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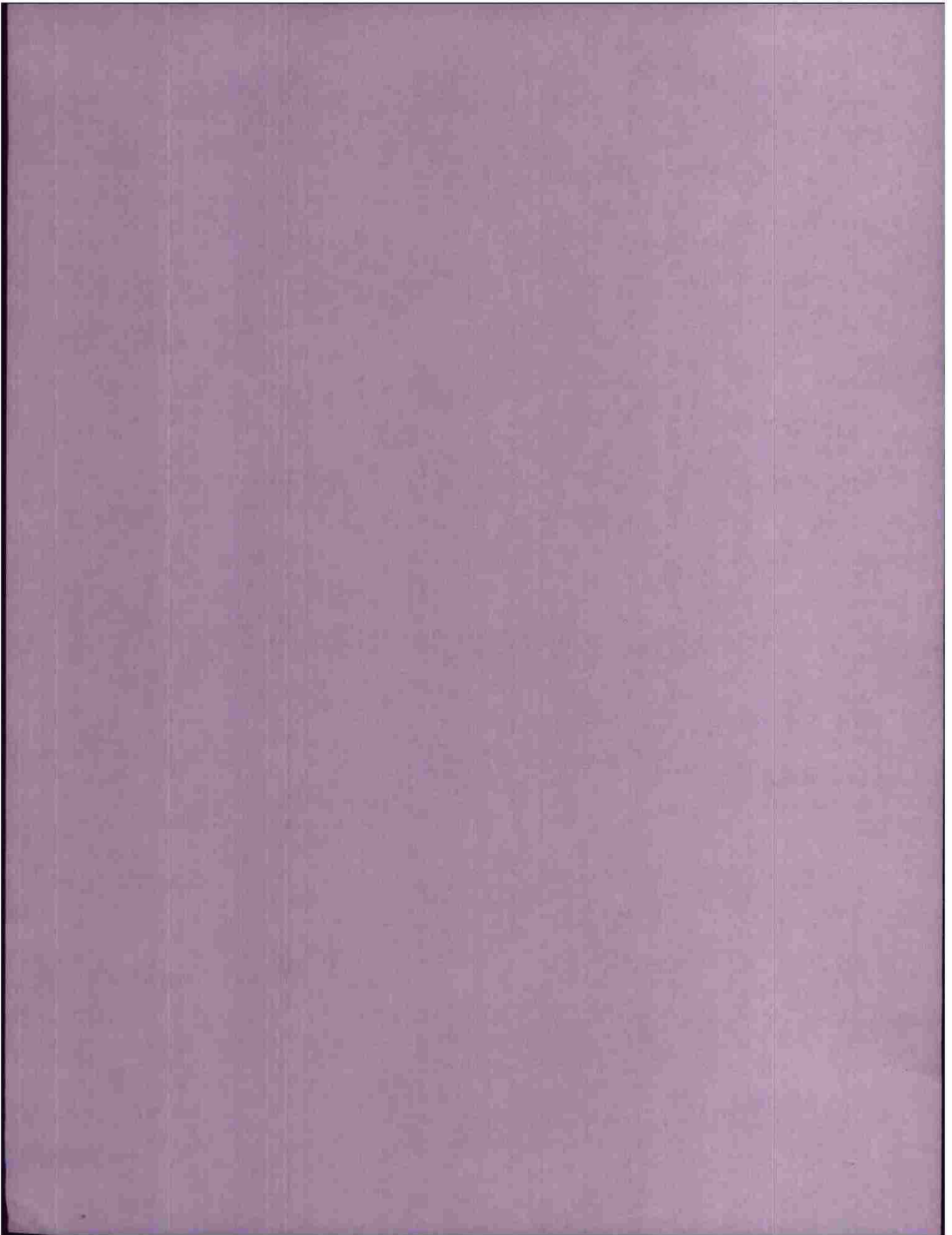
Audio Rec:

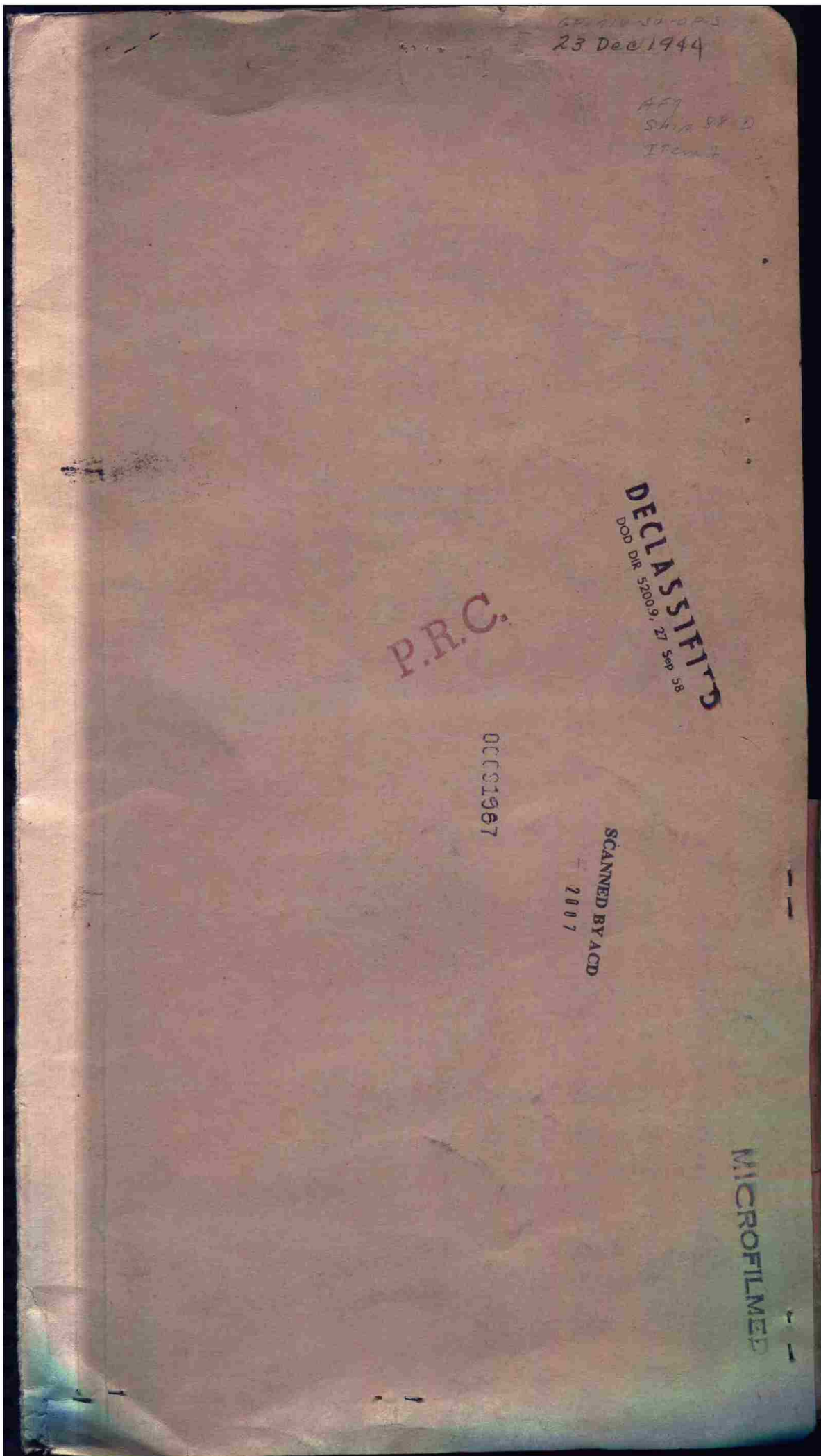
**NUMPAGE** 105**Title Extensions:****Abstract****Descriptive** TITLE SUPPLIED.**Notes:****Title** PHOTOGRAPHS AND MISSION ACTIVITIES: TARGET SAARBURG, GERMANY**Added****Entries****Author:****Subject:****Major Command:****Administrative Markings**

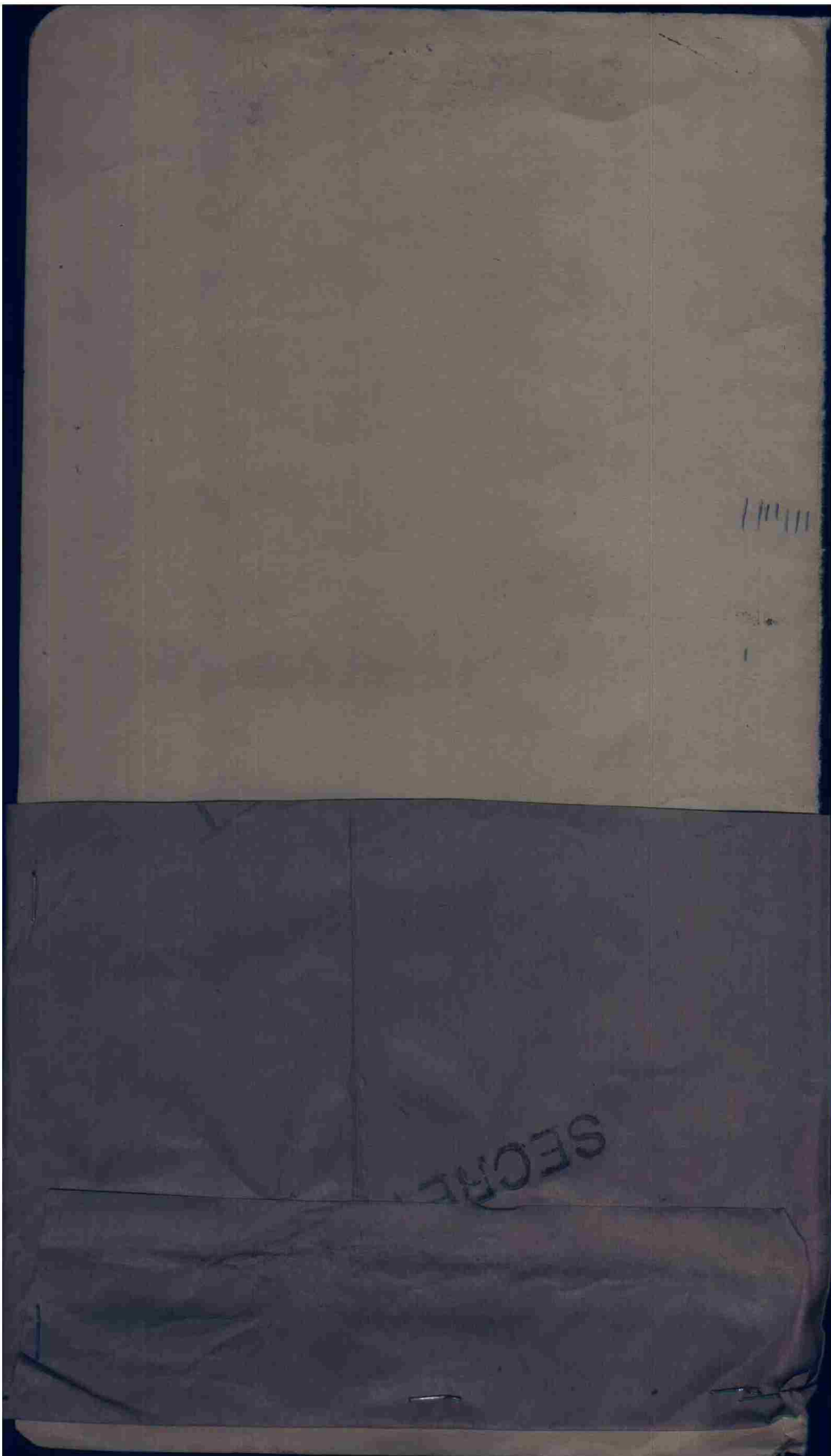
No Administrative Markings Listed

**Security Review Information:**

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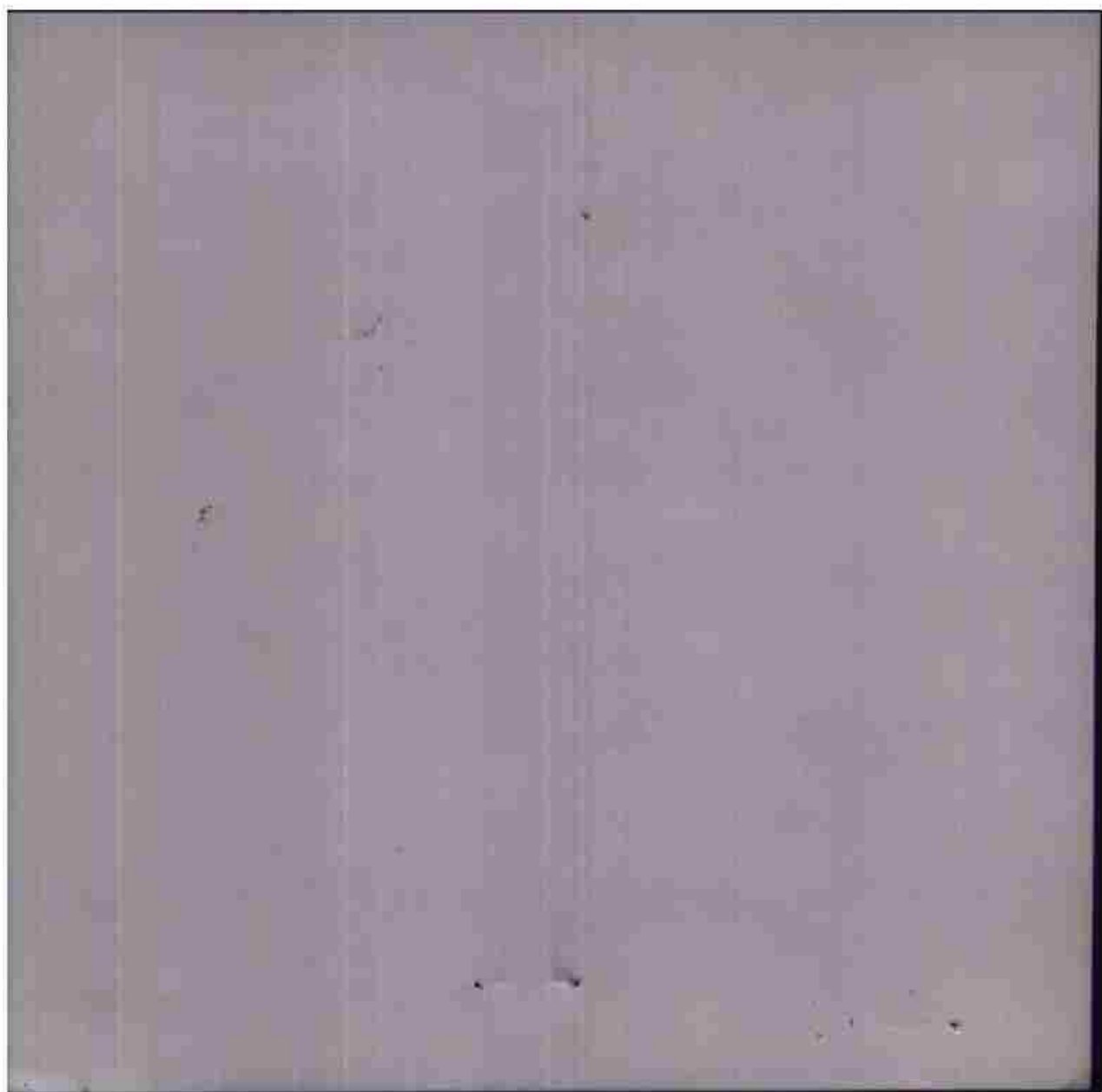


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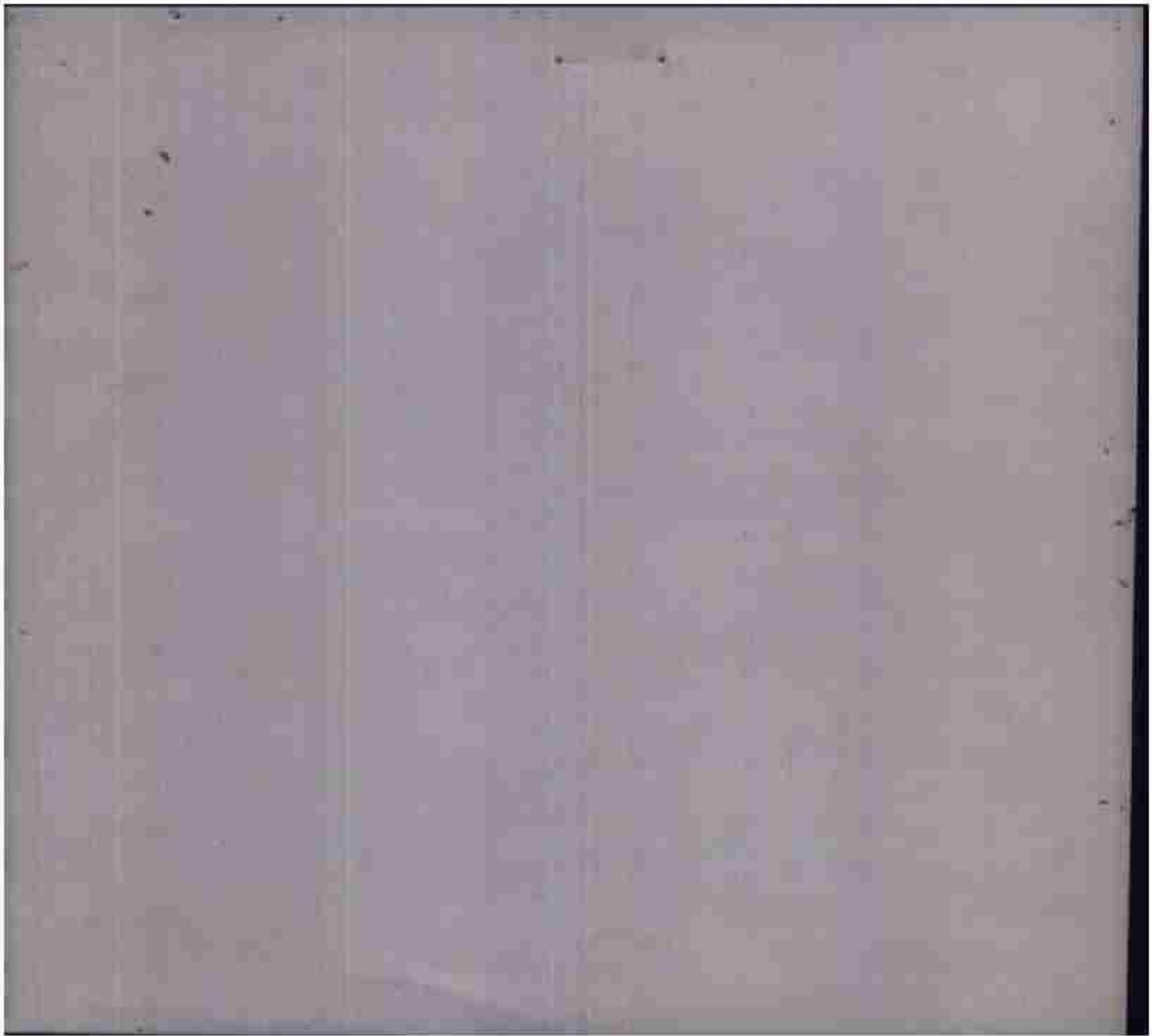
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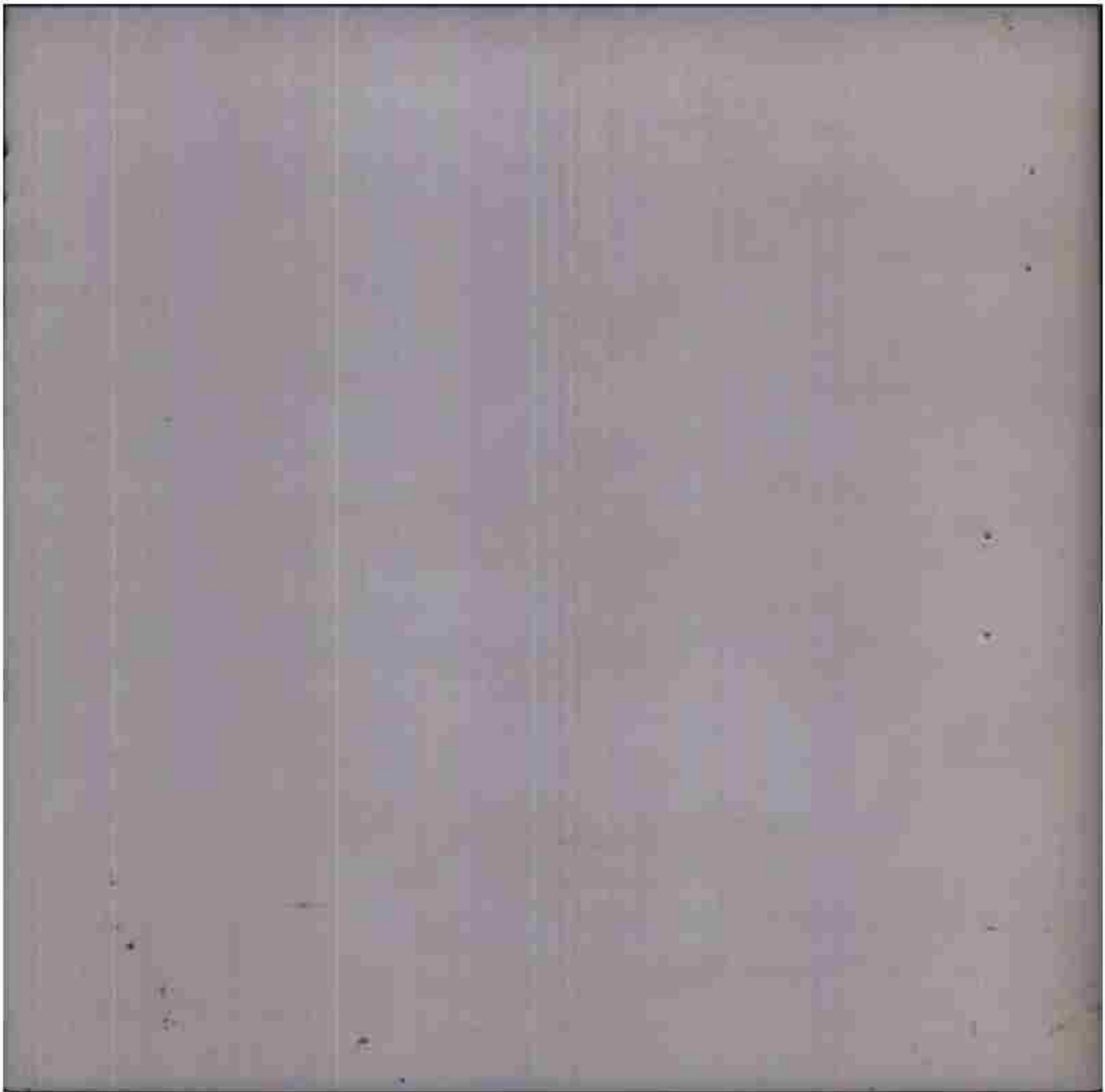
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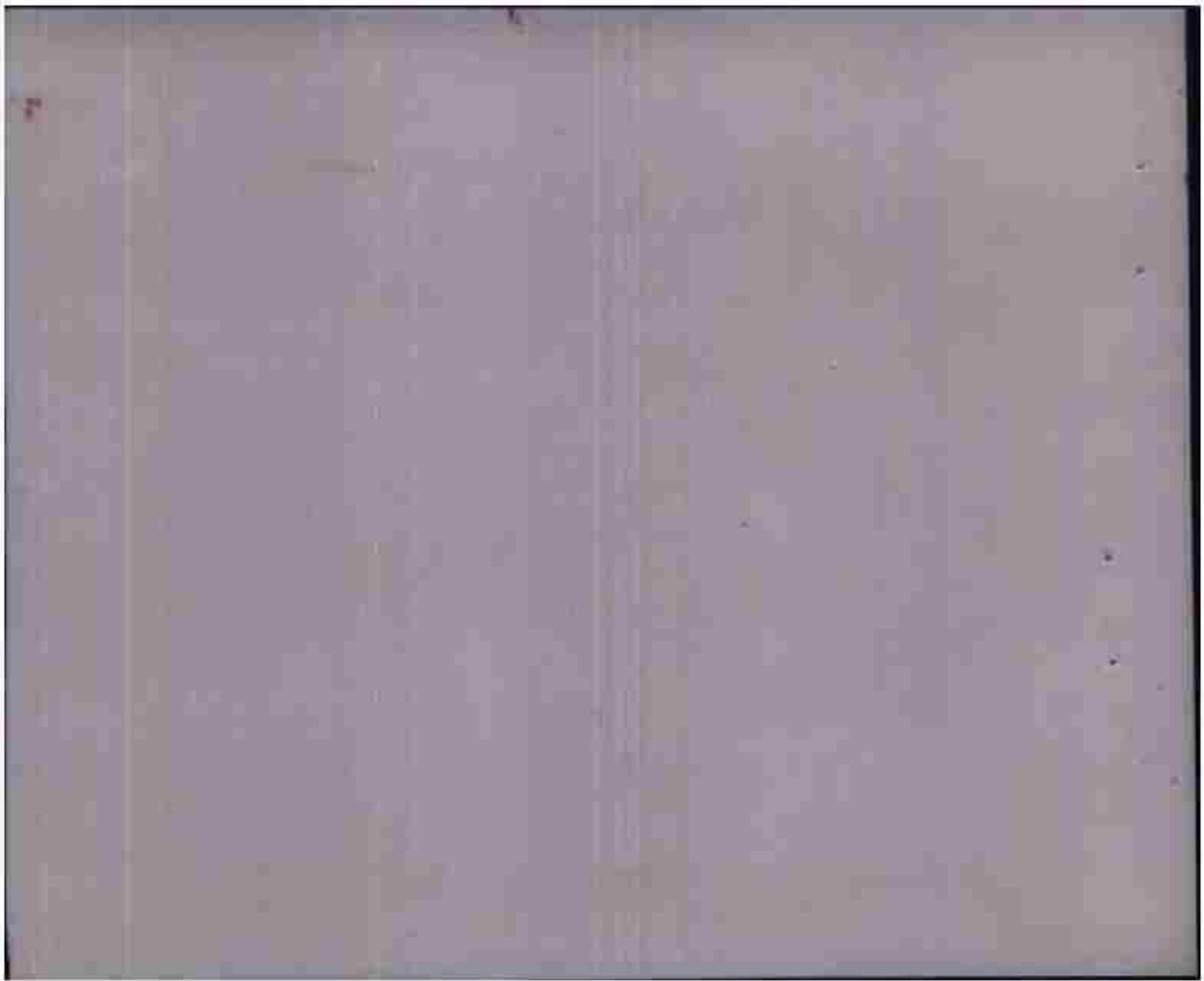


