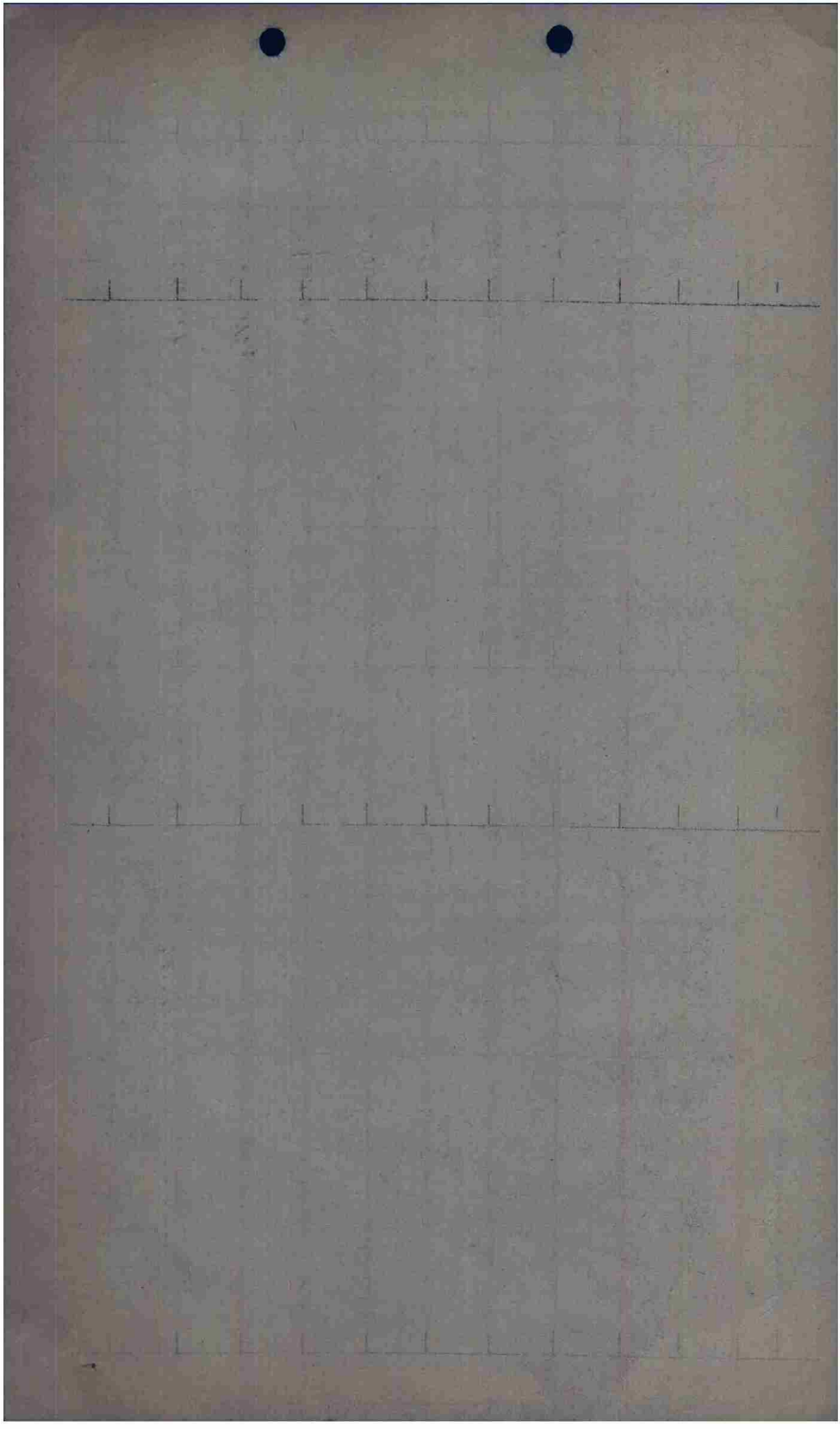
18 April 1944

SHIP NO	SQUADRON	PILOT and/or BOMBADIER	GUNNERS	MALFUNCTIONS	CAUSES OF MALFUNCTIONS
711	D	MHRZOLF		NO. BOMBS DROPPED	LEADER FAILED TO DROP
225	D	STOCKWELL		" "	" " "
203	D	MERCHANT		" "	" " "
450	B	CLARK MCQUADE		" "	" " "
717	B	BOOKAMP		" "	" " "
900	B	RENTH		" "	" " "
376	B	PECK		" "	" " "
390	B	DE MUN		" "	" " "
211	B	STREET		" "	" " "

William G. McDonald
Capt A.C.
Armament Officer

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FROM NINTH BOMBER COMMAND 181151B 9BC P2775E
TO: COBOMGP 416 409
COCBTWIG 97, 98, 99
COMAF 9
COMAF 8
COMFICOM 9
SASO 11 GROUP RAF

23

OPERATIONAL PRIORITY
SECRET SENT IN CLEAR AUTH COL KILBORN

IX BOMBER COMMAND
APO 140
18 APRIL 1944

F. O. 270

(1) B. (2) VIII U.S. AAF WILL ATTACK GY 4799, GY 4800
GH487A GY 4817, GY 4802, GB 3281, GY 4671
AND Z 3001
11 GROUP R.A.F. WILL PROVIDE AREA COVER ON
V TARGETS 5001E/J/81 AND 5102/J/169. 11 GROUP
WILL PROVIDE ESCORT ON TARGET Z 116B FOR THE
98TH WING
IX FIGHTER COMMAND WILL PROVIDE ESCORT ON TARGET
ZB 116B FOR 97TH AND 99 WINGS
2. THIS COMMAND WILL ATTACK TARGETS 5001E/J/81 AND
5102E/J/169 USING THROUGH THE OVERCAST BOMBING TECHNIQUE AND
VISUAL BOMBING ON ZB-116B

