

IRIS Public Record

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Abstract CONTAINS REPORT OF COMBAT MISSION AND TARGET INFORMATION.

Descriptive

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Title **MISSION REPORT**

Added

Entries

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Subject:

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Administrative Markings

No Administrative Markings Listed

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GP-416-SU-OP-3
10 SEPT 1999**MISSION REPORT**FOLDER NO. 11

MISSION NO.	F.O. NO.	DATE
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158	600	17 OCT. 44

SCANNED BY ACD
2007-3

00091351

DECLASSIFIED
DOJ DIR 5200.9, 27 Sep-98

MICROFILMED

7386-1/L

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

REMARKS
By Authority
CO, 3rd 170
17 Sept 1944
Init. _____

AFG 140, U. S. Army.
17 September 1944.

SUBJECT: Report of Combat Mission.

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

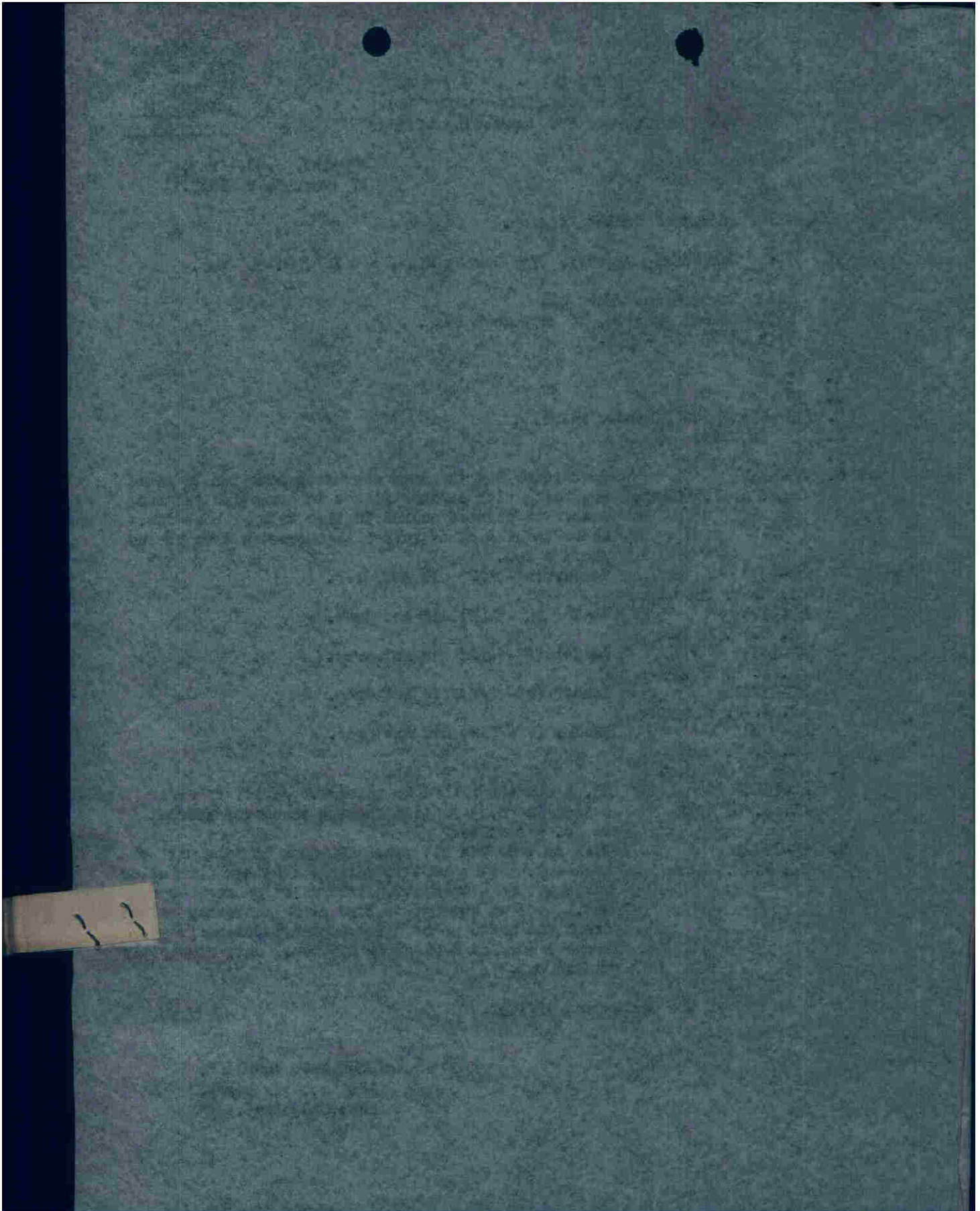
416th Bombardment Group (L)
145th Combat Mission, 16 September 1944.
97th OS TO 216 - 554.

1. 41
2. 39
3. 33 (includes 3 window ships)
4. 2 (apares)
5. 6
6. 43-9442
Capt. R. J. Norton
Bombardier had to alter course on bomb run to avoid colliding with another flight in formation and was unable to correct course in time to make bomb run. Chose to hold bombs rather than release them on too short a run.
Leader (43-9442) did not drop.
- 43-9376
Lt. R. B. Robertson
Leader (43-9442) did not drop.
- 43-9929
Lt. M. W. DuBois
Leader (43-9442) did not drop.
- 43-10197
Lt. J. E. Blongren
Leader (43-9442) did not drop.
- 43-21767
Lt. E. J. Vieghele
Leader (43-9442) did not drop.
- 43-9002
Lt. W. F. Tripp
Leader (43-9442) did not drop.
7. Same as 6 above.
43-10026
Lt. E. B. Kreh
No. 4 station failed to release. Faulty transfer switch in No. 3 station failing to convey current to No. 4 station.
8. 43-21821
Lt. E. B. Glank
Flak on bomb run hit propeller dome causing oil to leak out. Pilot left formation, feathered propeller and later as a precaution instructed gunners to 1 out. When an attempt to land at an emergency air drome was made, pilot discovered hydraulic system crash landed on B-17 strip at Caen. Ship completely washed out.

For the Commanding Officer:

JOSEPH A. KENNEDY,
1st Lt., Air Corps,
Asst. Adjutant.

SEP 16 1944
#145



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 55ABOX 1. flt 1 GROUP 416 DATE 16 Sept 1944 TARGET ATTACKED Bergen Op Zone1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 113°3. Was mercury erection system used? YES NO X4. Did entire (bom) (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:

C-1 autopilot was not used.

Pre-set with corrections. Aimed at briefed aiming point.

5. Name of lead Bombardier: 1st Lt. E. E. Egan6. Name of lead Pilot: Capt. M. J. Huff7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 274 Altitude: 130009. Length of bomb run: 80 Sec: 10. Bomb Load and Fusing per A/C: 6 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 32

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:

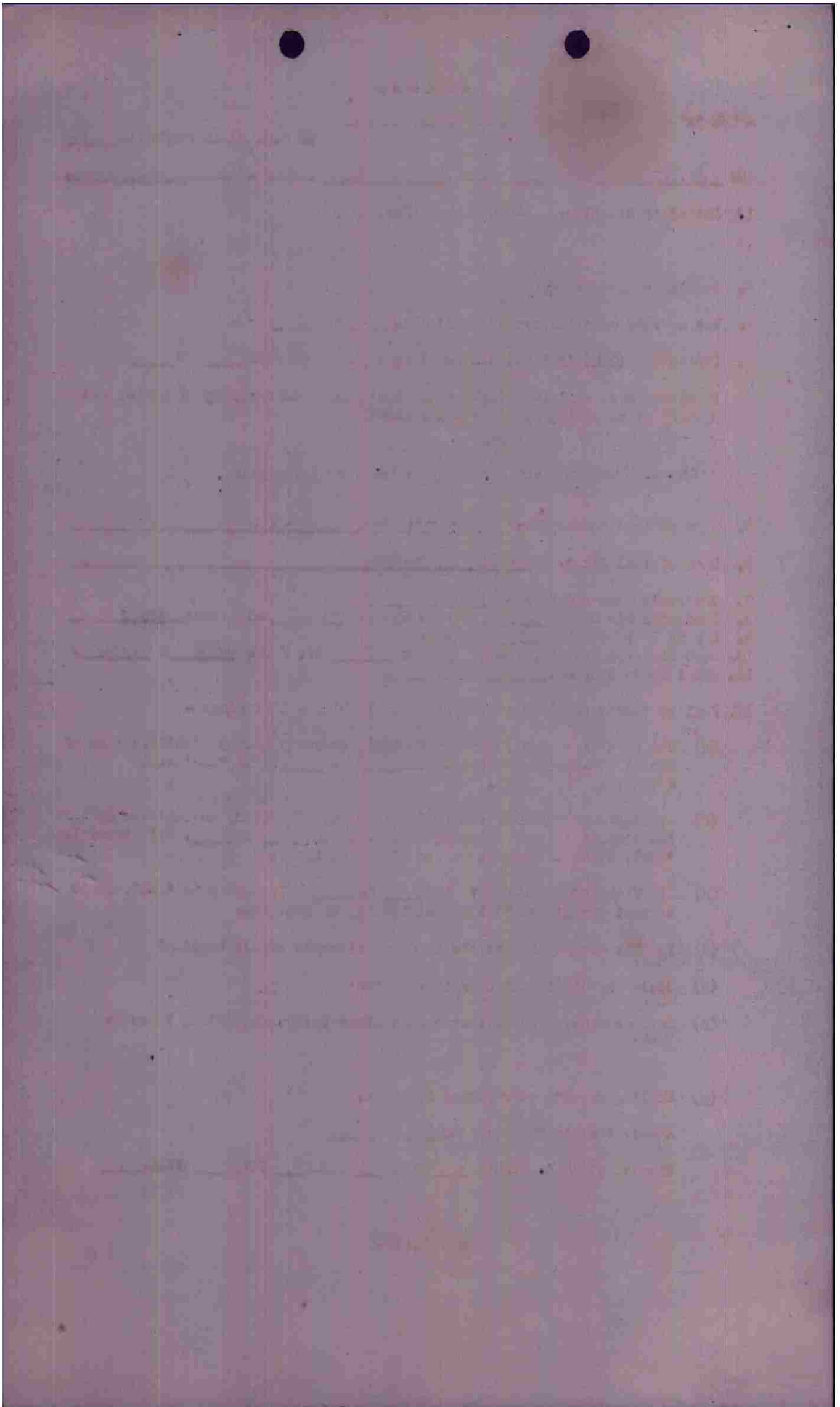
None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO