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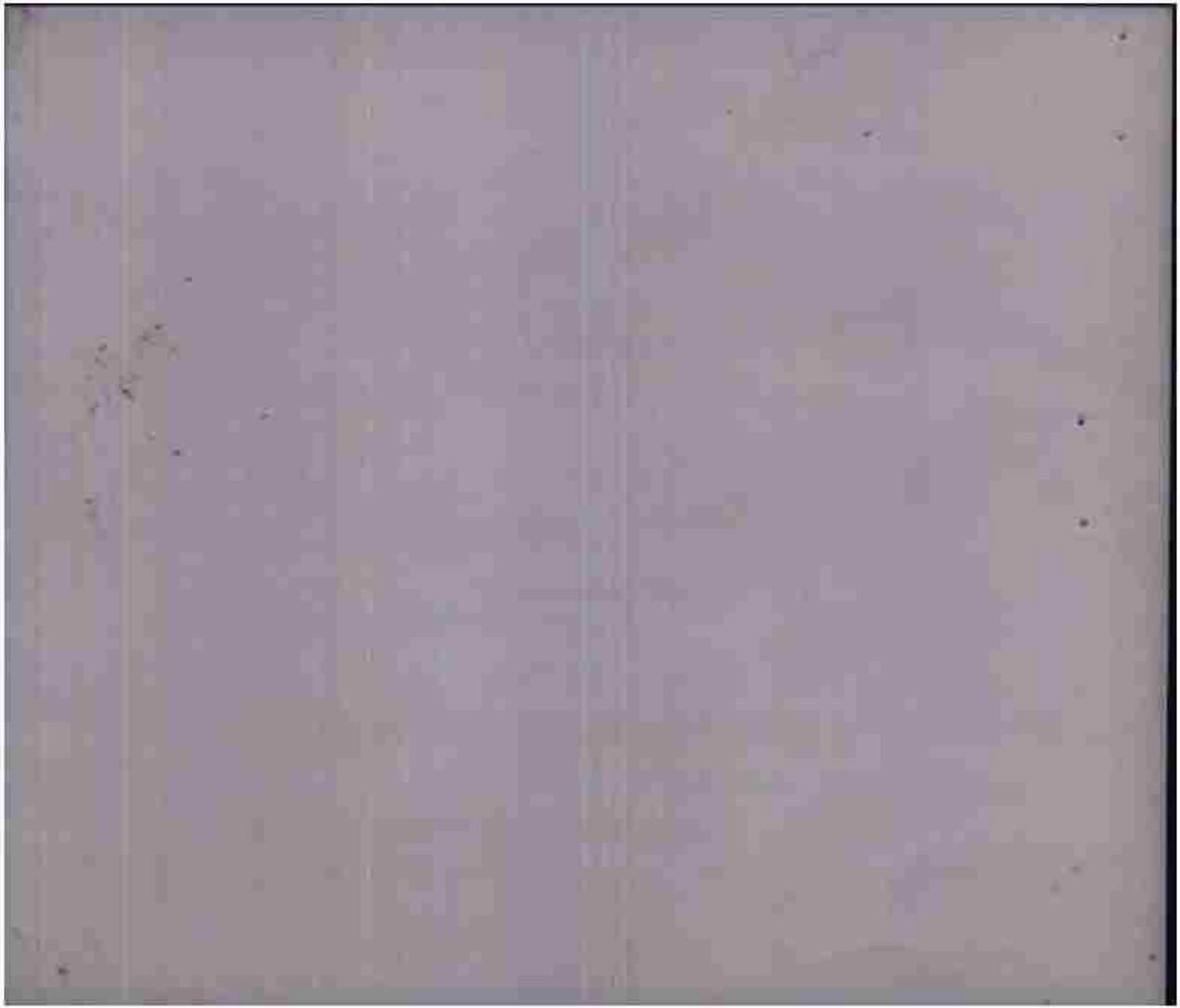
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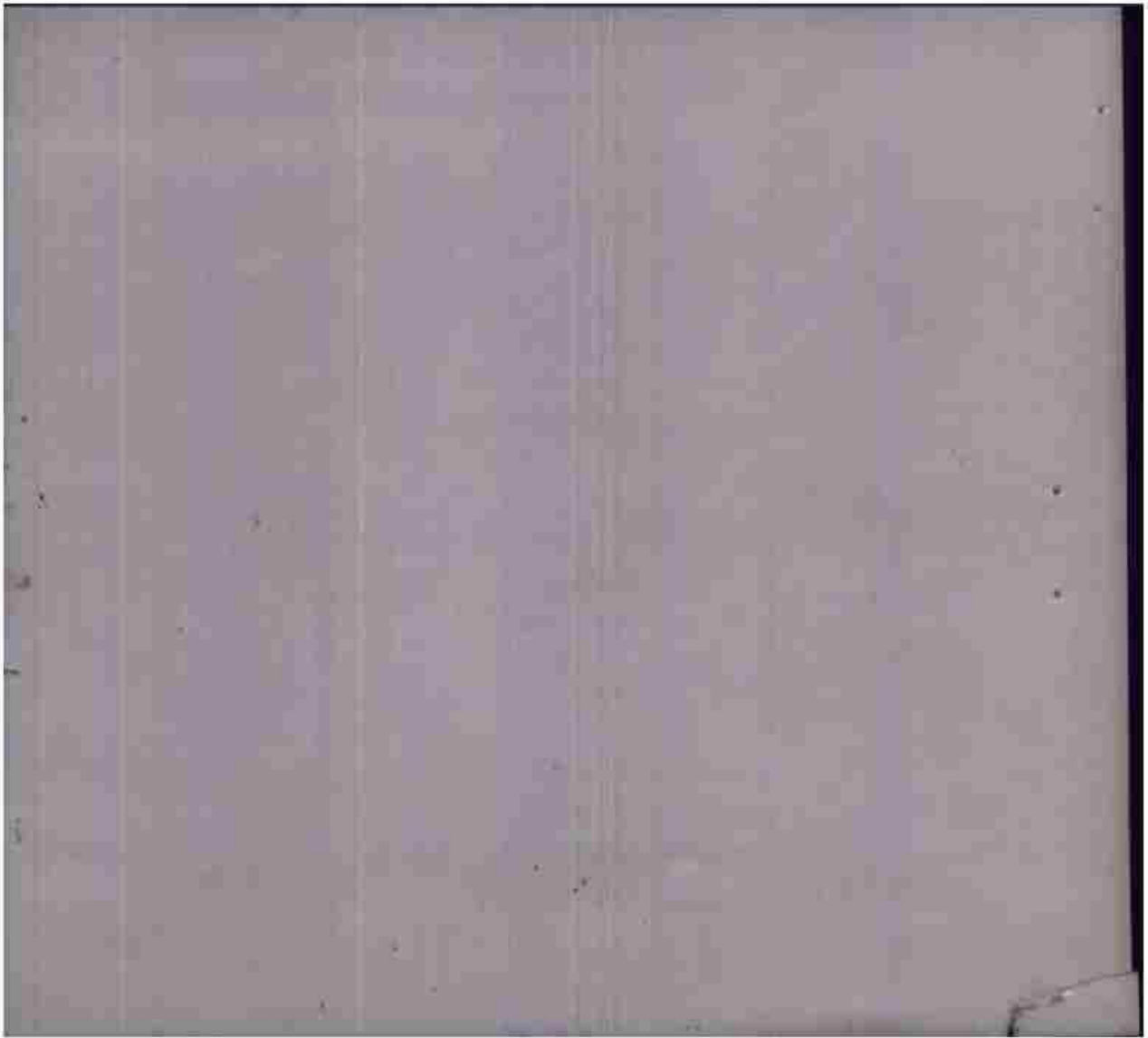
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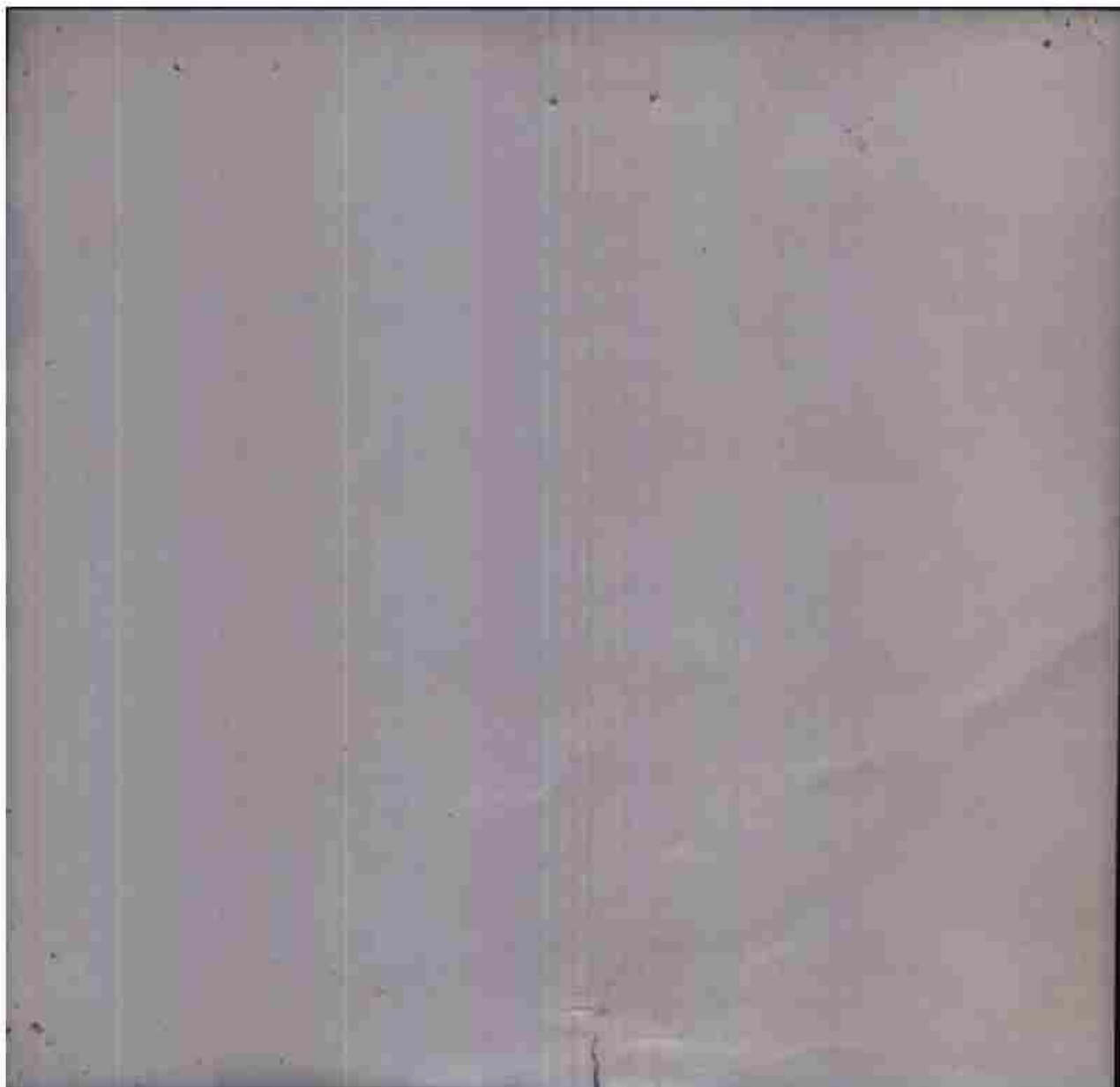


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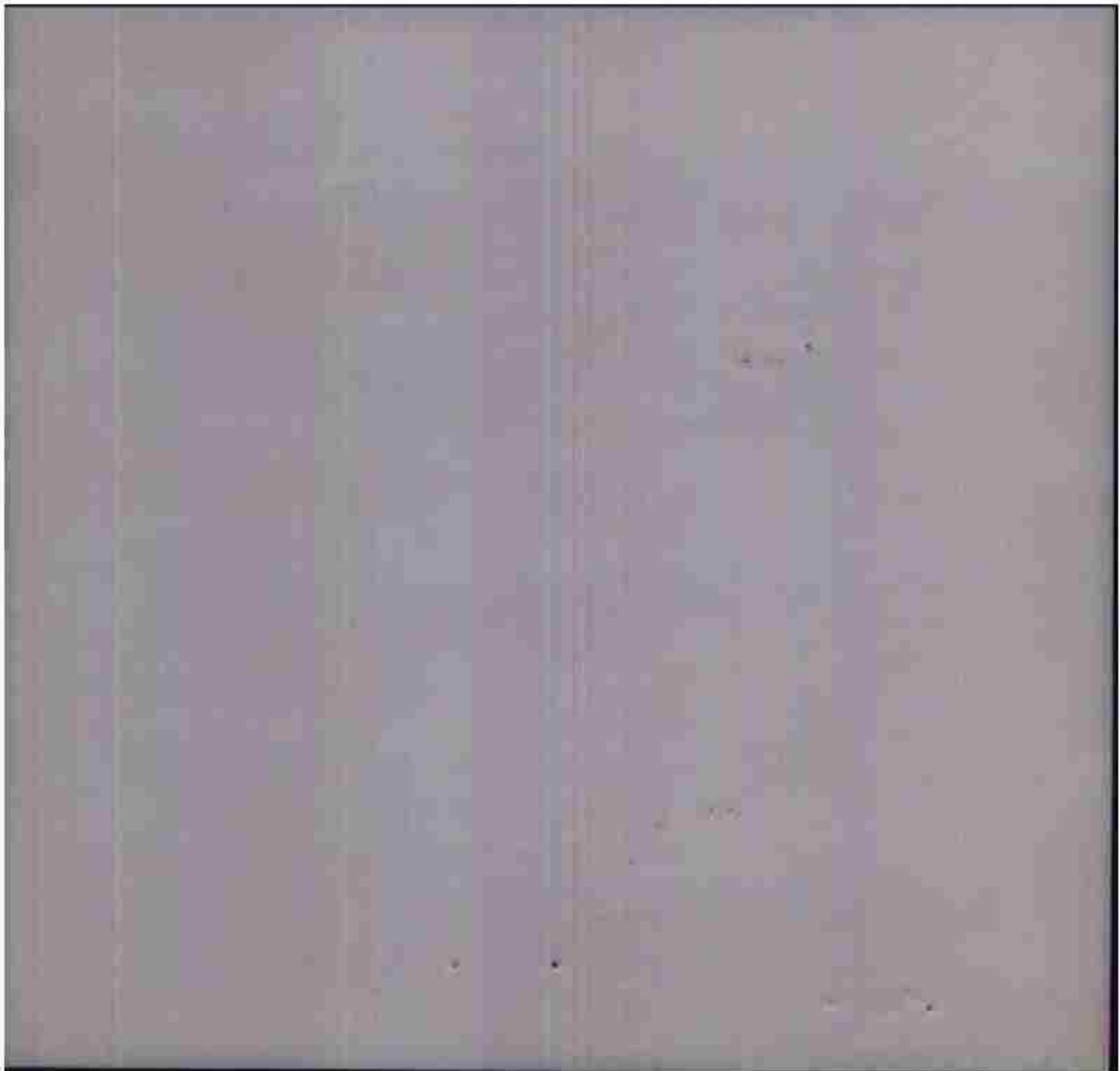
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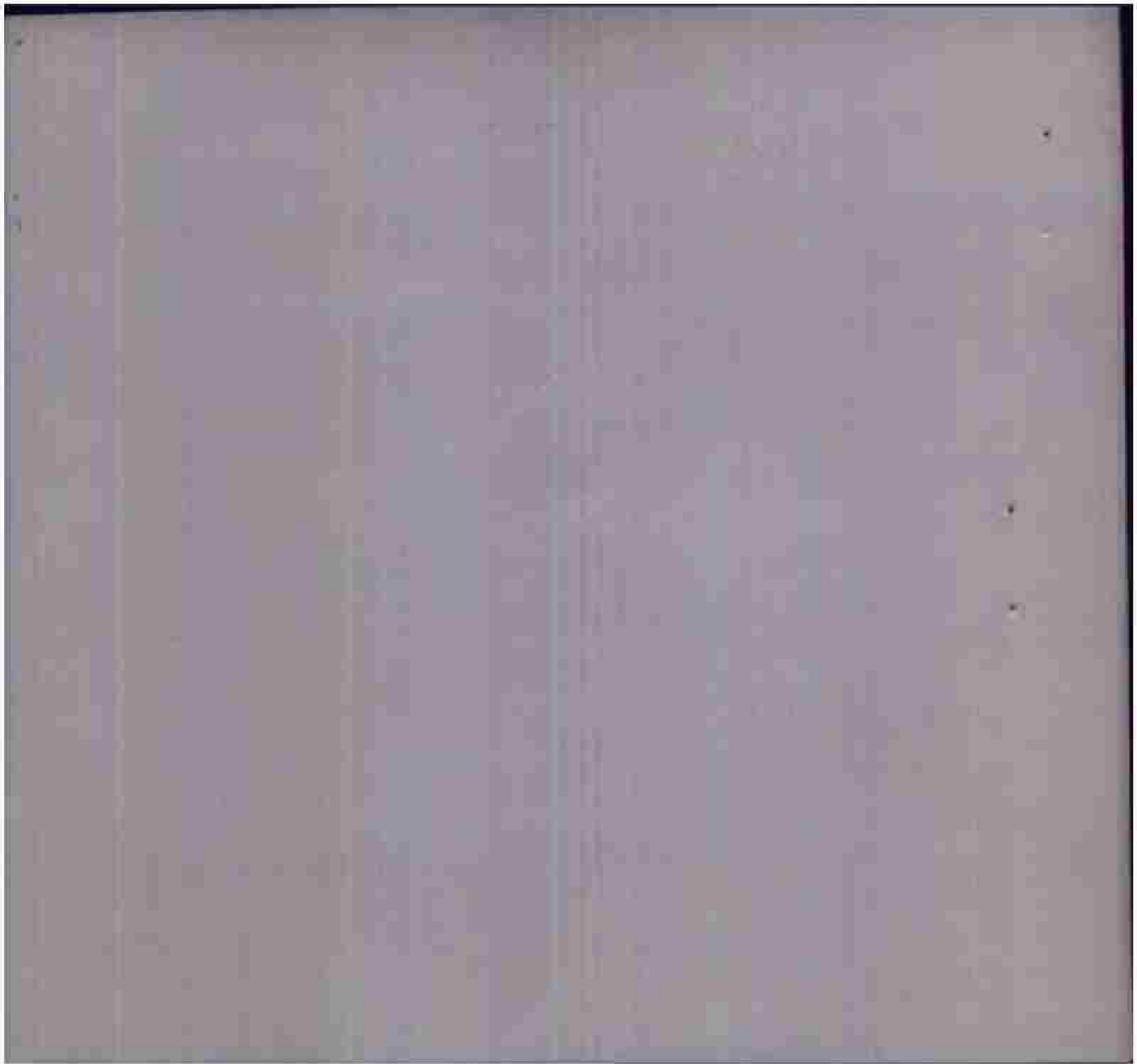


