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IRIS Public Record

Key Information

Main: GROUP/0416/BOMBARDMENT (LIGHT)

Rcvd:	Rel	1985/03/05
Indexer ID: 24	Entered Date:	
QC ID:	QC'd Date::	
Scanner ID:	Scanned Date:	
Acc ID	Acc Date:	

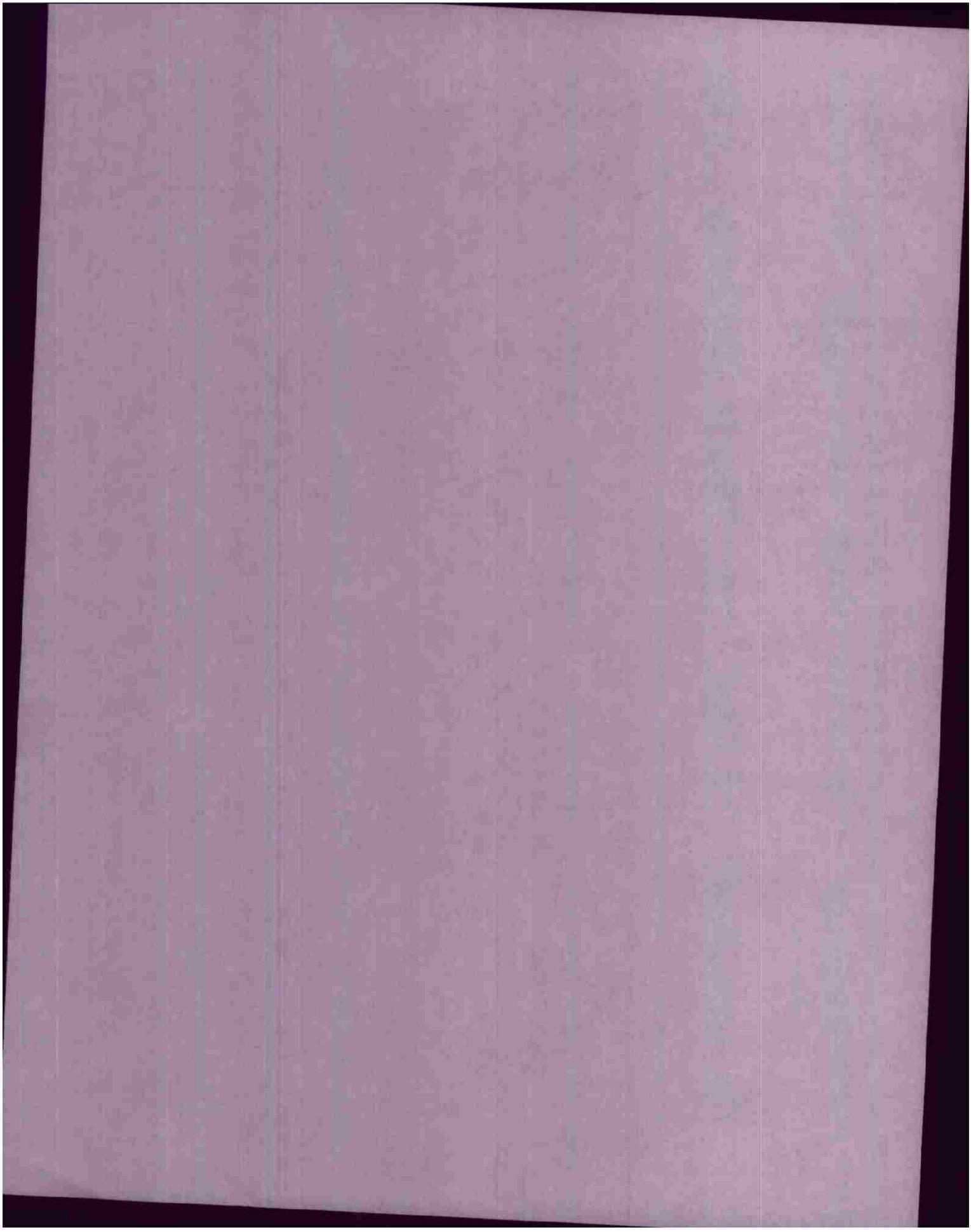
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Call Number: **GP-416-SU-OP-S**
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Publication Date: **1944/10/13**
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Title Extensions:
Abstract CONTAINS TARGET DATA AND MISSION SUMMARY.
Descriptive Notes:
Title Added Entries LANGERWEHE
Author:
Subject:
Major Command:

Administrative Markings

No Administrative Markings Listed
Security Review Information:

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GF-A16-3 U.OP-5
13 Oct 1949

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Ship 88-D
Item 1

P.R.C.

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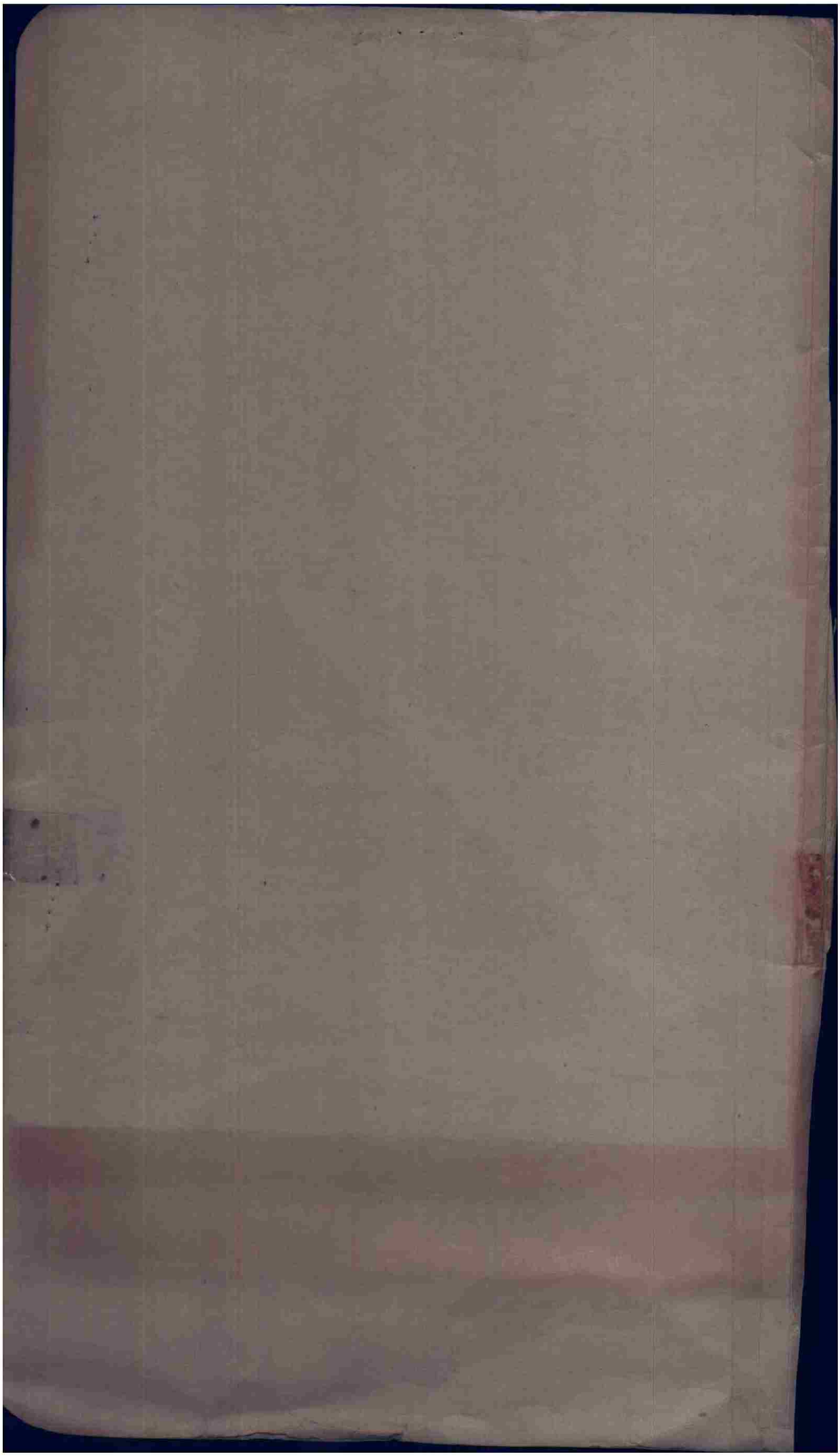
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WAR DEPARTMENT

Hq 5th Bomb Division (M)

APO 140

OFFICIAL BUSINESS

COMMANDING OFFI
416 BOMB GROUP
ATTENTION: S-2,
APO 140

863

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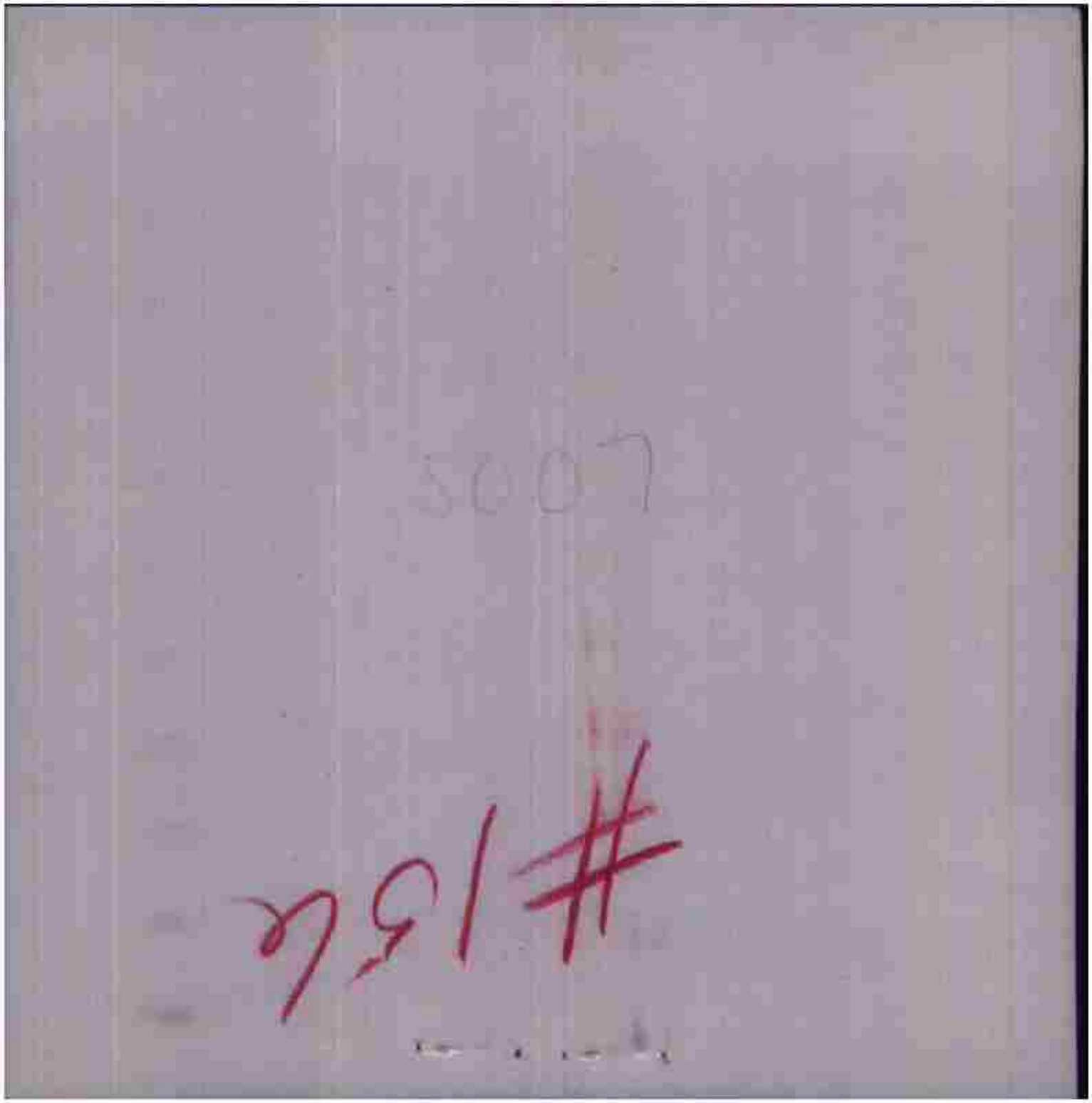
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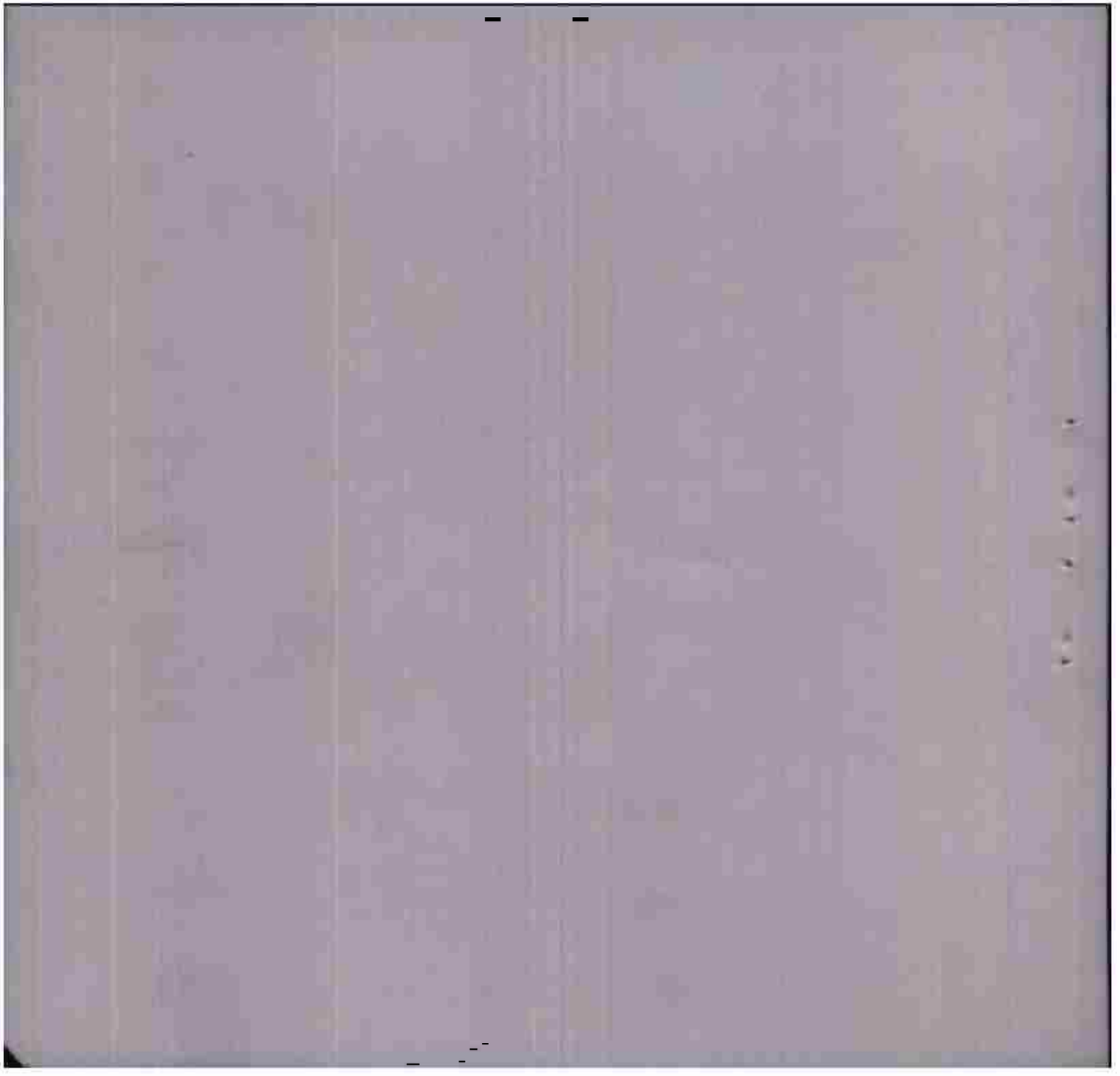
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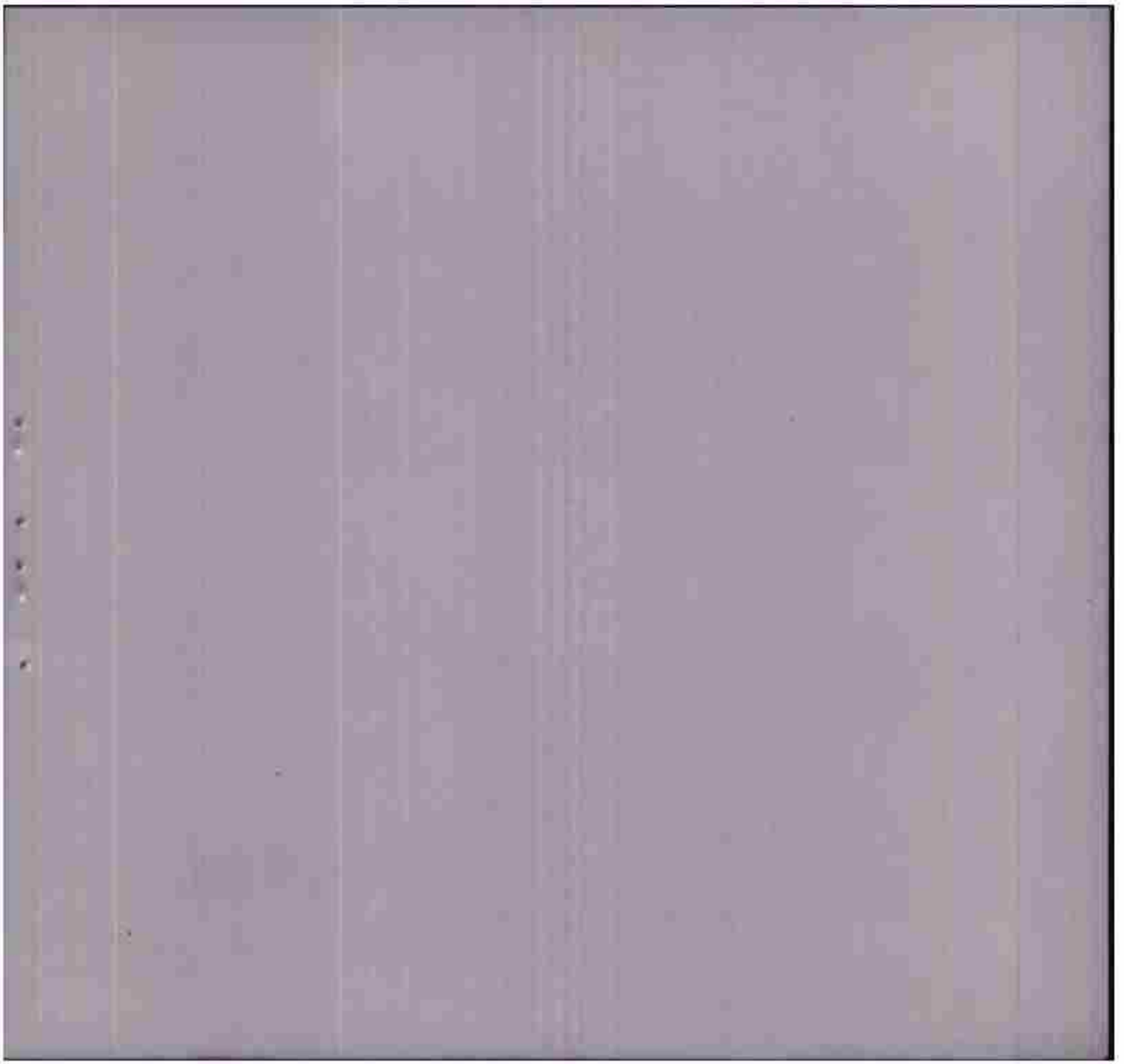
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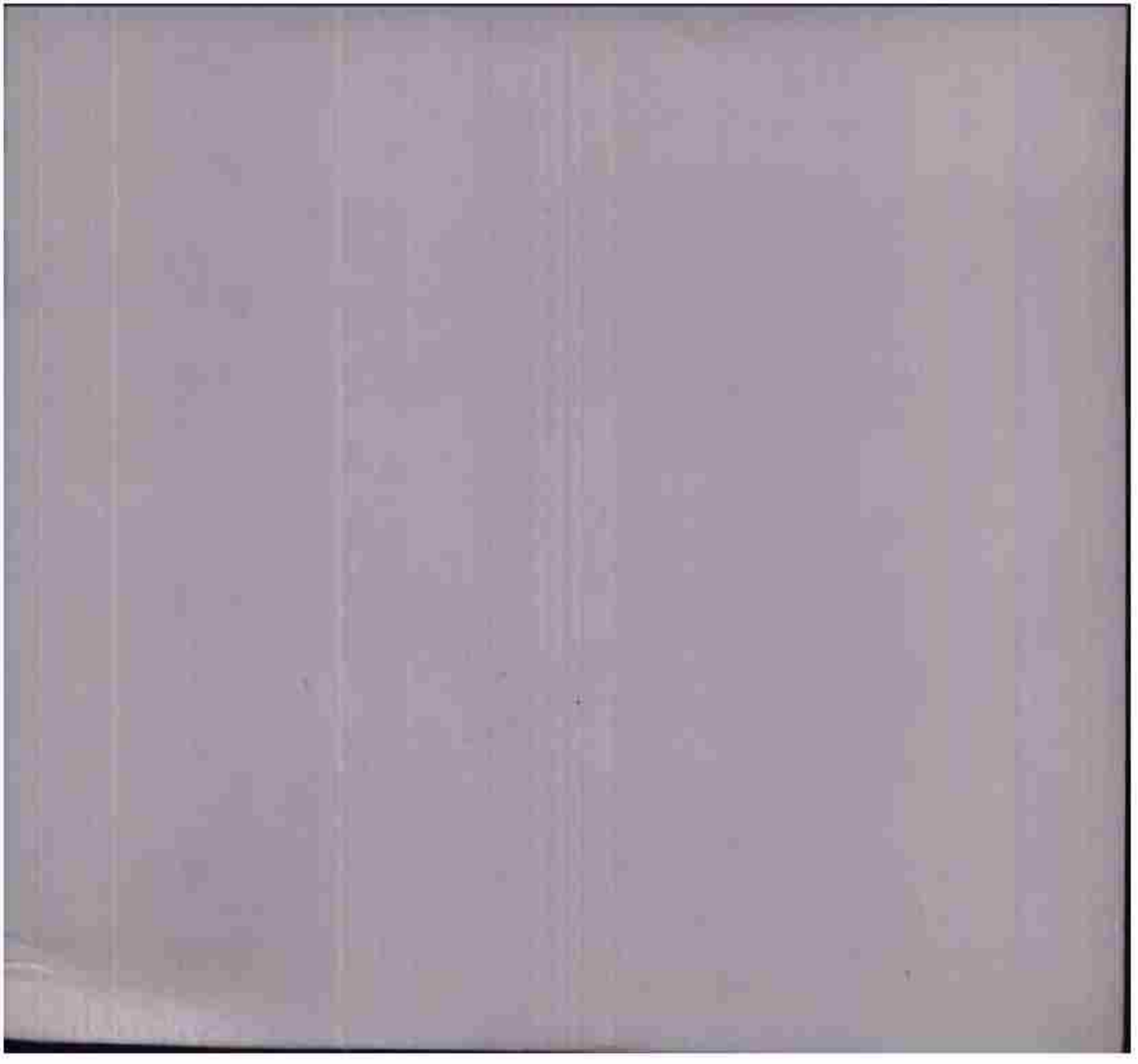
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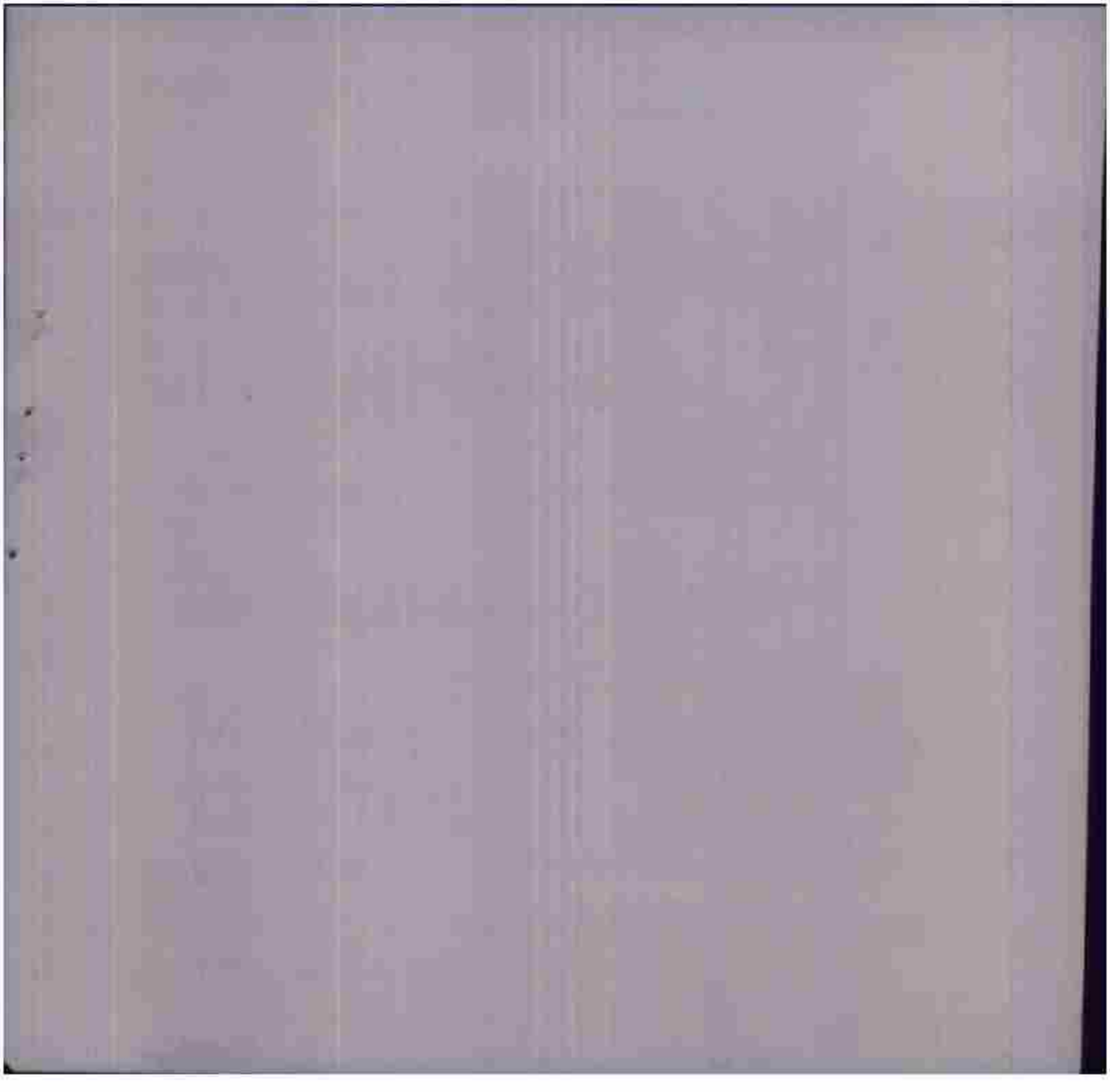
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CONFIDENTIAL

NINTH AF CONSOLIDATED REPORT IX BD/SA 627

(A) TARGET: LANGERWEHE (AREA) 4416 R1 029475
(B) SORTIE: US 416/706-708-709-711
(C) DATE: 13 OCT 44 TIME: 1055 A- 1057½ A
(D) ATTACKING A/C: 23 A-20's BY 6's
(E) BOMBS: 131/500 GP 1/10 N., 1/40 T.
(F) COVER: TARGET SHOWN ON PRINTS OF GOOD QUALITY.
(G) RESULTS OF BOMBING: ONE FLIGHT'S BOMBS HIT ACROSS THE RAIL LINE AND THE ROAD WAY IN A TIGHT CONCENTRATION. ANOTHER FLIGHT HIT ACROSS ROADWAY IN A LONG PATTERN. ONE PATTERN IN A GOOD CONCENTRATION HIT BUILDINGS ALONG ROAD. NO PHOTO COVERAGE FOR ONE FLIGHT AND TWO FLIGHTS DID NOT BOMB.
(H) ACTIVITY:

(I) ANNOTATED PRINT: 5007 SORTIE: US 416/708
5010 US 416/706

NOTE: RECTANGLE ENCLOSES BOMB PATTERN AREA.

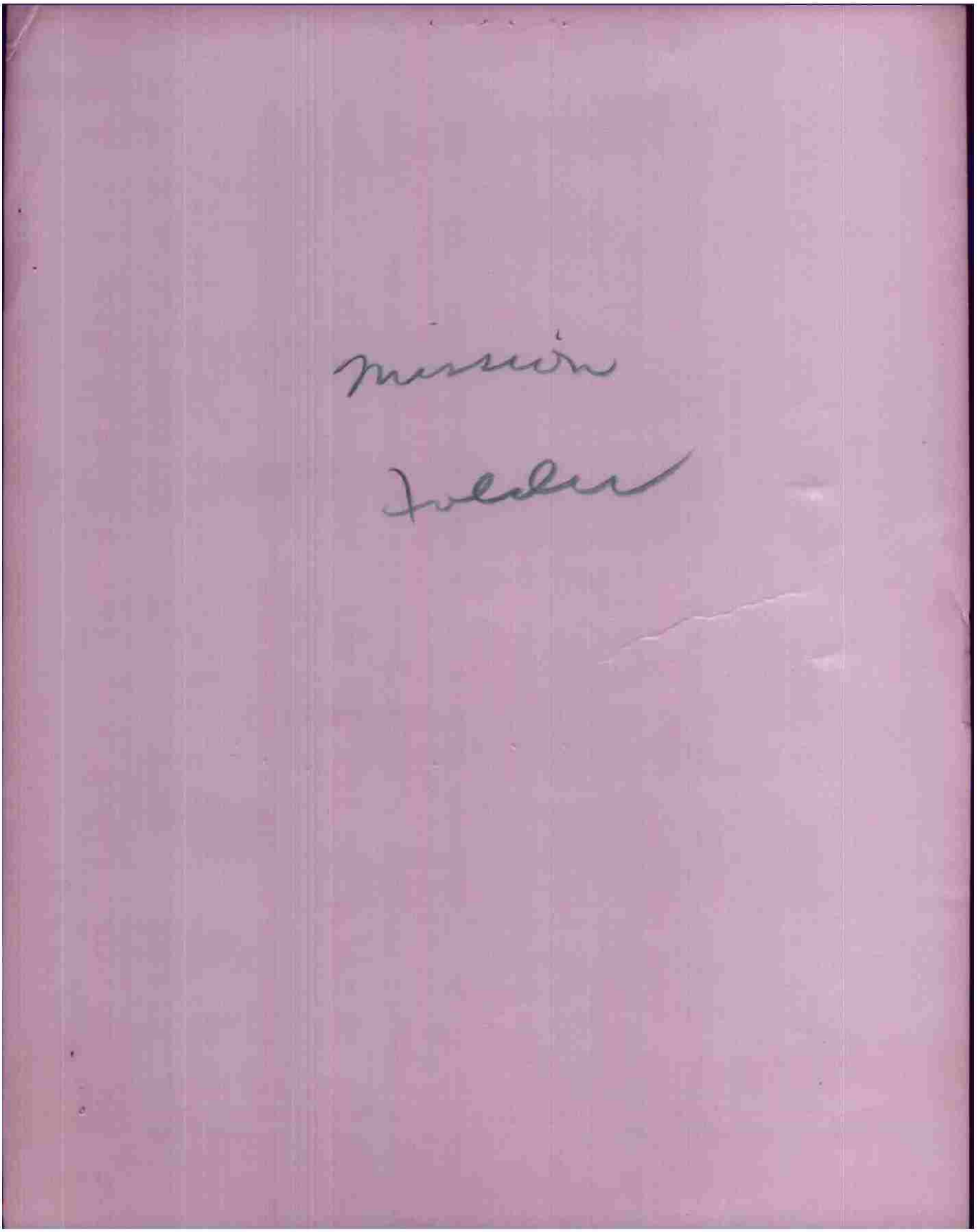
DISTRIBUTION: S/A
CONFIDENTIAL:
DET "J" 20th PID
AT HQ. IX B.D.





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MISSION # 156
LANDSHUTE

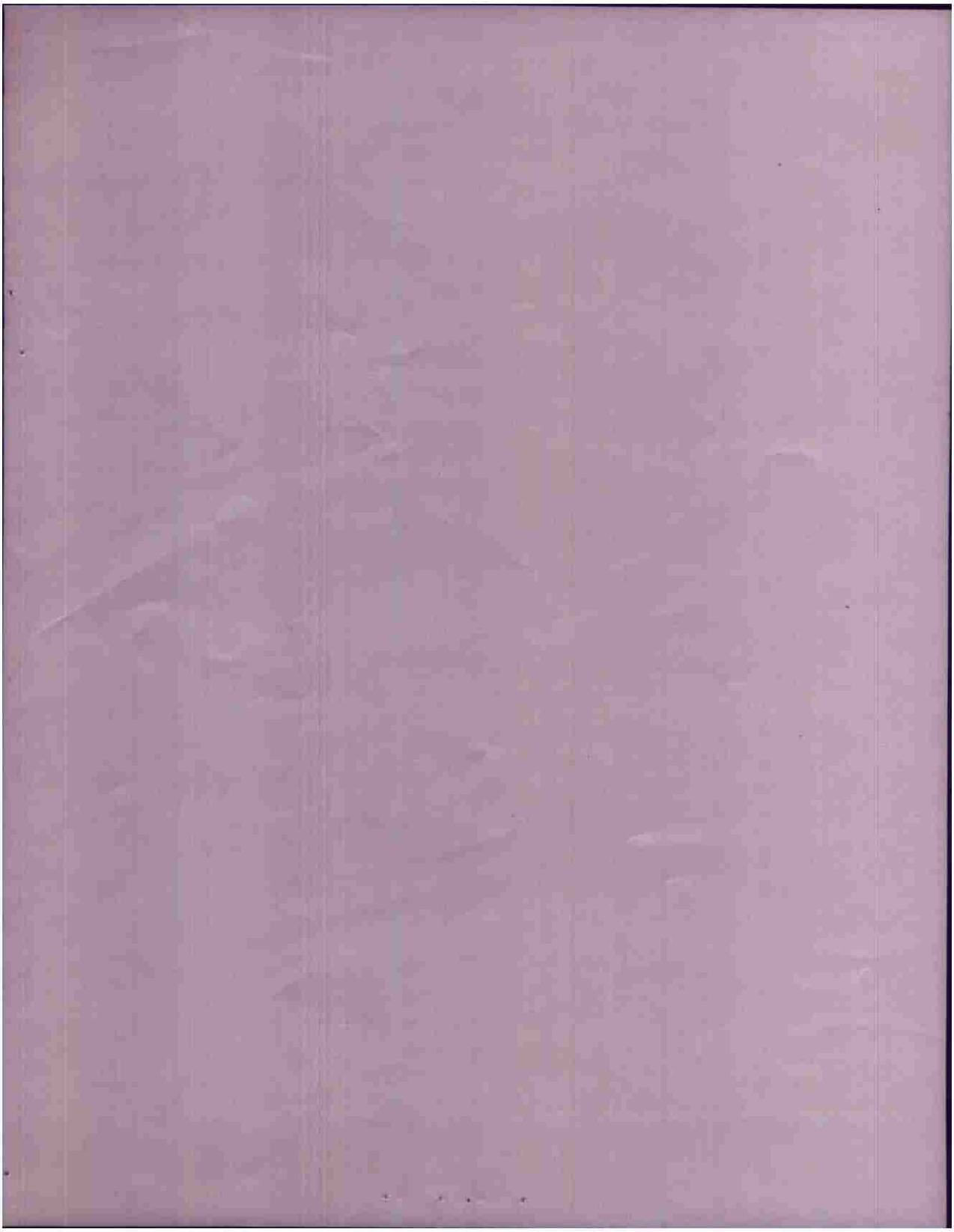
28 A/C ATTACKED
13 OCTOBER 1944

BOX I- 1st 6- EXCEL - Bombs hit in heavy pattern 250 ft. southeast of MTI. Blanket of bursts on junction of railroad and highway with hits on railroad embankment and possible hits on overpass. Several small buildings were hit and road probably pitted and blocked.
2nd 6- EXCEL - Bombs fell in long pattern 330 ft. northwest of MTI. Bombs hit on buildings and road, destroying buildings and probably blocking roads.
3rd 6- DID NOT BOMB.

BOX II- 1st 6- GOOD - Bombs fell in tight pattern 600 ft. northwest of MTI. Hits were scored on buildings along edge of road.
2nd 6- UNKNOWN- No photo coverage due to evasive action.
3rd 6- DID NOT BOMB.

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GENERAL INDEX

TARGET Langerwehe DATE 8/9/44 NO A/C 39 MISS.# 156 F/O # 595

STATUS Attacked BRIEFING OFFICER Lt Mazanec

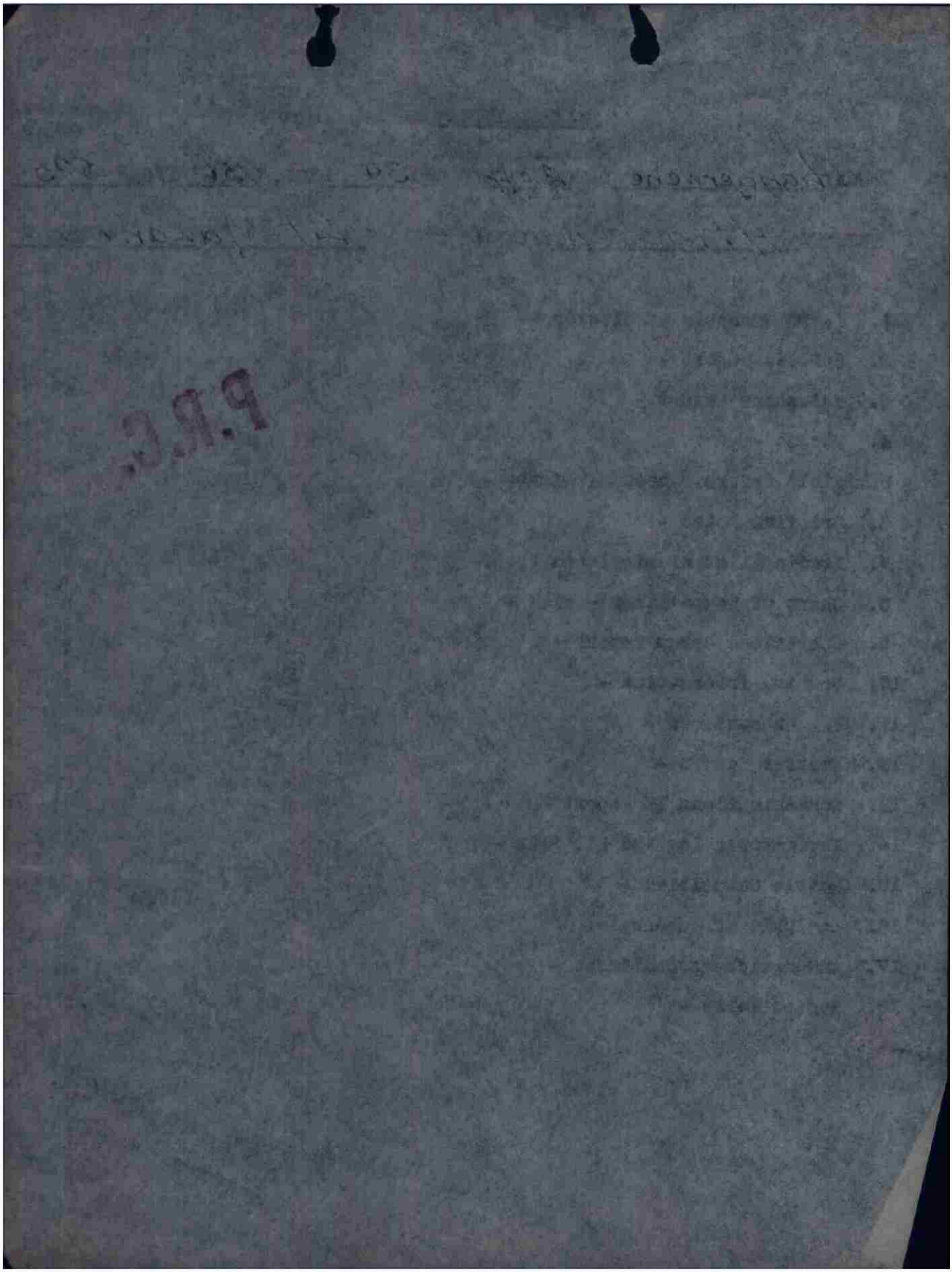
1. IX BC Synopsis of Mission -
2. Cpflash Report -
3. Telephone Report -
4. Photos -
5. Field Orders, Annexes, Admnts -
6. Briefing Notes -
7. Loading List of Airplanes Crews-
8. Chart of Route Flown - Flak -
9. Operations Oprep Report -
10. Bombing Information -
11. F/A Encountered -
12. Weather Report -
13. Communications TS Report -
14. Navigator's Log and Fl. Plan -
15. Battle Casualties -
16. Analysis of Gunnery -
17. Ammunition Expenditures -
18. Recaps Forms -

P.R.C.

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MISSION SUMMARY

Target: Langerwehe (Town)
Date : 13 October 1944
F/O # : 595
Results: Box I, 1st 6 - Excellent
2nd 6 - Excellent
3rd 6 - No attack
Box II, 1st 6 - Good
2nd 6 - Undetermined
3rd 6 - No attack

LANGERWEHE (TOWN)

416 BG: 35 a/c dispatched, 23 dropping 131 x 500 GP on primary.

12 a/c failed to bomb: weather.

