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GP-416-SU-0P-8
17 Nov 1944

A-26

MISSION REPORTS

FOLDER NO.1

MISSION NO.	F.O. NO.	DATE
159	634	17 NOV. 44
160	635	18 NOV. 44
161	636	19 NOV. 44
162	637	19 NOV. 44
163	649	29 NOV. 44
164	653	2 DEC. 44
165	656	5 DEC. 44
166	658	6 DEC. 44
167	661	8 DEC. 44
168	662	9 DEC. 44
169	663	9 DEC. 44
170	667	12 DEC. 44

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P.R.C.

SCANNED & INDEXED
2007-12DECLASSIFIED
R00 DIR 52009, 27 Sep 58

MICROFILMED

7386-14

HEADQUARTERS
 97th Bombardment Group (L)
 Office of the Commanding Officer

REPORT
 By Authority
 CG, USAF
 3 December 1944
 This

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

REPORT OF COMBAT MISSION.

Commanding General, 97th Bombardment Group (L), AFD 140, U. S. Army.

97th Bombardment Group (L),
 15th Combat Mission, 3 December 1944,
 97th Bombardment Group Field Order No. 7-453.

1. 1 A-24
 10 A-24's
 27 A-24's

2. 1 A-24
 10 A-24's
 27 A-24's

3. 1 A-24
 10 A-24's
 27 A-24's

4. 1 A-24's

5. 2 A-24's
 2 A-24's

6. 11-17-39
 Lt. J. E. Delquitt

Returned early - electrical trouble. Bell-tale indicator for turret was on fire behind instrument panel during attack in pilot's cockpit.

11-18-39
 Lt. E. E. Bell

Returned early. Nose wheel door locks came out of adjustment. When landing gear was retracted, nose wheel door would not close.

11-19-39
 Lt. A. T. Darnasky

Pilot forced out of formation on bombing run to avoid collision with another aircraft forced out of formation by airplane hit by flak.

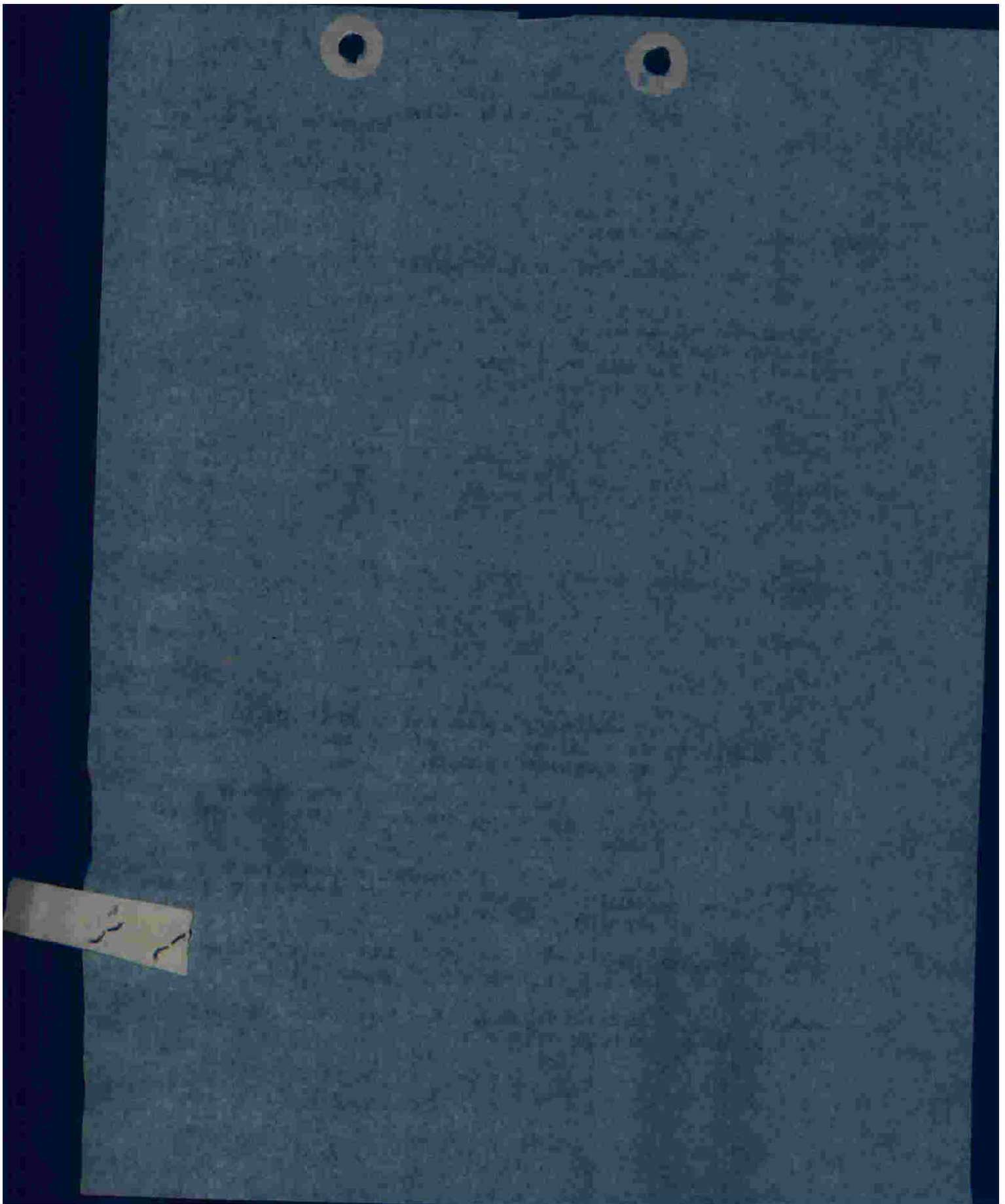
11-20-39
 Capt. J. J. Sawyer

Hit by flak on bomb run. Pilot jettisoned bombs & dropped out of formation. Landed at A-79.

11-21-39
 Lt. E. E. Linton

Bombs not released. Pilot did not have fuelage tank selector switches on.

DEC 2 1944
 #164



41-39229
Lt. E. J. Reath

Ship (44-093) leading formation received hit by flak and dropped out of formation. Lt. Reath, to avoid collision with lead ship, was forced out of formation. Unable to regain position in flight, pilot jettisoned bombs and landed at A-62.

7. Same as paragraph 6 in addition to the following:

41-39254
Lt. E. J. Reath

Stations 7a and 8a failed to release. Trip screws not properly re-set on stations below 7a and 8a.

41-39450
Lt. E. J. Garrison

Stations 5a, 2, and 6a failed to release. Aircraft checked thoroughly and found to release bombs properly on ground. Possibility of wet weather causing failure to release.

41-39439
Capt. E. E. MacFadden

Stations 2, 5a, 6a, 4, 8a, 3, and 7a failed to release. Aircraft checked thoroughly and found to release bombs properly on ground. Possibility of wet weather causing failure to release.

8. 44-093
Capt. E. E. Maughar

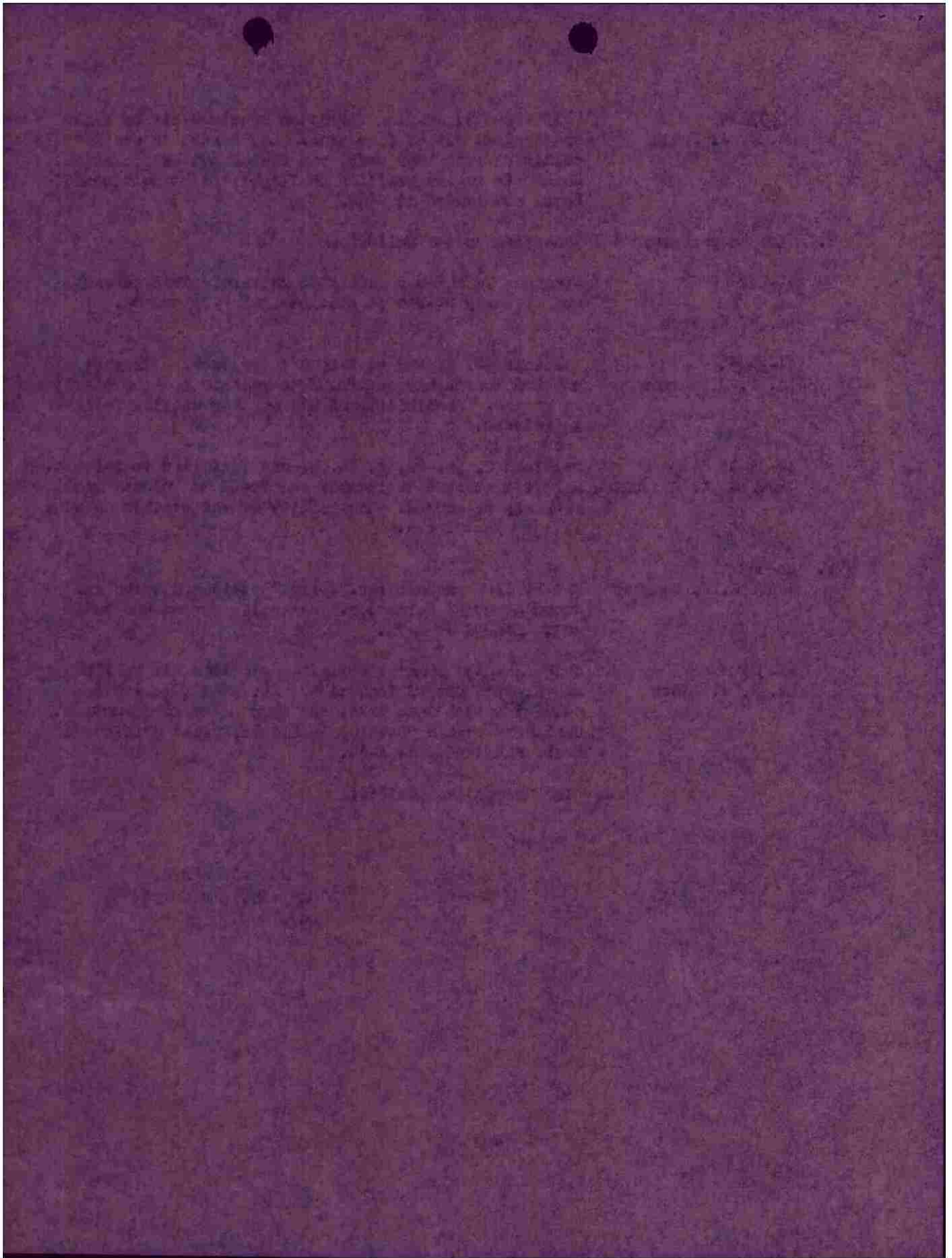
Hit by flak on bomb run. Pilot jettisoned bombs and dropped out of formation. Hydraulic system and radio out. Landed at A-79.

41-39279
Lt. E. J. Reath

Ship (44-093) leading formation received hit by flak and dropped out of formation. Lt. Reath, to avoid collision with lead ship, was forced out of formation. Unable to regain position in flight, pilot jettisoned bombs and landed at A-62.

For the Commanding Officer:

OSCAR SCHMIDT,
Captain, Air Corps,
Adjutant.