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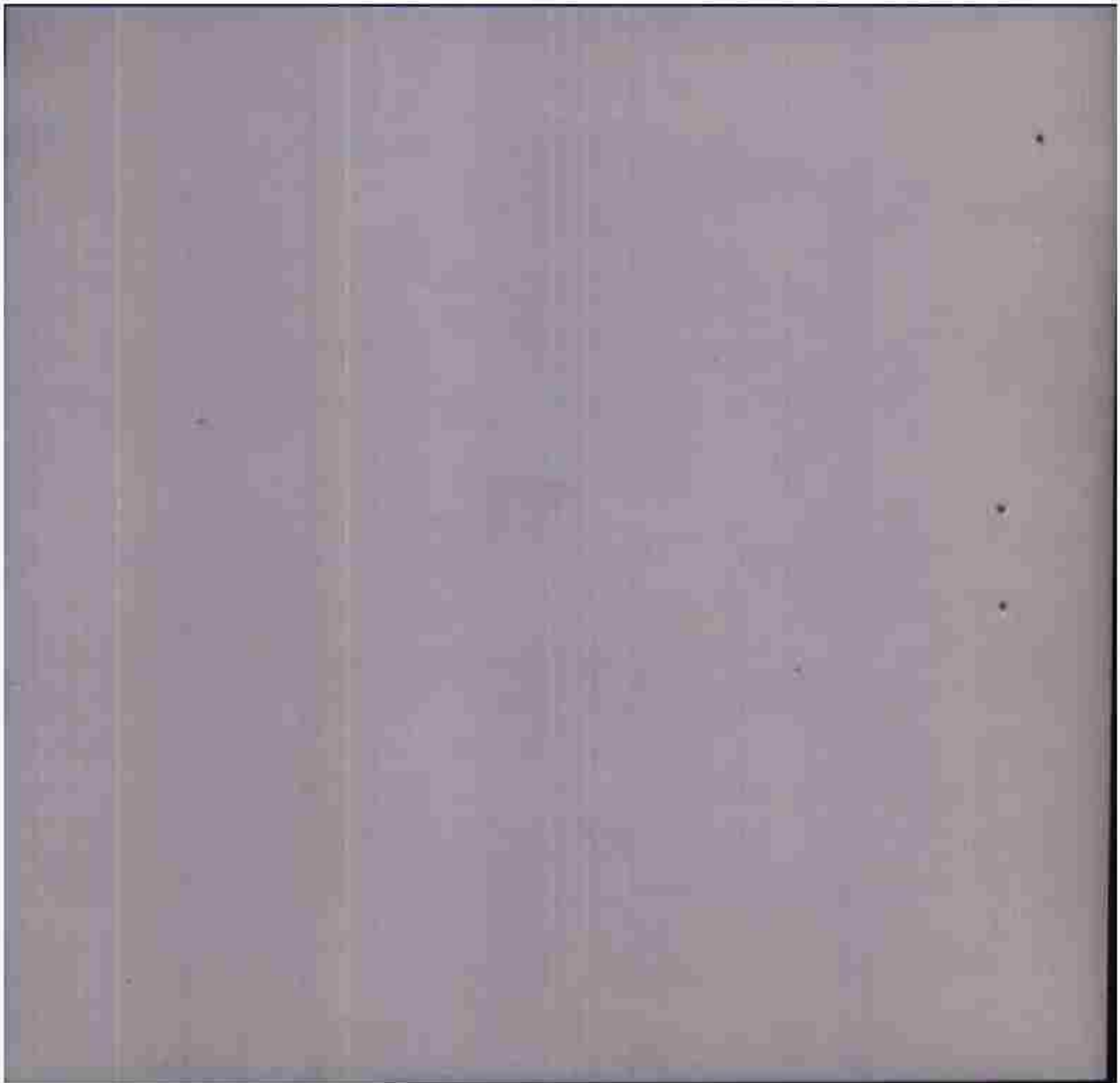


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M. P. I. Print -

Note Pin Holes - M.P.I.s as briefed  
by Lt Mazanee.

GENERAL INDEX

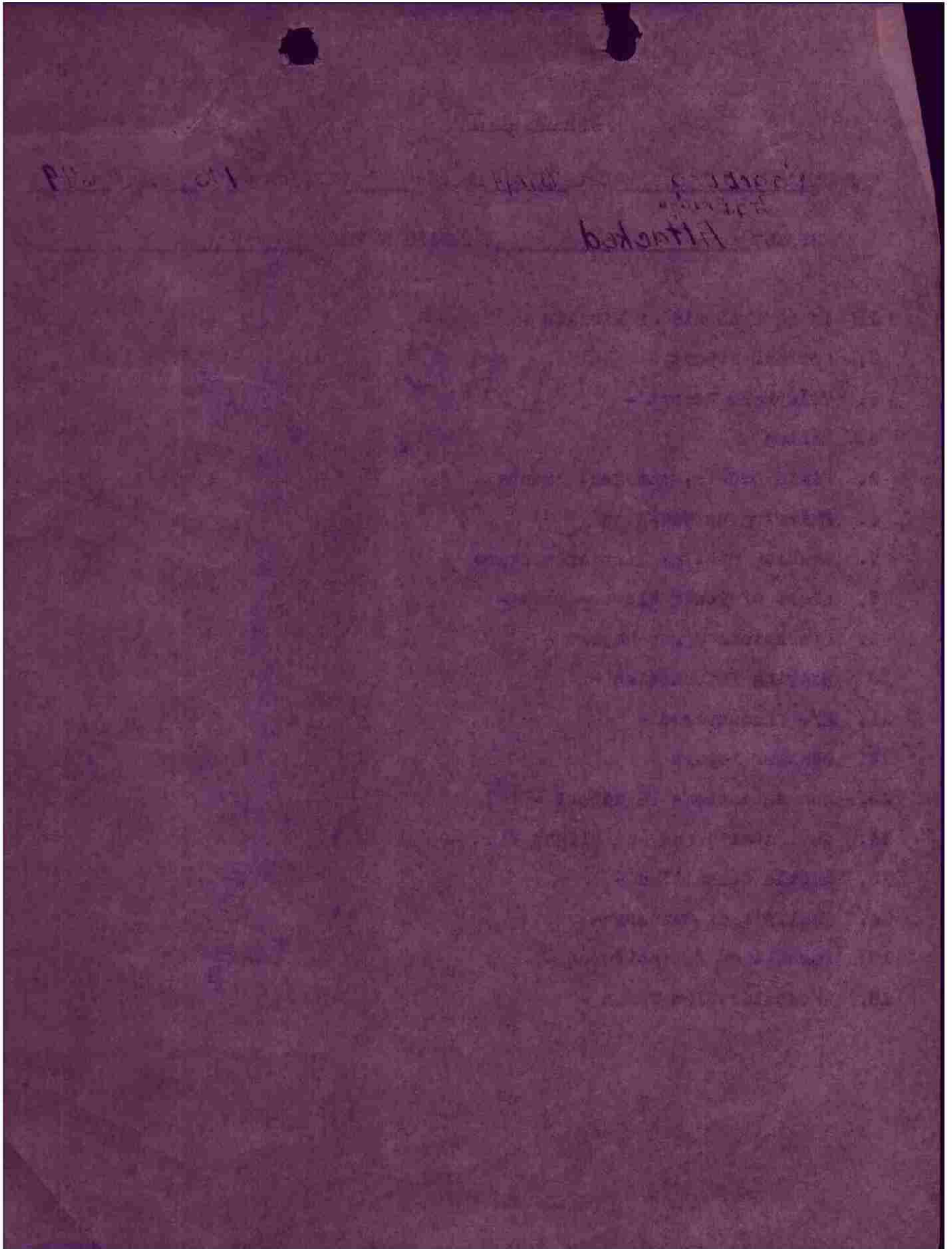
TARGET Soarburg DATE 13-12-44 NO a/c \_\_\_\_\_ MISSION # 173 P.O. # 679  
Hd. Bridge

STATUS Attacked BRIEFING OFFICER \_\_\_\_\_

1. IX BC Synopsis of Mission -
2. Opflash Report -
3. Telephone Report -
4. Photos -
5. Field Orders, Annexes, Amendments -
6. Briefing Notes -
7. Leading List of Airplane Crews -
8. Chart of Route Flown - Flak -
9. Operations Group Report -
10. Bombing Information -
11. E/A Encountered -
12. Weather Report -
13. Communications YB Report -
14. Navigator's Log and Flight Plan -
15. Battle Casualties -
16. Analysis of Gunnery -
17. Ammunition Expenditures -
18. Recapitulation Forms -

P.R.C.

00091387





ITA JEA V JKI JKI 8/23 OP -OP

FROM 416TH BOMB GROUP (L) 23/1600A D-344-D  
 TO CG, 9TH BOMB DIVISION ATT: X A-2  
 CG, 97TH COMBAT WING ATT: A-2  
 CONFIDENTIAL BT

OPFLASH FOR 23 DECEMBER 1944

- A. 416 BG  
 B. SAARBURG ROAD BRIDGE  
 C. 9 A-20'S AND 2 39 A-26'S  
 D. 8 A-20'S AND 30 A-26'S  
 E. 2 A-26'S X WERE UNABLE TO FIND FORMATION OF 416 BG ON ASSEMBLY  
 DUE TO ICING ON WIND SHIELDS AND JOINED 410 BG FORMATION IN  
 VICINITY OF A-55. DID NOT BOMB BECAUSE 410 BG LEADER DID NOT DROP.

5 A/C RETURNED EARLY XN FROM VICINITY OF A-55 DUE TO MECHANICAL  
 FAILURES AS FOLLOWS:

- 3 A/C NOSEWHEEL WOULD NOT RETRACT.  
 2 A/C LANDING GEAR WOULD NOT RETRACT.

- 1 A/C DID NOT BOMB BECAUSE PILOT DID NOT SEE LEADER DROP.  
 1 A/C DID NOT BOMB DUE TO ~~XXX~~ DEFECTIVE BOMBAY DOOR AXX SAFETY  
 SWITCH.  
 1A/C DID NOT BOMB, UNDETERMINED MECHANICAL MALFUNCTION.  
 F. 119 X 1000 GP ON PRIMARY  
 32 X 500 GP ON PRIMARY  
 37 X 1000 GP RETURNED.  
 4 X X 500 GP RETURNED  
 G. ALL FLIGHTS REPORT EXCELLENT RESULTS ON PRIMARY.  
 H. 1A-20 TYPE A/C DAMAGED CAT. "E" ON SINGLE ENGINE EMERGENCY  
 LANDING IN VICINITY A-69.  
 I. ONE CREW MEMBER INJURED ON EMERGENCY LANDING IN VICINITY OF A-69  
 J. NIL  
 K. NIL  
 L. 12/000 X - 11,500.  
 M. 1132 FOR ALL FLIGHTS. ONE FLIGHT MADE SECOND ~~XXXX~~ RUN AND BOMBED ON  
 SECOND RUN AT 1142.

BT 23/1600A

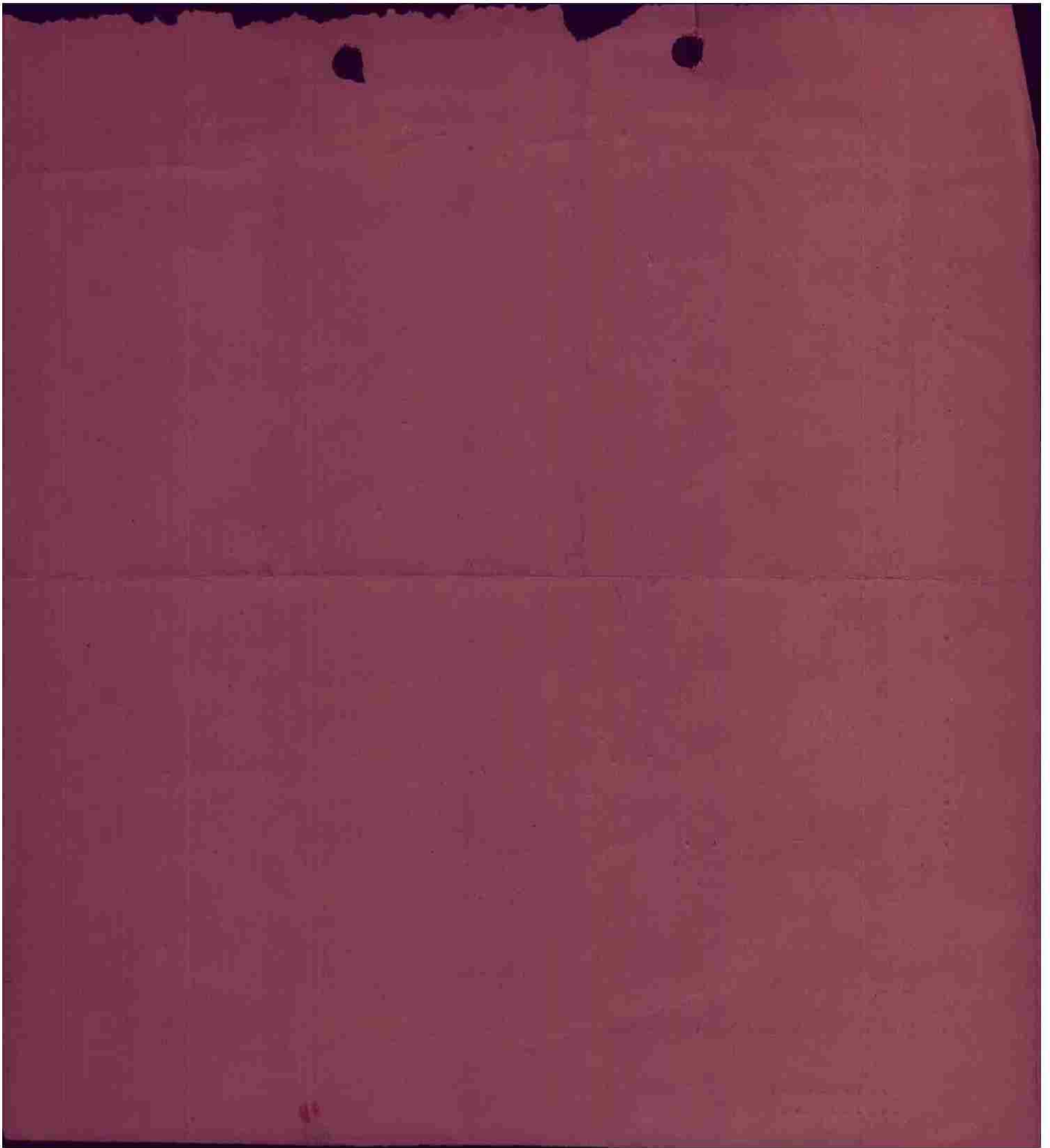
RSS AS AR

CC FIRST WORD IN THE 3RD LINE UNDER E. "VICINITY OF A-55" REPT  
~~XXXXXX~~ "VICINITY OF A-55."

5TH LINE UNDER SAME E. FAILURES AS FOLLOWS:

ITA R.....231628A MWC AR  
 JEA R.....23/1630A LEG AR

AT





ITA JEA VJKI JKI 20/23 OP - OP  
 FROM HQ, 416TH BOMB GROUP (L) 23/2240A D359D  
 TO HQ 9TH BOMB DIV ATTN/ A-2 P/I  
 HQ 97TH COBAT WING " A-2 DUTY OFF.

SECRET BT

B. SAARBURG ROAD BRIDGE.

G. 1130 -- 1135

J. BOX I (VISUAL) - FLT A - UNDET : BOMBED LAST. MADE A SECOND RUN ON TARGET. NO STRIKE PHOTOS SECURED AS ONE CAMERA SHIP DID NOT BOMB AND HAND CAMERA HAD NO PICTURES OF TARGET. VISUAL REPORTS STATE THAT BRIDGE WAS DOWN ON SECOND RUN AND BOMBARDIER SYNCHRONIZED ON ONE OF THE SUPPORTS WHICH HE BOMBED WITH EXCELLENT RESULTS.

FLT B - EXCEL : ALL BOMBS W FELL WITHING 1000 FT RADIUS OF DMPI WITH CENTER OF BURSTS 390 FT SE OF DMPI. BOMBS FROM FLTS B & C OF BOX I MADE ONE PATTERN; IMPOSSIBLE DETERMINE SEPARATE PATTERNS. MAJORITY OF BOMBS FELL ON ~~WZK~~ BUILDINGS AND IN RAIL YARDS SE OF DMPI WITH TWO OR THREE NEAR MISSES TO SE END OF BRIDGE. BOMBW FROM ONE SHIP FELL 2490 FT SW OF DMPI HITTING ON RR TRACKS.

FLT C - EXCEL : ALL BOMBS FELL WITHIN 1000 FT RADIUS OF DMPI WITH CENTER OF BURSTS 390 FT SE OF DMPI. FLTS B & C MADE ON PATTERN.

BOX II (VISUAL) - FLT A- SUPER : ALL BOMBS WITHIN RADIUS 1000 FT OF DMPI WITH CENTER OF BURST S 250 FT SW OF DMPI. BLANKET OF BURSTS IN RIVER AND COVERING BANKS ON BOTH SIDES BIDGE WITH SEVERAL POSSIBLE HITS OR NEAR MISSES TO BRIDGE.

FLT B - <sup>PNS</sup> ~~UNDET~~ : NO W BOMBS WITHIN 1000 FT RADIUS OF DMPI WITH CENTER OF BURSTS 1390 FT NW OF DMPI. BOMBS HIT ON BUILDINGS AND IN FIELDS.  
~~made 5 bombs in river and target area - not in~~

FLT C - SUPER : ALL BOMBS WITHIN 1000 FT RADIUS OF DMPI WITH CENTER OF BURST 250 FT NW OF DMPI. BOMBS BLANKETED BRIDGE AND APPROACH TO BRIDGE WITH SEVERAL PROBABLE HITS AND NEAR MISSES TO STRUCTURE, PROBABLY DESTROYING OR SEVERELY DAMAGING BRIDGE.

BOX II (VISUAL) - FLT A - UNDET : NO STIKE ATTACK PHOTOS SECURED WHEN CAMERA SHIP DID NOT BOMB. VISUAL REPRTS. STATE THAT BOMBS HIT INTO SMOKE OF PREVIOUS FLTS WITH PROBABLE EXCELLENT RESULTS.

FLT B - EXCEL : APPROXIMATELY 75 PER CENT OF BOMBS WITHIN 1000 FT RADIUS OF DMPI WITH CENTER OF BURSTS 812 FT W OF DMPI. LONG PATTERN OF BOMBS STATED SHORT OF SMPI AND RAN UP TO EDGE OF BRIDGE. PROBABLE NEAR MISSES TO BRIDGE.

K. BOX II - FLT B - UNSAT : UNKNOWN. AIRCRAFT LANDED AWAY FROM BASE. UNABLE TO CONTACT BOMBARDIER OF AIRCRAFT FOR INTERROGATION.

M. 1. 11 -- 100 PERCENT  
 2. 0 -- 0 PERCENT  
 3. 0 -- 0 PERCENT

BT 23/2240A

JF AS B B BB

ITA R.....

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~

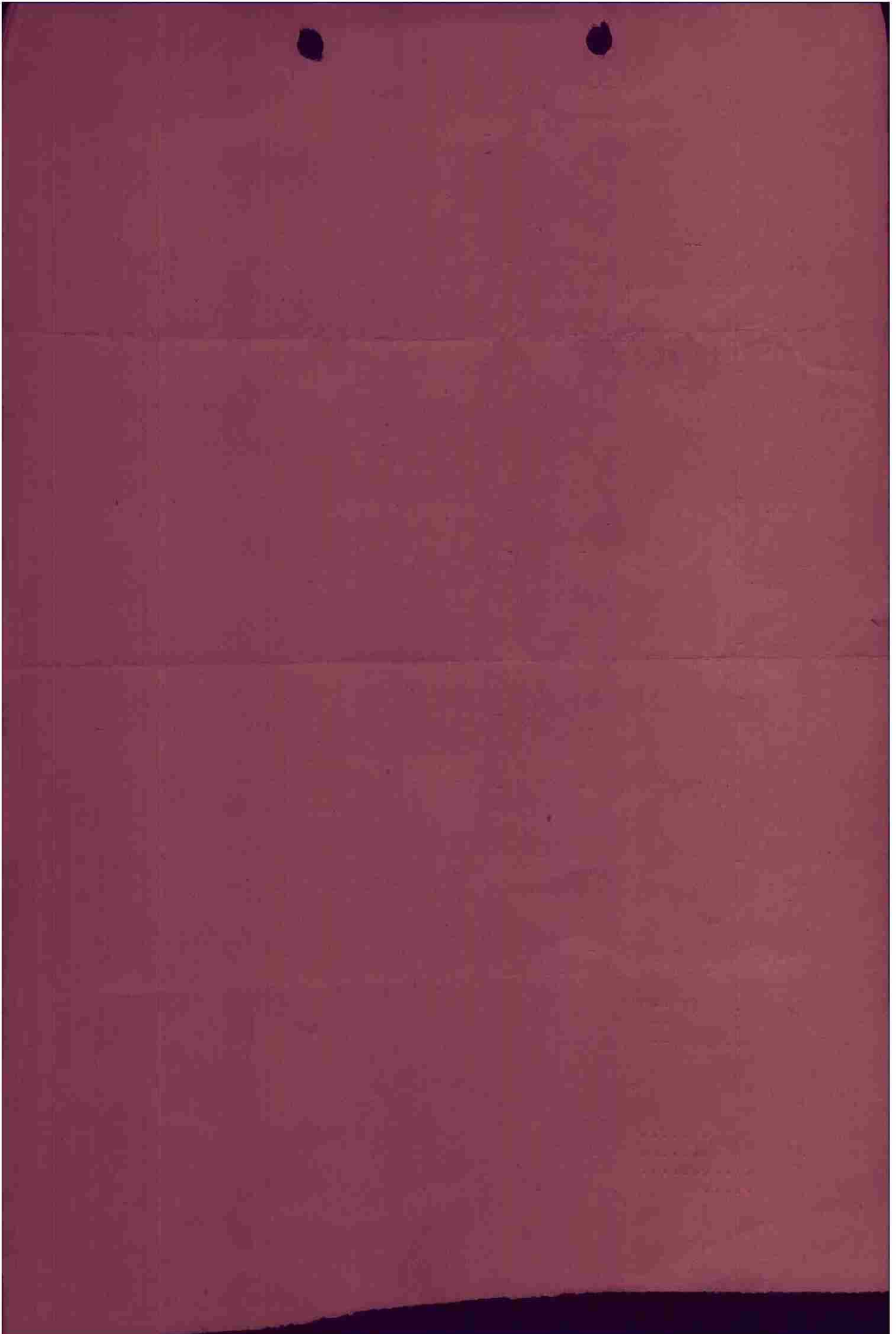
OEA R.....24/0053E

SS AR

ITA R.....24/0053

WHB.

KKKKKK.