9 a/c flak battle-damaged, no casualties, losses, Bombing by 6's from 12,000 feet.

Box I - 1st 6. EXCELIENT. Heavy concentration 390 feet SE of DMPI, strikes blanketed highway-railway junction, with hits on RR embankment and possibly on RR over-pass. Other strikes on several small buildings. Roads probably pitted and blocked.

2nd 6. EXCELIENT. Long pattern 330 feet NW of DMPI. Strikes destroyed buildings and blocked roads.

3rd 6. NO ATTACK. Weather.

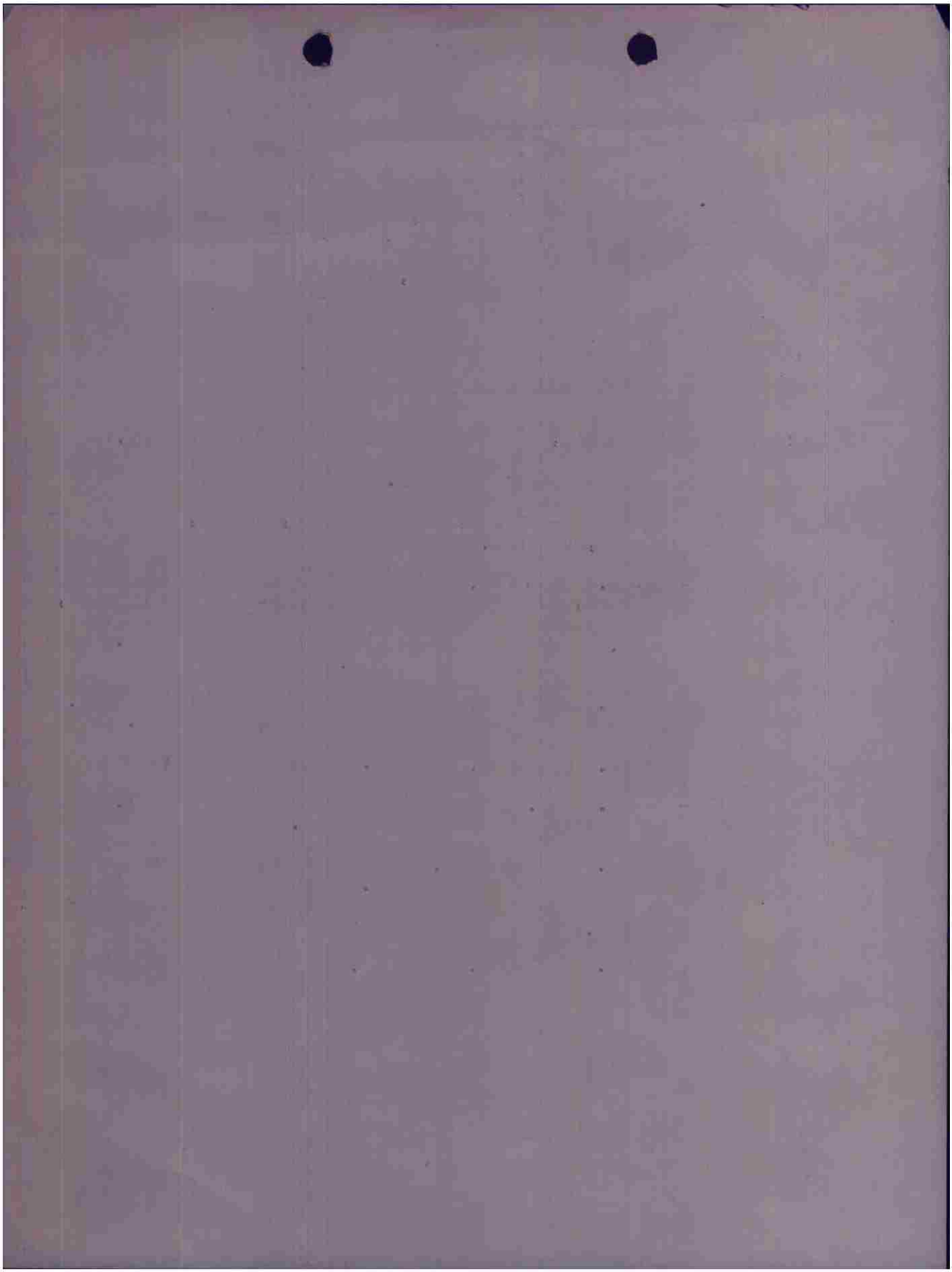
Box II- 1st 6. GOOD. Tight pattern 600 feet NW of DMPI. Hits on buildings along edge of road.

2nd 6. UNDETERMINED. Bursts not recorded because of violent evasive action. (Group Bombardier reported GOOD results on the basis of visual observation.)

3rd 6. NO ATTACK. WEATHER.

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JEA V JKI JKI 5/13 OP
T ITA

FROM 416TH BOMB GROUP (L) 131350A O-110-D
TO 97TH COMBAT WING
IX BOMBER DIV.

SECRET QQX BT
OPFLASH REPORT

A. 416TH BG 13 OCT 1944
B. LANGERWEHE 23 A-20'S
C. BOX I-FLT-3- CLOUD COVERED APPROACH TO TARGET, WENT
AROUND CLOUD BUT WAS TOO CLOSE TO MAKE RUN,
CHOSE TO HOLD INSTEAD OF MAKING 10 SEC. RUN.
BOX II-FLT-3- SAME REASON AS ABOVE.
D. NONE MISSING.
5-CAT A
4-CAT AC
E. NONE
F. NONE
G. BOX I FLT--1- EXC
" 2- EXC
BOX II " 1- EXC
" 2- GOOD
(OTHER FLIGHTS DID NOT BOMBL)
H. MODERATE TO INTENSE ACCURATE AT TARGET AND TURN OFF.
I. NONE
J. 131 X 500 ON PRIMARY
97 X 500 RETURNED
K. 12,000 FT- T.O.T. 1055

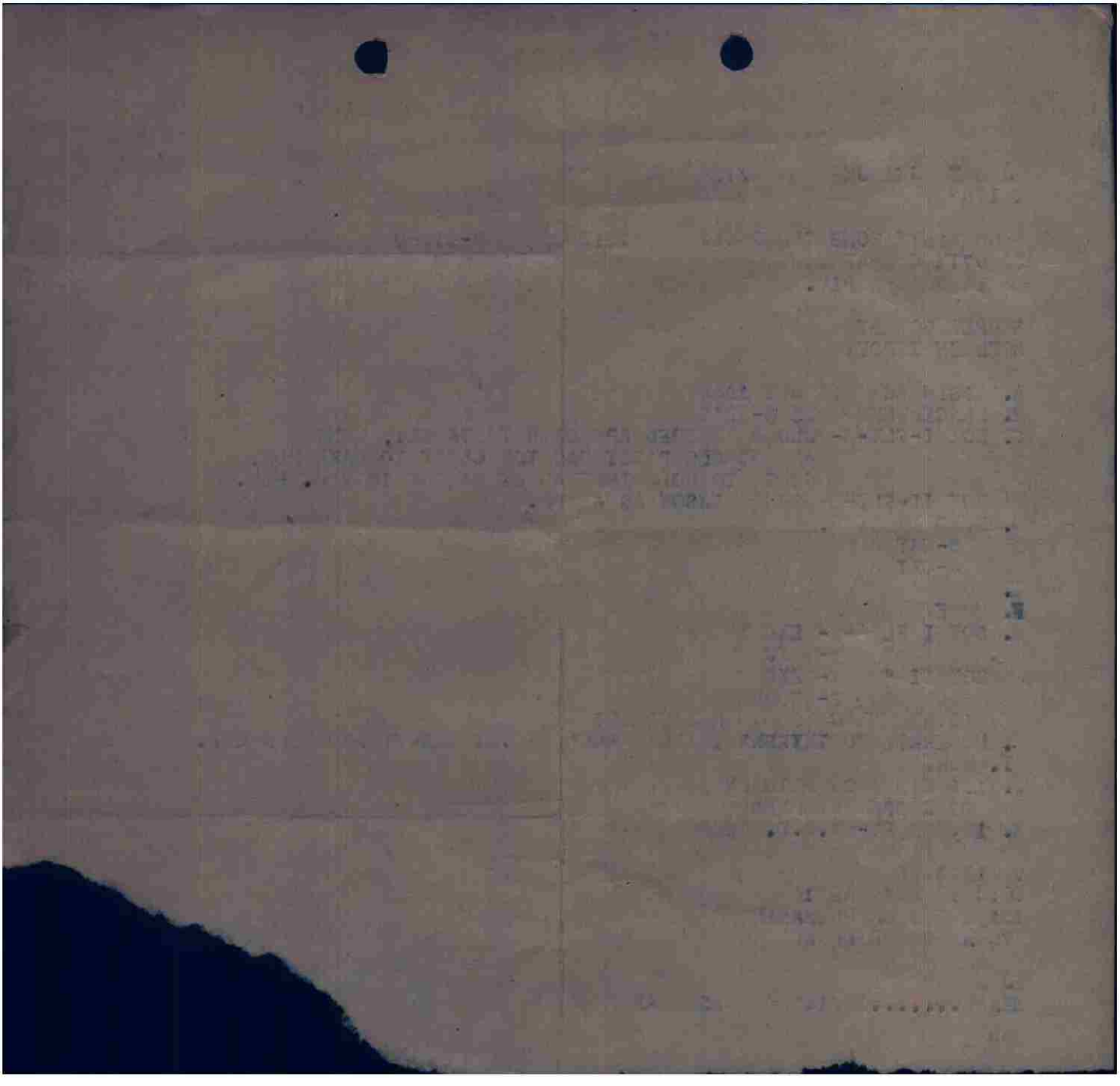
BT 131350A
CC:J TO READ AS :
131 X 500 ON PRIMARYP
79 X 500 RETURNED

EJ BBB K
JEA R.....13/1450A SS AR

BBB

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FROM ;

ITA JEA V JKI JKI 9/13 "OP"

FROM HQS. 416TH BOMBARDMENT GROUP (L) 13/1915A
TO HQS. IX BOMBARDMENT DIVISION (M), A-2, P/I OFFICER
HQS. 97TH COMBAT WING, A-2 DUTY OFFICER

RECEIVED
14 OCT 1944
INTELLIGENCE
416th Bomb Gp (L)

SECRET BT

O-115-D
S/A REPORT 13 OCTOBER 1944
B. LANGERWEHE
K. BOX I-1ST 6-EXCEL- BOMBS FELL IN HEAVY CONCENTRATION 390 FT. SOUTHWEST OF DMPI. BLANKET OF BURSTS ON JUNCTION OF HIGHWAY AND RAILROAD WITH HITS ON RAILROAD OVERPASS. SEVERAL SMALL BUILDINGS WERE HIT AND ROAD PROBABLY PITTED AND BLOCKED.

2ND 6-
EXCEL-BOMBS FELL IN LONG PATTERN 330 FT. NORTHWEST OF DMPI. BOMBS HIT ON BUILDINGS AND ACROSS ROAD, DESTROYING BUILDINGS AND PROBABLY BLOCKING ROADS.

3RD 6-DID NOT BOMB.

BOX II-1ST 6-GOOD - BOMBS FELL IN TIGHT PATTERN 600 FT. NORTHWEST OF DMPI. HITS WERE SCORED ON BUILDINGS ALONG EDGE OF ROAD.

2ND 6-UNKNOWN - NO PHOTO COVERAGE DUE TO VIOLENT EVASIVE ACTION.

3RD 6-DID NOT BOMB

L. BOX I-1ST 6-EXCEL.
2ND 6-EXCEL.
3RD 6- DID NOT BOMB. CLOUD COVER ON BOMBING APPROACH PREVENTED LONG ENOUGH RUN FOR COMPLETE SYNCHRONIZATION. CHOSE TO HOLD BOMBS RATHER THAN DROP WILD.

BOX II-1ST 6- GOOD.
2ND 6- UNKNOWN. NO STRIKE PHOTOS. VISUAL OBSERVATION RATE BOMBS AS GOOD.
3RD 6- DID NOT BOMB. CLOUD COVER ON BOMBING APPROACH PREVENTED LONG ENOUGH RUN FOR COMPLETE SYNCHRONIZATION. CHOSE TO HOLD BOMBS RATHER THAN DROP WILD.

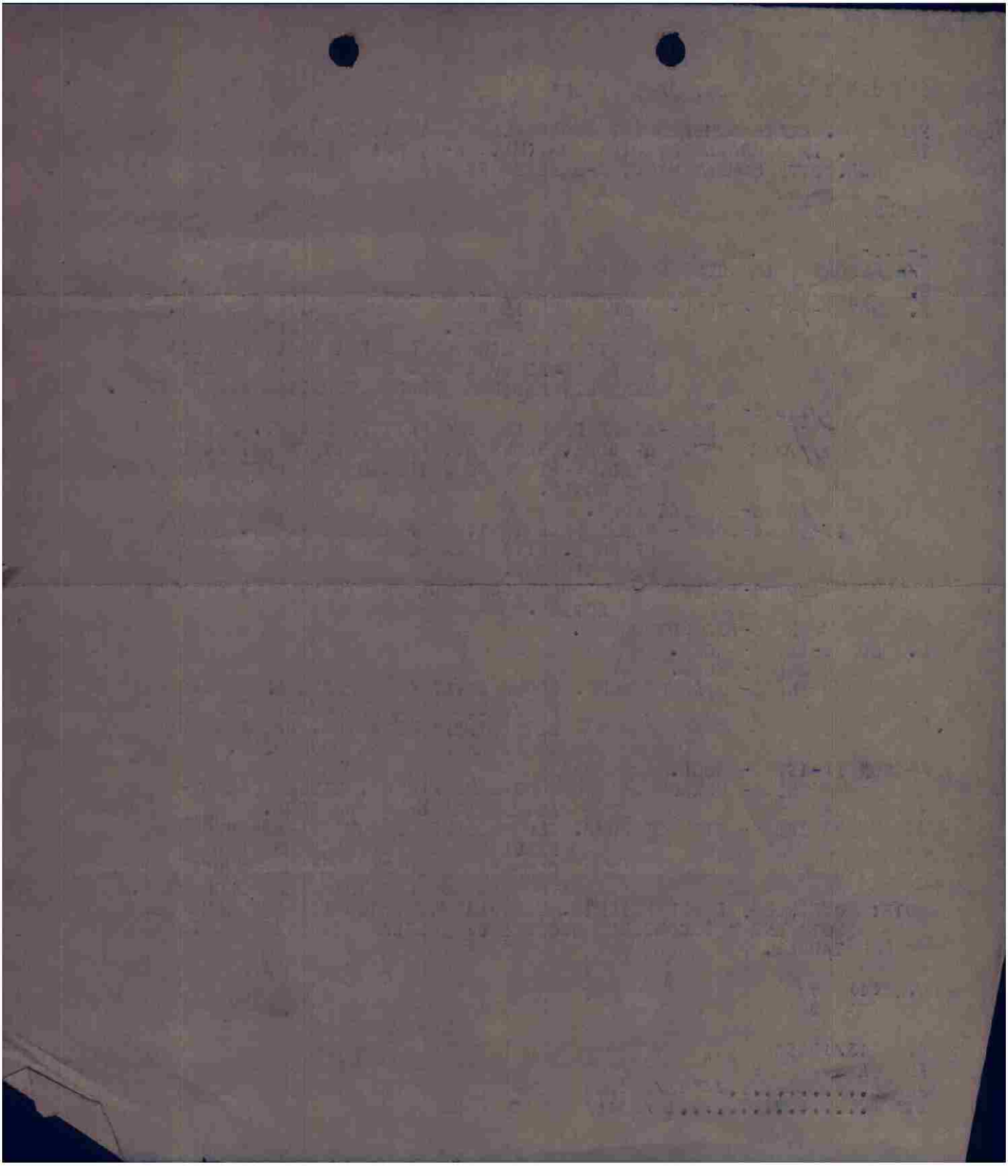
NOTE: ONE RUN FOR ALL FLIGHTS. TWO FLIGHTS WHICH DID NOT BOMB DID NOT MAKE A SECOND RUN BECAUSE OF THEFLAK SITUATION OVER THE TARGET.

M. (1) 8
(2) Ø

BT 13/1915A
FD AS BBBB
JEA R.....ØØ" 13/2312A WCB KKK
ITA R.....13/2315A AT KK

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289

13/10/44
0500

OIITA OIJES OIJPO OIJKI V OIJEA 3/13 OP

FROM 97TH COMBAT BOMB WING 13/0645A O-112-E
TO COMBOMDIV IX
COBOMGR 409TH
COBOMGR 410TH
COBOMGR 416TH

OPERATIONAL PRIORITY BT

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

97TH COMBAT BOMB WING
A P O - 140
13 OCTOBER 1944

ANNEX NO. 1 TO FIELD ORDER NO. 21-595.

ZERO HOUR: 13/1000A

- - CONCETWIG 97 - -

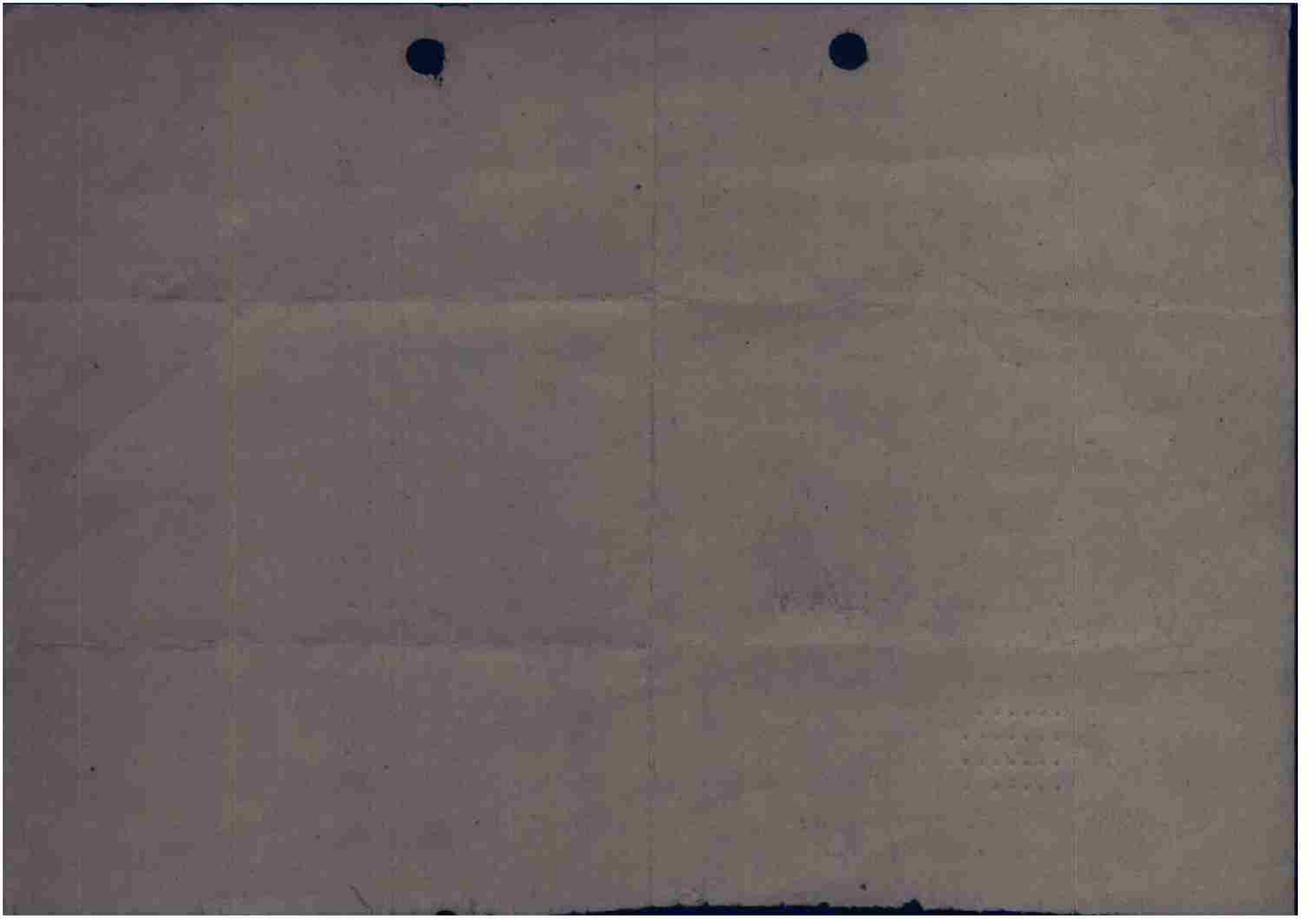
HT 13/0645A
LEG AS AR

OIJES R .....13/0655A JB AR
OIJPO R .....13/0655A JHS AR
OIJKI R .....13/0655A CW AR
OIITA R .....13/0655 WHB. AR

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Dist
S-2
S-3
SIG

Rec'd
0915/13

BXZRE PLS IF HERE GOES AGN

OIITA OIJPO OIJKI OIJES V OIJEA OIJEA Ø4/13 OP

FROM 97TH COMBAT BOMB WING 13/Ø85ØA O-113-E
TO COMBOMDIV IX
4Ø9TH BOMB GROUP
41ØTH BOMB GROUP
416TH BOMB GROUP
OPERATIONAL PRIORITY DT
SECRET SENT IN THE CLEAR AUTH: LT. COL. MC AFEE

XXN
97TH COMBAT BOMB WING
A P O 1 4 Ø
13 OCTOBER 1944

292

ANNEX NO. 2 TO F.O. 21-595

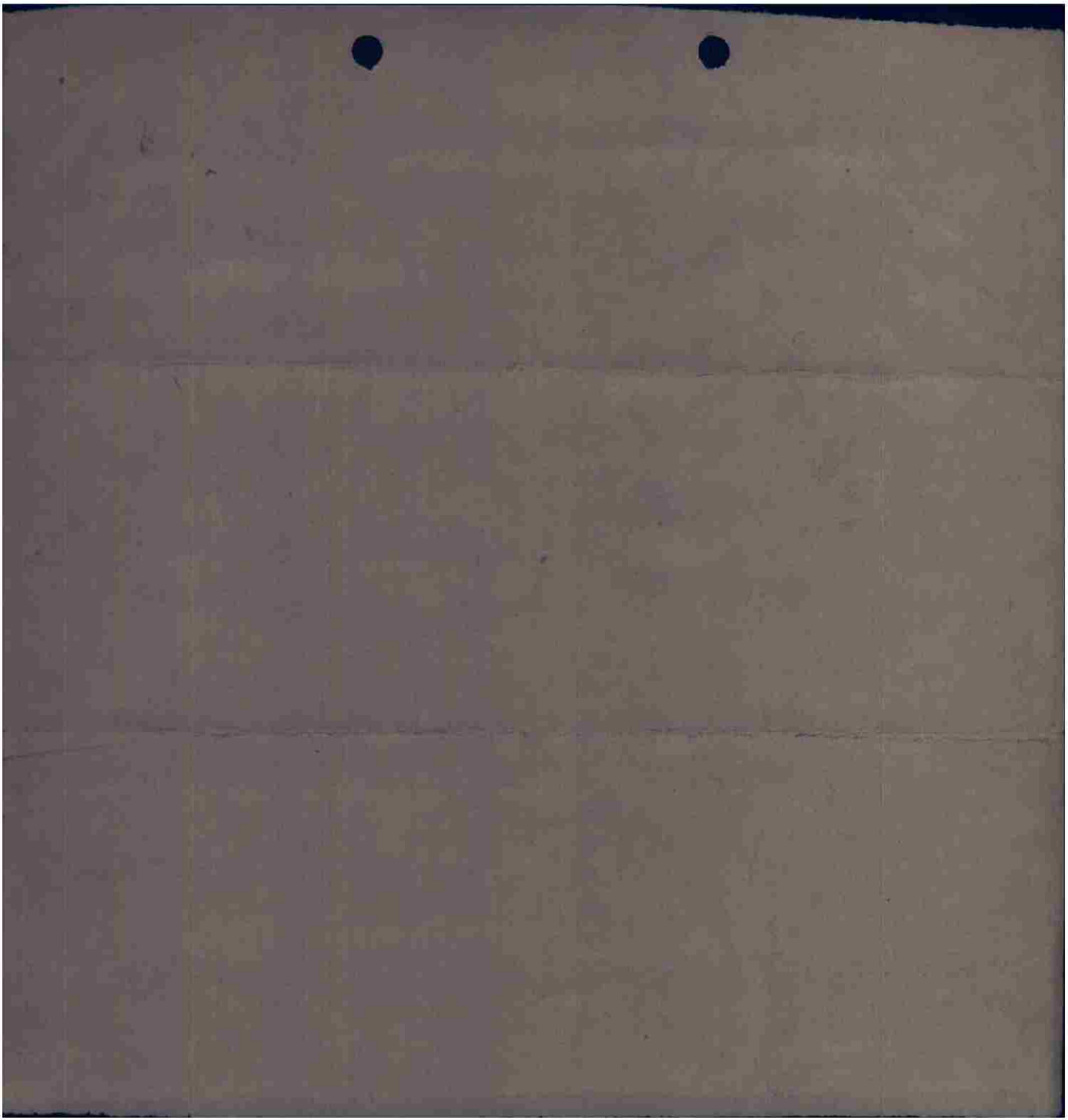
DELAY ZERO HOUR ONE HOUR
ZERO HOUR NOW 13/11ØØA

COCBTWIG 97

BT 13/Ø85ØA
AR
AS
SS
OIITA R...
OIJES R...13/Ø9Ø5A MG AR
OIJKI R...13/Ø9Ø5A EU AR
OIJPO R...13/Ø9Ø5A SH AR

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13/10/44
0310
0-287

OIITA OIJES OIJPO OIJKI V OIJEA 2/13 OP

FROM 97TH COMBAT BOMB WING 13/0225A O-111-E
TO COMBOMDIV IX
COBOMGR 409TH
COBOMGR 410TH
COBOMGR 416TH

OPERATIONAL PRIORITY BT

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

97TH COMBAT BOMB WING
A P O - 140
13 OCTOBER 1944

FIELD ORDER NO. 21-595

MAPS: NORMAL

1. B. (1) REF. CURRENT BOMBLINE.
(2) IX T.A.C. WILL PROVIDE AREA COVER FOR THE 416TH BOMB GROUP. 2ND T.A.F. WILL PROVIDE AREA COVER FOR THE 409TH AND 410TH BOMB GROUPS.

2. THIS WING WILL ATTACK TARGETS IN GERMANY AND HOLLAND.

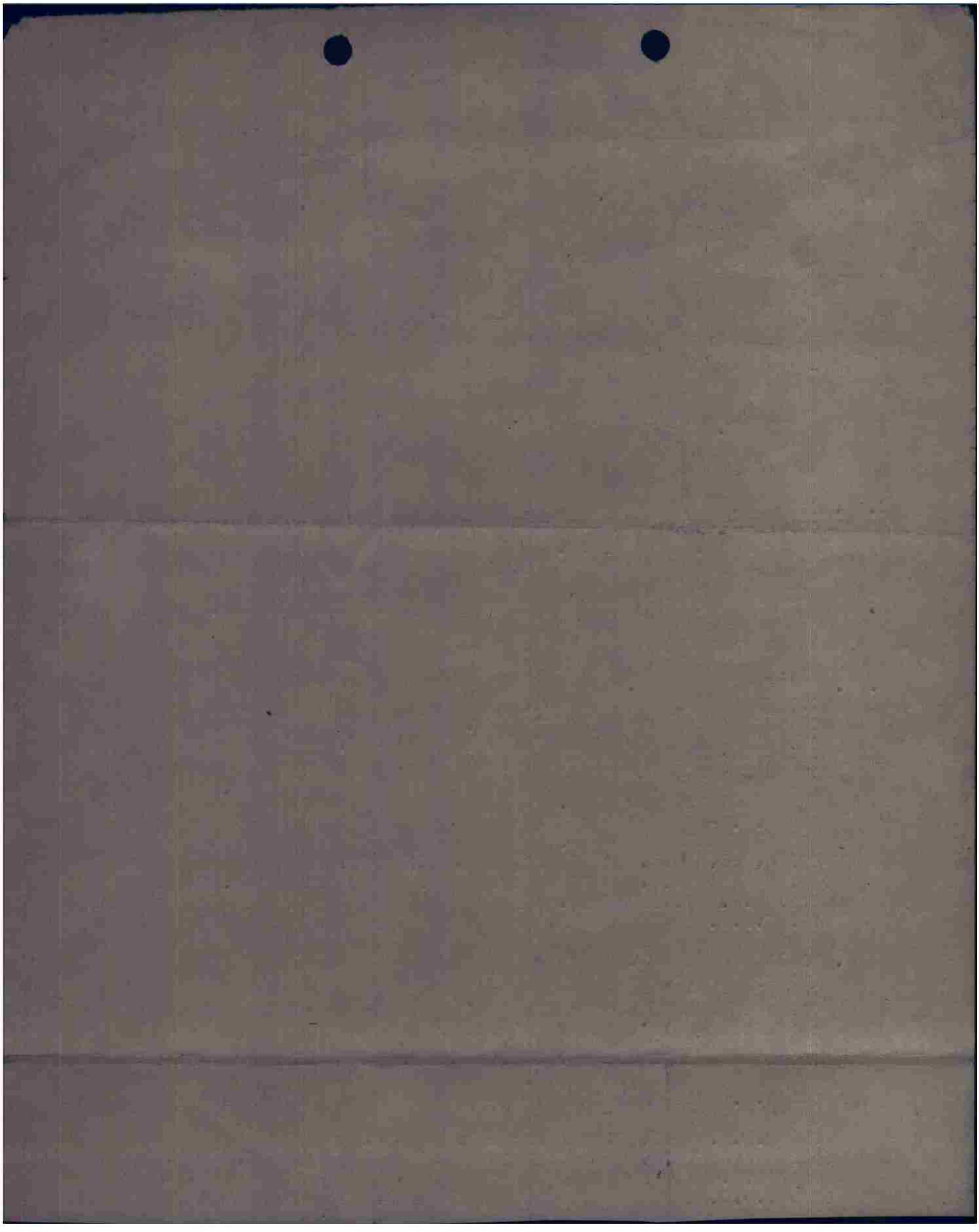
ZERO HOUR: TO FOLLOW.

3. A. 409TH BOMB GROUP.
(1) VENLO RAILROAD BRIDGE.
(2) 36 BOMBING BY FLIGHTS OF 6.
(4) BASE TO 5059N 0504E TO I.P. TO TARGET.
(5) TARGET TURN LEFT TO R.P. TO BASE.
(6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 10,000 FEET.
(7) I.P. - 5111N 0551E
(8) GENERALLY SW TO NE.
(9) M.P.I. ILL. 5106E/2/1, REF. 03150538.
(10) 6 X 500 G.P. FUSED: 1/10 SEC. NOSE, 1/100 SEC. TAIL.
(11) R.P. 5111N 0551E.
(12) T.O.T. : ZERO HOUR.

B. 410TH BOMB GROUP.
(1) 5105E/D/1.
(2) 36 BOMBING BY FLIGHTS OF 6.
(4) BASE TO I.P. TO TARGET.
(5) TARGET TURN LEFT TO R.P. TO BASE.
(6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 8,000 FEET.
(7) I.P. 5100N 0551E
(8) GENERALLY SSW TO NNE
(9) M.P.I. ILL. 5105E/5/1, REF. 039016.
(10) 6 X 500 G.P. FUSED: 1/10 SEC. NOSE, 1/100 SEC. TAIL.
(11) R.P. 5100N 0552E
(12) T.O.T. : ZERO HOUR PLUS 5 MINUTES.

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C. 416TH BOMB GROUP
(1) LANGERWEHE
(2) 36 BOMBING BY FLIGHTS OF 6
(4) BASE TO 5035N 0552E TO I.P. TO TARGET
(5) TARGET TURN RIGHT TO R.P. TO BASE
(6) BOMB AT 12,000 FEET, OR BELOW CLOUD BASE, DOWN TO BUT NOT BELOW 10,000 FEET
(7) I.P. - 5038N 0612E
(8) GEN. - SW TO NE
(9) M.P.I. - STRIKE ATTACK PHOTO -U.S. 416/702. DATED 12 OCTOBER 1944. NEGATIVE NO. 5008. 2 FLIGHTS ON EACH REF. 029026, 034023, 037021.
(10) 6 X 500 G.P. FUSED 1/10 SEC. NOSE 1/40 SEC TAIL
(11) R.P. 5038N 0612E
(12) T.O.T. ZERO HOUR

CHANGE (1) TO (4) NO
(5) NO ALTERNATE TARGETS WILL BE ATTACKED ON THIS MISSION

4. NO CHANGE

5. COMMUNICATIONS:
A. 409TH BOMB GROUP
(2) PRODUCT

B. 410TH BOMB GROUP
(2) GREYGOOSE

C. 416TH BOMB GROUP
(2) COURAGE
(3) GOLDFLAKE, CHANNEL C/C

X. GENERAL INFORMATION
(2) PARADE ON D/D. IF NO CONTACT CALL SWEEPSTAKE ON C/C.
(11) PARADE CONTROL ON B/B.

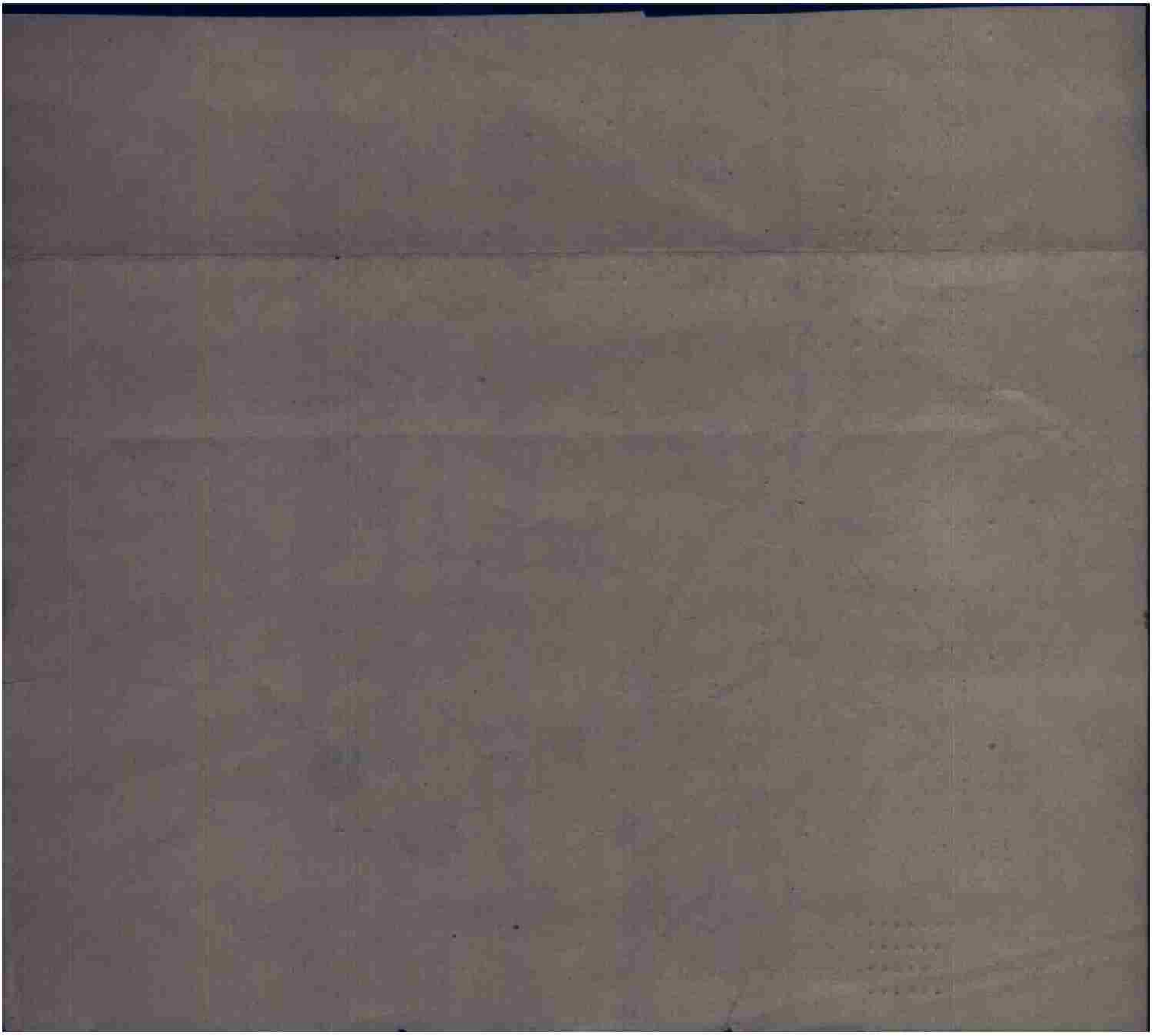
- - CONCBTWIC 97 - -

ET 13/0225A
LEG/LGB AR

OIJES R.....13/0250A JB AR.
OIJPO R .....13/0255A SK AR
OIJKI R .....11/0255A WFG AR
OIITA R .....0;WTVA KC NO

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MISSION NO. 156 — 8 OCTOBER 1944

LOADING LIST
BOX I
FLIGHT I

1. 065 E
MAJOR R.F. PRICE
LT A.R. HAND
S/SGT. C. FETKE
S/SGT D.M. BROWN

2. 1719 V
CAPT. R.F. SHAFFER
LT M.A. PAPE
CAPT R.A. FONTAINE
SGT F.J. ELLIOTT

3. 176 T
LT E.B. KREH
S/SGT G. SHELTON
S/SGT D.R. SCHENCK

4. 195 D
LT O.S. STANLEY
S/SGT L.M. DAUGHERTY
SGT. R. COLLIER

5. 907 O
LT W.L. HALE
SGT. D.N. BINTZLER
SGT. J.F. GEYER

6. 809 A
LT P.E. PARKER
SGT. A.F. GALLOWAY
SGT. S. KOCHAN

FLIGHT II

1. 023 G
CAPT R.V. WHEELER
LT H.T. ARRINGTON
S/SGT O.E. SWANK
SGT C.W. GURKIN

2. 841 O-1
LT W.H. AMES
SGT. H.S. FESSLER
SGT. R.J. BROWN

3. 719 J-1
LT D.L. WITHINGTON
SGT. C.F. HUES
SGT. L.D. MCELHATTAN

4. 714 N
LT W.A. MERCHANT
S/SGT. B.G. FANDRE
S/SGT. F.R. CHVATAL

5. 748 A-1
LT H.M. VAN NOORDEN
SGT. G. THOMPSON
SGT. R.I. STEFFEY

6. 956 Z
LT A.J.P. WINN
SGT. G.G. STEPHENSON
CPL. W.G. DAVIS

FLIGHT III

1. 645 R
LT H.F. PAIR
LT J.L. CORUM
S/SGT. H.A. MARION
S/SGT. V.P. ADAMS

2. 9711 M
LT M. ZUBON
S/SGT H.C. WORDEN
S/SGT J.J. RZEPKA

3. 219 D-1
LT H.D. ANDREWS
S/SGT G.M. COOK
S/SGT R.H. LINNEMAN

4. 363 L
LT R.H. SMITH
S/SGT R.J. MAHONEY
S/SGT H.R. DAVIS

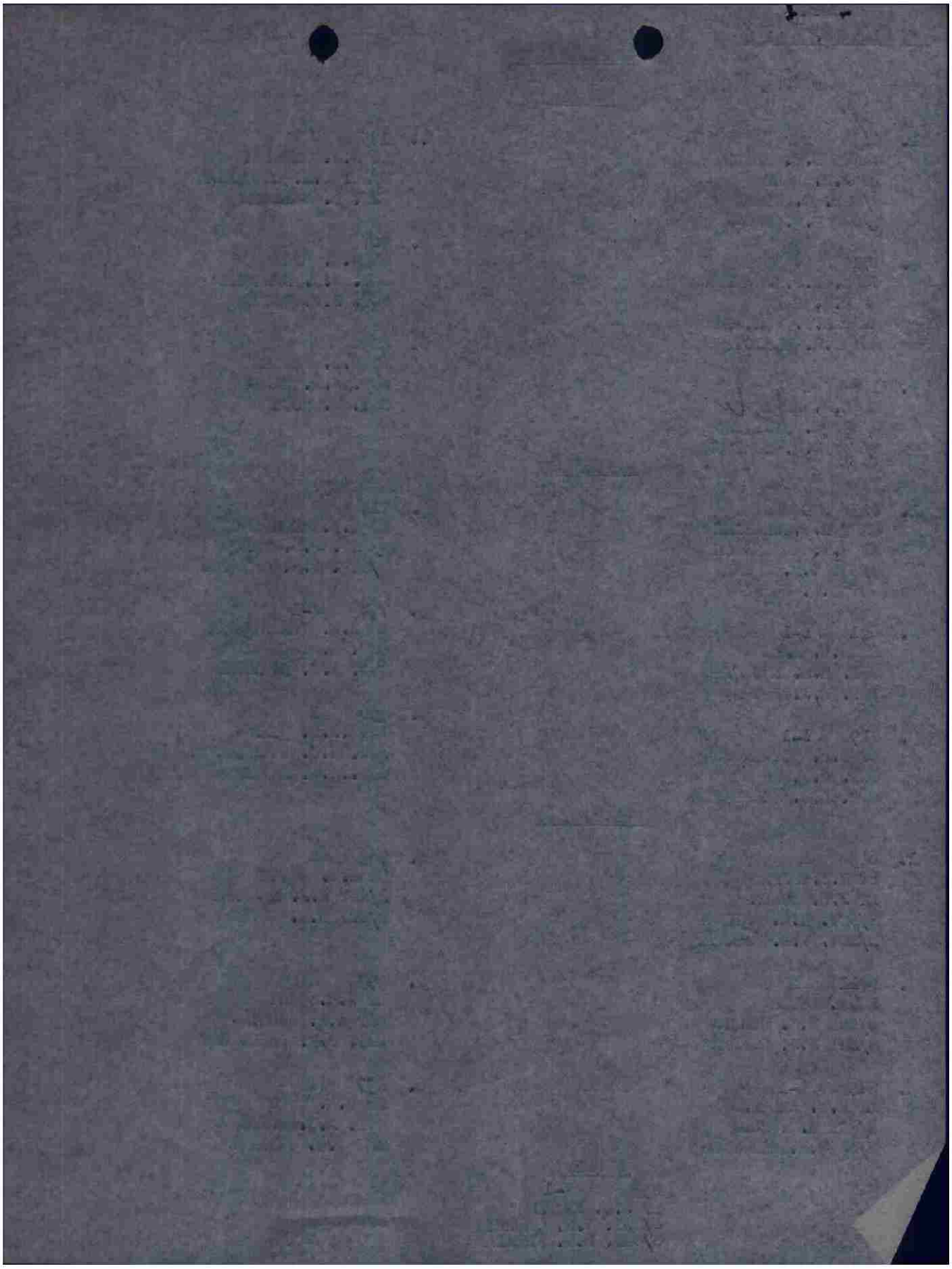
5. 393 K
LT J.C. GARY
SGT A.E. SCHOEN
SGT. R.W. CHEUVRONT