Results claimed: EXCEL GOOD X 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. 554BOX 1, flt 2 GROUP 416 DATE 16 Sept 1944 TARGET ATTACKED Bergen On Moon1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 145°3. Was mercury erection system used? YES _____ NO X4. Did entire ~~(team)~~ (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:

C-1 autopilot was not used.Pre-set with corrections. Aimed at briefed aiming point.5. Name of lead Bombardier: ~~Bartholme~~ Lt. B. A. Askerson6. Name of lead Pilot: Lt. P. G. Atkinson7. Intervalometer setting: None8. Indicated Air Speed: 220 Ground Speed: 275 Altitude: 120009. Length of bomb run: 35 Sec:10. Bomb Load and Fusing per A/C: 6 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 32

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

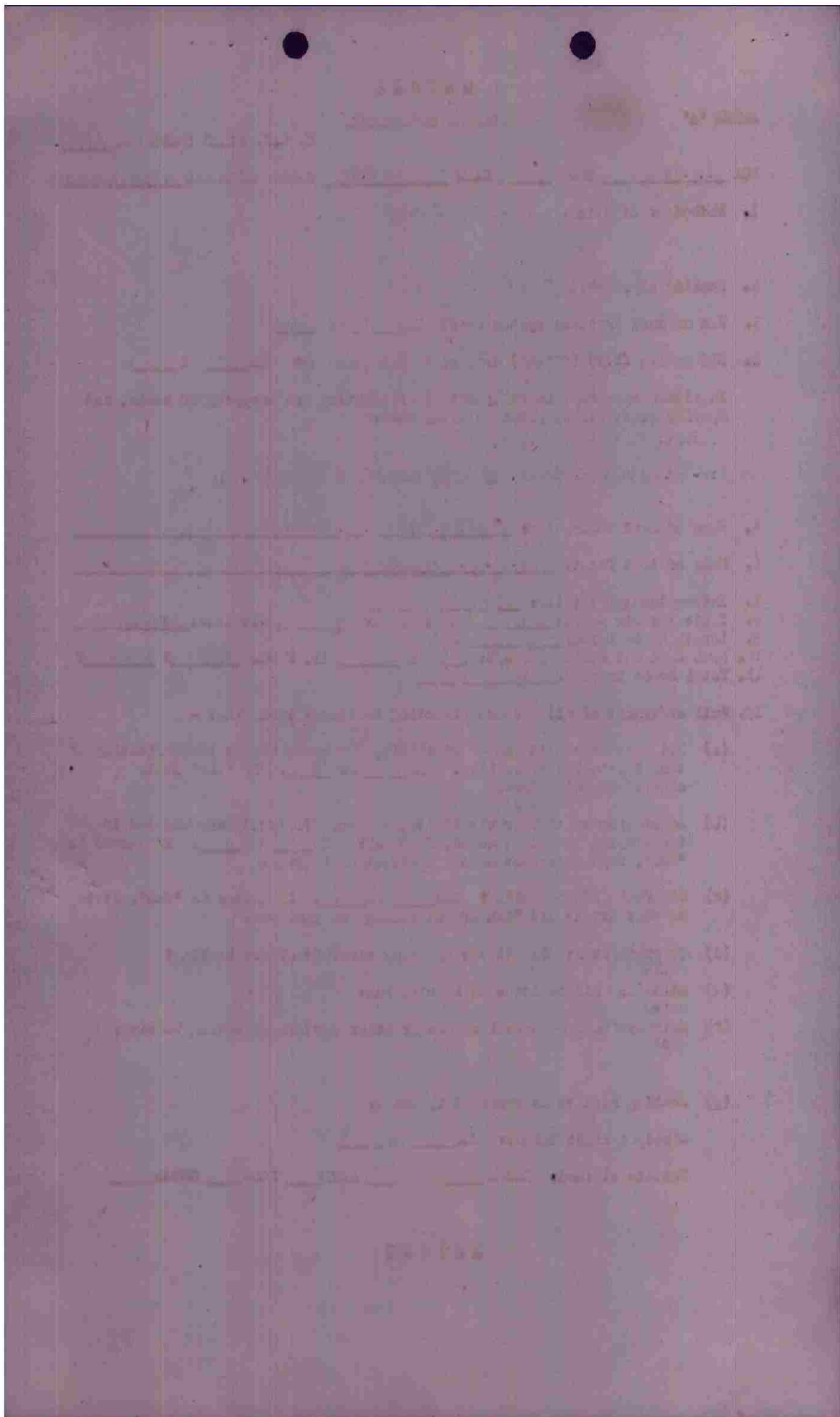
(f) Malfunctions, personnel errors or other factors affecting bombing:

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. 554BOX 1. 214 3 GROUP 416 DATE 16 Sept 1944 TARGET ATTACKED Bergen Op Zoom1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 100°3. Was mercury erection system used? YES _____ NO XX4. Did entire ~~(bomb)~~ (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:

G.I. autopilot was not used.Pre-set with corrections. Aimed at briefed aiming point.5. Name of lead Bombardier: Lt. J. J. Burg6. Name of lead Pilot: Lt. J. E. Magher7. Intervalometer setting: None8. Indicated Air Speed: 290 Ground Speed: 272 Altitude: 118009. Length of bomb run: 120 Sec:10. Bomb Load and Fusing per A/C: 6 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 95

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

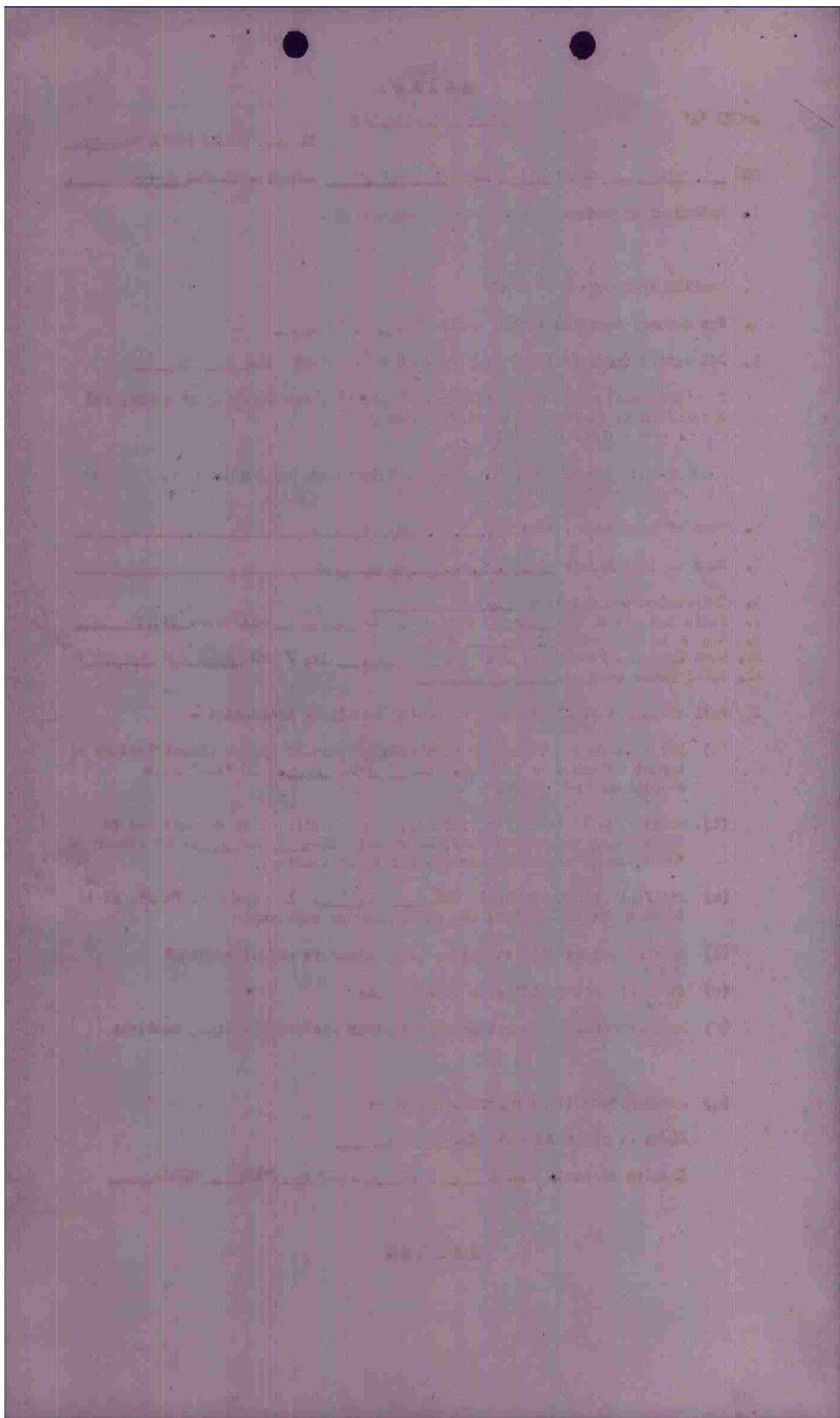
(f) Malfunctions, personnel errors or other factors affecting bombing:

None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____Results claimed: EXCEL _____ GOOD X 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. 554BOX 2, Flt 2 GROUP 416 DATE 16 Sept 1944 TARGET ATTACKED Bergen Op Zoom1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 095°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:

C-1 autopilot was not used.Pre-set with corrections. Aimed at briefed aiming point. Smoke over part of target area made exact aiming point difficult to see.5. Name of lead Bombardier: Lt. R. H. Mitchell6. Name of lead Pilot: Lt. R. E. Greenlay7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 270 Altitude: 115009. Length of bomb run: 35 Sec:10. Bomb Load and Fusing per A/C: 6 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 34

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

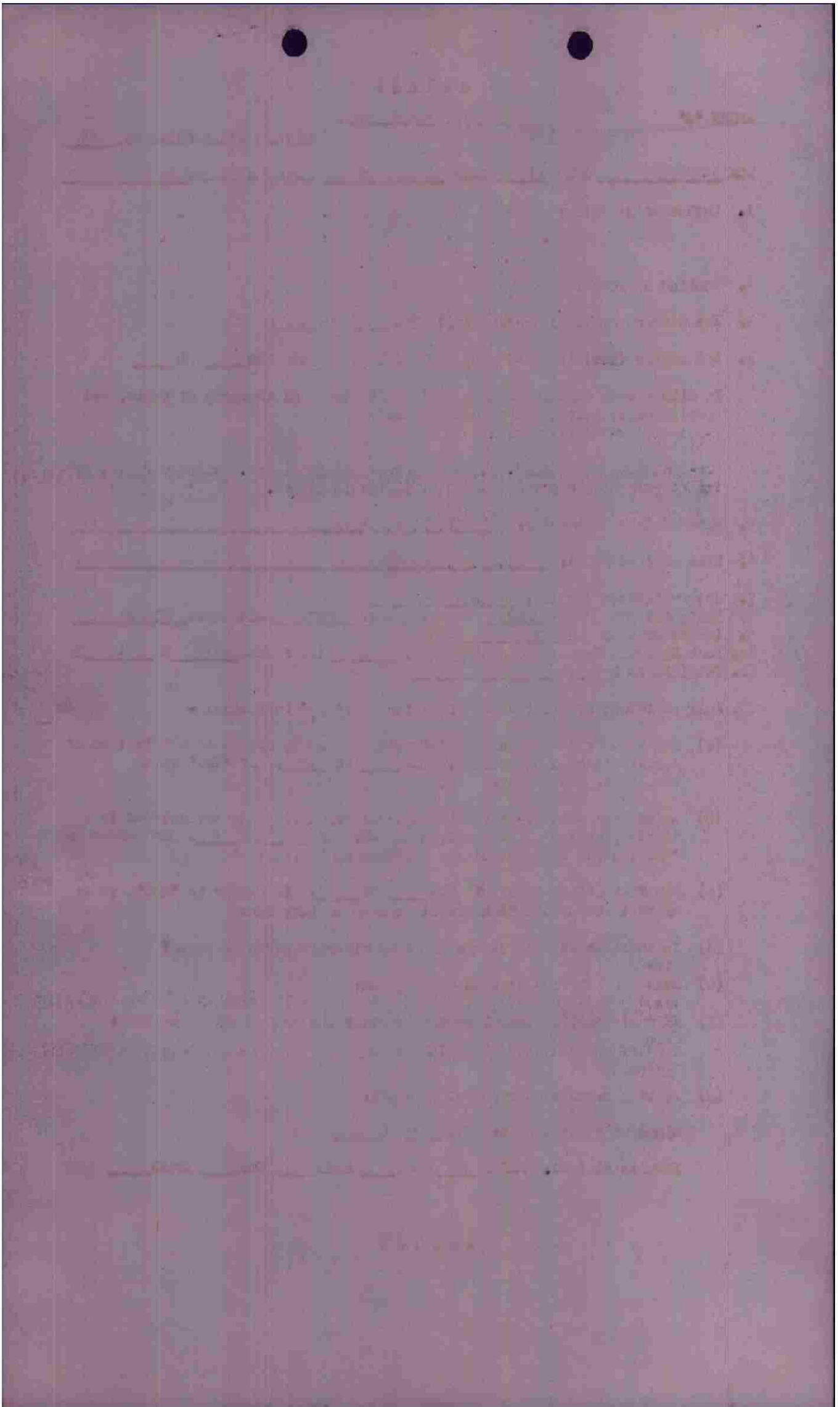
(f) Malfunctions, personnel errors or other factors affecting bombing:

None

(g) Bombing results as reported by crews:

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

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 554BOX 2, rit 3 GROUP 416 DATE 16 Sept 1944 TARGET ATTACKED Derjzen Op Zorn1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 113°3. Was mercury erection system used? YES ☐ NO ☒4. Did entire ~~team~~ (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:

G-1 antipilot was not used.

Misjudged distance for bombing run. Rolled out on run too late and in an attempt to pick up the target in the telescope the bomb s were prematurely released by the crossing of the indicies.

5. Name of lead Bombardier: Lt. A. C. Burns6. Name of lead Pilot: Lt. F. W. Demand7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 269 Altitude: 113009. Length of bomb run: 10 Sec:10. Bomb Load and Fusing per A/C: 6 x 500 lb. FUSED 1/20 N 1/100 T11. Total Bombs Dropped: 36

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:

Misjudged length of run. Kicked bombs out with search knob while trying to pick up target in telescope.

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

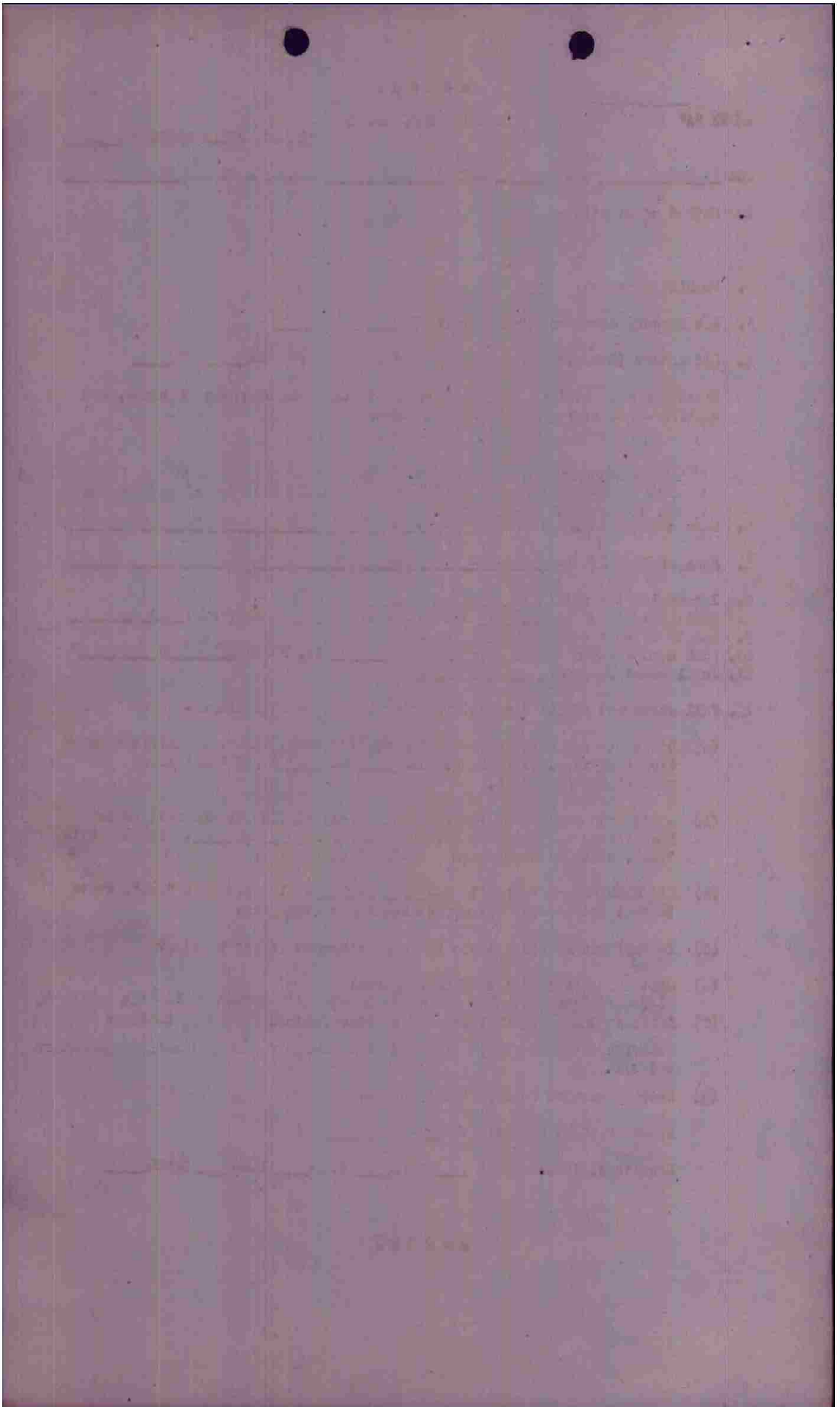
Bombardier crossed sight indicies while trigger was up causing a premature release.