2nd Ind

I-3-2

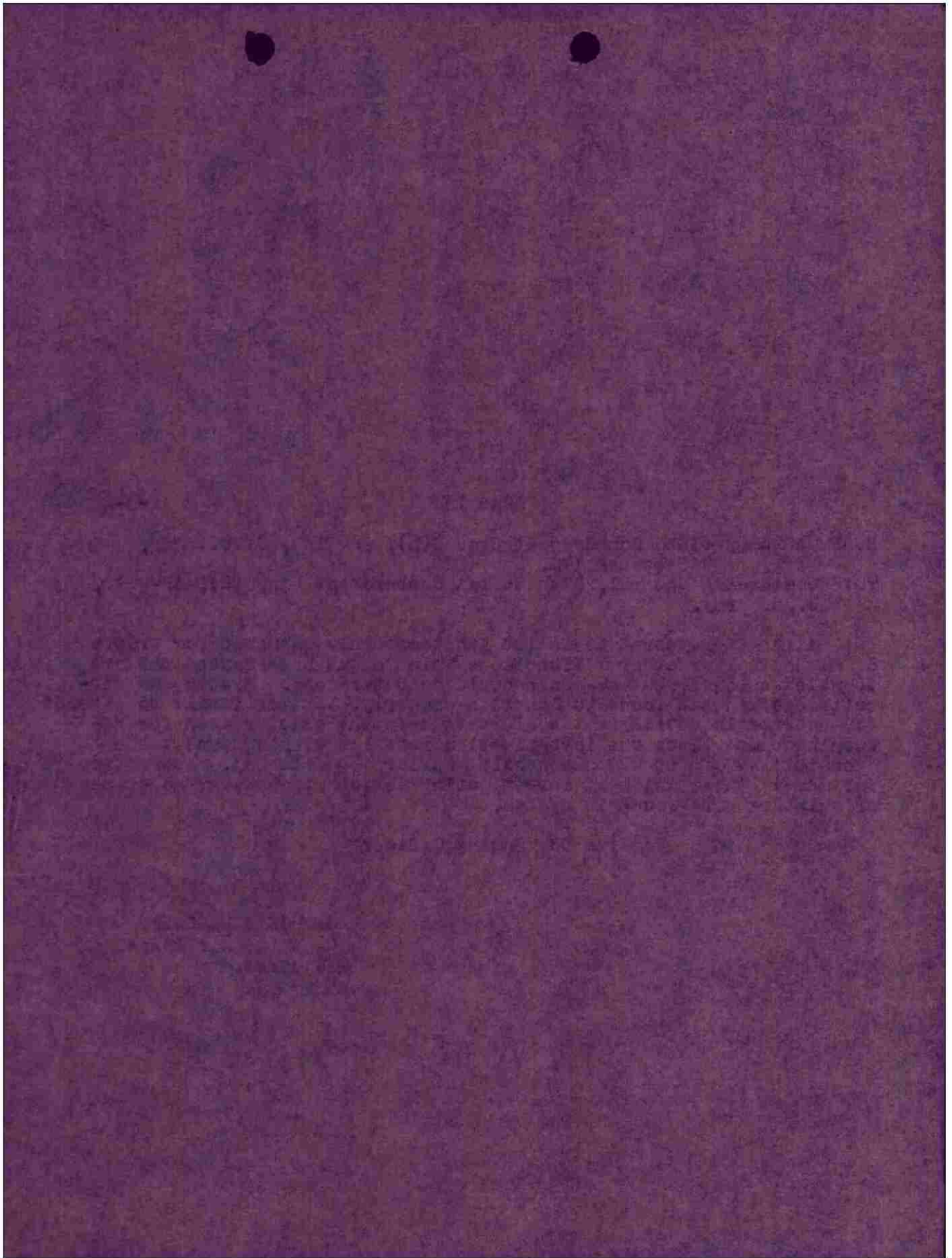
HEADQUARTERS, 416th Bombardment Group (L), APO 140, U. S. Army,
9 December 1941.

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

Aircraft referred to in 1st Ind thoroughly examined for traces of mechanical or other malfunctions which might have caused failure to release bombs, but no cause could be determined. System and circuits checked and found to function properly. It was futile to attempt to describe in detail what could have been the exact reason for returning bombs since the investigation revealed nothing except the "possibility of wet weather causing failure to release". Assumption was merely the opinion of investigating personnel, however no traces of moisture were found in system.

For the Commanding Officer:

GEORGE SCHENKIN,
Captain, Air Corps,
Adjutant.



