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Audio Rec:

NUMPAGE 275**Title Extensions:****Abstract** CONTAINS TARGET DATA AND INTERROGATION REPORT.**Descriptive
Notes:****Title** MISSION REPORT**Added****Entries****Author:****Subject:****Major Command:****Administrative Markings**

No Administrative Markings Listed

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GP-416-SU-AP-3
182 APR 1944

MISSION REPORT

FOLDER NO. 3

DATE	NO.	F. O. NO.
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24	RECALLED	283
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28	RECALLED	289
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MAY 1	34	293
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P.R.C.

SCANNED BY ACID

2007

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DOD DIR 5200.9-21 Sep 58

MICROFILMED

1386-10

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

SECRET
By authority
G.O. Sta. 170
27 Apr 1944.
init.

AFG HQ, U. S. ARMY.
27 April 1944.

SUBJECT: Transmittal of A-9 Bombing Information Reports.

TO : Commanding General, IX Bomber Command, AFG HQ, U. S. Army.

1. Transmitted herewith are the A-9 Bombing Information Reports on operational mission 26 April 1944, submitted in compliance with IX Bomber Command Memorandum 15-9D.

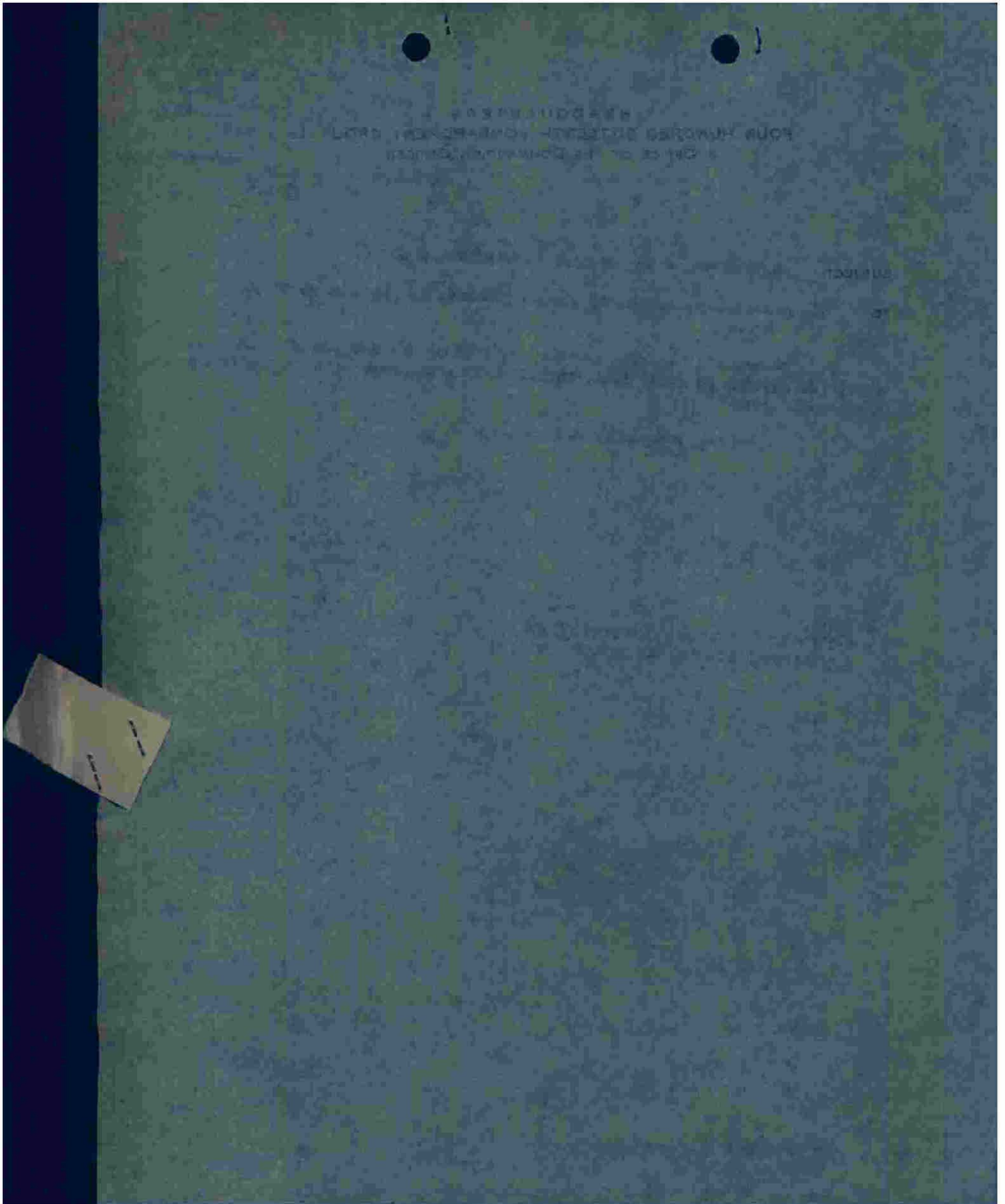
For the Commanding Officer:

GEORGE SCHMIDT.
Captain, Air Corps.
Adjutant.

2 Incls.

- 1 - Bombing Information Report (Box I)
- 2 - Bombing Information Report (Box II)

APR 26 1944
429



SECRET

BOMBING INFORMATION

ANNEX "A"

IX B.C. FIELD ORDER NO. 286BOX 1 GROUP 415 DATE 28 Apr 44 TARGET ATTACHED Louvain.1. Method of Sighting: Pre-set synchronous.2. Bombing approach: 30° Nag.3. Was mercury erection system used? YES NO X4. 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:

Middle of target used as A.P. All data pre-set. Lined up with target over bomb sight. Used P.R.I. rest of run. Box dropped on lead plane.

5. Name of lead bombardier: 1st Lt. P. G. Royalty.6. Name of lead pilot: Major B. L. Willette7. Intervalometer setting: None8. Indicated Air Speed: 85 Ground Speed: 200 Altitude: 11,0009. Length of bomb run: 4 Sec: 500 Delay N/10 T/4010. Bomb Load and Fusing per A/C: X 500 lb FUSEL11. Total Bombs Dropped: 70

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. Ground haze and clouds over target on part of bomb run.

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IV 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 Flak affected bombing or bomb run:

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

(e) State any difficulties on bombing run: None.

(f) Malfunctions, personnel errors or other factors affecting bombing: (No report of malfunction of A/C equipment.)

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO

Results claimed: GOOD FAIR POOR X BAD MISS

SECRET

(over)

1840. Time over target 2022-2025 for 2 bomb runs. Target - Louvain.
 Box I, at 11,000 feet dropped a total of 70 bombs in the target area
 with poor results. Box II, at 11,000 feet dropped a total of 74 bombs
 in the target area with good results. Visibility was 10 miles with
 2 to 6 low clouds, tops to 5000 feet. Anti-aircraft fire was moderate
 and accurate. 14 ships receiving category A damage. No enemy aircraft
 encountered. Planes landed at 2139.
 V. Description of route from I.P. to target.
 (1) 10 miles.
 (2) Cloud over target.
 (3) Box dropped on target.
 (4) HIT.
 (5) Target located by size and shape of town and railroad leading
 into town.
 (6) Cloud over target and heavy ground haze.
 (7) Poor. Hit right of M.P.I.

~~SECRET~~

BOMBING INFORMATION

ANNEX "A"

IX B.C. FIELD ORDER NO. 249BOX II GROUP 416 DATE 26 Apr 44 TARGET ATTACKED Louvain1. Method of Sighting: Pre-set synchronous.2. Bombing approach: 30° Nag.3. Was mercury erection system used? YES _____ NO X4. 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: Point a little short of middle of target area used as A.P. Verbal corrections to pilot until target was lined up in sight. P.B.I. used on last part of run. Box dropped on lead plane.

5. Name of lead bombardier: 2nd Lt. W. W. Lytle.6. Name of lead pilot: Capt. W. Battersby.7. Intervalometer setting: None8. Indicated Air Speed: 210 Ground Speed: 198 Altitude: 11,0009. Length of bomb run: 50 Sec: _____10. Bomb Load and Fusing per A/C: 4 X 500 lb FUSED Delay 1/10 1/4011. Total Bombs Dropped: 74

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

(a) Did weather conditions or visibility adversely affect identification of target attached or bombing. YES X NO _____. If "YES" state conditions and effect. Cloud cover on first run. Weather had no effect on second run when bombs were dropped.