(g) Bombing results as reported by crews:

Aimed at right Target: YES ☒ NO ☐

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

S E C R E T



MISSION NO. 1145

LOADING LIST
BOX I
FLIGHT I

16 SEPTEMBER 1944

1. 135 T
CAPT M J HUFF ✓
LT J KUPITS ✓
S/S F P BASFORD ✓
SGT R A CLARK ✓

2. 692 M ✓
LT J F SMITH ✓
S/S C VAFIADIS ✓
S/S E E HOFFMAN ✓

3. 821 Z ✓
LT H B CLARK ✓
S/S G W SABADOSH ✓
S/S D F FLOYD ✓

*Please with down
off eastern side of
chassis removed
from ship.*

4. 190 I ✓
LT E P HALL ✓
SGT R W CARSTENS ✓
SGT R P SHARP ✓

5. 743 W ✓
LT E J KENTH ✓
S/S O D LANAVE ✓
SGT L. MOSKOWITZ ✓

6. 181 A ✓
LT W H LAND ✓
S/S D R ABRICOLA ✓
SGT V F FAIR ✓

FLIGHT II

1. 439 J ✓
LT P G ATKINSON ✓
LT D A ACKERSON ✓
S/S J O SWAFFORD ✓
S/S P F GLYNN ✓

2. 380 N ✓
LT E L JOHNSON ✓
S/S W J DONAHUE ✓
SGT L R FRIDAY ✓

3. 750 M-1 ✓
LT N G BROWN ✓
S/S H E WHITE ✓
S/S R F ADDLEMAN ✓

4. 224 E ✓
LT W B OSTRANDER ✓
S/S R F STOBERT ✓
S/S I BINNEY ✓

5. 207 B ✓
LT L R MC BRIDE ✓
S/S R EUTSLER ✓
S/S J MCKEE ✓

6. 150 N-1 ✓
LT J R SPARLING ✓
SGT C D HAMMON ✓
S/S J L LEAHIGH ✓

FLIGHT III

1. 1717 P ✓
LT J F MEACHER ✓
LT J J BURG ✓
S/S F NAIFEH ✓
SGT J H ROBERTS ✓

2. 226 E-1 ✓
LT E B KREH ✓
S/S D M BROWN ✓
SGT C FEIKO ✓

3. 760 Z-1 ✓
LT J P KENNY ✓
SGT J J SITTARICH ✓
SGT P J PROFITA ✓

4. 907 O-1 ✓
LT G EBERSTEIN ✓
SGT J W ROBINSON ✓
SGT E P BRZEZINSKI ✓

5. 894 R ✓
LT H M EVANS ✓
SGT C SKEENS ✓
SGT O M MERRITT ✓

6. 195 D ✓
LT W L HALE ✓
SGT J F GEYER ✓
SGT D H BENZLER ✓

SPARE

892 L ✓
LT J R WARREN ✓
SGT C C SUREUR ✓
SGT S J TURPIN ✓

WINDOW MISSION

1. 645 R ✓
LT J D ADAMS ✓
LT R J HANLON ✓
S/S H C WORDEN ✓
S/S J J RZEPKA ✓
S/S R. L. JOHNSON ✓
S/S J. L. CRECH ✓

2. 362 L ✓
LT C C MISH ✓
SGT C B COLLIER ✓
SGT C C HALTERFIELD ✓

3. 720 F ✓
LT R B HALL ✓
S/S D S BLACKFORD ✓
S/S A TERAN ✓

MISSION NO. 1145
BOX I
16 SEPTEMBER 1944

OPERATIONAL PRIORITY

FROM: 416TH BOMB GROUP (L)

TO : IX BOMBER COMMAND
97TH COMBAT WING
99TH COMBAT WING416 BG S 334 E

SECRET IN THE CLEAR

J FORM OPERATIONAL

CL EARRANCE F-9

16 SEPTEMBER 1944

PREPARED BY: LT MAX A TAPE

A.