MISSION NO. 164

LOADING LIST

2 DECEMBER 1944

BOX 1
FLIGHT I

1. 106 E
LT. COL. D.L. WILLETT
LT. P.C. ROYALTY
S/S H.A. LEMPKA
S/S G.M. COOK

2. 093 V
LT. J.F. MEAGHER
LT. J.J. BURG
S/S J.E. MC CREERY
S/S C. FETKO

3. 237 D
LT. H.D. ANDREWS
S/S O.E. SWANK

FLIGHT II

1. 178 L
LT. E.L. MILLER
LT. J.K. CONNER
SGT. J.F. MALLOY
S/S J.M. PEMBERTON

3. 238 M
LT. R.B. ROBERTSON
S/S M.W. CHENEY

2. 239 B
LT. E.J. RENTH
CPL. E.R. BRINKMAN

4. 252 D-1
LT. J.W. KEHCE
LT. J.W. BRITT
CPL. L.L. RICHARDSON

FLIGHT III

1. 075 J
LT. M.W. DU BOSE
LT. B.K. BERGER
SGT. GRIFFIN
SGT. J.H. WALTERS

3. 301 O
MAJOR J.G. NAPIER
CPL. H.W. PERKINS

2. 244 I
LT. G.O. VAN METER
CPL. S.J. KIRK

4. 242 Q
LT. H.B. CLARK
S/S J.W. SABADOSH

FLIGHT IV

1. 315 L-1
LT. R.B. SINGLETARY
LT. A.V. ROSENQUIST
S/S H.G. WIGGINS

3. 235 M-1
LT. W.B. OSTRANDER
S/S J.E. WILSON

2. 224 E-1
LT. C.L. MC GLOHN
S/S R.F. STOBERT

4. 250 A
LT. J.R. WARREN
S/S C.C. STROUP

SPARE

334 G
LT. P.P. BARAUSKY
PVT. B.R. WILSON

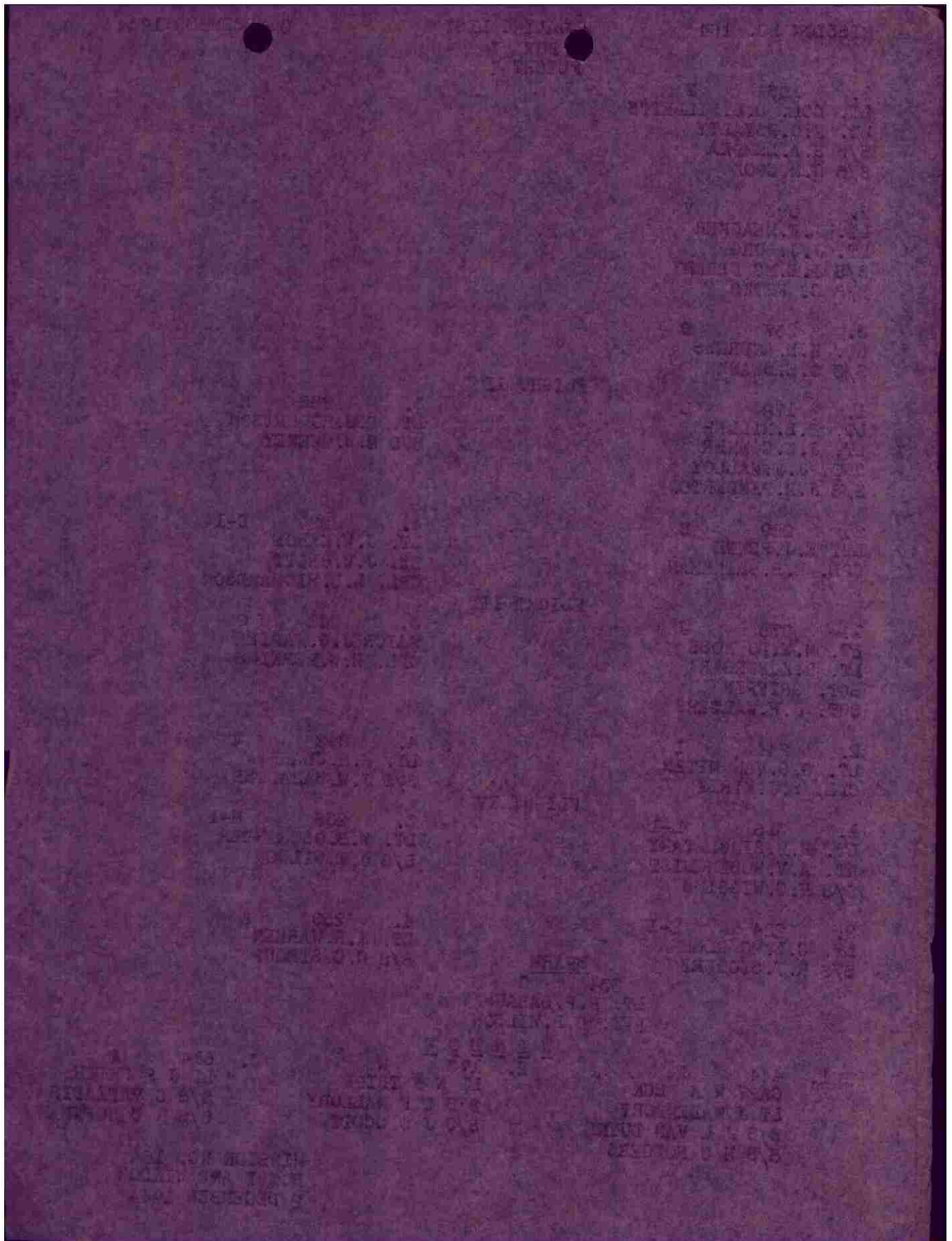
WINDOW

1. 444 J
CAPT W.A. PECK
LT J. MADENFORD
S/S J.E. VAN DUYNE
S/S H.C. RODGERS

2. 173 W
LT W.F. TRIPP
S/S D.F. MALLORY
S/S J.O. SCOTT

3. 614 A
LT J.F. SMITH
S/S C. VAFIADIS
S/S R.C. HOFFMAN

MISSION NO. 164
BOX I AND WINDOW
2 DECEMBER 1944



MISSION NO. 164

LOADING LIST

2 DECEMBER 1944

BOX II
FLIGHT I

1. 185 G
CAPT L A MARZOLF
LT J T BECK
S/S H E WELLIN
S/S I R DEGUISTI

2. 089 R
LT J A BUSKIRK
LT R C HANNA
S/S C H CORBITT
CPL K W SCHMIDT

3. 239 N
CAPT S E MAC FADDEN
SGT F W ELLIOTT

4. 265 V
LT R H SMITH
S/S R J MAHONEY

5. 249 F
LT A REMISZEWSKI
SGT J H MIGUEZ

6. 234 P
LT J H MILLER
S/S R G SCHROM

FLIGHT II

1. 108 M
LT R V MIRACLE
F/O T M MC CARTNEY
S/S F L FLACKS
S/S C H YOST

2. 259 H
LT J K COLQUITT
S/S C M MOHRE

3. 264 I
LT E B KREE
S/S D R SCHENCK

4. 216 Q
LT R G MEREDITH
S/S R W MAC DONALD

5. 317 O
LT J P KENNY
SGT J J SITTARICH

6. 302 D
LT W W ANNIN
SGT C J RIVARD

FLIGHT III

1. 076 Q-1
CAPT F J HARROLD
LT W E BREWER
S/S C W MAZIASZ
S/S F P GLYNN

2. 307 N-1
LT E L JOHNSON
T/S J E GOGGIN

3. 223 B
LT T S MERRITT
SGT BASILE

4. 212 K
LT R B HALL
S/S W G JACKSON

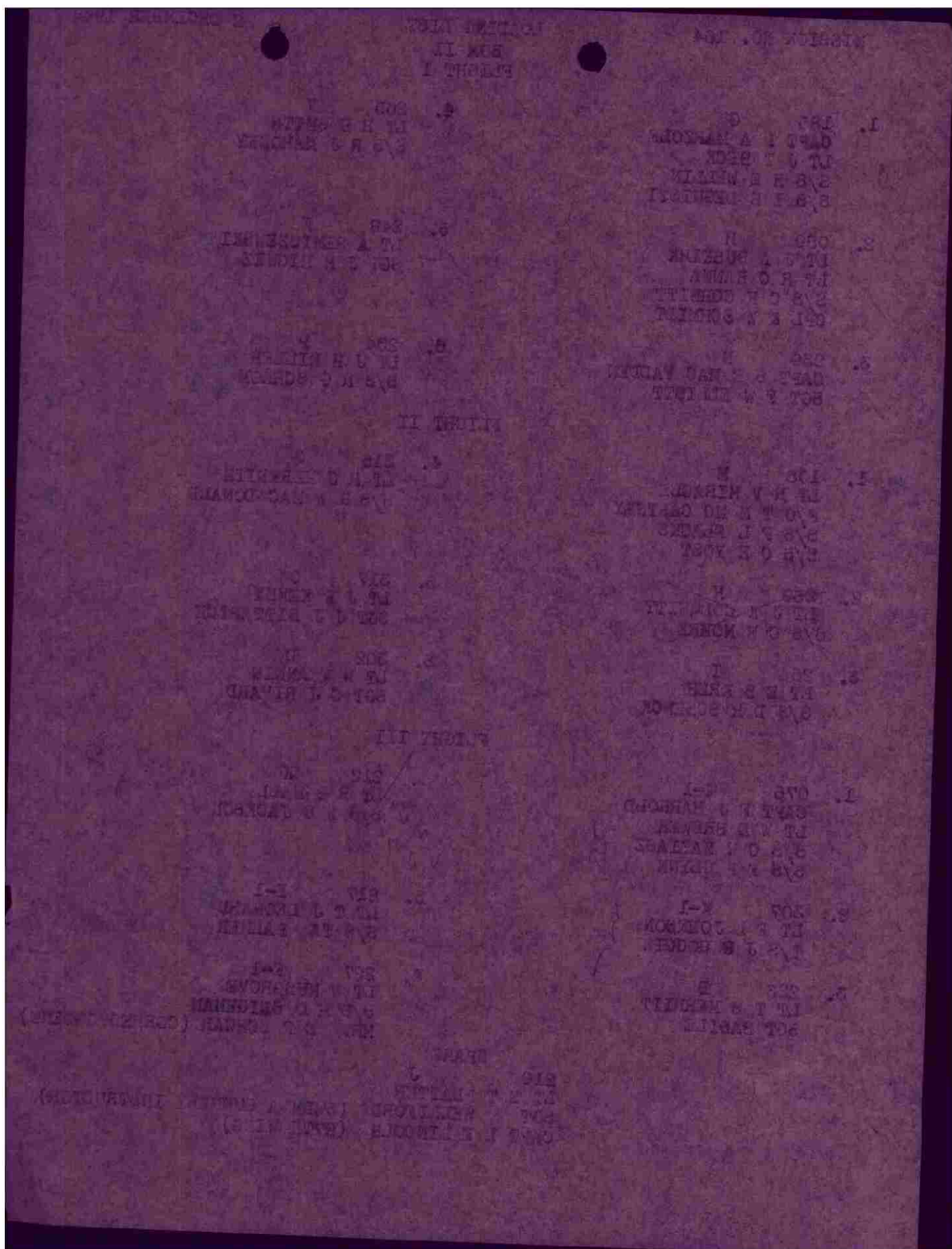
5. 217 I-1
LT T J LEONARD
S/S T A PALMER

6. 227 F-1
LT W MUSGROVE
S/S H O SEIGHMAN
MR. E F SCHWAR (CORRESPONDENT)

SPARE

210 J
LT E T PLATTER
SGT WELLIFORD
CAPT L E LINCOLN

(SQDN A GUNNERY INSTRUCTOR)
(97TH WING)



COMBAT MISSION REPORT

MISSION NO.

164

DATE

2 Dec. 1944

1. NUMBER OF MEN WOUNDED (AMMOS - 16) *Meagher's plane wound in foot.*
2. BOMBING MALFUNCTIONS (AMMOS - 98) *Krich 264 Star 7A + 8A failed to release. Trip screws not properly set on star below 7A + 8A. 075-Burke 334 Barabachy - no attempt to release. Pilot was out of formation on bombing run. 250-Harmon - Star 5A, 2 and 8A failed to release. 259-MacFadden - Star 2, 5A, 6A, 4, 8A, 3 and 7A failed to release.*
3. CAMERA MALFUNCTIONS (PHOTO LAB - 64) *None.*
4. NUMBER PLANES OPERATIONAL: BOMB GROUP *30-265 8 7's*, SWG *8's 7's*
5. PER CENT OF BATTLE DAMAGE (INTELLIGENCE - 68) *11 Category A - 27%*
6. PLANES FAILING TO BEGIN AIRBORNE OR RETURNING EARLY - REASON *All Airborne*
259-Colquhoun - Retd. early - Electrical trouble.
212-Hall - " " - Landing gear.
7. PLANES LOST OR LANDED SO AWAY FROM BASE - REASON - LOCATION *093-Meagher*
Landed on a 79 at 1012. Hydraulic. Radio out.
Meagher's plane wound in foot - Hospitalized in Reims. 229-Rush unaccounted for.

SUBMITTED BY

J.H. Boulton



First and second boxes bombed on one lead PFF aircraft.

2ND. BOX

PFF PILOT Lt. Clark GP. BOX LEADER Capt. L. A. Maxwell

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

2. Opinion of evasive action taken. _____

3. Comment on PFF Navigation. _____

4. Suggestions. _____

Operations Officer

HAROLD A. RADTKEY,
 Lt. Col., Bomb Group,
 416th Bomb Group (L).

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

Date 2 December 1944

SUBJECT: Interrogation of Group Box Leaders on PFF Lead.

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

DATE OF MISSION 2 Dec. PFF PILOT Lt. Clark

GROUP BOX LEADER Lt. Col. D. L. Willette

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

Yes, with the exception that PFF leader climbed faster (205 mph IAS and 500 ft/min) than the briefed (195 mph IAS and 400 ft/min) speed; however, the climb was not too fast.

2. Opinion of evasive action taken. Bomb run was extremely long and if the bombing was done by visual means, evasive action was poor, but if bombing was done by PFF equipment, evasive action was satisfactory under these circumstances.

3. Comment on PFF Navigation. Satisfactory.

4. Suggestions. Route from IP to target was directly into sun, making it very difficult for the wingman and second box leader to see bomb doors open and bombs leave lead aircraft. Suggested that bomb run be made either down or across sun whenever possible. It would be much easier on the second box leader to also have a Pathfinder lead rather than 2 bombs bombing on one Pathfinder leader, as was the case on this mission.

(OVER)

AAF STATION A-55
(PLACE)

30 NOVEMBER 1944
(DATE)

KNOW ALL MEN BY THESE PRESENTS: Whereas I ERIC F. SCHWAB
(FULL NAME)

am about to take a flight or flights as a passenger in certain
Army aircraft on 2. XII 44: and whereas I am doing so
(DATE OR DATES)

entirely upon my own initiative, risk, and responsibility; now, therefore, in consideration of the permission extended to me by the United States through its officers and agents to take said flight or flights, I do hereby, for myself, my heirs, executors, and administrators, remise, release, and forever discharge the Government of the United States and all of its officers and agents, acting officially or otherwise, from any and all claims, demands, actions or causes of action, on account of my death or on account of any injury to me which may occur by reasons of the said flight or flights.

The term "Flight or Flights" as used herein is understood and agreed to include the preparation for, continuation of flight or flights whether or not one or more than one aircraft is used throughout the entire flight or flights, as well as all ground and flight operations incident thereto. It is further understood and agreed that this release, among other things, extends to and includes negligence, faulty pilotage, and structural failure of the aircraft thereof.

The execution hereof does not operate to waive any statutory right conferred by act of Congress.

Eric F. Schwab
(SIGNATURE)

Robert A. Clark Major A.C.
(WITNESS)

Harry G. Dittmer
(WITNESS)

Sam H. Pope
(WITNESS)

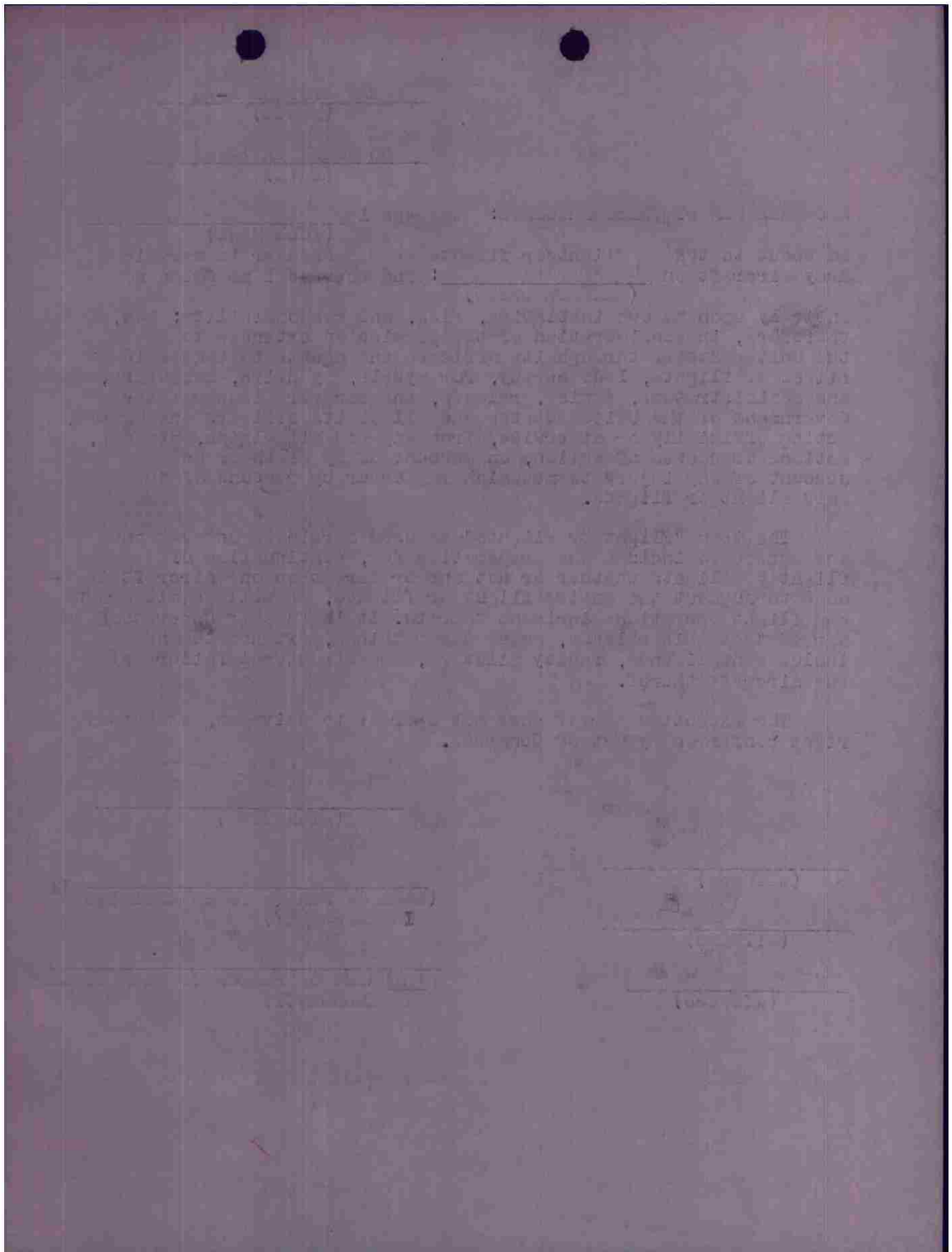
(NAME OF PERSON TO BE NOTIFIED
IN EMERGENCY)

(ADDRESS OF PERSON TO BE NOTIFIED
IN EMERGENCY)