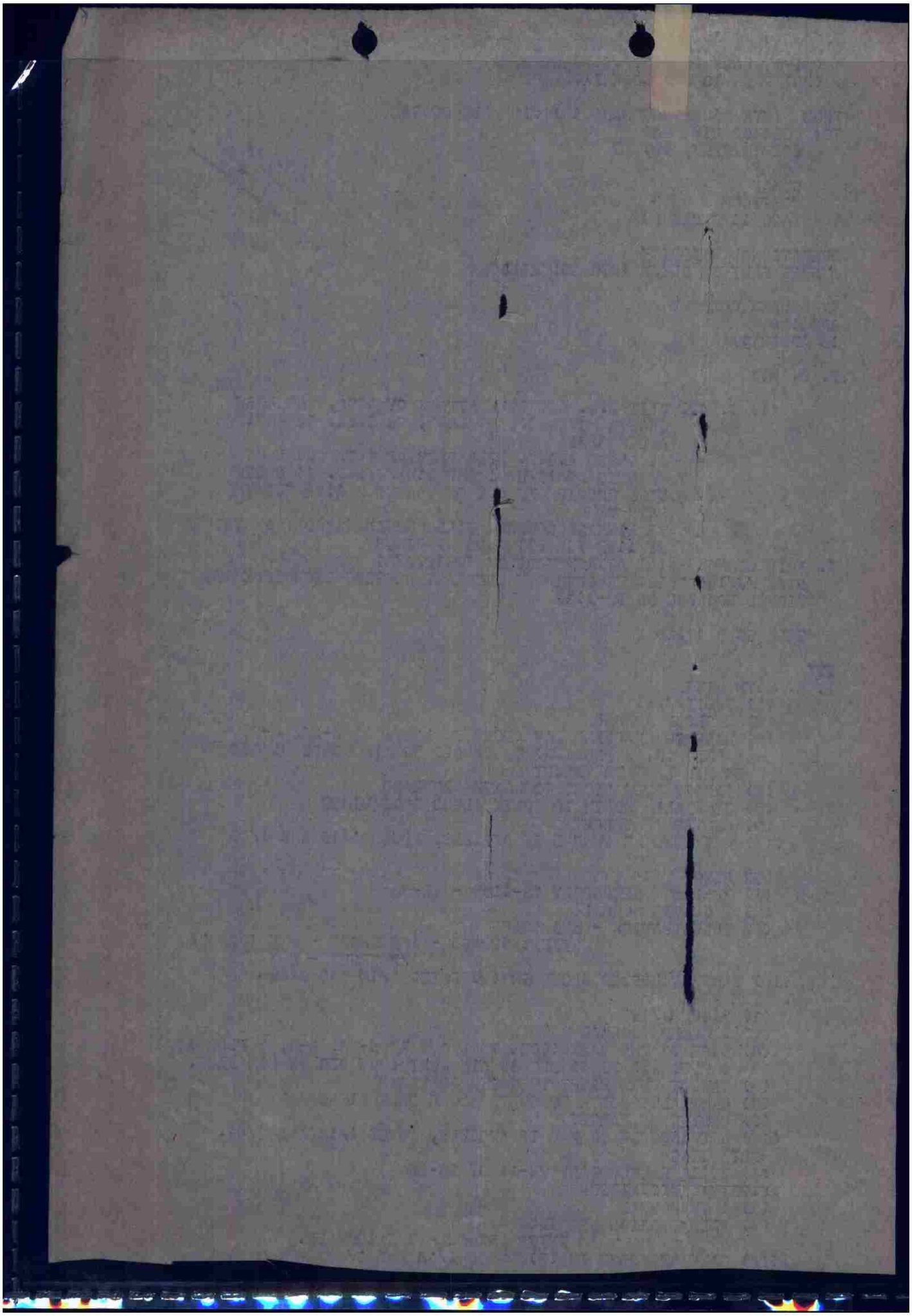
ZERO HOUR 181800B

XXX
3. A. 99TH WING
(1) 5001E/J/81
(2) 2 GROUP NORMAL
(4) BASE TO BRADWELL BAY (BOXS TO LEAVE AT 0-20, 0-5,
0 PLUS 10, 0 PLUS 25) TO 52 DEG 32 MIN NORTH 01 DEG
30 MIN EAST TO TARGET
(5) TARGET TURN RIGHT TO NORTH FORELAND
(8) GENERALLY NORTH TO SOUTH ALONG OBOE LINES
(9) CENTER OF TARGET
(10) 4 X 1000 LB COMP B IF AVAIBLE, FUSED 1/10 AND 1/40

99TH WING
(1) ZB-116B SECONDARY ZB-115D - ZB-50
(2) 2 GROUPS NORMAL
(9) ILLUSTRATION - NEO 5040
REFER: 028063 - 1/2 GROUP - 4 X 1000 LB
1/2 GROUP - 8 X 500 LB
(10) SAME AS LISTED ABOVE IN (9) FUSED 1/10 AND 1/40 SEC
B. 98TH WING
(1) 5102E/J/169
(2) 2 GROUPS NORMAL
(4) BASE TO THE MAZE (BOXS TO LEAVE AT 0-20, 0-5, 0 PLUS 10,
0 PLUS 25) TO 51 DEG 39 MIN NORTH, 02 DEG 00 MIN EAST.
(5) TARGET TURN RIGHT TO NORTH FORELAND
(8) GENERALLY NORTH TO SOUTH ALONG OBOE LINES
(9) CENTER OF TARGET
(10) 4 X 1000 LB COMP B IF AVAIBLE, FUSED 1/10 AND 1/40.
U 98TH WING
(1) ZB116 B SECONDARY ZB-115D, ZB-50
XXXXXXXXXXXXXXXXXXXX
(2) 1 GP NORMAL
(9) ILLUSTRATION NEG 5040
REFER 022062 - 4 X 1000 LB.
(10) SAME AS ABOVE IN (9) FUSED 1/10 AND 1/40

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C. 97TH WING
(1) ZB - 116 B SECONDARY ZB 115 D, ZB- 50
(2) 2 GPS NORMAL.
(3) 409 GP WILL RENDEZVOUS WITH 416 ON LINE NORTH FORELAND TO FIGHTER RENDEZVOUS. THE 416 WILL LEAD.
(9) ILLUSTRATION NEG 5040
REFER: 023063 - 2 GPS 4 X 500 LB.
(10) SAME AS LISTED ABOVE IN (9) FUSED 1/10 AND 1/40
X. (1-4) NO CHANGE.
(5) ROUTE OUT: TARGET ZB-116B
BASE TO NORTH FORELAND TO FIGHTER RENDEZVOUS
(51 DEG. 11 MIN. NORTH, 02 DEG. 30 MIN. EAST)
TO NIEUPORT TO WAEREGHEM TO 50 DEG. 11 MIN.
I NORTH 03 DEG. 50 MIN. EAST TO 50 DEG. 10 MIN.
NORTH 04 DEG. 24 MIN. EAST TO TARGET.
(6) ROUTE BACK: TARGET ZB-116B
TARGET TURN LEFT TO 50 DEG. 59 MIN. NORTH
03 DEG. 31 MIN. EAST TO NIEUPORT TO NORTH
FORELAND TO BASE.
(7) FIGHTER RENDEZVOUS (51 DEG. 11 MIN. NORTH 02 DEG. 03 MIN. EAST) TARGET ZB-116B
97 WING - ZERO PLUS 120
99 WING - ZERO PLUS 135
98 WING - ZERO PLUS 150
(8) ALTITUDES: 12,000 FEET THROUGHOUT
(9) INITIAL POINT: TARGET ZB-116B
50 DEG. 10 MIN. NORTH 04 DEG. 24 MIN. EAST.
(10) AXIS OF ATTACK: TARGET ZB-116B
GENERALLY SOUTH TO NORTH.

4. NO CHANGE.
5. COMMUNICATIONS:
A. COMBAT WING: 99TH TARGET NOS. 5001 E/J/81
(2) SOUNDWAVE, BENCHSEAT, GREENBATH, PAWNBROKE.
(9) RECALL CODE WORD NUMBERS: 12/12, 26/26, 27/27, 29/29.
(10) VERIFICATION CODE BOX NUMBERS: 12/12, 26/26, 27/27, 29/29.