B. 1735

C. GLACTON-ON-SEA

D. BOX I R/T SKINDEEP ONE

669 . . . 6 . . . TMZ IWA

670 . . . 6 . . . JNM-1 EBO

668 . . . 6 . . . FE-1 Z-1 O-1 RD

670 . . . 1 . . . SPARE L

GROUP LEADER . . 669 . . T

DEPUTY 670 . . . J

BOX II R/T SKINDEEP TWO

669 6 DOGFNB

671 12 EB-1 MVHPSLN-1 ZGF-1

668 . . . 1 SPARE Q

SECOND BOX LEADER . . . 669 . . . D

DEPUTY 671 . . . R

BOX III R/T SKINDEEP THREE

671 . . 1 . . R

668 . . . 1 . . . L

670 . . . 1 . . F

THIRD BOX LEADER . . . 671 . . R

E. 12,000

NOX

F. WISSEMERKE

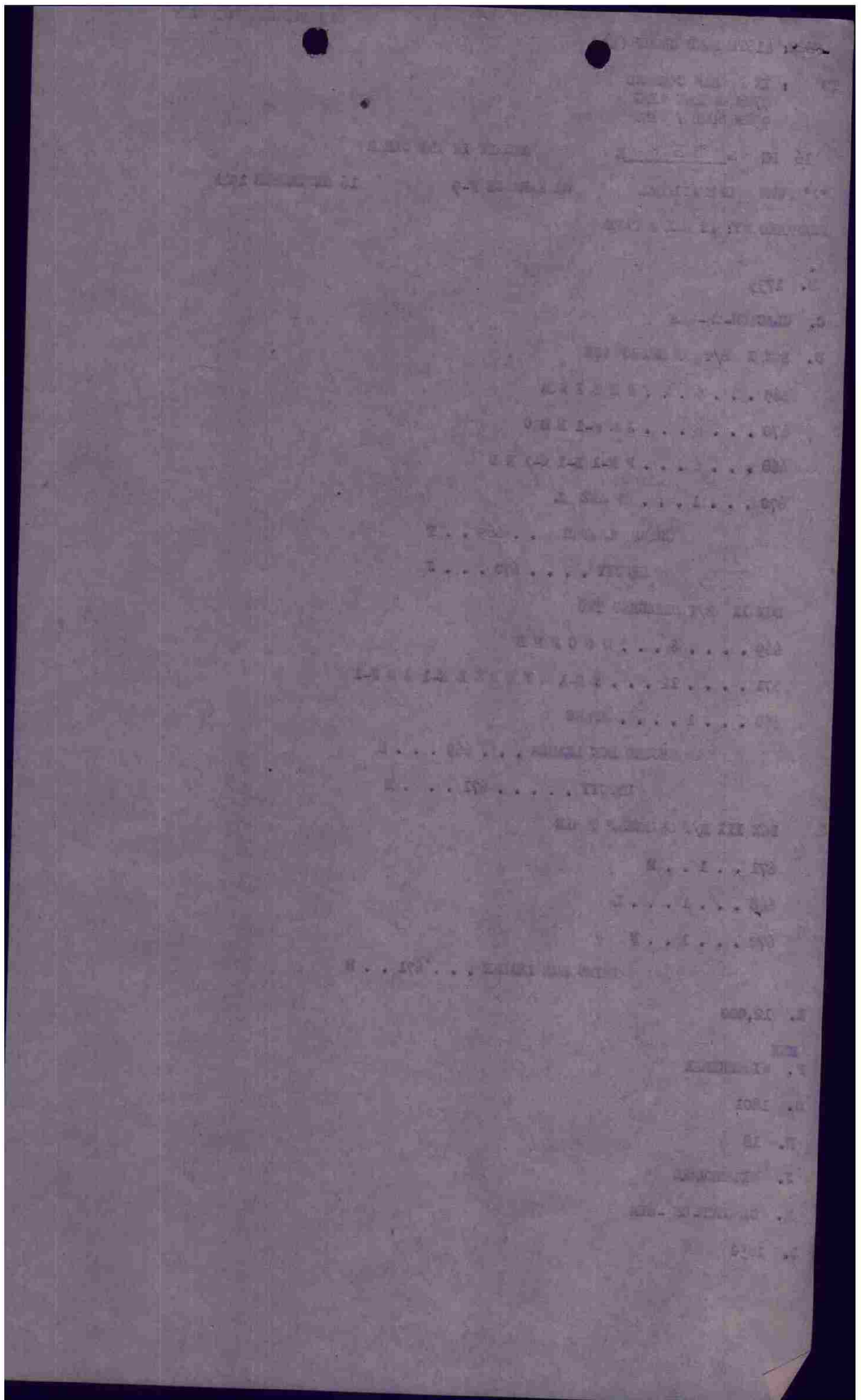
G. 1801

H. 18

J. WISSEMERKE

K. GLACTON-ON-SEA

L. 1850

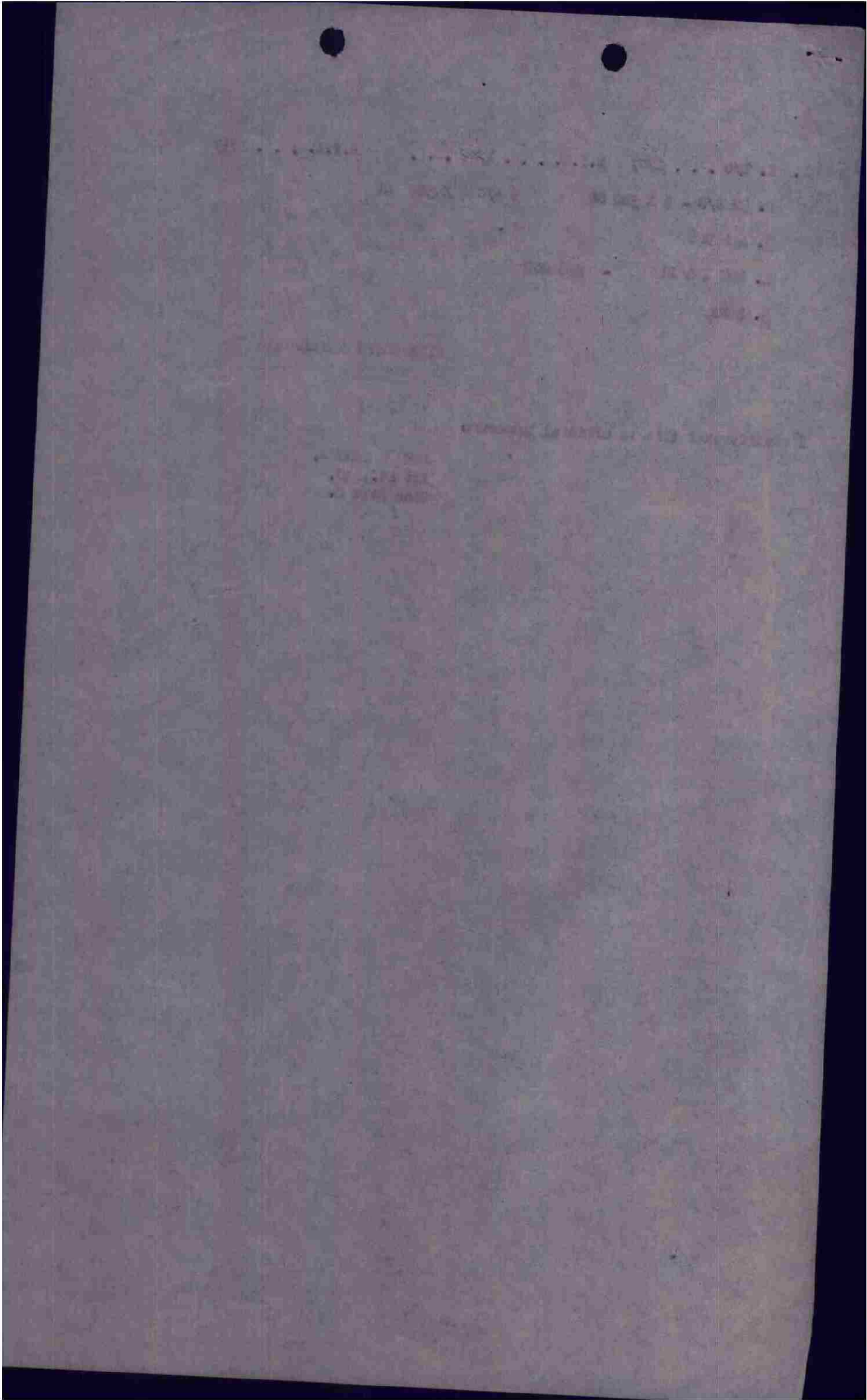


M. 1. T/O . . . ¹⁶⁵⁷ 1707 E.T.D. . . . ¹⁷¹⁷ 1737 . . . E.T.A. . . . 1859
2. 32 A/C - 6 x 500 GP 6 A/C 4 x 500 GP
3. 4 HOURS
4. BOX I & II - D566202
5. NONE

AYLESWORTH COBOMER 416

I certify that this is official business:

JOHN M. BONURA,
1st Lt., AC,
Opns Stat O.



POST MISSION REPORT

MISSION NO.

145

DATE

16 Sept. 1944

1. NUMBER OF MEN WOUNDED (MEDICS - 16)

2. BOMBING MALFUNCTIONS (ARMAMENT - 92) 226- Kreh - Right hand front

station failed to release - faulty transfer switch - no. 3 station.

1 flight didn't drop (1st flight - second bomb)

3. CAMERA MALFUNCTIONS (PHOTO LAB - 84)

None

4. Number PLANES OPERATIONAL

BOMB GROUP

39

G's

13

J's

SVG

G's

J's

WING OFFICER

5. PERCENT OF BATTLE DAMAGE (INTELLIGENCE - 68 - 17)

2 Cat. A. - 22%

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

None

Spencer std early as briefed

7. PLANES LOST OR LANDING AWAY FROM BASE - REASON - LOCATION

2

821- Clark - Downed over eastern end of Schanzen Island.

Two chutes seen. 767- Veehela - Downed at 51°28'N 04°12'E

Two chutes seen.

SUBMITTED BY

2/Sgt. Boalos

CONFIDENTIAL

HEADQUARTERS
416TH BOMB GP (L)
OFFICE OF THE RADAR OFFICER

APO 140, U.S. ARMY,
16 SEPTEMBER 1944.

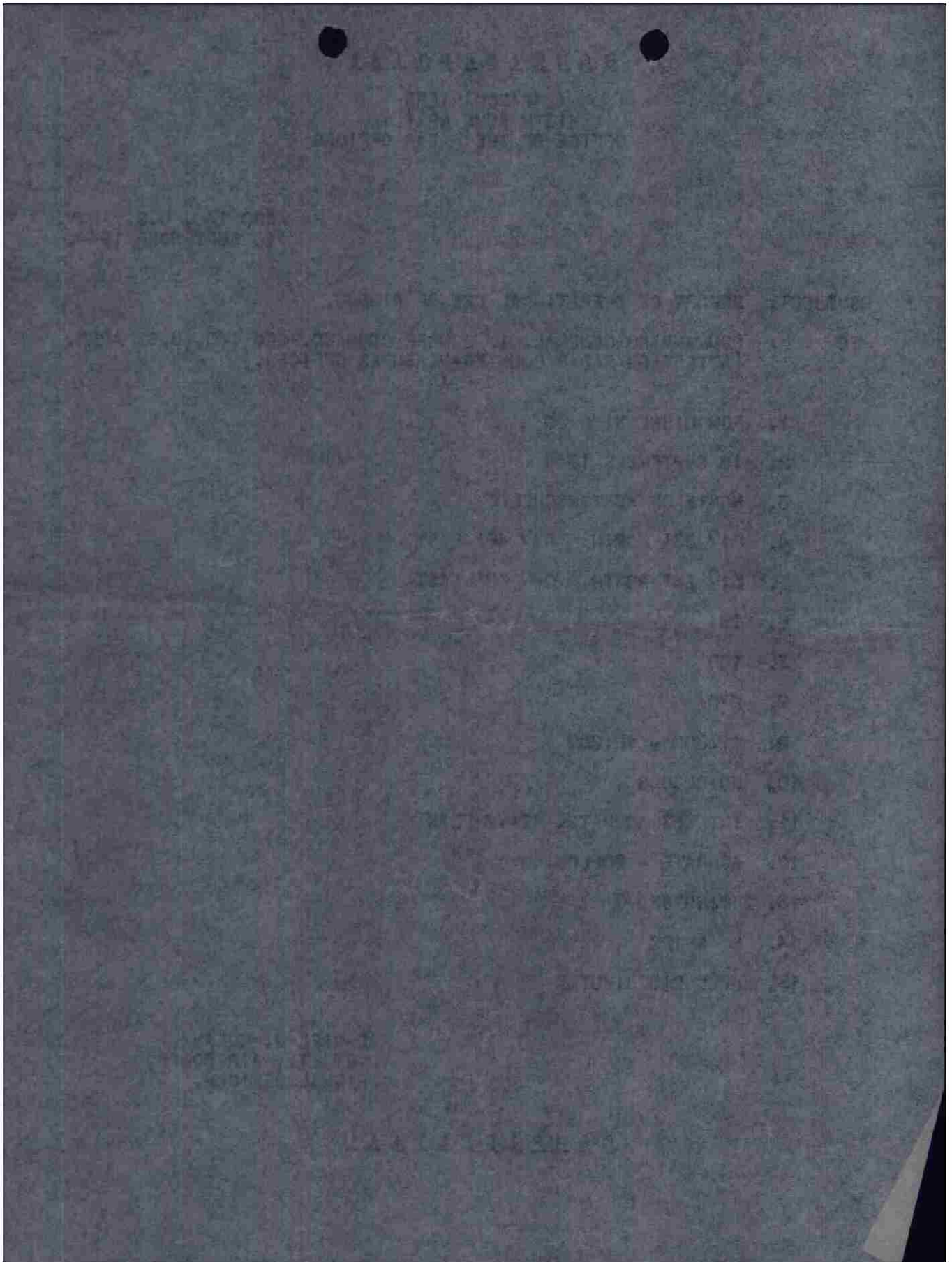
SUBJECT: REPORT OF OPERATIONAL USE OF WINDOW.

TO : COMMANDING GENERAL, IX BOMBER COMMAND, APO 140, U.S. ARMY.
(ATTENTION RADAR COUNTER-MEASURES OFFICER.)

1. RCM DISPENSING. 29
2. 16 SEPTEMBER 1944
3. MONTE OF WESTERSCHelde
4. 51° 33' NORTH 03° 48' EAST
5. 51° 26' NORTH 04° 08' EAST
6. 18
7. 100
8. 270
9. 11,300 - 12,200
10. NO CLOUDS
11. INTENSE ACURATE, HEAVY FLAK
12. ACURATE - FOLLOWING
13. 2 MINUTES
14. 8 SHIPS
15. WELL DISTRIBUTED

DANIEL J. NOLAN
1ST LT., AIR CORPS,
SIGNAL OFFICER.

CONFIDENTIAL



CONFIDENTIAL

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

APO 140
16 September 1944

SUBJECT: Interrogation Report.

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

BASE AT TAKEOFF: 5-7/10 cumulus, bases 3000 feet, tops 8000 ft.
Visibility 10 miles.

ROUTE OUT : 5-7/10 cumulus with bases at 4000 feet over
England decreasing in amount to 5-4/10 over
Channel and to only small amounts at the
Continental coast. Slight rise up to 2000 feet
over the Channel, otherwise visibility was 10
miles.

TARGET : Nil cloud. Visibility 10 miles.

ROUTE BACK : Similar to route out except 7-8/10 cumulus with
bases at 6000 feet over England. Visibility
6-8 miles.