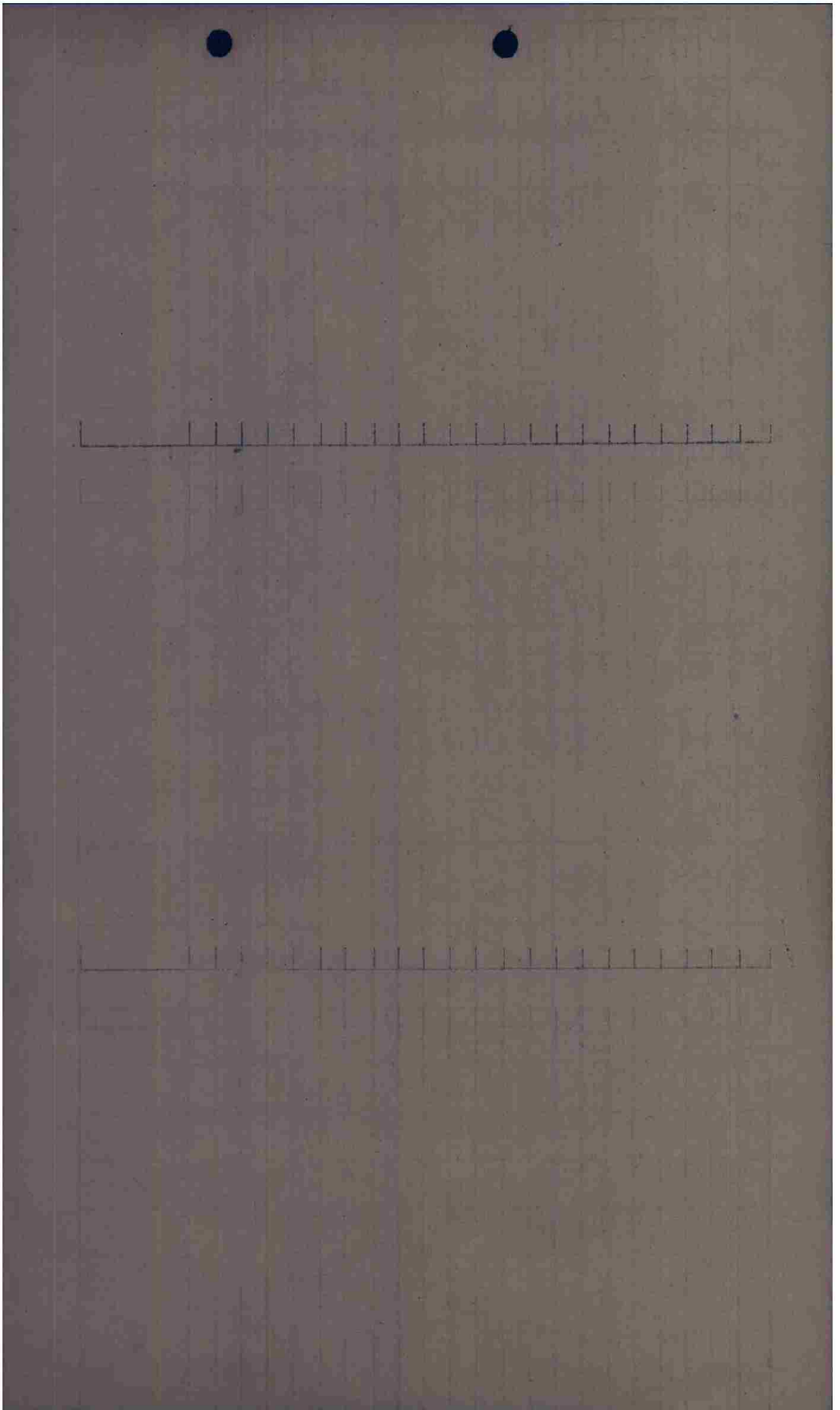
MR HEMBRE
FRANCE PRESSE PHOTO

100 rue Réaumur

Paris



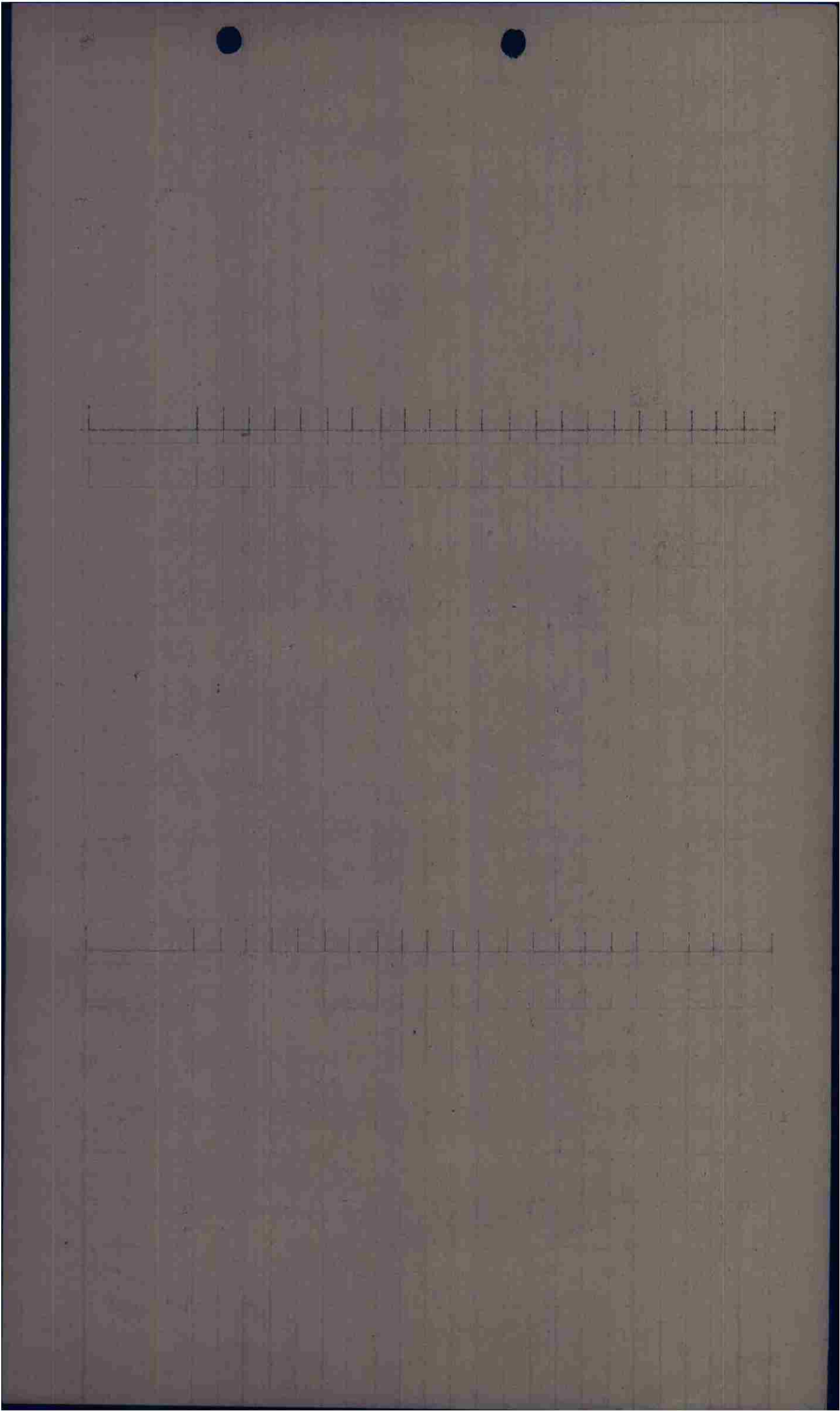
Mission No. 144														
354341														
Page II														
2 December 1944														
S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L L O A D	B O L D
A	G	185	Morganst			0851						HC		
A	R	089	Quentin			0851								
A	N	239	Paul Norton			0851								
A	V	265	David P.H.			0851								
A	F	249	Remington			0852								
A	P	234	Smith, P.H.			0852								
A	M	108	Myrtle			0852								
A	H	359	Calquitt			0852	Return	Early		Black		HC		
A	I	264	Wick			0853								
A	Q	216	Myrtle			0853								
A	O	317	Henry			0853								
A	D	302	Arnold			0853								
A	Q-1	096	Stanard			0854						HC		
A	N-1	307	Johnson			0854								
A	B	223	Smith			0854								
A	K	212	Face P.B.			0854								
A	I-1	217	Harmon			0855								
A	F-1	227	McGowan			0855								
A	J	210	Platter			0855								



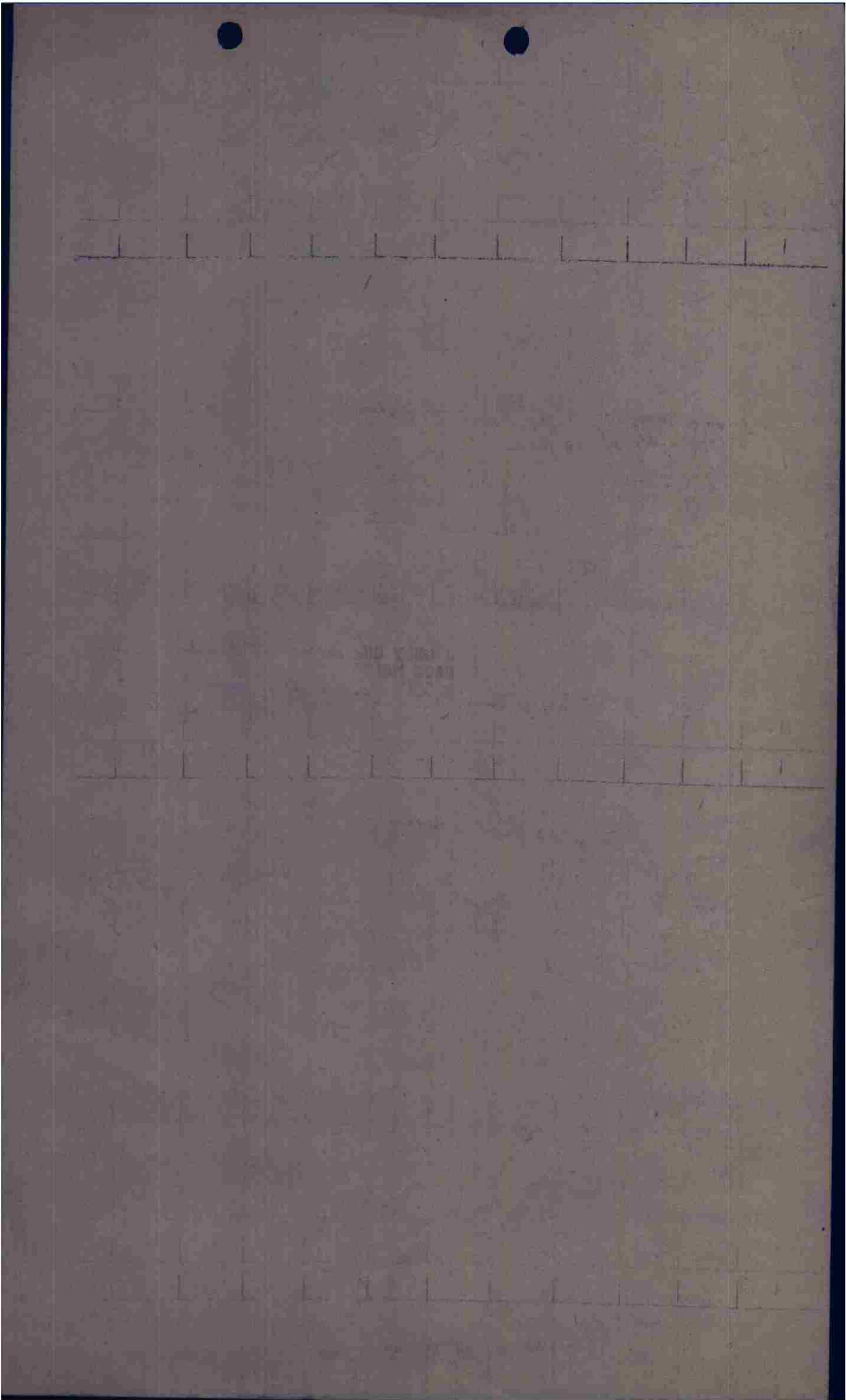
Mission No. 164
Box I
2 December 1944

S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L L O A D	B O M B A D	E N D U R	L A T I T U D E	R E M A R K S
●	✓	106	W. J. Kelly	1000		0846			1005				925	8x 350 GP 1100T	7	1111	
●	✓	093	McIntosh			0846	Destroyed A-79									1052	
●	✓	237	Andrews			0846										1114	
●	✓	178	Miller, E.S.			0847						HC				1114	
●	✓	229	Reed			0856						C					
●	✓	238	Roberts			0847										1115	
●	✓	252	Kelley			0847						HC				1115	
●	✓	075	DeBorja			0848						C				1117	
●	✓	244	Van Meter			0848										1119	
●	✓	301	Travis			0848										1119	
●	✓	243	Clark			0848										1119	
●	✓	315	King, Stuart			0849										1120	
●	✓	224	McClellan			0849										1121	
●	✓	235	Richardson			0849						C				1121	
●	✓	250	Wagner			0849										1124	
●	✓	334	Baranek			0850										1121	
●	✓						Winters										
●	✓	444	Leck			0855										1107	
●	✓	173	Quirk			0856										1107	
●	✓	614	Smith, D.S.			0856										1108	

B-26 583 - PPX drop - 0846 RETURNED TO HOWA BASE



Mission No. 164					2 Dec. 44	
SHIP NO	SQUADRON	PILOT and/or POW/PILOT	CURRENTS	MALFUNCTIONS	CAUSES OF MALFUNCTIONS	
264	H	Heck	"	Station 7H and 8H piled to release.	Trip assume not properly made on Station 2 below 7H and 8H.	
275	B	Donner		4 bombs returned (H-20 12)	Pilot did not leave package back after mission on -	
334	C	BARNSBY		No attempt to release bombs on bombing run	Pilot was not out of formation on bombing run and did not attempt to release bombs.	
250	D	WHIREN		Station 5H, 2 and 6H piled to release	Still under investigation - eye was checked, remaining 10 to release (see notes) but no action was taken.	
239	D	MACFADDEN		Station 2, 5H, 6H, 4, 8H, 3 and 7H piled to release	Still under investigation	
William C. McDonald Capt. H.C.						