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attached, IF or AT? 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

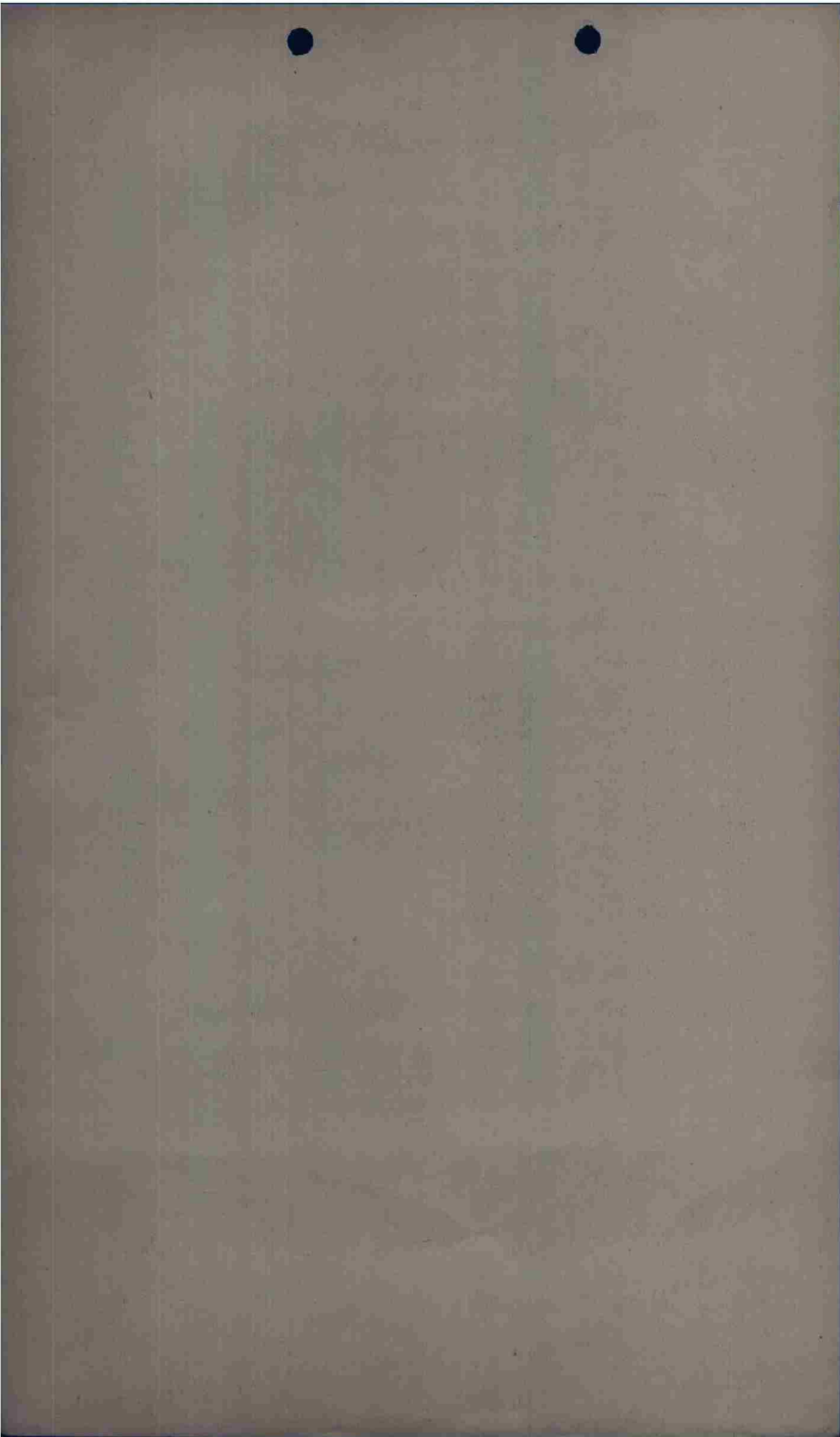
(f) Malfunctions, personnel errors or other factors affecting bombing:
(See Report of Malfunction of A/C Equipment)

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

Results claimed: GOOD X FAIR _____ POOR _____ BAD MISS _____

~~SECRET~~



Gmb

By authority
CG, Sta. 170
27 Apr 1944
Init. _____

HEADQUARTERS
FOUR HUNDRED SIXTYEIGHTH AIRCRAFT GROUP (L)
Office of the Commanding Officer

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

SUBJECT: Lost, Damaged and Abortive Report.

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

Target: Louvain,
Date : 26 April 1944.

IX Bomber Command Field Order No. 983.

1. Summary.

Group	Type	A/G	Abortive		Damaged			Lost	Attacked Target
			Disrupted	Reck Other	A	A	E		
418	A-200's A J's.	58	0	1	14	0	0	0	37

2. Lost.

None.

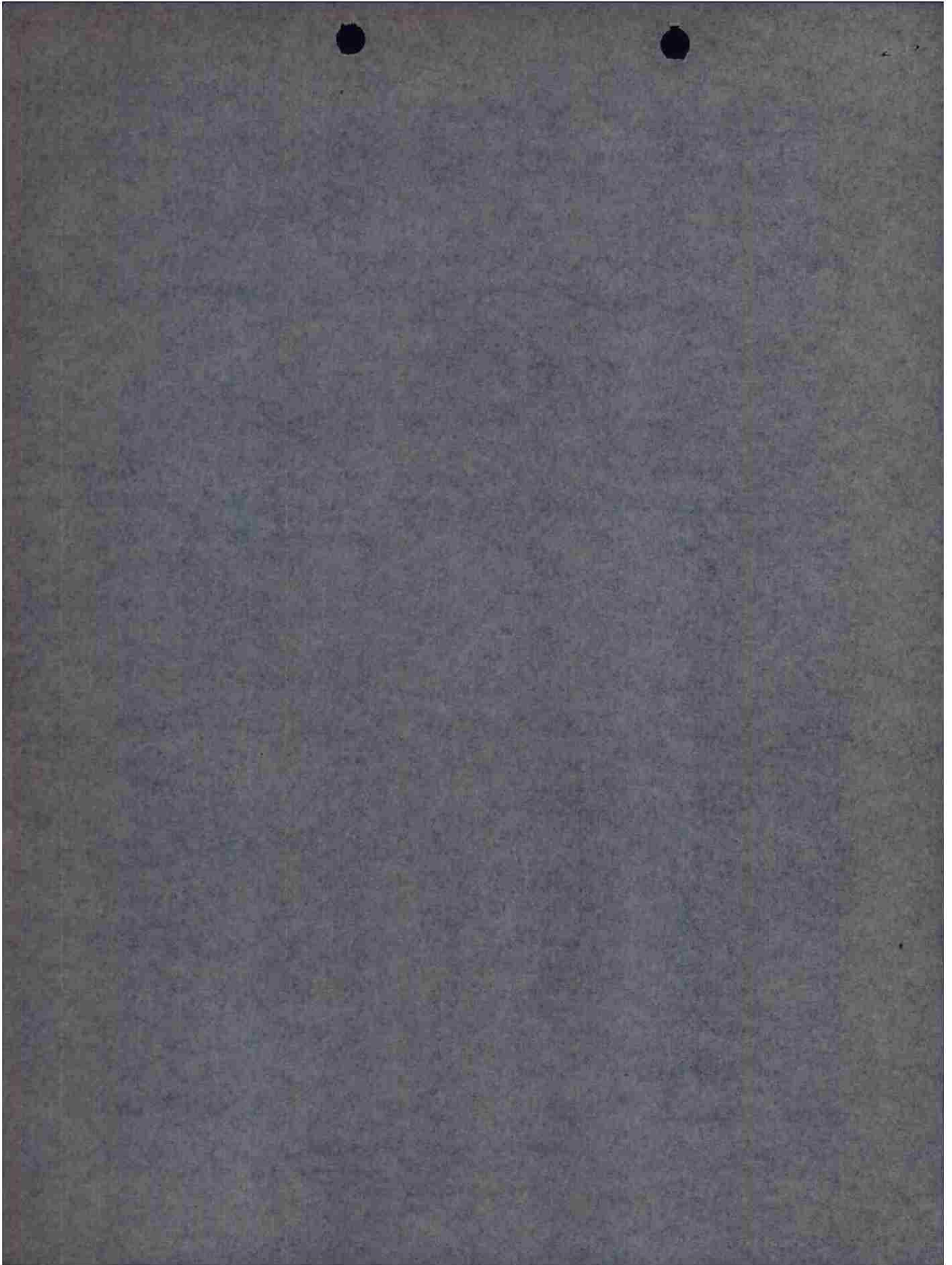
3. Damaged.

Group	Type	A/G	ACSN	Remarks	Cause
418	A-200-25	43-9285	A		Flak
418	A-200-25	43-9219	A		Flak
418	A-200-25	43-9221	A		Flak
418	A-200-25	43-9213	A		Flak
418	A-200-25	43-9283	A		Flak
418	A-200-25	43-9493	A		Flak
418	A-200-30	43-9679	A		Flak
418	A-200-30	43-9673	A		Flak
418	A-200-30	43-9714	A		Flak
418	A-200-30	43-9711	A		Flak
418	A-200-30	43-9724	A		Flak
418	A-200-30	43-9881	A		Flak
418	A-200-30	43-9937	A		Flak
418	A-200-10	43-10135	A		Flak

4. Abortives.

Group	Type	A/G	ACSN	Cause	Remarks	Result
418	A-200-30	43-9743		Bomb jettisoned when engine trouble seemed probable.	Bombs jettisoned.	Yes.

(2)



Lost, Damaged and Abortive Report.

(Cont'd.)

For the Commanding Officer:

GEORGE SCHMIDT,
Captain, Air Corps,
Adjutant.

Grib

35, Sta. 170
27 Apr 1944.
Init. _____

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

APO 140, U. S. Army,
27 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 : 26 April 1944.
Number of Aircraft scheduled : 35
Number of Aircraft Alerted : 33

II. Scheduled Aircraft Failing to Become Airborne.

None.

III. Malfunction of Airborne Aircraft Affecting Success of Mission.

Type	ASAC	Description	Cause
A-200-35	43-9182	No. 2 station failed to release.	Arming wire loop binding against breaker points to release solenoid in bomb shackle.
A-200-10	43-9914	No. 4 station failed to release.	Sway braces too tight causing binding in release mechanism.
A-200-25	43-9819	One bomb failed to release. Jettisoned on return trip.	Cause undetermined.

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

None.

V. Other Factors Affecting Success of Mission.

Type	ASAC	Cause	Remarks
A-200-30	43-9743	Bomb jettisoned when engine trouble caused probable.	Bomb jettisoned.