9th B.D. S-2 Report 100A

|                     |                        |                      |
|---------------------|------------------------|----------------------|
| 416 TH              | 9th B.D. (M) WING 9761 | B                    |
| GROUP               | DATE 23 DECEMBER 1944  | SAARBURG ROAD BRIDGE |
| OTHER UNITS: TARGET |                        |                      |
|                     | FIRST PHASE            |                      |
|                     | INTERPRETATION         | TARGET HIT           |

A. TARGET BRIEFED SAARBURG ROAD BRIDGE PRIMARY  
SECONDARY

M.D.I. CENTER OF ROAD BRIDGE

A.P. SAVE

B A-20's

C. NO. AND TYPE OF A/C DISPATCHED 40 A-26's NO. OF A/C ATTACKING 37

D. ROUBING BY 3's, 6's, 12's, 18's 6's IN FOLLOWING ORDER 2,3,4,5,6,7,8,1  
119-1000GP

E. NO. AND SIZE OF BOMBS DROPPED 28x 500GP FUSING 1/10 -- 1/100

F. HEADING OF A/C WHEN BOMBS DROPPED 85° M.

G. TIME BOMBS DROPPED 1139 -- 1135

H. ACTIVITY AT TARGET

#### J. RESULTS OF BOMBING:

**BOX I - FLT A - UNDET :** Bombed last. Made a second run on Target. No strike photos were secured as one camera ship did not bomb and the hand camera had no pictures of the target. Visual reports state that the bridge was down on the second bomb run and bombardier synchronized on one of the supports which he bombed with excellent results.

**FLT B - EXCEL :** All bombs fell within 1000 ft radius of DMPI with center of bursts 390 ft SE of DMPI. Bombs from Flts B & C of Box I made one pattern making it impossible to determine separate patterns. Majority of bombs fell on buildings and in rail yards SE of DMPI with two or three near misses to SE end of bridge. Bombs from one ship fell 2490 ft SW of DMPI hitting on RR tracks.

**FLT C - EXCEL :** All bombs fell within 1000 ft radius of DMPI with center of bursts 390 ft SE of DMPI. Flts B & C made one pattern.

**BOX II: FLT A - SUPER :** All bombs within radius 1000 ft of DMPI with center of bursts 250 ft SW of DMPI. Blanket of bursts in river and covering banks on both sides of bridge with several possible hits or near misses to bridge.

**FLT B - UNSAT :** No bombs within 1000 ft radius of DMPI with center of bursts ~~250 ft~~ 1890 ft NW of DMPI. Bombs hit on buildings and in fields.

**FLT C - SUPER :** All bombs within 1000 ft radius of DMPI with center of bursts 250 ft NW of DMPI. Bombs blanketed bridge and approach to bridge with several probable hits and near misses to structure, probably destroying or severely damaging bridge.

(Over)

IX B. 3. S-2 FORM NO. 103-B Prepare separate sheet for each target bombed

|                            |            |      |       |
|----------------------------|------------|------|-------|
| RETURN UNIT: TARGET        | IX BC 97TH | WING | 416TH |
| DATE                       | GROUP      |      |       |
| ATTACKING UNIT             |            |      |       |
| FIRST PHASE INTERPRETATION | TARGET HIT |      |       |

A. TARGET BRIEFED \_\_\_\_\_ PRIMARY  
 \_\_\_\_\_ SECONDARY  
 \_\_\_\_\_ CASUAL

M.P.I. \_\_\_\_\_

A.P. \_\_\_\_\_

B. TARGET ATTACKED \_\_\_\_\_ MILES FROM PRIMARY  
 DIRECTION FROM PRIMARY \_\_\_\_\_

C. COORDINATES \_\_\_\_\_ ON 1:50,000 MAP NO. \_\_\_\_\_

D. NO. AND TYPE OF A/C DISPATCHED \_\_\_\_\_ A-20's NO. OF A/C ATTACKING \_\_\_\_\_

E. BOMBING BY \_\_\_\_\_ IN FOLLOWING ORDER \_\_\_\_\_

|                                  |        |      |      |
|----------------------------------|--------|------|------|
| F. NO. AND TYPE OF BOMBS DROPPED | FUSING | NOSE | TAIL |
|                                  | FUSING | NOSE | TAIL |

G. HEADING OF A/C WHERE BOMBS DROPPED \_\_\_\_\_ DEGREES MAG.

H. TIME BOMBS DROPPED \_\_\_\_\_

I. ACTIVITY AT TARGET:

K. RESULTS OF BOMBING:

J. RESULTS OF BOMBING (Continued).

BOX III - FLT A - UNDET : No strike attack photos secured when camera ship did not bomb. Visual reports state that bombs hit into smoke of previous FLTS with probable excellent results.

FLT B - EXCEL : Approximately 75% of bombs within 1000 ft radius of DMPI with center of bursts 812 ft W of DMPI. Long pattern of bombs started short of DMPI and ran up to edge of bridge. Probable near misses to bridge.



UNRECORDED BOMBINGGROUP 116 BOMB GROUPMISSION OF 23 DECEMBER 1944TO DAMAGED ROAD BRIDGE

|                | <u>NAME</u>                 | <u>RESULTS</u>     |
|----------------|-----------------------------|--------------------|
| MAY 1 - F1C 1  | <u>Maj. R. J. Fries</u>     | <u>(D) MISS.</u>   |
|                | <u>Lt. A. R. Ford</u>       | <u>(B/N)</u>       |
| F1C 2          | <u>Capt. F. H. Deane</u>    | <u>(F)</u>         |
|                | <u>Lt. R. J. Edwards</u>    | <u>(B/N) MISS.</u> |
| F1C 3          | <u>Capt. E. D. Stobbing</u> | <u>(F)</u>         |
|                | <u>Lt. A. R. Calloway</u>   | <u>(B/N) MISS.</u> |
| MAY 14 - F1C 4 | <u>Capt. R. B. Promiss</u>  | <u>(F)</u>         |
|                | <u>Lt. R. E. Burdick</u>    | <u>(B/N) MISS.</u> |
| F1C 5          | <u>Lt. J. A. Buckirk</u>    | <u>(F)</u>         |
|                | <u>Lt. R. C. Farris</u>     | <u>(B/N) MISS.</u> |
| F1C 6          | <u>Lt. H. E. Teir</u>       | <u>(F)</u>         |
|                | <u>Lt. J. L. Gorman</u>     | <u>(B/N) MISS.</u> |
| MAY 15 - F1C 7 | <u>Capt. R. A. Souder</u>   | <u>(F)</u>         |
|                | <u>Lt. R. L. Kirk</u>       | <u>(B/N) MISS.</u> |
| F1C 8          | <u>Capt. F. H. Ashmun</u>   | <u>(F)</u>         |
|                | <u>Lt. R. E. Ashmun</u>     | <u>(B/N) MISS.</u> |

All flights made only one bomb run except the 1st flight, Box 1, which dropped on second run.

Reasons for Bombing or Failure to Bomb

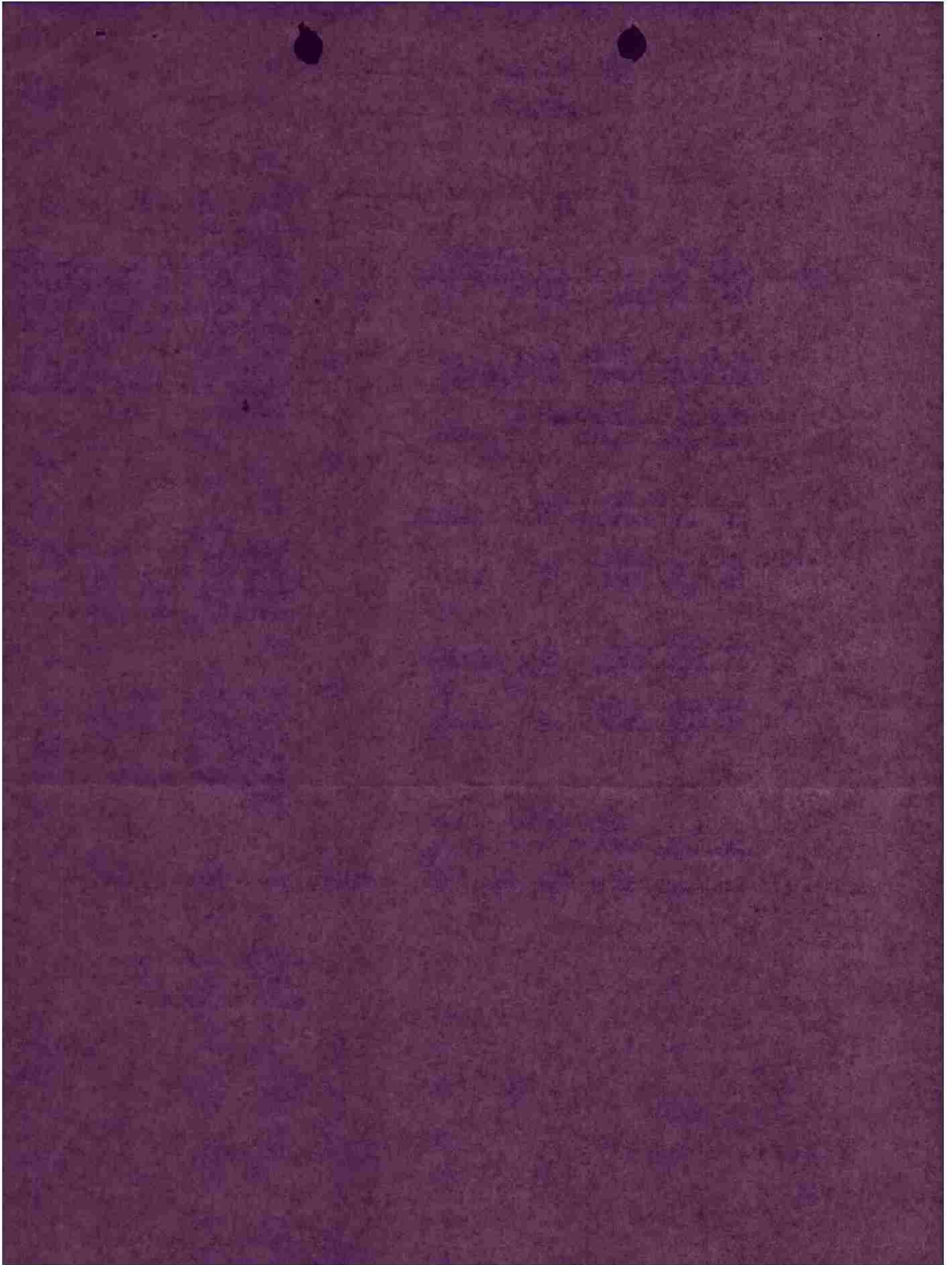
1st flight  
No strike photos. Bombardier and other crew members report excellent results. After second run, was lost sight of over target. Bombardier reported bridge completely destroyed prior to his plane leaving the strip.

Unknown. Aircraft landed away from zone. Unable to contact bombardier of aircraft for information.

No strike photos. Results from previous bombing completely obscured along point. Bombed into water. Bombardier reported excellent results.

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





9th B.D. S-2 Report 106

## PHOTOGRAPHIC REPORT

CAMERAS INSTALLED 15 GROUP 415th Bomb. Sq. (L)  
 CAMERAS PHOTOGRAPHING 11 100 % WING 87th C.B.G. (L)  
 CAMERA FAILURES 0 0 % DATE 23 December 1944  
 PERSONNEL FAILURES 0 0 %  
 OTHERS 1

TARGET Quincy  
 ALTITUDE 12,000 FEET  
 TRUE AIR SPEED 210 MPH  
 GROUND SPEED 220 MPH

TARGET Quincy  
 ALTITUDE 11,000 FEET  
 TRUE AIR SPEED 210 MPH  
 GROUND SPEED 220 MPH

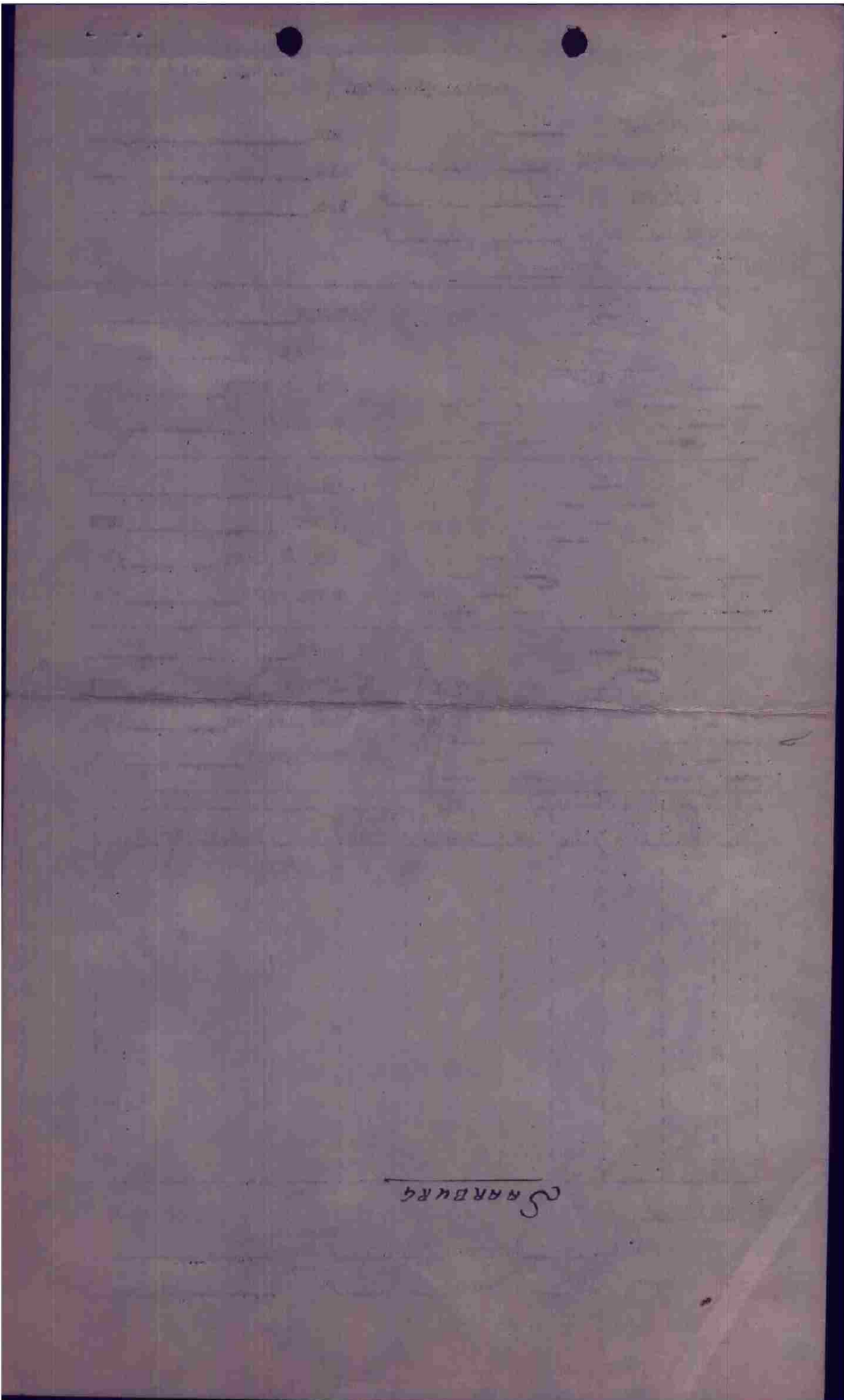
TARGET Quincy  
 ALTITUDE 12,000 FEET  
 TRUE AIR SPEED 210 MPH  
 GROUND SPEED 220 MPH

## STRIKE ATTACK CAMERAS:

| BOX | A/C | CAM. | F.L. | INT. | PRINTED | UNPRINT | EXPLANATION         |
|-----|-----|------|------|------|---------|---------|---------------------|
| NO. | NO. | TYPE | F.L. | INT. | SORTIES | SORTIES |                     |
| 25  | 1   | 289  | K-24 | 63/8 | 0       |         | A/C Didn't bomb.    |
| 32  | 1   | 289  | K-24 | 63/8 | 0       |         | Duplicate coverage. |
| 30  | 1   | 283  | K-24 | 63/8 | 0       |         | A/C Aborted, Mech.  |
| 40  | 1   | 344  | K-24 | 63/8 | 0       | 735     |                     |
| 39  | 1   | 344  | K-24 | 7    | 0       |         | Duplicate Coverage. |
| 34  | 1   | 301  | K-24 | 63/8 | 0       |         | Duplicate Coverage. |
| 36  | 2   | 289  | K-24 | 63/8 | 0       |         | A/C Aborted, Mech.  |
| 33  | 2   | 249  | K-24 | 63/8 | 0       |         | A/C Aborted, Mech.  |
| 28  | 2   | 302  | K-24 | 63/8 | 0       | 735     |                     |
| 35  | 2   | 304  | K-24 | 7    | 0       |         | Duplicate Coverage. |
| 42  | 2   | 254  | K-24 | 63/8 | 0       |         | Duplicate Coverage. |
| 22  | 2   | 253  | K-24 | 63/8 | 0       |         | Duplicate Coverage. |
| 26  | 3   | 225  | K-24 | 63/8 | 0       | 734     |                     |
| 24  | 3   | 215  | K-24 | 63/8 | 0       |         | Duplicate Coverage. |
| 18  | 3   | 238  | K-24 | 63/8 | 0       |         | Duplicate Coverage. |
| 20  | 3   | 217  | K-24 | 63/8 | 0       |         | A/C Didn't bomb.    |

## K-20 Cameras

Sortie No. 243 Cameraman S/Sgt. Carstana Reason Failure  
 Sortie No. 244 Cameraman S/Sgt. H.A. Marion Reason Failure



*Dist.*  
*S-2*  
*S-3*  
*Signal*

VOIITA OIJJF OIJES OIJKI OIJPO V OIJEA OIJEA 12/22 OP - OP  
T-(OIITA PASS TO OIJJF)

FROM: 97TH COMBAT BOMB WING 22/2121A D-171-E  
TO : IX BOMBER DIV.  
409TH BOMB GROUP.  
410TH BOMB GROUP.  
416TH BOMB GROUP.  
1ST PATHFINDER SQDN. (PROV.) *D-534*

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

97TH COMBAT BOMB WING  
A P.O. 140  
22 DECEMBER 1944

FIELD ORDER NO. 100-679

MAPS: NORMAL

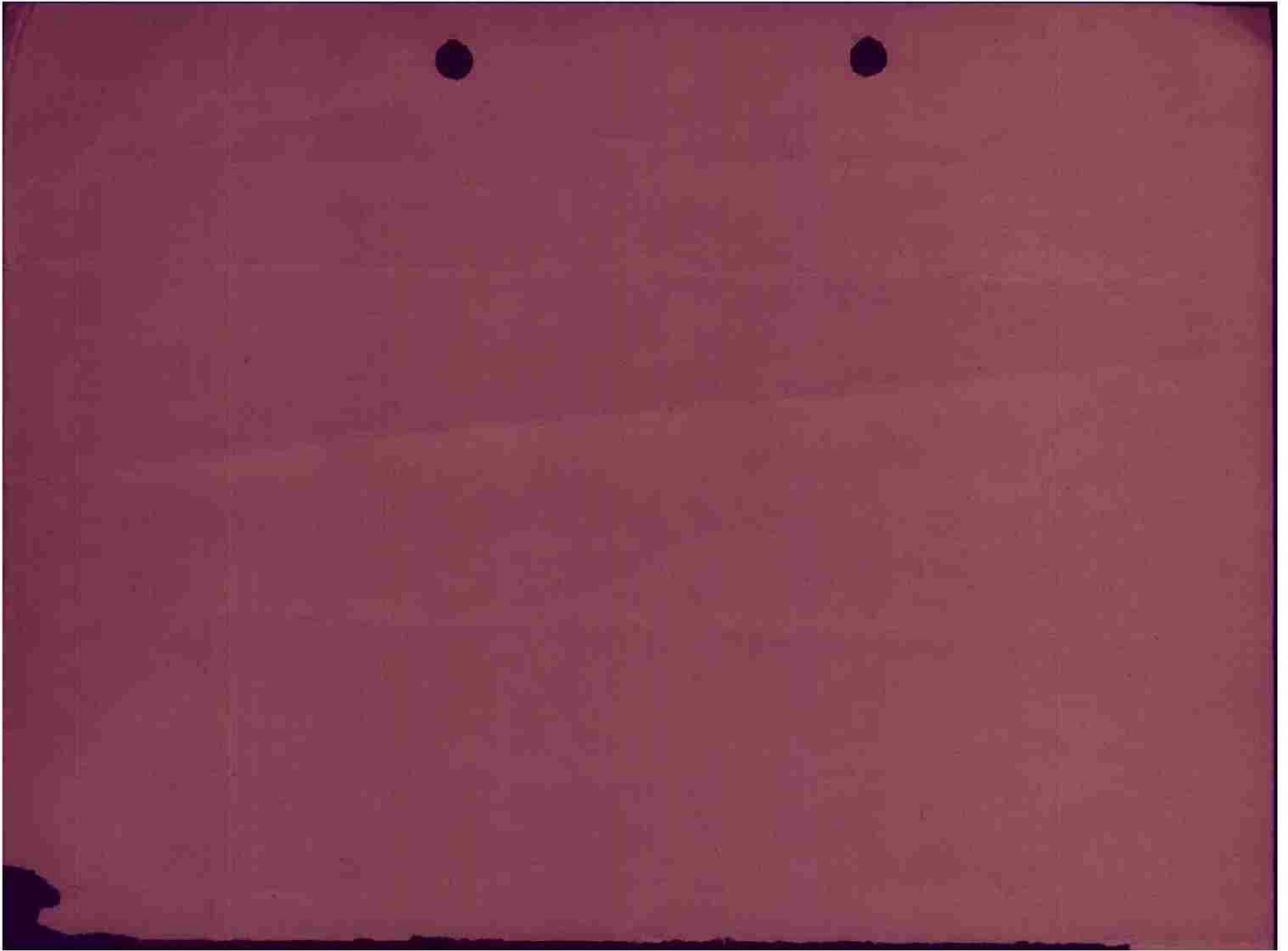
1. B. (1) REF. CURRENT BOMBLINE.  
(2) THE 19 T.A.C. WILL FURNISH AREA COVER FOR THIS WING.

2. THIS WING WILL ATTACK TARGETS IN GERMANY.

ZERO HOUR PLAN "A" - TO FOLLOW -  
ZERO HOUR PLAN "B" - 23/1000A

PLAN "A"





## 3. A. 429TH BOMB GROUP.

(12) T.O.T. ZERO HOUR PLUS 40 MIN.

## B. 416TH BOMB GROUP.

(1) KYLLBURG MARSHALLING YARD L-187609.

(2) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.

(4) BASE TO 5001N 0543E TO I.P. TO TARGET.

(5) TARGET TURN LEFT TO R.P. AND RETRACE ROUTE.

(6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 5,000 FEET.

(7) 5009N 0621E

(8) GEN. N W TO S E

(9) M.P.I. MAP SERIES G.S.G.S. 4414 SHEET 5905. ONE FLIGHT ON EACH OF THE FOLLOWING GRID. COORDINATES: 18356091, 18496091, 18606094, 18706098, 18796105 AND 18856115.