ITA JEA V JKI JKI 9/02 OP OP
 FROM 415TH BOMB GROUP (L) 82/1443A D-21-D
 TO :SG. 9TH BOMBARDMENT DIV. ATT: A-2
 97TH BOMB WING , ATT: A-2
 SECRET BT

GPSFLASH FOR 2 DECEMBER 1944.

A. 415TH BOMB GROUP (L)

B. SAARLAUTERN AREA.

C. 8 A-26 K, 27 A-26
 D. 6 A-26 K ON PRIMARY
 23 A-26 ON PRIMARY

E. 1 A-26 RETURNED EARLY. ~~LEETEEENKERN~~ ELECTRICAL TROUBLE
 1 A-26 RETURNED EARLY, LANDING GEAR MALFUNCTION.
 1 A-26 DID NOT BOMB. SWITCHES IN WRONG POSITION.
 1 A-26 DID NOT BOMB. LEFT FORMATION TO ESCORT A/C THAT WAS GOING
 DOWN IN TROUBLE ON THE BOMB RUN.
 1 A-26 UNKNOWN - LANDED AT A-79.
 1 A-26 UNACCOUNTED FOR.

F. 77 X 254 G.P. ON REX PRIMARY.
 121 X254 G. WX P. FELL IN RIVER APPROXIMATELY 12 MILES NORTH OF
 SAARLAUTERN IN THE MERZIG AREA. (SEE PARA.G).
 38 X 254G.P. RETURNED.

2 A-26 A/C RETURNED EARLY BECAUSE OF MECHANICAL MAL-
 FUNCTION.
 1 A-26 A/C WAS FORCED OUT OF FORMATION BY A/C HIT BY
 FLAK WHICH IT TURNED SHARPLY TOWARD HIM.
 1 A-26 DID NOT BOMB. SWITCHES IN THE WRONG POSITON.
 1 A-26 DROPPED ONLY ONE BOMB. OTHER SEVEN RETURNED
 BECAUSE OF BACK MALFUNCTION.
 1 A-26 DROPPED ONLY FIVE BOMBS. THREE RETURNED BE-
 CAUSE OF BACK MALFUNCTION.
 12 X254G. P. UNACCOUNTED FOR.
 1 A-26 UNKNOWN - LANDED AT A-79.
 1 AMEX A-26 UNACCOUNTED FOR.

G. BOX NO 1- IN TARGET AREA.
 SECOND BOX LEADER (PILOT) DROPPED HIS BOMBS ON AN ACCIDENTAL
 RELEASE OF A/C NO3, FLIGHT NO3 IN THE FIRST BOX. HE THOUGHT
 THAT THE FALLING BOMBS WERE FROM LEADER OF BOX NO. 1. BOMBS FELL
 IN THE RIVER APPROXIMATELY 12 MILES NORTHWEST OF THE BRIEFED
 TARGET, SAARLAUTERN, IN THE MERZIG AREA. BELIEVED TO HAVE FALLEN
 ON THE ENEMY SIDE OF THE BOMBLINE.

H. 1 A-26 MISSING, LEFT FORMATION RXX ON BOMB RUN. LAST SEEN LOSING
 ALTITUDE NEAR DILLINGEN (02704) WITH LEFT ENGINE SMOKING.
 1 A-26 LANDED AT A-79.
 11 A/C DAMAGED - CATEGORY "A".

I. 1 PERSON WOUNDED IN FOOT BY FLAK- IN HOSPITAL AT BELMS.

J. WEAK TO MODERATE HEAVY ACCURATE FLAK AT THE TARGET.
 MODERATE HEAVY ACCURATE FLAK FROM RXX 02707 TO TARGET. MOST OF THE
 FLAK WAS BURSTING AT THE ALTITUDE OF THE FORMATION BUT WAS INACCURATE
 AS TO POSITION.

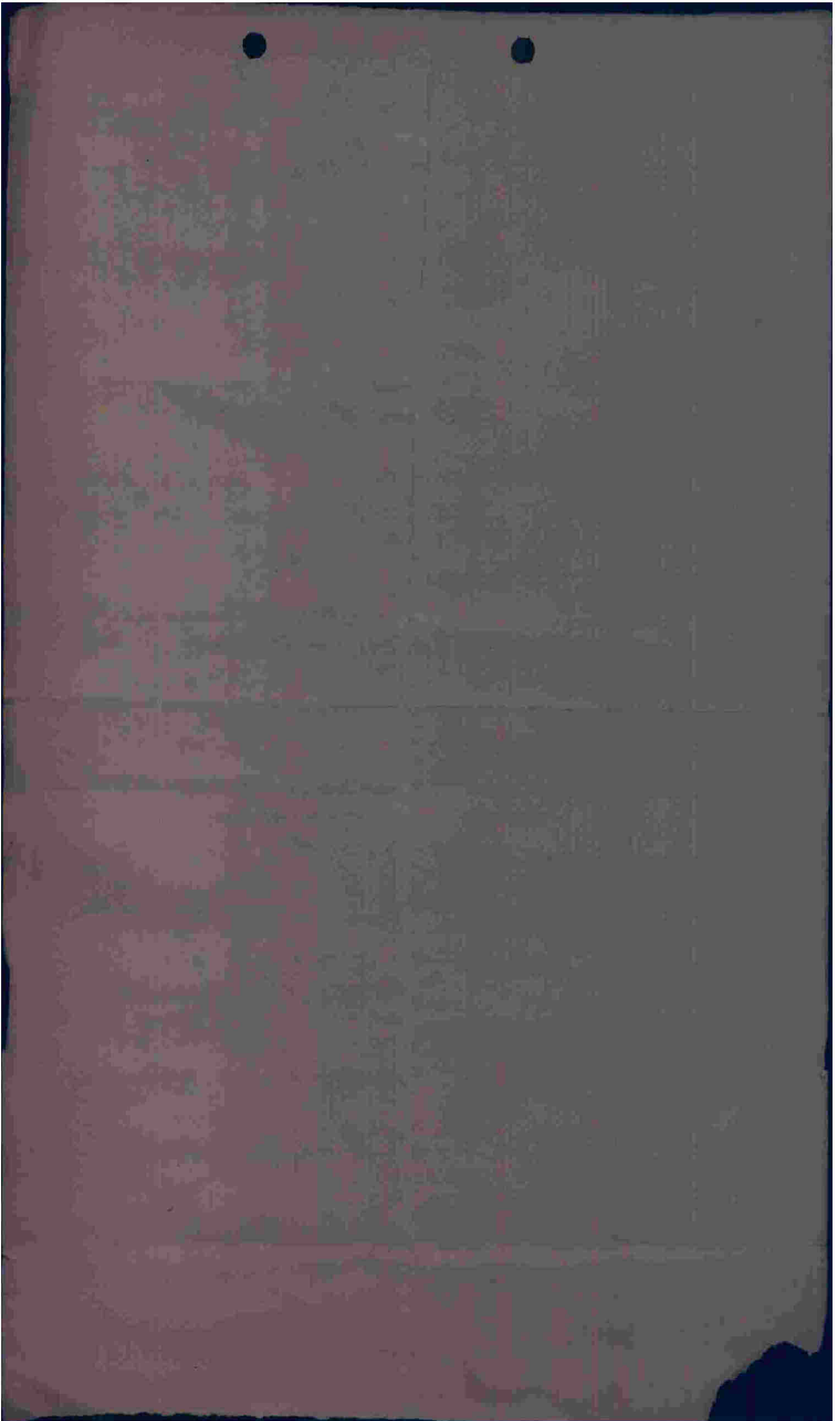
K. NIL.

L. 12,000 FEET.

M. 10/18.

BT 82/1443A
 AS AS AS CC IN PART F. FOURTH LINE SO SHOULD BE
 38 X 254 G. P. RETURNED.

UJF BDDG
 ITA R.....82/1443A KIS X
 JEA R.....82/1443A CEN XXXXX



ITA JEA V JKI JKI 11/02 OP OP
FROM 416TH BOMBARDMENT GP (L) 02/1650A D-23-D
TO : CG, 9TH BOMBARDMENT DIV. , ATT: A-2.
97TH BOMB WING , ATT: A-2.

SECRET BT
ANNEX TO OPSFLASH NO. D-21-D

ONE A-26 A/C AND ITS CREW NOTED AS " UNACCOUNTED FOR" IN OPSFLASH
NO. D-21-D IS NOW KNOWN TO HAVE LANDED AT A-62. DISPOSITION OF THE BOMBS
IS STILL UNKNOWN. THE CONDITION OF THE CREW AND THE AIRCRAFT IS ALSO
UNKNOWN.

BT 02/1650A

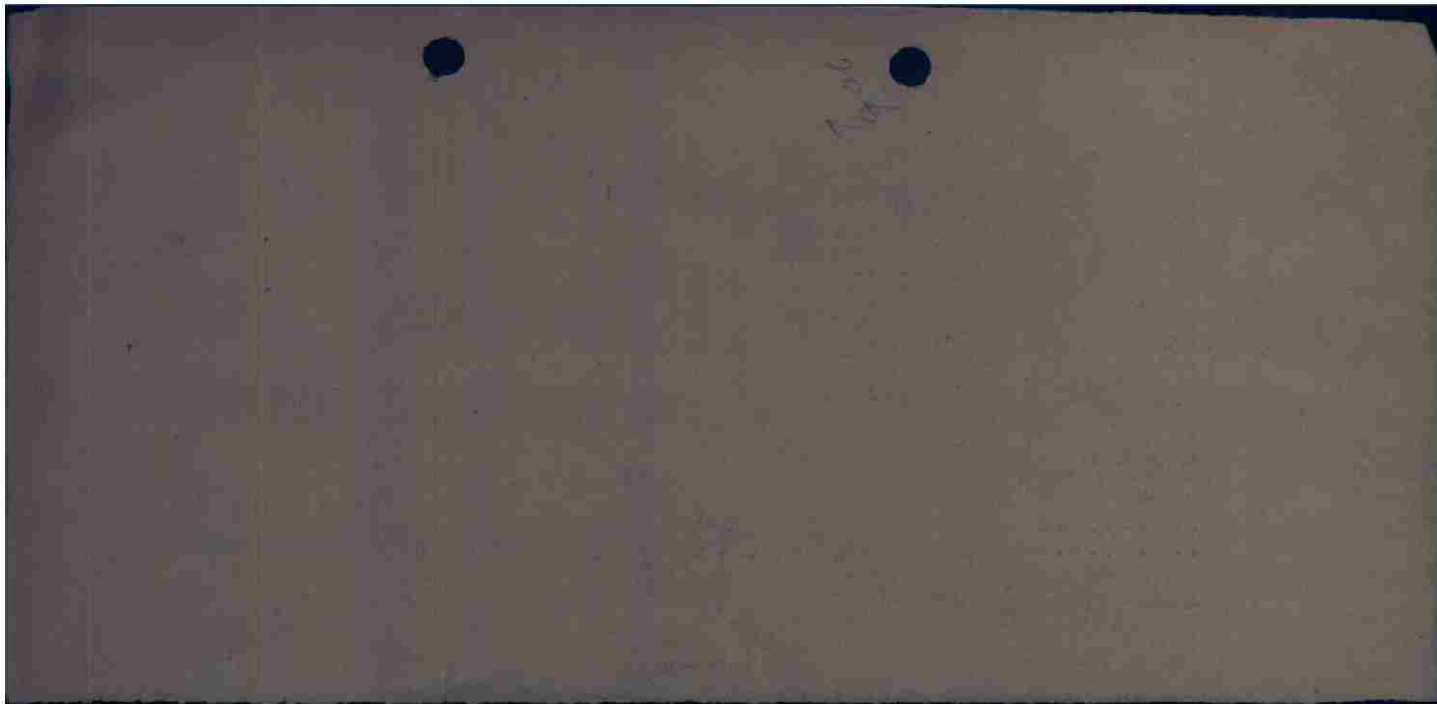
AS

WJF DBB

ITA R.....02/1655A MJS K

JEA R..... 02/1655A FK K

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ITA JEA V JKI JKI 17/02 OP-OP
 FROM 416TH BOMB GROUP (L) 02/1840A
 TO CG 9TH BOMBARDMENT DIVISION (M) ATTN: A-2
 CG 97TH COMBAT BOMB WING (L) ATTN: A-2