O B. COMBAT WING: 99TH TARGET NO ZB 116B
(2) OLDMAID, DANEROAD.
(3) CHOPPER.
(9) RECALL CODE WORD NUMBERS: 58/58. 24/24
(10) VERIFICATION CODE BOX NUMBERS: 58/58. 24/24.

C. COMBAT WING: 98TH TARGET NO 5102 E/J/169.
(2) GLASSJAR, BOPEEP, OAKCHEST, GLENDOW.
(9) RECALL CODE WORD NUMBERS: 60/60, 52/52, 96/96, 55/55.
(10) VERIFICATION CODE BOX NUMBERS: 60/60, 52/52 96/96, 55/55

D. COMBAT WING : 98TH TARGET NOS. ZB 116B
(2) ANIMAL.
(9) RECALL CODE WORD NUMBERS: 48/48.
(10) VERIFICATION CODE BOX NUMBERS: 48/48.

E. COMBAT WING: 97TH TARGET NO ZB 116B
(2) SILVERQUEEN, KEEPSTONE.
(3) ANGELA.
(9) RECALL CODE WORD NUMBERS: 70/70. 91/91
(10) VERIFICATION CODE BOX NUMBERSM: 70/70, 91/91

X.
(1) CHANNEL D.
(2) MANSTON CHANNEL B.
HAWKINGE CHANNEL D
BRADWELL BAY CHANNEL D.
(3) 3A, 4B, 6C, 5D, 7E, 8F, 9G, 11H, 16I - ENTIRE MISSION.
(8) EASTERN WYOMING SOUTHERN UTAH ENTIRE MISSION.
(10) WEATHER CODE: TVBA/TVBA.

COMBOMCOM NINE

MWC/WB/JLP
AR K
ALL STATIONS HOLD FOR R

YAA R .....181449B GRL KK

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OICOG OIHAK OIYAA 98CBW 99 CBW V 97CBW 1/18 OP
T

FROM 97TH COMBAT BOMBARDMENT WING 18/1200B P-039-E
TO COMBOMCOM NINE
409TH BOMB GROUP (L)

416TH BOMB GROUP (L)
98CBW INFO COPY
99CBW INFO COPY
OPERATIONAL PRIORITY BT

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SECRET SENT IN CLEAR AUTH. MAJOR CLARENCE S. TOWLES JR.

97TH COMBAT WING
APO 140
18 APRIL 1944

FIELD ORDER NO. 1-270

MAPS: NORMAL

1. B. (2) SPITFIRES ON PATROL IN THE AREA. P-47'S WILL FURNISH ESCORT FOR THIS WING.

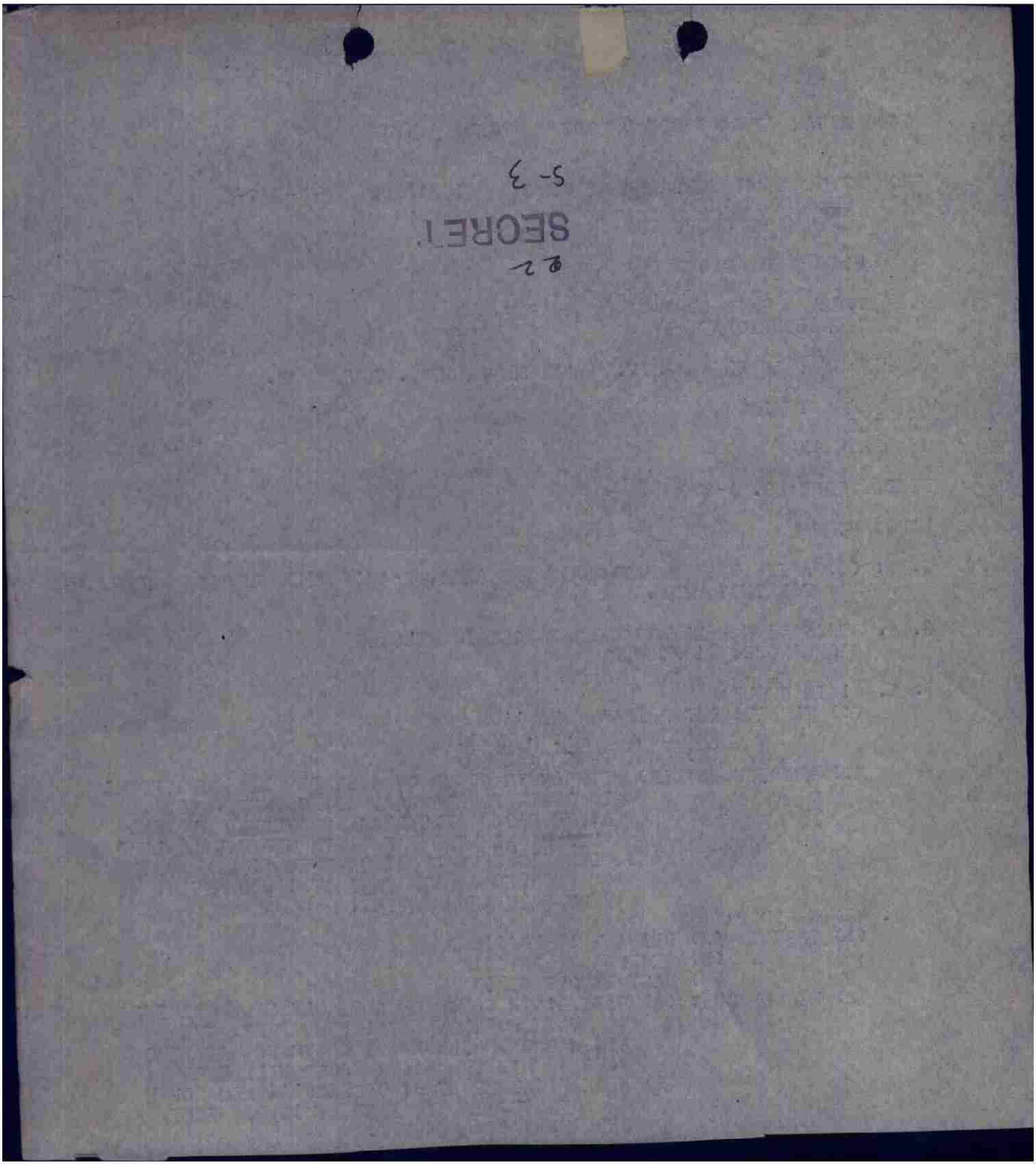
2. A. THIS WING WILL ATTACK A TARGET IN BELGIUM
ZERO HOUR: 18/1600B

3. A. 416TH GROUP:
(1) TARGET: (A) PRIMARY: ZB 116B
(B) SECONDARY: A ZB 115
(C) LAST RESORT: ZB 50
(2) RENDEZVOUS: (A) WITH 409TH GROUP ON ASSEMBLY LINE GRAVESEND TO NORTH FORELAND AT 10,000 FEET. THE 416TH GROUP WILL LEAVE GRAVESEND AT ZERO PLUS 98 MINUTES THE 416TH GROUP WILL LEAD
(B) WITH FIGHTERS AT 51 DEGREES 11 MIN NORTH 02 DEGREES 30 MIN EAST AT 12,000 FEET, AT ZERO PLUS 120 MINUTES.