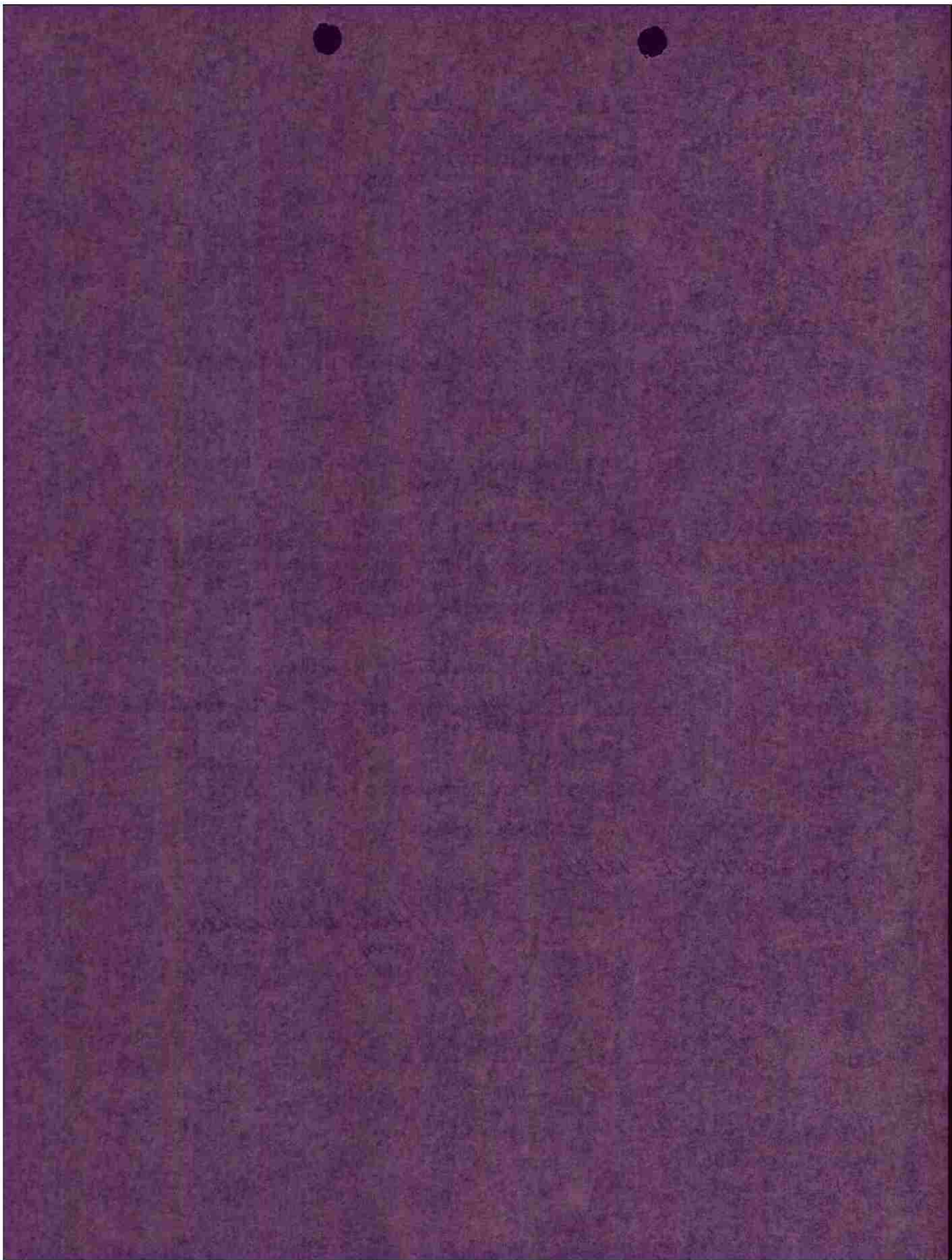
WINDS : Lighter than forecast.

EFFECTS OF WEATHER ON BOMBING: None.

Time over target: 1809 $\frac{1}{2}$

Henry W. Chidley
HENRY W. CHIDLEY
1st Lt., Air Corps

CONFIDENTIAL



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

FROM: COBOMGR 416

TO : CG IX BOMCOM

ATT: SIG O

A - YS - 145

B - 16 SEPTEMBER 1944

C - 36 A/C

D - 669 - I - INTERPHONE GARBLED, RETUNED AND CHECKED OK.
668 - E - VHF WEAK, RETUNED AND CHECKED OK.
671 - L - VHF GARBLED, RETUNED AND CHECKED OK.
671 - R - INTERPHONE AND GEE BOX SHORTED OUT, REPAIRED
AND CHECKED OK.

E - NONE

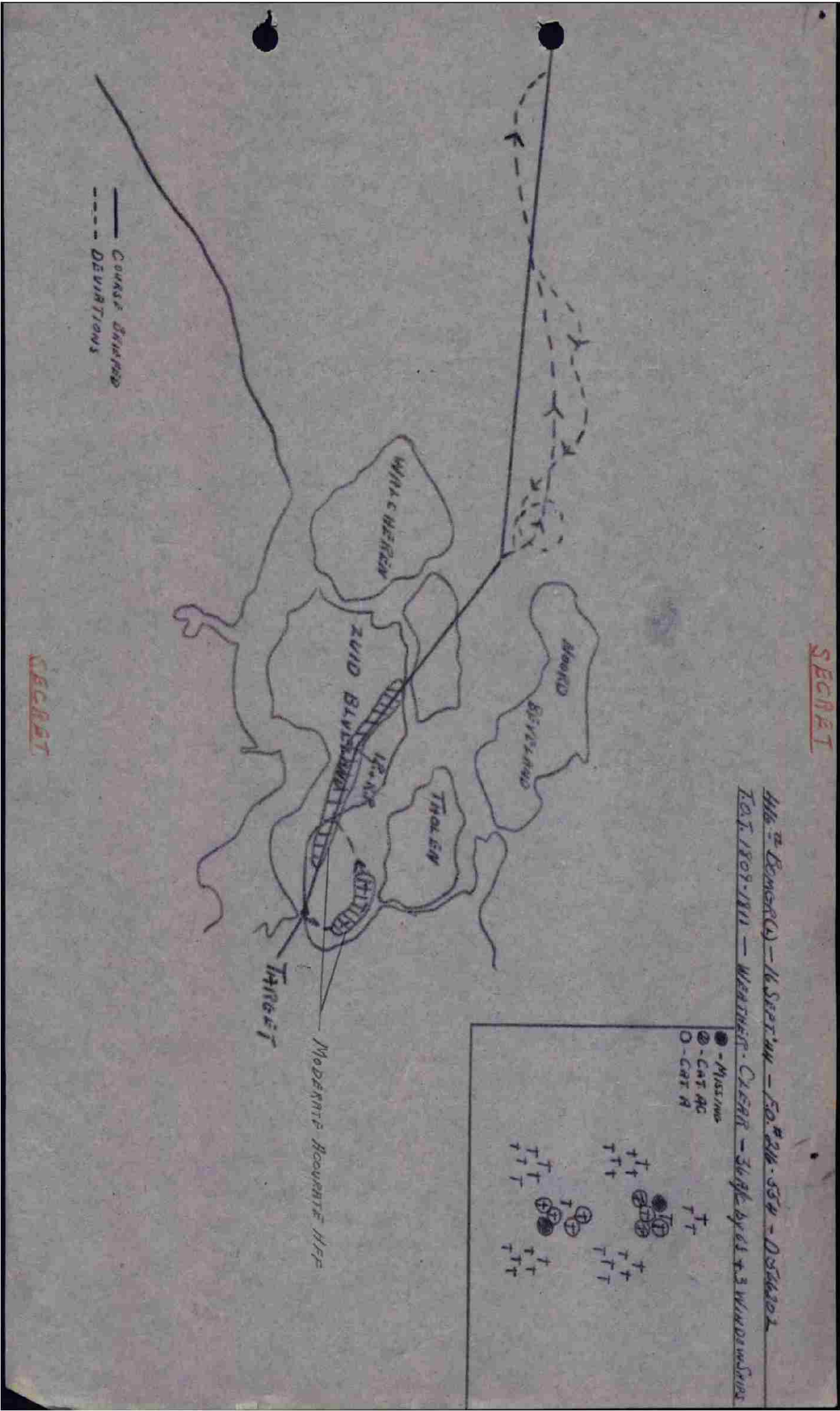
F - NONE

AYLESWORTH COBOMGR 416

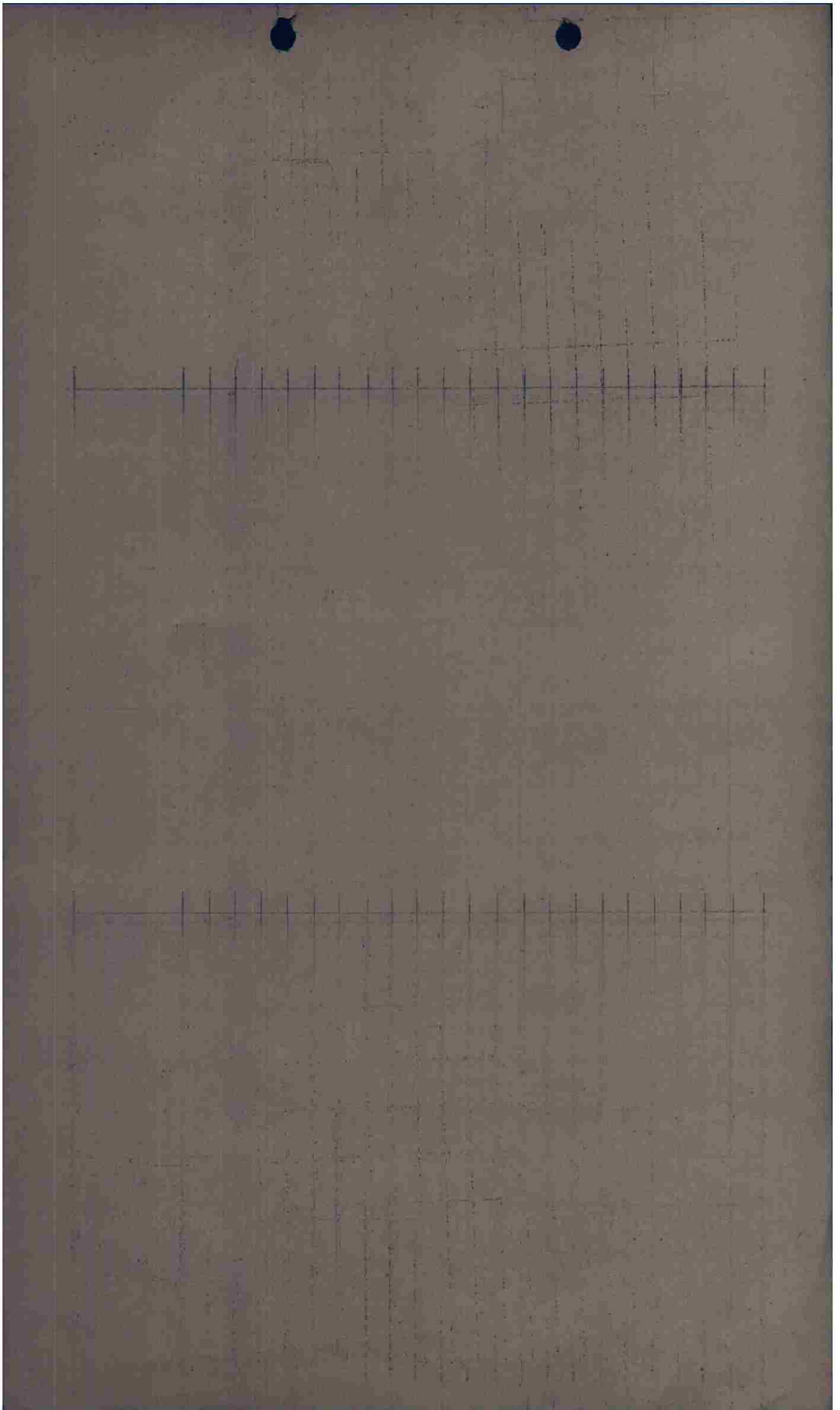
OFFICIAL:

Daniel J. Nolan
DANIEL J. NOLAN
1ST LT., AIR CORPS,
SIGNAL OFFICER.

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

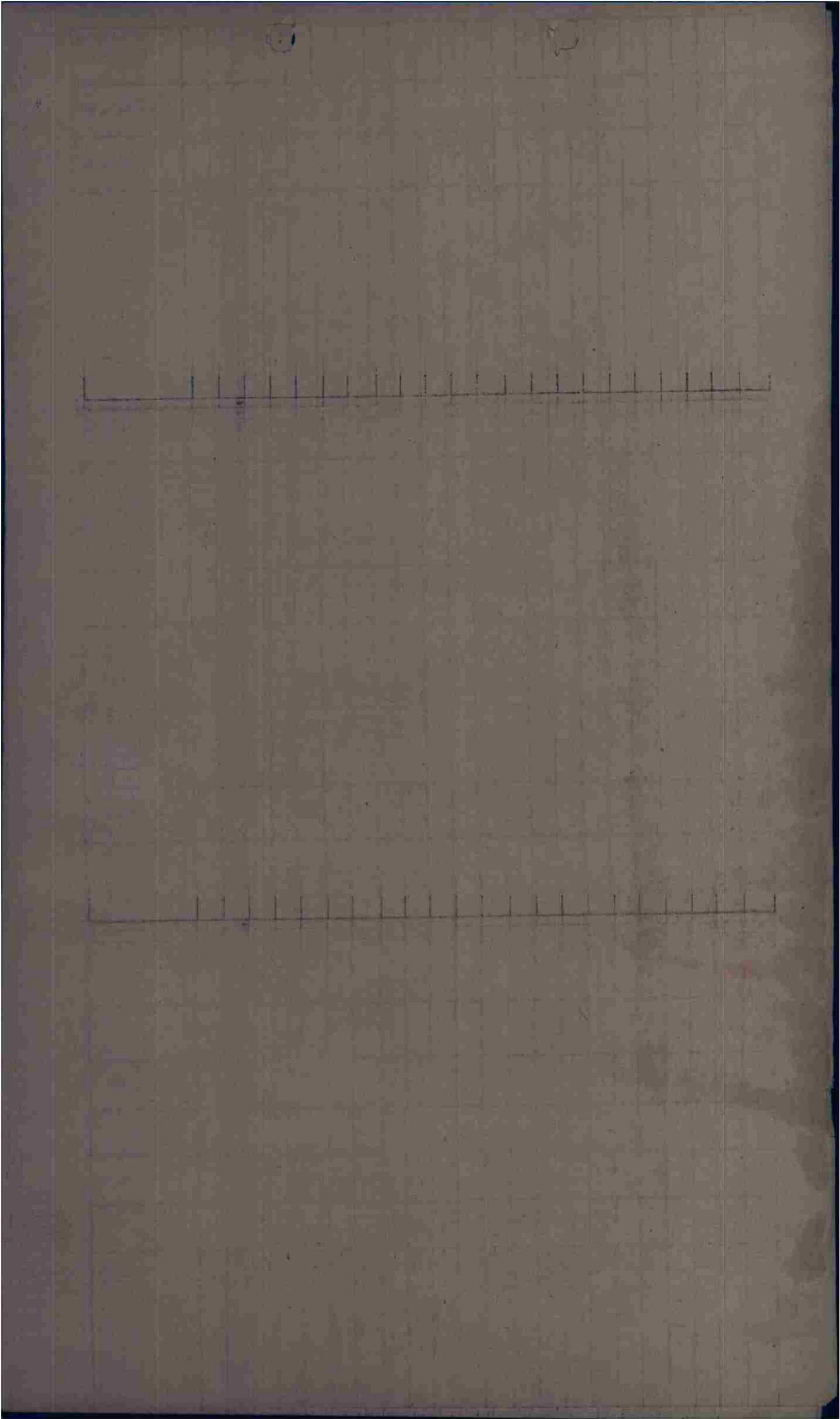


Mission No. 145												
Box I												
SEP 16 1944 #145												
S Q D N	A / C	A / C	PILOT	D I S T A N C E	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENG. COAST IN	C A M E R A	F U L L O L O B A D
B	T	135	HUFF			1657	Maclan	1810		Maclan		735
B	M	192	Smith, JF	332		1657	Andia	1700	4	1700		4
B	Z	821	Clark, AB			1657	1700	1801	1819	10000		6
B	F	190	Hall, EP			1657	1735			1850		6
B	W	743	Trenton			1658					He	4
B	A	181	Land			1658						6
C	J	439	A + Kinson			1658						4
C	N	380	Johnson			1658						6
C	M-1	750	Johnson			1659						4
C	E	724	Strander			1659						6
C	B	707	McBride			1659						6
A	N-150		Marling			1659						6
A	F	717	McGagher			1700						6
A	E-1	726	Kreh			1700						6
A	Z-1	760	Kenny			1700						6
A	O-1	907	Eberstein			1709						6
A	P	894	Evens			1701						6
A	D	195	Hale			1701						6
C	H	822	Waverly			1701						6
Not only for Project - No. 145												



S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A NCE	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 L A D	B O L M A D	E N D U R	L A T I T U D E	R E M A R K S
B	D	444	Morton			1704								6		1926	
B	O	376	Robertson			1704								4		1929	
B	C	949	DeRose			1704								6		1926	
B	F	197	Blomgren			1704								6		1929	
B	N	769	Vleghels			1705	Plane down in water at 51°38'N 04°12'E - (2 shots)							6			
B	B	909	Tripp			1705								6		1904	
B	E	065	Adams Greenberg			1705								6		1932	
B	B-1	937	Estes			1705								6		1933	
B	M	9711	Murray			1706								6		1934	
B	V	493	Smith, R.H.			1706								6		1934	
B	H	165	Eero			1706								4		1935	
B	P	951	Miller, J.H.			1706								6		1934	
B	S	1711	DeMand			1707								6		1930	
B	L	363	York			1707								6		1931	
B	N-1	714	Henderson			1707								6		1930	
B	Z	956	Lachovich			1707								6		1931	
B	G	945	Remiszewski			1708								6		1932	
B	F-1	900	Eastman			1708								6		1931	
B	Q	910	SAIDA			1708								6		1936	

Mission No. 145
Box III
SEP 16 1944
#145



16 SEPT. 1944

[illegible]

Edward J. Bond Jr.
1874, A.C.
Spoken By - Oratorical Officer

OIHAK OIGOF OIYAA V OICOG 24/16 OP

FROM NINTH BOMBER COMMAND 16/1340B 9BC OS-381-E (FOR 97 CBW)
TO COBOMGR 409 (INFO)
COBOMGR 410
COBOMGR 416

595

OPERATIONAL PRIORITY
SECRET QGX

IX BOMBER COMMAND (FOR 97TH COMBAT WING)
APO 140
16 SEPTEMBER 1944

FIELD ORDER NO. 216 - 554.

1. B. (2) 11 GROUP R.A.F. WILL FURNISH SPITFIRE AREA COVER FOR THIS WING.
8TH A.F. WILL ATTACK 89 FLAK POSITIONS IN HOLLAND BETWEEN ZERO AND ZERO PLUS 30 MINUTES.
1 A-26 GROUP WILL ATTACK BATH AREA AT ZERO HOUR, 1 B-26 GROUP WILL ATTACK BATH AREA AT ZERO PLUS 25 MINUTES AND 1 B-26 GROUP WILL ATTACK TARGET 5103E/B/2 AT ZERO PLUS 30 MINUTES.

2. THIS WING WILL ATTACK MILITARY OBJECTIVES IN HOLLAND.

ZERO HOUR: 16/1300B.

3. A. 410 BOMB GROUP:

- (1) 5103E/B/2
- (4) BASE TO CLACTON-ON-SEA TO I.P. TO TARGET.
- (5) TARGET TURN LEFT TO R.P. TO CLACTON-ON-SEA TO BASE.
- (7) I.P. 5139N 0339E
- (8) GEN. NW TO SE
- (9) M.P.I. ILL. 5103E/37 ONE FLIGHT ON EACH OF THE FOLLOWING REFERENCES: 038092, 04200915, 046091, 05500895, 050090 AND 059089.