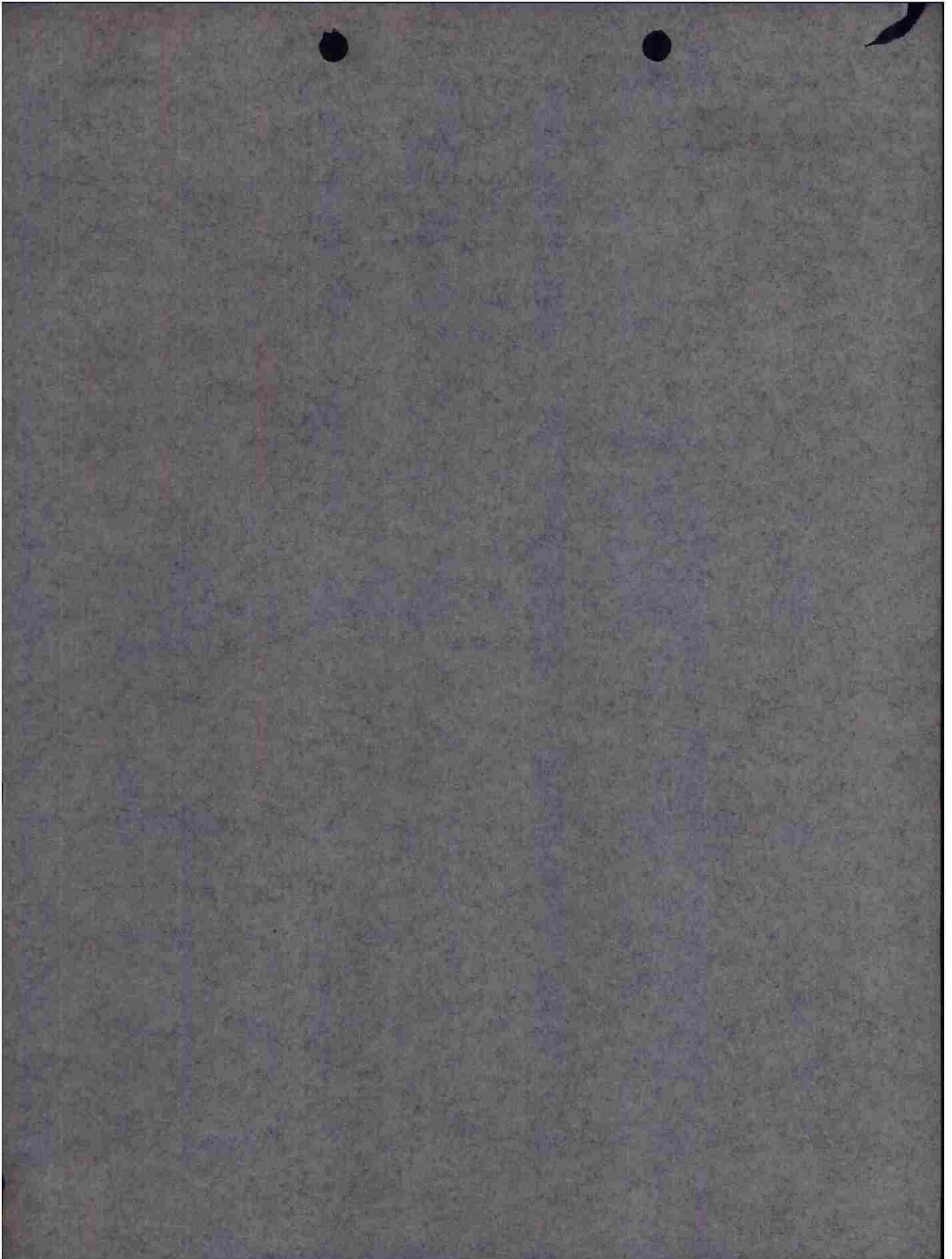
Report of Malfunction of Aircraft Equipment.

(Cont'd.)

<u>Type</u>	<u>ACN</u>	<u>Cause</u>	<u>Remarks</u>
A-26-36	45-2845	Motor and circuits checked and found to operate properly. Selector switch found in neutral position.	One bomb returned to base.

For the Commanding Officer:

GEORGE DCHERILLIS,
Captain, Air Corps,
Adjutant.



MISSION NO.

LOADING LIST

26 APRIL 1944

BOX I
FLIGHT I

- | | |
|---|--|
| 1. 914 "X" ✓
MAJOR D L WILLETS ✓
LT P G ROYALTY ✓
T/S F H LARRONDE
S/S H A LEMPKA | 4. 711 "F" ✓
LT L A MARZOLF ✓
S/S H E WELLIN
S/S L G KUTZER |
| 2. 135 "T" ✓
CAPT M J HUFF ✓
LT J KUPITS ✓
S/S J B THOMPSON
S/S H F HATCH | 5. 493 "V" ✓
LT R V WHEELER ✓
S/S E CORRIN
S/S J S BROWER |
| 3. 226 "E" ✓
LT R L BEHLMER ✓
T/S W J KELLY
S/S W G XXXXXX FERGUSON | 6. 393 "K" ✓
LT M ZUBON ✓
T/S J R L TANNER
S/S W C RUSSELL |

FLIGHT II

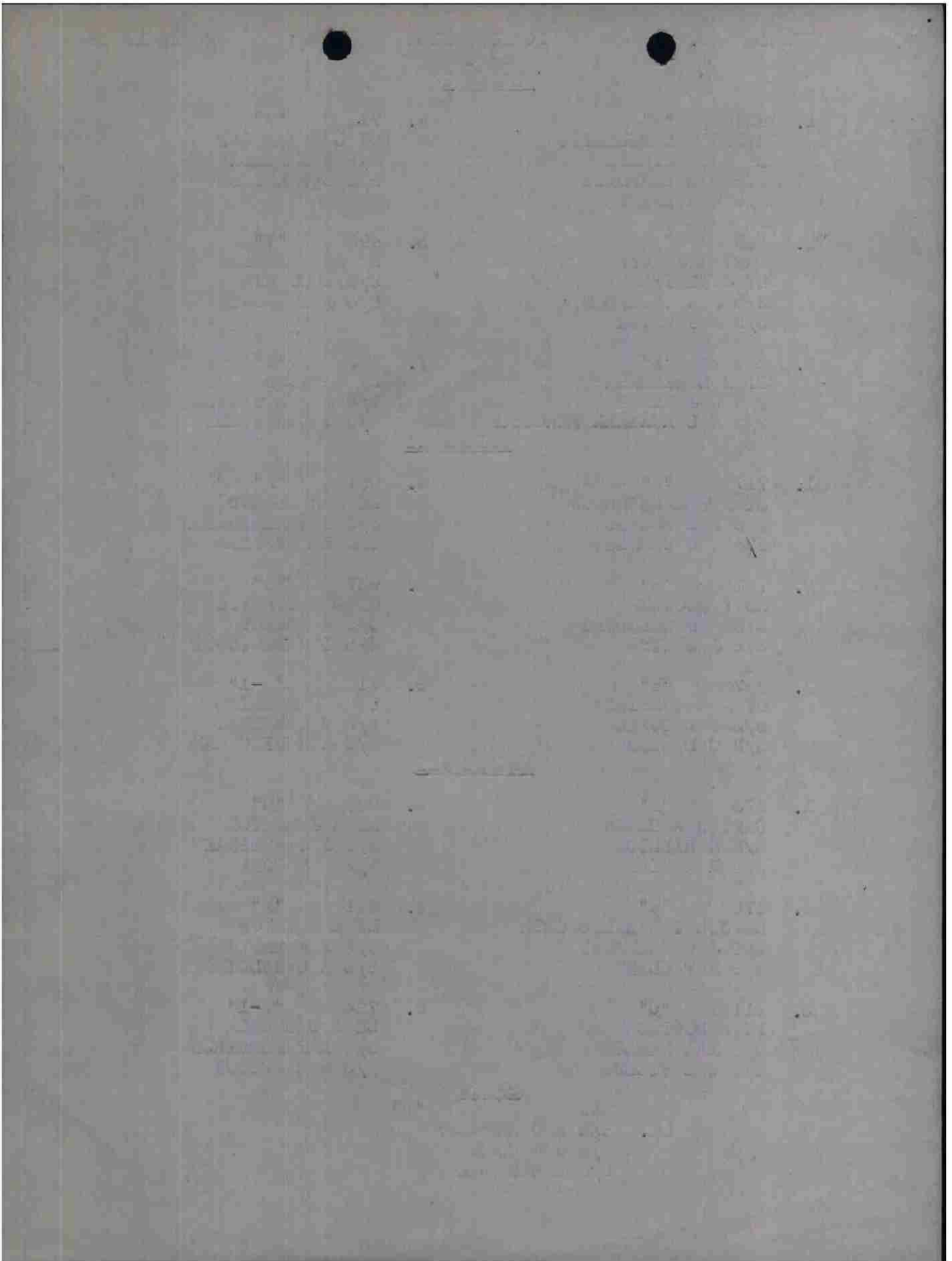
- | | |
|---|--|
| 1. 717 "N" ✓
LT P F E MACMANUS ✓
S/S J L ROGERS
S/S H O CARNEY | 4. 951 "P" ✓
LT F W DEMAND ✓
S/S C W MIDDLETON
CPL R J TROYER |
| 2. 743 "R" ✓
LT T BOUKAMP ✓
S/S R J COLOSIMO
S/S J S WING | 5. 937 "B" ✓
LT A R DURANTE ✓
S/S H T BEST
S/S I R DEGIUSTI |
| 3. 207 "B" ✓
LT A W GULLION ✓
S/S G L COFFEY
S/S C L WEBB | 6. 714 "N-1" ✓
LT R D PERKINS ✓
S/S V N SHERRY
S/S R H LINNEMAN |

FLIGHT III

- | | |
|--|---|
| 1. 673 "I" ✓
CAPT R A CLARK ✓
S/S N RADLICH
SGT R W NICKS | 4. 225 "G" ✓
LT R J MORTON ✓
S/S J O BRESNAK
S/S G F COPE |
| 2. 679 "W" ✓
LT COL T R AYLESWORTH ✓
SGT J O SWAFFORD
S/S P F GLYNN | 5. 221 "M" ✓
LT E E DEMUN ✓
S/S S F ALDEN
S/S R L BALLINGER |
| 3. 211 "C" ✓
LT P DONTAS ✓
S/S A L NIELSEN
S/S W E FIELDS | 6. 724 "W-1" ✓
LT J S CONNOR ✓
S/S A E BERGERON
S/S H E KELTON |