6. 937 B
LT D.A. FERO
SGT. A.A. ROJAS
SGT T.W. SKELTON

SPARE
493 V-1
LT J.D. ADAMS
S/SGT. V.N. SHERRY
S/SGT. L.G. KUTZER

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MISSION NO. 156 — 13 OCTOBER 1944

LOADING LIST
BOX NO. II
FLIGHT I

1. 717 P
CAPT A.B. OSBORNE
LT W. FOWIA
SGT. S.P. NEWELL
S/SGT. K.K. LAGERMAN

2. 894 R
LT J.K. COLQUITT
S/ SGT E.A. DAMICO
S/SGT D.E. RINES

3. 764 X
LT F.W. HARRIS
S/SGT D. HANTSKE
SGT. J.H. ROBERTS

4. 194 C
LT R.D. LESHER
SGT. S.L. HEITALL
S/SGT F. NAIFEH

5. 210 Q
LT J.W. WRIGHT
SGT. P.J. PREFITA
SGT. J.R. SIMMONDS

6. 362 L
LT L.E. CANNON
SGT. J.W. ROBINSON
SGT. E.P. BRZEZINSKI

FLIGHT II

1. 135 T
LT J. GREENE
LT J.R. NICHOLS
S/ SGT J.A. OCHABA
S /SGT W.F. COLBERT

2. 197 F
LT W.C. SIGGS
S/SGT R.W. NICKS
S/SGT G.I. FLEISCHMANN

3. 181 A
LT W.H. LAND
S/SGT C.A. PRINDLE
S/SGT H.E. KEITON

4. 943 Z
LT R.E.F. MACLARUS
SGT. J. MANI
S/SGT. J.J. MCGUIRE

5. 929 C-1
LT M.S. STREET
SGT. R.P. SHAFF
SGT. R.W. CARSTENS

6. 963 L-1
LT J.W. KEHOE
CPL E.A. ARENDT
PVT L.L. RICHARDSON

FLIGHT III

1. 442 D
CAPT M.J. HUFF
LT J. KUPITS
S/SGT. F.T. BASFORD
S/SGT. R.A. CLARK

2. 159 G
LT J.S. CONNOR
S/SGT. H.G. RODGERS
S/SGT. J.E. VANDUYNE

3. 155 V
LT J.E. BLOMGREN
SGT C.J. KRUGER
S/SGT L.R. FLEMING

4. 190 I
LT J.F. ALLEN
SGT. L.R. GETGEN
SGT. C.W. VEAZEY

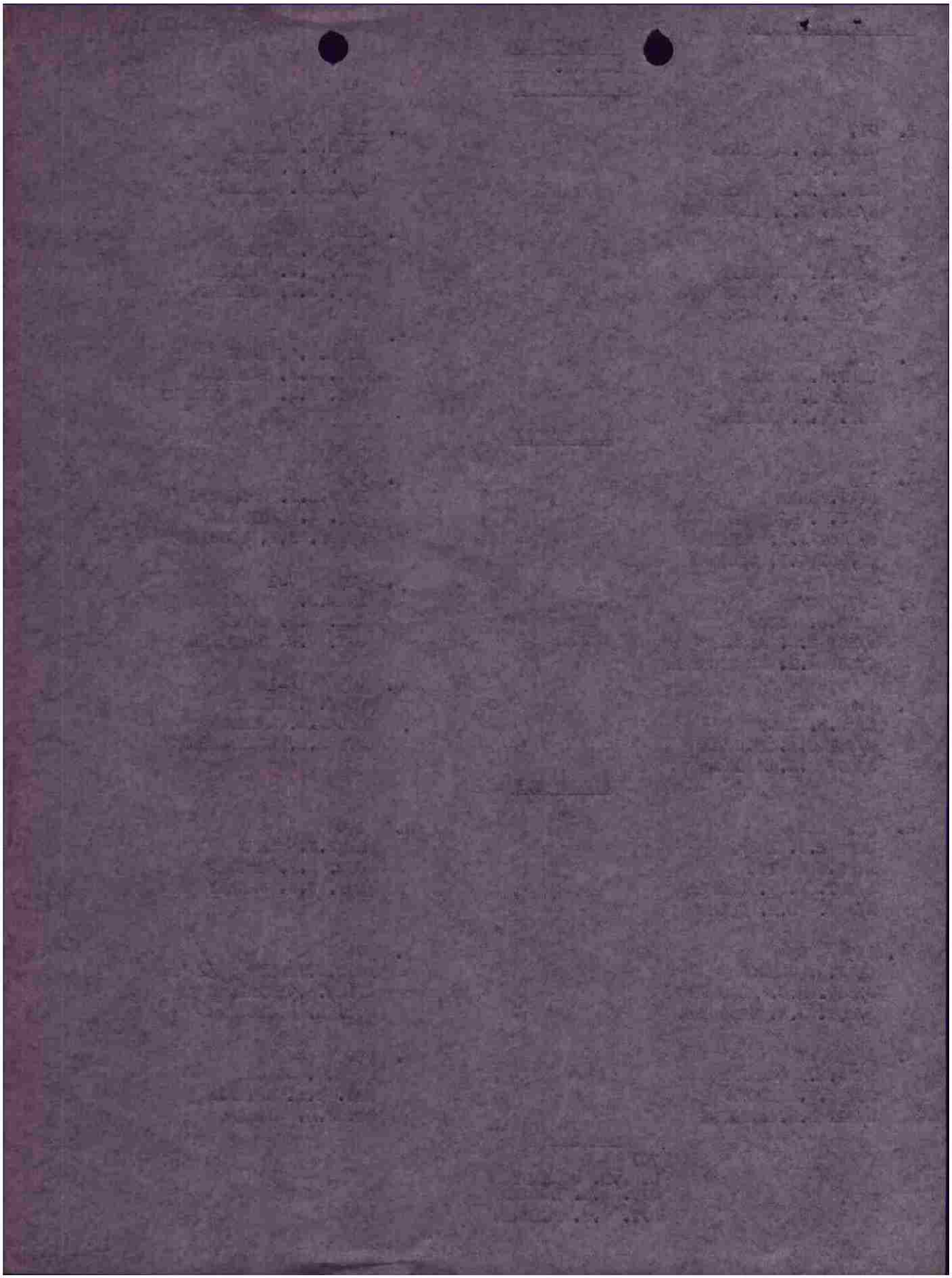
5. 376 O
LT E.J. RENTH
CPL E.H. BRINKMAN
SGT. L. MOSKOWITZ

6. 692 M
LT M.W. DUBOSE
SGT. D.L. GRIFFIN
SGT J.H. WALTERS

SPARE
701 H
LT T.D. MCREADY
SGT. W.E. LEMONDS
SGT. W.F. FUHRER

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MISSION NO. 156

13 OCTOBER 1944

LOADING LIST
BOX NO. III
FLIGHT I

1. 469 J
LT D.E. DIMMIN
LT R.J. MCQUADE
S/SGT. C.A. WEBB
S/SGT. L.T. EPPS

2. 368 K
LT G.S. BUTLER
CPL H.B. MCGLAIN
SGT. G.S. MCGAUGHT

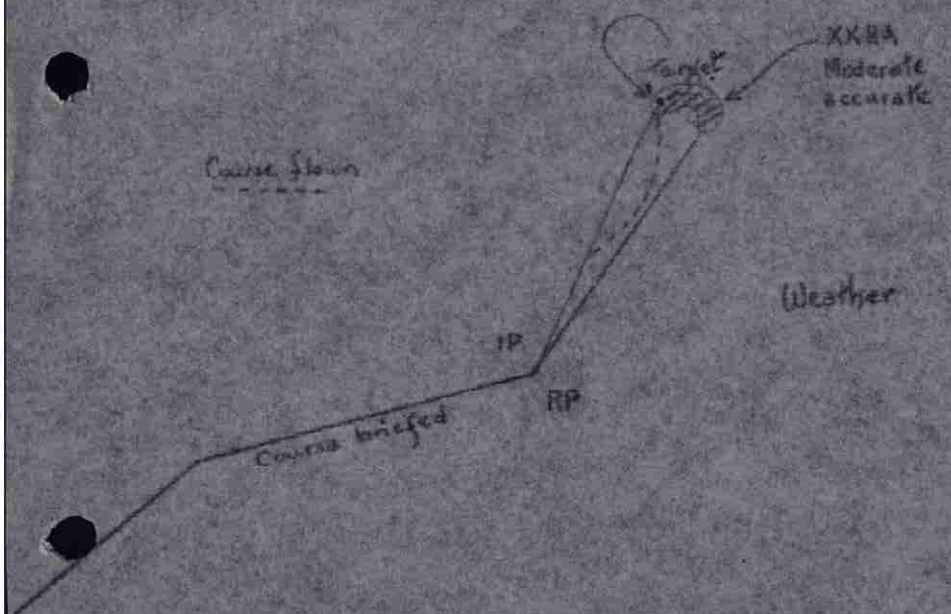
3. 150 N
LT C.C. MISH
S/SGT. C.J. CLARK
S/SGT. R.F. CHUSTZ

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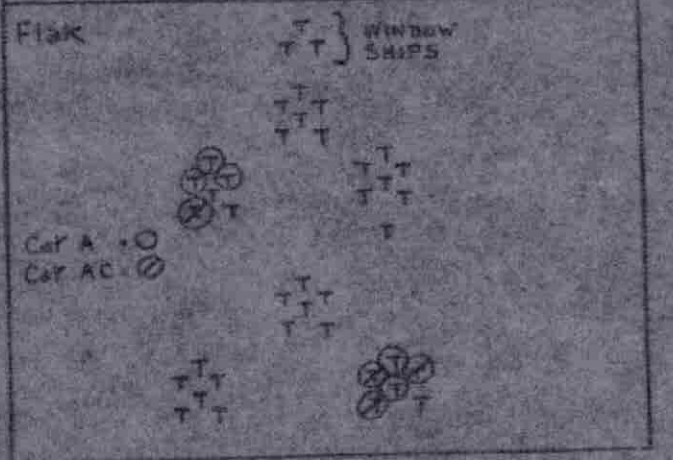
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1:500,000



13 October 1944	F.O. Nr. 21-595
TARGET —	LANGERWEHE
T.O.T. —	1055 hrs
ALTITUDE —	12000 feet
WINDOW —	YES



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416TH GROUP BOMBARDIER'S GROSS ERROR REPORT

MISSION TO: Langerwehe.

DATE : 13 October 1944.

BOMBING BY: Flights of Six.

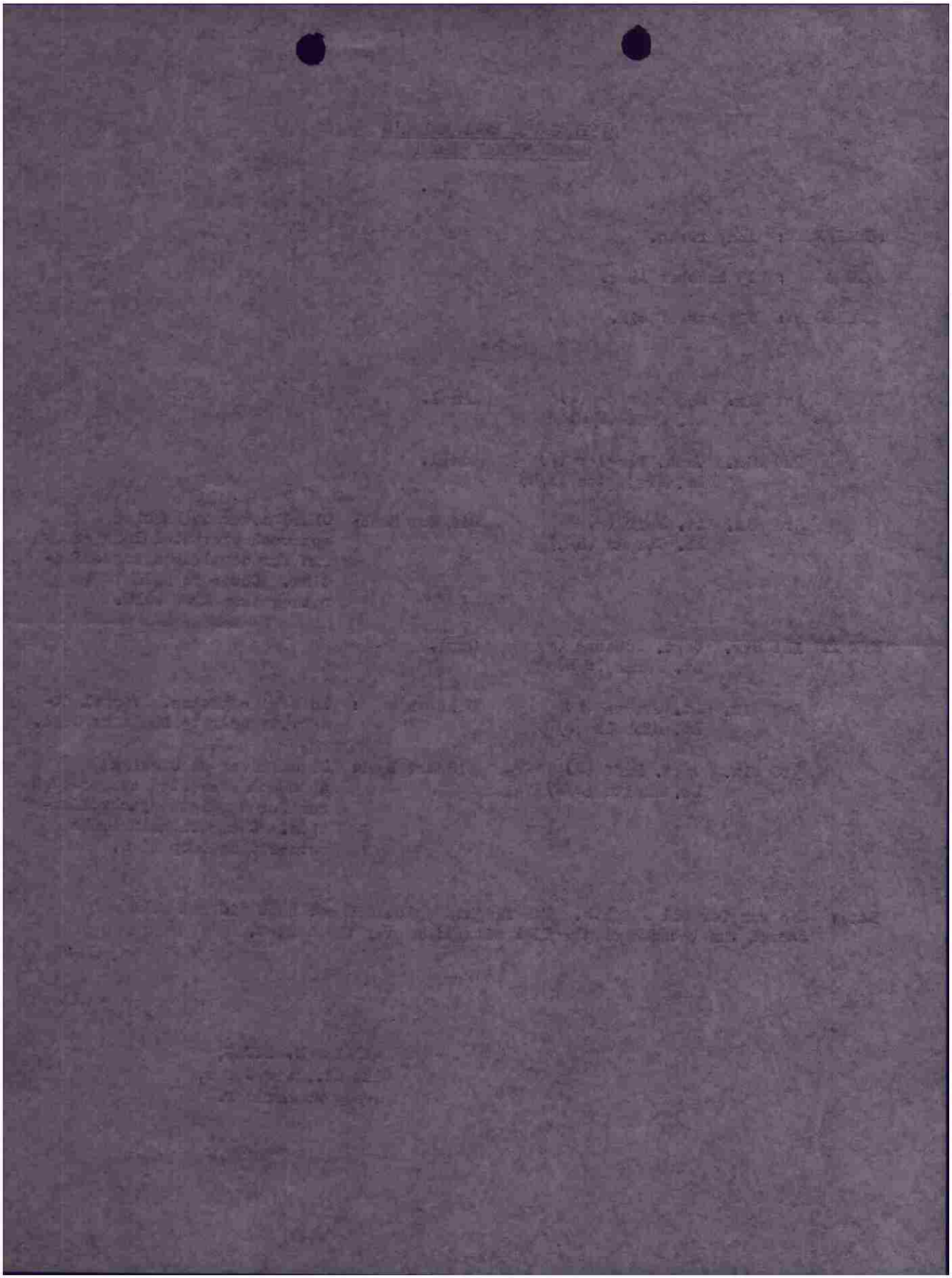
BOX I	1st Six.	Major Price (P) Lt. Hand (B/N)	Excel.	
	2nd Six.	Capt. Wheeler (P) Lt. Arrington (B/N)	Excel.	
	3rd Six.	Lt. Pair (P) Lt. Corum (B/N)	Did Not Bomb:	Cloud cover on bombing approach prevented long enough run for complete synchronization. Chose to hold bombs rather than drop wild.
BOX II	1st Six.	Capt. Osborne (P) Lt. Forma (B/N)	Good.	
	2nd Six.	Lt. Greene (P) Lt. Nichols (B/N)	Unknown :	No strike photos. Visual observations rate bombs as Good.
	3rd Six.	Capt. Huff (P) Lt. Kupits (B/N)	Did Not Bomb:	Cloud cover on bombing approach prevented long enough run for complete synchronization. Chose to hold bombs rather than drop wild.

Note: One run for all flights. Two flights which did not bomb did not make a second run because of the flak situation over the target.

WILLIAM M. LYTLE,
1st Lt., Air Corps,
Group Bombardier.

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A.A.F.-3-2 Form No. 106-B Prepare separate sheet for each target bombed

OTHER UNITS: TARGET	IX BC WING 97TH	
	DATE 15 October 1944	416TH
	ATTACKING UNIT 6 Flights	GROUP
		LANGHORNE
	FIRST PHASE INTERPRETATION	TARGET HIT

A. TARGET BRIEFED LANGHORNE PRIMARY

SECONDARY

CASUAL

M.P.I. ~~Box I- 1st & 2nd 6-~~ Road junction in eastern edge of town ~~Box II- 1st & 2nd 6-~~ Road junction in center of town.

A.P. Box II- 3rd 6 - Road junction in western edge of town ~~Box I- 3rd 6 - " " " " " " "~~

B. TARGET ATTACKED LANGHORNE MILES FROM THE PRIMARY

DIRECTION FROM PRIMARY

C. COORDINATES (If non-descript PINPOINT) ON 1:50,000 MAP NO.

D. NO. AND TYPE OF A/C DISPATCHED 6 B-24's NO. OF A/C ATTACKING 33

E. BOMBING BY 3's, 6's, 12's, 18's 6's IN FOLLOWING ORDER 1,2,4,3

F. NO. AND TYPE OF BOMBS DROPPED 198 x 500 GP FUSING 1/10 nose, 1/40 tail.

FUSING

G. HEADING OF A/C WHERE BOMBS DROPPED 45 deg. M.

H. TIME BOMBS DROPPED 1055 - 1057½.

J. ACTIVITY AT TARGET

K. RESULTS OF BOMBING:

BOX I- 1st 6- LANGHORNE - Bombs fell in heavy concentration 200 ft. southeast of PMPI. Blanket of bursts on junction of highway and railroad with hits on railroad embankment and possible hits on railroad overpass. Several small buildings were hit and road probably pitted and blocked.

2nd 6- LANGHORNE - Bombs fell in long pattern 250 ft. northwest of PMPI. Bombs hit on buildings and across road, destroying buildings and probably blocking roads.

3rd 6- Did not bomb.

BOX II- 1st 6- GOOD - Bombs fell in tight pattern 600ft. northwest of PMPI. Hits were scored on building along edge of road.

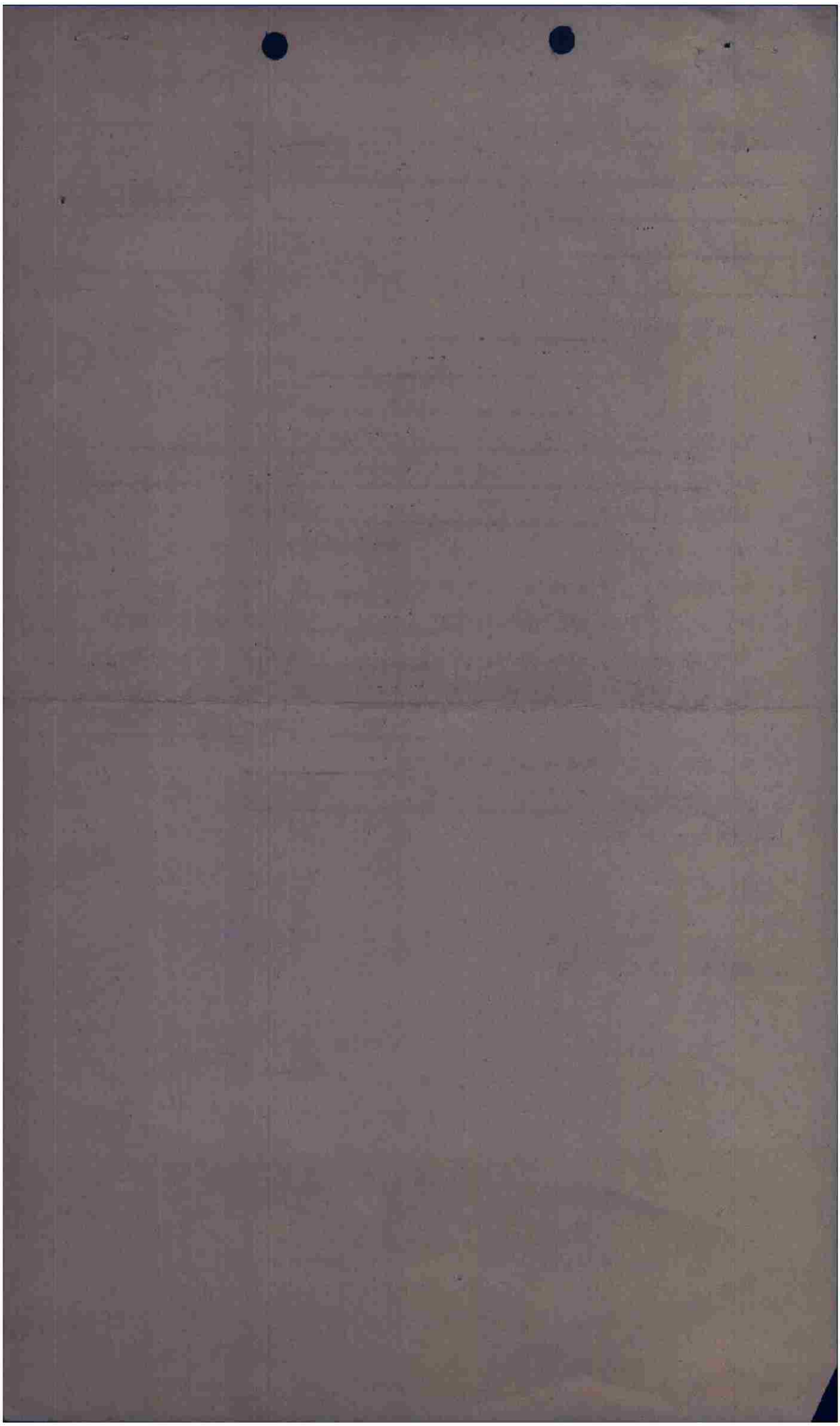
2nd 6- UNKNOWN-No photo coverage due to violent evasive action.

3rd 6- Did not bomb.

CLAYTON W. [illegible],
Captain, Air Corps,
Photo Intelligence Officer.

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CONFIDENTIAL

FROM; COBOMGR 416

TO : CG CBTBOMWING 97 ATT: SIG O

A - YS - 156

B - 13 OCT 1944

C - 36 A/C

D - 668 - V - BOMBDR MIKE SWITCH FAULTY, REPLACED AND CHECKED OKAY. VHF TRANSMITTER KEPT CUTTING OUT - BEING CHECKED.

671 - O - SHIP TO SHIP RECEPTION VERY POOR - SET BEING CHECKED.

E - NO QDM'S

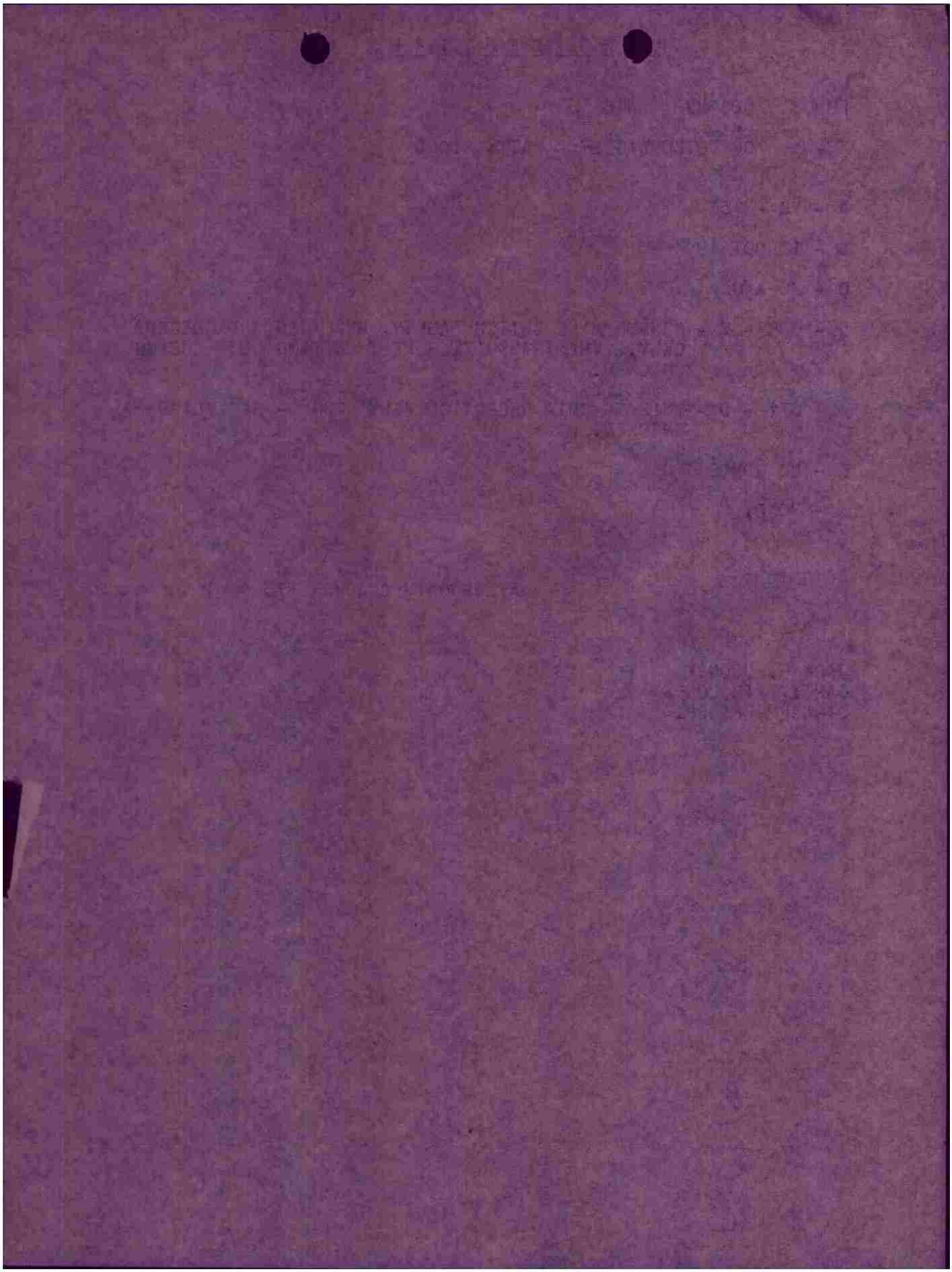
F - NONE.

AYLESWORTH COBOMGR 416

JACK B. COONEY
CAPT., AIR CORPS,
SIGNAL OFFICER.

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I

BOMBARDIER'S LOG

TARGET _____ DATE _____

Pressure Altitude of Target: 7805	Type of Release: Train Ind. Salvo
Altimeter Setting: 29.92	Interval:
Ind. Alt.: 12000 True Alt. 11150	Length of Run: 50 Time of Release: 1015
Ground Speed: Est. 285 Act.: Drift: Est. 1°L Act. 1½L	Mag. Head. Ordered 037° Actual:
Ind. Air Sp.: 200 True Air Sp. 240	Aircraft Number:
Tan. Dropping Angle: Est.: .95 Act.: 1.01	Pilot:
Disc Speed: 194.8 Trail: 58	Navigator: HAND
Sighting: Toggled: Bombsight:	Bombardier:

BOMBS AND FUZES

Types: Number: Nose: Tail:

LEFT

HEADING	DRIFT	TANGENT
10° 027	0	.95
20° 017	2°L	.94
30°		
40°		

ALTERNATE TANGENTS AND DRIFT FOR HEADING LEFT AND RIGHT OF ORDERED HEADINGS.

RIGHT

HEADING	DRIFT	TANGENT	G.S.
10° 047	3°L	.94	283
20° 057	4½L	.94	280
30°			
40°			

G.S. 285 284

MINUS

ALTITUDE	DISC SPEED	TRAIL
11500	199.5	57
11000	204.5	56
10500	209.9	55
10000	215.7	54

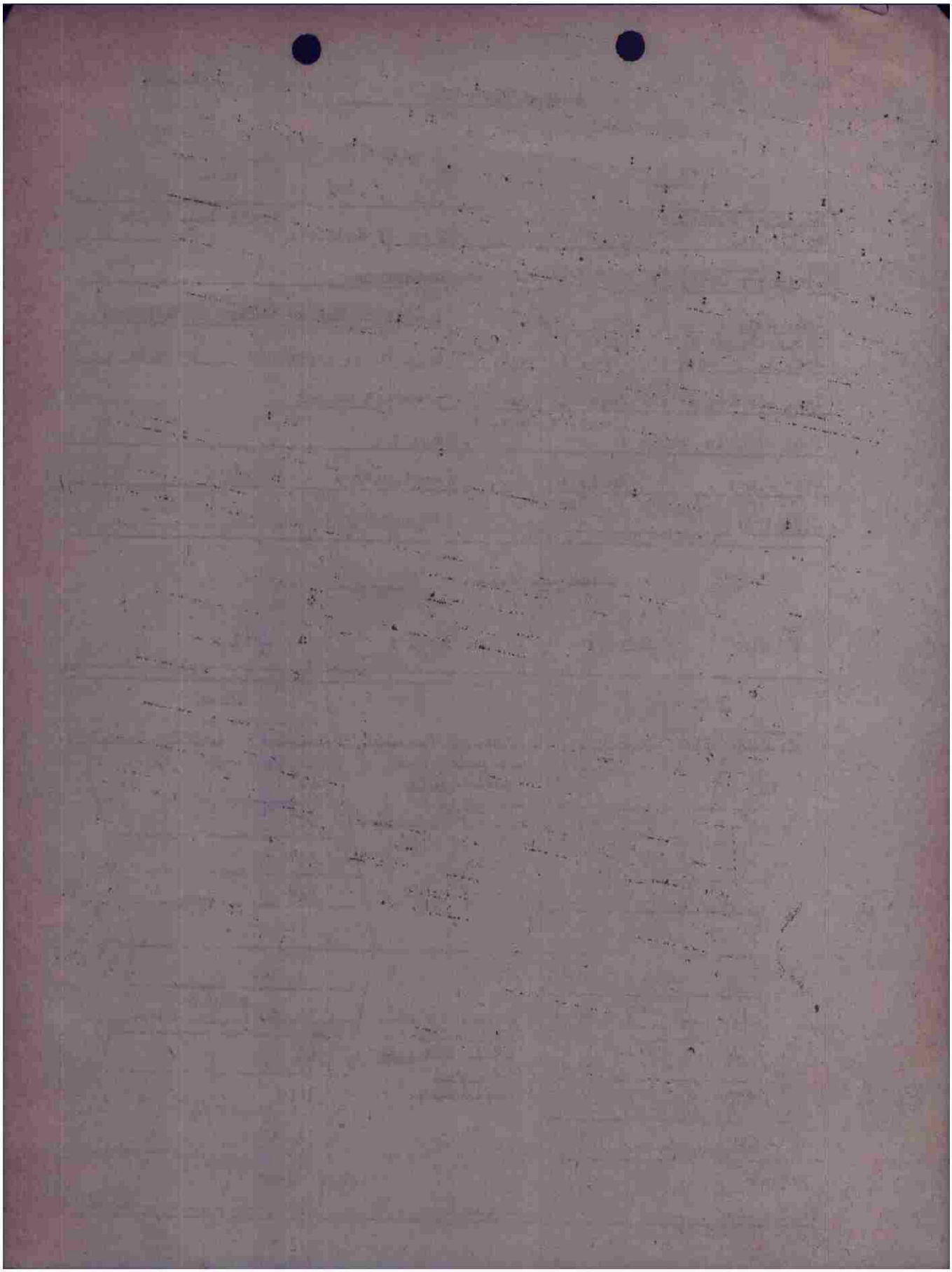
ALTERNATE DISC SPEEDS AND TRAIL FOR PLUS OR MINUS ALTITUDES.

PLUS

ALTITUDE	DISC SPEED	TRAIL
12500	190.5	59
13000	186.4	60
1500		
2000		

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BY Authority
CO Sts A-55
14 October 1944
Init.

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

APO 140, U. S. Army.
14 October 1944.

SUBJECT: Report of Combat Mission.

TO : Commanding General, 97th Combat Bombardment Wing (L), APO 140, U. S. Army.

416th Bombardment Group (L)
156th Combat Mission, 13 October 1944
97th Combat Bombardment Wing (L) FO Number 21-595

1. 40
2. 40
3. 26
4. 1
5. 13
6. 43-9376 Pilot became ill and returned early.
Lt. T. J. Menth

43-9645 Cloud cover on approach to target prevented long enough run for complete synchronization. Chose to hold bombs rather than drop wild.
Lt. H. F. Pair

43-9711 Same reason as for Lt. Pair.
Lt. H. Zubon

43-9219 Same reason as above.
Lt. H. D. Andrews

43-9363 Same reason as above.
Lt. R. N. Smith

43-9393 Same reason as above.
Lt. J. C. Gary

43-9937 Same reason as above.
Lt. D. A. Fero

43-9442 Same reason as above.
Capt. M. J. Huff

43-10159 Same reason as above.
Lt. J. S. Connor

43-10155 Same reason as above.
Lt. J. T. Blomgren

43-10190 Same reason as above.
Lt. J. F. Allen

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43-9692 Lt. M. W. DuBose	Same reason as above.
43-9701 Lt. T. D. McCready	Same reason as above.
43-21764 Lt. F. W. Harris	Circuit breaker tripped. Apparent short in wing bomb circuit. Definite cause under intensive investigation by electrical personnel.

7. Same as paragraph 6 above.

43-21719 Capt. R. P. Shafer	1 bomb returned. Bomb release circuit not properly connected to the conduit leading from wing to bomb rack.

8. None.

For the Commanding Officer:

GEORGE SCHNEIDER,
Captain, Air Corps.
Adjutant.

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USAAF FORM 34A

SECRET

SECRET
AUTH: CO STA A-55
DATE: 11 OCTOBER 1944
INIT:

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

TO:

From: 416th Bombardment Group (L), APO 140, U.S. Army.

Ref : Oprep A No. 109 for 24 hrs. ending midnight 12 October 1944
Mission or Operation No. 196 97th CW 2D A / 21-505

A. Short Narrative of Operation:
Target Langerwehe
Place of take-off AAF Station A-55
Place of landing AAF Station A-55
Take-off time 0733 Landing time 1321
Time over target 1005 Bombing Altitude 12,000
Nature of mission Bombing Other None
Weather 1/10 cu Each Sun. Visibility 10 miles
Results Excellent, Excellent, No Attack, Good, Unknown, No Attack
Enemy opposition Moderate to intense accurate flak at target and turn off target.

B. Type & model of aircraft:

1. Dispatched A-20's - 31 (2 Vindex)
A-20's - 8 (1 Vindex)

2. Attacking target (indicate target) or completing mission.
A-20's - 29 Langerwehe (2 Vindex)
A-20's - 6 Langerwehe (1 Vindex)

3. Abortive due to:
(1) Weather: A-20's - 10
A-20's - 2
(2) Personnel: None
(3) Mechanical: A-20's - Circuit breaker tripped. Appears short in wing bomb circuit.
(4) Other: None

4. Missing (i.e. cause and place unknown) None

5. Destroyed - before reaching target None
giving cause w here known

6. Destroyed - over or after leaving None
target giving cause w here known

7. Damaged (give category & cause) A-20's - 3-Category A
A-20's - 2-Category A
A-20's - 1-Category AB

8. Sorties A-20's - 31
A-20's - 8

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USAAF FORM 34A (co nt'd) SECRET

D. Total operational flying hours
a. Day (Sunrise to sunset) [illegible]

b. Night (Sunset to sunrise) None

E. Ammunition by calibres:
a. Total carried into air [illegible]
b. Expended on operations None
c. Lost on wrecked or missing a/c None

F. Bombs, flares, etc. used:
a. Total carried into air: [illegible]

b. Expended on operations: [illegible]
(List targets separately)

c. Jettisoned None

d. Lost or wrecked on missing a/c None

e. Total Returned [illegible]

G. Own Personnel Casualties:

Type of Casualty	Pilot	Co-pilot	Nav	Bomb	R.Gun	L.Gun	T.Gun
Killed in Action	0	0	0	0	0	0	0
Missing in Action	0	0	0	0	0	0	0
Seriously Wounded	0	0	0	0	0	0	0
Slightly Wounded	0	0	0	0	0	0	0

H. Enemy aircraft by type or description (tentative claims):-

a. Destroyed None

b. Prob. Des None

c. Damaged None

For the Commanding Officer:

GEORGE SCHENKEIN,
Captain, Air Corps,
Adjutant.

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ANNEX "A" BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 21-595

BOX 1 Flight 1 GROUP 416 DATE 13 Oct. 1944 TARGET ATTACKED Langerwehe

1. Method of Sighting: Pre-set with corrections.

2. Bombing approach: 040°

3. Was mercury erection system used? YES____ NO X

4. Did entire (Box) (flight) drop on lead bombardier? YES X NO____

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:
Pre-set with corrections. C-1 auto-pilot not used.

Aimed at briefed aiming point.

5. Name of lead Bombardier: Lt. A.R. Hand

6. Name of lead Pilot: Major R.F. Price

7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 284 Altitude: 12000
9. Length of bomb run: 55 Sec:
10. Bomb Load and Fusing per A/C: 6 x 500 lb. FUSED 1/10N 1/40T
11. Total Bombs Dropped: 35

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:

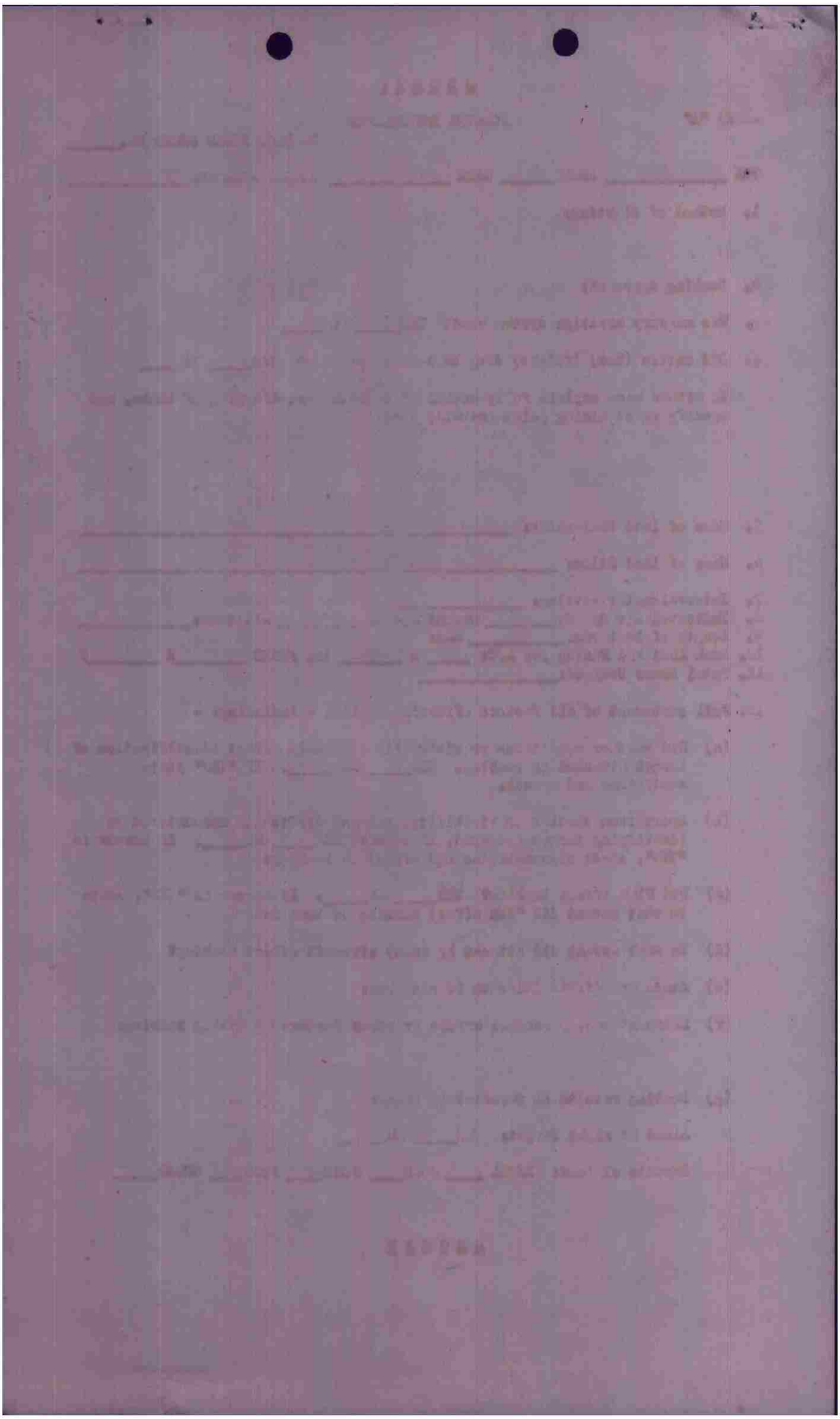
Aimed at right Target: YES X NO____

Results claimed: EXCEL X GOOD____ FAIR____ POOR____ GROSS____

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ANNEX "A" BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 21-595

BOX I Flight 2 GROUP 416 DATE 13 Oct. 1944 TARGET ATTACKED Langerwehe

1. Method of Sighting: Pre-set with corrections.

2. Bombing approach: 047°

3. Was mercury creation system used? YES____ NO X

4. Did entire (box) (flight) drop on lead bombardier? YES X NO____

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:
Pre-set with corrections. C-1 auto-pilot not used.