- (11) 5139N 0339 E

- (12) TIME OVER TARGET: ZERO PLUS 15 MINUTES.

- B. 416 BOMB GROUP:

- (1) BATH AREA GRID COORD. D-566202 (VIADUCT)
- (4) BASE TO CLACTON-ON-SEA TO 5139N 0339E TO I.P. TO TARGET.
- (5) TARGET TURN LEFT TO R.P. TO 5139N 0339E TO CLACTON-ON-SEA TO BASE.
- (7) 5128N 0358E
- (8) GEN. NW TO SE
- (9) M.P.I. GRID COORD. D-566202
- (11) 5128N 0358E
- (12) TIME OVER TARGET: ZERO PLUS 10 MINUTES.

- X. (1-4) NO CHANGE.

- (5) A/C REQUIRED. 2 BOXES OF 18 A/C BOMBING BY FLIGHTS OF 6 A/C.
- (6) ALTITUDE. BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 10,000 FEET. DROP 1000 FEET AFTER LEAVING TARGET.
- (7) BOMB LOAD. 6 X 500 G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
- (8) NO ALTERNATE TARGET WILL BE ATTACKED ON THIS MISSION.
- (9) THE 416 GROUP WILL TAKE OFF 10 MINUTES BEFORE THE 410 BOMB GROUP.

4. NO CHANGE.

5. COMMUNICATIONS:

- A. 416 BOMB GROUP.

- (1) C/C
- (2) SKINDEEP
- (5) GOLDFLAKE

- X. (10) BATV/BATV

- B. 410 BOMB GROUP.

- (1) C/C
- (2) PEDLAR
- (5) GOLDFLAKE

- X. (10) ~~BATV/BATV~~ BATV/BATV

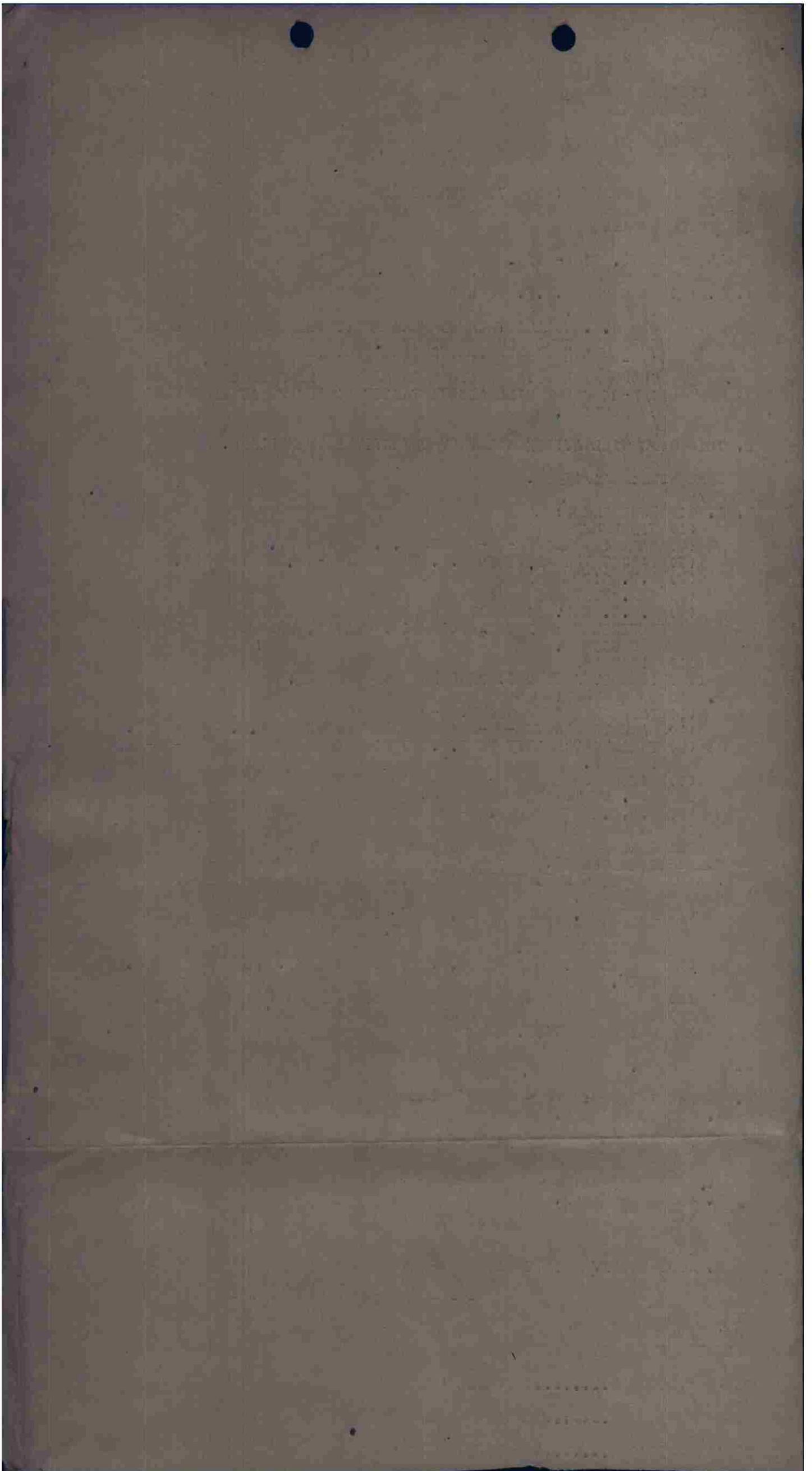
- - - COMBOMCOM NINE - - -

BT
PJC BBB
ALL STNS STAND BY FOR FURTHER B/CAST

OIHAK / OICOG R.....16/1425B MC AR

OIGOF / OICOG R.....16/1427B WAC AR KKKK

OIYAA / OICOG R.....16/1427B RMW AR K



S 344D

OICOG V YAA YAA 25/16 OP
T - ADDRESSEE

FROM 416TH BOMB GROUP (L) 16/2150B S-344-D
TO HQ IX BOMBER COMMAND ATTN: A-2
HQ 97TH COMBAT WING ATTN: A-2

OPERATIONAL PRIORITY
CONFIDENTIAL BT

OPFLASH NO. 151 FOR 16 SEPT 1944.
REF: MIS ION 145

- A. (1) VIADUCT, RR AND ROAD OVER BERGEN OP ZOOM.
(2) VIADUCT, RR AND ROAD OVER BERGEN OP ZOOM.
- B. (1) 416TH BG
(2) 32 A-20'S G'S AND 7 A-20J'S INCLUDING 3 WINDOW AIRCRAFT.
(3) 5 A/C FAILED TO BOMB BECAUSE FLGTS WERE TOO CLOSE BEFORE HE COULD LEVEL OUT ON RUN, TO CLOSE TO TARGET TO SYNCHRONIZE, CHOSE TO HOLD BOMBS RATHER THEN CHANCE A GROSS ERROR.
(4) 29 A/C ON PRIMARY
- C. (1) 1704
(2) 1809 - 1811
(3) 1935
- D. 2 A/C MISSION
2 A/C CATEGORY A/C
6 A/C CATEGORY A
8-8-6 CREW MEMBERS MISSING
- E. FLGT. 1 EXC.
2 EXC.
3. EXC
4. DID NOT BOMB
5. EXC.
6. GROSS
- F. (1) (A) NIL
(B) NIL
(2) (A) NIL
(B) MODERATE TO INTENSE ACCURATE FLAK FOR 1ST FLGTS OF EACH BOX LASTING TILL TURN OFF TGT.
3 PUFFS OF HFT FROM FLAK SHIP AT 51 DEG. 40 MIN. N-03 DEG. 30 MIN E
- G. SHIP ACTIVITY IN WEST SCHELDE D-4316, 1809 FROM 11000
31 SUPPLIES PILED ON RR SIDING AT D-1835, AT 1814 HRS FROM 11000
HIGH SINGLE ENGINE A/C CRASHED AT D-5825, 1810 HRS FROM 11,000
FLOODED AREA AT SE END OF THOLEN ISLAND AND EAST AS FAR AS STEENBERGEN.
AIR SEA RESCUE NOTIFIED BY A/C 135 THAT 2 GUNNERS BAILED OUT AT 51 DEG. 43 MIN N-03 DEG. 00 MIN E.
BRIDGE AT D-2030 IS DOWN.
CONSIDERABLE BARGE AND SHIP ACTIVITY IN WEST AND EAST SCHELDE AND IN WATERWAY OPERATING WALCHEREN AND BEVELAND ISLANDS.
DINGHY 01 DEG 10 MIN E-51 DEG 35 MIN N APPROXIMATELY 1845 HRS PREVIOUSLY REPORTED AS HOT NEWS.
ONE A/C OF FLGT I, BOX II CRASHED IN BERGEN OP ZOOM 51 DEG 27 MIN N 04 DEG 32, 12E, 2 CHUTES SEEN TO OPEN 1815.
- H. (1) CLEAR VISIBILITY 10 PLUS MILES
(2) CLEAR VISIBILITY 10 PLUS MILES
- I. 1,000 - 12,000
- J. 163 X 500 GPs ON PRIMARY
23 X 500 GPs RETURNED
6 X 500 GPs JETTIED BY DAMAGED A/C IN WHITE WATERS NW OF TARGET.

AYLESWORTH COBOMGR 416

BT 16/2105B
CC UNDER PARA "B" ADD
2 A/C MISSION INFORMATION LACKING
3 A/C WINDOW AIRCRAFT.

UNDER "G" ADD.
PILLBOX FORTIFICATIONS ON NORTH BEVELAND D-2540 FROM 11,000
AT 1807

EW AR K
OICOG B.....

16/2223B IC AR