SECRET BT

D-33-D
 ANNEX NO. 2 TO OPSFLASH NO. D-21-D
 CHANGE THE FOLLOWING PARAGRAPHS TO READ AS INDICATED

D - 6 A-20K ON PRIMARY
 24 A-26 ON PRIMARY

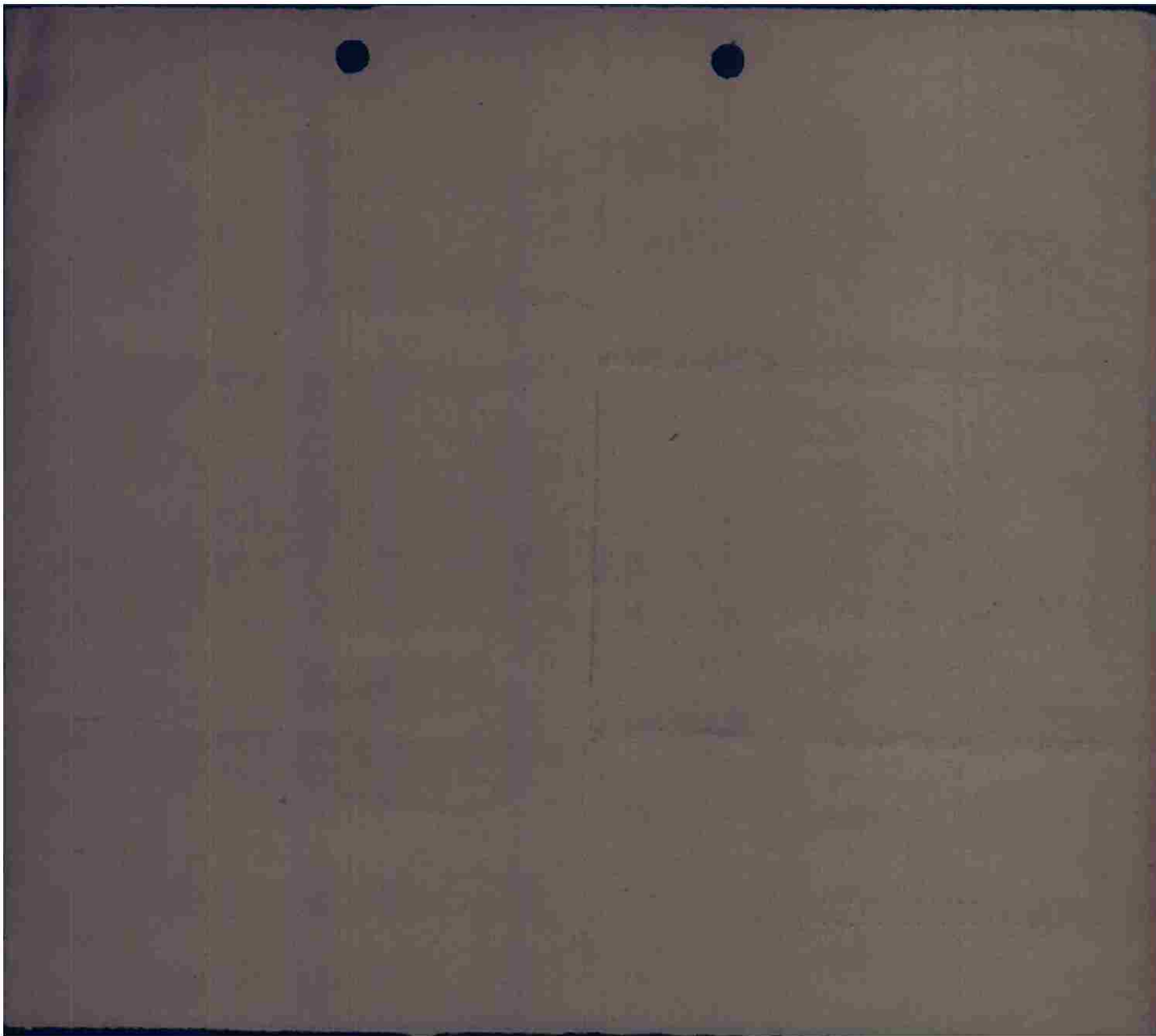
E - 1 A-26 RETURNED EARLY. ELECTRICAL TROUBLE
 1 A-26 RETURNED EARLY. LANDING GEAR MALFUNCTION
 1 A-20 DID NOT BOMB. SWITCHES IN WRONG POSITION
 1 A-26 DID NOT BOMB. WAS FORCED OUT OF FORMATION BY A/C HIT
 BY FLAK WHICH TURNED SHARPLY TOWARD HIM.
 1 A-20 UNKNOWN. LANDED AT A-79

F - 85 X 250 GP ON PRIMARY
 121 X 250 GP (SAME AS ORIGINAL OPSFLASH)
 38 X 250 GP RETURNED (SAME AS ORIGINAL OPSFLASH)
 4 X 250 GP UNACCOUNTED FOR. 1 A-20 LANDED AT A-79.

H - 1 A-20 LANDED AT A-79.
 1 A-26 LANDED AT A-62. EXTENT OF DAMAGE UNKNOWN
 11 AC DAMAGED CAT "A"

BT 02/1840A
 FD AR
 ITA R.....021901A NEW AR K
 JEA R.....02/1901A LCB AR
 TNX

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ITA JEA V JKI JKI 18/82 OP-OP

FROM HQ, 416TH BOMB GROUP (L) 02/1920A
TO 9TH BOMB DIVISION (M), A-2 P/I OFFICER
97TH COMBAT WING, A-2 DUTY OFFICER D 34-12

SECRET BT

S/A REPORT

B. SAARLAUTERN AREA

J. BOX I -- SUPER : BOMBED ON PPF. 98 PERCENT OF BOMBS WITHIN RADIUS OF 1000 FEET WITH CENTER OF BURSTS ON RAILROAD AND BUILDINGS WITH SEVERAL NEAR MISSES TO HIGHWAY OVERPASS. POSSIBLE HITS AND NEAR MISSES ON FACTORY BUILDINGS. HITS WERE SCORED ON SEVERAL ROADWAYS. BOMBS FROM ONE SHIP FELL 4,415 FEET SE OF DMPI. BOMBS HIT ON JUNCTION OF RAILROAD AND HIGHWAY AND ON SMALL BUILDINGS. POSSIBLE DAMAGE TO RAILROAD TRACKS, HIGHWAY, AND BUILDINGS.

BOX II -- PNB : BOMBED ON PPF. ONE A/C IN BOX I HAD MALFUNCTION AND RELEASED BOMBS PREMATURELY. BOX II BOMBED ON THIS A/C. BOMBS FELL 1 MILE SOUTH OF TOWN OF MERZIG. BOMBS FROM ONE A/C FELL 1650 FEET W OF SARRE RIVER IN WOODED AREA.

L. BOMBED ON PPF.

M. (1) S 100 PERCENT
(2) S 0 PERCENT
(3) S 0 PERCENT

BT 02/1920A

FD AR

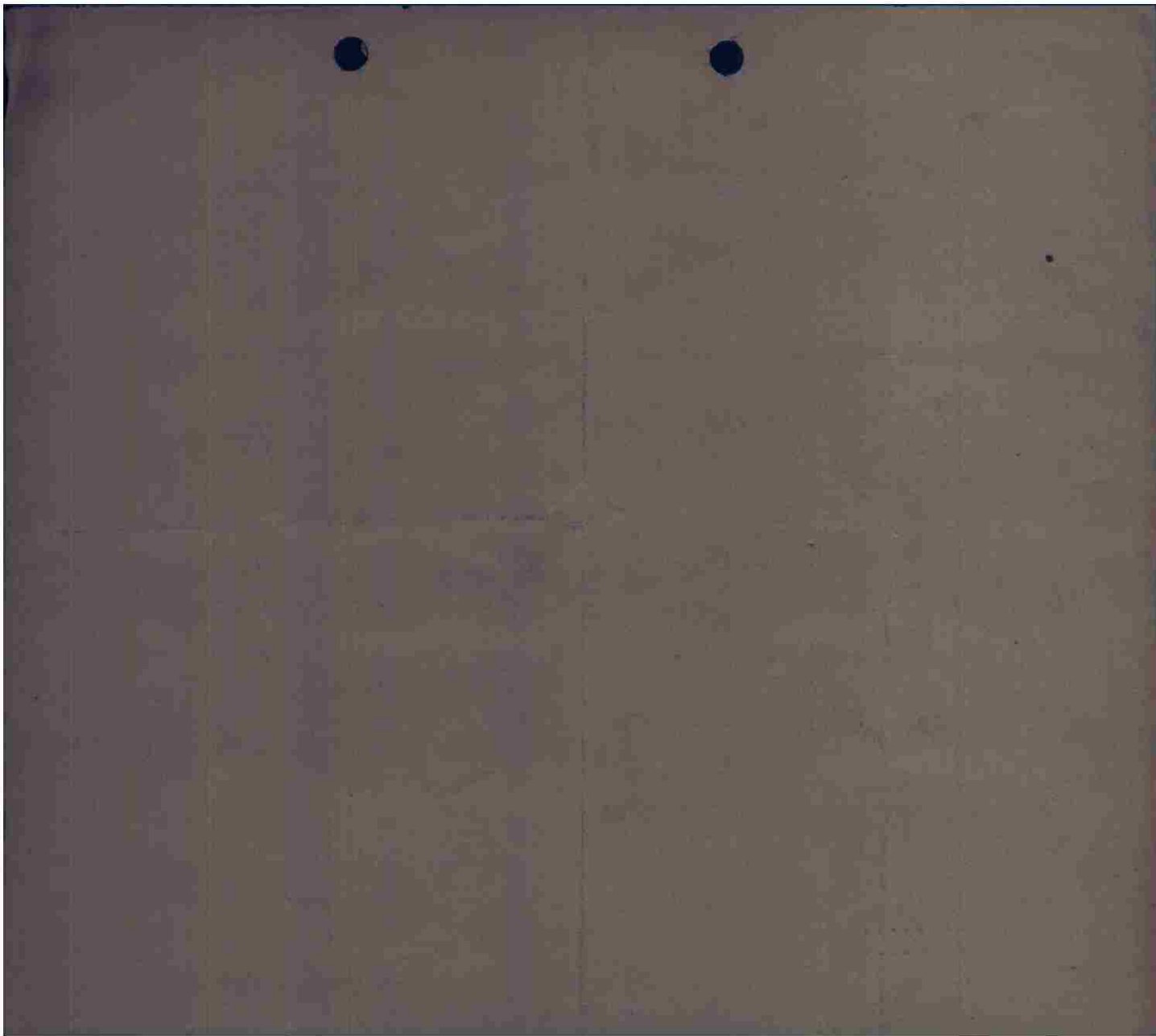
ITA R.....02/2003A

SK BBBBB

JEAN R.....02/2003A

LCB AR

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OIITA OIJES OIJKI OIJPO OIJE A OIJE A 23/02 OP -
T (OIITA T OIJJF)

FROM 97TH COMBAT BOMB WING 02/0500A

TO COMBOMDIV NINE
409TH BOMB GROUP (INFO ONLY)
410TH BOMB GROUP
416/5 79.7 14970
1ST PROV. PATHFINDER SQDN.