Aimed at briefed aiming point.

5. Name of lead Bombardier: Lt. H.T. Arrington

6. Name of lead Pilot: Captain R.V. Wheeler

7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 285 Altitude: 12000
9. Length of bomb run: 26 Sec:
10. Bomb Load and Fusing per A/C: 5 x 500 lb. FUSED 1/10 N 1/40 T
11. Total Bombs Dropped: 38

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:

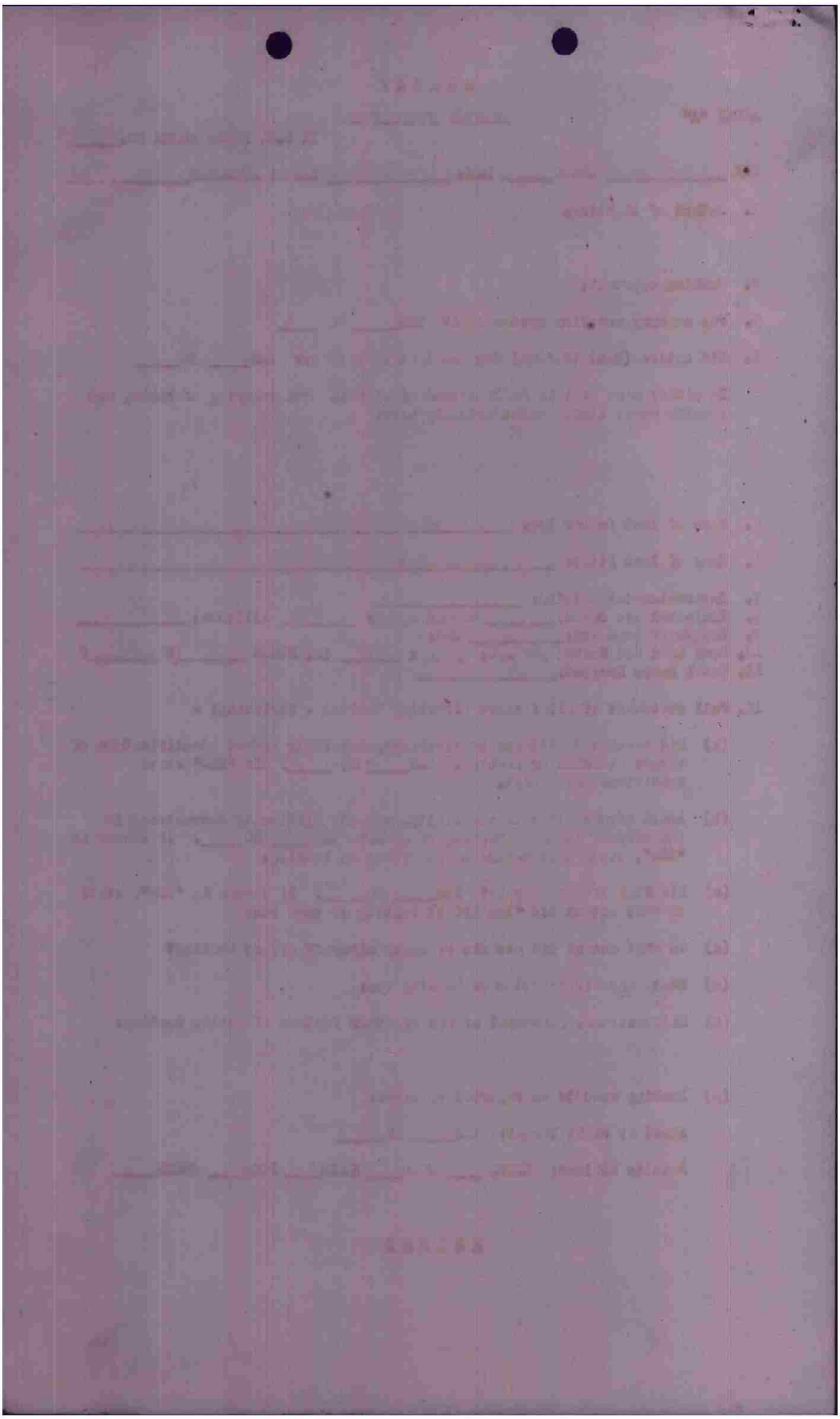
Aimed at right Target: YES X NO____

Results claimed: EXCEL X GOOD____ FAIR____ POOR____ GROSS____

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ANNEX "A" BOMBING INFORMATION

IX B.C. FIELL ORDER NO. 18-505

BOX ~~II Flight 1~~ GROUP 416 DATE 13 Oct. 1944 TARGET ATTACKED Langerwehe

1. Method of Sighting: Pre-set with corrections.

2. Bombing approach: 045°

3. Was mercury erection system used? YES____ NO X

4. Did entire (box)(flight) drop on lead bombardier? YES X NO____

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:
Pre-set with corrections. G-1 auto-pilot not used.

Aimed at briefed aiming point.

5. Name of lead Bombardier: Lt. W. Forss.

6. Name of lead Pilot: Captain A.E. Osborne

7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 280 Altitude: 11500
9. Length of bomb run: 35 Sec.
10. Bomb Load and Fusing per A/C: 8 x 500 lb. FUSED 1/10 N 1/40 T
11. Total Bombs Dropped: 28

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:
None

(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:
None

(g) Bombing results as reported by crews:

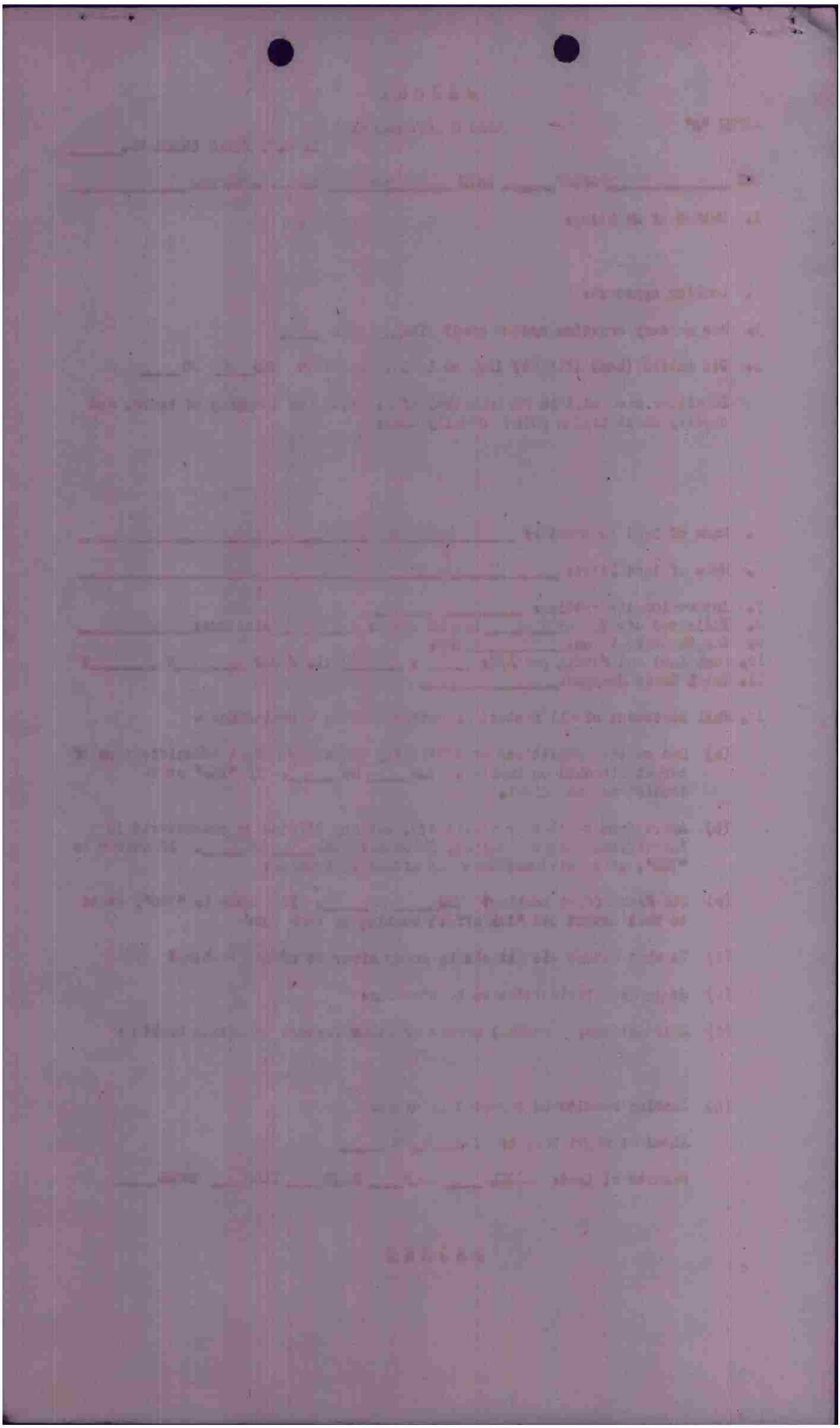
Aimed at right Target: YES X NO____

Results claimed: EXCEL ____ GOOD____ FAIR X POOR____ GROSS____

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ANNEX "A" BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 15-295

BOX II flight 2 GROUP 416 DATE 13 Oct. 1944 TARGET ATTACKED Langerwehe

1. Method of Sighting: Pre-set with corrections.

2. Bombing approach: 040°

3. Was mercury erection system used? YES____ NO X

4. Did entire (box) (flight) drop on lead bombardier? YES X NO____

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:
Pre-set with corrections. C-1 auto-pilot not used.
Aimed ar brirfed aiming point.

5. Name of lead Bombardier: Lt. J.R. Nichols

6. Name of lead Pilot: Lt. W.J. Greene

7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 281 Altitude: 11700
9. Length of bomb run: 30 Sec:
10. Bomb Load and Fusing per A/C: 6 x 500 lb. FUSED 1/10 N 1/40 T
11. 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:
No strike photos of bombing.

(g) Bombing results as reported by crews:

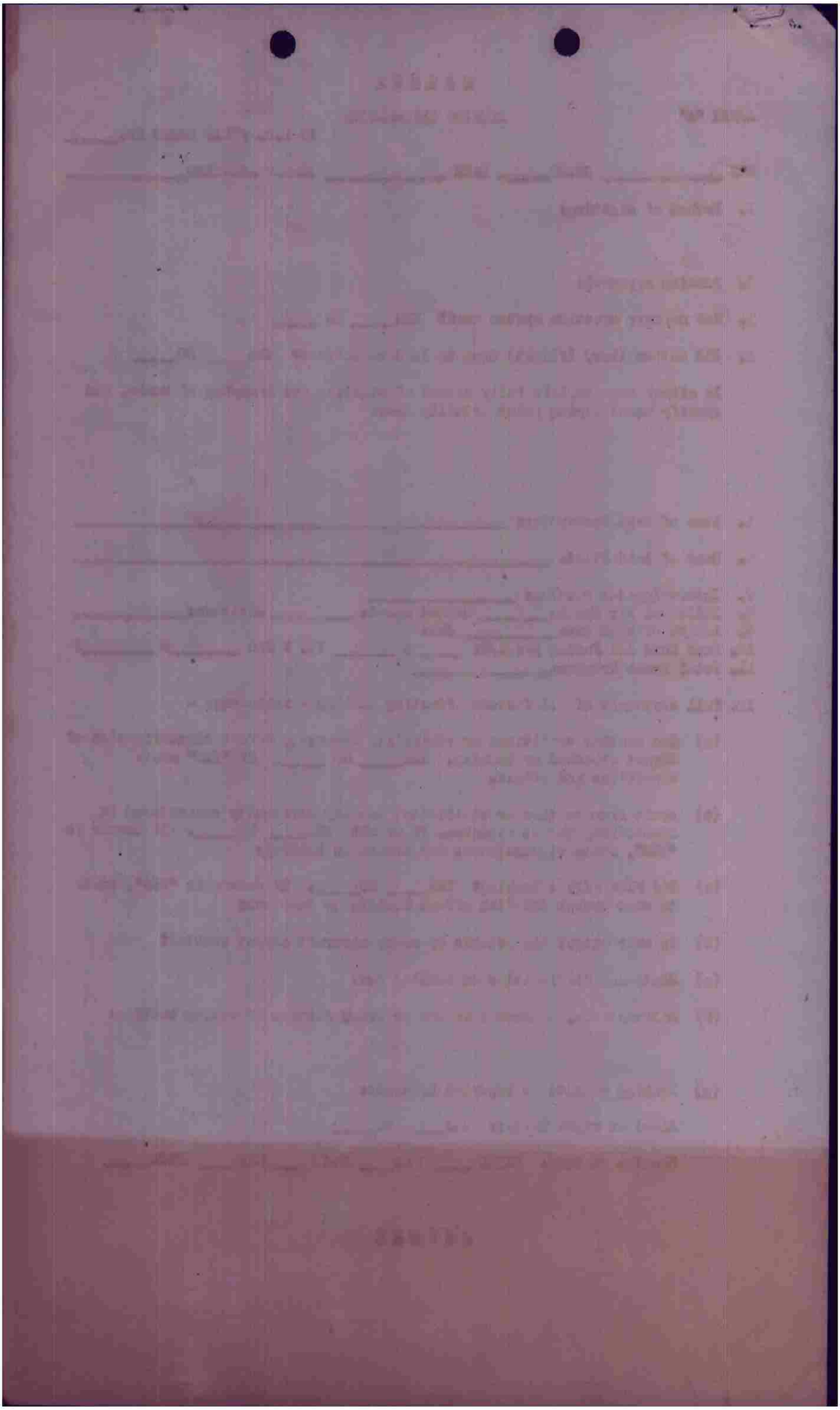
Aimed at right Target: YES X NO____

Results claimed: EXCEL____ GOOD____ FAIR____ POOR____ GROSS____
Unknown. X.

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V

BOMBARDIER'S LOG

TARGET _____ DATE _____

Pressure Altitude of Target: +805	Type of Release: Train Ind. Salvo
Altimeter Setting: 29.92	Interval:
Ind. Alt.: 11500 True Alt. 10630	Length of Run: Time of Release:
Ground Speed: Est. 282 Act.: Drift: Est. 6°L Act.	Mag. Head. Ordered 037 Actual:
Ind. Air Sp. 200 True Air Sp. 238	Aircraft Number:
Tan. Dropping Angle: Est.: .96 Act.:	Pilot:
Disc Speed: 199.9 Trail: 57	Navigator: FORNO
Sighting: Toggled: Bombsight:	Bombardier:

BOMBS AND FUZES

Types: Number: Nose: Tail:

G.S. 282 281

LEFT		
HEADING	DRIFT	TANGENT
027°	0	.96
017°	2°R	.96
30°		
40°		

ALTERNATE TANGENTS AND DRIFT FOR HEADING LEFT AND RIGHT OF ORDERED HEADINGS.

RIGHT		
HEADING	DRIFT	TANGENT
047	3½L	.95
057	4½L	.95
30°		
40°		

G.S. 280 277

MINUS		
ALTITUDE	DISC SPEED	TRAIL
11000	205	56
10500	210.5	55
12000	216.5	54
2000		

ALTERNATE DISC SPEEDS AND TRAIL FOR PLUS OR MINUS ALTITUDES.

PLUS		
ALTITUDE	DISC SPEED	TRAIL
12500	195.1	58
1000		
1500		
2000		

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V

BOMB.RDIER'S LOG

TARGET _____ DATE _____

Pressure Altitude of Target: +805	Type of Release: Train Ind. Salvo
Altimeter Setting: 29.92	Interval:
Ind. Alt. : 11700 True Alt. 10820	Length of Run : Time of Release:
Ground Speed : Est. 282 Act. : Drift : Est. 1° Act.	Mag. Head. Ordered : 037 Actual:
Ind. Air Sp. 200 True Air Sp. 238	Aircraft Number :
Tan. Dropping Angle : Est. : 95 Act. :	Pilot :
Disc Speed : 198.2 Trail : 57	Navigator : Nichols
Sighting: Toggled : Bombsight :	Bombardier :

BOMBS AND FUZES

Types: Number: Nose : Tail :

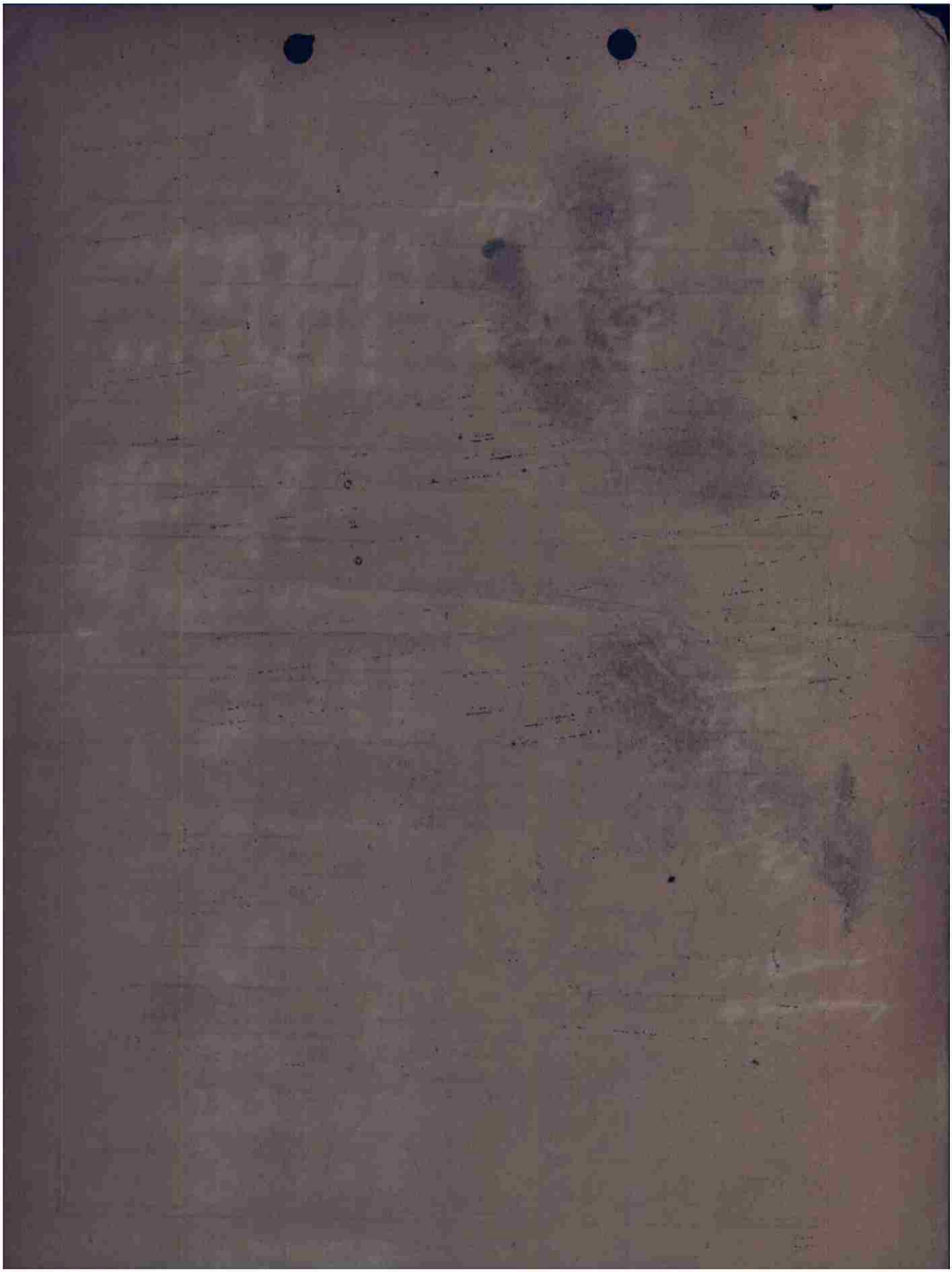
LEFT				RIGHT			
HEADING	DRIFT	TANGENT		HEADING	DRIFT	TANGENT	GS
10° 027	0	.95	ALTERNATE TANGENTS AND DRIFT FOR HEADING LEFT AND RIGHT OF ORDERED HEADINGS.	047	3°L	.94	280
20° 037	2°R	.95		057	4½°L	.94	277
30°				30°			
40°				40°			

G.S
282
281

MINUS				PLUS			
ALTITUDE	DISC SPEED	TRAIL		ALTITUDE	DISC SPEED	TRAIL	
11200	203.1	56	ALTERNATE DISC SPEEDS AND TRAIL FOR PLUS OR MINUS ALTITUDES.	12200	193.5	58	
10700	208.4	55		1000			
10200	214.1	54		1500			
9700	220.4	53		2000			

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FLIGHT PLAN

PILOT Greene	START ENG 0800	COAST OUT	COAST IN	ALTITUDE 11,500
NAVIGATOR Nichols	TAXI OUT 19 0817	COAST IN	BASE	HEADING 34
PLANE 442	TAKE OFF 31	I.P.	REND. ALT.	AIR SPEED 200
MISSION	ON COURSE 54	TARGET 1000	LAND FALL ALT.	TIME 1055
DATE Oct. 13, 1944	RENDEZVOUS	COAST OUT	TARGET ALT.	RESULTS

POSITION FROM	POSITION TO	M. H.	ETA	ATA	TC	DR	TH	VAR	MH	ALT TEN	I.A.S. T.A.S.	GS	TO DIST.	RUN TIME	ETA	REMARKS
Base	Berviers		0959½ 1024½ 1047½	1048	047	-7 -2½	43 44½	8	51 52½	7100 -2	190 210	229	196	25 33		
	50°38'(06°12E		1051½	1052	025	-9	34	7	91	12000 -9	200 240	263	15	3½		
	TGE(TR)		1053½	1055	029	+1	30	7	37			284	14	3		
	50°38N 06°12E		1059½	1100	317	+3	320	7	327			197	15	4½		
	Base		1200		229	+2	231	8	239	7000 -2	210 232	212	210	59½		

DIVERSION AIRDROMES

CHALLENGE			
REPLY			
COLORS			
VHF CHANNEL			
BOMBER C/S			
FIGHTER C/S			
BOMBER TO BOMBER FREQ.			

2000 FT 210/5	320/5	+3 RENDEZVOUS	TARGET	LANDED
4000 250/16	230/30	+1 COAST OUT	COAST OUT	REND. ALT.
6000		COAST IN	COAST IN	LAND FALL ALT.
8000		I.P.	BASE	TARGET ALT.
10000 260/25	210/25	-5		
12000 260/28	200/45	-9 MT +1		

FLIGHT RECORD

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223

Prison 11.05

10 × 6 = 60
9
69

6 × 6 = 36
1
37

9 × 6 = 54
2 × 4 = 8
62

7 × 6 = 42

dropped. 62
69
131

Ret. 42
37
79

32.
4 | 131
12
11
8
3/4

32 3/4 Tons
By our survey

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FLIGHT PLAN

PILOT	START ENG 0811 - 0817	COAST OUT	COAST IN
NAVIGATOR	TAXI OUT 0819 - 0825	COAST IN	BASE
PLANE	TAKE OFF 0834 - 0840	I.P.	REND. ALT.
MISSION	ON COURSE 0951 0959	TARGET 1100	LAND FALL ALT.
DATE	RENDEZVOUS	COAST OUT	TARGET ALT.

ALTITUDE	
HEADING	
AIR SPEED	
TIME	
RESULTS	

POSITION FROM	TO	M. H.	ETA	ATA	TC	DR	TH	VAR	MH	ALT / TEMP	I.A.S. / T.A.S.	GS	TO DIST.	RUN TIME	ETA	REMARKS
Base	South Verniers	066	1047	1048	047	~~-5~~ -4½		8		7000 / -2	190 / 210	229 / 262	95-101 / 196	25-23 / 48	1052	255/21 260/38
	5038N 0612E	081	1052		075	+9		7		12000 / -9	200 / 240	263	15	3½	1056	200/45
	Tgt-TurnP	037	1055	1055	029	+1		7				284	14	3	1100	
	5038N 0612E	227	1100	1100	217	+3		7				197	15	4½	1105	
	Base	239	1200	1207	229	+2		8		7000 / -2	210 / 232	212	210	59½	1205	255/21

1720

DIVERSION AIRDROMES

2000 FT. 240/5 220/5 +13	RENDEZVOUS	TARGET
4000	COAST OUT	COAST OUT
6000 258/16 230/30 +12	COAST IN	COAST IN
8000	I.P.	BASE
10000 260/25 210/35 -5		
260/28 200/45 -9		
+1		

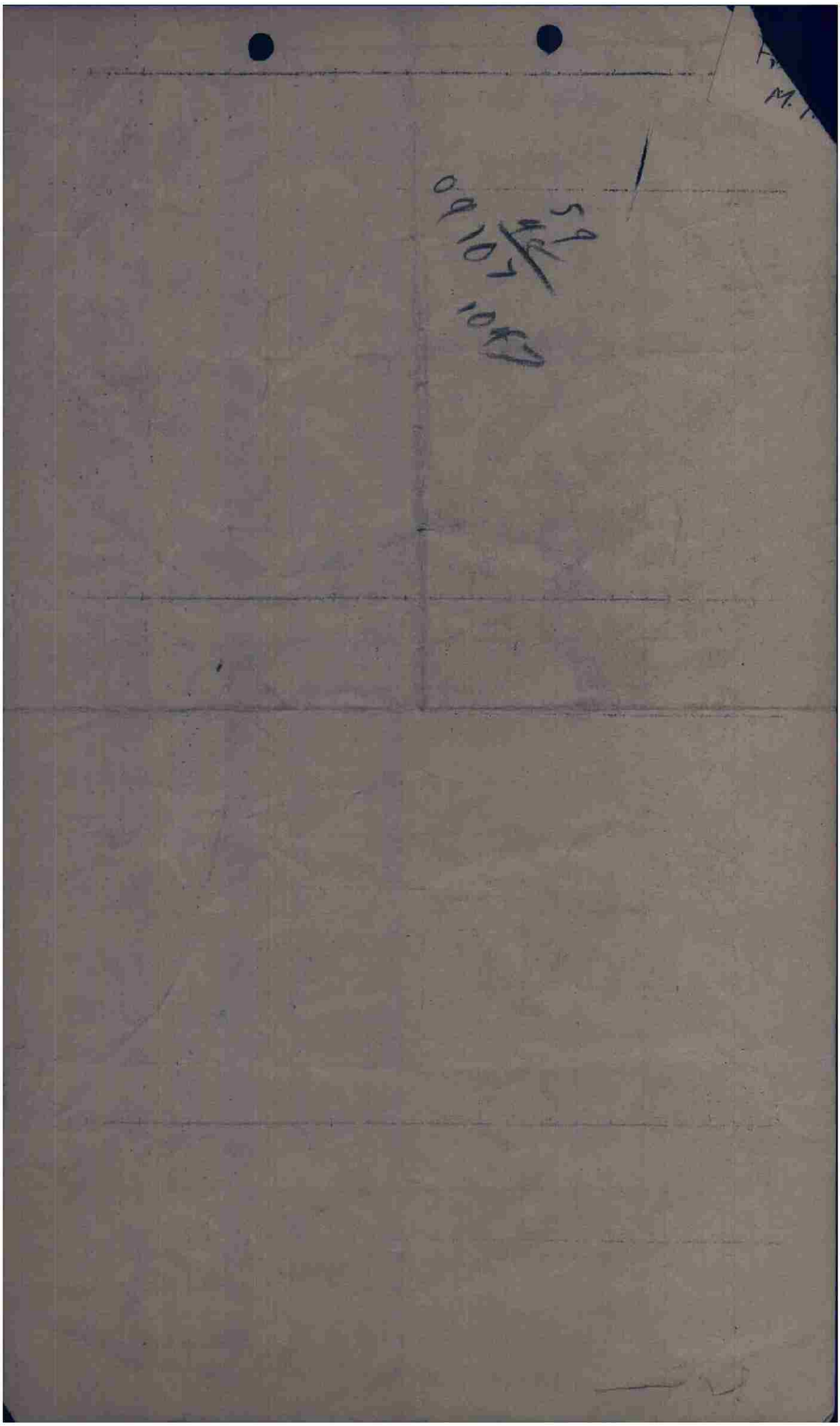
LANDED	
REND. ALT.	
LAND FALL ALT.	
TARGET ALT.	

CHALLENGE	
REPLY	
COLORS	
VHF CHANNEL	
BOMBER C/S	
FIGHTER C/S	
BOMBER TO BOMBER FREQ.	

FLIGHT RECORD

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10 Extra min

FLIGHT PLAN

PILOT	START ENG 0911	COAST OUT 1052	COAST IN		ALTITUDE
NAVIGATOR	TAXI OUT 0919	COAST IN	BASE 1264		HEADING
PLANE	TAKE OFF 0934	I.P. 1056	REND. ALT.		AIR SPEED
MISSION	ON COURSE 0954	TARGET 1100	LAND FALL ALT.		TIME
DATE	RENDEZVOUS	COAST OUT	TARGET ALT.		RESULTS

POSITION FROM	POSITION TO	M. H.	ETA	ATA	TC	DR	TH	VAR	MH	ALT / TEMP	I.A.S. / T.A.S.	GS	TO DIST.	RUN TIME	ETA	REMARKS
Base	Vernon	52°	1059	1048	47	-4 -3	44	8w	52	7000 -2	190 210	263 229	95-101 196	25-23 48	1047	1133 15½
Vernon	I.P.	91°	1048	1051½	75	+9	84	7w	91	12000 -9	200 210	263	15	3½	1051½	1049
I.P.	Target	37°	1051½	1055	29	+1	30	7w	37	↓	↓	284	14	3	1055	↓
T.T.	50-38N-06-12E	227°	1055	1105	217	+3	220	7w	227	↓	↓	197	33	14½	1109	
R.P.	Base	239°	1105		229	+2	231	8w	239	7000 -2	210 230	212	210	54 54	1259	

DIVERSION AIRDROMES

2000 FT. 240/5 220/5	RENDEZVOUS	TARGET	LANDED
4000	COAST OUT	COAST OUT	REND. ALT.
6000 250/16 230/30	COAST IN	COAST IN	LAND FALL ALT.
8000	I.P.	BASE	TARGET ALT.
10000 260/25 240/25			
12000 260/28 240/45			

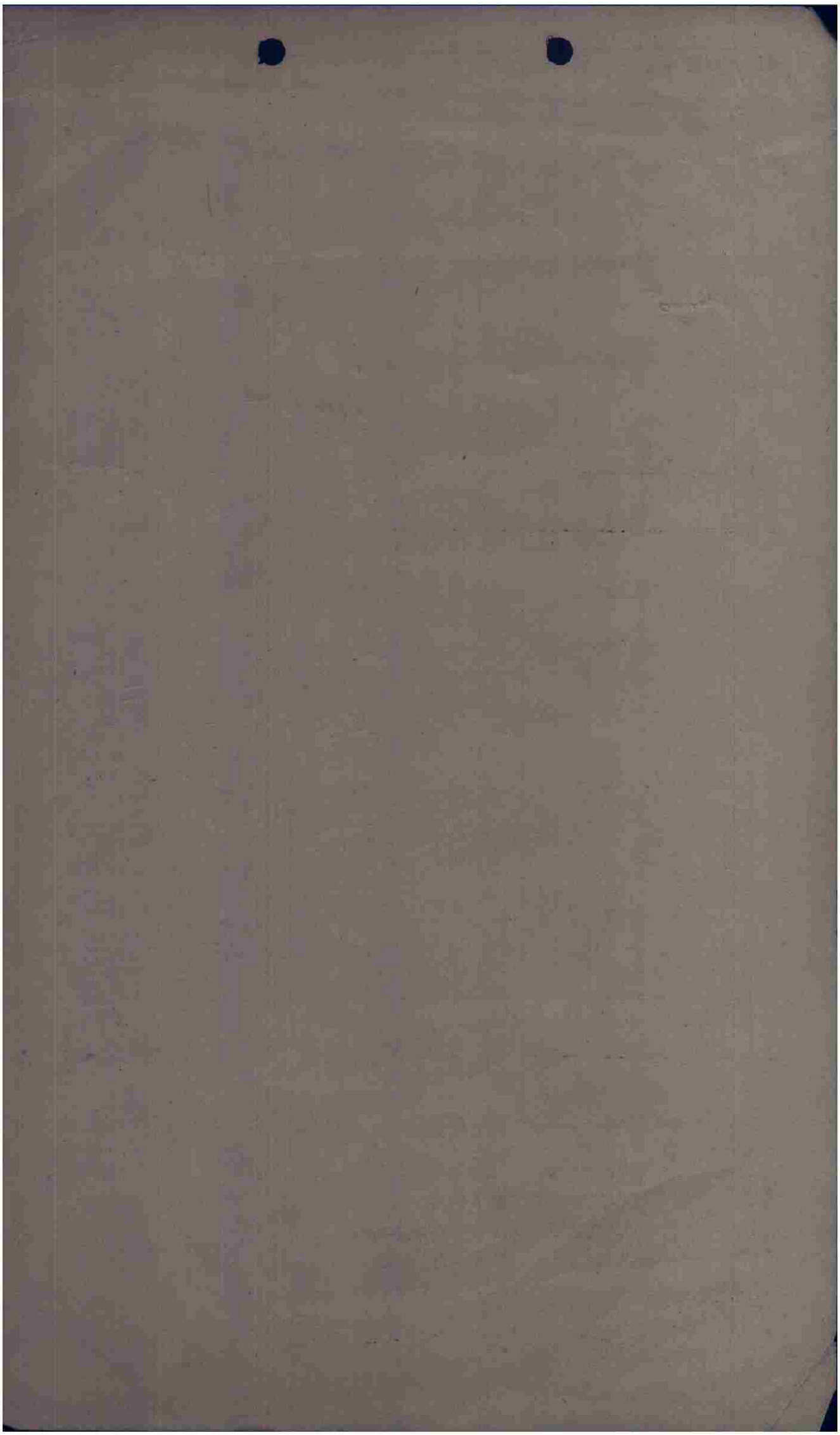
+13 +1½ -5 -9 M.T. +1

FLIGHT RECORD

CHALLENGE	
REPLY	
COLORS	
VHF CHANNEL	
BOMBER C/S	
FIGHTER C/S	
BOMBER TO BOMBER FREQ.	

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FLIGHT PLAN

PILOT	START ENG 0800 0811	COAST OUT	COAST IN
NAVIGATOR	TAXI OUT 0811	COAST IN	BASE
PLANE	TAKE OFF 0943	I.P.	REND. ALT.
MISSION	ON COURSE 0959	TARGET	LAND FALL ALT.
DATE	RENDEZVOUS	COAST OUT	TARGET ALT.

ALTITUDE
HEADING
AIR SPEED
TIME
RESULTS

POSITION FROM	POSITION TO	M. H.	ETA	ATA	TC	DR	TH	VAR	MH	ALT	TAS	IAS	GS	TO DIST.	RUN TIME	ETA	REMARKS
BASE 0959	VERVIERS	054		1049	047	-2½ -4		8		7	-2	190	229	95 101	25 23	1047	
	I.P.	091	1051½	1052	075	+9		7		12	-9	200	263	15	3½		
	TGT.	037	1055		029	+1		7					284	14	3	1100	
	R.P.	227	1100		217	+3		7					197	15	4½		
	BASE	239	1200		229	+2		8		7	-2	210 232	212	210	59½		

DIVERSION AIRDROMES

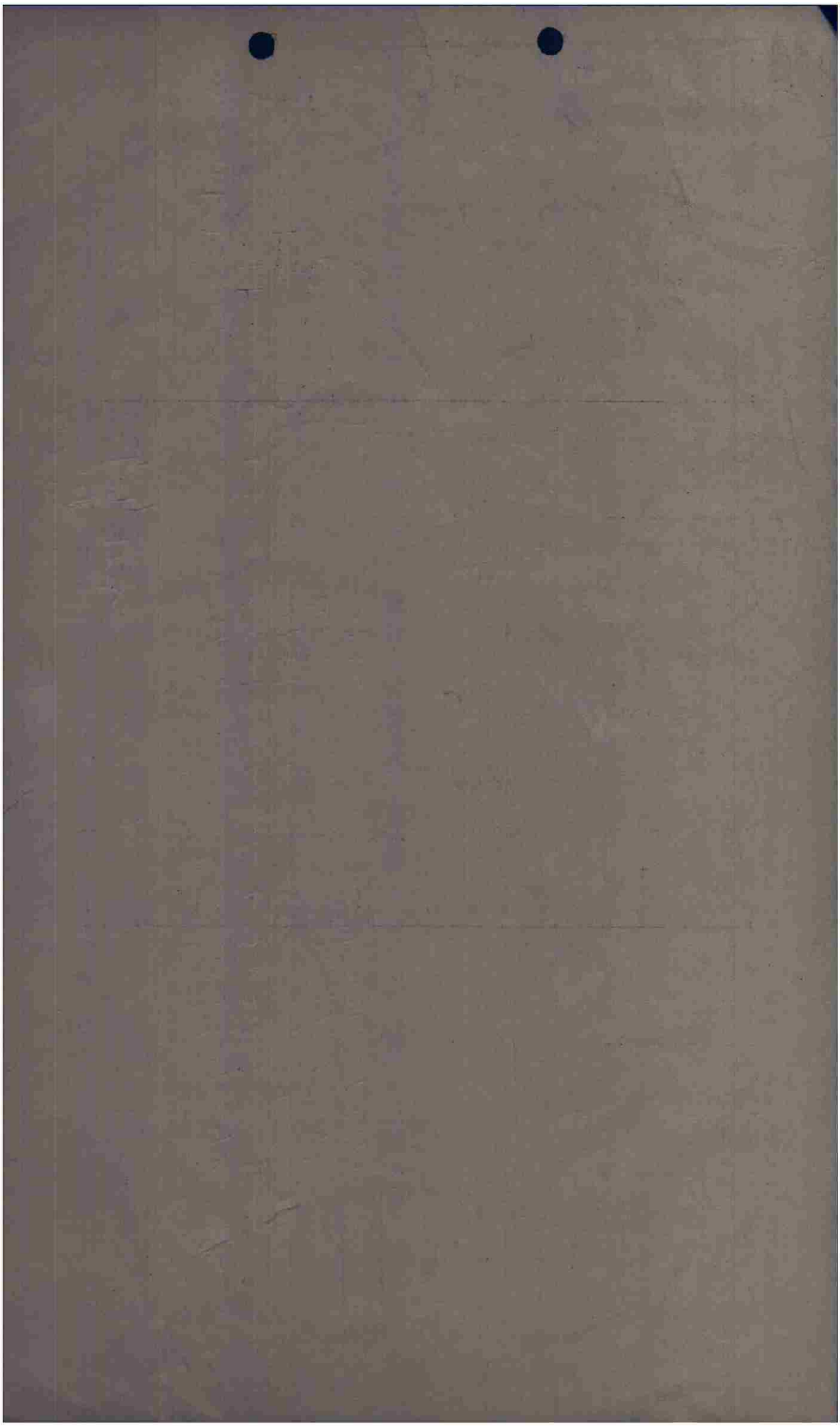
2000 FT.	RENDEZVOUS	TARGET	LANDED
4000	COAST OUT	COAST OUT	REND. ALT.
6000	COAST IN	COAST IN	LAND FALL ALT.
8000	I.P.	BASE	TARGET ALT.
10000			
12000			

CHALLENGE
REPLY
COLORS
VHF CHANNEL
BOMBER C/S
FIGHTER C/S
BOMBER TO BOMBER FREQ.