B. 409TH GROUP:
(1) TARGET: (A) PRIMARY : ZB 116 D
(B) SECONDARY ZB 115
(C) LAST RESORT ZB 50
(2) RENDEZVOUS: (A) WITH 416TH GROUP ON ASSEMBLY LINE GRAVESEND TO NORTH FORELAND AT 10,000 FEET. THE 416TH GROUP WILL LEAVE GRAVESEND AT ZERO PLUS 98 MIN THE 416TH GROUP WILL LEAD
(B) WITH FIGHTERS AT 51 DEGREES 11 MIN NORTH 02 DEGREES 30 MIN EAST AT 12,000 FEET, AT ZERO PLUS 120 MINUTES.

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X. (A) A/C REQUIRED: 36 EACH GROUP
(B) BOMB LOAD: 4 X 500 POUND G.P. FUSED 1/10 SECOND NOSE
MXXX 1/40 SECOND TAIL
(C) INTERVALOMETER SETTING: MINIMUM
(D) ROUTE OUT: BASE TO GRAVESEND TO NORTH FORELAND
TO FIGHTER RENDEZVOUS TO NIEUPORT TO WAERECHENM
TO 50 DEGREES 11 MIN NORTH 03 DEGREES 50 MIN
EAST TO 50 DEGREES 10 MIN NORTH 04 DEGREES 24
EAST TO TARGET
(E) ROUTE BACK: TARGET TURN LEFT TO RALLY POINT TO 50 DEGREES 59
MIN NORTH
03 DEGREES 31 MIN EAST TO NIEUPORT TO NORTH FORE-
LAND TO BASE
(F) INITIAL POINT: 50 DEGREES 10 MIN NORTH 04 DEGREES 24 MIN
EAST
(G) AXIS OF ATTACK: GENERALLY SOUTH TO NORTH
(H) RALLY POINT: 50 DEGREES 37 MIN NORTH 04 DEGREES 08 MIN EAST
(I) AIMING POINT: REF 028063 ILL. NEGATIVE 5040
(J) ALTITUDES: 416TH GROUP BOMB 12,000 FEET CROSS ENEMY COAST
OUT 12,000 FEET, 409TH GROUP BOMB 12,500 FEET
CROSS ENEMY COAST OUT 12,500

5. COMMUNICATIONS:
A. 416TH BOMB GROUP
(1) BOMBER C/S: SILVER QUEEN
(2) RECALL CODE WORD NO: 70/70
(3) VERIFICATION BOX NO: 70/70
(4) FIX GHTER C/S: ANGELA

B. 409TH BOMB GROUP
(1) BOMBER C/S: KEEPSTONE
(2) RECALL CODE WORD NO: 91/91
(3) VERIFICATION BOX NO: 91/91
(4) FIGHTER C/S: ANGELA

X. GENERAL INFORMATION:
(1) EMERGENCY HOMING: MANSTON CHANNEL B
BRADWELL BAY CHANNEL D
HAWKINGE CHANNEL D
(2) WEATHER CODE: TVBA
(3) SPLASHER BEACON SCHEDULE: 3A, 4B, 6C, 5D, 7E, 8F,
9G, 11H, 16I
(4) GROUP LEADERS WILL REPORT AT COMMAND CONTROL ON CHANNEL
"C" WHEN CLEARING TARGET AREA.

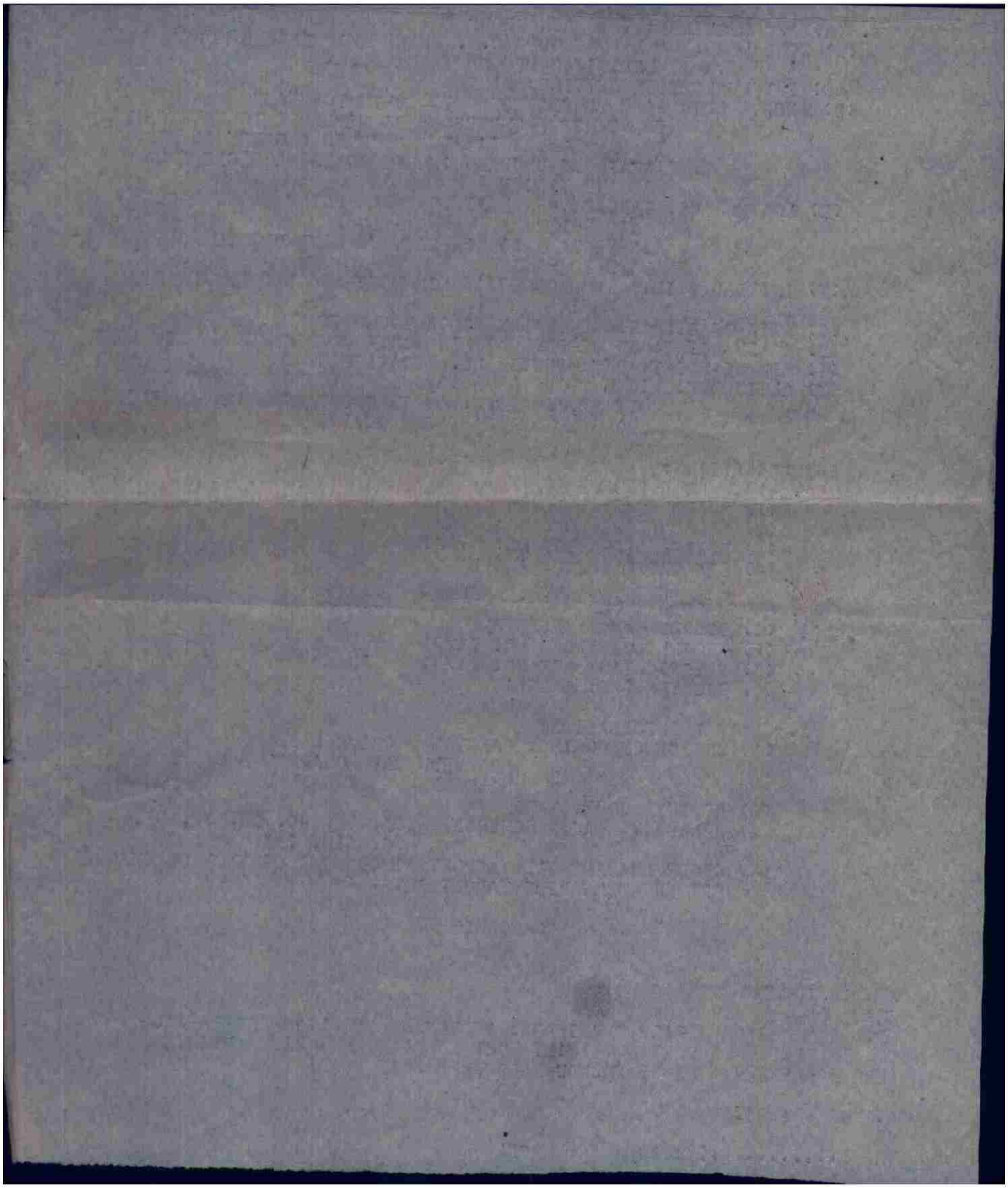
COMBOMWIG 97

BT 18/1200B
JRB AS
CC: IN SECTION 3 PART B PRIMARY: SHOULD BE ZB 116B RPT ZB 116B
CC: IN SECTION 5 PART A (4) 1ST WORD IS FIGHTER RPT FIGHTER
ALSO PARAGRAPH 4 SHOLD FOLLOW PARAGRAPH 3 IT READS