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

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

ANNEX NO. 1 TO FIELD ORDER NO. 75-653

CHANGE ZERO HOUR PLAN "B" TO READ: 02/1000A -REPEAT- 02/1000A

COMCBTWIG 97

BT 02/0500A

AR

AS

SS

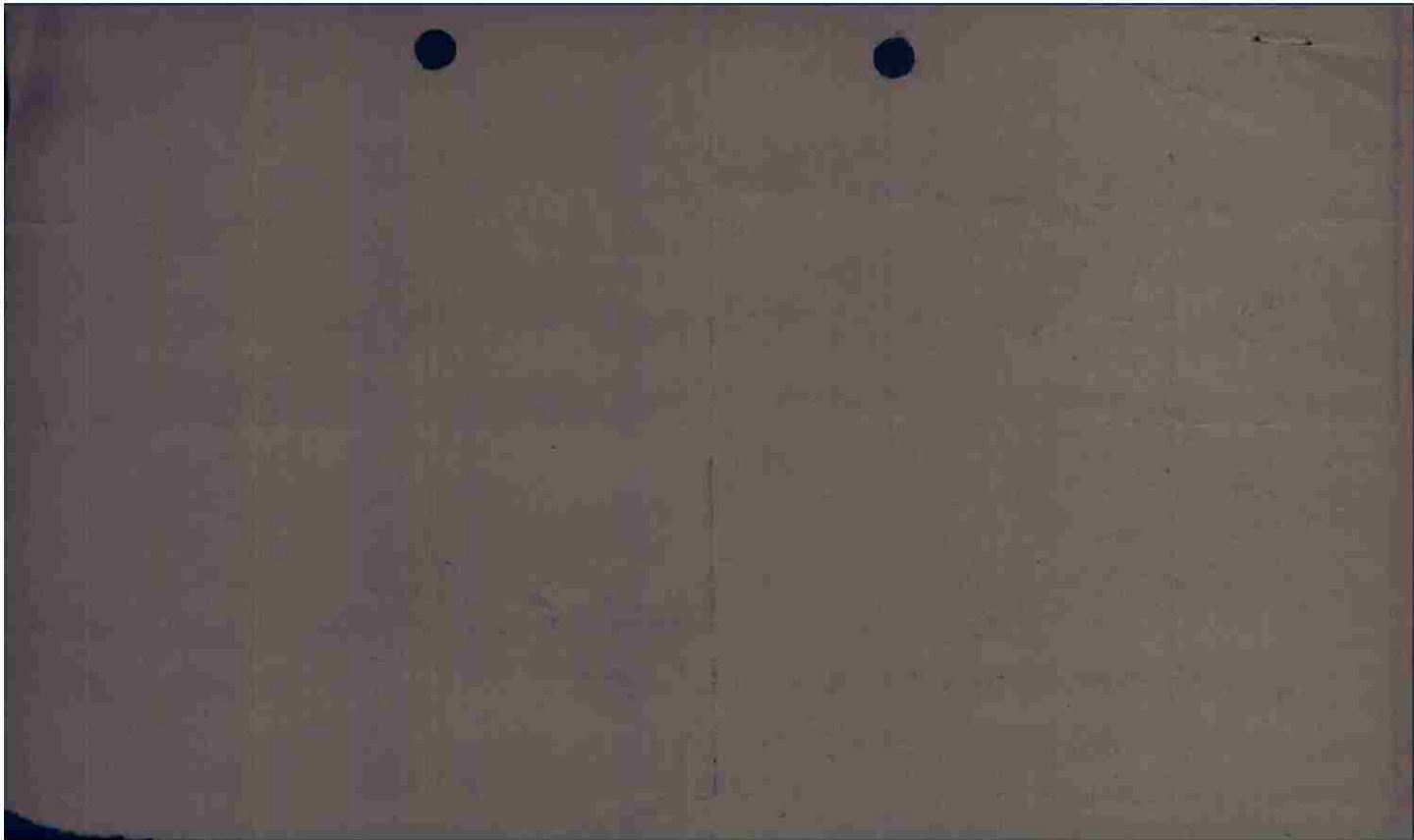
OIITA R.....02/0524A MILT AR

OIJES R.....

OIJKI R.....02/0524A WFG AR

OIJPO R.....

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OIITA OIJKI OIJPO V OIJE A OIJE A 01/02 (INFO - INFO)

FROM 97TH COMBAT BOMB WING 02/0030A

TO COMBOMBIV IX
410TH BOMB GROUP
416TH BOMB GROUP

19-17

ATTENTION: SIGNALS OFFICER

ADVANCED INFORMATION OF SIGNALS OF FIELD ORDER TO FOLLOW:

B. COMMUNICATIONS:

PLAN A AND B

A. 410TH BOMB GROUP:

- (2) CIRCLE
- (3) JUDITH
- (4) RIPSAN

B. 416TH BOMB GROUP:

- (2) FISHLOCK
- (3) JUDITH
- (4) RIPSAN

PLAN C AND D

A. 410TH BOMB GROUP:

- (2) MANGO
- (3) POKER
- (4) ROSELEE

B. 416TH BOMB GROUP:

- (2) BESTMAN
- (3) POKER
- (4) ROSELEE

X. GENERAL INFORMATION:

(1) BOX LEADERS WILL REPORT TO F.G.C. 2 MIN PRIOR TO I.P.

COMCBTWIG 97

BT 02/0030A

AR

AS

SS

OIITA R.....02/0055A WILT AR

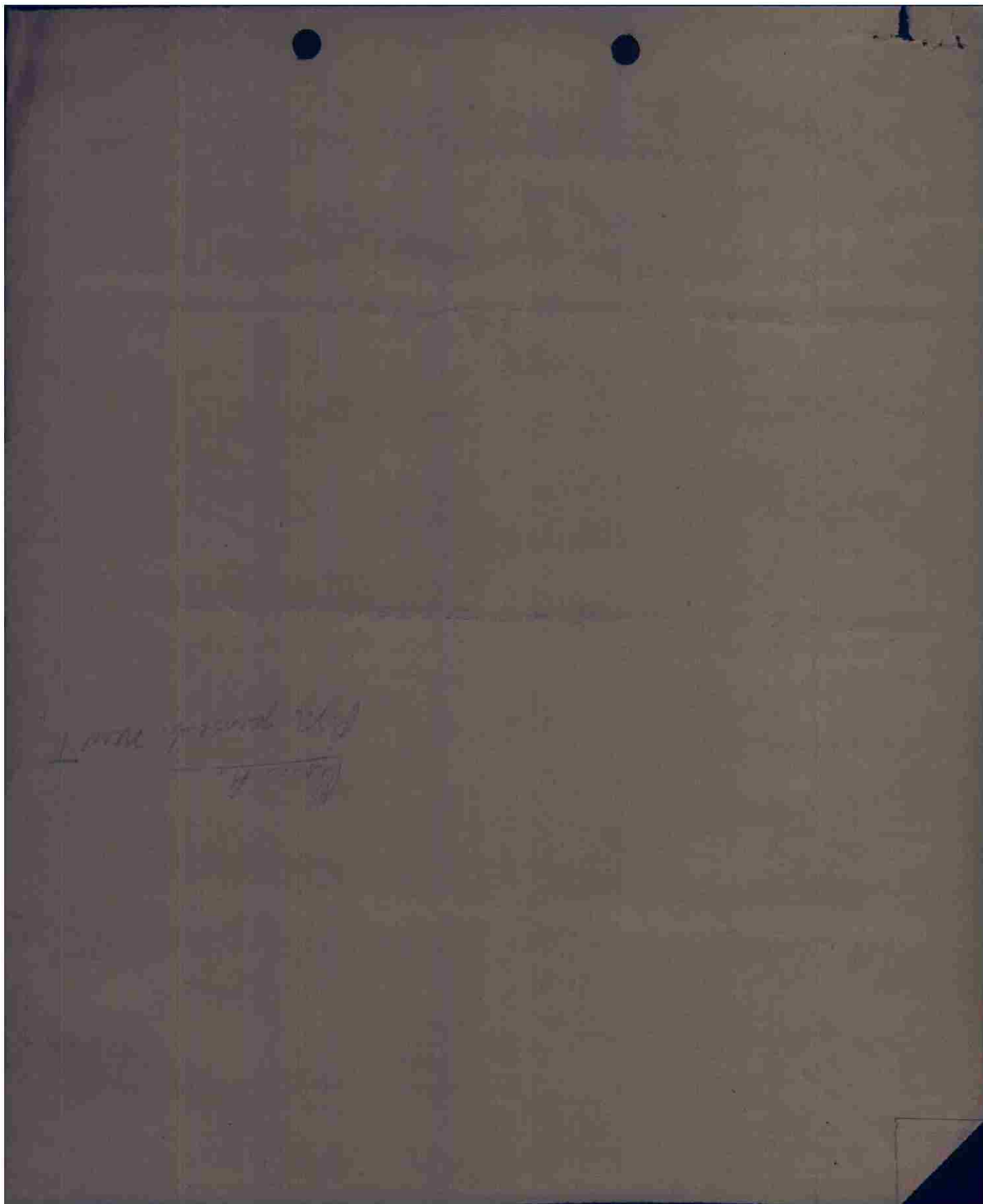
D E

T Z LLT L

DEJMI R.....TTL

OIJKI R02/0055A MFG AR

OIJPO R.....02/0045A SK AR O



OIITA OIJES OIJKI OIJPO OIJE A OIJE A 02/02 OP OP
T (OIITA T OIJJP)

FROM 97TH COMBAT BOMB WING 02/0135A D-89-E
TO COMBOMB DIV NINE
409TH BOMB GROUP (INFO)
410TH BOMB GROUP
416TH BOMB GROUP
1ST PROV. PATHFINDER SQDN.
OPERATIONAL PRIORITY BT
SECRET SENT IN THE CLEAR AUTH: LT. COL. MC AFEE

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

FIELD ORDER NO. 75-653

MAPS: NORMAL

1. B. (1) REF. CURRENT BOMB LINE.
(2) 19 T.A.C. WILL FURNISH AREA COVER ON PLAN "A" AND "B".
XXIX T.A.C. WILL FURNISH AREA COVER ON PLAN "C" AND "D".
2. THIS WING WILL ATTACK TARGETS IN GERMANY.

ZERO HOUR PLAN "A": TO FOLLOW.
ZERO HOUR PLAN "B": 02/1430A /000
ZERO HOUR PLAN "C": TO FOLLOW.
ZERO HOUR PLAN "D": TO FOLLOW.

- - - PLAN "A" - - -

3. A. 410TH BOMB GROUP:

- (1) SAARLAUTERN AREA: AREA BOUNDED BY THE FOLLOWING GRID. COORD.:

Q-205809
280013
298815
300012
299010
285806

- (9) A.P. SORTIE 106W/157 PRINT 4092.
ONE FLIGHT ON EACH OF THE REFERENCES:

01450260
020034
02300435
027053
032061
04050600

LEAD BOMBARDIER OF EACH FLIGHT WILL SALVO THEIR BOMBS ON THEIR RESPECTIVE AIMING POINTS, REST OF A/C WILL DROP FIRST BOMB ON LEAD BOMBARDIER THEN TOGGLE REMAINDER AT ONE SEC. INTERVALS.

- (10) 6 X 500 G.P. FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL.
(12) T.O.T. ZERO PLUS 50 MIN.

3. B. 416TH BOMB GROUP:

- (1) SAARLAUTERN AREA: AREA BOUNDED BY THE FOLLOWING GRID. COORD.:

Q-205809
280013
298815
300012
299010
285806

- (9) A.P. SORTIE 106W/157 PRINT 4092.
ONE FLIGHT ON EACH OF THE FOLLOWING REFERENCES:

010030
02150395
02500455
02000575
030000
045003

175 FOOT INTERVALOMETER SETTING.

- (10) 8 X 250 G.P. FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL.
(12) T.O.T. ZERO PLUS 70 MIN.

X. (1 - 4) NO CHANGE.

- (5) A/C REQUIRED: 36 A/C BOMBING BY FLIGHTS OF 6 A/C.

(6) ROUTE OUT: BASE TO I.P. TO TARGET.

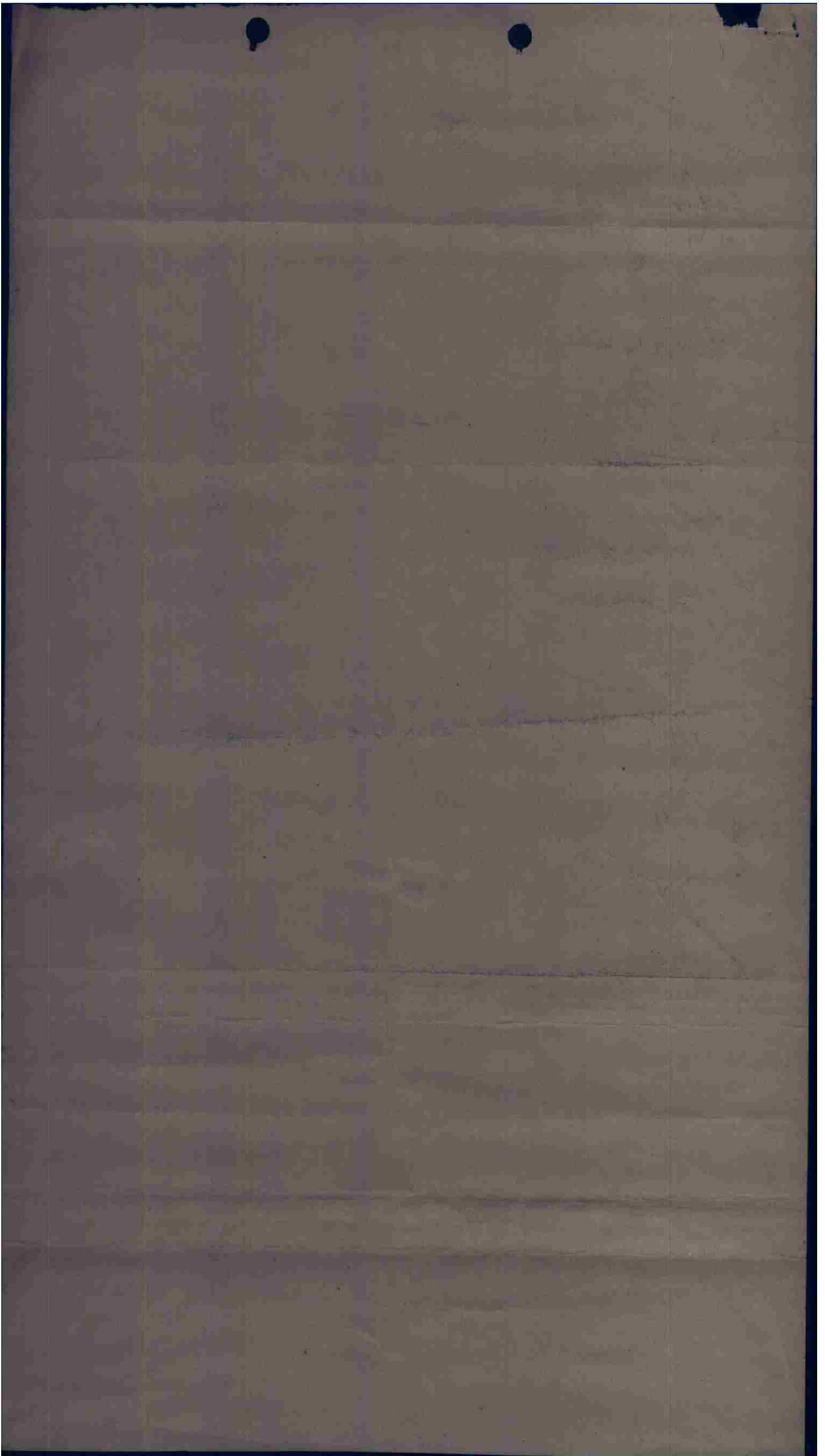
(7) ROUTE BACK: TARGET TURN LEFT TO BASE.