FLIGHT RECORD

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Box #	OpsFl	Date	F/O	Target	Alt.	Box Leader	T/O / TOT / L/D	15 min.
1		13 Oct 44				Price 065-E		

Bombs Dropped 131 X 500
Ret. 79 X 500

Damage 5 Cat "A"
4 Cat "AC"

	Pos	A/C No.	Fail to Bomb Reason	ATT F	ATT S	ATT O	Bomb Disp P	Bomb Disp S	Bomb Disp J	Bomb Disp F	Bomb Disp R	A/C Dam M	A/C Dam D	A/C Dam A	A/C Dam AC	E/A B	E/A E	Pers. D	Pers. P	Pers. D	Pers. K	Pers. W	Pers. M
1	1	065-E					6																
	2	719-V					5				1			●									
	3	176-T	A No Take Off																				
	4	195-D					6																
	5	907-O					6																
	6	809-A					6																
2	1	023-Z					6																
	2	810-J					6																
	3	719-J					6																
	4	714-N					6																
	5	748-A					4																
	6	758-L					6																
3	1	645-K									6			V									
	2	911-M									6			V									
	3	219-D-1									6			V									
	4	363-L									6												
	5	393-K									6												
	6	937-B									6			V									
SPARE	1	493-V-1					6																
							69				37			3 1/3									

O
065-E Price
176-T Krch
719-V Shafer
195-D Stanley
809-A Carter
907-O Hale

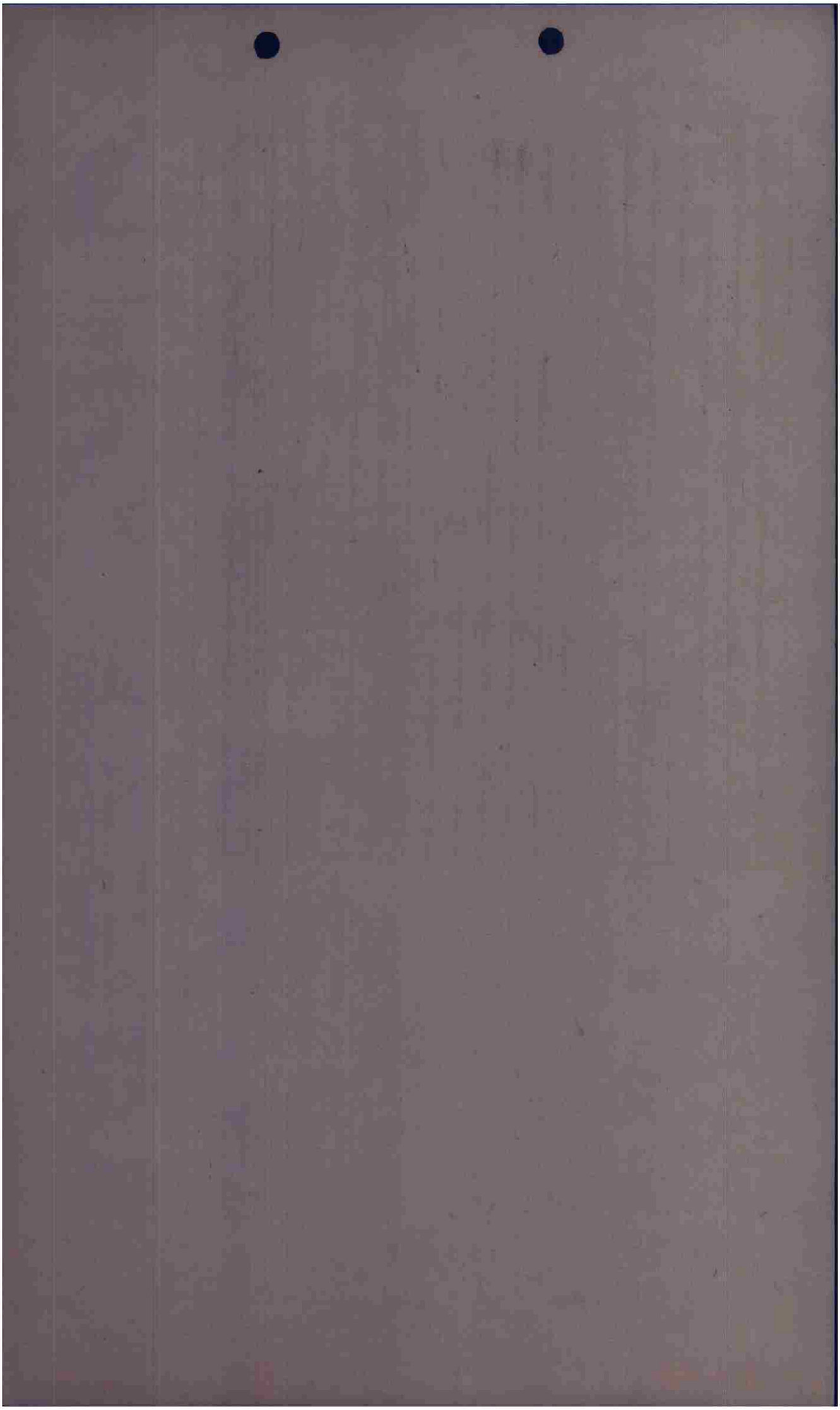
②
023-Z Wheeler

③
645-K Pair
219-D-1 Andrews
911-M Zuhn
719-J Wedington
810-1 Ames
363-L Arnold R.J.
714-N Merchant
937-B Zero
393-K Berry
956-L Winn
748-A Van Norden

SPARE: 493-V-1 Adams

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Box #	OpsTl	Date	F/O	Target	Alt.	Box Leader	T/O / TOT / L/D	15 min.
II						719 P Osborne		

	A/C		Fail to Bomb	ATT			Bomb Disp						A/C Dam						E/A			Pers.		
Pos	No.		Reason	P	S	O	P	S	J	F	R		M	D	A	AC	B	E	D	P	D	K	V	M
1	719-P						6																	
2	894-R						6																	
3	764-X										6													
4	194-C						4																	
5	210-Q						6																	
6	362-L						6																	
1	442						6								✓									
2	197-J						6									✓								
3	181-A						4									✓								
4	943-L						6								✓									
5	99-C-1						6																	
6	963-L						6									✓								
1	135-I						6																	
2	159-G										6													
3	155-V										6													
4	190-1										6													
5	376-0		RETURNED EARLY.																					
6	692-M										6													
SPARE:	701-H										6													
							62				42				2	3								

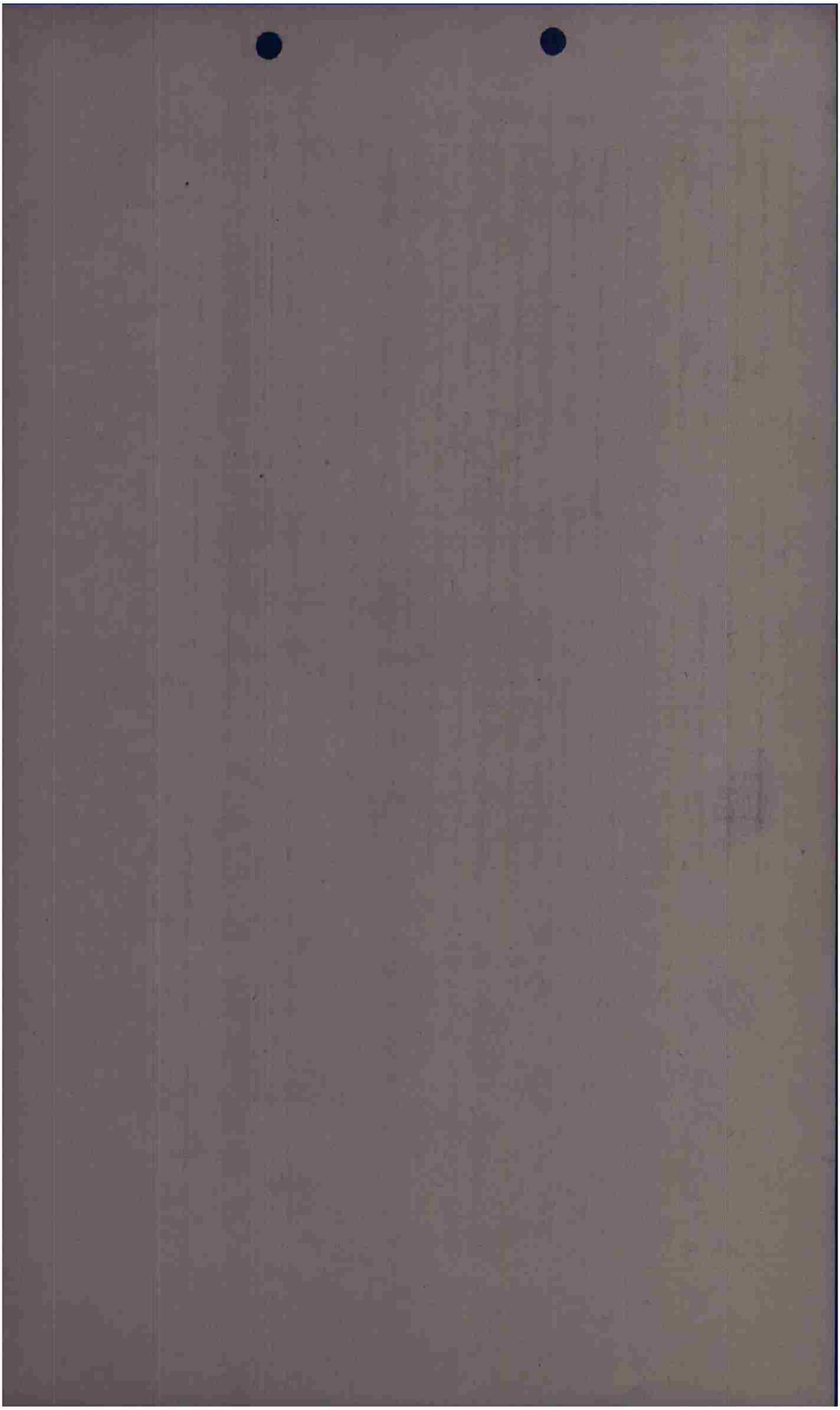
① 719 P
Osborne
764 X / 894-R
Harris / Colquitt
194-C
Lesher
362-L / 210-Q
Cannon / Wright

③ 135-I
Huff
155-V / 159-G
Blomgren / Connor
190-1
Allen
692-M / 376-0
Dubose / Renth

② 442
Greene
181-A / 197-J
Land / Higgs
943-I / 99-C-1
MacManus / Street
963-L / 963-L
Kehoe / Street

SPARE: 701-H
McCready

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PILOT Price/ A/C# 065-E BOX 7 FLIGHT 1 POS 1

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET 6 _ _ _ _ BATTLE DAMAGE: A A-C E N/D

FLAK: XXIII Tgt - and Right

E/A: X

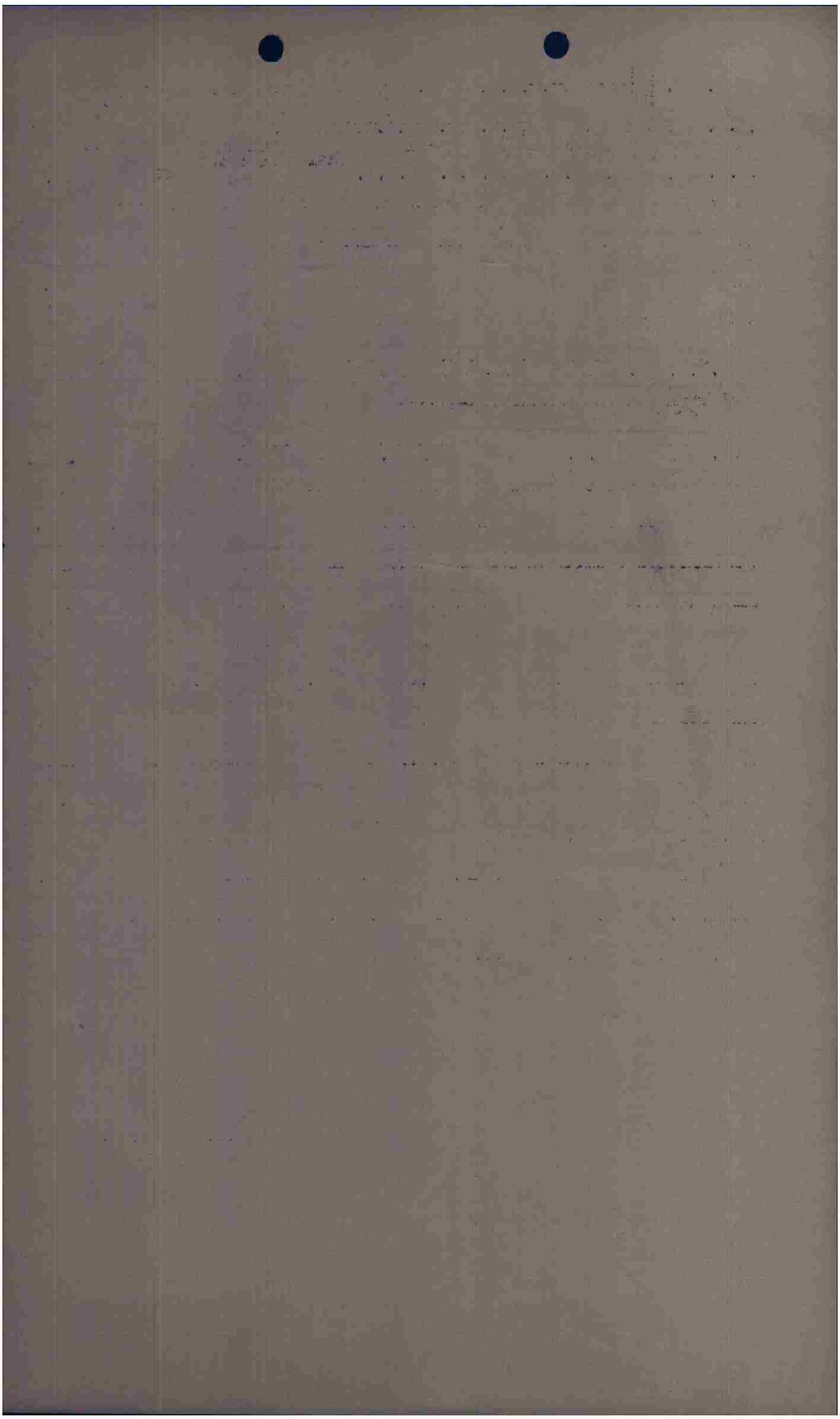
OBSERVATIONS: Excellent

Bailey
Interrogator

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WINDOW

PILOT Demuth A/C# 469-J BOX ___ FLIGHT ___ POS L

CASUALTIES: ___

BOMB DISPOSITION: PT ST CT JET RET — — — — —

BATTLE DAMAGE: A A-C E Nil

FLAK: ___

Behind and in front - overran target - not accurate for this flight of 3.

E/A: ___

OBSERVATIONS: ___

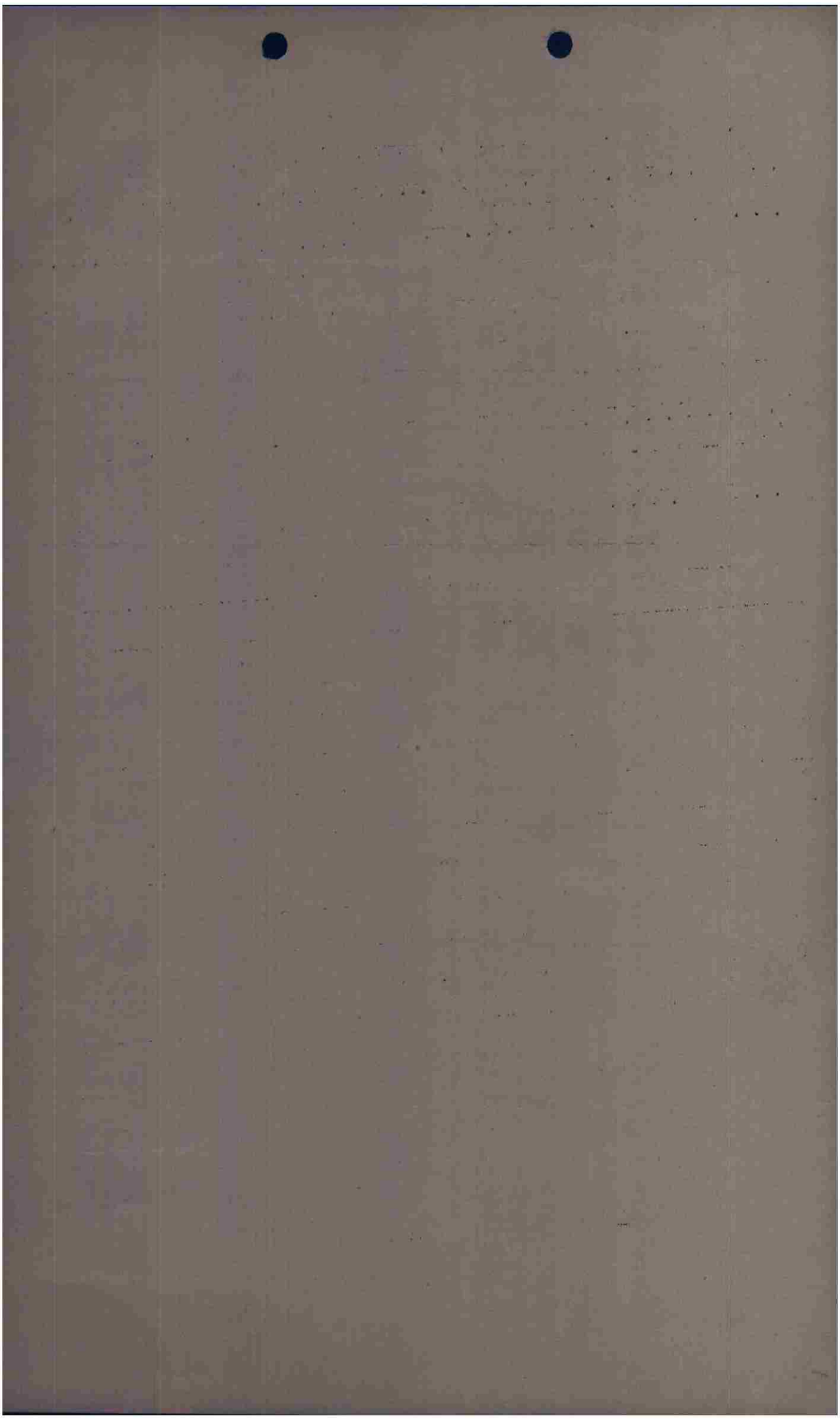
Window from stbd IP to troop line stbd turn.

Interrogator

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PILOT Gary A/C# 393-K BOX I FLIGHT 3 POS 5

CASUALTIES: ✓

BOMB DISPOSITION: PT SE OT JET (ET) BATTLE DAMAGE: I A-C E

FLAK: XXXHA at turn off (at least 12 to 18 guns) 4 guns before tgt

E/A: ✓

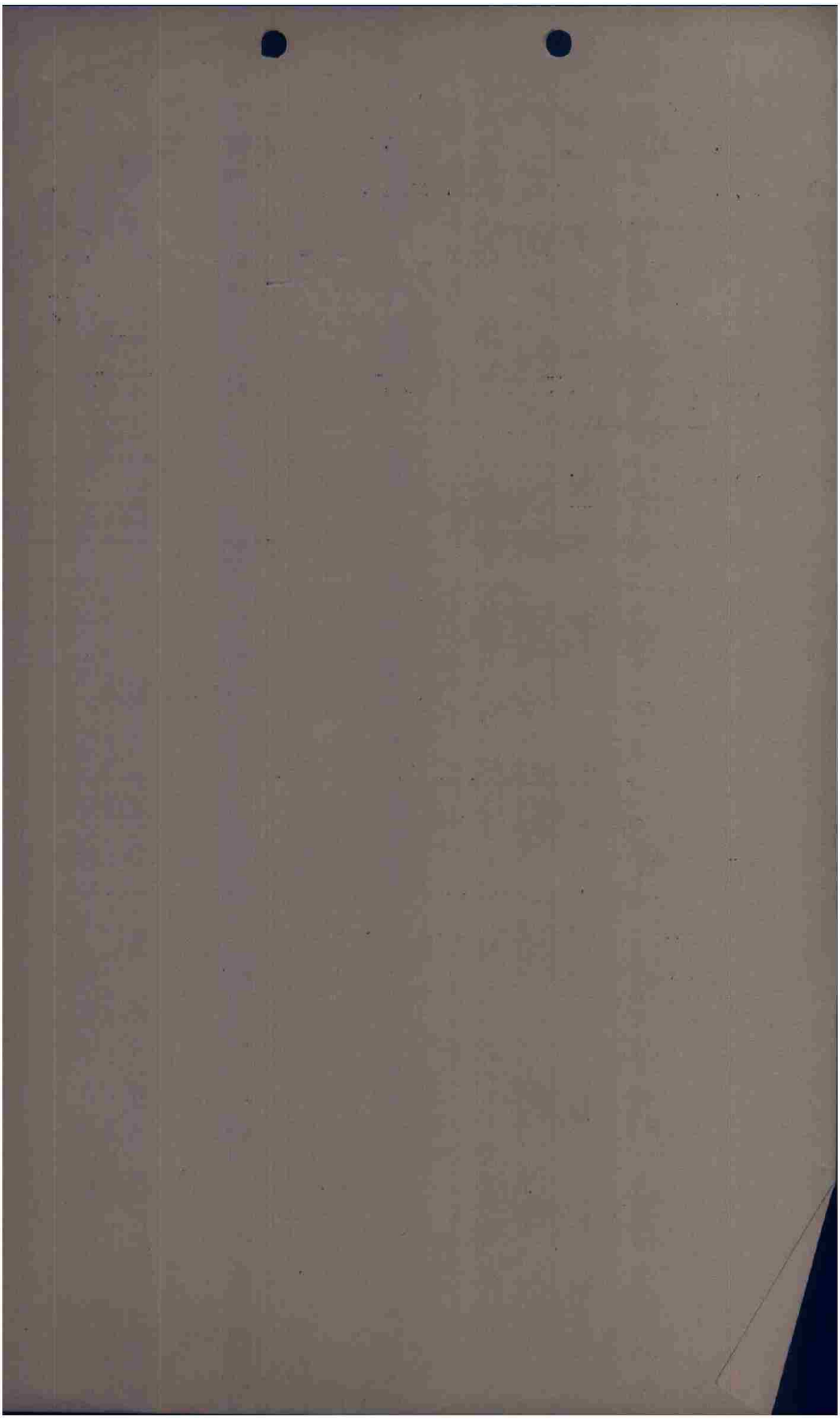
OBSERVATIONS:

Stanton
Interrogator

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~~CONFIDENTIAL~~ Interr. Form

PILOT Wheeler A/C# 023-G BOX I FLIGHT 2 POS 1

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET 6 — — — — BATTLE DAMAGE: A A-C E

FLAK:

XXX #A-I at target and on turn off. all below formation. send to be sent at first flt.

E/A:

OBSERVATIONS:

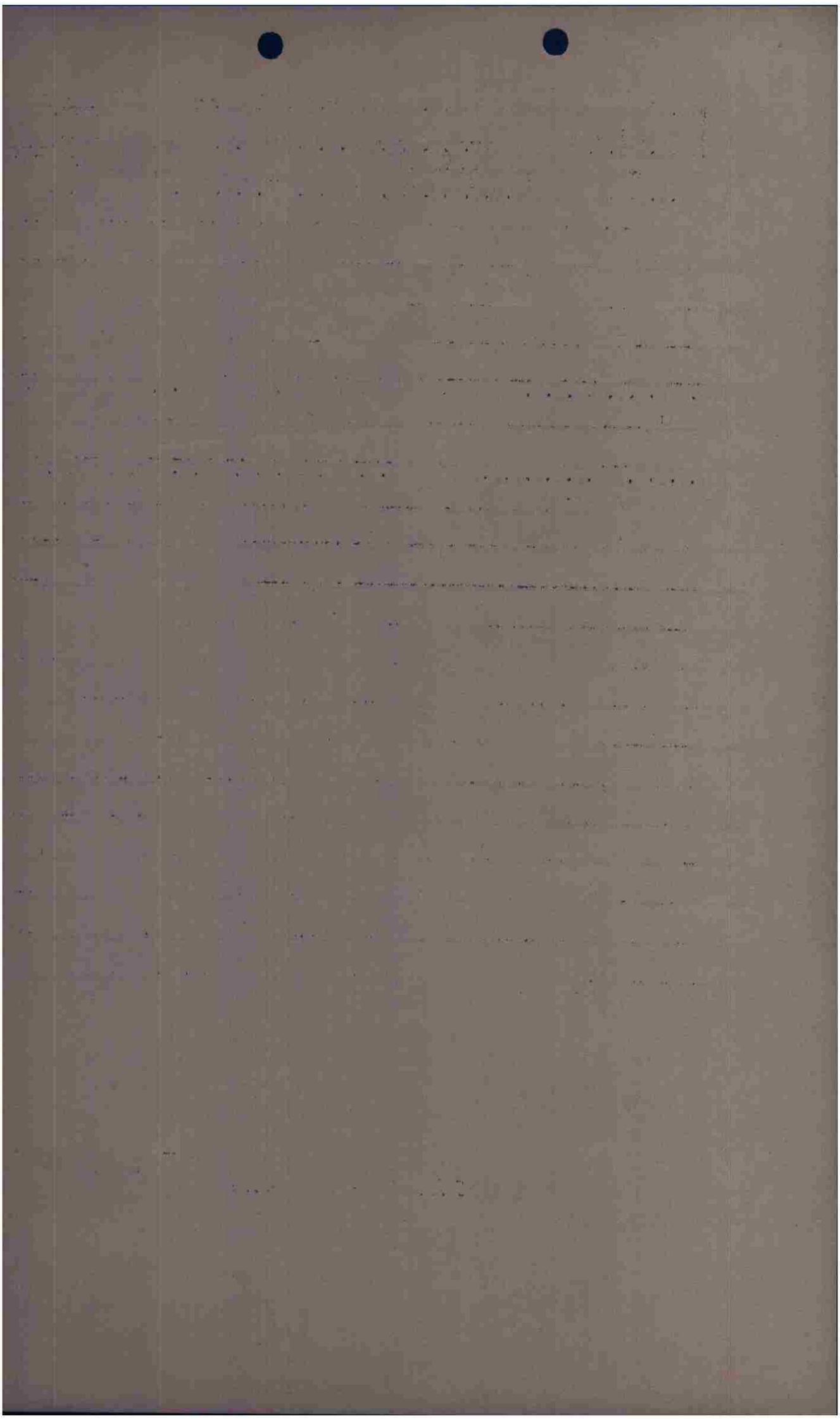
T.O.T. 1055 believed excellent hit.

H W S
Interrogator

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Windau

PILOT Mish A/C# 150-N BOX I FLIGHT ___ POS 3

CASUALTIES: ___

BOMB DISPOSITION: PT ST CT JET RET — — — — — BATTLE DAMAGE: A A-C E — — —

FLAK: tore off tail — one 4 gun position at the 4 o'c — turning to left —

E/A: nil —

OBSERVATIONS: Target well hit —

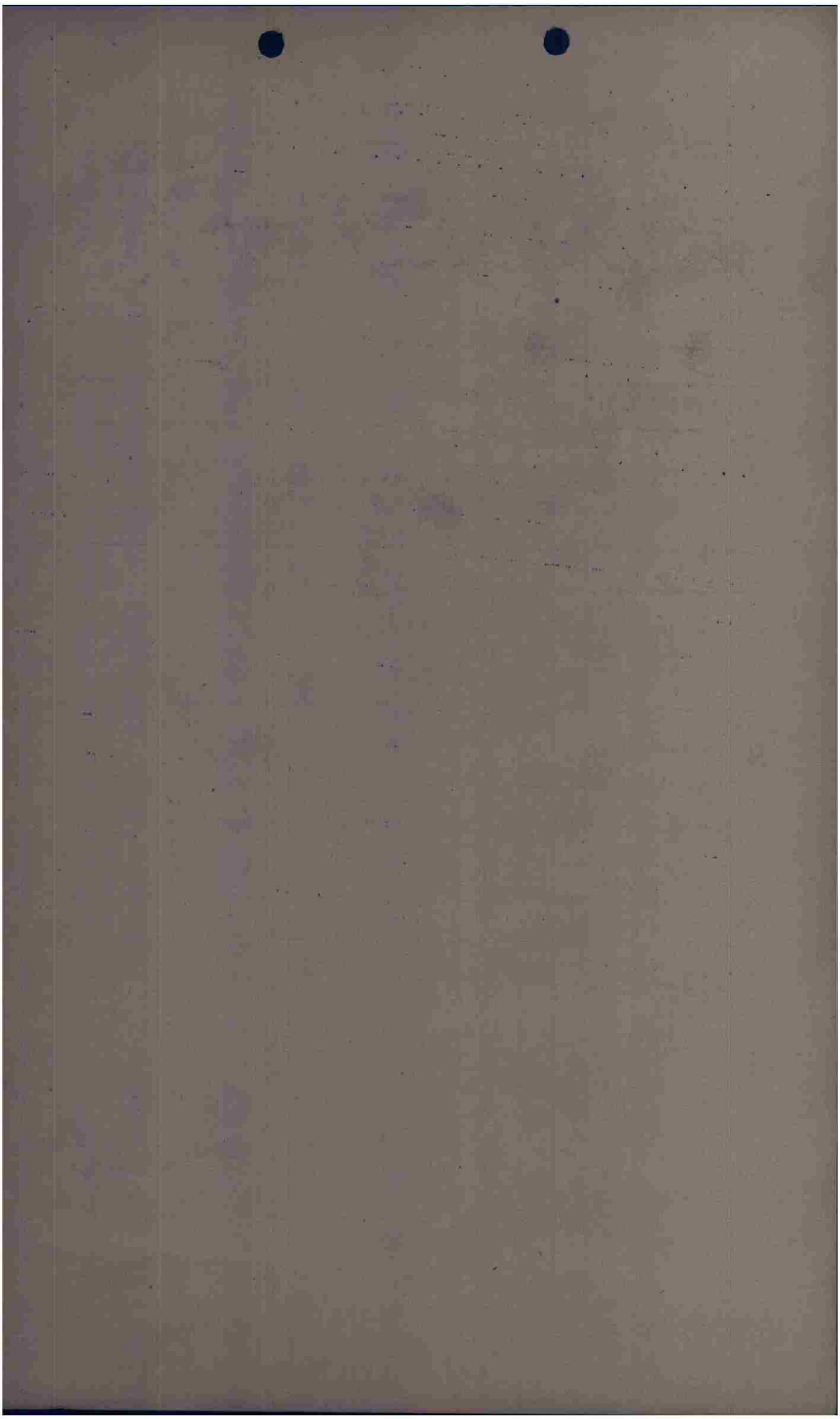
3/5/10 cloud cov —

L. S. Rogers
Interrogator

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PILOT Cain A/C 645-R DOR 1 FLIGHT 3 POS 1

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET 3 BATTLE DAMAGE: A A-C E

FLAK: Mod - inacc - to Dis fd - mostly low - and to Dr right of tgt.

E/A: Nil

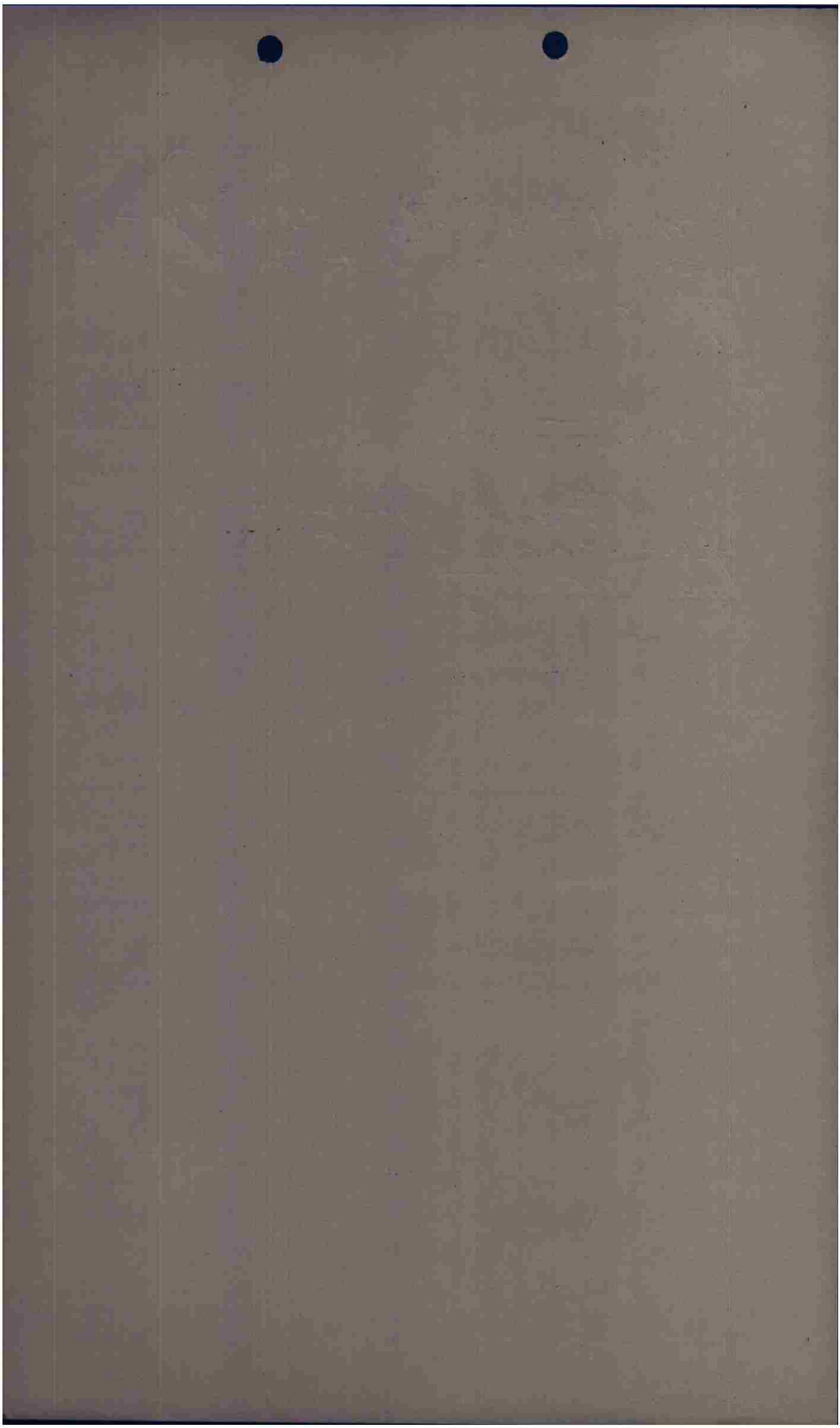
OBSERVATIONS: P-47's offered to be free bombers. Lot of smoke & fire from tgt.

D L Rogers
Interrogator

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MISSION NO. 3

PILOT Parker A/C# 809-A BOX I FLIGHT 1 POS 6

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET — 6 — — — 6 BATTLE DAMAGE: A A-C E — Nil —

FLAK: Clust - mostly low — also lots of light flak — way off to left on high ~~turn~~ turn off tgt.

E/A: one unidentified — turned in towards formation and then making pass

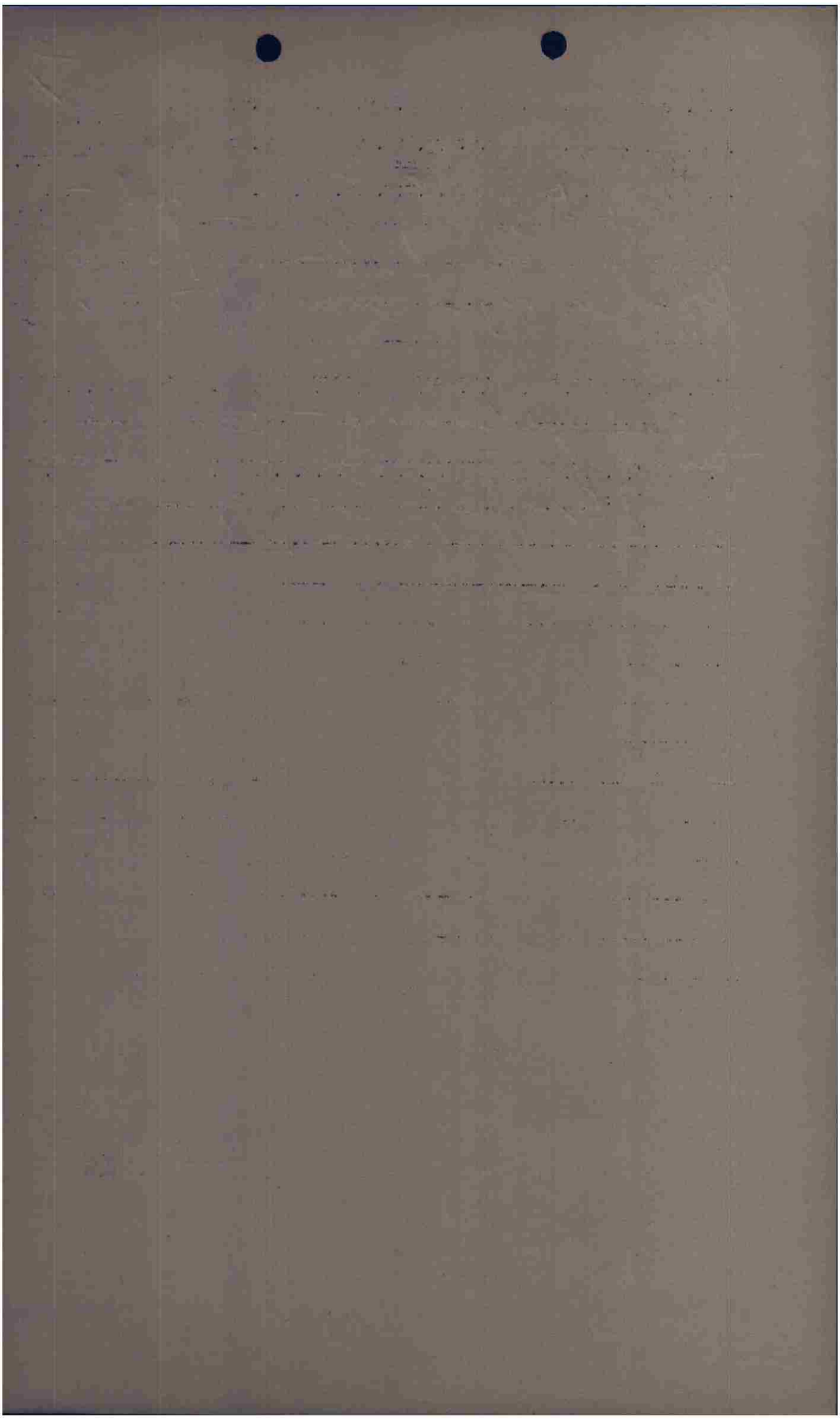
OBSERVATIONS: Excellent bombing — smoke in middle of ~~town~~ tgt.

Interrogator

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PILOT Van Noorden A/C 748-A DOX 7 FLIGHT 2 POS 5

CASUALTIES: _____

BOMB DISPOSITION: PT 1 CT _ OT _ JET _ RET 6 BATTLE DAMAGE: A _ A-C _ E nil

FLAK: Mod - inacc -

E/A: nil -

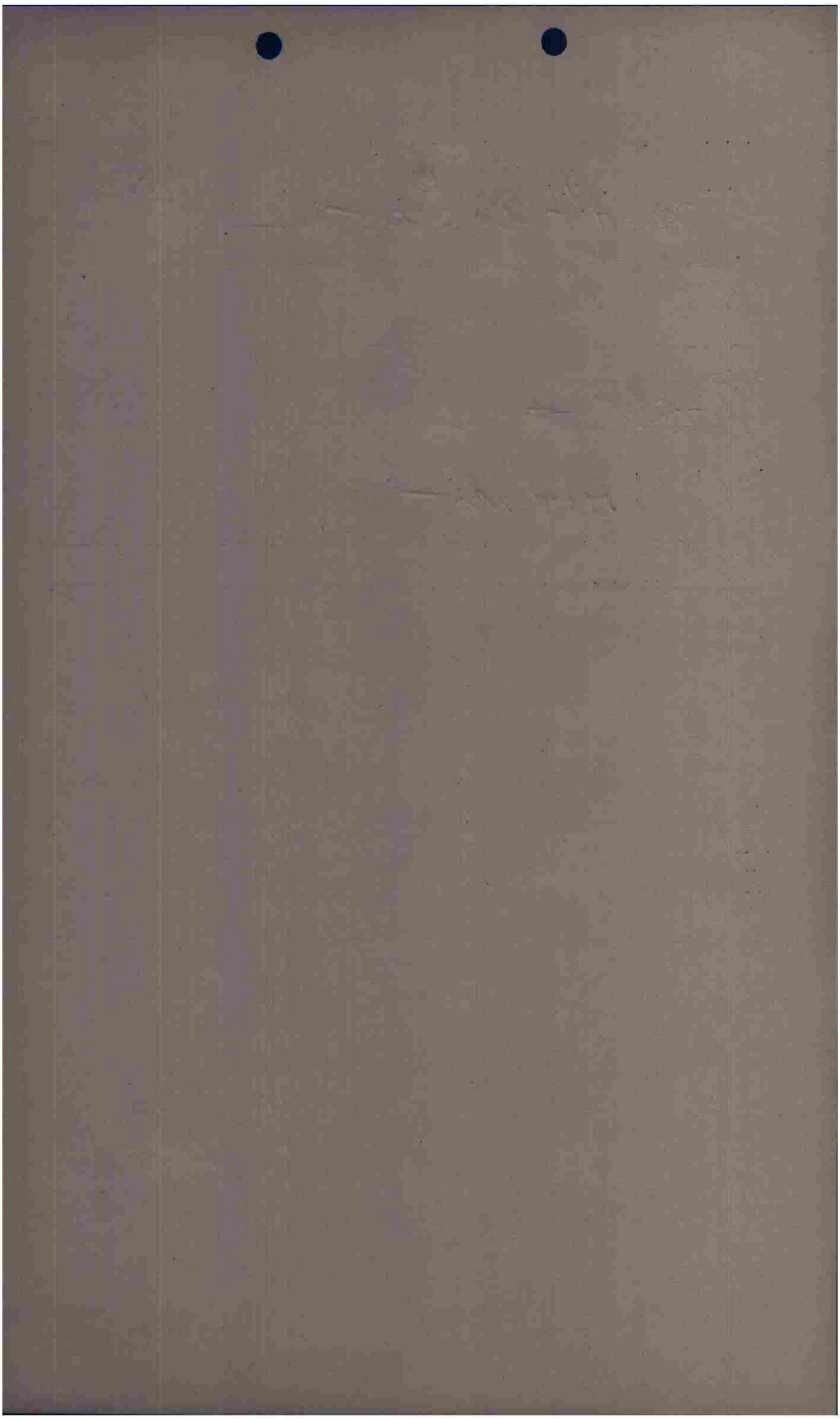
OBSERVATIONS: Good hits -

_____
Interrogator

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SPARE

PILOT Adams A/C# 493 V-1 BOX 1 FLIGHT F POS 6

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET — — — — — BATTLE DAMAGE: A A-C E — — —

FLAK: Mod to Lt — Unobserved as to the flight.