4. NO CHANGE.
AR
YAA R.....181430B GRL AR

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OILAI OIEDN OIGAC OIHAK OIYAA V OICOG 9/18 P
T (OILAI PASS TO OIYAA

FROM NINTH BOMBER COMMAND 181231B 9BC P2776E
TO: OILAI
OIEDN
OIGAC
OIHAK
OIYAA
PRIORITY SECRET
SENT IN CLEAR AUTH COL KILBORN BT

ATT: A-2

INTELLIGENCE ANNEX TO F.O. 270

1. TARGET: ZB-116B.....
OF FIRST PRIORITY IMPORTANCE IN THE 9 B.C. CAMPAIGN AGAINST HEART ARTERIES OF ENEMY TRANSPORTATION, THIS MARSHALLING YARD IS ACTIVE AS A KEY DIVISION POINT ON A MAIN CHANNEL PORTS-LIEGE-GERMANY RAIL LINE. IN ADDITION TO MILITARY TRAFFIC THE YARD HANDLES A CONSIDERABLE VOLUME OF THE AREAS STEEL OUTPUT WHICH APPROXIMATE A WARTIME AVERAGE TOTAL OF 40,000 TONS PER MONTH. AT THE TARGET CHOICE AIMING POINTS ARE TO BE FOUND IN LARGE SHOPS CAPABLE OF PERFORMING THE HEAVIEST REPAIRS ON LOCOMOTIVES, EXTENSIVE ROUNDHOUSE AND DEPOT SERVICING FACILITIES. 60-70 ENGINES MAY WELL BE CAUGHT BY OUR BOMBARDMENT IN AND AROUND THE YARD AS WELL AS AN UNDETERMINED NUMBER OF WAGONS. IT IS TO BE REMEMBERED THAT SUCCESSFUL ATTACKS ON RUNNING SHEDS WILL NOT ONLY DESTROY A NUMBER OF LOCOMOTIVES, BUT ALSO WILL DEMOLISH EQUIPMENT SO NECESSARY TO MAXIMUM USE OF ALL AVAILABLE LOCOMOTIVES. OUR PREVIOUS ATTACKS, COMBINED WITH LOCAL SABOTAGE ACTIVITY AND WITHDRAWALS OF ROLLING STOCK TO OTHER SECTIONS HAVE SERIOUSLY AFFECTED ON HAND STOCKS OF COAL FOR THE S.N.C.F. BY CAUSING A SHORTAGE OF WAGONS IN OCCUPIED FRANCE, BELGIUM AND HOLLAND. IN JANUARY FOR EXAMPLE, COAL STOCKS WERE DOWN TO SEVEN, DAYS CONSUMPTION, AND THE CHARLEROI DISTRICT IN DECEMBER COULD SATISFY ONLY 43 PERCENT OF THE DEMAND FOR WAGONS. NATURALLY OUR OPERATIONS ARE OF EXTREME IMPORTANCE WHEN THEY RESULT IN ACUTELY INCREASING ENEMY TRANSPORT DIFFICULTIES. SUCCESSFUL ATTACK AGAINST THIS M/Y WILL UNDOUBTEDLY CREATE CONFUSION AND CONGESTION WHICH WILL REACT THROUGHOUT THE ENTIRE AREA, RENDERING EACH ENEMY ROLLING STOCK UNIT OF LESS VALUE.

TARGETS: 5102E/J/169 AND 5001E/J/81: SEE INTELL. ANNEX TO F.O. 269.

2. THE SITUATION:
A. ENEMY
(1) FLAK: GROUPS HAVE RECEIVED LATEST INFORMATION
(2) AIR : REFER TO G.A.F. ON THE WESTERN FRONT. NO. 5 PLUS AMEND. NO. 1
(3) GROUND: GROUPS HAVE RECEIVED LATEST INFORMATION.
(4) SEA : NO ENEMY CONVOYS ARE REPORTED IN THIS AREA. (SEE INTELL. ANNEX TO F.O. NO. 269 FOR TARGETS 5102E/J/169 AND 5001E/J/81)
B. FRIENDLY: REFER TO F.O. NO. 270.

3. OBSERVATIONS:
REQUEST REPORT ON OBSERVED ENEMY RAIL, HIGHWAY AND SHIPPING ACTIVITY EVIDENCE OF INCREASED FLOODING IN COASTAL AREAS, AND ACTIVITY AT MARSHALLING YARD. REPORT OBSERVED PORT ACTIVITY.