(10) 6 X 500 G.P. FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL.

(11) 5009N 0621E

(12) T.O.T. ZERO PLUS 30 MIN.

(13) IN THE EVENT CLOUD COVER PREVENTS VISUAL BOMBING OF THE PRIMARY TARGET, PRIMARY TARGET WILL BE BOMBED BY "GEE".

## C. 416TH BOMB GROUP.

(12) T.O.T. ZERO HOUR PLUS 30 MIN.

(13) LOSE 1,000 FEET AFTER RELEASING BOMBS.

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

"FOR 429TH AND 416TH BOMB GROUPS ONLY".

(5) TARGET: SAARBURG (ROAD BRIDGE) L-146128

(6) A/C REQ: 36 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 5,000 FEET.

(10) I.P. 4936N 0628E

(11) AXISHNAD MVE COORD. 14671275

(CENTER OF BRIDGE) INTERVALOMETER SETTING MINIMUM.

(13) BOMB LOAD AND FUSING: 4 X 1000 LB. G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.

(14) R.P. 4936N 0608E

(15) IN THE EVENT THE PRIMARY TARGET CANNOT BE BOMBED THE GROUPS AUTHORIZED TO BOMB A SUITABLE ALTERNATE TARGET THAT IS AT LEAST 10 MILES FROM THE NEAREST POINT OF THE BOMBLINE. IF CLOUD COVER PREVENTS VISUAL BOMBING, ALTERNATE TARGETS MAY BE BOMBED ON "GEE" AREAS KNOWN TO BE HEAVILY DEFENDED BY FLAK WILL BE AVOIDED.

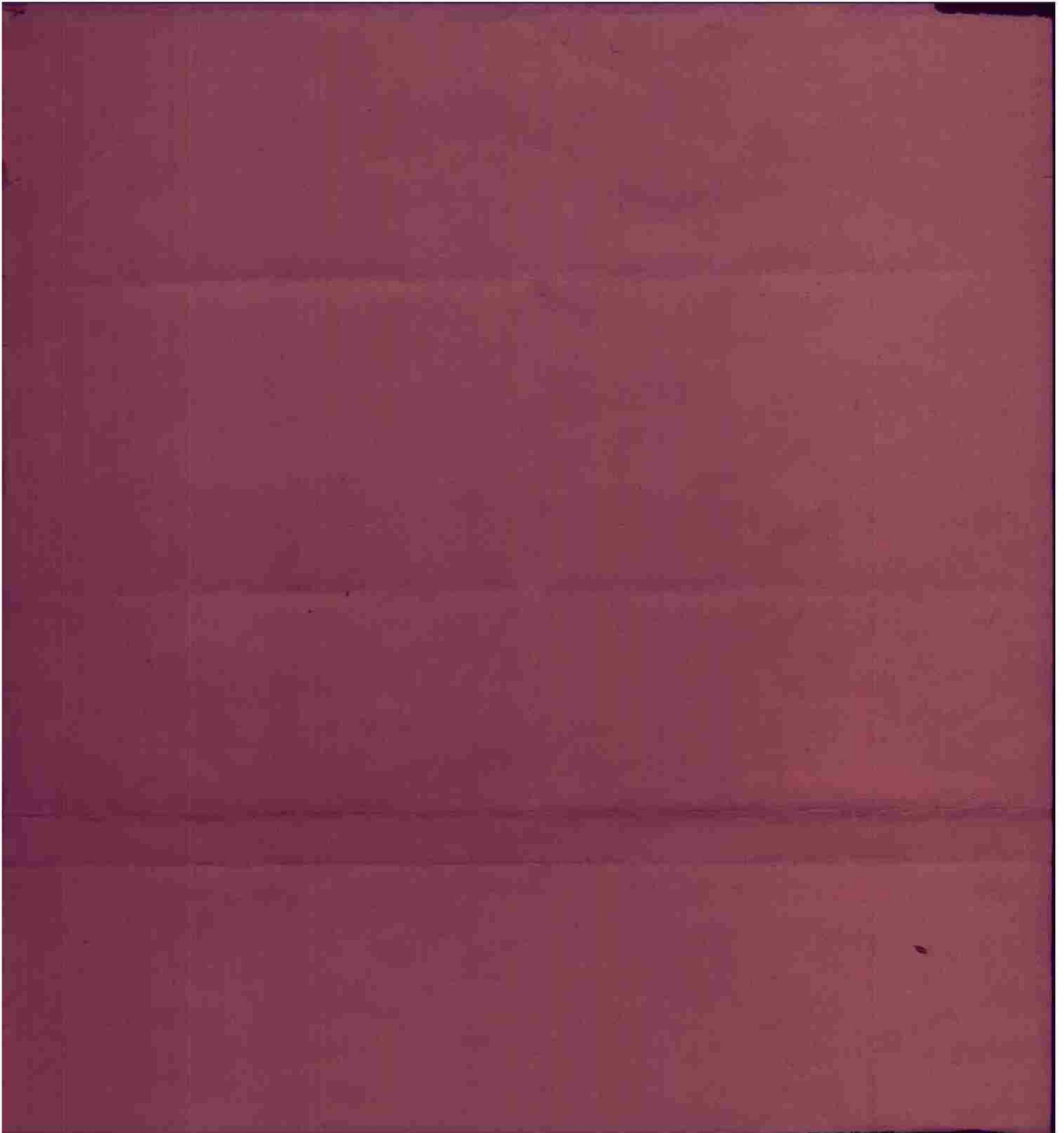
- - - PLAN "B" PATHFINDER - - -

## A. 429TH BOMB GROUP

(12) T.O.T. ZERO PLUS 130 MIN.

## B. 416TH BOMB GROUP.

(12) T.O.T. ZERO PLUS 125 MIN.



(13) DROP 1,000 FEET AFTER BOMBING.

- X. (1) - (4) NO CHANGE.  
 (5) TARGET: SAARBURG (ROAD BRIDGE) L-146128  
 (6) A/C REQUIRED: ONE BOX OF 15 AND ONE BOX OF 15 A/C WITH ONE P.P.F. A/C.  
 (7) RENDEZVOUS: WITH P.P.F. A/C OVER THE FIELD.  
 (8) ROUTE OUT: BASE TO 4932N 0554E TO TARGET.  
 (9) ROUTE BACK: TARGET TURN LEFT AND RETRACE ROUTE.  
 (10) ALTITUDE: BOMB AT 13,000 FEET MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 5,000 FEET.  
 (11) M.P.I. G.S.C.S. 4414 SHEET 6305 GRID. COORD. 14671275 IF BOMBING IS VISUAL. P.P.F. M.P.I. GRID. COORD. 14671275. INTERVALOMETER SETTING 30 FEET.  
 (12) BOMB LOAD: 4 X 1000 LB. G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.  
 (13) IN THE EVENT A SECOND RUN ON TARGET IS NECESSARY FOR VISUAL BOMBING, GROUP WILL RETURN TO 4936N 0628E TO BEGIN RUN.  
 (14) IF VISUAL CONDITIONS EXIST AT TARGET, GROUP WILL BOMB BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-26 BOX LEADERS AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE P.P.F. A/C OR NOT.  
 (15) IN THE EVENT THE P.P.F. A/C DOES NOT BOMB ON P.P.F. "GEE" OR OTHER MEANS, GROUP IS AUTHORIZED TO BOMB A SUITABLE ALTERNATE TARGET AT LEAST 10 MILES FROM THE NEAREST POINT OF THE BOMBLINE. IF CLOUD COVER PREVENTS VISUAL BOMBING, ALTERNATE TARGET MAY BE BOMBED BY USE OF "GEE". AREAS KNOWN TO BE HEAVILY DEFENDED BY FLAK WILL BE AVOIDED.

4. NO CHANGE.

5. COMMUNICATIONS.

A. 409TH BOMB GROUP. (PLAN "A" AND "B")  
 (2) BRASSNUT  
 (3) POKER  
 (4) RIPSAN

B. 410TH BOMB GROUP. (PLAN "A")  
 (2) QUICKSTART  
 (3) POKER  
 (4) RIPSAN

C. 416TH BOMB GROUP. (PLAN "A" AND "B")  
 (2) SKIPPER  
 (3) POKER  
 (4) RIPSAN

X. GENERAL INFORMATION.

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

- - - CONCETWIG 97 - - -

BT 22/2121A

FK-AR

STNS Q FOR R

OIITA K WITH R

OIITA / OIJE R...(PASS TO OIJJE).....222235A DFD AR

OIJKI K WITH R

OIJKI / OIJE R....22/2245A FD AR

(10) I.P. 4936N 0628E

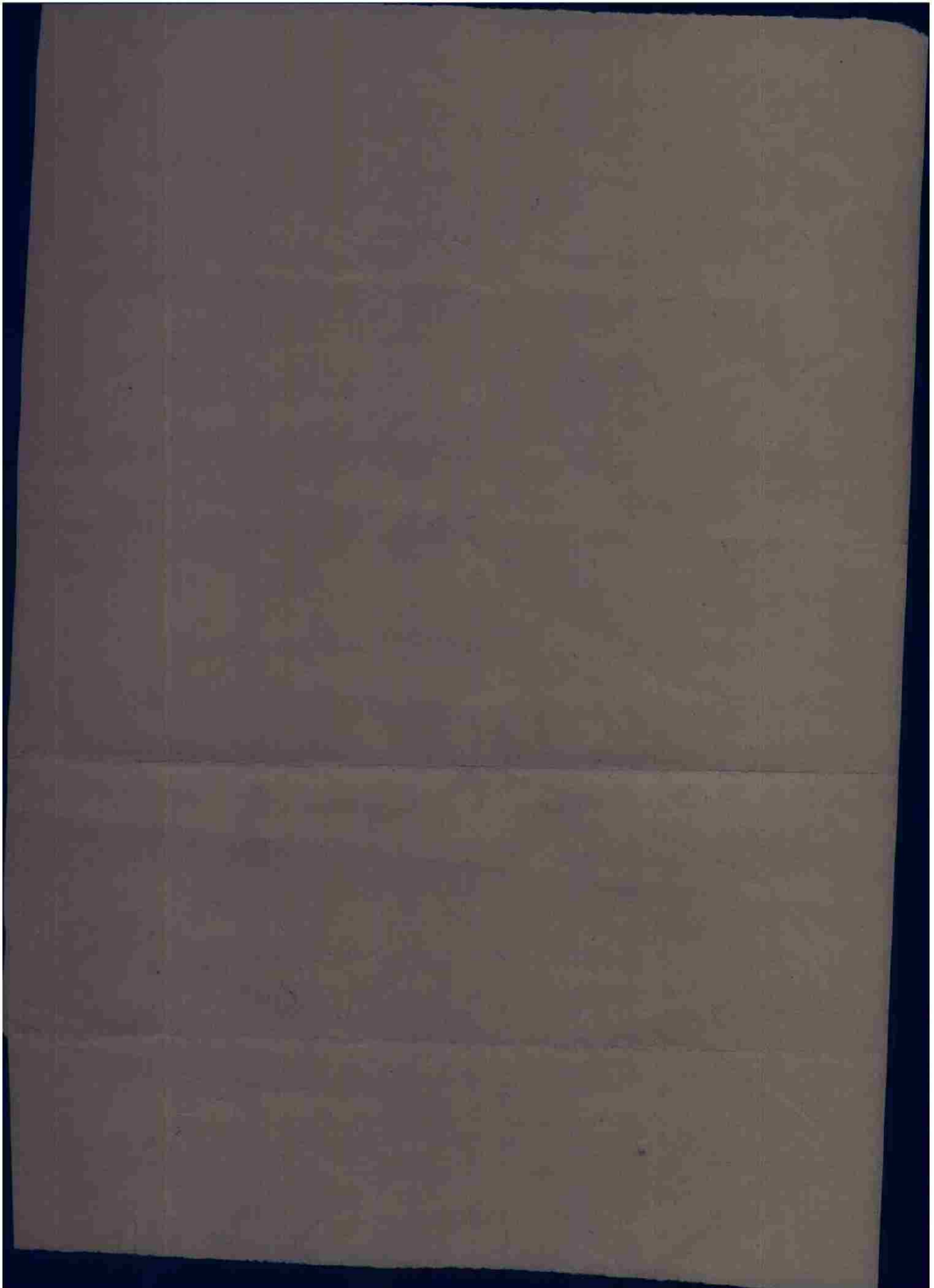
(11) AXIS OF ATTACK: GENERALLY W TO E

(12) M.P.I. G.S.C.S. 4414 SHEET 6305. GRID. COORD. 14671275  
 (CENTER OF BRIDGE) INTERVALOMETER SETTING MINIMUM.

TIC TILL I CHK THAT PLS

OK THATS IT K TBFR





OIITA OIJJF OIJES OIJKI OIJPO V OIJE A OIJE A 14/22 OP - OP  
 T-(OIITA PASS TO OIJJF)

FROM: 97TH COMBAT BOMB WING 22/2355A D-172-E  
 TO : IX BOMBER DIV.  
 409TH BOMB GROUP.  
 410TH BOMB GROUP.  
 416TH BOMB GROUP.  
 1ST PATHFINDER SQDN. (PROV.)

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

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

ANNEX NO. 1 TO F.O. 100-679

ZERO HOUR FOR THE 410TH GROUP 23/1000A

CHANGE PARAGRAPH 3. B. (12) TO READ:  
 (12) T.O.T. ZERO PLUS 145 MIN.

- - - COMCBTWIG 97 - - -

BT 22/2355A

FK-AR

STNS Q FOR R

OIITA K WITH R

OIITA / OIJE A R.....(PASS TO OIJJF). .22.. 23/0005A DF AR

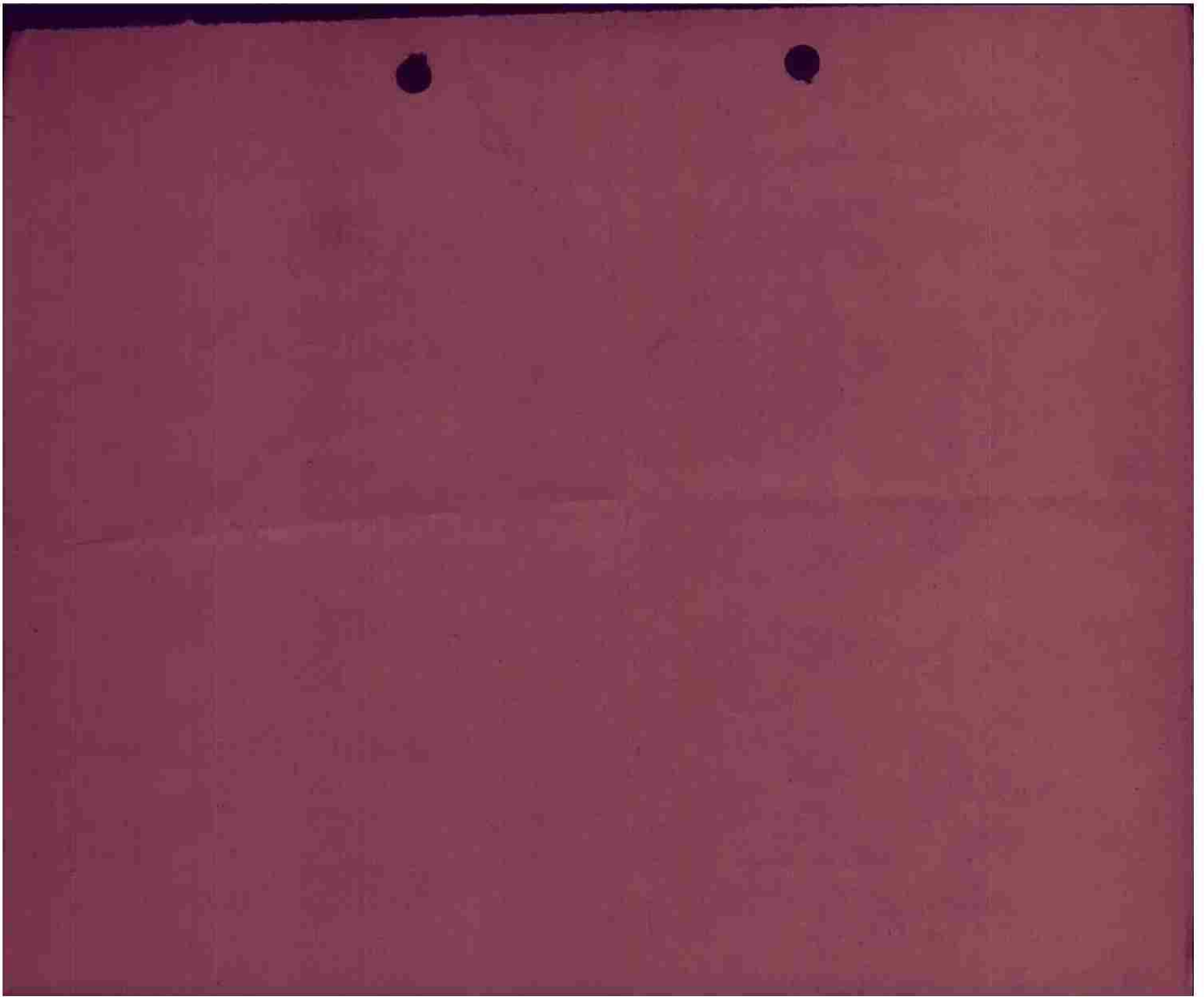
OIJKI K WITH R

OIJKI / OIJE A R.....23/0005A EJ AR

OIJEB / OIJE A R.....23/0010A JHS AR

OIJES K WITH R

OIJES / OIJE A R.....23/0005A JGN NN AR N



ITA JJF JES JKI JPO V JEA  
T (ITA PASS TO JJF)

JEA 2/23

OP OP

FROM 97TH COMBAT BOMB WING  
TO COMBOMDIV NINE

23/0950A

D-174-E

COBOMGP 410

COBOMGP 416

COBOMGP 409

1ST PROV PATHFINDER SQDN,

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

97TH COMBAT BOMB WING

APO 140

23 DECEMBER 1944

ANNEX NO. 2 TO FIELD ORDER NO. 100-679

ZERO HOUR PLAN "A" 23/1100A.

IN PLAN "A" CHANGE THE FOLLOWING PAR. TO READ:

3. A. (12) T.O.T. ZERO PLUS 45 MIN.

3. B. (2) 54 A/C BOMBING BY FLIGHTS OF 6 A/C

V (9) M.P.I. MAP SERIES G.S.C.S. 4414 SHEET 5905

ONE FLIGHT ON GRID COORD 18356091

ONE FLIGHT ON GRID COORD 18066094

ONE FLIGHT ON GRID COORD 18796105

TWO FLIGHTS ON GRID COORD 18496091

TWO FLIGHTS ON GRID COORD 18706098

TWO FLIGHTS ON GRID COORD 18856115

3. B. (12) T.O.T. ZERO ~~XXXX~~ PLUS 30 MIN.

3. X. (6) 54 A/C BOMBING BY FLIGHTS OF 6 A/C

COMCBTWIG 97

BT 23/1100A

CES AR

ITA R.....231013A

AL

AR

JES R.....;

23/1015A

DJP

AR

JKI R.....231013A

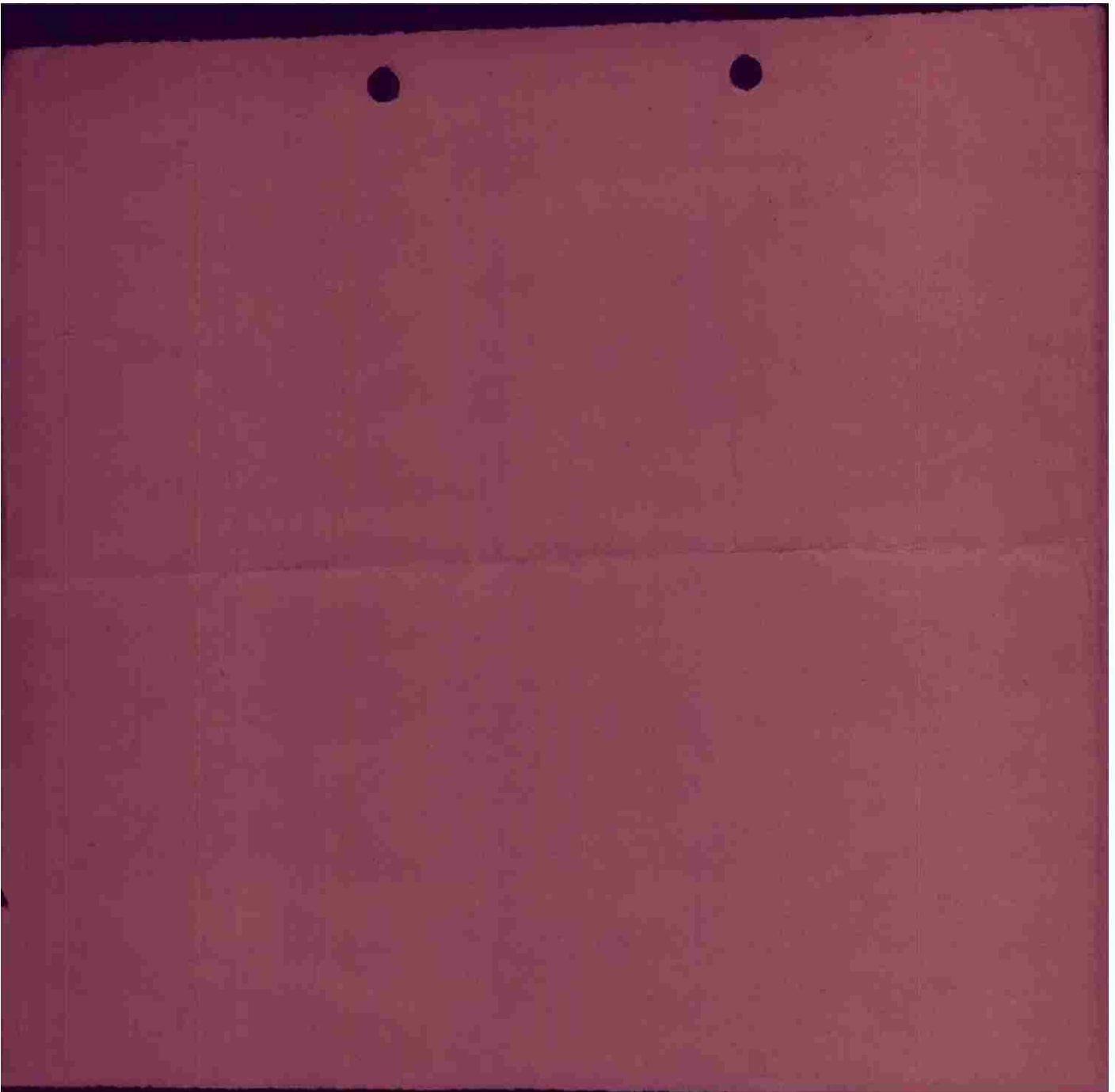
FAG

A

JPO R.....231.