SPARE

LT. 219 ~~XXX~~ H O ANDREWS ✓ "D"
S/S G M COOK
S/S E R WERLEY



MISSION NO. 2

LOADING LIST
BOX II
FLIGHT I

26 APRIL 1944

1. 640 "Z"
CAPT W BATTERSBY ✓
LT W M LYTTLE ✓
S/S H PERKINS
S/s E S DICKENSON

2. 439 "J"
LT G M MCNULTY ✓
LT F H BURSIEL ✓
S/S H E WHITE
S/S R F ADDLEMAN

3. 684 "K"
LT R K CRUZE ✓
S/S E L ADAIR
S/S C F LOVE

4. 362 "L" ✓
LT R F SHAEFER ✓
S/S E R JUDD
S/S J A FEJES

5. 377 "W"
CAPT H F CONANT ✓
S/S J E MCCREERY
S/S J R ORR

6. 194 "C" ✓
LT S B RITCHIE ✓
S/S A W NEWKIRK
S/S E A ANDERSON

FLIGHT II

1. 745 "I" ✓
CAPT R B PRENTISS ✓
S/S R W McDONALD
S/S E E KELLY

2. 182 "B" ✓
LT R V MIRACLE ✓
S/S B C SIEG
S/S J C BURKHALTER

3. 893 "P" ✓
LT R D POINDEXTER ✓
S/S D H SIMPSON
T/S L E ROBBINS

4. 195 "D" ✓
LT B H BRADFORD ✓
S/S W H COE
S/S A A HILL

5. 379 "G" ✓
LT M E KLEOPFEL ✓
S/S L R SHAW
S/S R BANKSTON, JR.

6. 978 "S" ✓
LT R D LESHER ✓
S/S A J ANTANAITIS
S/S H R HEDRICK

FLIGHT III

1. 689 "I-1" ✓
LT R S ~~XXXXXXXX~~ RUDISILL ✓
PVT J MCKEE
S/S A J BONAMO

2. 696 "G-1" ✓
LT D F SHEA ✓
S/S F G FALK
S/S R E LEE

3. 387 "H" ✓
LT C L MCGLOHN ✓
S/S J W MORAN
S/S P B DRISKILL

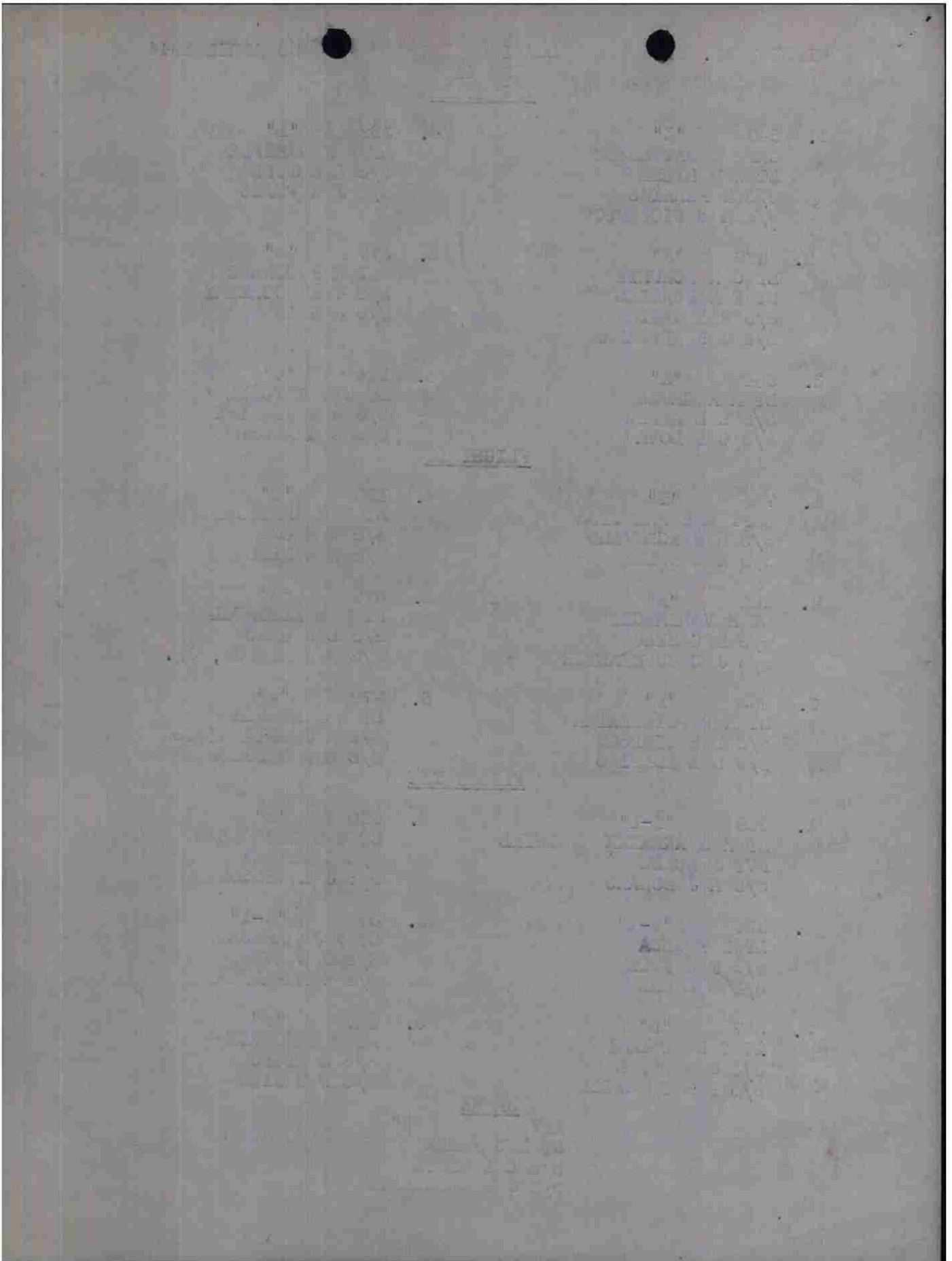
4. 680 "R" ✓
LT W B OSTRANDER ✓
S/S I BINNEY
S/S J E WILSON

5. 386 "W-1" ✓
LT F J HARROLD ✓
S/S O D EVANS
S/S T A PALMER

6. 224 "E" ✓
LT H A MONROE ✓
S/S S RISKO
S/S W L KIDD

SPARE

227 "F"
LT L G PEEDE
S/S C L HIBBS
S/S J M DAUGHERTY



OPERATIONAL PRIORITY

FROM: 416TH BOMB GROUP (L)

TO : 1X BOMBER COMMAND

TO: 97TH COMBAT WING

416 BG F_____E

CONFIDENTIAL IN THE CLEAR

AUTH: LT. COL. WALTER W. FARMER

"J" FORM

CLEARANCE F-2

26 APRIL 1944

PREPARED BY MAJOR HAROLD A. RADETSKY

A.