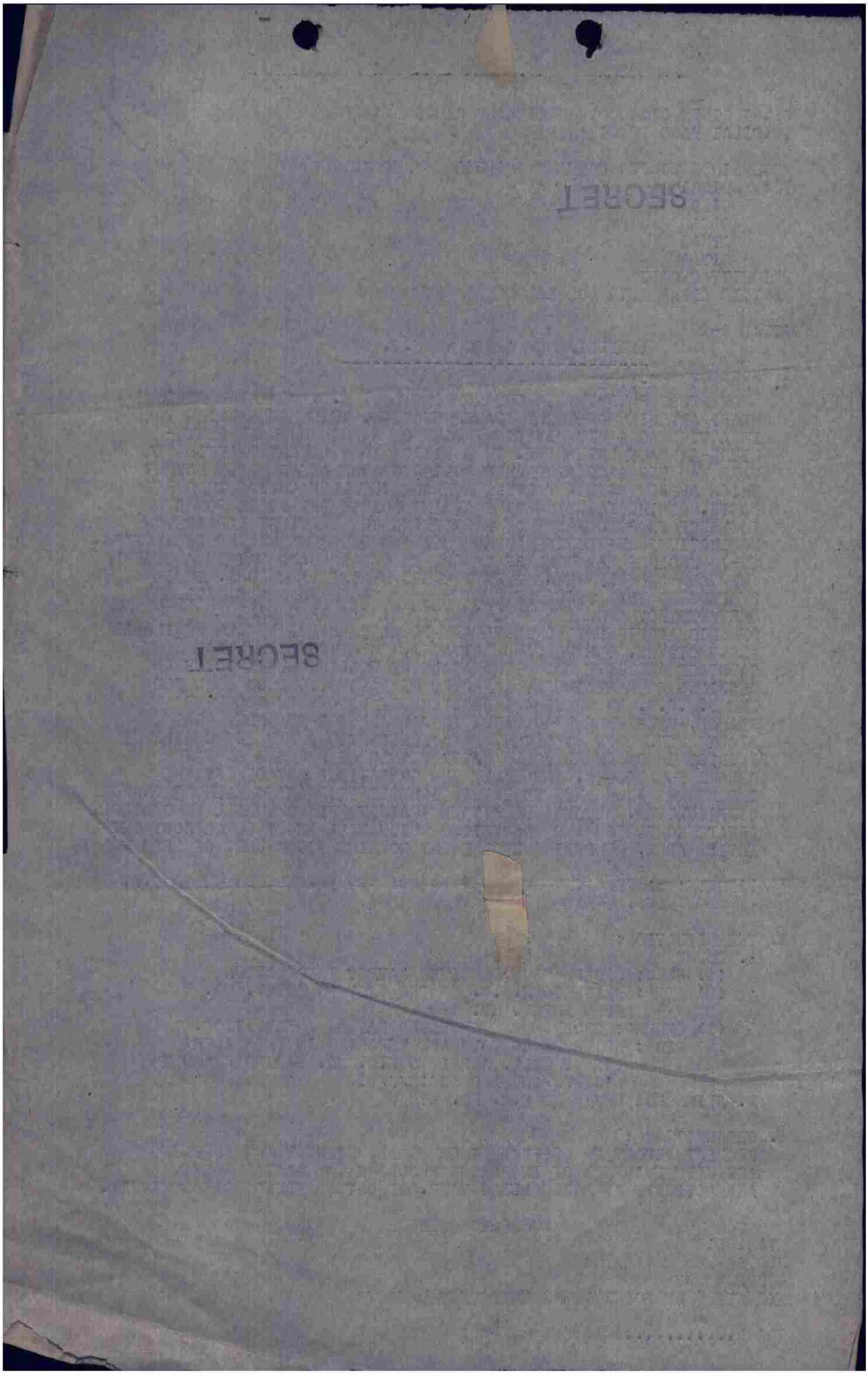
COMBOMCOM NINE

BT181231B
JLO AR
BBBBBBB DY
XXX STAND BY FOR FURTHER EMERGENCY B/CASTS

YAA R.....181506B GRL KKK

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OIUBA OILAI
T (EXXRXXEX
(OILAI PASS TO OIYAA)

FROM NINTH BOMBER COMMAND 181310B 9BC P2777E
TO: COCBTWIG 97, 98, 99
COMAF 9
SASO 11 GROUP RAF
OPERATIONAL PRIORITY
SECRET SENT IN CLEAR AUTH COL KILBORN

IX BOMBER COMMAND
APO 140
18 APRIL 1944

ANNEX NO 1 TO F.O. 270

CORRECT ZERO HOUR TO READ 181600B REPEAT CHANGE ZERO HOUR TO READ : 181600B

CORRECT PARA. 3. X. (7) TO READ
(7) FIGHTER RENDEZVOUS (51 DEG 11 MIN NORTH 02 DEG 30 MIN
INSTEAD OF 03 MIN AS SENT

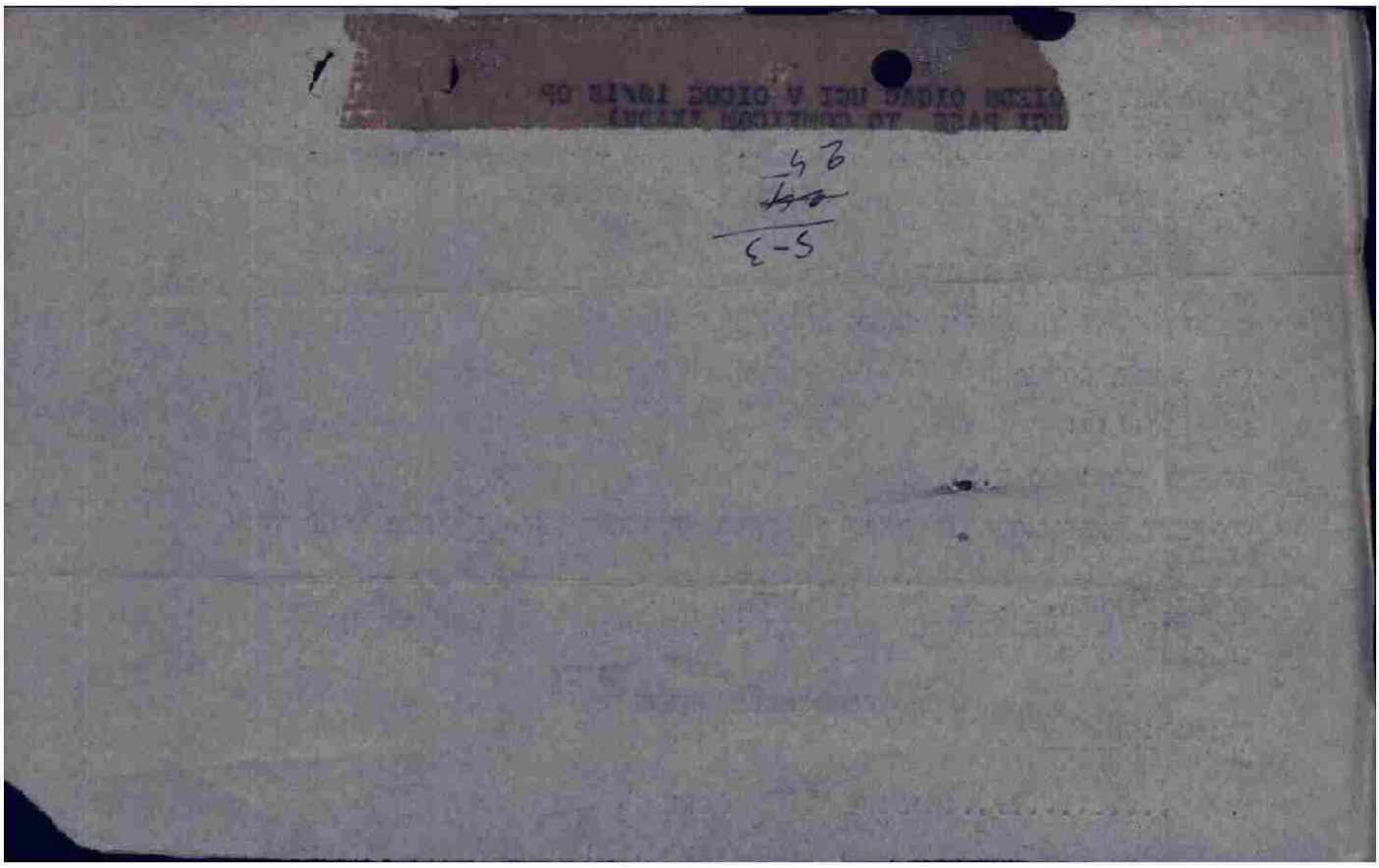
COMBOMCOM NINE

BT181310B
JLP BBBBBBBB

YAA R.....181510B GRL KK

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OICOG 97CBW V YAA YAA 18/18 OP