MISSION NO. 173

DRAFTING LIST

FLIGHT 1

FLIGHT 1

23 December 1944

1. 444 J  
MAJOR E F FAIRC  
LT A H HANE  
S/S C F LICK  
S/S S L MITCHELL

\* K-2

4. 254 I  
LT F E PARADE  
S/S S KOTHAN

2. 717 K  
LT E D HANE  
S/S C J CLARK

5. 233 F  
LT R J BUCHANAN \* 30  
S/S R G MITCHELL

3. 359 H  
LT F V HARRIS \* 25  
S/S S H HANE

6. 308 F-1  
LT G J PARKHURST  
CPL F HANNAH

## FLIGHT 11

1. 385 T  
CAPT E E DE HUR  
LT R D HANE  
S/S D W STEPHENS  
CPL E J HANE

\* K-2

4. 344 C  
LT R J GRESSE \* 40  
LT J A WILLARD  
S/S J J HANE

2. 232 A  
CAPT E E HANE  
LT F E SMITH  
S/S D F HANE

5. 240 E  
LT R J HANE  
CPL R A HANE

3. 339 H  
LT J F SMITH \* 32  
LT J A HANE  
S/S S F HANE

6. 241 F-1  
LT R J HANE  
S/S R C HANE

## FLIGHT 111

1. 178 L  
CAPT E E HANE  
LT A S HANE  
S/S W J BROWN \*  
S/S R W HANE

\* K-2

4. 238 H  
LT J E HANE  
LT C O HANE  
S/SOT K HANE

2. 271 H  
LT R S HANE  
S/S H A HANE  
S/S H A HANE

5. 244 I-1 \* 25  
LT R C HANE  
CPL L E HANE

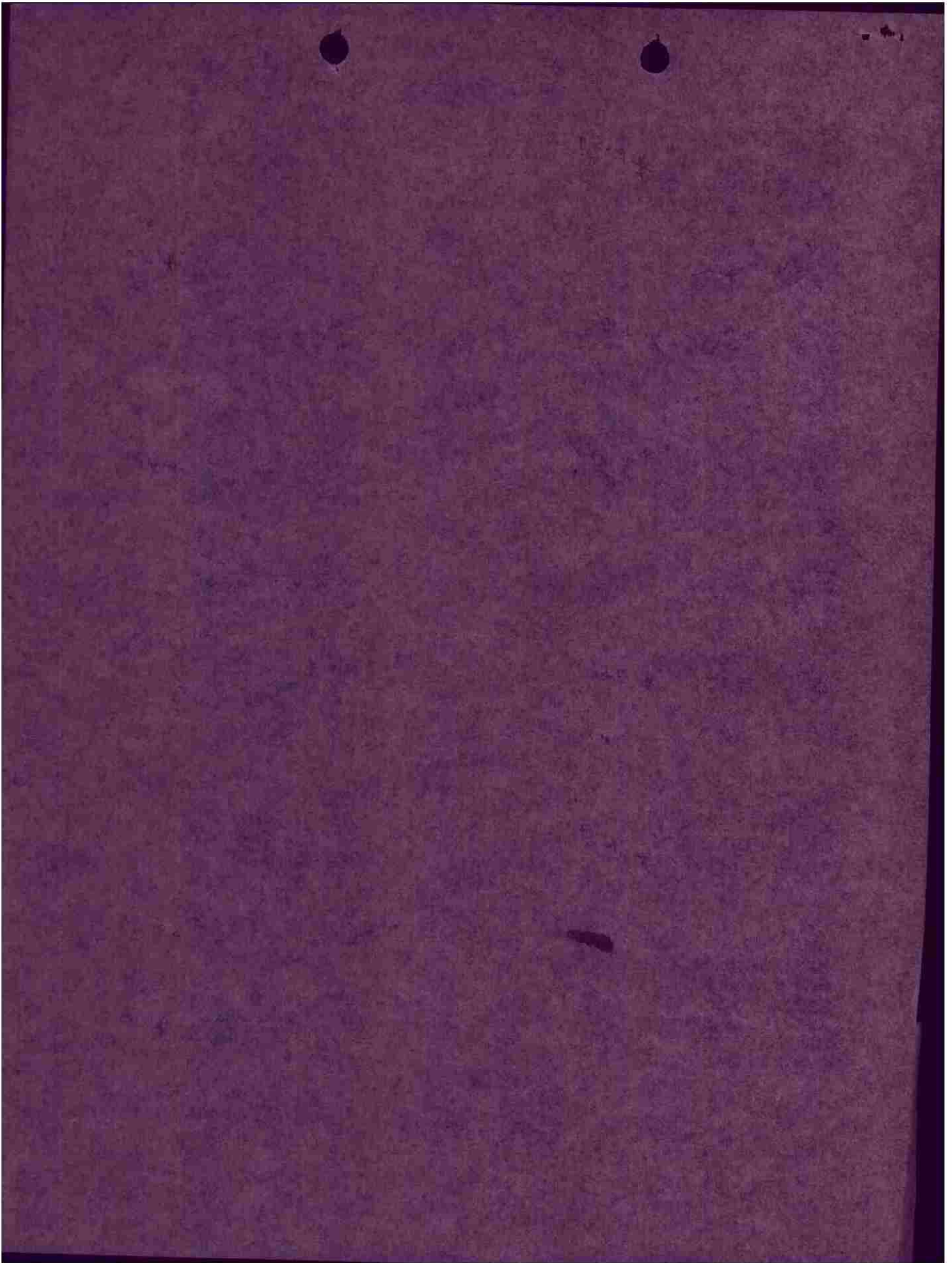
3. 232 D  
LT R S HANE  
LT R S HANE  
S/S J W HANE

6. 301 O  
LT R S HANE \* 34  
S/S H I HANE

## FLIGHT

237 I-1  
LT R W HANE  
CPL R F HANE

MISSION NO. 173  
23 December 1944





MISSION NO. 173

LOADING LIST  
BOX 11  
FLIGHT 2

23 December 1944

1. 108 H  
CAPT R B FREEMAN \*  
LT F H BRADLEY \*  
S/S C R SPENNING  
SGT A R MOORE

2. 289 K \* 38  
LT H R SVERDRUP  
S/S P G FELD

3. 213 C  
LT L E GANNON  
S/S E P BRZDZINSKI

1. 560 A  
LT J A SUBIRAK \*  
LT R C HANNA \*  
S/S C E SUBBITY \*  
S/S A J HANLEY

2. 239 H  
LT J H MILLER  
S/S J GALLAGHER

3. 249 F \* 33  
LT F H HENDERSON  
S/S F E COULOMBE

1. 089 H  
LT H F PAIR \*  
LT J L GERRIN \*  
S/S R A DAVIS  
S/S RA WATSON

2. 211 K-1  
LT W R BISS  
S/S J E FLEMMING

3. 291 L  
LT H H VAN NOORDEN  
S/S S THOMPSON

4. 214 B  
LT J W WRIGHT  
SGT D W VANGALDER

5. 302 D \* 29  
LT W H BLOOMERS  
SGT R P WINNICH

6. 290 L  
LT E J LACKNER  
CPL A J MUSARRA

FLIGHT 11

4. 250 A  
LT W A RECHAMT  
S/S R J SNOW

5. 284 C-1 \* -36  
LT S MOORE  
CPL W C BUCKLEY

6. 325 H  
LT D A PERO  
SGT A A ROJAS

FLIGHT 111

4. 313 B-1  
LT H H WISZINSKI  
SGT F SIGARD

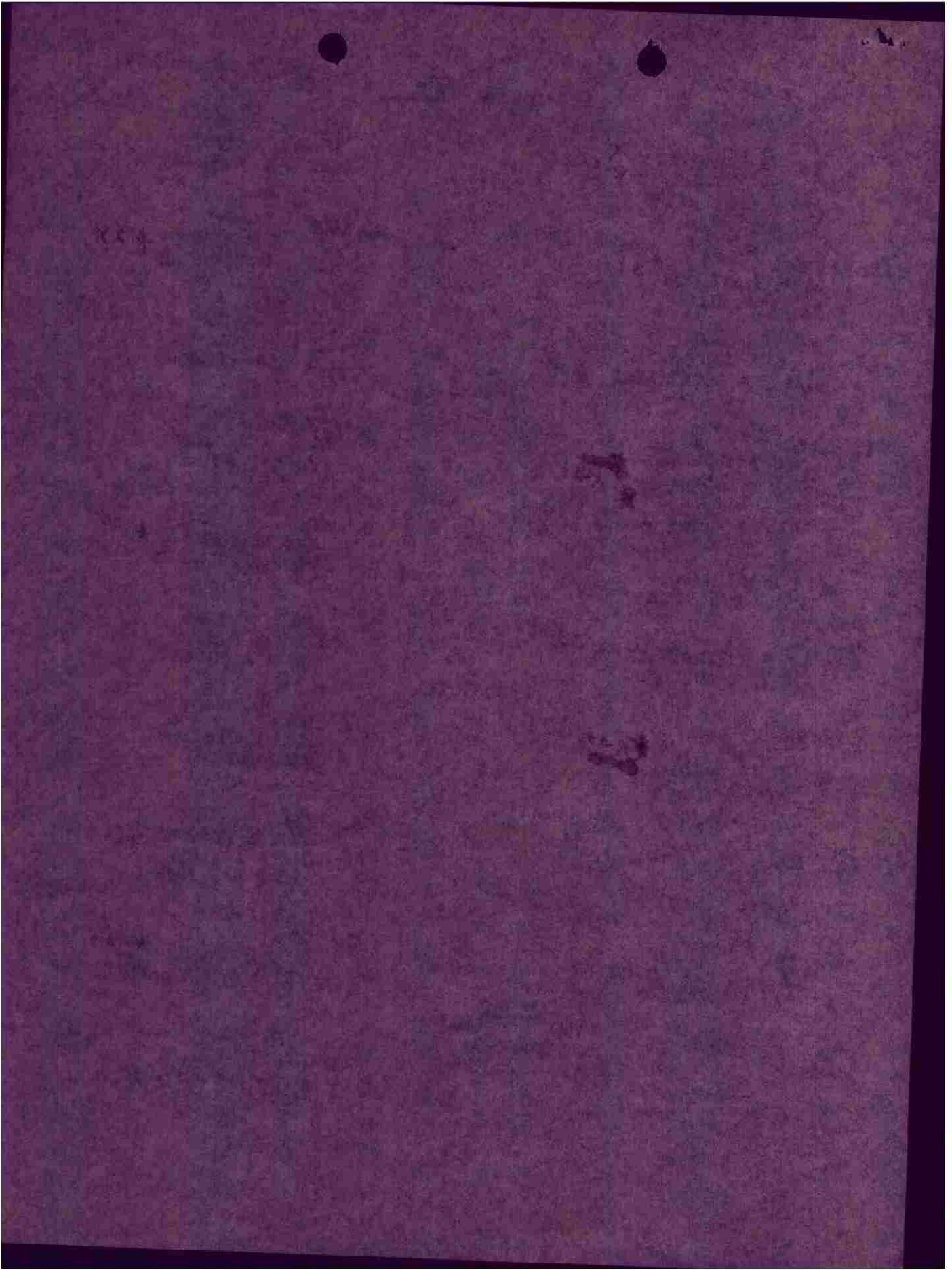
5. 234 F  
LT L W EDSTROM \*  
CPL F A RUPA  
SFC S S STINEY

6. 269 V \* 23  
LT A J P RINN  
SGT D O STEPHENSON

SPARE  
209 H-1  
LT T MURRAY  
S/S R J JONES

MISSION NO. 173  
23 December 1944





MISSION NO. 173

LOADING LINE  
BOX 111  
FLIGHT 1

23 December 1944

1. 173 W  
CAPT H A MONROE  
LT R L KIRK \* K-20  
S/S W L KIDD  
CPL T D GARNEY

2. 307 R  
LT S L JOHNSON  
T/S J T CLOIN

3. 398 D  
LT P T BACCHUKY  
S/S W RAIL

4. 212 W  
LT S B HALL  
S/S L C BUNGER  
LT H BRUTABERE

5. 235 W  
LT H POPPENY \* 18  
S/S S L ARNETT

6. 217 J  
LT J R WARREN \* 20  
S/S S H TURPIN

FLIGHT 11

1. 078 C  
CAPT F B ATKINSON \* A-20  
LT D G ACKERSON  
SGT E R FRIDAY  
SGT J L COLLIER

2. 227 F  
LT R B SINGLETARY  
LT A E ROUSSEAU  
S/S A A CIANCIONI

3. 224 B  
LT D B SWINIC  
S/S R F PLAS

4. 337 C  
LT W A DOWLING  
SGT C D HARMON  
CAPT LANE

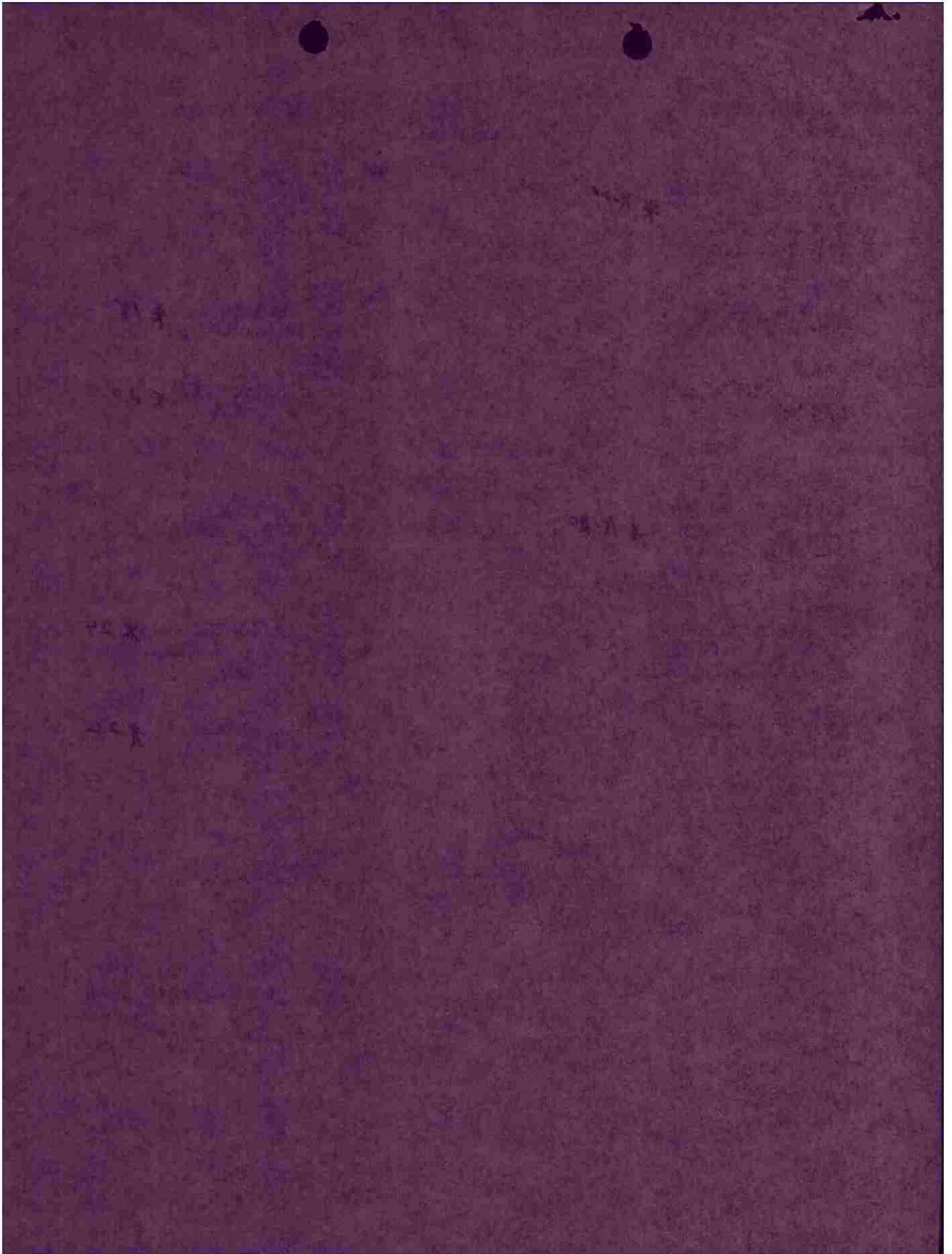
5. 315 L  
LT T A MURPHY \* 24  
S/S L W O'CONNELL  
LT J A JACK

6. 323 B  
LT E B BISHOP \* 26  
SGT L W MURPHY

334 U  
LT S H SMILEY  
SGT D V FARRING

MISSION NO. 173  
23 December 1944





USAAF FORM 34A

SECRET

SECRET

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

AUTH: CO STA A-25  
DATE: 24 Dec. 1944  
INIT: \_\_\_\_\_

TO:

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

Ref: Oprep A No. 504 for 24 hrs. ending midnight 23 Dec. 1944  
Mission or Operation No. 273 97th CG 10 100-579

## A. Short Narrative of Operation:

Target Switzerland Red Bridge  
Place of take-off Station A-25  
Place of landing Station A-25 (1 A-20 crash landed near Inch A-59)  
Take-off time 1000 Landing time 1913  
Time over target 1100-1110 Bombing Altitude 12000-11500  
Nature of mission Bombing Other None  
Weather 6 miles visibility. No cloud cover  
Results Infant, Small, Small, Superior, Great, Superior, Great, Small.  
Enemy opposition None

## B. Type &amp; model of aircraft:

1. Dispatched A-20's - 2  
A-20's - 39

2. Attacking target (indicate target) or completing mission.  
A-20's - 2 Switzerland Red Bridge  
A-20's - 39 Switzerland Red Bridge

3. Abortive due to:  
(1) Weather: None  
(2) Personnel: 1 - A-20 pilot failed to completely depress bomb release button on pilot's seat. 1 A-20 pilot did not see bomb drop.  
(3) Mechanical: A-20's - 1 - landing gear would not retract.  
A-20's - 1 - landing gear would not retract.  
1 - A-20 - defective bomb door safety switch.  
(4) Other: 2 A-20's unable to find formation on assembly - joined with bomb drop - did not bomb because high bomb drop leader did not do so.

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

5. Destroyed - before reaching target None  
giving cause where known

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

7. Damaged (give category & cause) 1 aircraft - category B - due to crash  
landing - ENGINE FAILURE.

8. Sorties 9 A-20  
A-26

SECRET

(over)



SECRET

GEORGE SCHENKELIN,  
Capt. 1st, 4th Corps,  
Army.

For the Commanding Officer:

5. Destroyed \_\_\_\_\_  
6. Prob. Dns \_\_\_\_\_  
7. Damaged \_\_\_\_\_

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

| Type of | Casualty | Killed in | Action | Missing in | Action | Wounded | Slightly | Wounded |
|---------|----------|-----------|--------|------------|--------|---------|----------|---------|
| Pilot   | Co-pilot | Nav       | Bomb   | H. Gun     | E. Gun | F. Gun  |          |         |
|         |          |           |        |            |        |         |          |         |
|         |          |           |        |            |        |         |          |         |
|         |          |           |        |            |        |         |          |         |
|         |          |           |        |            |        |         |          |         |
|         |          |           |        |            |        |         |          |         |

G. Own Personnel Casualties:

8. Total Returned \_\_\_\_\_  
9. Lost or wrecked on \_\_\_\_\_  
10. Missing a/c \_\_\_\_\_  
11. Retained \_\_\_\_\_  
12. Expended on operations: \_\_\_\_\_  
(List targets separately: \_\_\_\_\_)

13. Total carried into air: \_\_\_\_\_  
F. Bombs, flares, etc. used: \_\_\_\_\_

14. Lost on wrecked or missing a/c \_\_\_\_\_  
15. Expended on operations \_\_\_\_\_  
16. Total carried into air \_\_\_\_\_  
E. Ammunition by caliber: \_\_\_\_\_

17. Night (gunset to sunset) \_\_\_\_\_  
18. Day (gunset to sunset) \_\_\_\_\_  
D. Total operational flying hours \_\_\_\_\_

SECRET

USARF FORM 374 (cc mt'd)

S E C R E T

*Intell*

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 100-579BOX 1, Flight 1 GROUP 116th DATE 23 December 44 TARGET ATTACKED Marburg Road Bridge1. Method of Sighting: Pre-set with corrections.

2. Bombing approach:

3. Was mercury erection system used? YES        NO   X  4. Did entire (box) (flight) drop on lead bombardier? YES        NO       

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

Pre-set with corrections. C-1 Auto-Pilot not used.Aimed at briefed aiming point at center of bridge. Bombed on second run due to too short a first run and not being completely synchronized. When on second bomb run the B/N saw that the bridge was completely destroyed by previous flights. Aimed at center span of bridge which was still visible.5. Name of lead bombardier: LT. A.H. HARRIS6. Name of lead Pilot: Major R.F. Price7. Intervalometer setting: Minimum8. Indicated Air Speed: 230 Ground Speed: 195 Altitude: 121009. Length of bomb run: 120 Sec:       10. Bomb Load and Fusing per A/C: A-20's 4 x 500 lb. FUSED 1/10 N  
A-26's 8 x 1000 1/100 T11. Total Bombs Dropped: 4 x 500  
8 x 1000

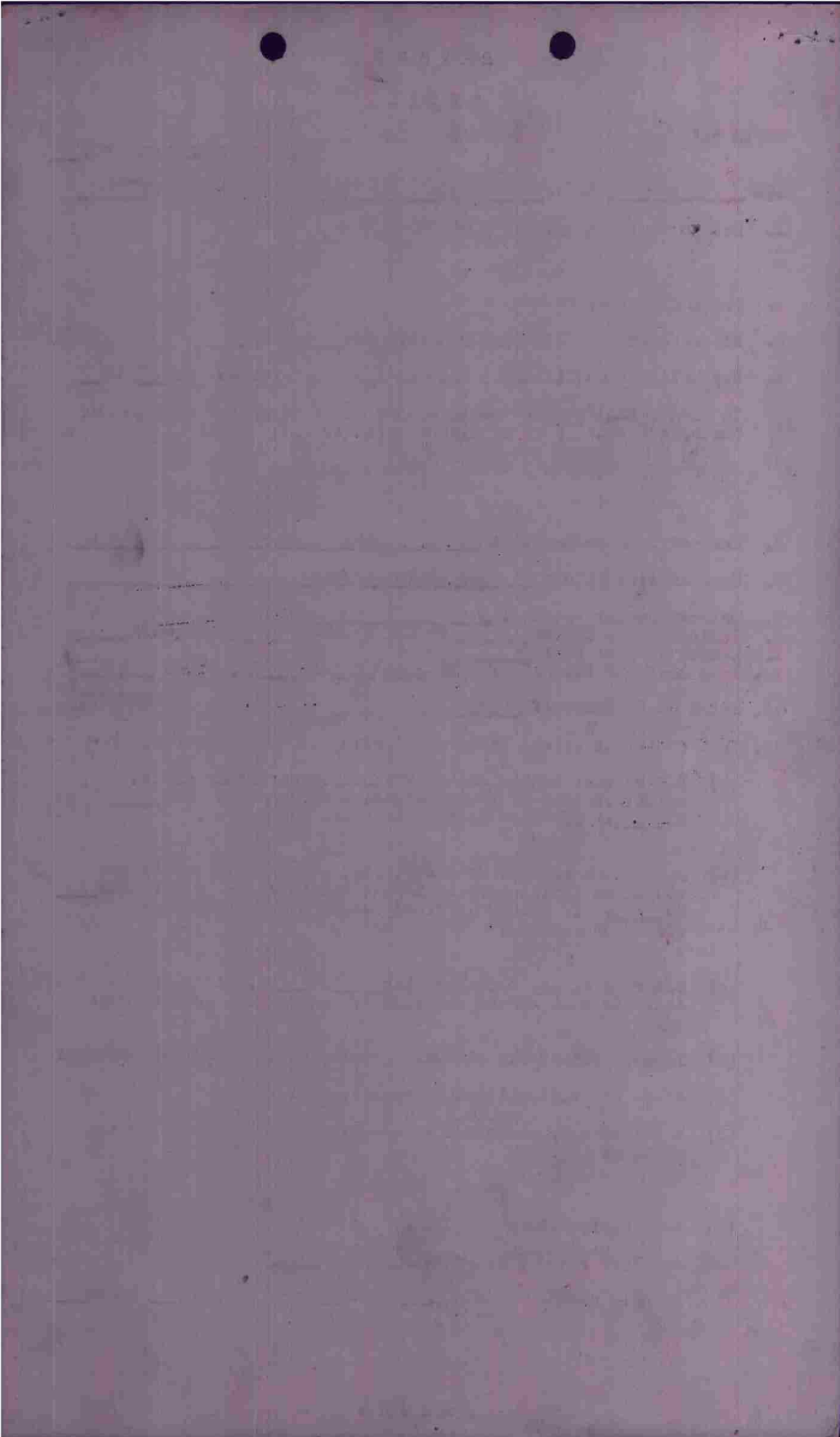
12. Full statement of all factors affecting bombing - including: -

(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.