E/A: Nil —

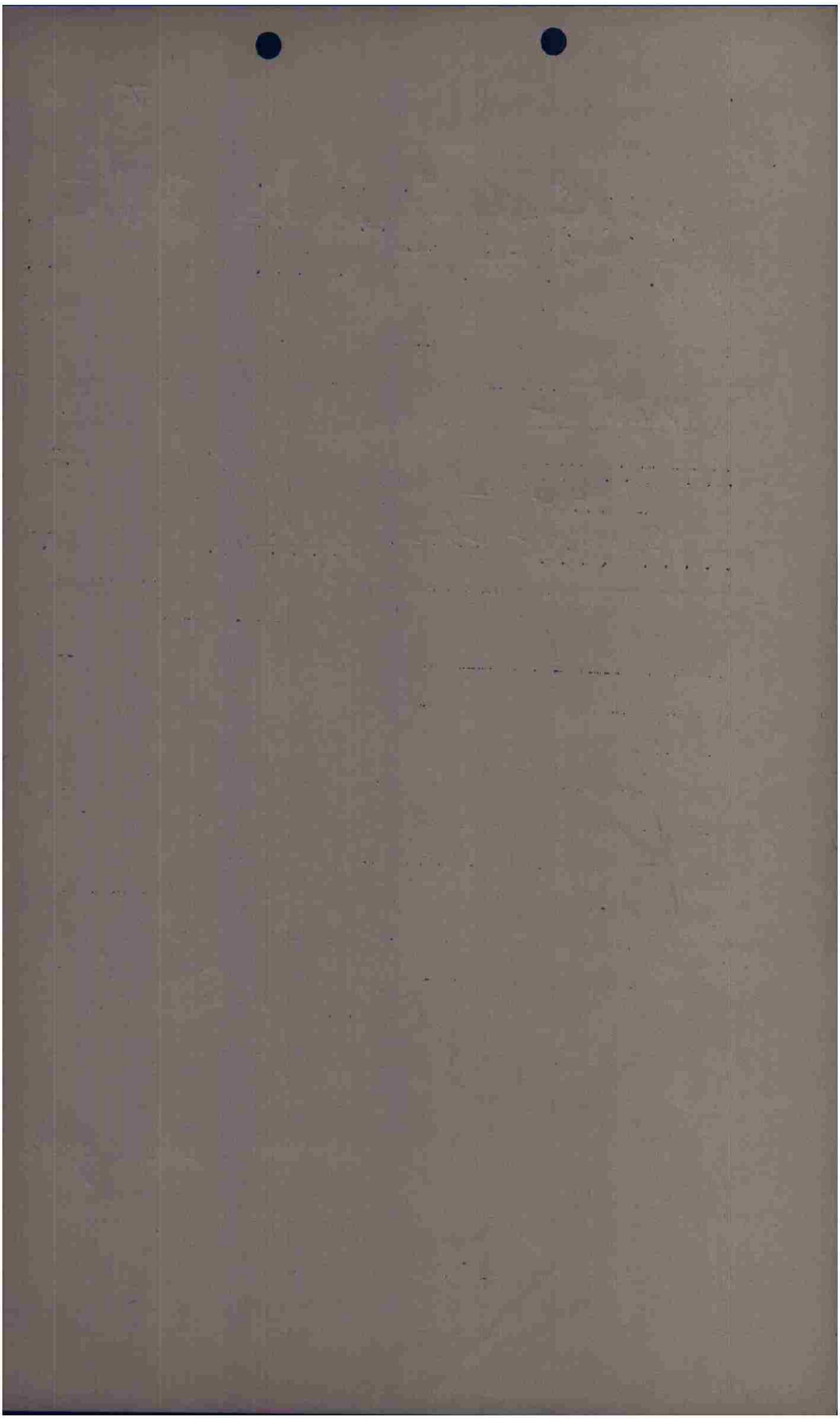
OBSERVATIONS: Not — 12,000 ft base alt.

C. A. Dorsa
Interrogator

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PILOT Andrews A/C 219-D-1 BOX 1 FLIGHT 3 POS 3

CASUALTIES: _____

BOMB DISPOSITION: PT SE CT JET RET / _ _ _ _ 2 BATTLE DAMAGE: A A-C E

FLAK: Ident — fairly acc — in ff for two minutes

E/A: Nil

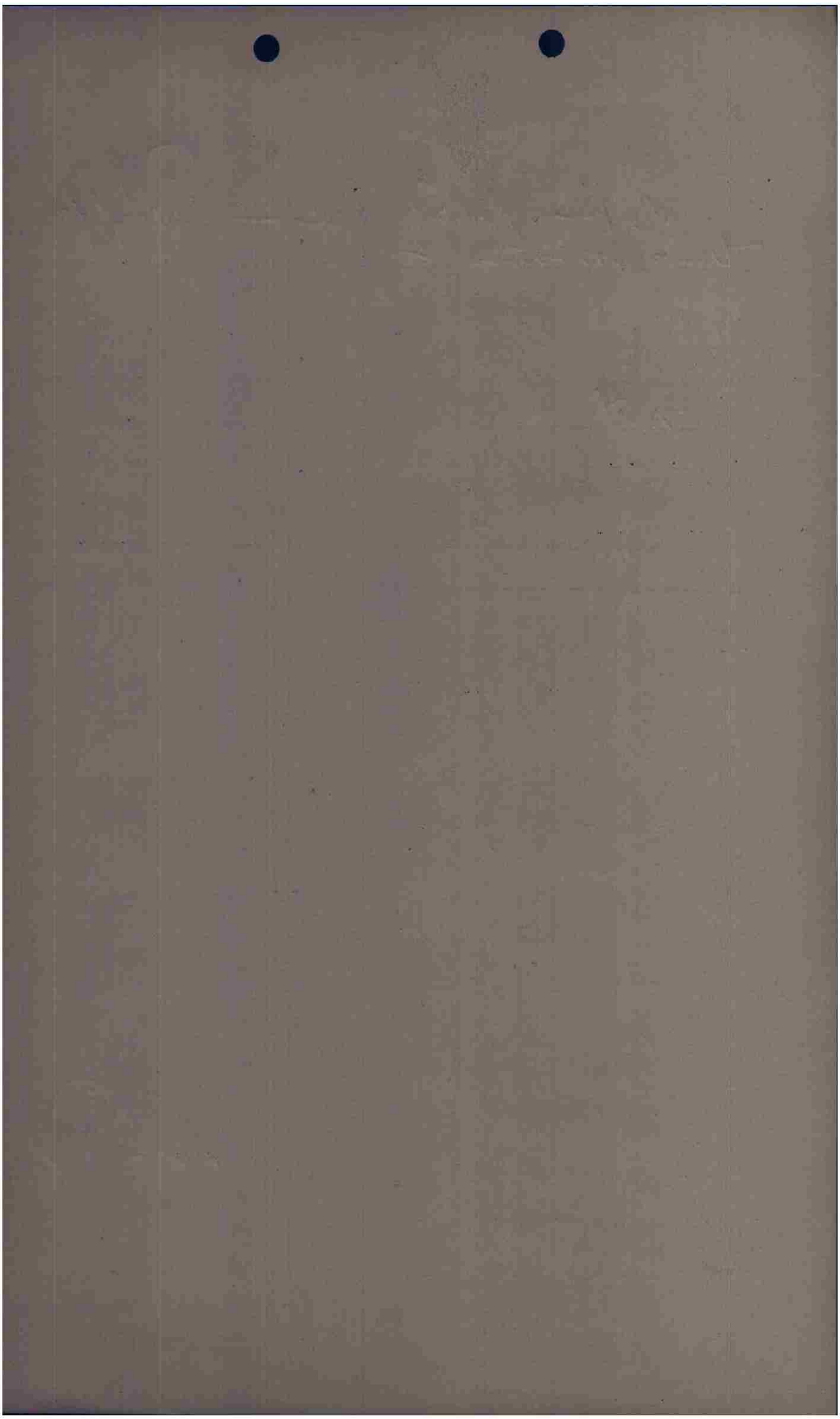
OBSERVATIONS: _____

L C Roy
Interrogator

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4-93-V

PILOT Smith, L. J. A/C ~~362~~ 2 DOW 1 FLIGHT 3 POS 4

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET 6 BATTLE DAMAGE: A A-C E Nil.

FLAK: XXXHA for this flight.

E/A:

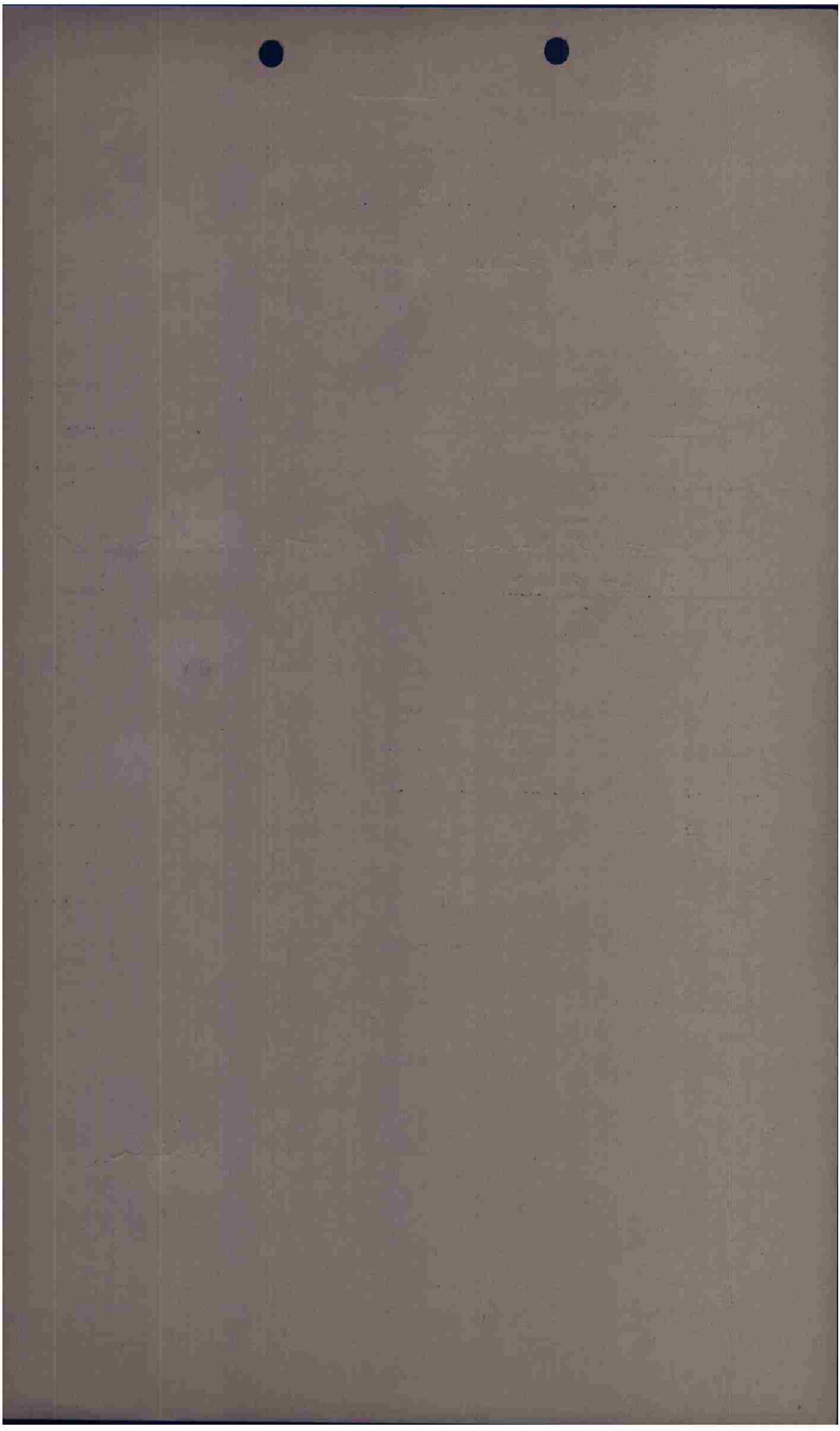
OBSERVATIONS: Saw alt silver a/c below formation - 190(?) at abt 8000 ft.

Interrogator

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~~MISSION~~ INTERR. FORM

PILOT Ames A/C# 8410-1 BOX I FLIGHT 2 POS 2

CASUALTIES: ✓

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK:

XXHA 30 to 60 secs before bomb release — lasted until after turn off tgt

E/A:

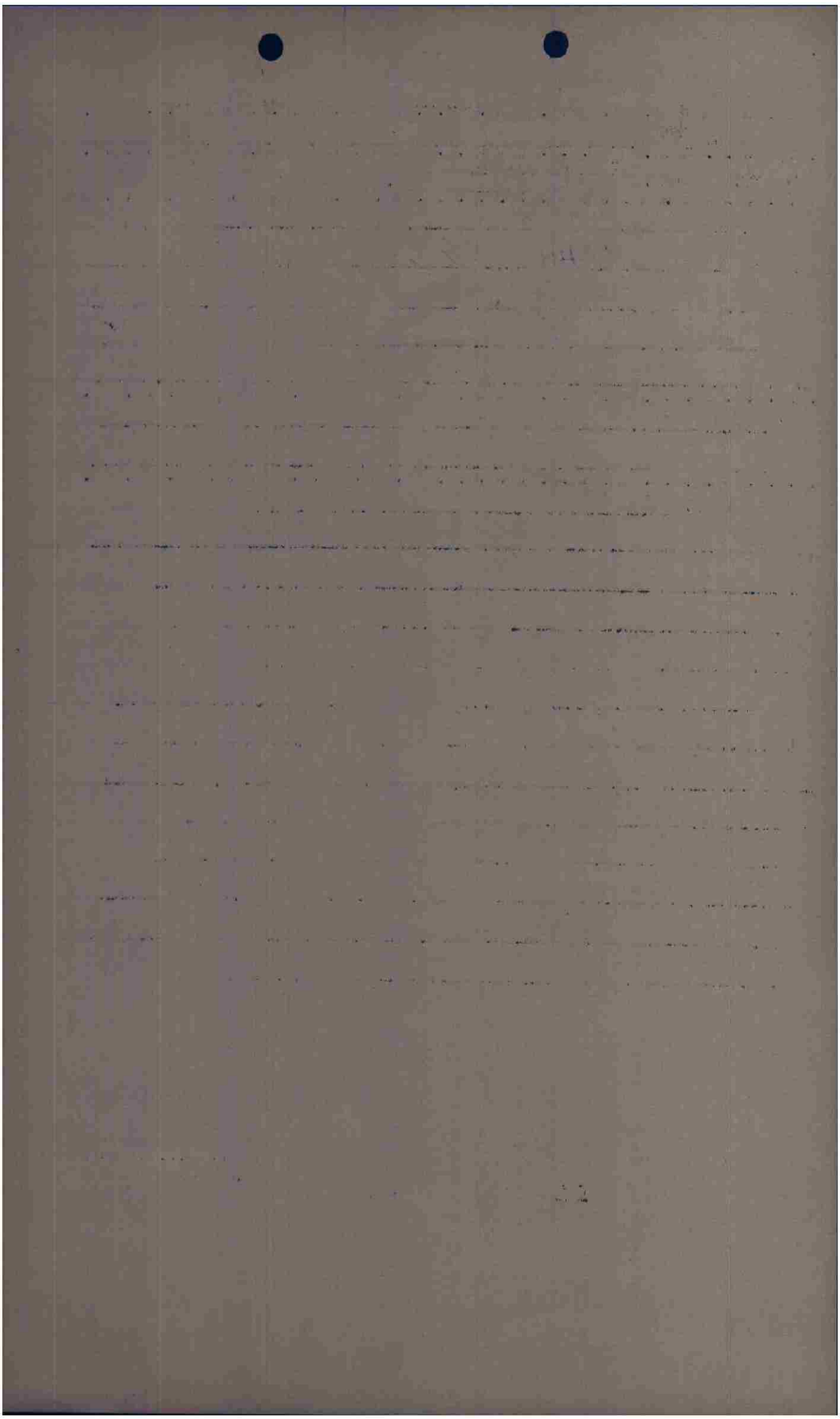
OBSERVATIONS:

Stanton
Interrogator

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PILOT Barlow A/C 9711-M SQN F FLIGHT 3 POS 2

CASUALTIES:

BOMB DISPOSITION: PT SE CT JET LST 6 BATTLE DAMAGE: A A-C E

FLAK: XXX H ~~H~~ - over target - followed around 180° turn - right - window was wet and fell in bunches -

E/A: X

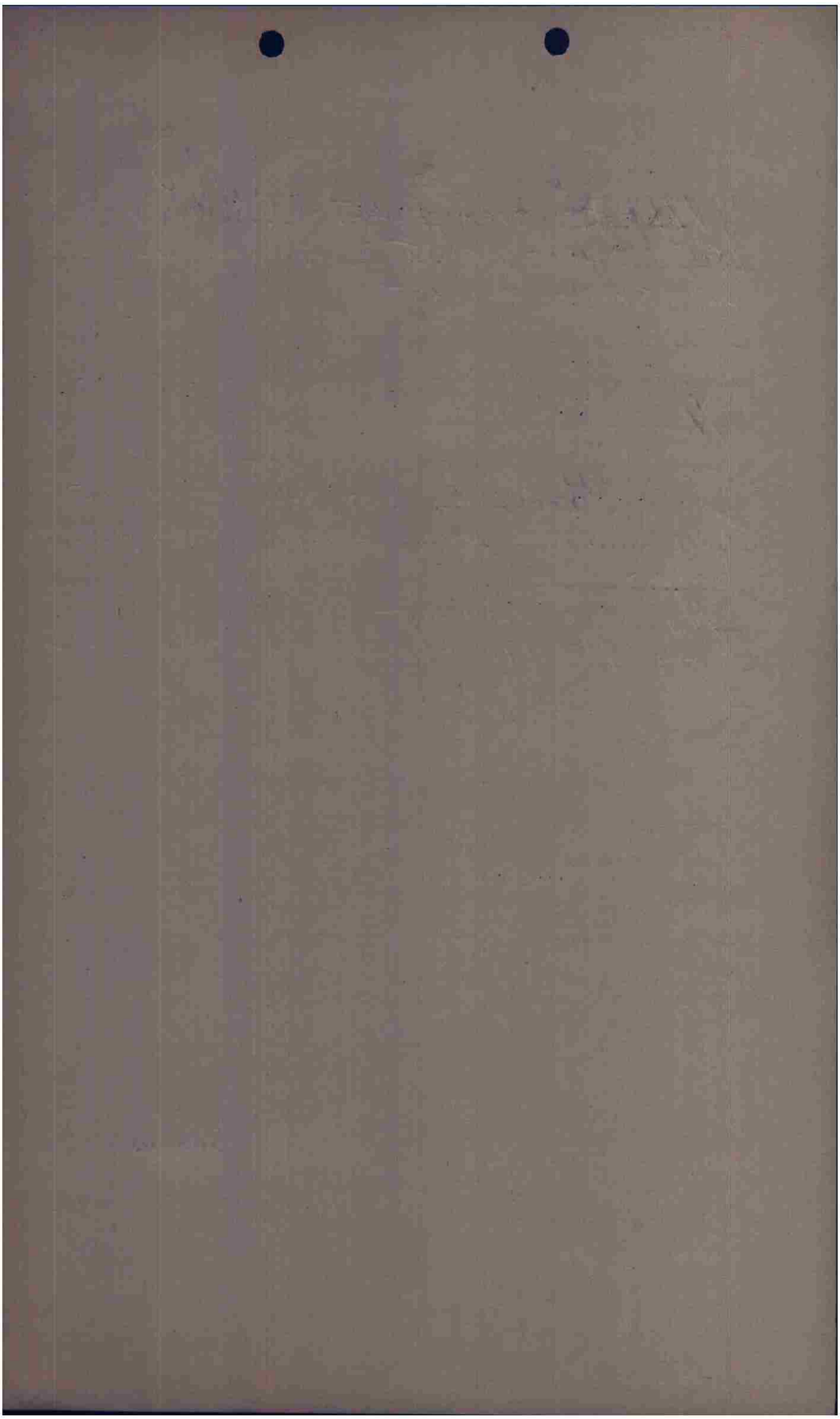
OBSERVATIONS: Bombardier not sure of target - Town covered with smoke from previous bombs -
No observations -
Many P-47 strafing - whole area -

Sampson
Interrogator

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PILOT Winn A/C 956-2 BOX I FLIGHT 2 POS 6

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET 6 BATTLE DAMAGE: X A A-C E

FLAK: XXHI - Fo S-W of Target -

E/A: X

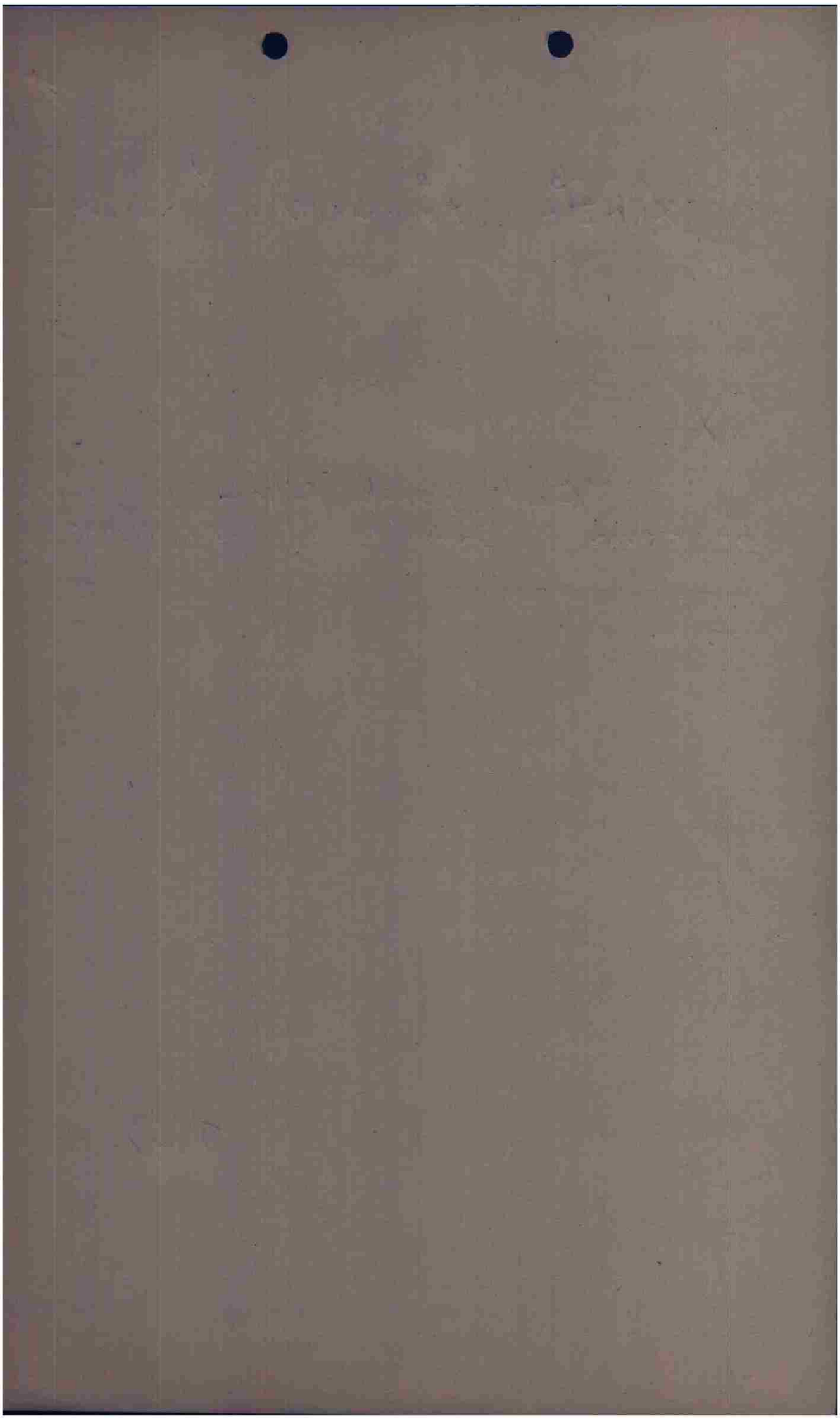
OBSERVATIONS: Good Bomb Pattern in center of town - Smoke all over town.

TWS
Interrogator

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PILOT Zero A/C 937-B BOX I FLIGHT 3 POS 6

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET LNT to BATTLE DAMAGE: (A) A-C E

FLAK: XXXH A- over target- and followed on turn- right.

E/A: X

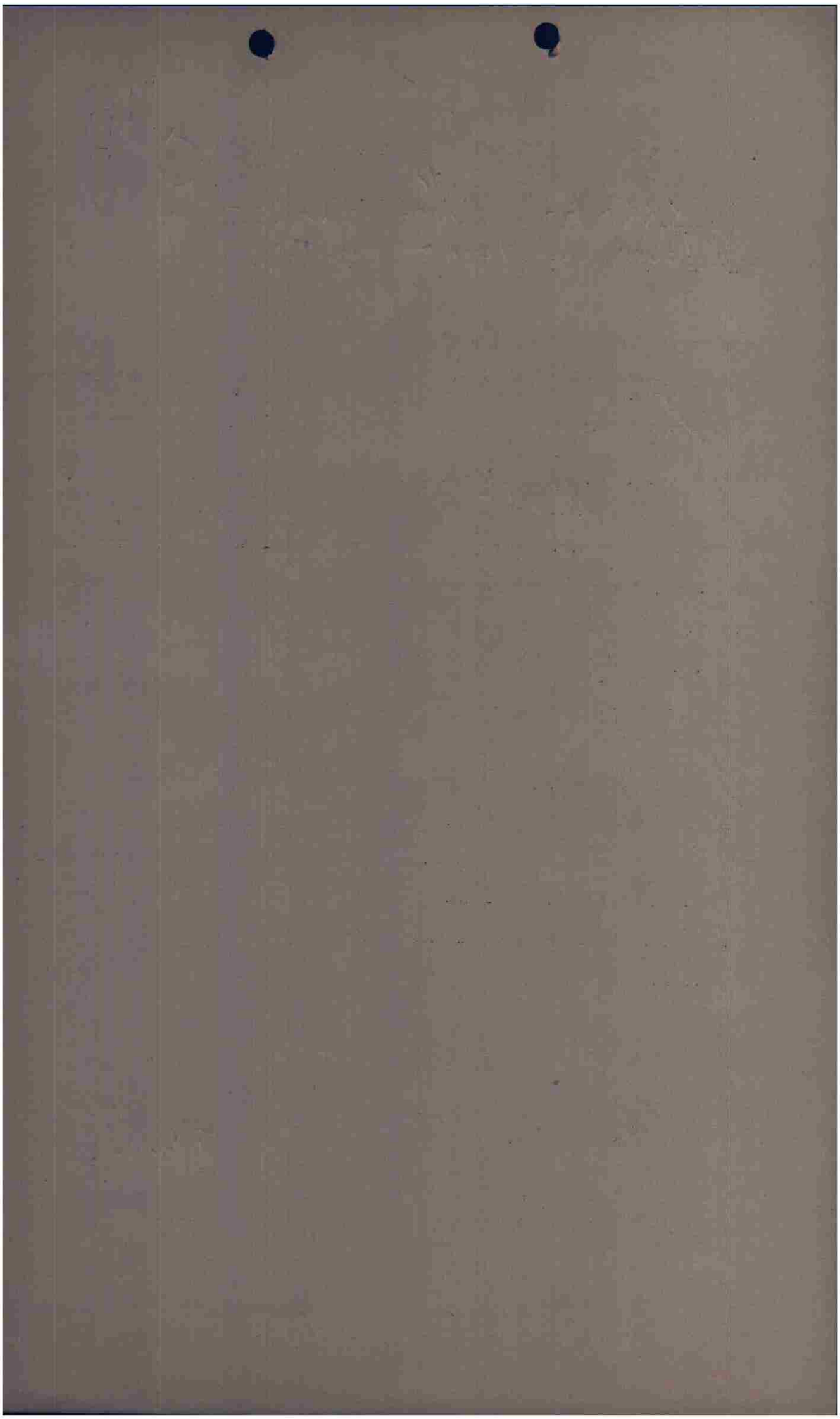
OBSERVATIONS: None-

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PILOT Merchant A/C 74-N DON 7 FLIGHT 2 POS 4

CASUALTIES:

BOMB DISPOSITION: PT SE CE JET RET 6 BATTLE DAMAGE: A A-C E

FLAK: Engine Smoking

XXHA - Tgt - Right

Window Helped -

E/A: X

OBSERVATIONS:

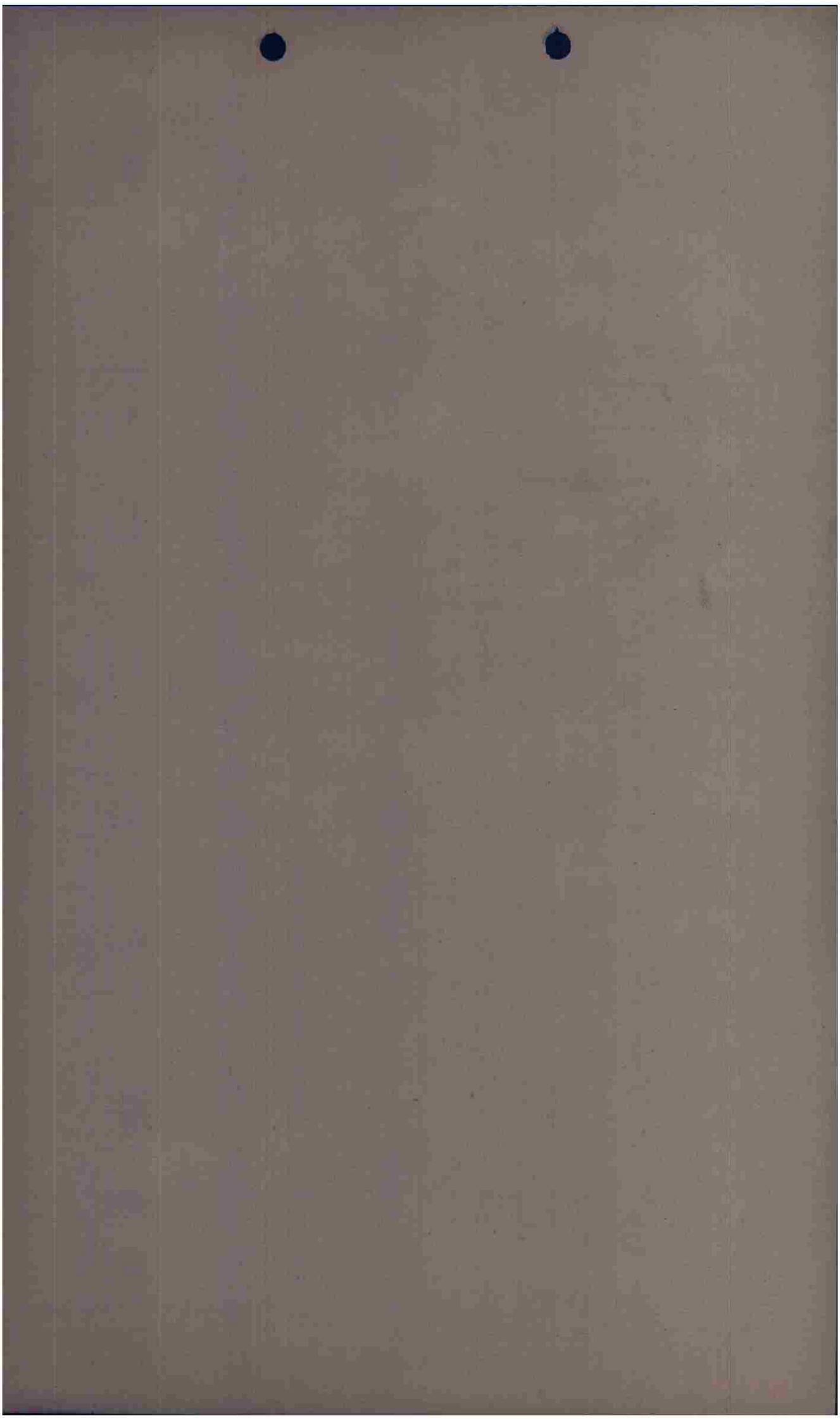
Good Bombs

Bailey
Interrogator

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PILOT Stanley A/C# 195-D BOX I FLIGHT 1 POS 4

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET — 6 — — — — BATTLE DAMAGE: A A-C E — Nil

FLAK:

XXHA — Bordeaux — Tgt. Right Down —

E/A: X P-47's — actively over Tgt. Enemy A/C broke N after bombs Synthetic —

OBSERVATIONS:

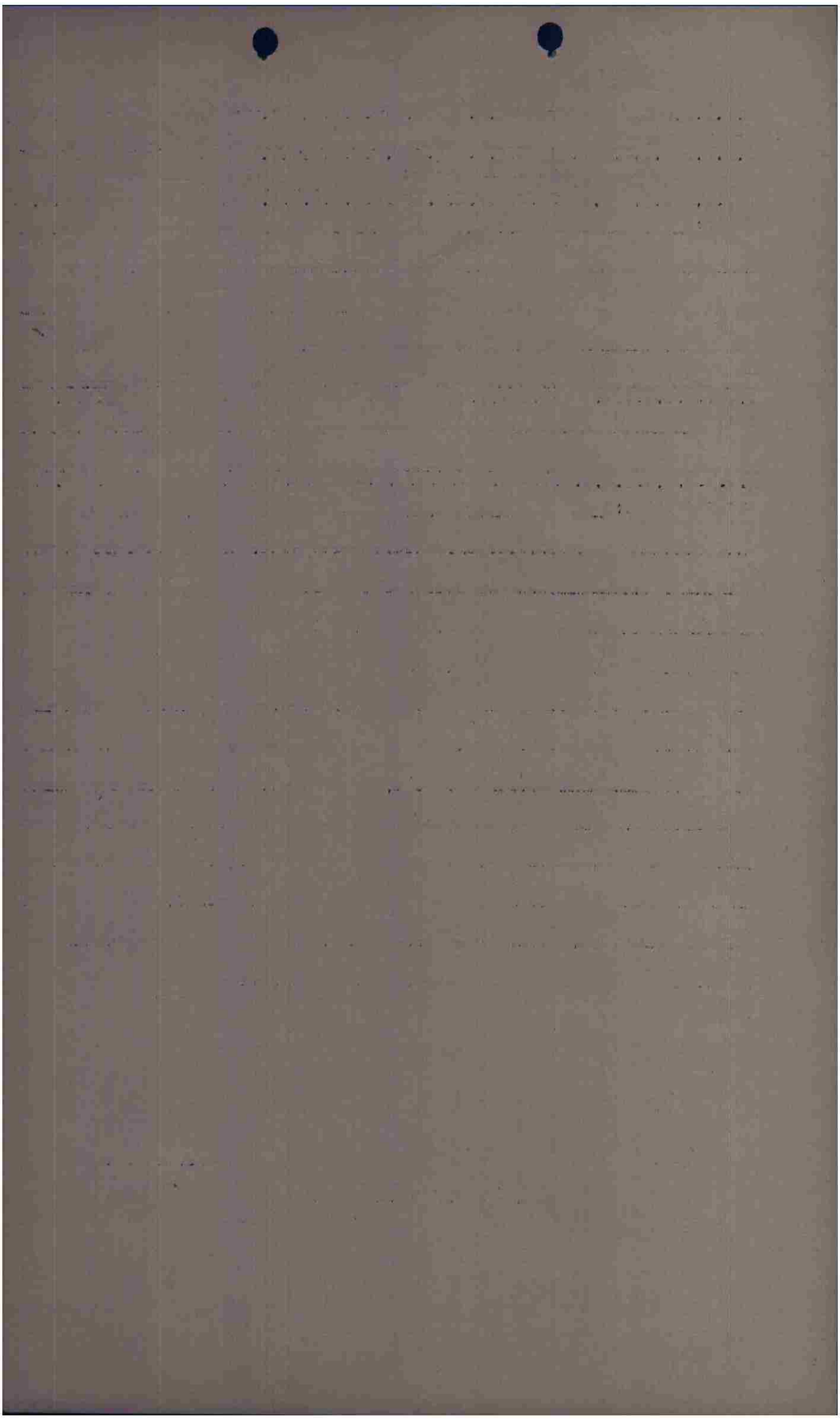
One A-20 — Right flt. Eng Smoking

Barley
Interrogator

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PILOT Shafer A/C# 219-V BOX I FLIGHT 1 POS 2

CASUALTIES:

BOMB DISPOSITION:	PT	ST	CT	JET	RET
	5	—	—	—	1

BATTLE DAMAGE: A — A-C — E Nil

FLAK: XXHA at 1st and turn to PT.

E/A: X

OBSERVATIONS: Large Fires in area Echwiller to Metz

Bombs Ex —

ToT 1055

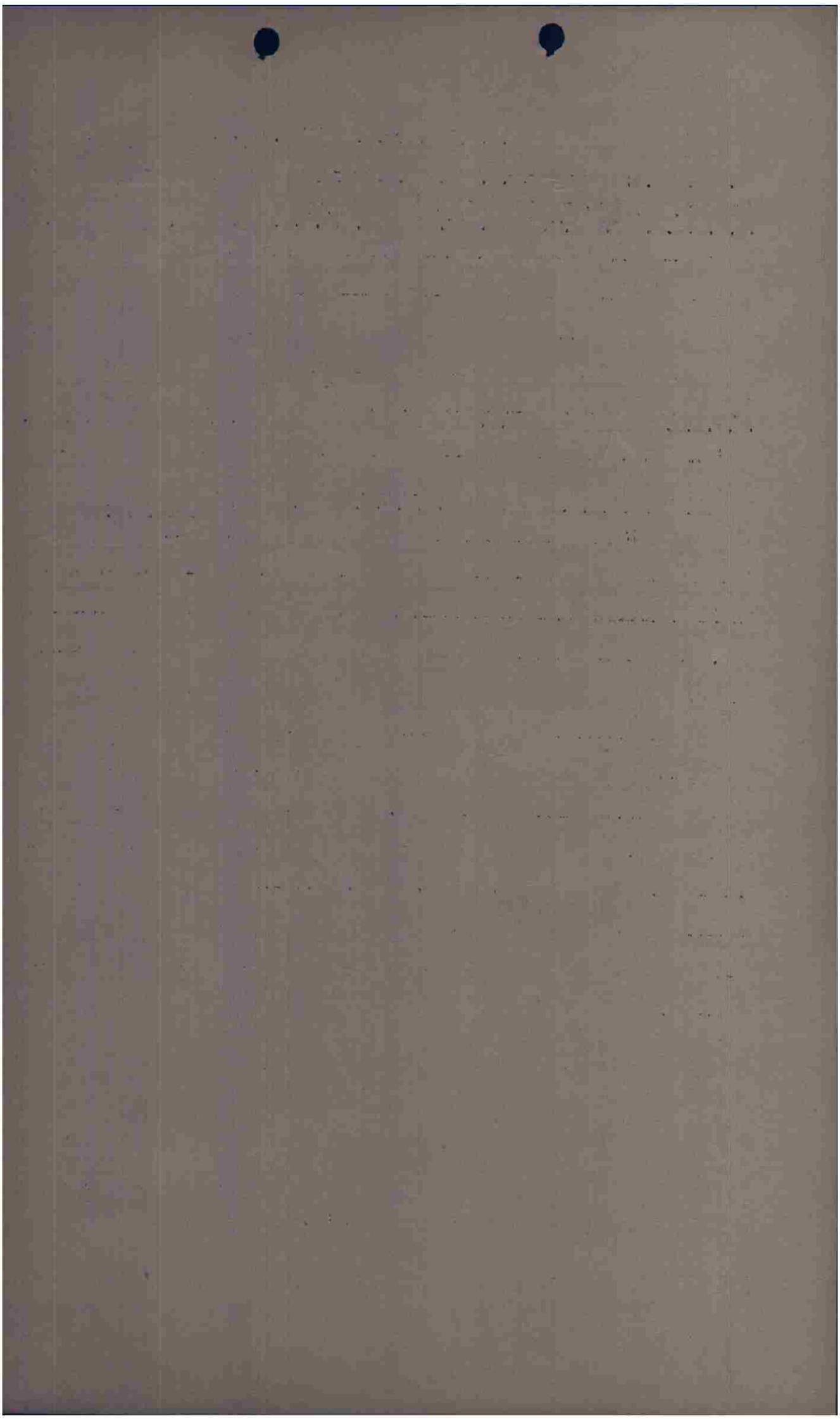
13-23

Bailey
Interrogator

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PILOT Hale A/C# 907-O BOX I FLIGHT 1 POS 6

CASUALTIES: nil

BOMB DISPOSITION: (PT) ST CT JET RET BATTLE DAMAGE: A A-C E nil

FLAK:

XXHI for this flight just before turn off target

E/A: nil

OBSERVATIONS:

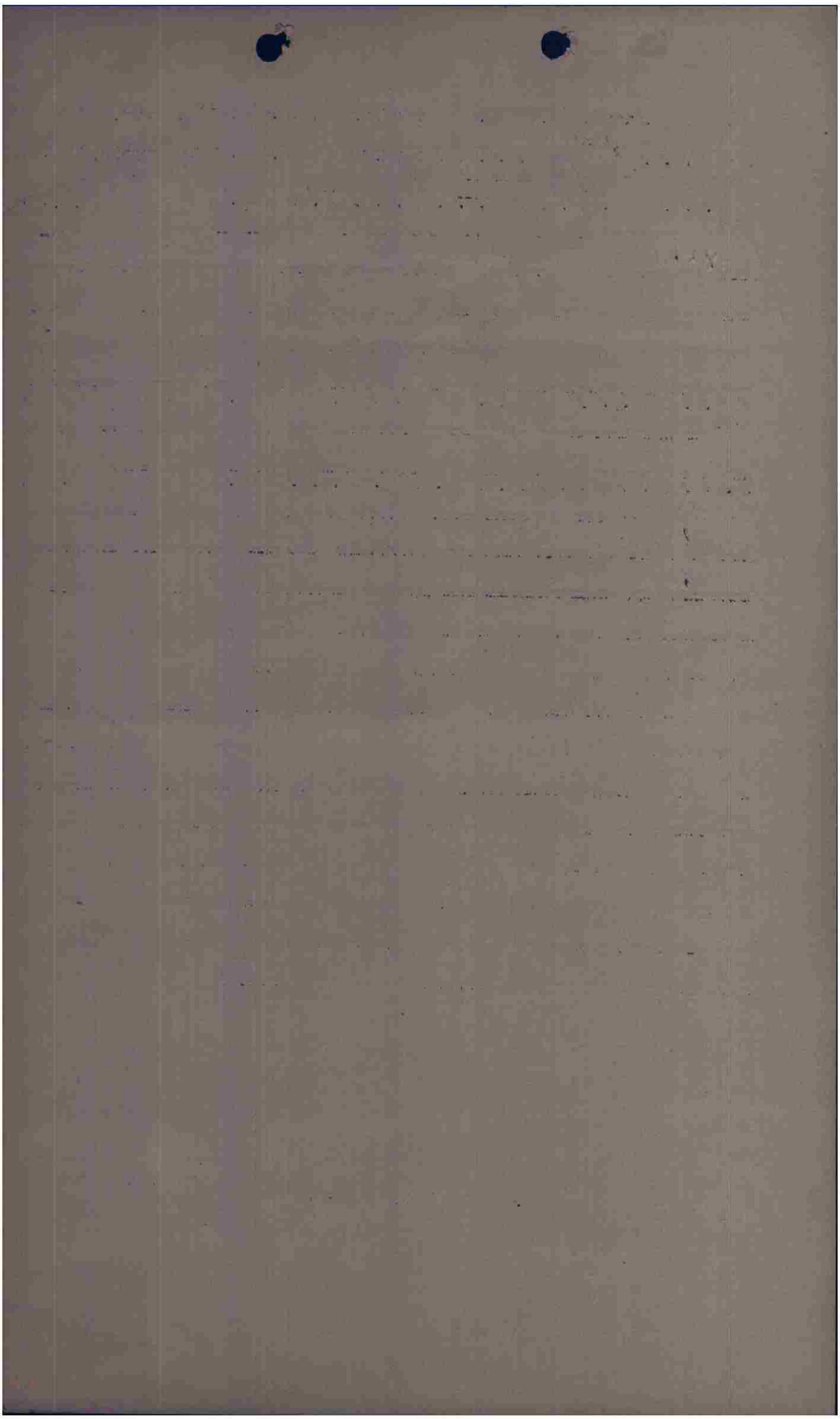
A20 with smoking engine returned to formation

Interrogator

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Windsor July

PILOT Butler A/C# 368-K BOX I FLIGHT ___ POS 2

CASUALTIES: ___

BOMB DISPOSITION: PT ST CT JET RET — — — — — BATTLE DAMAGE: A A-C E — — nil

FLAK: XXHA - On turn off target.