B. 1936

C. NORTH FORELAND

D. BOX 1 R/T NOISOME ONE

671 10 X F V K P B-1 N-1 W G M

669 7 T E N R I C W-1

670 1 B

671 1 (SPARE) D

GROUP LEADER 671 X

DEPUTY 669 T

BOX 11 R/T NOISOME TWO

668 10 Z K L W C I B P D G

670 2 J S I-1 G-1 H R W-1 E

670 1 (SPARE) F

SECOND BOX LEADER 668 Z

DEPUTY 670 J

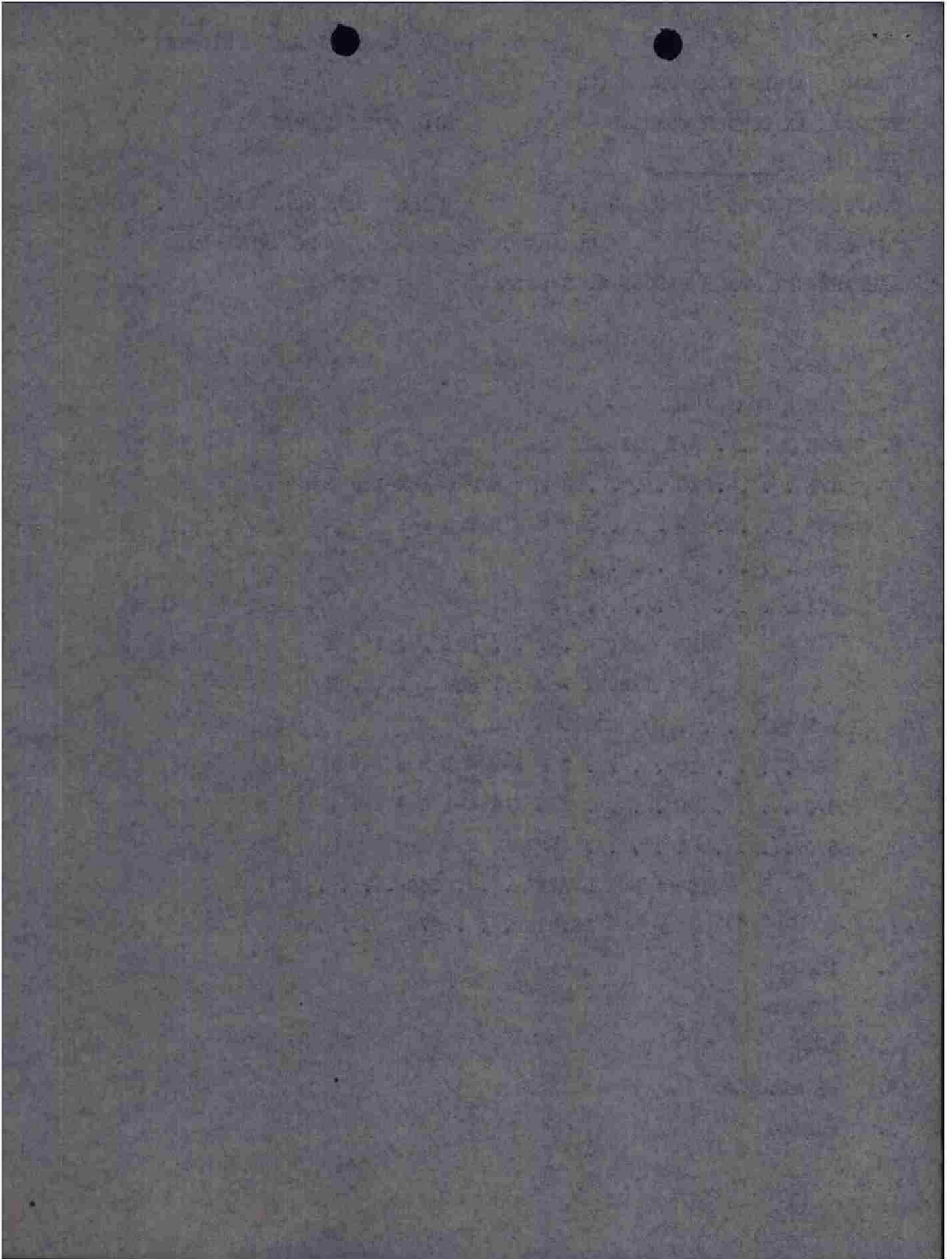
E. 12,000

F. FURNES

G. 1947

H. 58 MINUTES

J. FURNES



K. NORTH FORELAND

L. 2057

M. 1. E.T.D. . . . 1902 . . . E.T.A. . . . 2113

2. 4 X 500 G.P.

3. 4 HOURS

4. BOX 1 . . . ZB917B

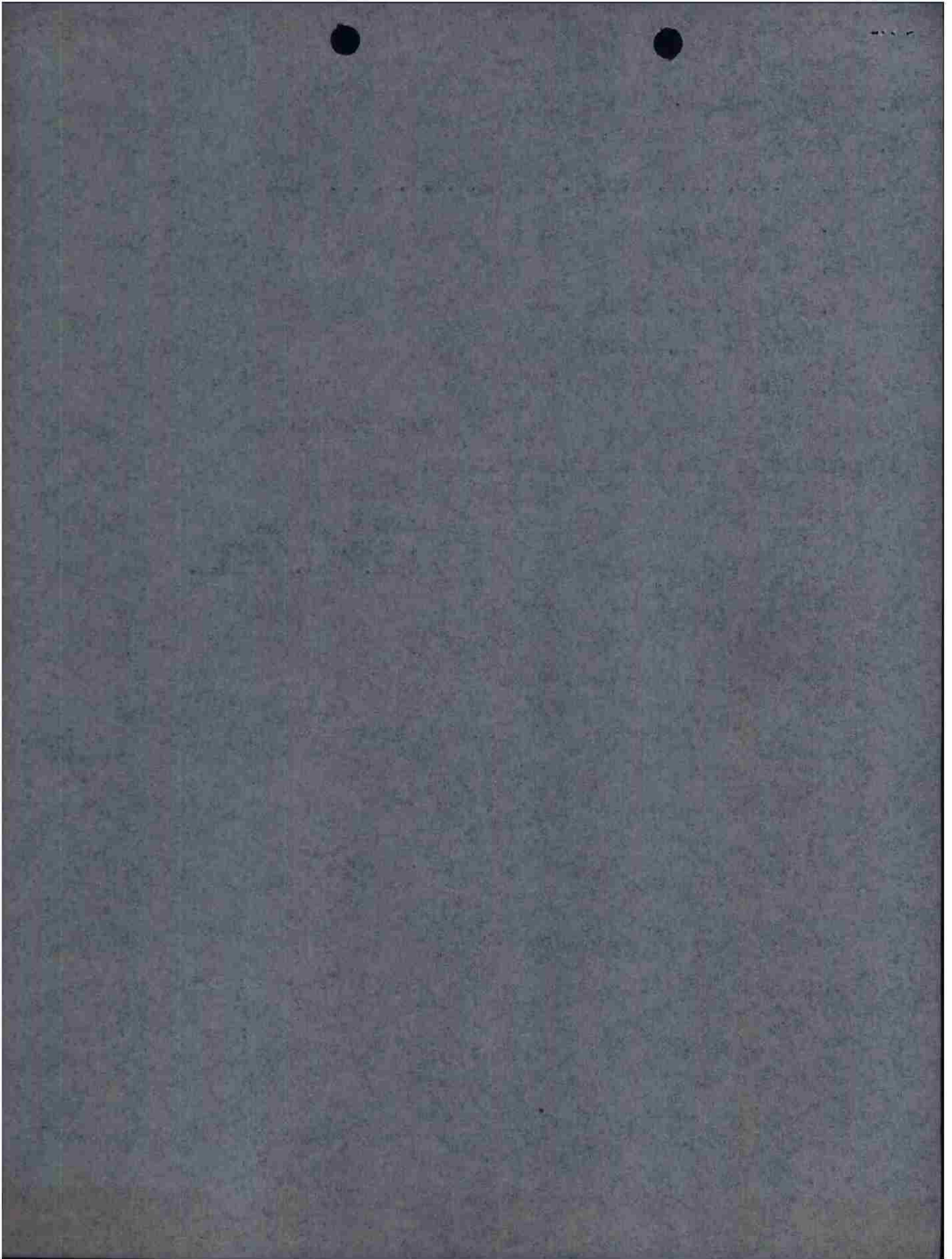
BOX 11 . , ZB917B

5. NONE

MACE GOSOMGR 416

I CERTIFY THAT THIS IS OFFICIAL BUSINESS:

JOHN M. BONURA,
1st Lt., Air Corps,
Opns. Stat. Officer.



dm

HEADQUARTERS
11th Bomb Group (L)
OFFICE OF THE WEATHER OFFICER

ATN 149
26 April 1944

SUBJECT: Interrogation Report

TO: Staff Weather Officer, Headquarters IX Bomber
Command, APO 140, U. S. Army.

ROUTE OUT: Visibility 8-10 miles over England. .5
cumulus at base decreasing to .3 to .4 over
west of England with bases at 4000 feet and
tops to 5000. .5 to .6 cirrus over entire
route. The channel was clear of low clouds
with 8-10 miles visibility. .5 to .6 low
clouds at the coast of France with tops to
6000 feet and extending 15-20 miles inland
and there breaking to .3 to .5. Visibility
10 miles over France.

TARGET: .3 to .5 low clouds with tops to 6000 feet.
Visibility 10 miles.

ROUTE BACK: Similar to route out with no low clouds
over England and visibility 8-6 miles.

WINDS: As Forecast.

TIME OVER TARGET: 20:32

EFFECT OF WEATHER ON BOMBING: Clouds over target
on initial bomb run made bombing impossible.
Bombing was unaffected by weather on second run.