(g) Bombing results as reported by crews:

Aimed at right Target: YES   X   NO       Results claimed: EXCEL   X   GOOD        FAIR        POOR        GROSS         
Under. -1

S E C R E T





## S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 100-679

BOX 1, Flight 3 GROUP A16th DATE 23 December 44 TARGET ATTACKED Sharburg Road Bridge1. Method of Sighting: Pre-set with corrections.

2. Bombing approach:

3. Was mercury erection system used? YES \_\_\_\_\_ NO X4. Did entire (box) (flight) drop on lead bombardier? YES X NO \_\_\_\_\_

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

Pre-set with corrections. C-1 Auto-Pilot not used.  
Aimed at briefed aiming point at center of bridge.

5. Name of lead Bombardier: Lt. A.E. Calloway6. Name of lead Pilot: Captain B.D. Stopping7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 210 Altitude: 118009. Length of bomb run: 60 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 (A-26's) FUSED 1/20 N 1/100 T11. Total Bombs Dropped: 4 x 500 4 x 1000 (A-26's)  
20 x 1000

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES \_\_\_\_\_ NO X. If "YES" state conditions and effect.

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES \_\_\_\_\_ NO X. If answer is "YES", state circumstances and effect on bombing:

(c) Did Flak affect bombing? YES \_\_\_\_\_ NO X. If answer is "YES", state to what extent did Flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing?  
None.

(e) State any difficulties on bombing run:  
None

(f) Malfunctions, personnel errors or other factors affecting bombing:  
None

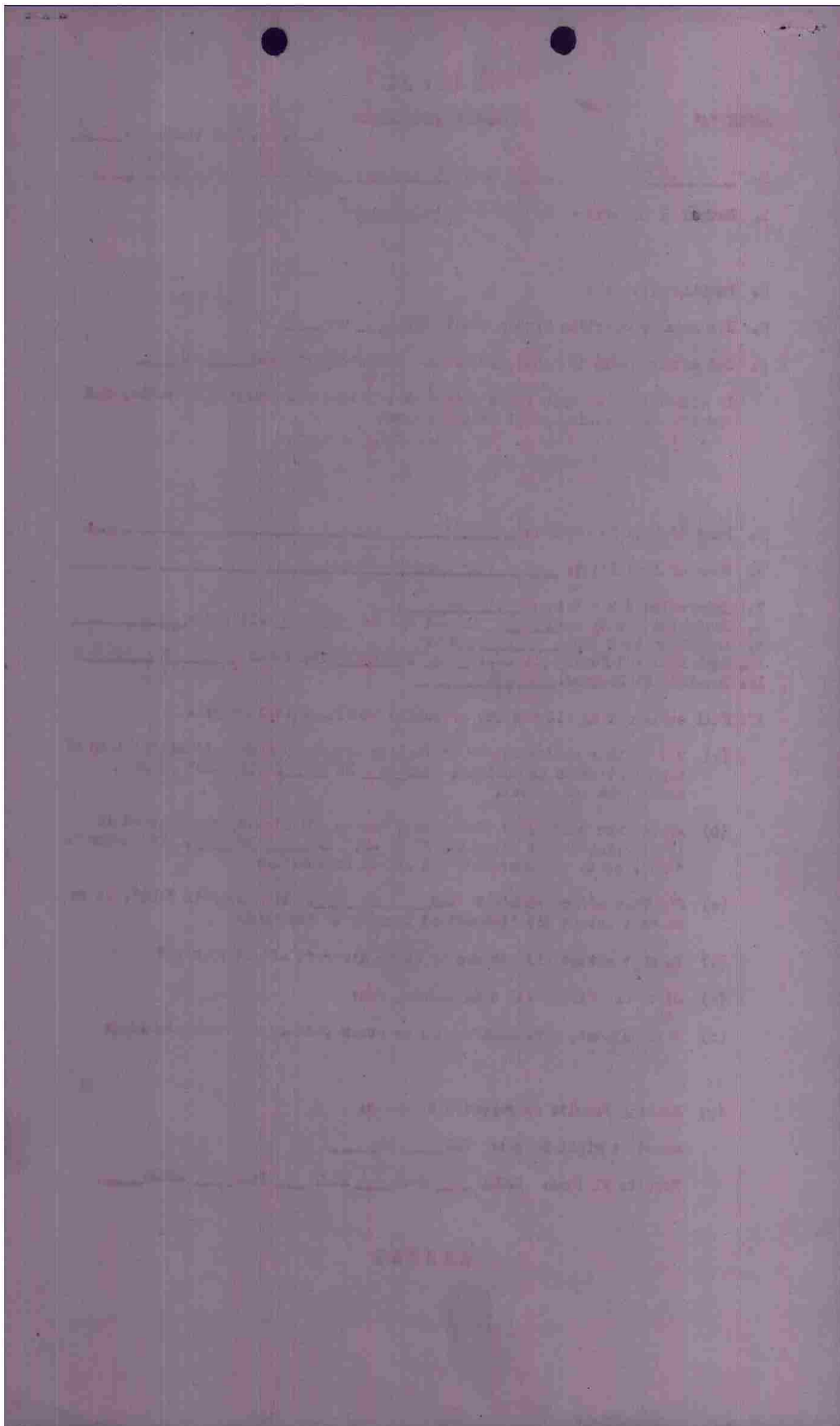
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO \_\_\_\_\_

Results claimed: EXCEL X GOOD \_\_\_\_\_ FAIR \_\_\_\_\_ POOR \_\_\_\_\_ GROSS \_\_\_\_\_

S E C R E T





## S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 100-679  
SaarburgBOMB Flight 2 GROUP 16th DATE 23 December 44 TARGET ATTACHED Road Bridge1. Method of Sighting: Pre-set with corrections.

2. Bombing approach:

3. Was mercury erection system used? YES        NO X4. Did entire ~~(box)~~ (flight) drop on lead bombardier? YES X NO       

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

Pre-set with corrections C-1 Auto-Pilot not used.Aimed at briefed aiming point at center of bridge.5. Name of lead Bombardier: Lt. R.J. Mounde6. Name of lead Pilot: Captain R.E. Dolan7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 221 Altitude: 122009. Length of bomb run: 40 Sec:       10. Bomb Load and Fusing per A/C: 4 x 500 (A-26's) FIXED 1/10 N 1/100 T11. Total Bombs Dropped: 4 x 500 4 x 1000 (A-26's)  
12 x 1000

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES        NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES        NO X. If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES        NO X. If answer is "YES", state to what extent did flak affect bombing or bomb run:

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

None.

(e) State any difficulties on bombing run:

None

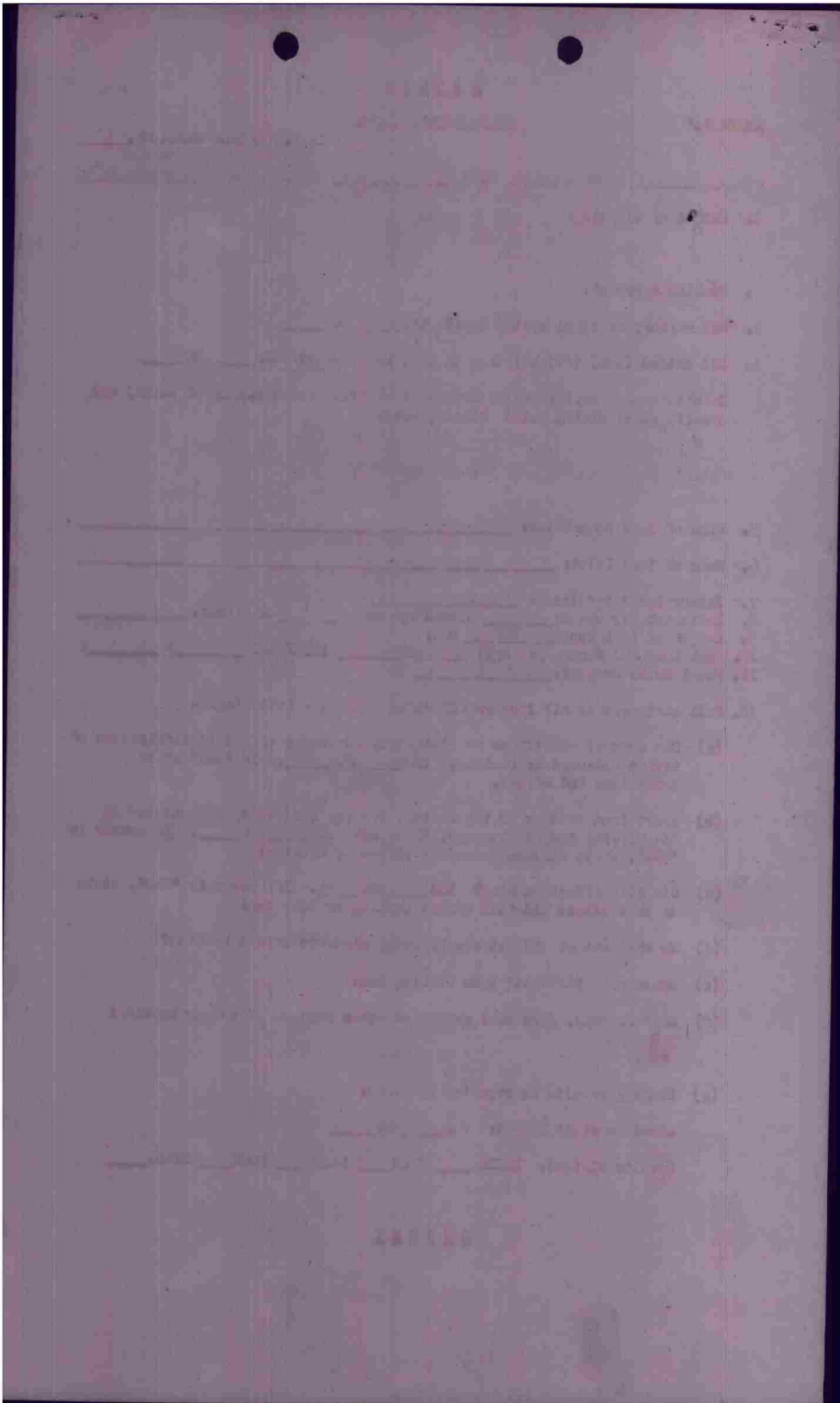
(f) Malfunctions, personnel errors or other factors affecting bombing:

None.

(g) Bombing results as reported by crews:

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

S E C R E T



## S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 100-679BOX 11, Flight 1 GROUP 116th DATE 23 December 41 TARGET ATTACKED Seaburg Road Bridge1. Method of Sighting: Pre-set with corrections.

2. Bombing approach:

3. Was mercury erection system used? YES    NO   4. Did entire (box) (flight) drop on lead bombardier? YES    NO   

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

Pre-set with corrections. G-1 Auto-Pilot not used.  
Aimed at briefed aiming point at center of bridge.5. Name of lead Bombardier: Mr. P. H. Daniel6. Name of lead Pilot: Captain R. B. Frontino7. Intervalometer setting: 11008. Indicated Air Speed: 210 Ground Speed: 202 Altitude: 30009. Length of bomb run: 40 Sec:10. Bomb Load and Fusing per A/C: A-26's 4 x 500 lb. FUSED 1/10 N16 x 1000 4 x 1000 2/100 T11. Total Bombs Dropped: 4 x 500  
16 x 1000

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES    NO   . If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES    NO   . If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES    NO   . If answer is "YES" state to what extent did Flak affect bombing or bomb run:

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

(e) State any difficulties on bombing run:

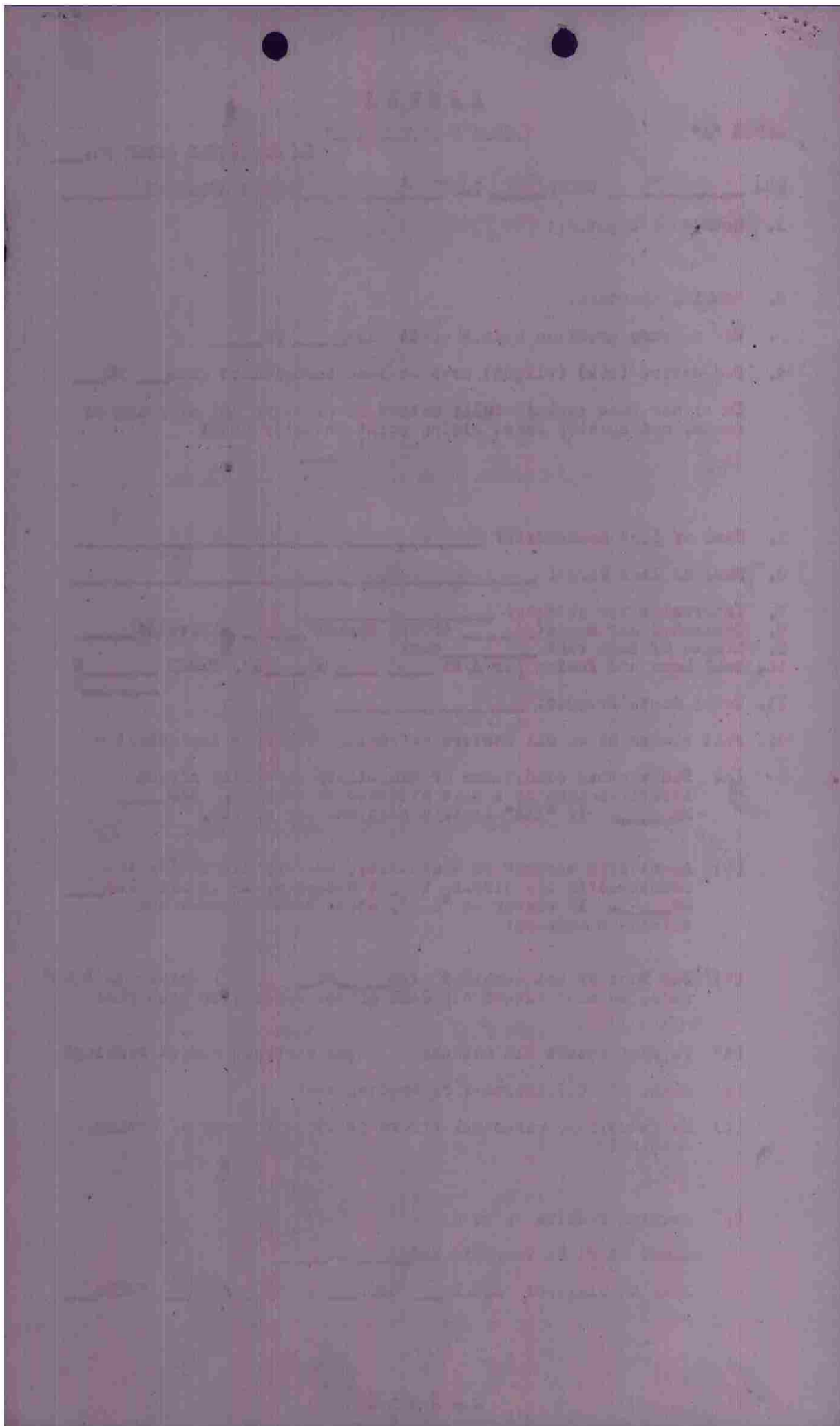
(f) Malfunctions, personnel errors or other factors affecting bombing:

(g) Bombing results as reported by crews:

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

S E C R E T





## S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 100-679BOX 11, Flight 2 GROUP A164 DATE 23 December 44 TARGET ATTACKED Saarlburg Road Bridge1. Method of Sighting: Pre-set with corrections.

2. Bombing approach:

3. Was mercury erection system used? YES        NO X4. Did entire ~~(box)~~ (flight) drop on lead bombardier? YES X NO       

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

Pre-set with corrections. G-1 Auto-Pilot not used.dropped into smoke of previous bombing. Had to estimate where aiming point was.5. Name of lead Bombardier: Lt. R.C. Hanna6. Name of lead Pilot: Lt. J.A. Baskirk7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 220 Altitude: 117009. Length of bomb run: 50 Sec:       10. Bomb Load and Fusing per A/C: 4 x 500 (A-20's) FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 4 x 500 (A-26's) 4 x 1000  
16 x 1000

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES        NO       . If "YES" state conditions and effect.(b) Smoke of previous bombing covered briefed aiming point. Had to estimate it.  
Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES        NO       . If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES        NO 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.

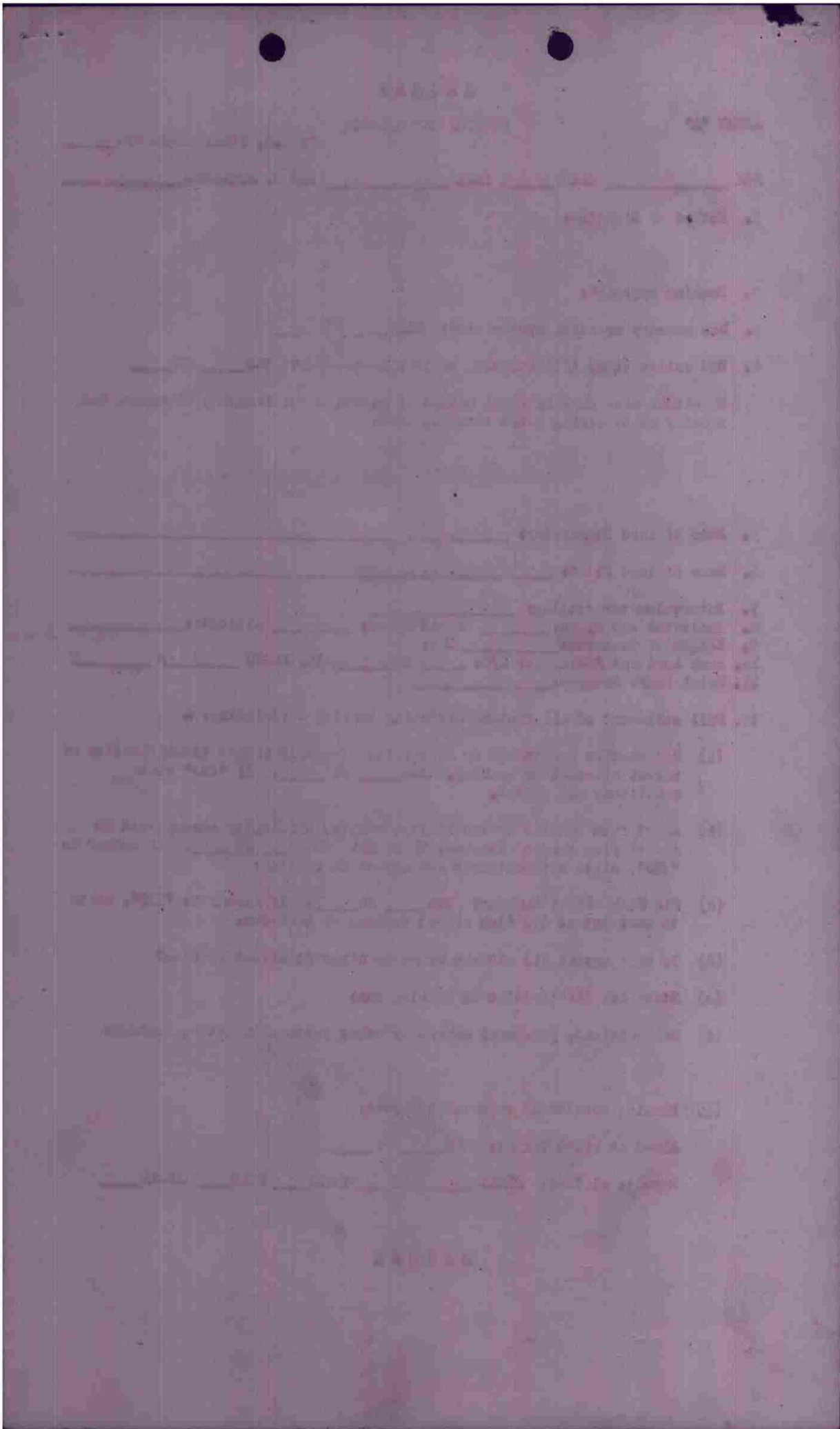
(e) State any difficulties on bombing run:

(f) Could not locate aiming point due to smoke in area.  
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        POOR        GROSS       Unsatisfactory

S E C R E T



## S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 100-679BOX 11, Flight 3 GROUP 414th DATE 23 December 44 TARGET ATTACKED Barburg Road Bridge1. Method of Sighting: Pre-set with corrections.