E/A: nil

OBSERVATIONS: ~~Bombs~~ Bombs out in NE edge of turn.

alt. over target 12000

TV window dropped from IP thru turn off target. Dropped 6 boxes

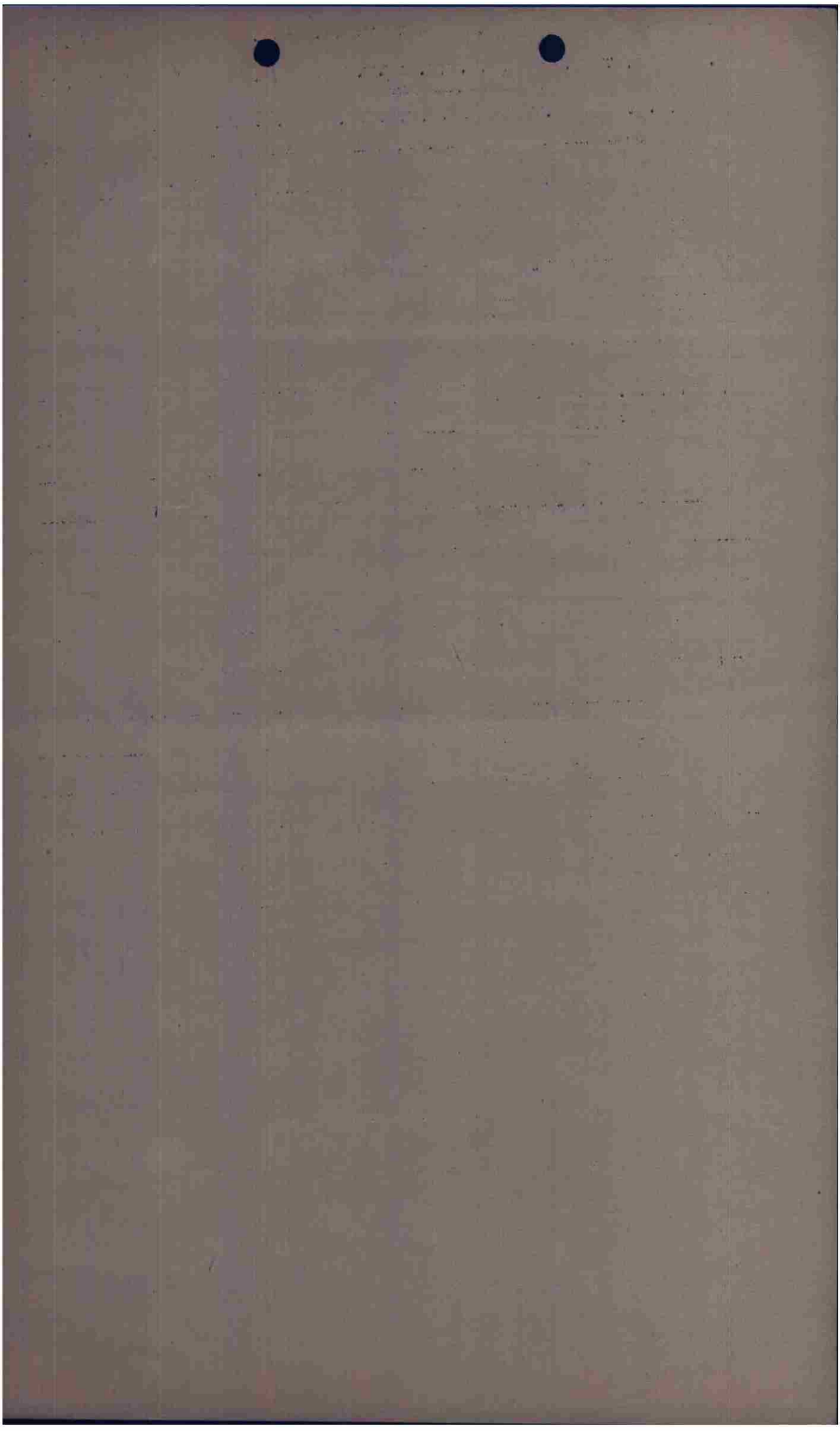
Returned X "

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~~CONFIDENTIAL~~ Interr. form

PILOT Withington A/C# 719-J BOX 7 FLIGHT 2 POS 3

CASUALTIES: nil

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E nil

FLAK:

XXHI (Right turn off) 10 secs before target & 10 secs after

E/A: nil

OBSERVATIONS:

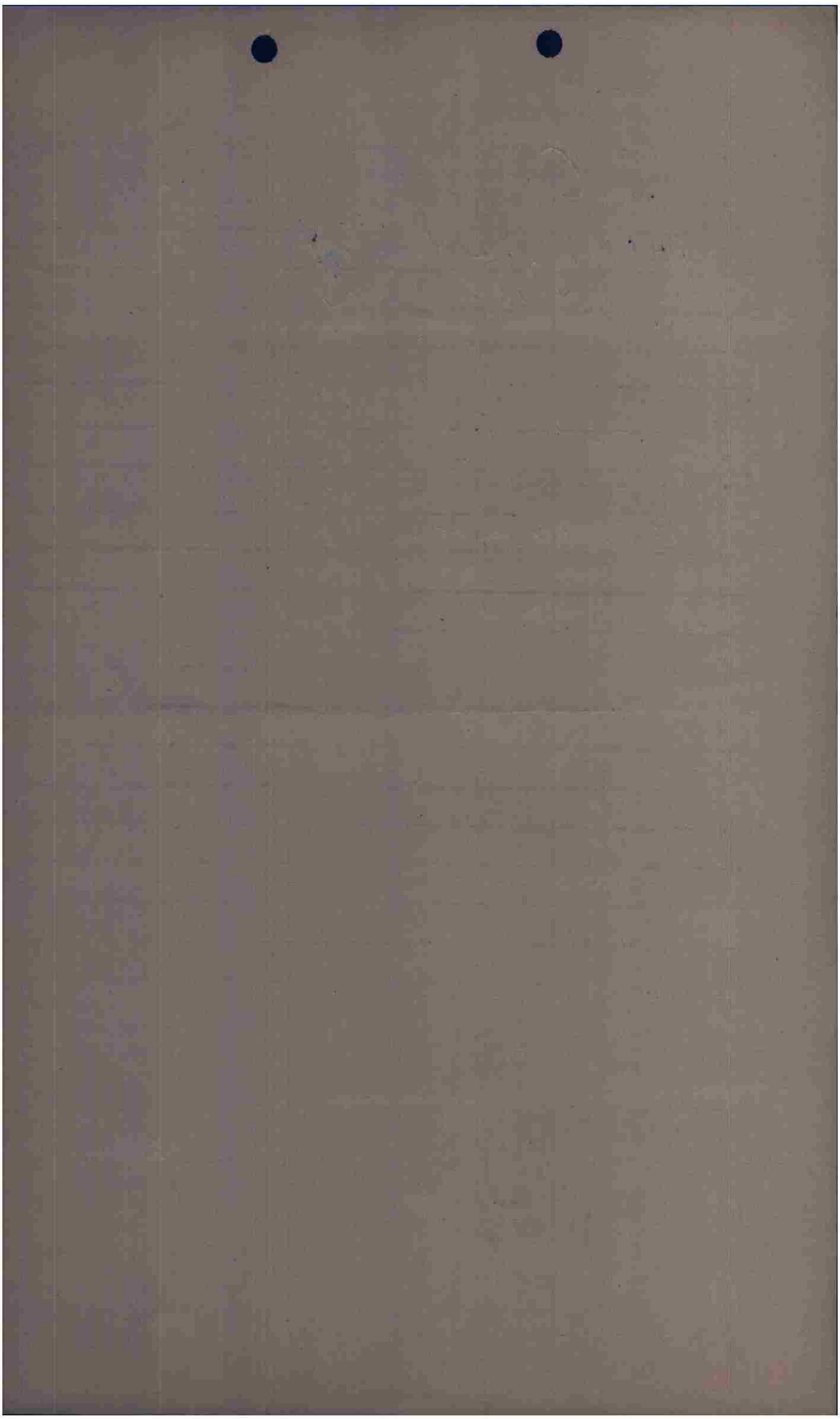
Bombs hit in town.

Interrogator

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PILOT Osborne J. A/C# 719P BOX 2 FLIGHT 1 POS 1

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET G BATTLE DAMAGE: A A-C E

FLAK:

XX H A. on bomb run & aft turn to left.

E/A:

OBSERVATIONS:

No flak at assembly.
No obs
Hit in center of town.

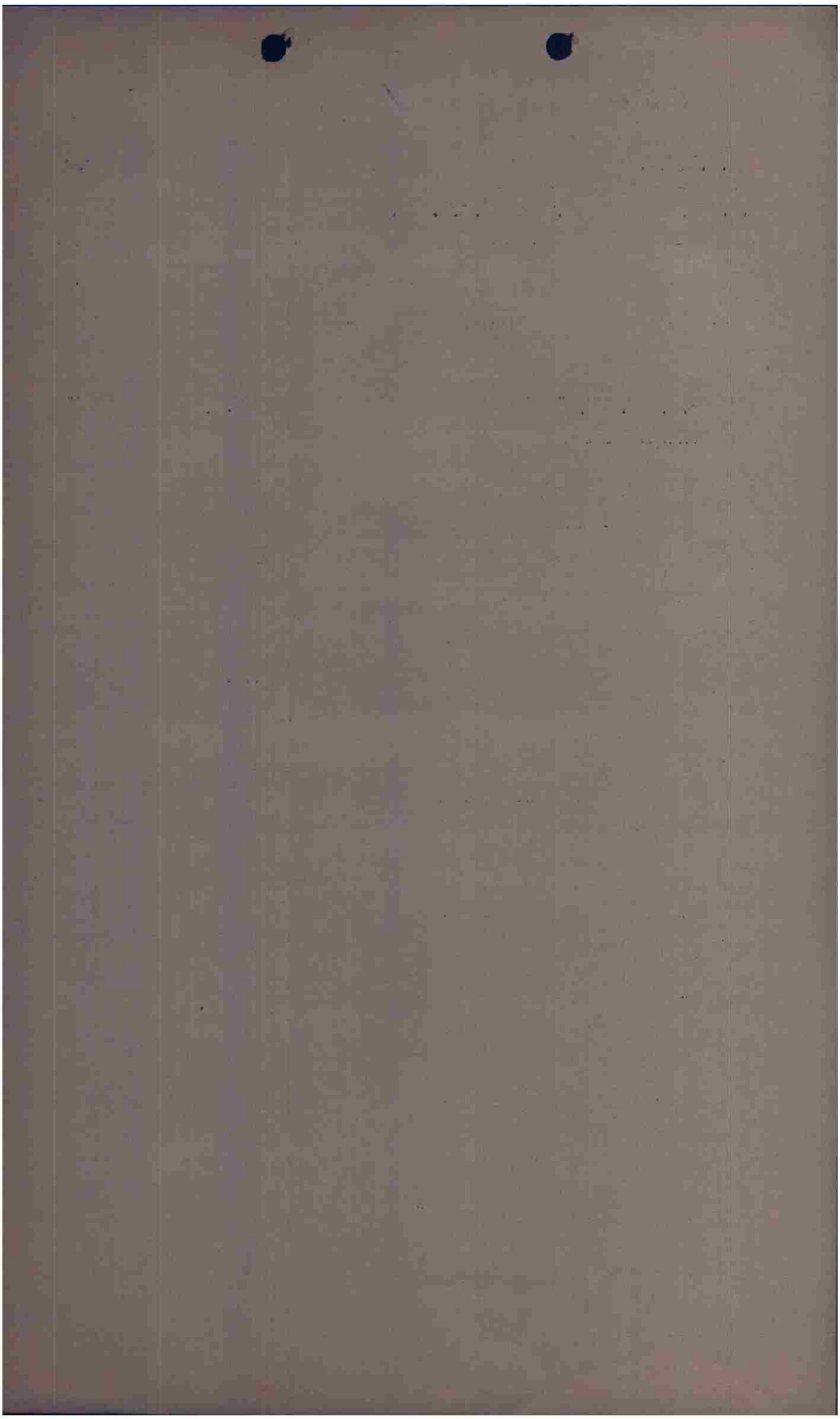
t.o.t - 1055½

H W A.
Interrogator

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PILOT Lesher A/C# 194S BOX 2 FLIGHT 1 POS 4

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET 4

BATTLE DAMAGE: A A-C E

FLAK:

XXH A-C. on bomb run following around turn.

E/A:

fighter reported 6 mi NW of Saden.

OBSERVATIONS:

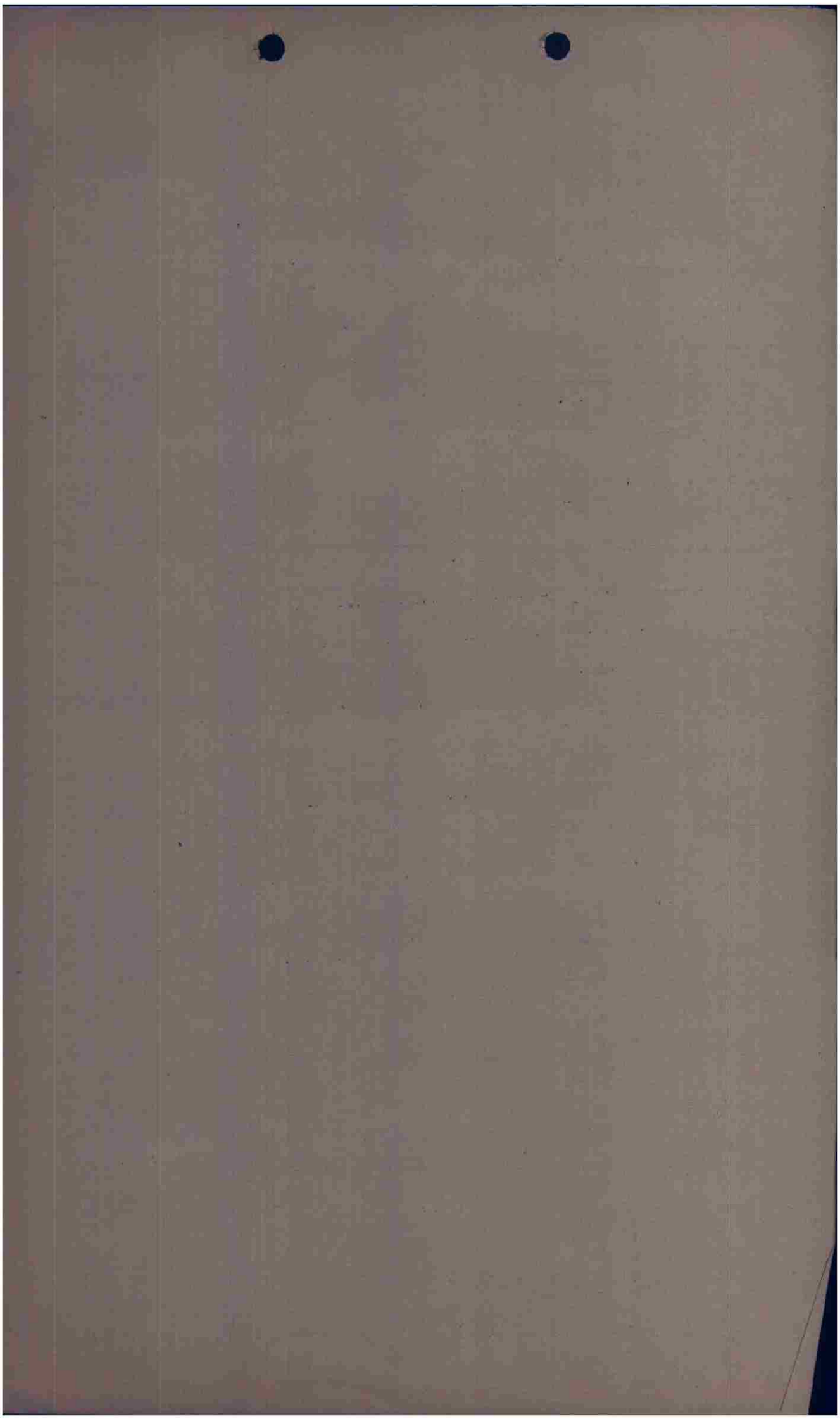
Bombs hit in town.

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CONFIDENTIAL Interr. form

PILOT Blomgren A/C# 151 BOX 2 FLIGHT 3 POS 3

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET 6 BATTLE DAMAGE: A A-C E

FLAK:

XX HA. at target.

E/A:

OBSERVATIONS:

Good support. P47 + P51's

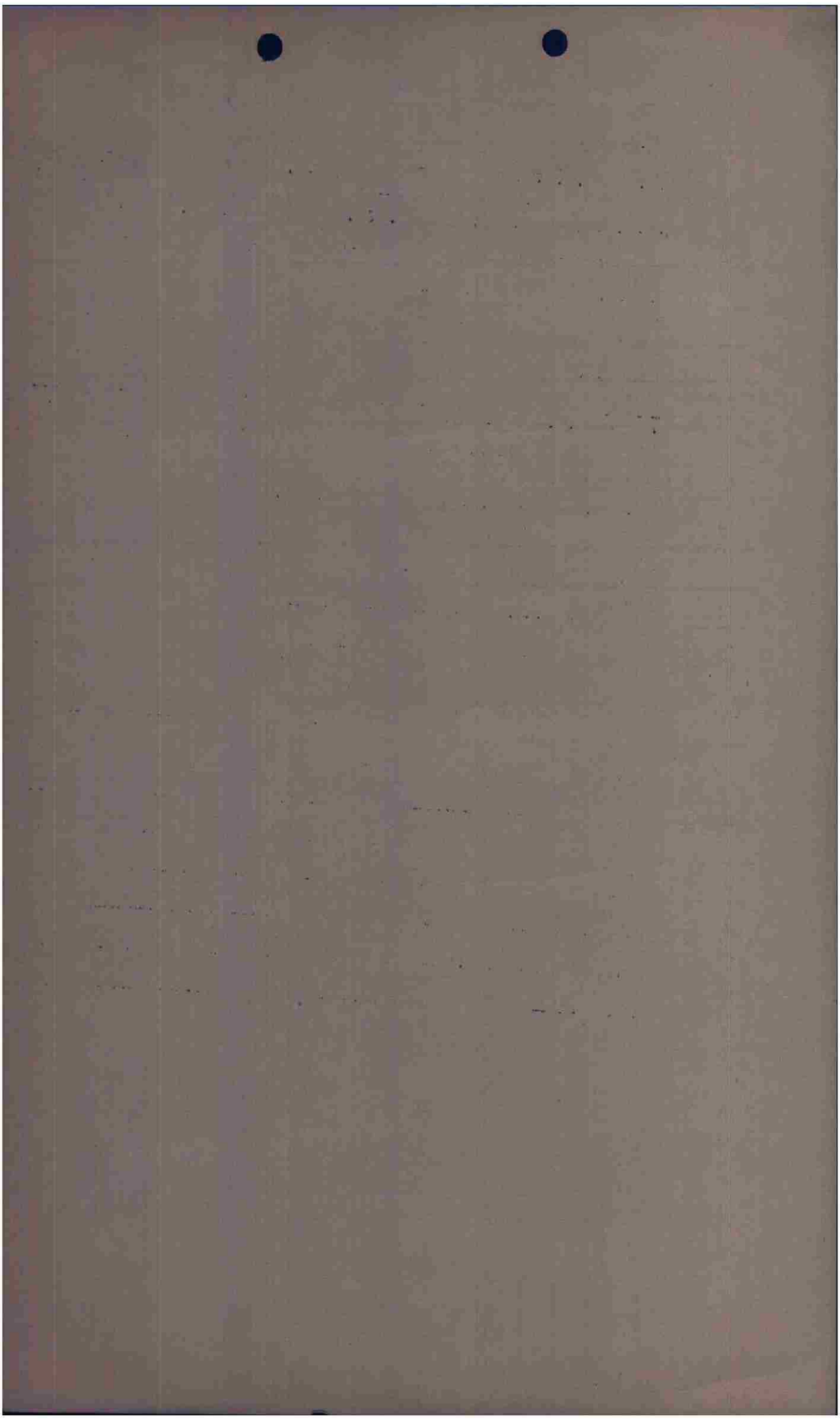
Flt. did not drop.

K. W. S.
Interrogator

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[redacted] INTERR. FORM

PILOT Sigs A/C# 197F BOX 2 FLIGHT 2 POS 2

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E

a ✓

FLAK:

VXHA. at target and on turn off target.

E/A:

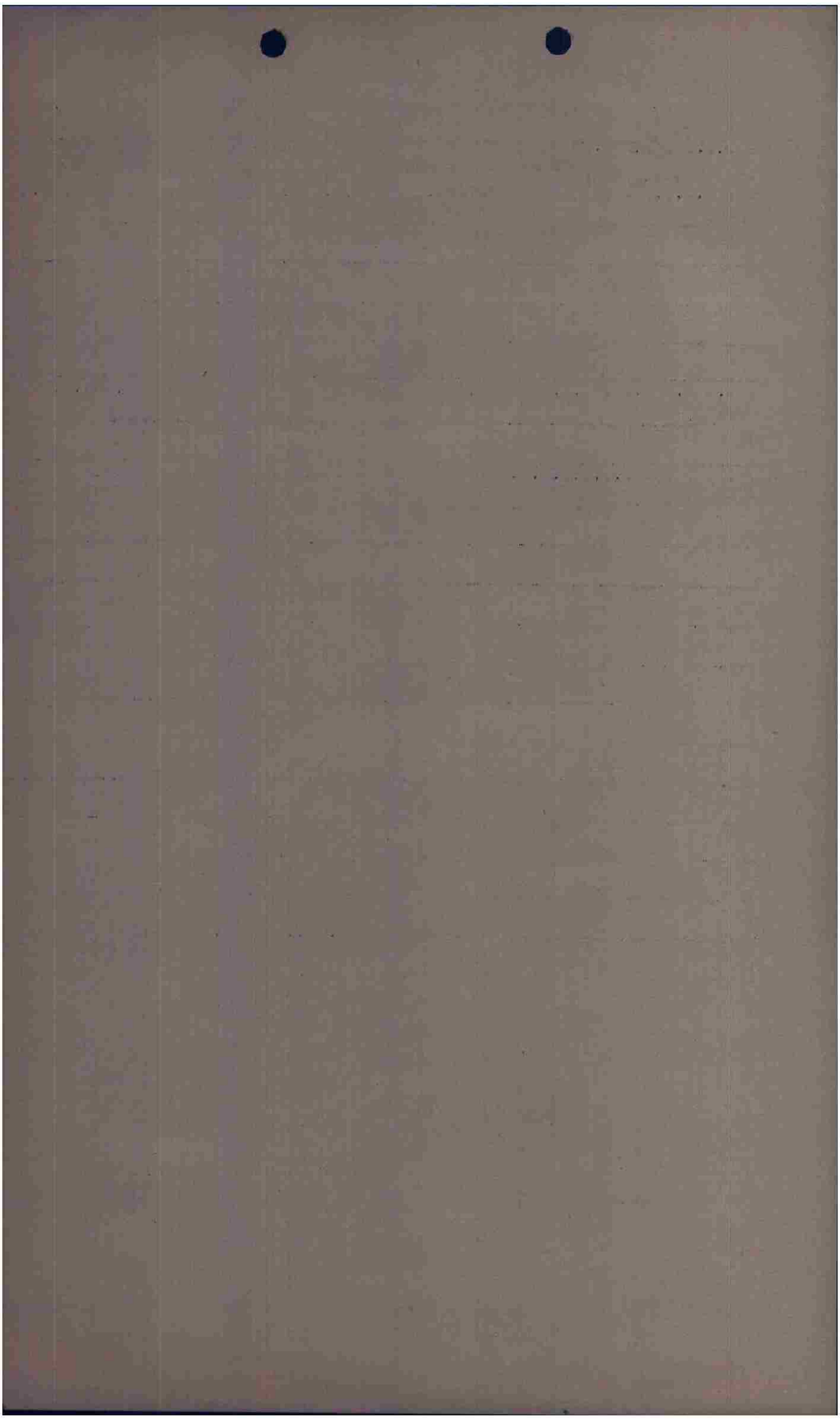
OBSERVATIONS:

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PILOT CONNOR A/C# 1598 BOX 2 FLIGHT 3 POS 2

CASUALTIES:

BOMB DISPOSITION: PT SI CT JET RET 6 BATTLE DAMAGE: A A-C E

FLAK:

XXXHA at target, on run and - knocked of flak around turn left. Turned inside knocked.

E/A:

OBSERVATIONS:

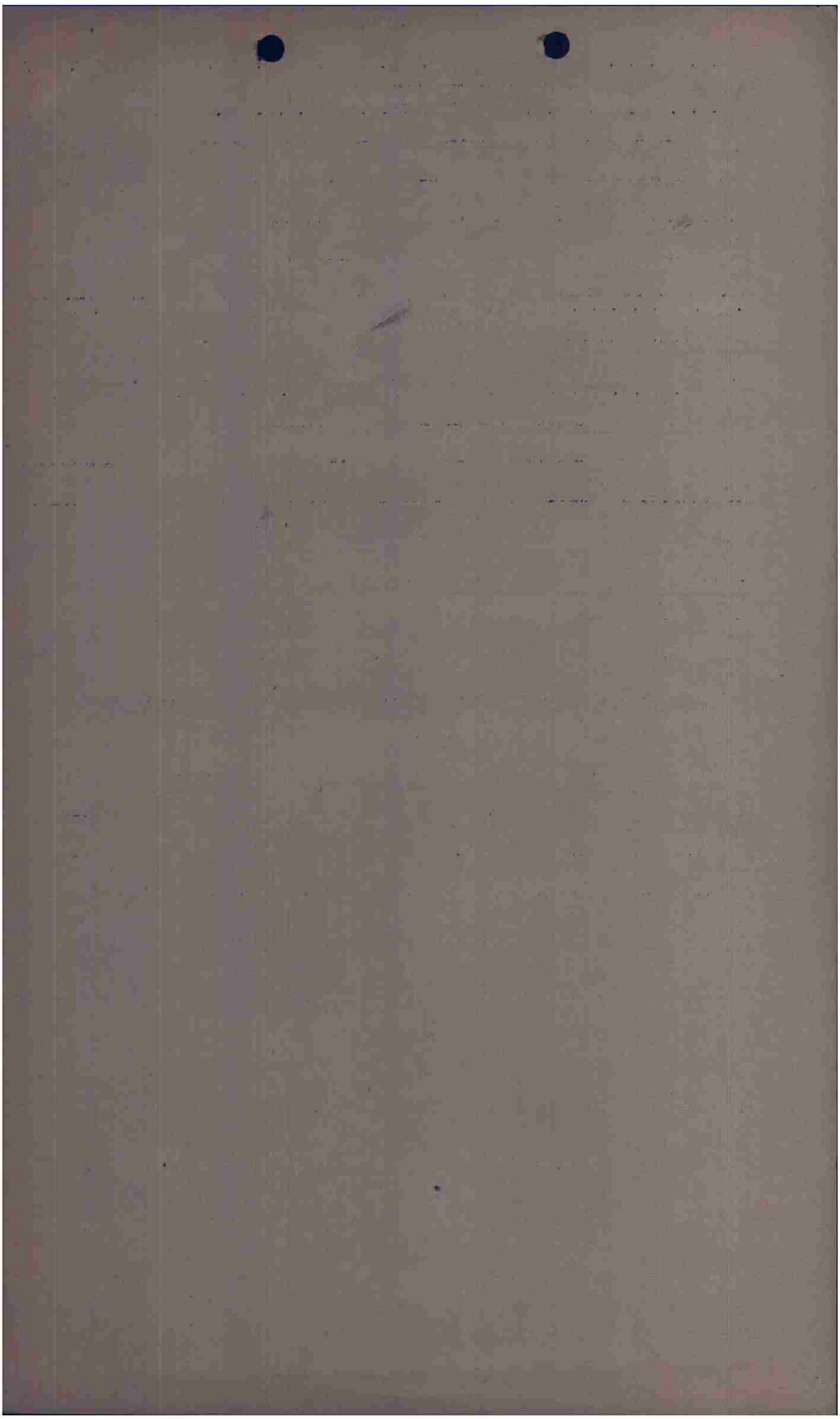
target hit - smoking

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PILOT ALLEN A/C# 190I BOX 2 FLIGHT 3 POS 4

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET 6 BATTLE DAMAGE: A A-C E

FLAK:

XXXHA at target. Turned off left inside horseshoe of flak.

E/A:

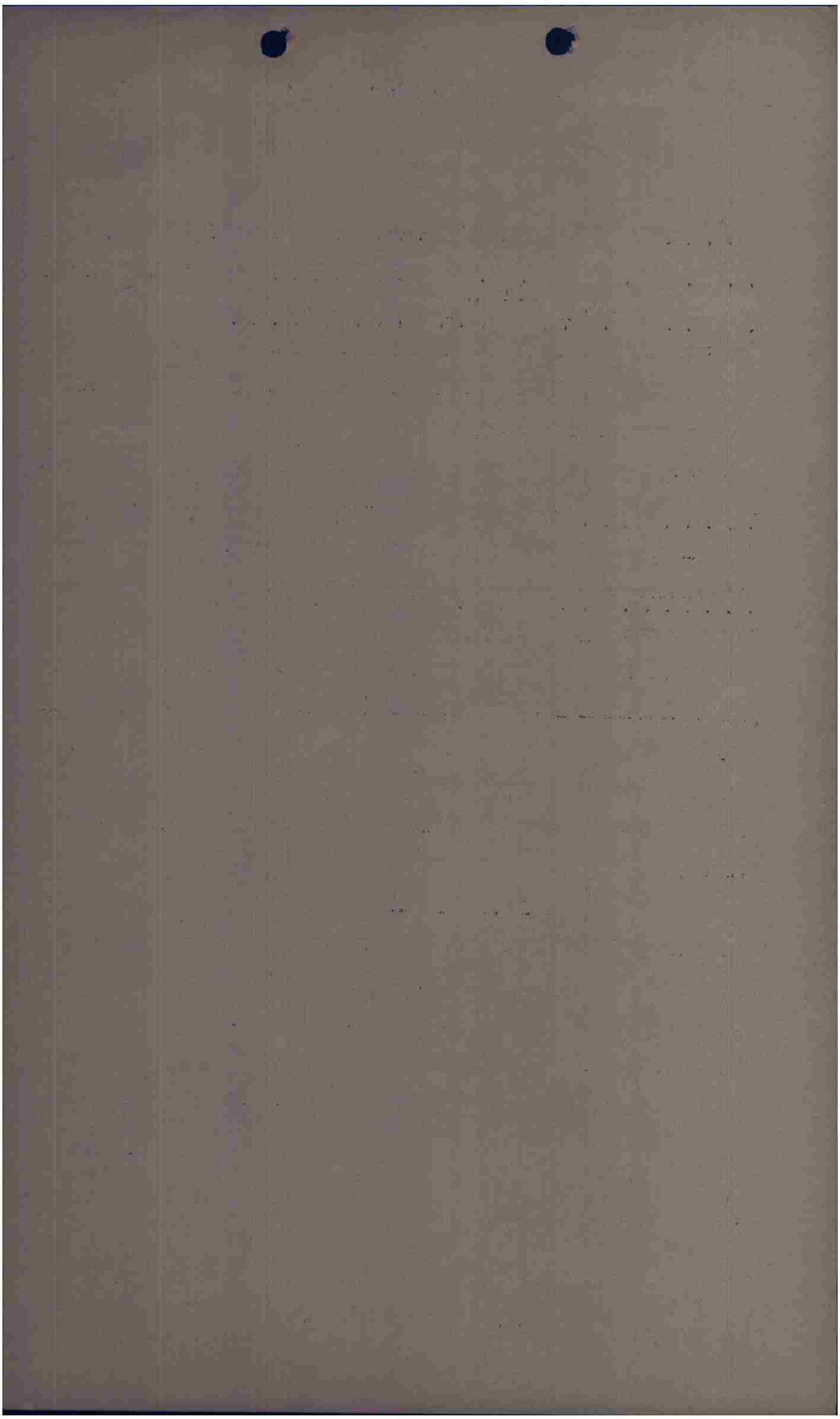
OBSERVATIONS:

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AAFRTC-AAAAA Interr. Form

PILOT Greene A/C 44 DOK 2 FLIGHT 2 POS 1

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET / 6 _ _ _ _ BATTLE DAMAGE: (A) A-C E

FLAK: _____

VX H A - Bombers - Tgt - Left turn
Window Helped on B.R.

E/A: X Pos Fight P-47's over Achen
X 90+5 Cour Pos. Eschweiler

OBSERVATIONS: _____

Good Bombs at Center of Town Pd
Interdiction -

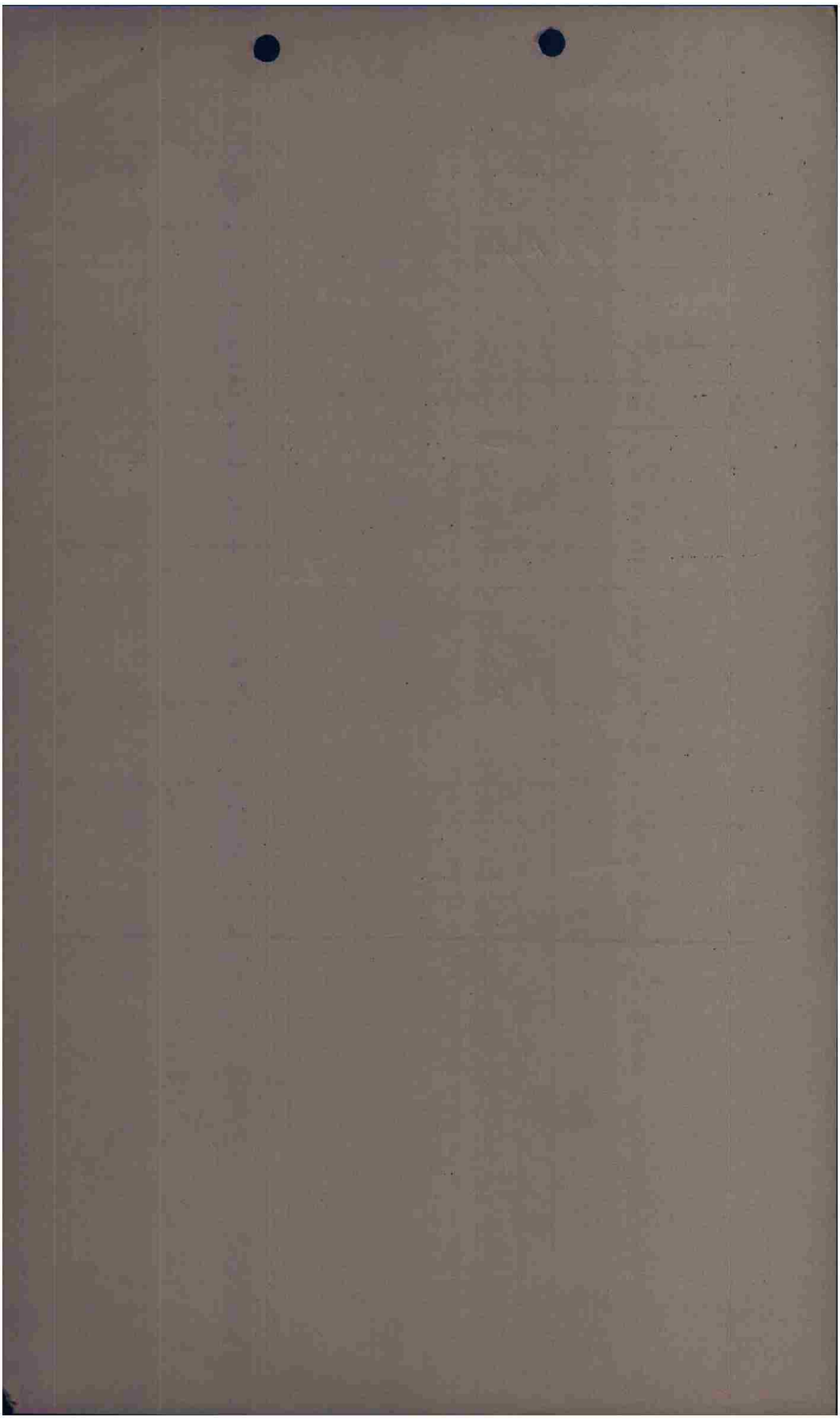
Tot 1055

Bailey
Interrogator

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PILOT DuBose A/C# 6911 BOX 2 FLIGHT 3 POS 6

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET
_ _ _ _ 6

BATTLE DAMAGE: A A-C E
nil

FLAK: Heavy t Acc - Started almost as soon as bombs opened.

E/A: nil

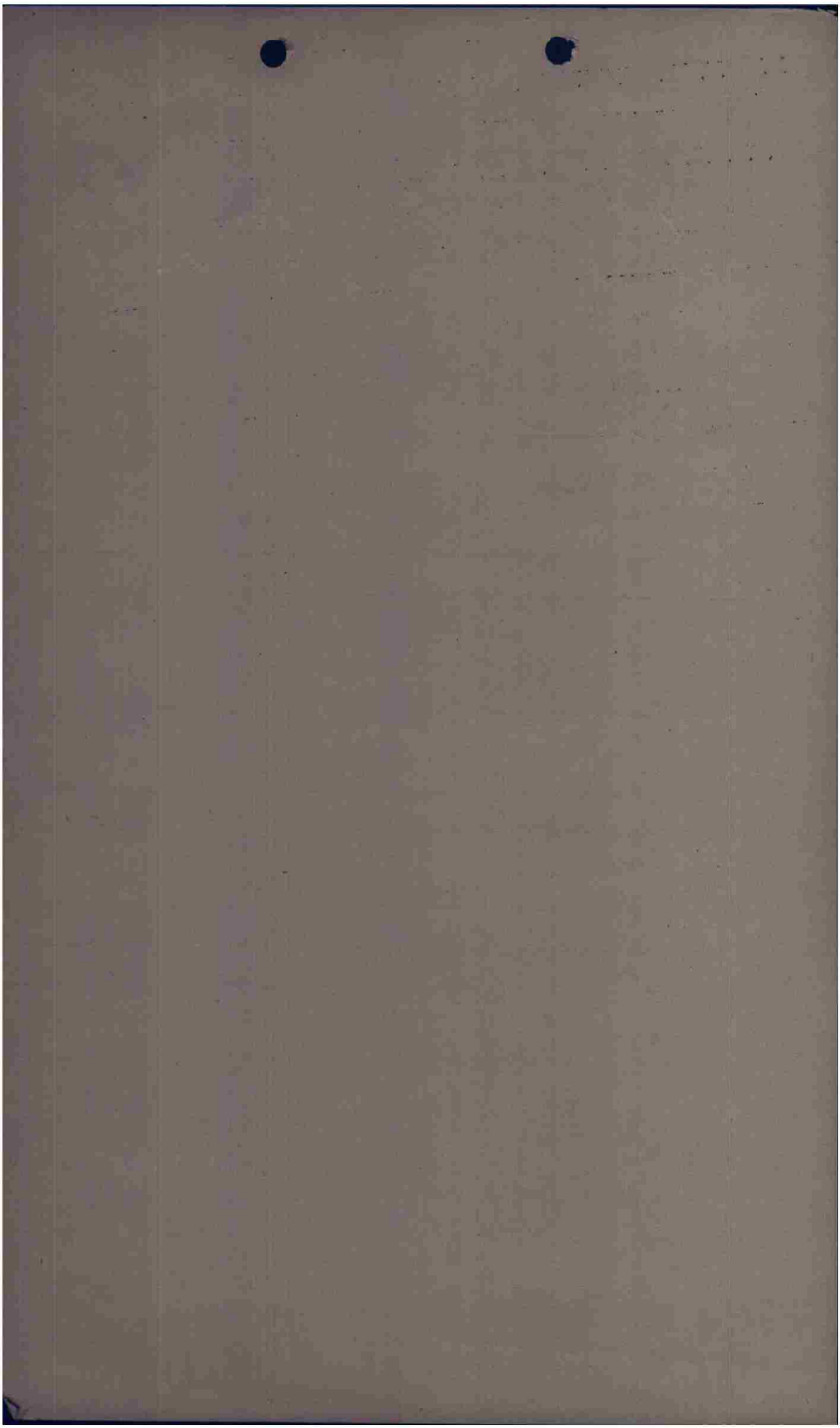
OBSERVATIONS: nil

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Interr. form

PILOT MACMANIS A/C # 9437 BOX 2 FLIGHT 2 POS 4

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET — 6 — — — — BATTLE DAMAGE: (1) A-C E

FLAK: _____

Thumpst turn off + from release pt.