FROM 416TH BOMB GROUP (L) 182200B

TO IX BOMBER COMMAND TO: 97TH COMBAT WING

CONFIDENTIAL BT

OPS FLASH NO 9 FOR APRIL 18, 1944

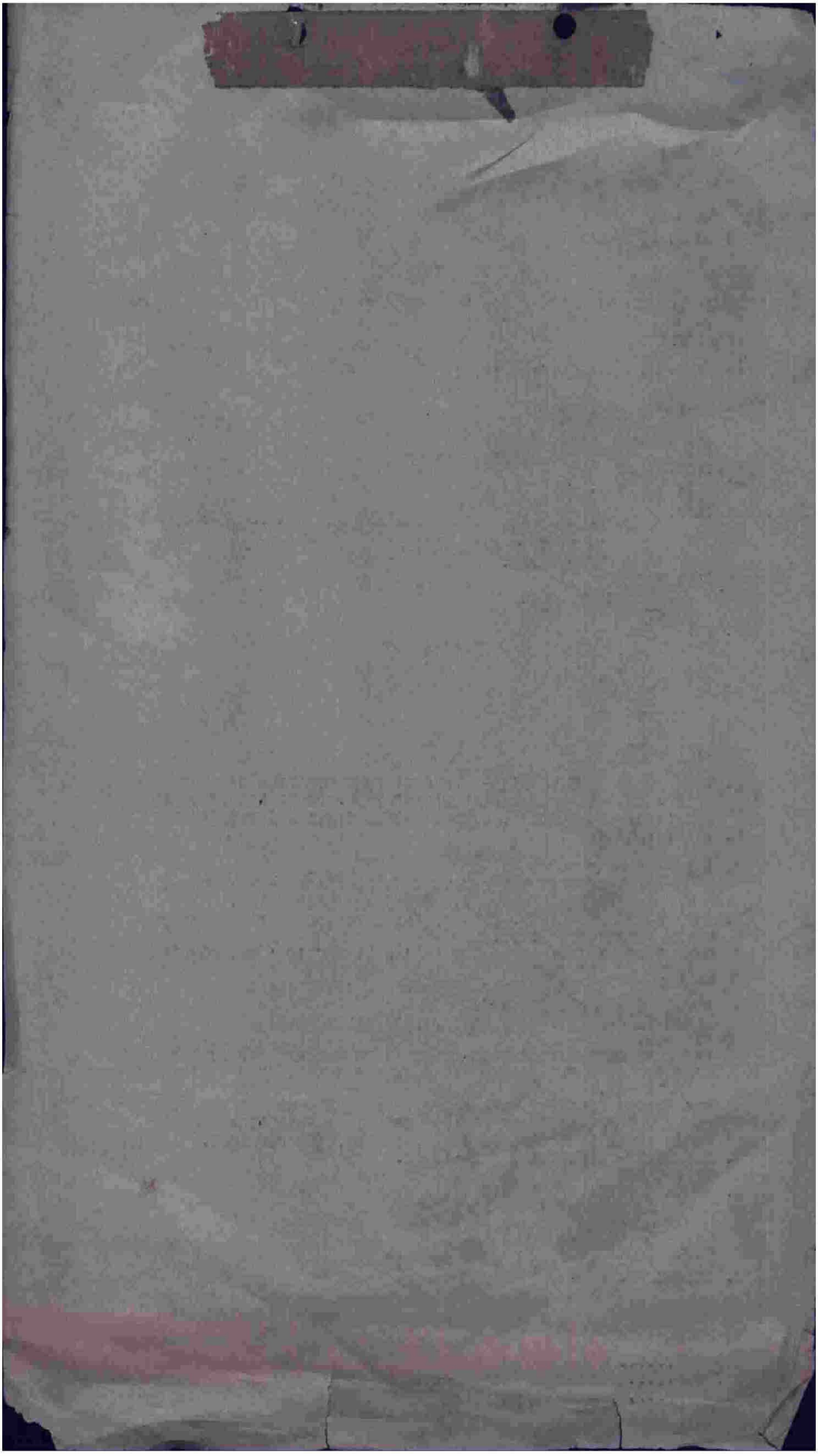
P-181-D

A. (I) MONCEAU- SUR- SOMBRE
(II) MONCEAU- SUR- ~~EWNXEX~~ SOMBRE
B. (I) 416 GP
(II) 38 A-20'S
(III)
19 II BOX LEAD BOMBARDIER DID NOT IDENTIFY TARGET IN TIME TO MAKE BOMBING RUN. NO ATTEMPT TO MAKE SECOND RUN.
(IV) PRIMARY 19
SECONDARY NONE
OTHER NONE
C. (I) 1656
(II) 1834
(III) 2001
D. (I) NONE
NONE
NONE
NONE
(II) NONE
(III)
E. RESULTS OF BOMBING FAIR- LARGEST CONCENTRATION 200 YDS SW 7 OF AP. HITS ON CARS IN MARSHALLNG YARD. POSSIBLE HIT ON SW CORNER OF ROUND HOUSE. HITS ON POWER STATION EST SIDE OF CANEL.
F. (I) (A) NONE
(B) NONE
(II) (A) NONE
(B) WEAK VERY INACCURATE 2 MILES COAST OF NEIUPORT . APPARENTLY AT 409TH GROUP 2 MILES BEHIND.
G. SUMMARY OF HOT NEWS . TWO DINGIES REPORTED 8 MILES EAST OF NORTH FORELAND AT 1715.
ONE DINGY AT 1906 AT 51 DEG 40 ' N 01 DEG 10 ' E (PREVIOUSLY REPRTED AS HOT NEWS)
FIVE SMALL BOATS SIGHTED MIDWAY OF CHANNEL HEADIN TOWARS DUNKERQUE AT 1718
LARGE ENCAMPMENT, NANY TENTS, FOUR MILES SOUTH OF DISMUDE.
TRAIN 13 CARS MAVING FROM COURTRAI TO RENAIX NEW CONSTRUCTION CONSISTING OF "U" SHAPED EXCAVATION AND BUILDINGS 3 MILES NW OF LA BOUVERIE.
"U" SHAPED CONCRETE BLDG ON BEACH 1 MILE SOUTH OF NEUUPORT
LARGE CONCENTRATION OF FREIGHT CARS IN MARSHALLING YARDS AT LA LOUVIERE, SOIGNIES, EGHIEN, AND CROMMONT.
H. (I) CLEAR- VISIBILITY 10-12 MI.
(II) CLEAR
I. BOMBS N PRIMARY 76 X 500 GP
BOMBS ON SECONDARY NONE
BOMBS ON OTHER NONE
BOMBS JETTISONED NONE
BOMBS RETURNED 76 X 500 GP
J. 12,000 FT.

BT 182200B
AS
EJ AR
OICOG R.....
97CBW R.....18/2310B SM AR
OICOG R.....182305B CJD BBBBBBB

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Subject: Wrotine Report.
To: Commanding Officer, 97th Combat Wing.

1. Investigation was conducted as to why the Second box of the ~~Formation~~ 416th Bomb Group formation on April 18, 1944, failed to drop its bombs.

2. The statement of Major R. B. Price, II Box leader, is as follows:

"

"

3. The statement of Lt. Orrin R. Hand, lead bombardier of the Second box, is as follows:

"

"

4. The deputy leader of the Second box was briefed to sight for range only and in case the leader failed to drop he was to drop. On this case the deputy lead bombardier picked

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Subject: Reason for ~~3rd~~ Box not Bombing.