(8) ALTITUDE: BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 6,000 FEET.

(9) I.P. 4906N 0610E.

(10) AXIS OF ATTACK: GEN. S W TO N E.

(11) NO ALTERNATE TARGETS WILL BE ATTACKED ON THIS MISSION.



- - - PLAN "B" - - -
PATHFINDER

A. 418TH BOMB GROUP.

- (10) 6 X 500 LB. G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
- (12) T.O.T. ZERO HOUR.

B. 416TH BOMB GROUP

- (10) 8 X 250 LB. G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
INTERVALOMETER SETTING MINIMUM.
- (12) ZERO HOUR PLUS 25 MINUTES.

X. (1) TO (4) NO CHANGE

- (5) TARGET: SAUERLAUTERN AREA.
- (6) A/C REQUIRED: 1ST BOX 15 A/C 2ND BOX 15 A/C BOMBING ON ONE P.P.F. A/C.
- (7) ROUTE OUT: BASE TO 4941N 0548E TO 4939N 0611E TO TARGET.
- (8) ROUTE BACK: TARGET TURN RIGHT TO 4907N 0611E TO BASE.
- (9) ALTITUDES: BOMB 1ST BOX 12,000 FEET. 2ND BOX AS CLOSE TO 1ST BOX AS POSSIBLE AND SLIGHTLY BELOW AND TO THE LEFT.
MINIMUM ALTITUDE IF BOMBING IS VISUAL 6000 FEET.
- (10) M.P.I. SORTIE 106W/157 PRINT 4022. REF. 02930295
TO BE USED ONLY IF BOMBING IS VISUAL.
- (11) ALTERNATE TARGETS WILL NOT BE ATTACKED.
- (12) GROUPS WILL BOMB ON PPF A/C REGARDLESS OF WEATHER UNLESS PPF A/C EQUIPMENT FAILS, THEN GROUPS WILL BOMB VISUALLY IF WEATHER PERMITS.
- (13) B-26 GROUPS WILL BE OVER THE TARGET AT THE FOLLOWING TIMES:
ZERO PLUS 15 MIN, ZERO PLUS 20 MIN, ZERO PLUS 30 MIN, ZERO PLUS 35 MIN, ZERO PLUS 45 MIN, ZERO PLUS 60 MIN, ZERO PLUS 90 MIN.

- - - PLAN "C" - - -

A. 418TH BOMB GROUP.

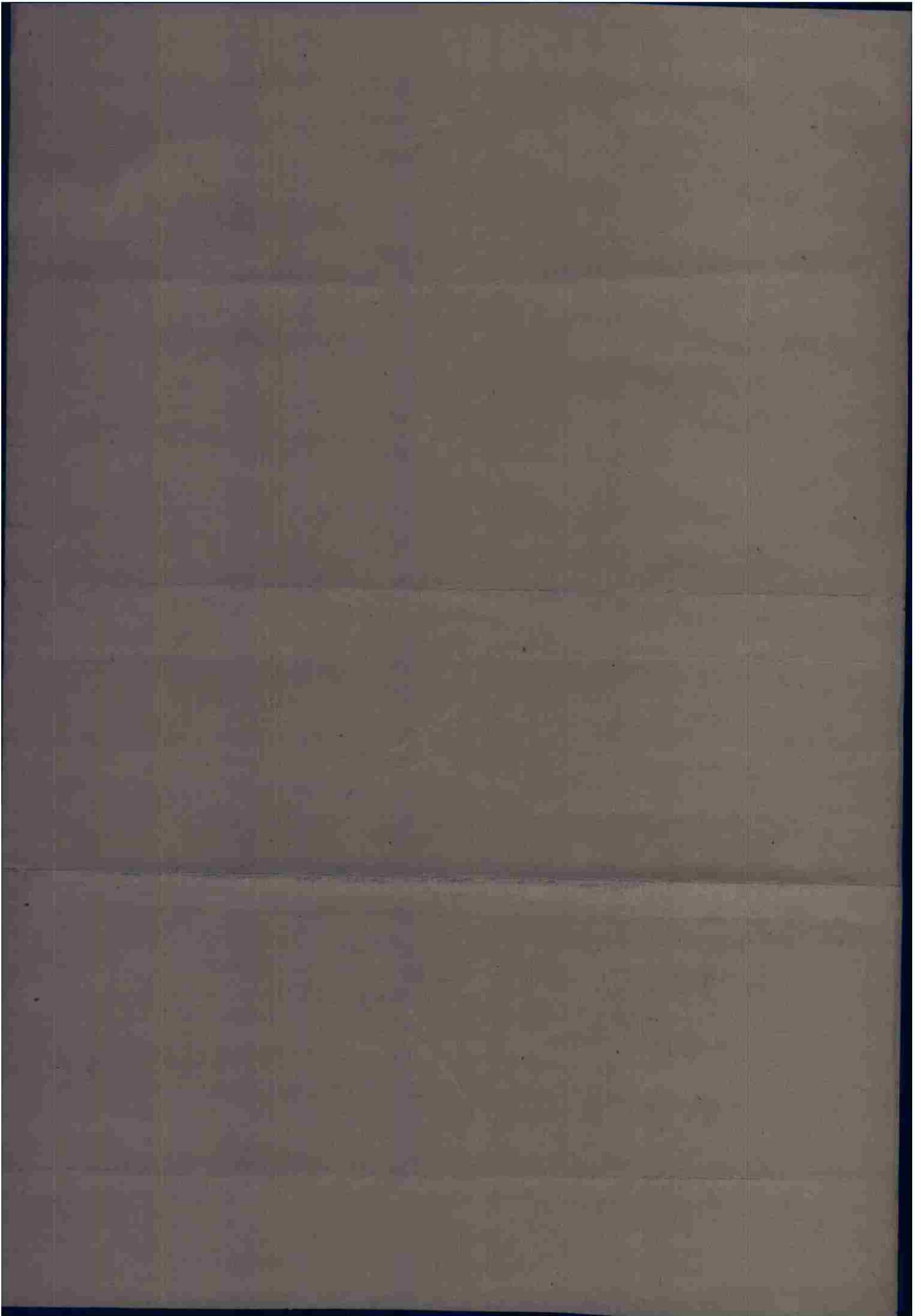
- (9) M.P.I. G.S.G.S. 4414 SHEET NO. 4903.
ONE FLIGHT ON EACH OF THE FOLLOWING COORD.:
00357630,
00557651,
02507665,
00367680.
2 FLIGHTS ON REF. 00367656.
- (10) 6 X 500 LB. G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
- (12) T.O.T. ZERO HOUR.

B. 416TH BOMB GROUP

- (9) M.P.I. G.S.G.S. 4414 SHEET NO. 4903.
ONE FLIGHT ON EACH OF THE FOLLOWING COORD.:
00557692,
00757679,
00377702,
00977711,
01027696,
01357720.
- (10) 8 X 250 LB. G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
- (12) T.O.T. ZERO HOUR PLUS 15 MIN.

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

- (5) TARGET: ERKELENZ (DEFENDED VILLAGE) F-006767.
- (6) A/C REQUIRED: 36 A/C BOMBING BY FLIGHTS OF 6.
- (7) ROUTE OUT: BASE TO I.P. TO TARGET.
- (8) ROUTE BACK: TARGET TURN LEFT TO R.P. TO BASE.
- (9) ALTITUDES: BOMB 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 6000 FEET.
- (10) I.P. 5052N 0542E.
- (11) AXIS OF ATTACK: GENERALLY SW TO NE.
- (12) R.P. 5052N 0542E.
- (13) ALTERNATE TARGETS WILL NOT BE ATTACKED.
- (14) GROUPS WILL DROP 2000 FEET AFTER BOMBING.
- (15) B-26 GROUPS WILL BE ON THIS TARGET AT THE FOLLOWING TIMES:
ZERO PLUS 30 MIN, ZERO PLUS 45 MIN.



- - - PLAN "D" - - -
PATHFINDER

- A. 41STH BOMB GROUP.
 (9) M.P.I. G.S.G.S. 4414 SHEET NO. 4983. GRID COORD.: 89587665.
 (10) 6 X 520 LB. G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
 (12) T.O.T. ZERO HOUR PLUS 65 MIN.
- B. 416TH BOMB GROUP
 (9) M.P.I. G.S.G.S. 4414 SHEET NO. 4983. GRID COORD.: 81057785.
 (10) 6 X 520 LB. G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
 (12) T.O.T. ZERO HOUR PLUS 80 MIN.
- X. (1 - 4) NO CHANGE.
 (5) TARGET: ERKELENZE (DEFENDED VILLAGE) F-886767.
 (6) A/C REQ.: 1ST BOX 15 A/C
 2ND BOX 18 A/C, BOMBING ON ONE P.P.F. A/C.
 (7) ROUTE OUT: BASE TO 5247N 8528E TO 513N 8534E TO TARGET.
 (8) ROUTE BACK: TARGET TURN LEFT TO 5237N 8535E TO BASE.
 (9) ALTITUDES: BOMB, 1ST BOX 12,000 FEET.
 2ND BOX AS CLOSE TO THE 1ST BOX AS POSSIBLE
 AND SLIGHTLY BELOW AND TO THE LEFT.
 MINIMUM ALTITUDE IF BOMBING IS VISUAL 6,000 FEET.
 (10) ALTERNATE TARGETS WILL NOT BE ATTACKED.
 (11) IN THE EVENT VISUAL CONDITIONS EXIST AT THE TARGET, BOMBING
 WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL
 BE THE RESPONSIBILITY OF THE A-20 AND A-26 BOX LEADERS AND
 THEY WILL DO SO WHETHER THEY CAN CONTACT THE P.P.F. A/C OR
 NOT.
 (12) B-26 GROUPS WILL BE ON THIS TARGET AT THE FOLLOWING TIMES:
 ZERO HOUR PLUS 95 MIN
 ZERO HOUR PLUS 110 MIN.

4. NO CHANGE.

5. COMMUNICATIONS:

PLAN A AND B

- A. 41STH BOMB GROUP:
 (2) CIRCLE
 (3) JUDITH
 (4) RIPSAN

- B. 416TH BOMB GROUP:
 (2) FISHLOCK
 (3) JUDITH
 (4) RIPSAN

PLAN C AND D

- A. 41STH BOMB GROUP:
 (2) MANGO
 (3) POKER
 (4) ROSELEE

- B. 416TH BOMB GROUP:
 (2) BESTMAN
 (3) POKER
 (4) ROSELEE

X. GENERAL INFORMATION:

- (11) BOX LEADERS WILL REPORT TO F.G.C. 2 MIN PRIOR TO 1.P.

COMCBTWIG 57

BT 02/0135A

AR

AS

SS/CW

OIITA R.....02/0249A SB AR K

OIJES R.....02/0249A MC KKK

OIJKI R.....02/0249A WFC AR

OIJPO R.....;