XXXHA

E/A: _____

OBSERVATIONS: _____

Dog fight at abt 5000 ft to Rt as bombs ope

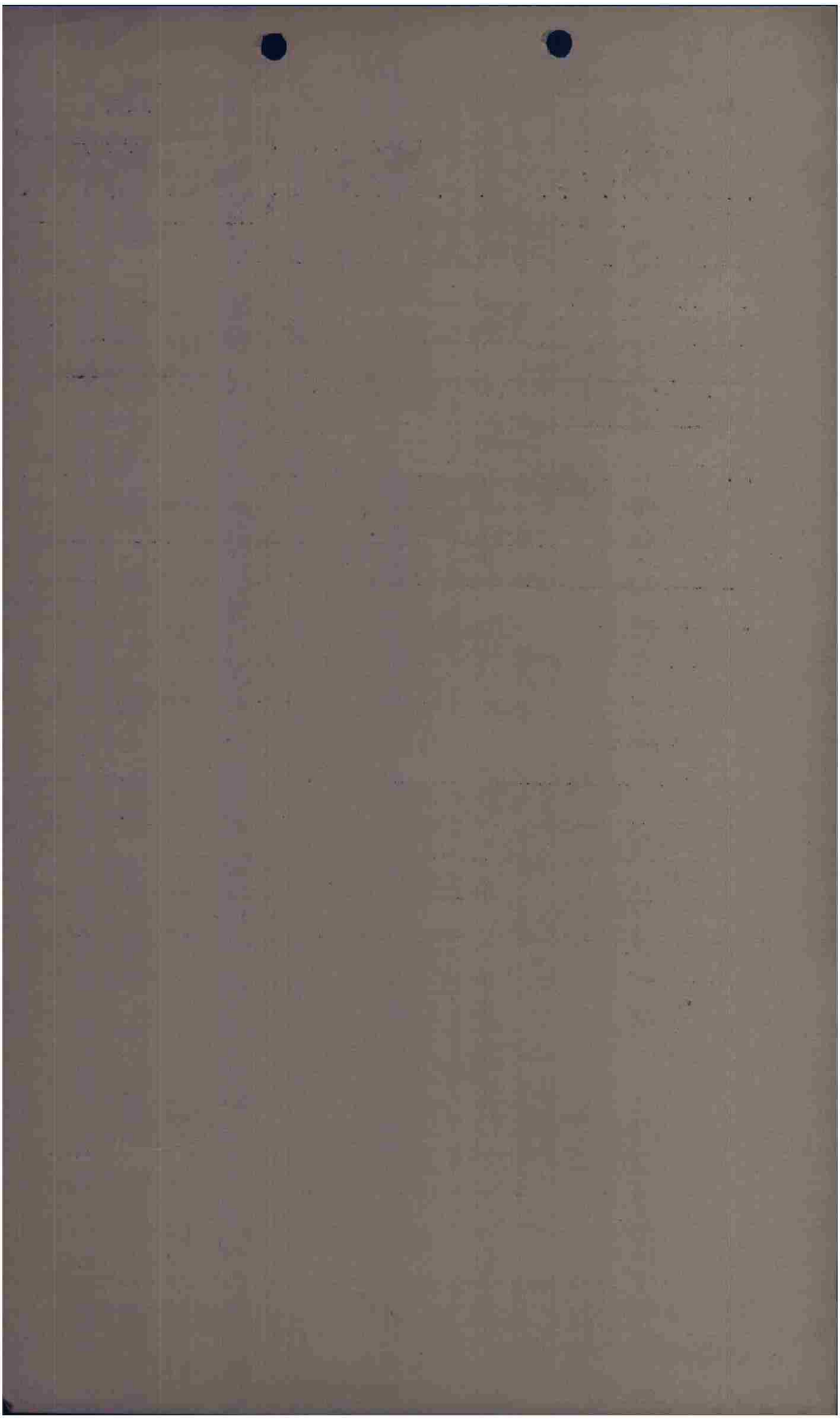
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PILOT HUFF A/C# 1351 BOX 2 FLIGHT 3 POS 2

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET
_ _ _ _ 2

BATTLE DAMAGE: A A-C E
nil.

FLAK: _____

to Rt - XYH1 for this flight.
acc for altitude - bounce opp.

E/A: _____

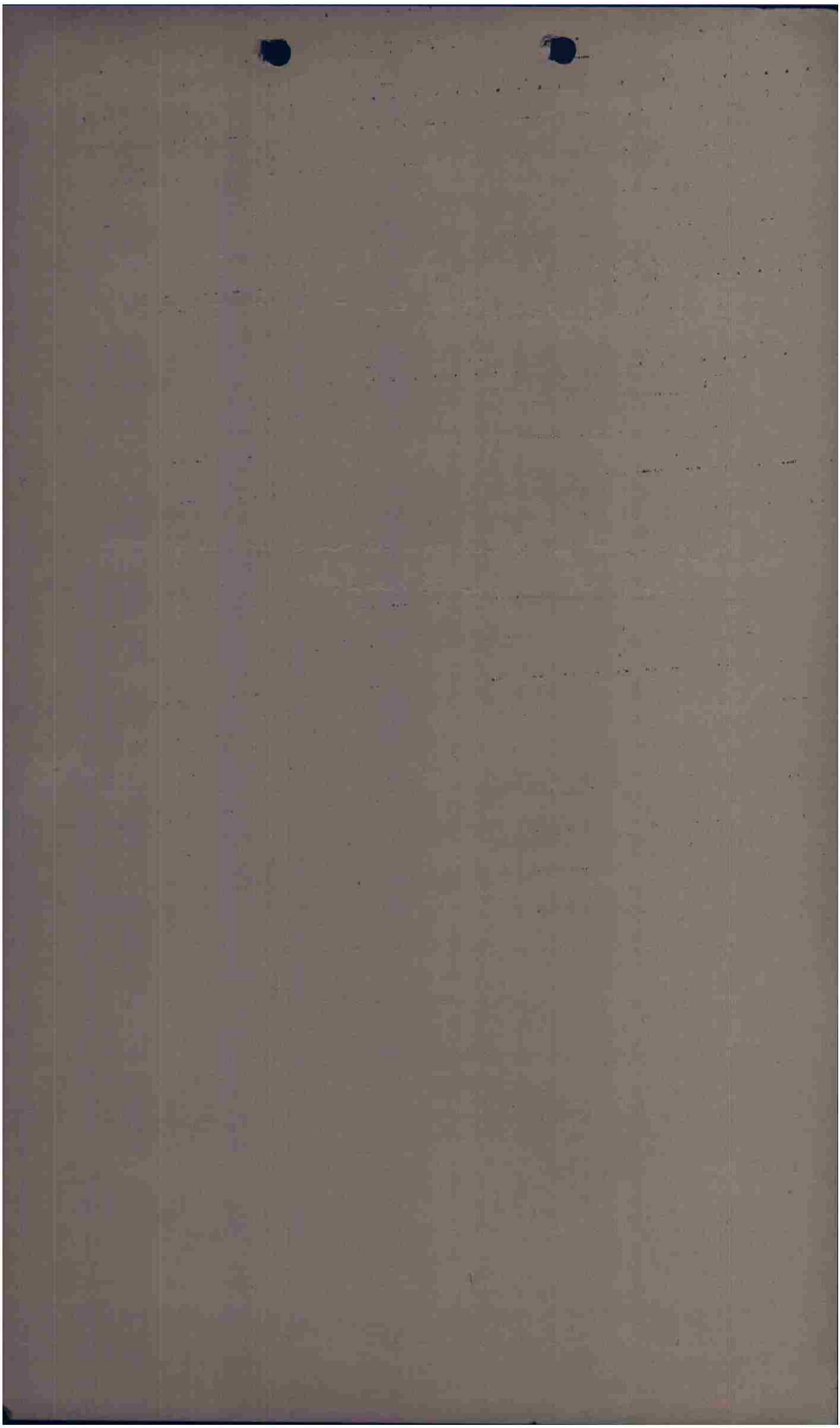
OBSERVATIONS: _____
Clouds - by time got around it was too
short to make a run.

_____
Interrogator

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PILOT Colquitt A/C 894 R SQN 2 FLIGHT 1 POS 2

CASUALTIES:

BOMB DISPOSITION: 6 PE SE CT JET RET BATTLE DAMAGE: X A A-C E

FLAK: XXHA- Over Target on Bomb run and followed turn—

E/A: X

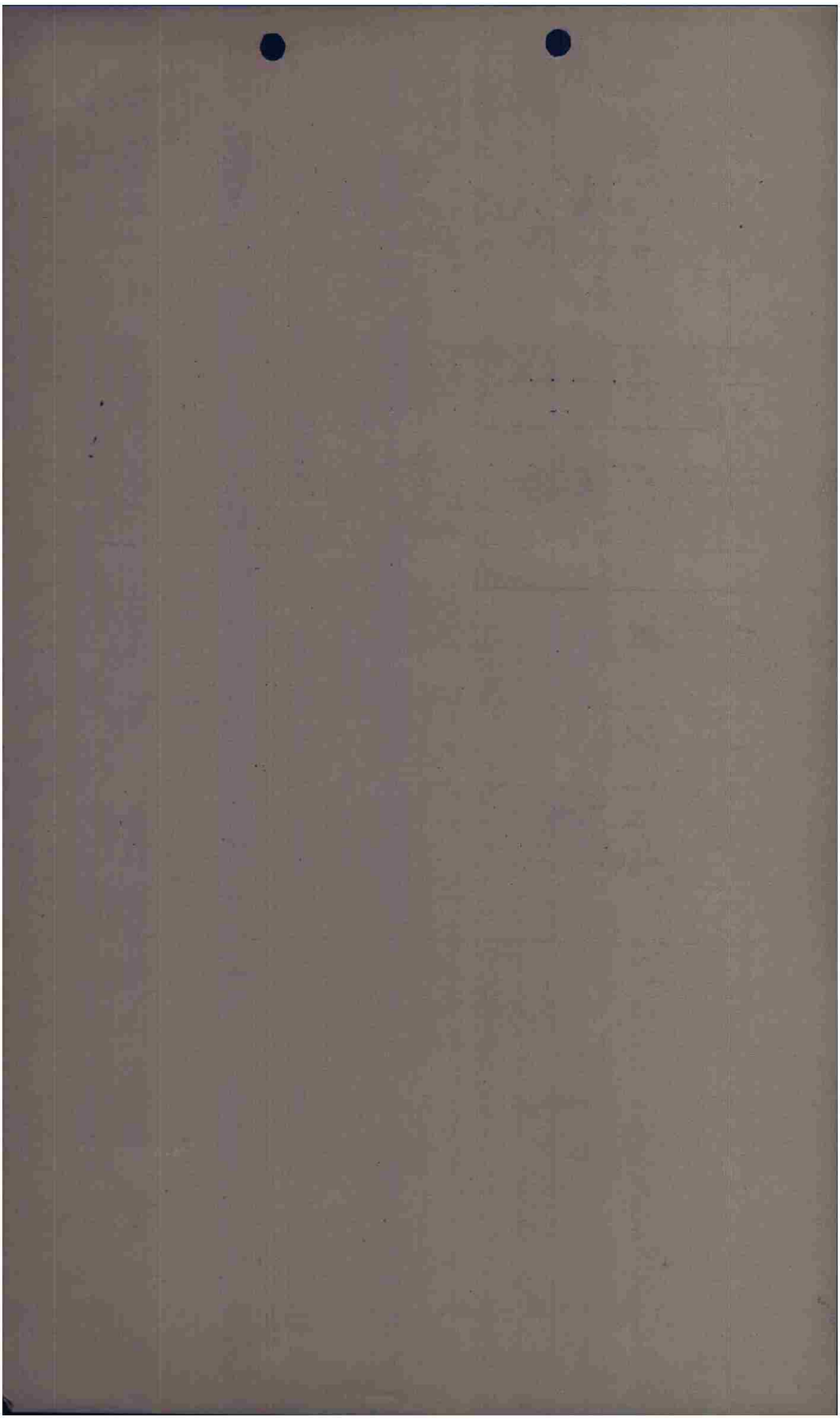
OBSERVATIONS: Bombs loaded - good - to one side of road - good pattern.

Sampson
Interrogator

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AAFAAAAAAAA Interr. Form

PILOT STREET A/C 929 C1 MSN 2 FLIGHT 2 POS 5

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET 6 _ _ _ _ BATTLE DAMAGE: X A A-C E

FLAK: XXX HA - over target followed around - turns -

E/A: X

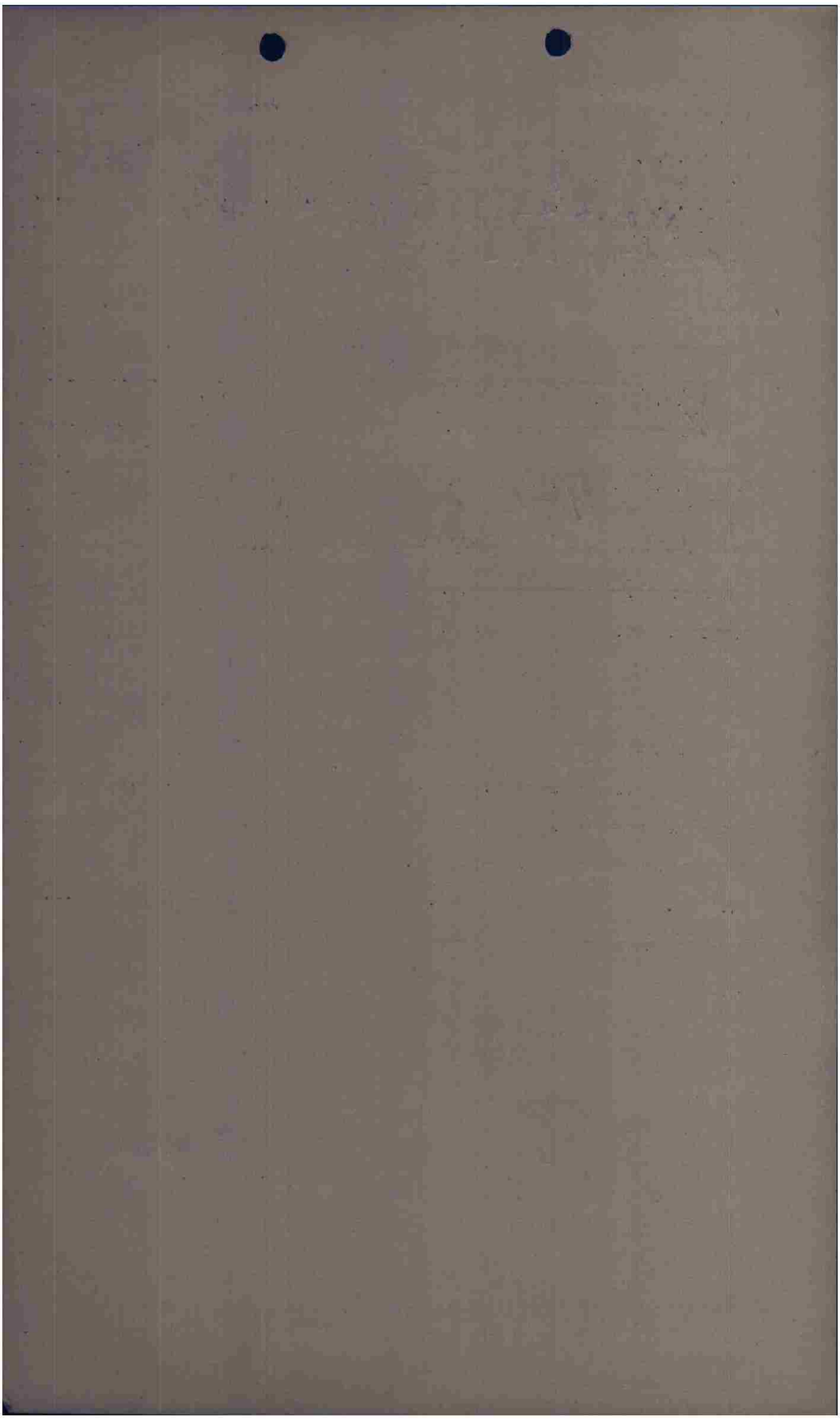
OBSERVATIONS: None

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PILOT HARRIS A/C # 764X BOX 2 FLIGHT 1 POS 3

CASUALTIES: _____

BOMB DISPOSITION: PT SP CT JET RET 6 BATTLE DAMAGE: A A-C E X

FLAK: XXH I over target - shooting at 1st Box - left turn off target.

E/A: X

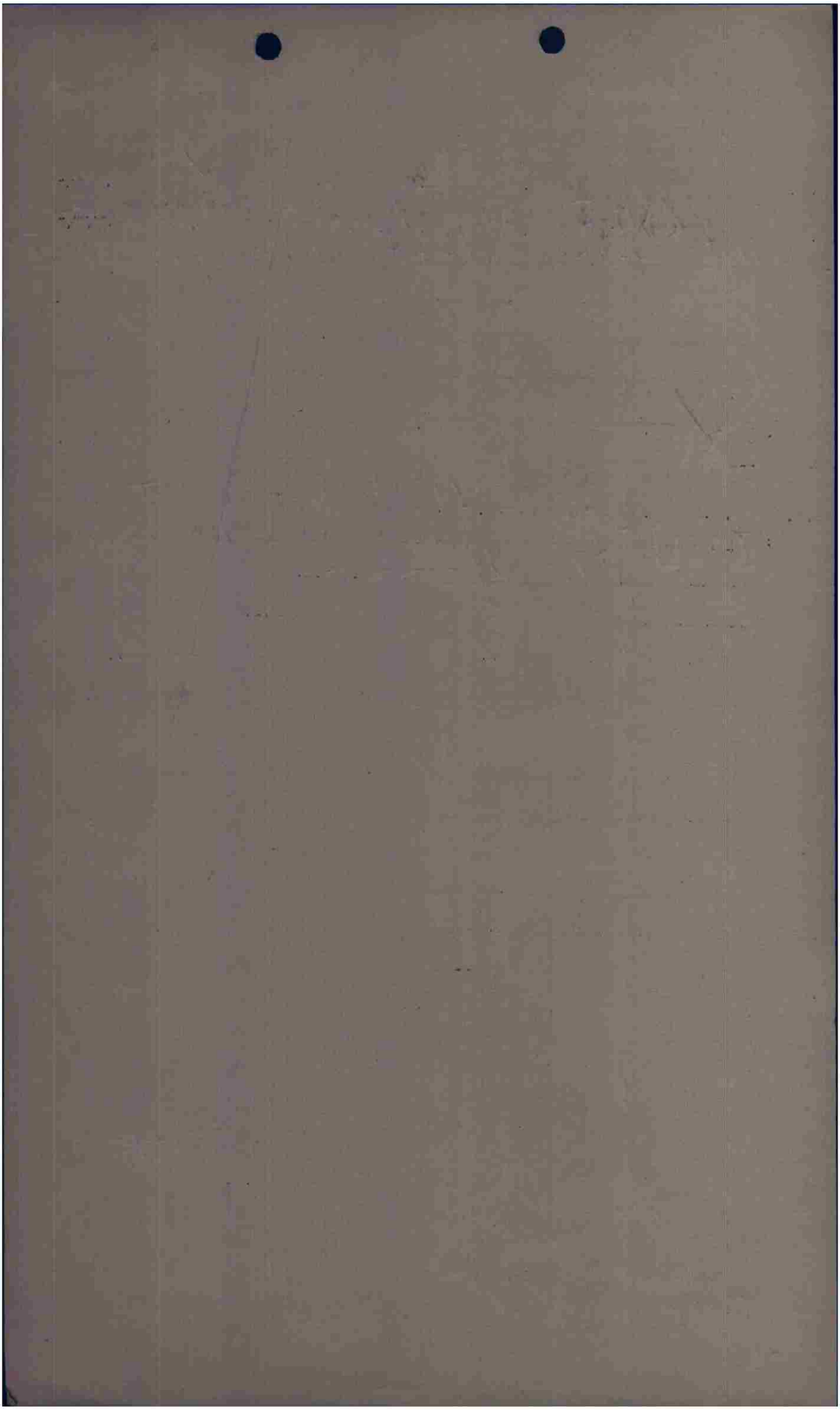
OBSERVATIONS: other flights bombs hit - target -
P-47's Strafing -

Sampson
Interrogator

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PILOT Wright A/C# 2108 BOX 2 FLIGHT 1 POS 5

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET 6 BATTLE DAMAGE: A A-C E Nil

FLAK: XXHA - Tgt - Left turn XHA

E/A: X

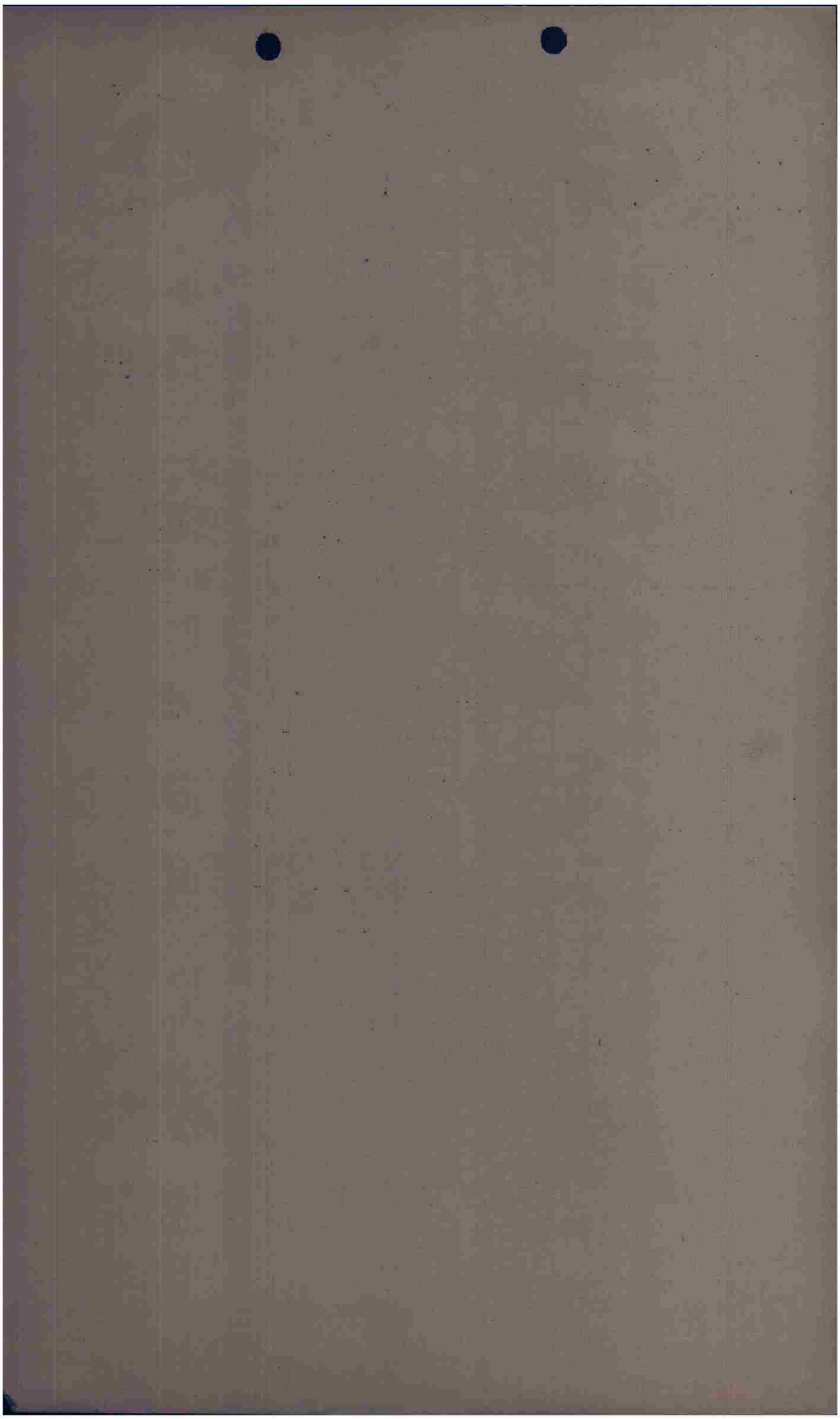
OBSERVATIONS: Wingman Bombs Away

Bailey
Interrogator

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PILOT CANNON A/C 3624 DCK 2 FLIGHT 1 POS 6

CASUALTIES:

BOMB DISPOSITION: PT ST OT JET RET 6 BATTLE DAMAGE: A A-C E None

FLAK:

XX14A Left Hdg Bombers Tgt - Left turn off

E/A: X

OBSERVATIONS:

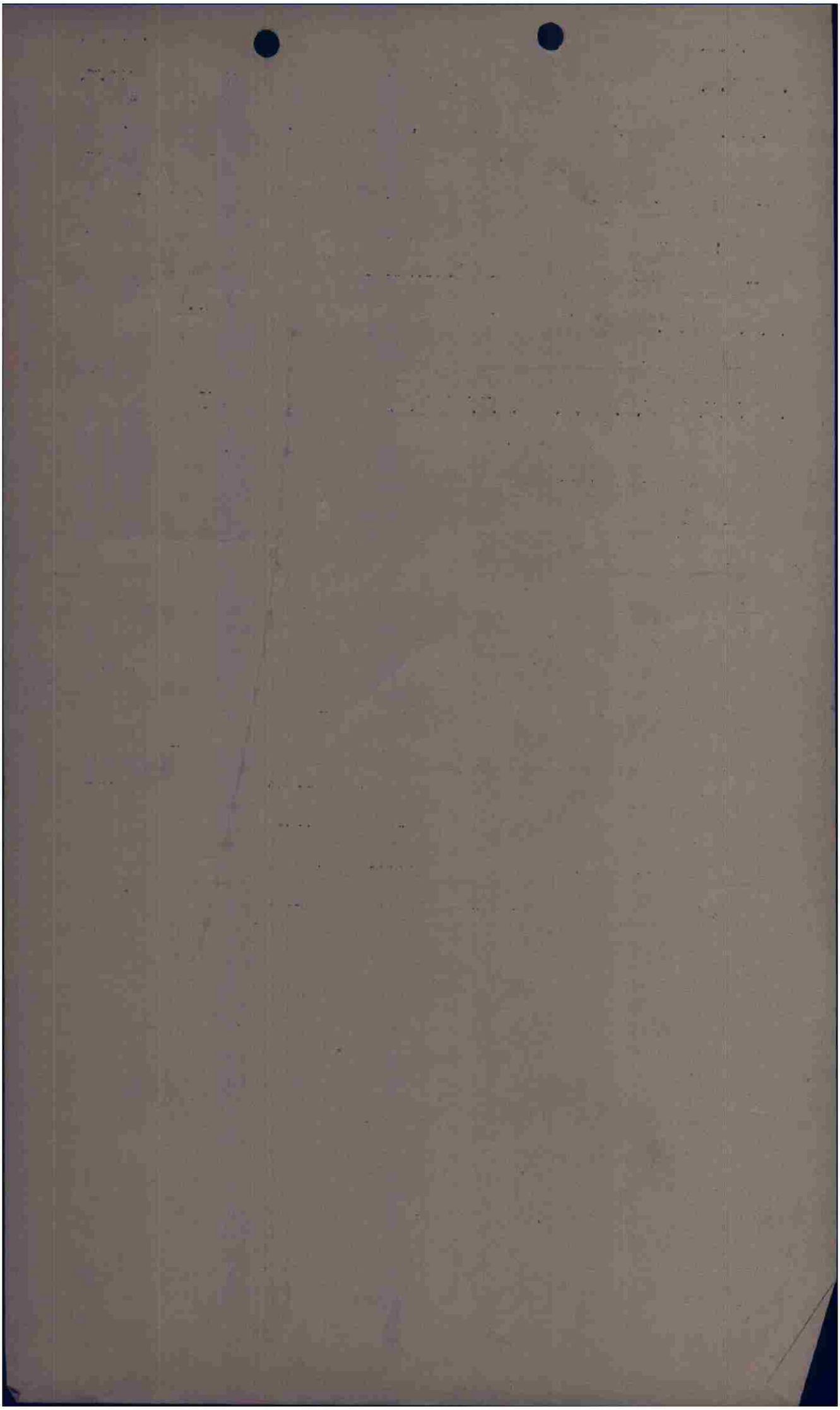
Excellent

Bailey
Interrogator

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[redacted] Interr. Form

PILOT KEhoE A/C# 963 BOX 7 FLIGHT 2 POS 6

CASUALTIES: _____

BOMB DISPOSITION: (PT) ST CT JET RET BATTLE DAMAGE: (A) A-C E

FLAK: 3 holes aileron

XXXHA Throughout bomb run.

(Left turn for this fl) ~~the~~ and turn off target for this flight

Disc phenomenon observed below formation.

E/A: nil

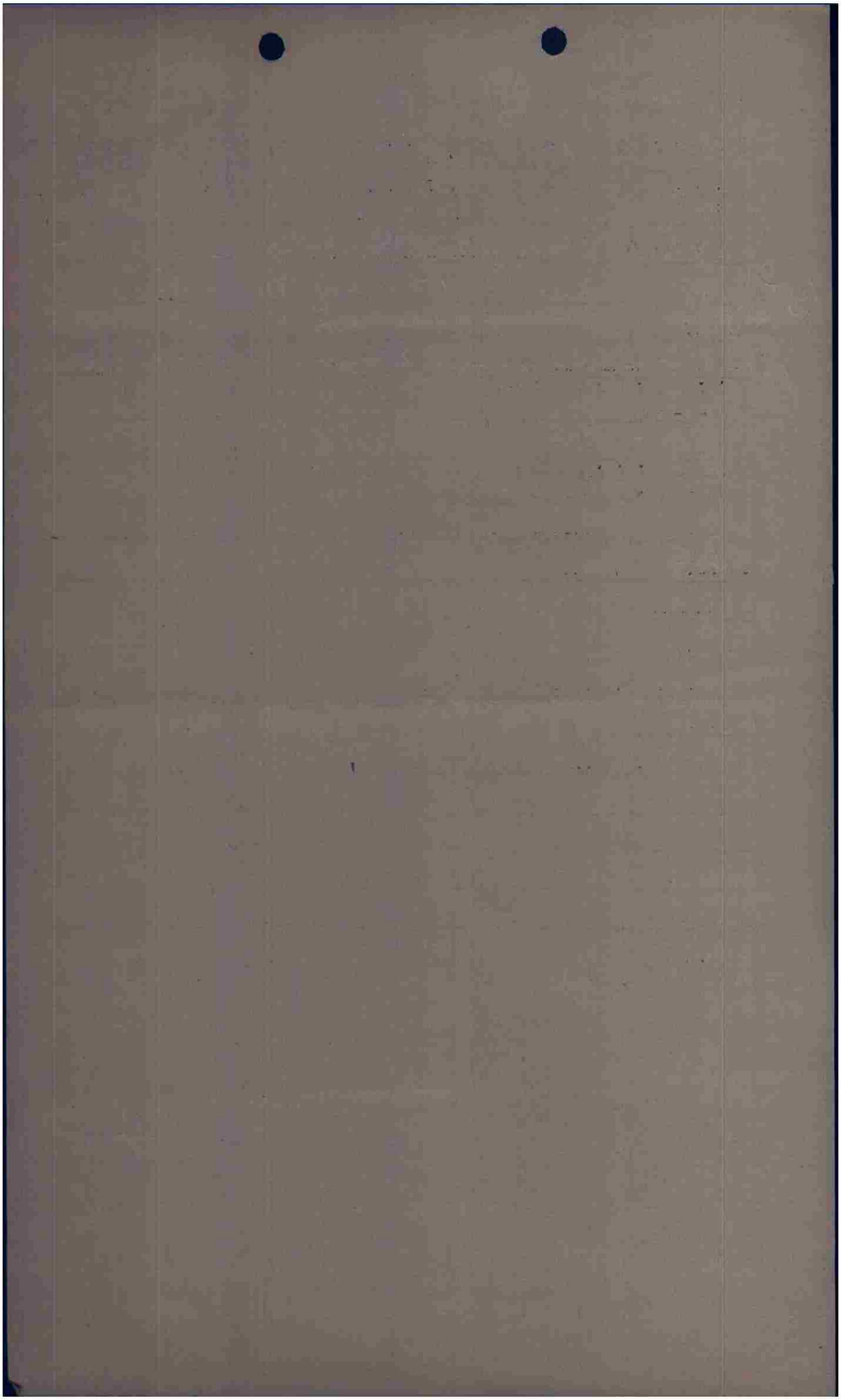
OBSERVATIONS: Dno

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~~SECRET~~ Intert. Form

PILOT LAND A/C 181 A BOX 2 FLIGHT 2 POS 3

CASUALTIES: Nil

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK: 0 flaps.

XXXH A- This fl. turned left off target long gentle turn - engaged from target through turn.

E/A: Nil

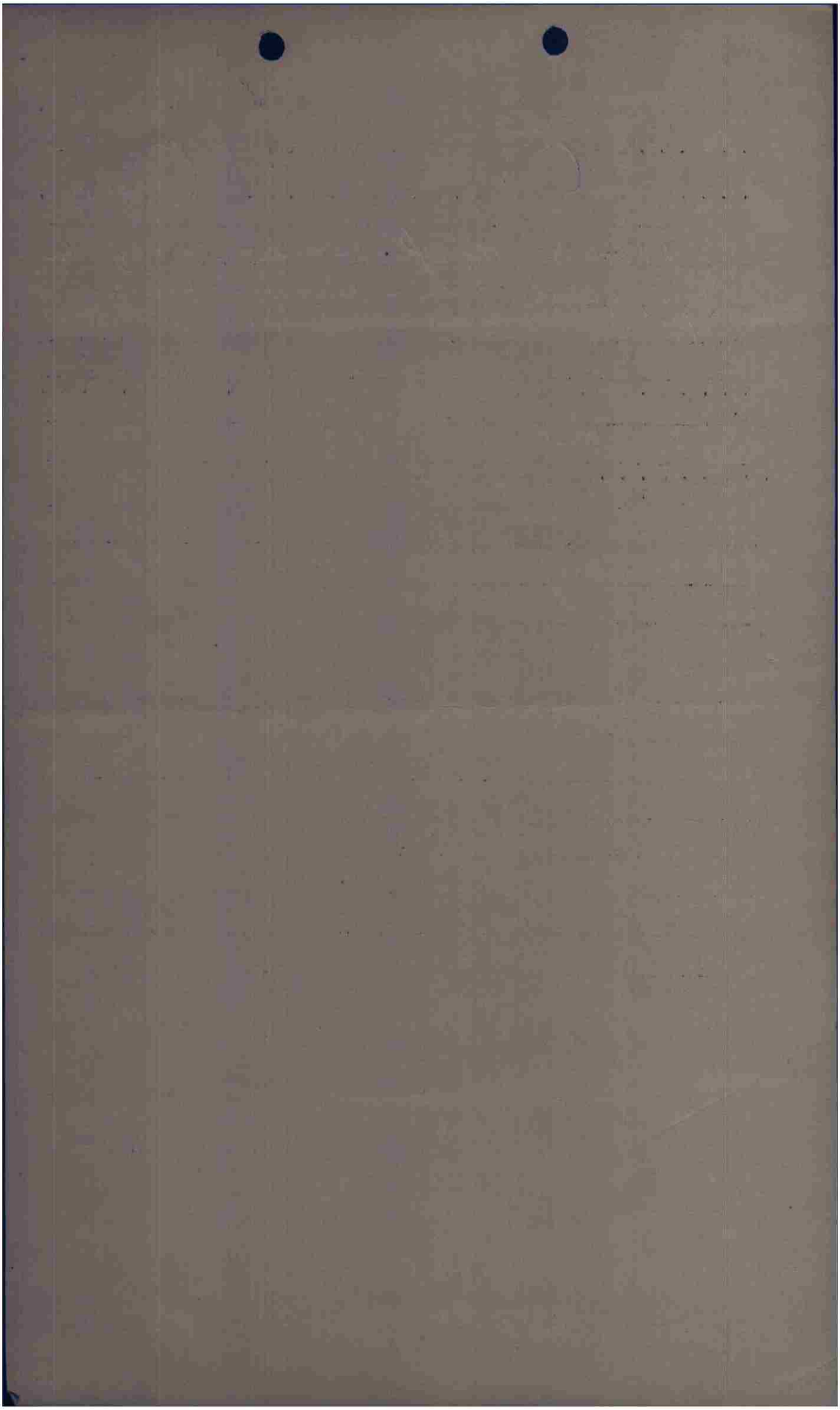
OBSERVATIONS:

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SPHPE

PILOT McCready A/C# 701 M BOX 4 FLIGHT Low POS 3

CASUALTIES: nil

BOMB DISPOSITION: PT ST CT JET (RET) BATTLE DAMAGE: A A-C E

FLAK: XHI to right of this flight

E/A: nil

OBSERVATIONS: A-20 with smoking engine in another flight before target.

Interrogator

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I ① - EXC.

② - EXC

3 - CLOUD COVERED APPROACH TO TGT. WENT AROUND CLOUD BUT WAS TOO CLOSE TO MAKE RUN. CHOSE TO HOLD INSTEAD OF MAKING 10-SEC. RUN.

II 1 - EXC.

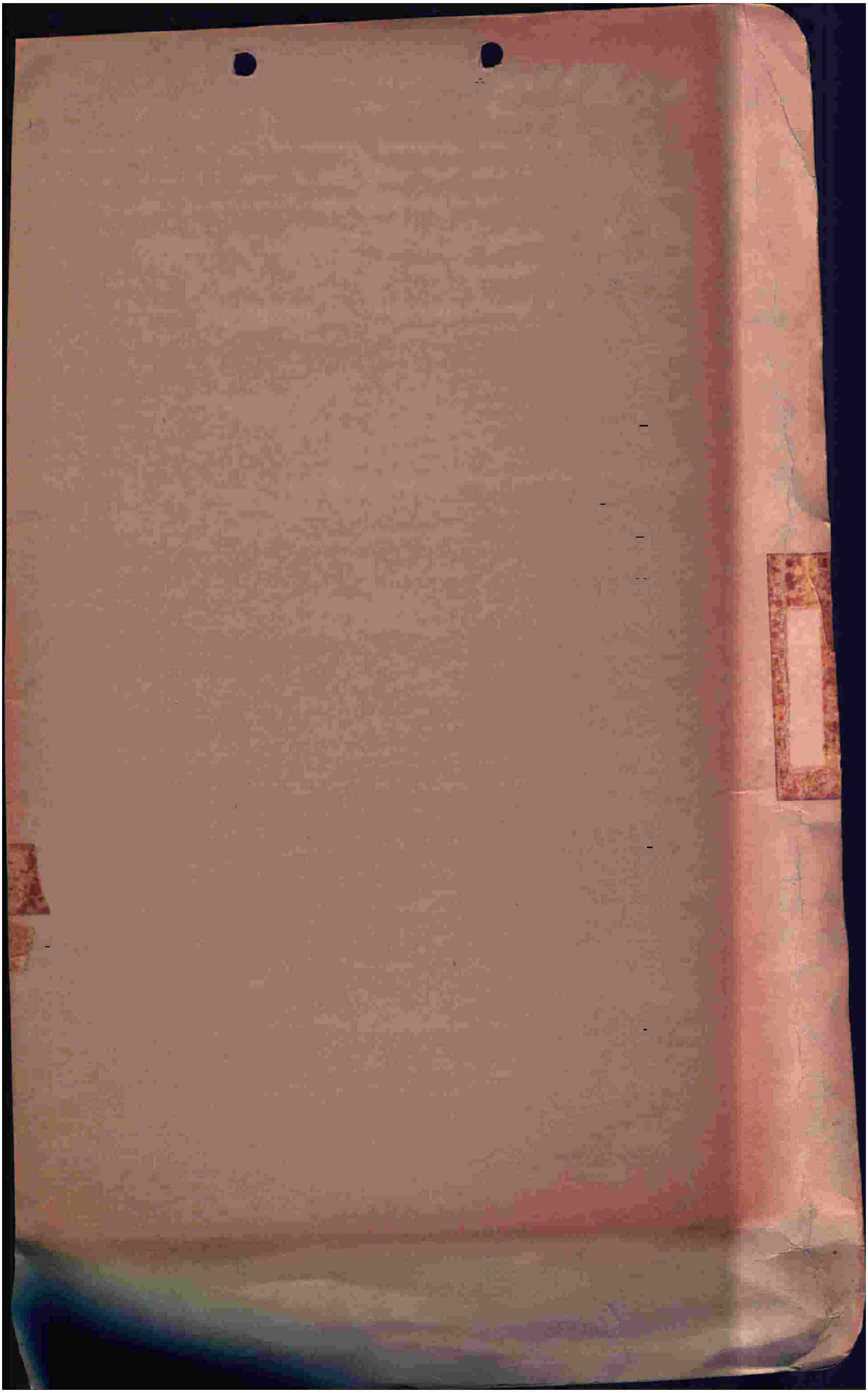
2 - GOOD

3 - (SAME REASON AS ABOVE.)

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4
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