We crossed the I.P. at 1830, and, upon seeing the 1st box make their turn toward the target, we made a wider turn to space ourselves for the bomb run. I picked up 2 large sand dunes, which, according to the target photo which I had, were due south of the target. Having the pilot level off on course with the sand dunes, I looked into the sight (not having ~~had~~ pinpointed the target before I looked in the sight). I picked up the sand piles in the sight, and looking directly below, saw what I thought to be the target. I clutched in the sight, and told the pilot I was going on P.D.I. looking back into the sight, I made one small course correction, and at that time discovered it was the wrong target. I raised up, unclutched the sight, looked ahead & saw the target to the left and slightly above what I had thought to be the target. I then started correcting the pilot by ~~voice~~ voice, "left, left," but he had

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started a run to the right, following the P.D.F. which had gone to the right [redacted] when I unclutched the sight. By the time we got turned to the left towards the target, it was too late to bomb, and, upon seeing that I was not synchronized on the target, I held the bombs as I have been instructed on this type of target. I told the pilot to call the first bar + tell them we did not bomb, with the hopes that we would either make a second run on the primary target, a run on the secondary target, or a run on the last resort target (which we saw very clearly only a few miles to the left of our course out after leaving the primary target.)

David R. Hand
2nd Lt. A.C.

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Subject: Reason For Not Bombing Target.

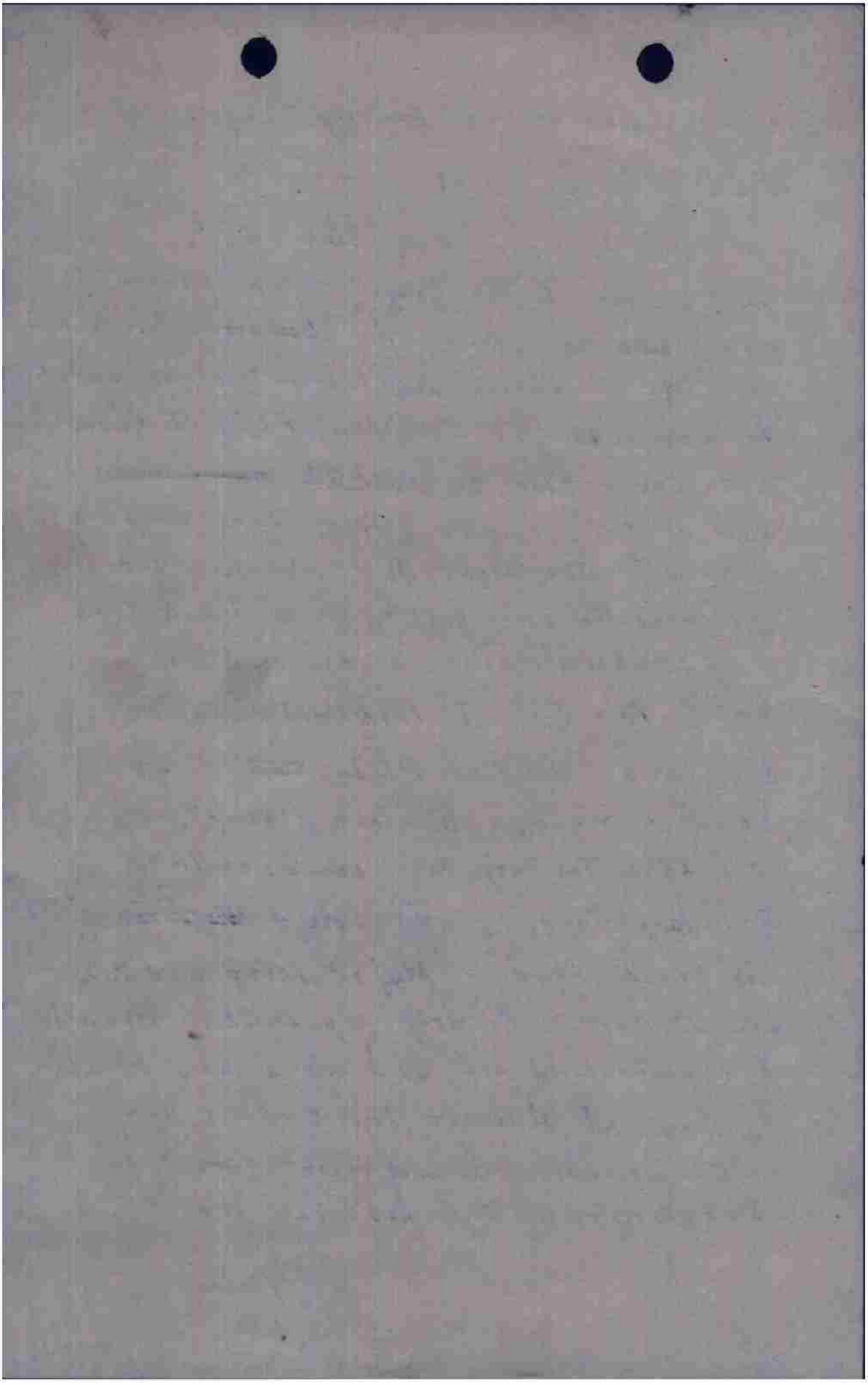
To: Whom it May Concern

We turned on The I. P.
on The run to the Target and opened
our bomb bay doors. My ~~bombadier~~ bombardier
Gave Me Corrections over The INTerphone until
he was Reddy To use The P.D.I. I Made
One Correction on The P.D.I ~~on course~~
and a Few seconds later The Needle
Swung to the right, I of course started
Turning To The Right, when I did This
My bombardier called Me and said
LeFT, ~~Le~~ LeFT. I IMMediately called
him and said the PDI ~~said~~ Pointed
To The right. By That Time it was
To late To drop The bombs on the
Primary Target, I called The ~~Major Meng~~
Box NO. I leader, Major Meng, and told
him I Failed To drop My bombs. He could
Not understand Me as I called him Four
Times. I did not try Another run
on The secondary or last resort Target as
I was breifed To Stay with The leader.

[signature]
Navigator.

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up what he thought was the target but the formation was too far to the left. If he had dropped he would have missed the target so he did not release. ~~The second bomb~~ The deputy lead bombardier ~~was~~ had the wrong target in the sight. ~~also~~.

* 4. (Alternate) bombardier
The deputy lead~~er~~ of the second box was briefed to sight for range only and in case the leader failed to drop he was to drop. In this case the deputy lead bombardier picked up the ~~target~~ in his sight but the target was to the right so far that the could not have hit it if he had bombed. He did not release since he knew he could not hit the target.

5. It is believed that the main reason the second box did not bomb was because the

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bombardiers had not studied the target maps sufficiently.
6. Target study has been stressed in the past and will be stressed even more in the future.
Also there was some lack of pilot-bombardier coordination.
7. These two points have been stressed in the past and will be stressed even more in the future. Flight and box leaders only have been assigned a bombardier and they do not fly with any bombardier other than their own.

Harold L Mace

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