Walter D. Castle

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

1 Incl.

2 Encl: Forecast Forms

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OPERATIONAL ROUTE FORECAST

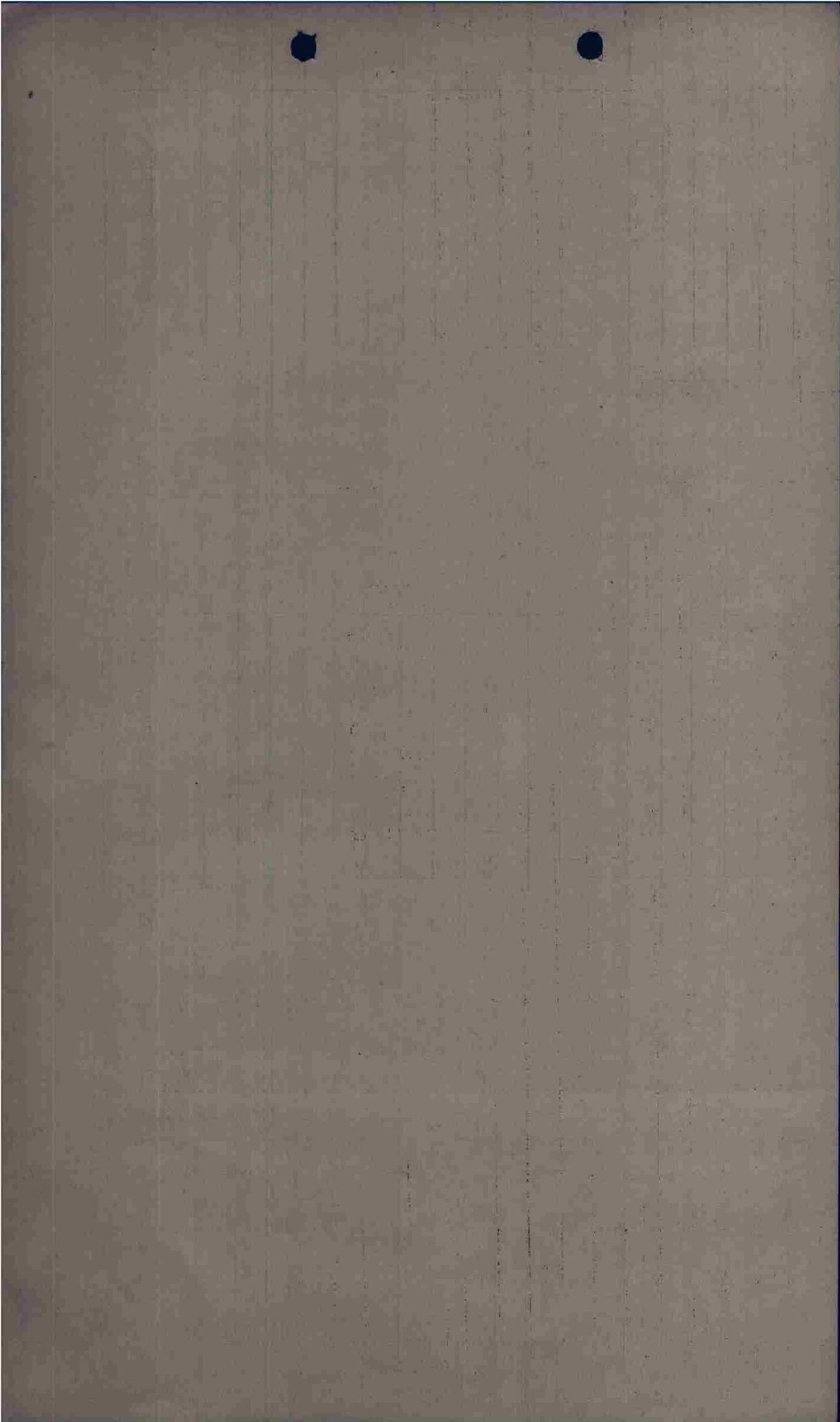
1892
2/15

DATE _____
PERIOD _____
HQ SOS USAF 9-43/90M/15227

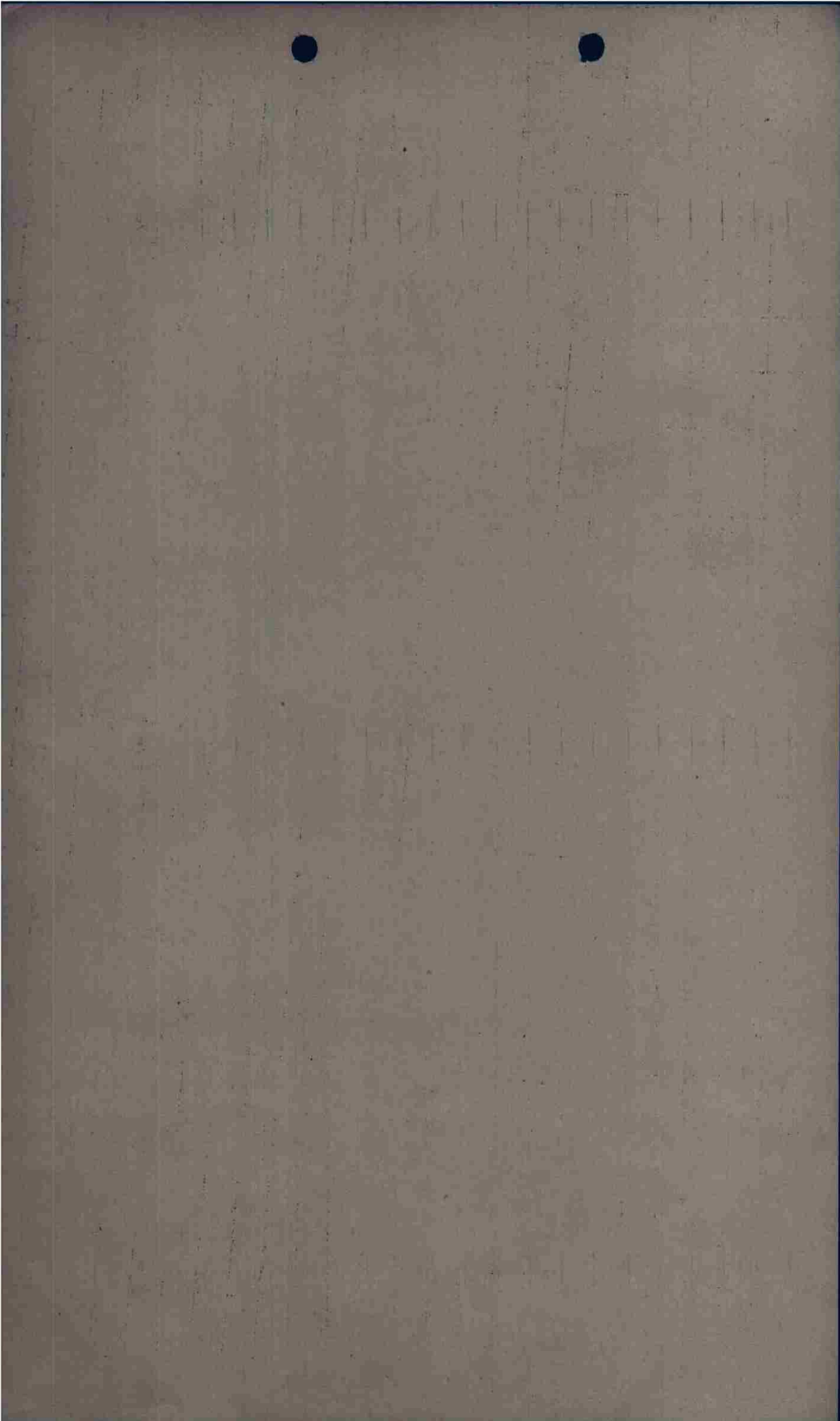
	A	B	C	D
1 WEATHER				
2 CLOUDS				
3 ICING				
4 VISIBILITY				
HEIGHT SURFACE	DIRECTION	VELOCITY	DIRECTION	VELOCITY
FT				
FT				
FT				
FT				
FT				
FT				
FT				
FT				

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

Mission No. 39																26 April 1944	
A/C SER.	A/C NO.	SCDN.	PILOT	A R G E E F	ATO	ENGLISH COAST OUT	ENEMY COAST IN	TOT	ENEMY COAST OUT	ENGLISH COAST IN	A M E R A	FUEL	BOMB LOAD	IN DU R.	LAND TIME	REMARKS	
X	914	D	Whittle		1840	12,000 NORTH FORELAND 1935	12,000 FURNES 1947	2013	10,000 FURNES 2045	7,000 NORTH FORELAND 2057	HC	725	4X520 G.P.	4+	2134		
T	135	B	Gluff		1840										2139		
E	226	B	Bulmer		1841										2134		
F	711	D	Manly		1841										2132		
V	493	D	Sheld		1841										2136		
K	393	D	Yuland		1841										2138		
N	717	B	MacMannus		1842						C				2139		
R	743	B	Baibant		1842										2131		
B	207	C	Bulmer		1842						C				2140		
P	951	D	Richard		1843										2141		
B1	937	D	Spurats		1843										2140		
Y	714	D	Sheld		1843										2144		
I	673	B	Clark		1844										2143		
W	724	D	Carman		1844										2144		
C	211	B	Baibant		1844						C				2144		
G	225	D	Manly		1844										2145		
M	221	D	Sheld		1845										2145		
W1	679	B	Spurats		1846										2146		
D	219	D	Baibant		1851										2137		



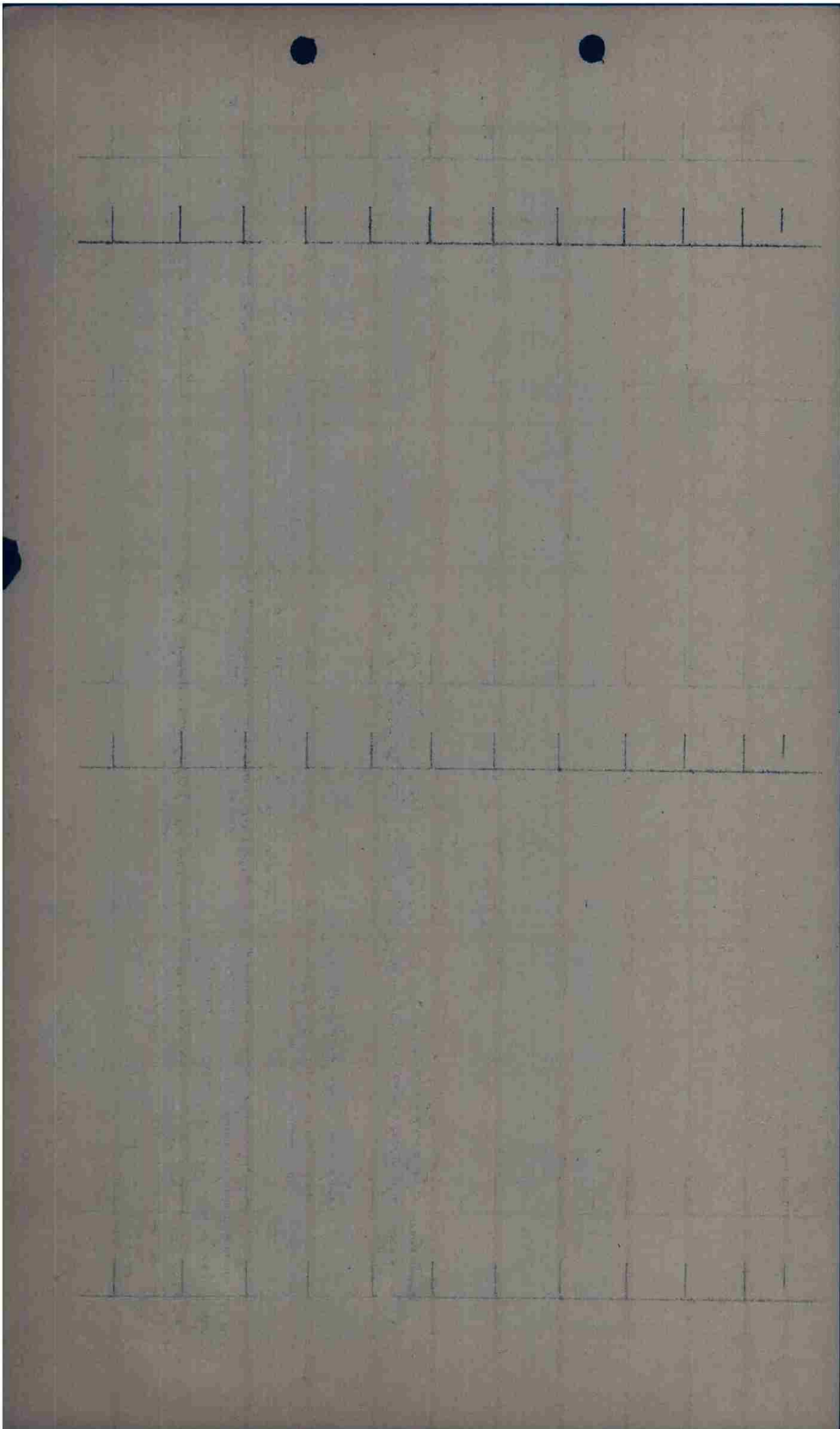
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SHIP NO	SQUADRON	PILOT and/or BOMBER	GRADE	FUNCTIONS	CAUSES OF MALFUNCTIONS
182	A	Dunack		No. 2 Station failed to release	Causes were lost landing against water barrier & release mechanism in the bomb chute -
978	C	Lester		No. 3 Station did not release	Bomb malfunctioned properly, after release; Station, probably, was jammed in neutral position.
974	D	Walters		No. 4 Station failed to release.	Many factors too tight during landing - in release mechanism of the bomb chute -
979	D	Anderson		Pilot dropped one bomb in the channel on return trip.	Cause could not be determined. Bright night visibility; released bomb.

26 April 1944

William C. McQuinn
Capt. W.C.
Command Officer



OICOG OIHAK OIGOF OIYAA V OILAI 4/25 "OP"
 FROM: 97TH COMBAT BOMB WING 252358Z P-085-E
 TO : COMBOMCOM IX
 COBOMGP 409
 COBOMGP 410 (INFO)
 COBOMGP 416

OPERATIONAL PRIORITY BT
 SECRET SENT IN CLEAR AUTH. MAJOR CLARENCE S. TOWLES JR.

97TH COMBAT WING
 APO 140
 25 APRIL 1944

FIELD ORDER NO. 16-286

MAPS: NORMAL

1. B. (2) P47 FIGHTERS WILL FURNISH ESCORT FOR THIS WING.
2. A. THIS WING WILL ATTACK A TARGET IN BELGIUM.

ZERO HOUR: 260045Z

3. A. 416TH GROUP:

- (2) 36 A/C
- (3) WITH 409TH GROUP AT GRAVESEND ON LINE TO NORTHFORELAND AT 10,000FT. THE 416TH GROUP WILL LEAD. THE 416TH GROUP WILL LEAVE GRAVESEND AT ZERO HOUR PLUS 39 MINUTES.

B. 409TH GROUP:

- (2) 36 A/C
- (3) WITH 416TH GROUP AT GRAVESEND ON LINE TO NORTHFORELAND AT 10,000FT. THE 416TH GROUP WILL LEAD. THE 409TH GROUP WILL LEAVE GRAVESEND AT ZERO HOUR PLUS 39 MIN.
- (6) BOMB 12,000FT.

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

- (5) TARGET: PRIMARY - ZB917B, SECONDARY - ZB50.
- (6) RENDEZVOUS WITH P47 FIGHTERS AT NORTHFORELAND AT 12,000FT. AT ZERO HOUR PLUS 50 MIN.
- (7) ROUTE OUT: BASE TO GRAVESEND TO NORTHFORELAND TO FURNES TO 50 DEGREES 37 MINUTES NORTH 04 DEGREES 50 MINUTES EAST TO 50 DEGREES 47 MINUTES NORTH 04 DEGREES 57 MINUTES EAST TO TARGET.
- (8) ROUTE BACK: TARGET TURN LEFT TO 50 DEGREES 45 MINUTES NORTH 04 DEGREES 31 MINUTES EAST, TO FURNES TO NORTHFORELAND TO BASE.
- (9) I.P.: 50 DEGREES 47 MINUTES NORTH 04 DEGREES 57 MINUTES EAST.
- (10) AXIS OF ATTACK: GENERALLY SOUTHEAST TO NORTHWEST.
- (11) M.P.I.: ZB917B, ILLUSTRATION: 5267/1, REFERENCE: 049093 ZB50, ILLUSTRATION: S50/3
 416TH GROUP, REFERENCE: 036061
 409TH GROUP, REFERENCE: 062055
- (12) R.P.: 50 DEGREES 45 MINUTES NORTH 04 DEGREES 31 MINUTES EAST
- (13) BOMB LOAD: 4X 500 LB GP FUSED 1/10 SECOND NOSE, 1/40 SECOND TAIL
- (14) INTERVALOMETER SETTING: MINIMUM
- (15) ALL AIRCRAFT WILL DROP TO 10,000FT, AFTER LEAVING TARGET CROSS ENEMY COAST OUT 10,000FT.

4. NO CHANGE

5. COMMUNICATIONS:

A. 416TH BOMB GROUP

- (2) OILWELL
- (3) CHOPPER
- (9) 25/25
- (10) 225/225

E. 409TH BOMB GROUP

- (2) SILVERQUEEN
- (3) CHOPPER
- (9) 25/25
- (10) 225/225

X. GENERAL INFORMATION:

- 12) WEST MALLING CHANNEL "D"
- EARLS COLNE CHANNEL "C"
- MANSTON CHANNEL "E"

(3) 5A, 6B, 10C, 8D, 9E, 7F, 11G, 4H, 16I. (NOTE CHANGE)

(10) A V T B

(11) BOX LEADERS WILL REPORT TO COMMAND CONTROL ON CHANNEL "C" WHEN LEAVING TARGET AREA.

CCCBTWIG 97

BT 252358B

AS CGW B B B B B B

OILAI

OICGR.....260130B RPG KKKK

OIHAK260130B WS KK

OIVAA.....260230B GRL KKK

OIGOE.....XXNY 260130 \$7 (((

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OICOG OIHAK OIGOF OIYAA V OILAI 2/26 OP

FROM: 97TH COMBAT BOMB WING 261300B P-088-E
 TO: COMBOMCOM IX
 COBOMGP 409
 COBOMGP 410 (INFO)
 COBOMGP 416

23W

OPERATIONAL PRIORITY BT
 SECRET SENT IN CLEAR AUTH. MAJOR CLARENCE S. TOWLES, JR.

97TH COMBAT BOMB. WING
 APO 140
 26 APRIL 1944

ANNEX 2 TO FIELD ORDER 16-286

CHANGE ZERO HOUR TO 261845B

CHANGE PARAGRAPH 3. X. (7) TO READ: BASE TO GRAVESEND TO
 NORTH FORELAND TO FURNES TO 50 DEG. 44 MIN. NORTH 04 DEG. 36 MIN. EAST
 TO TARGET

CHANGE PARAGRAPH 3. X. (8) TO READ:
 TARGET TURN RIGHT TO TIRLEMONT TO 50 DEG. 38 MIN. NORTH 04 DEG. 50 MIN.
 EAST TO NORTH FORELAND TO BASE.

CHANGE PARAGRAPH 3. X. (10) TO READ:
 GENERALLY SOUTH-SOUTH WEST TO NORTH- NORTH EAST.

CHANGE PARAGRAPH 5. A. (2) TO READ: NOISOME

CHANGE PARAGRAPH 5. A. (9) TO READ: 63/63

CHANGE PARAGRAPH 5. A. (10) TO READ: 163/163

CHANGE PARAGRAPH 5. B. (2) TO READ: BEWARE

CHANGE PARAGRAPH 5. B. (9) TO READ: 63/63

CHANGE PARAGRAPH 5. B. (10) TO READ: 163/163

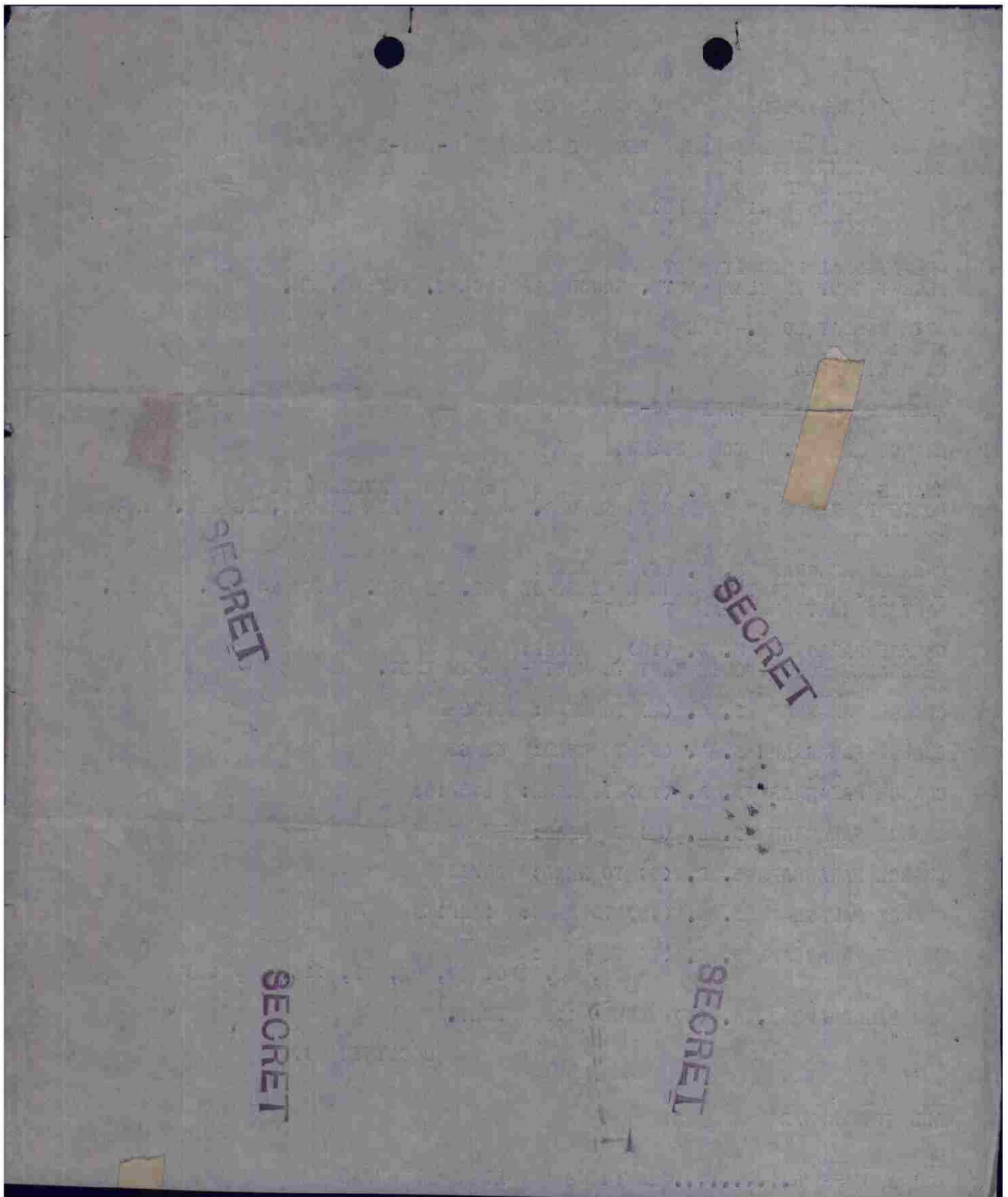
CHANGE PARAGRAPH 5. X. (3) TO READ:
 5A, 6B, 10C, 8D, 9E, 7F, 11G, 4H, 16I

ADD PARAGRAPH 3. A. (6) BOMB 11500 FEET.

COCBTWIG 97

ME AR
 ALL STNS H/K/R

VM LAI
 OIYAA/OIGOS R..... 26/1406B LBS KKKKKAR



RECEIVED HARMONIC COAST AND EXPLORATION TIO 1/26 OP

FROM 97TH COMBAT BOMBARDMENT WING 26/0115B -087-D
 TO COMBOMCON NINE
 409TH BOMBARDMENT GROUP (L)
 416TH BOMBARDMENT GROUP (L)
 410TH BOMBARDMENT GROUP (L)

OPERATIONAL PRIORITY BT

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

97TH COMBAT BOMB. WING
 APO 140
 26 APRIL 1944

ANNEX NO. 1 TO F.O. 16-286

ATT: S-2

TARGET: ZE 917-B

1. THE IMPORTANCE OF THIS TARGET IS INDICATED BY ITS LOCATION, BEING ON THE MAIN LINE TO GERMANY FROM OSTEND, BRUSSELS AND LIEGE. 50 TO 60 LOCOMOTIVES MAY BE EXPECTED IN AND AROUND THE SHEDS, WHILE THE YARD ITSELF CAN ACCOMMODATE OVER 2,000 WAGONS AND IS CAPABLE OF HANDLING MORE THAN 1,500 DAILY. ALTHOUGH THERE ARE NO GERMAN GROUND TROOPS WITHIN THE IMMEDIATE VICINITY, THIS TARGET IS MOST IMPORTANT AS A TRANS-SHIPING POINT FOR SUPPLIES FROM GERMANY, FOR THEIR TROOPS. IN THE COASTAL REGION LYING TO THE NORTH WEST OF TARGET THERE ARE 5 DEFENSIVE INFANTRY DIVISIONS AND 2 DEFENSIVE C A F FIELD DIVISIONS, WITH A TOTAL OF 99,000 MEN. TARGET LAST ATTACKED 24-4-44 BY DIVE-BOMBING BY P-47, WITH GOOD RESULTS.

2. SITUATION:

A. ENEMY:

1. FLAK: GROUPS HAVE LATEST INFORMATION.
2. AIR: REFER G A F ON WESTERN FRONT NO. 5 AND TELETYPE AMENDMENT.
3. GROUND: GROUPS HAVE LATEST INFORMATION.
4. SEA: NOTHING TO REPORT.

B. FRIENDLY: ALL AVAILABLE INFORMATION IS IN F.O. 16-286.

3. REQUEST OBSERVATIONS OF RAIL ACTIVITY, MILITARY TRAFFIC. IN PARTICULAR REQUEST REPORT OF EXTENT OF FLOODING NEAR COAST IN OSTEND AREA AND RAIL TRAFFIC BETWEEN GHEENT AND BRUSSELS.

COCBTWIG 97

BT 26/0115B

AS

SS

OICOG R.....26/0115B TLC AR
 OIGOF R.....260150DB K
 OIYAA R.....260150B GRL AR
 OIHAK R.....260150B WS AR XM
 AR

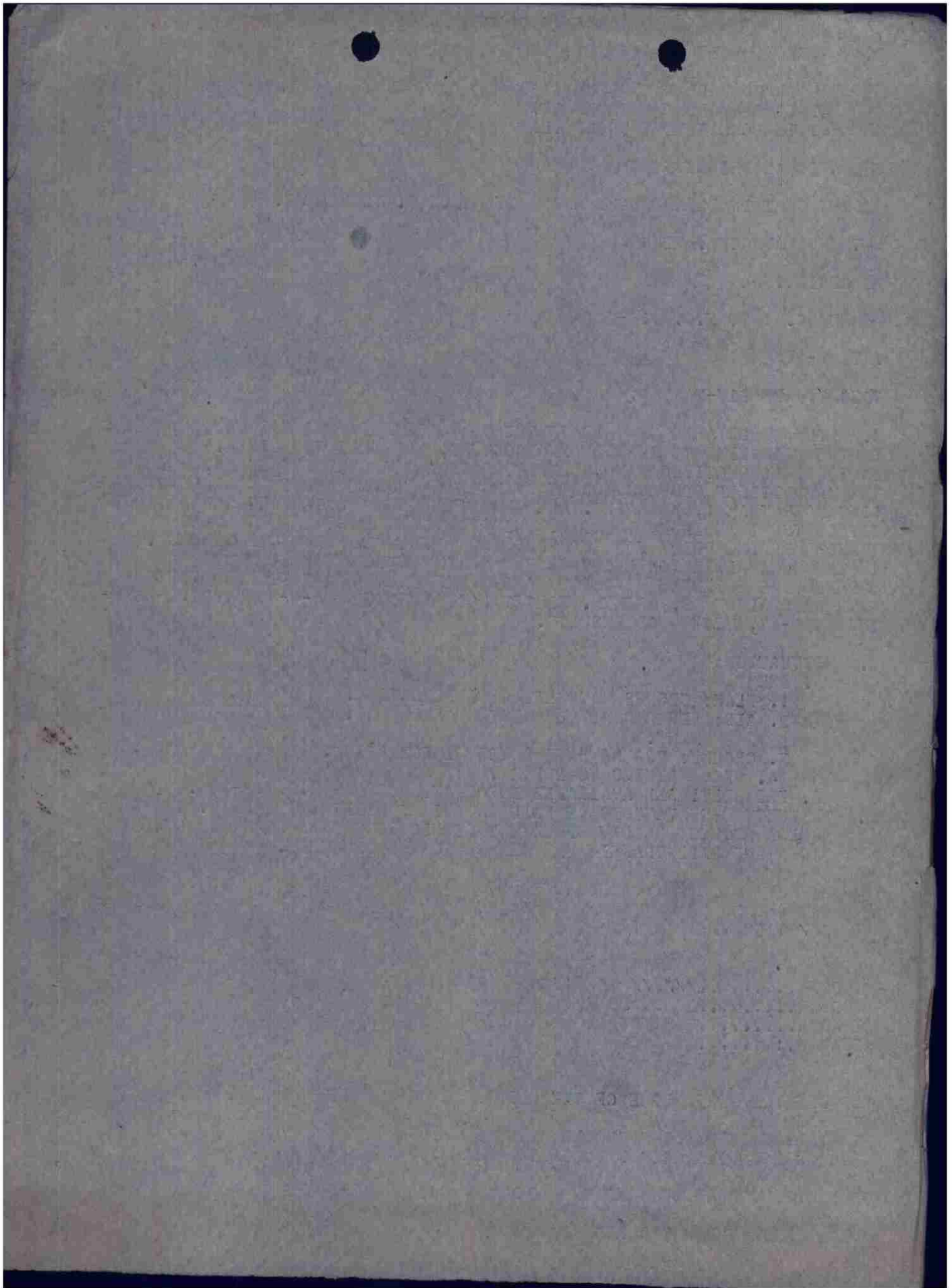
PLS RPT THE FIRST LINE OF THE HEADING IT OVERPRINTED HERE
 TIC PLS

FIRST LINE OF HEADING SHOULD REAS

OICOG OIHAK OIYAA DIGOF V OILAI OILAI 01/26 OP

FROM 97TH COMBAT BOMBARDMENT WING 26/0115B P-087-D

OK? RITE T B R NOW PLS



File

SECRET
By Authority
G. Sta. 170
26 April 1944.
Init. _____

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

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

SUBJECT: Lost, Damaged, and Abortive Report.

TO : Commanding General, IX Bomber Command, APO 140, U. S. ARMY.
Target: Louvain.
Date : 26 April 1944
IX Bomber Command Field Order No. *286*

Group	Type	A/C	Abortive		Damaged			Lost	Attached Target
			Mech	Other	A	A	E		
416	A-20's & J's	35	0	34	0	0	0	0	0

1. Lost.

None.

2. Damaged.

None.

3. Abortives.

Thirty four (34) A-20's and four (4) A-20's abortive. Mission re-
called by Bomber Command Control.

For the commanding officer:

GEORGE H. HARRIS.
Captain, Air Corps,
Adjutant.

SECRET

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

File
SECRET
By Authority
CG, SAC-170
26 April 1944.
Date.

AFG 140, U. S. ARMY.
26 April 1944.

SUBJECT: Report of malfunction of aircraft equipment.

TO : Commanding General, IX Bomber Command, AFG 140, U. S. ARMY.

I. Summary of Aircraft Operating:

Date of mission : 26 April 1944
Number of aircraft scheduled : 36
Number of aircraft alerted : 30

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:

HERBERT ROBERTSON,
Captain, Air Corps,
Adjutant.

SECRET