2. Bombing approach:

3. Was mercury erection system used? YES \_\_\_\_\_ NO X4. Did entire (box) (flight) drop on lead bombardier? YES X NO \_\_\_\_\_

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

Pre-set with corrections. C-1 Auto-Pilot not used.  
Aimed at briefed aiming point at center of bridge.5. Name of lead Bombardier: Lt. J.L. Corum6. Name of lead Pilot: Lt. H.F. Fair7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 225 Altitude: 113009. Length of bomb run: 40 Sec:10. Bomb Load and Fusing per A/C: 4-20's 4 x 500 lb. FUSED 1/10 N4-26's 4 x 1000 1/100 T11. Total Bombs Dropped: 4 x 500  
23 x 1000

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:

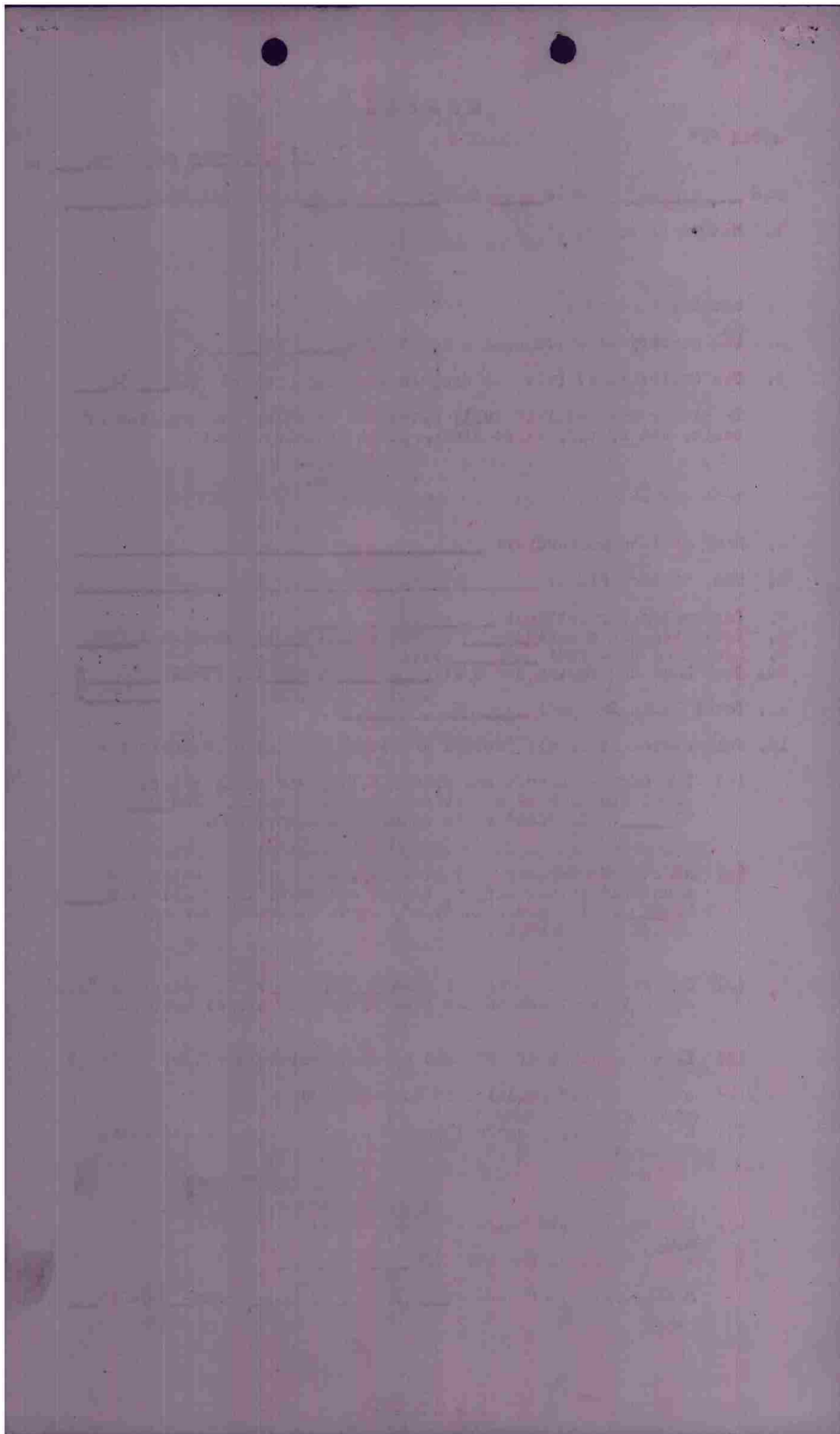
None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO \_\_\_\_\_Results claimed: EXCEL X GOOD \_\_\_\_\_ FAIR \_\_\_\_\_ POOR \_\_\_\_\_ GROSS \_\_\_\_\_  
Superior

S E C R E T





## S E C R E T

ANNEX "A"

## BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 400-679BOX 111, Flight 1 GROUP 116th DATE 23 Dec-44 TARGET ATTACKED Seaburg  
Point Bridge1. Method of Sighting: Pre-set with corrections.

2. Bombing approach:

3. Was mercury erection system used? YES \_\_\_\_\_ NO X4. Did entire (box) (flight) drop on lead bombardier? YES X NO \_\_\_\_\_

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

Pre-set with corrections. C-1 Auto-Pilot not used.Aimed into smoke of previous bombing. Was unable to see briefed aiming point.5. Name of Lead Bombardier: 1st Lt. R.L. Wick6. Name of lead Pilot: Captain R.L. Monroe7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 221 Altitude: 120009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N4 x 1000 1/100 T11. Total Bombs Dropped: 4 x 500  
12 x 1000

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

- (a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES X NO \_\_\_\_\_. If "YES" state conditions and effect.

Smoke of previous bombing covered aiming point. Had to estimate where

- (b) aiming point was 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) None To what extent did attacks by enemy aircraft affect bombing?

- (e) State any difficulties on bombing run:

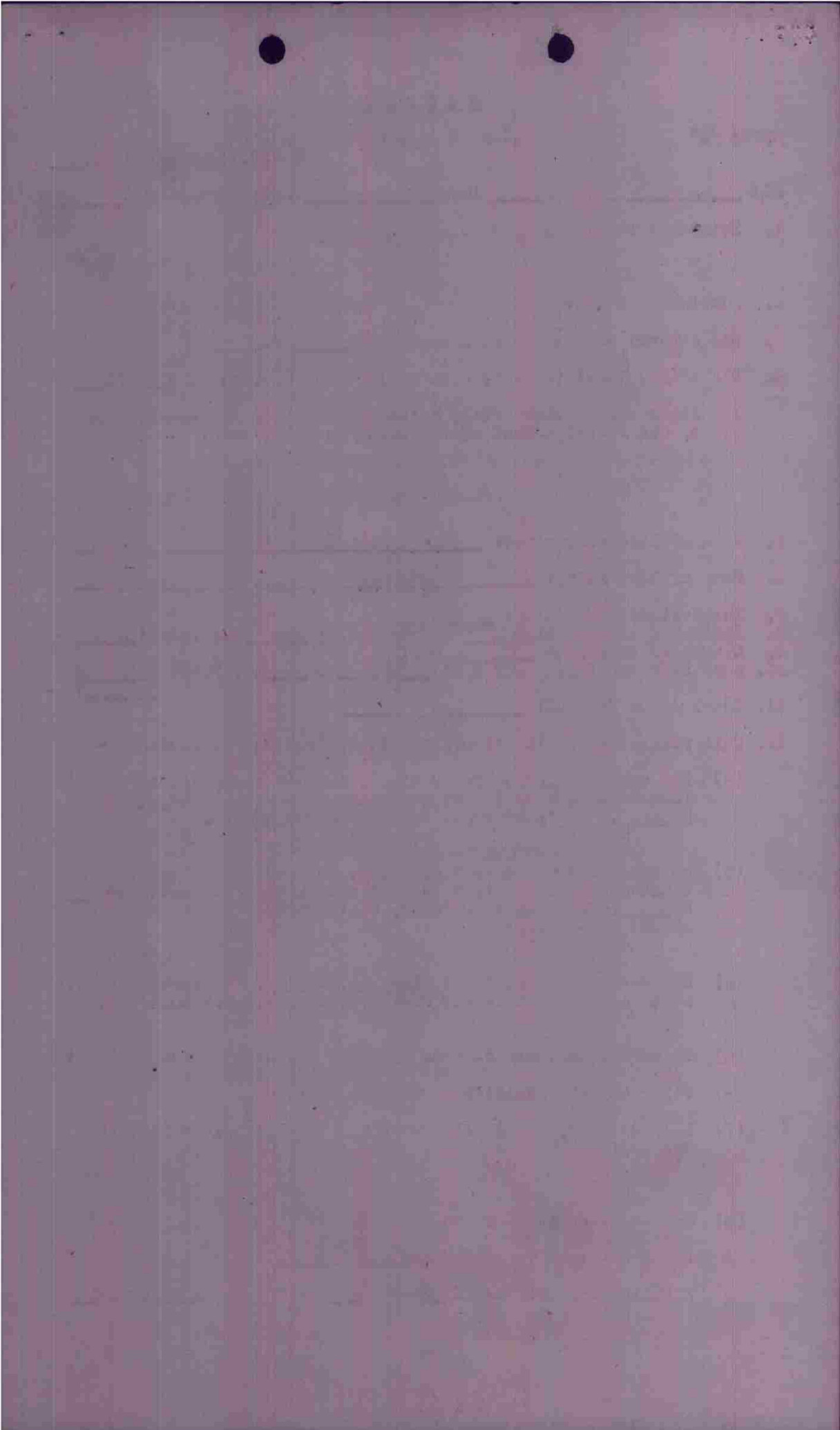
- (f) Smoke over aiming point. Malfunctions, personnel errors or other factors affecting bombing:

No strike photos.

- (g) Bombing results as reported by crews:

Aimed at right Target: YES X NO \_\_\_\_\_Results claimed: EXCEL X GOOD \_\_\_\_\_ FAIR \_\_\_\_\_ POOR \_\_\_\_\_ GROSS \_\_\_\_\_Under.

S E C R E T



## S E C R E T

ANNEX "A"

## BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 100-579BOX 232, Flight 2 GROUP 416th DATE 29 December 41 TARGET ATTACKED Searburg Road Bridge1. Method of Sighting: Pre-set with corrections.

2. Bombing approach:

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:

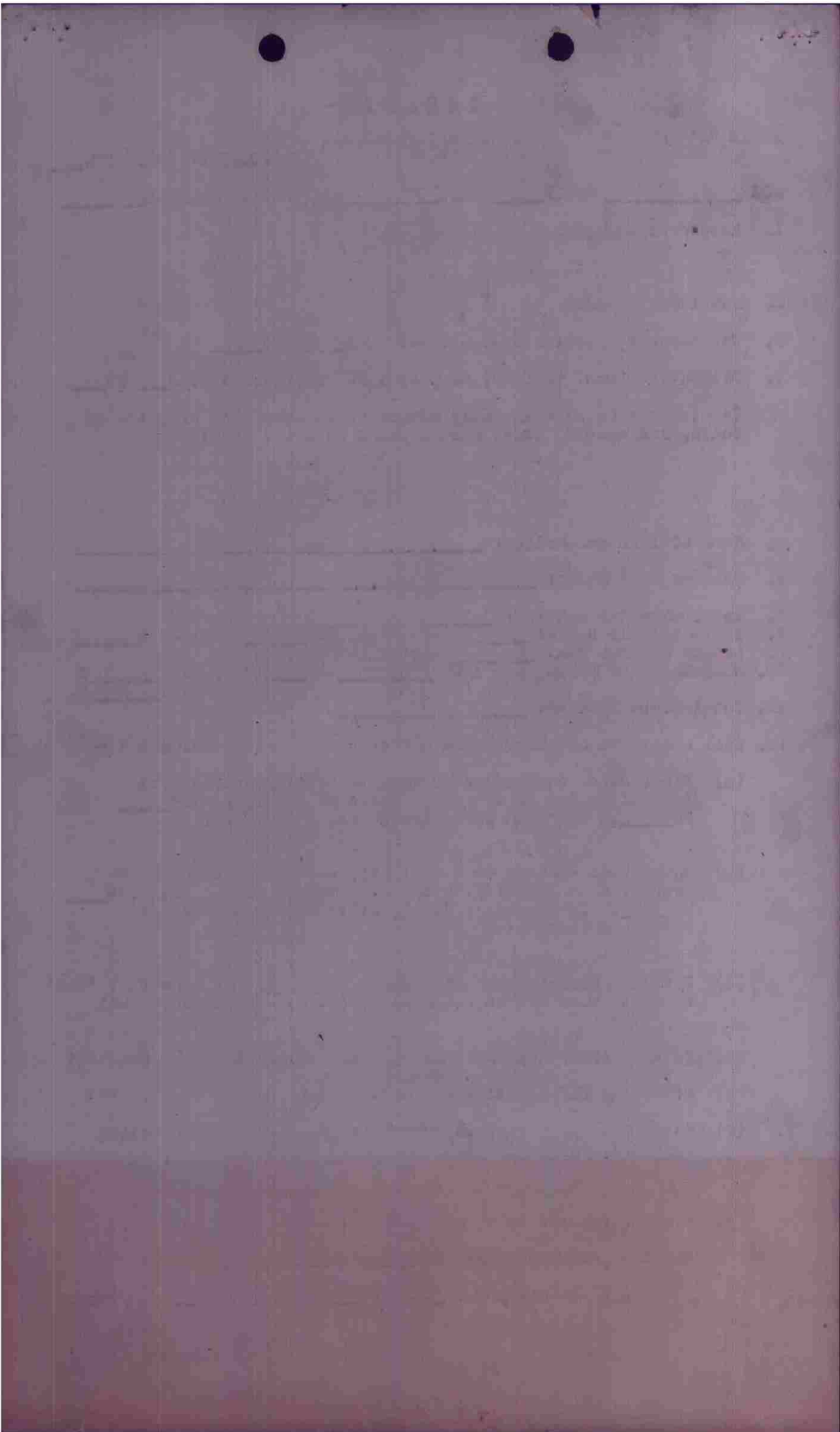
Pre-set with corrections. C-1 Auto-Pilot not used.Aimed at briefed aiming point at center of bridge.5. Name of lead Bombardier: Lt. D.G. Ashmore6. Name of lead Pilot: Captain D.G. Ashmore7. Intervalometer setting: Minimum8. Indicated Air Speed: 220 Ground Speed: 195 Altitude: 120009. Length of bomb run: 45 Sec:10. Bomb Load and Fusing per A/C: 4-20's 4 x 500 lb. FUSED 1/10 N12 x 1000 4 x 1000 1/100 T11. Total Bombs Dropped: 4 x 500

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

- (a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES        NO   x  . If "YES" state conditions and effect.
- (b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES        NO   x  . If answer is "YES", state circumstances and effect on bombing:
- (c) Did Flak affect bombing? YES        NO   x  . If answer is "YES" state to what extent did Flak affect bombing or bomb run:
- (d) To what extent did attacks by enemy aircraft affect bombing? None.
- (e) State any difficulties on bombing run: None.
- (f) Malfunctions, personnel errors or other factors affecting bombing: None.
- (g) Bombing results as reported by crews:
- Aimed at right Target: YES   x   NO
- Results claimed: EXCEL   x   GOOD        FAIR        POOR        GROSS

S E C R E T





# GET

Form No. 107

Luxembourg

416 Bomb. (p. 16)

Target - Soap bubble (Hend. 11.10.15)

F B 100-417-2-415-4340-14

10T 1132 FILE 11.30 11.20

Sandusky, 3/15 by 6.5

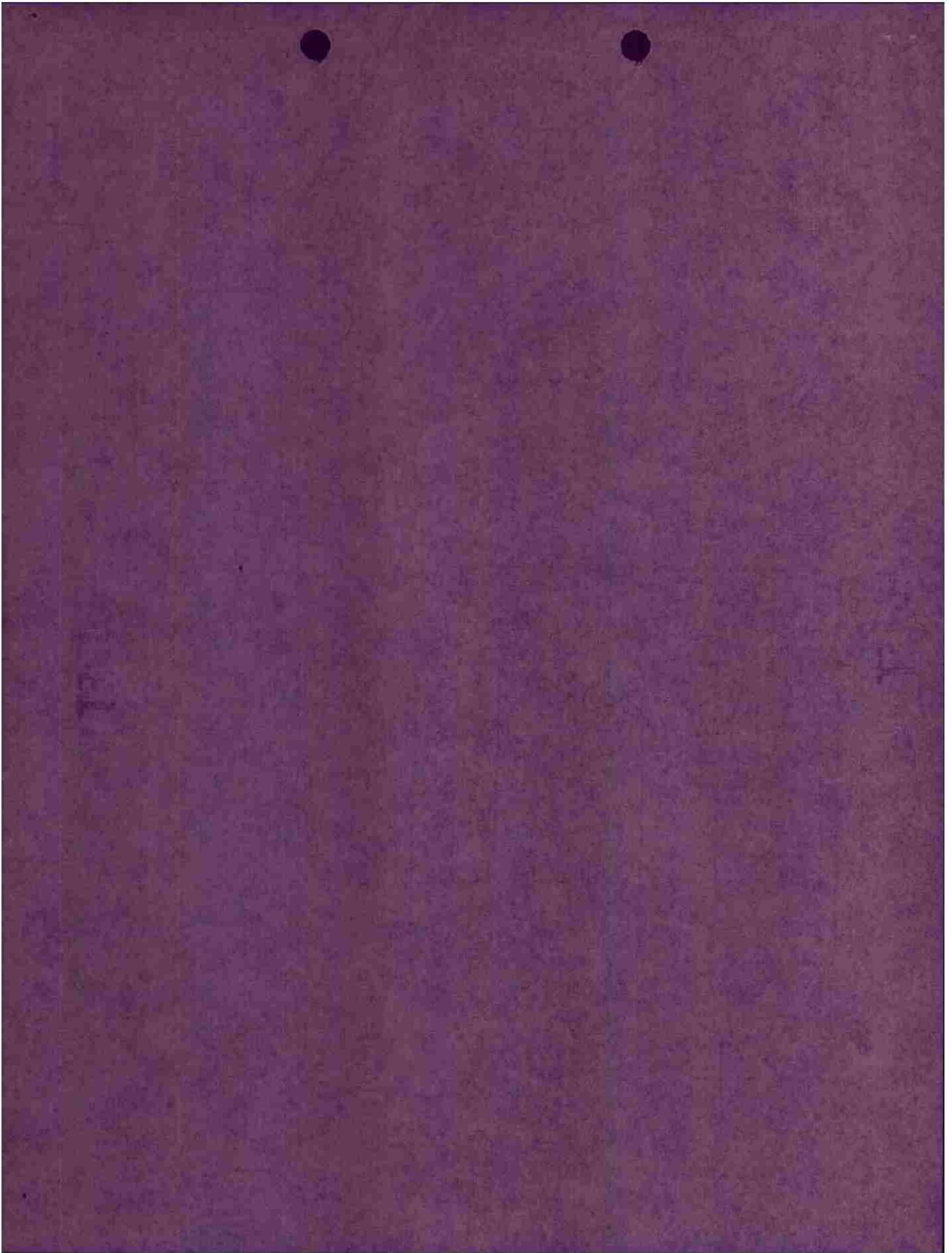
Winnipeg - N.W.

MO FLAK

37

1000

201.6.6





49°50' 6"

Scale 1:500,000

Form No 107

Luxembourg

416 Bomb Grp (L)

Target - Saarburg (Road Bridge)

F O 100-479 Date 23 Dec 44

TOT 1132 Hlt 11,500-12,000

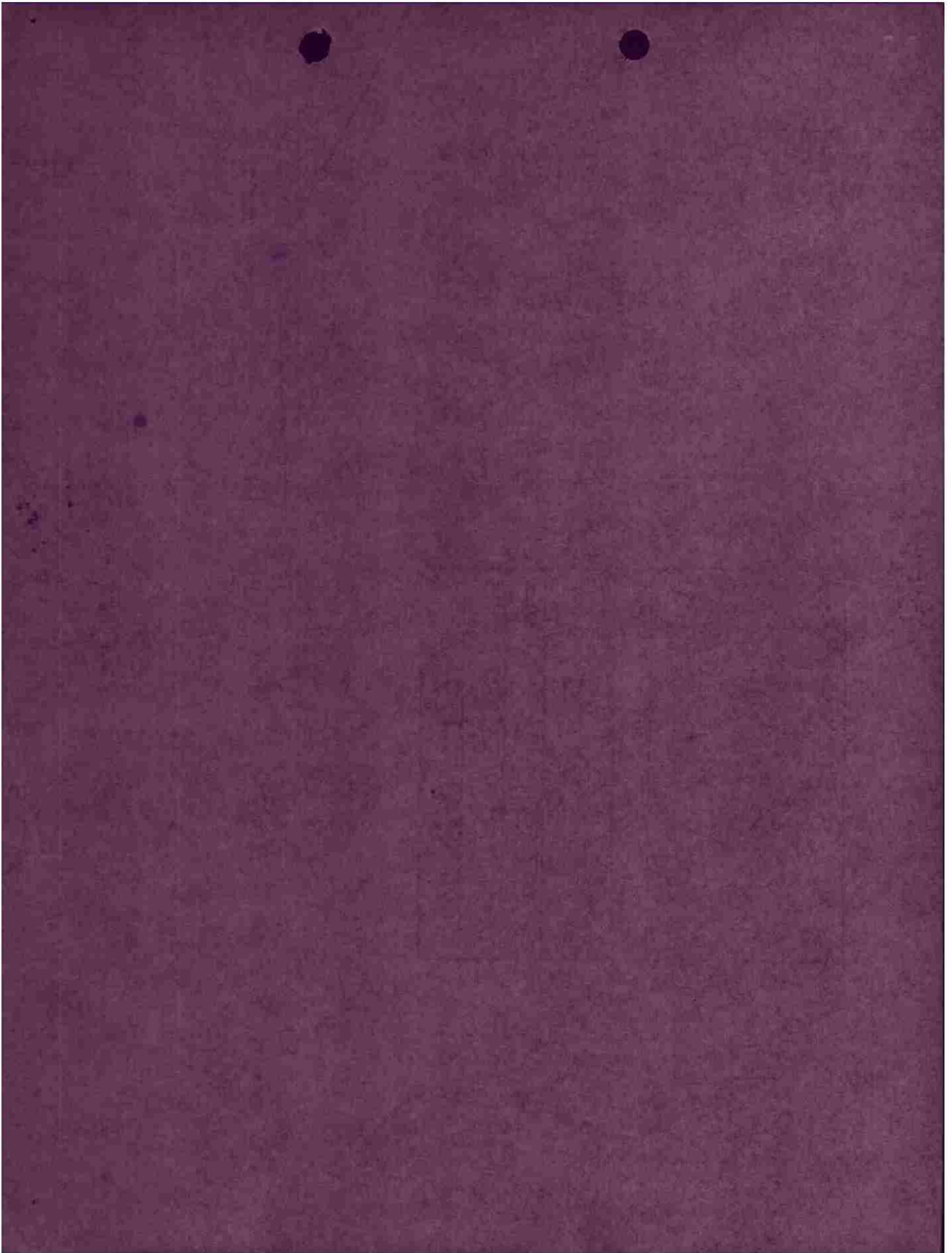
Sorties 38 by 6's

Weather - No

No Flak

7020' 49°10'





Box I

FLT 3

## BOMBARDIER'S LOG

Coord. Sec. 6.765  
35.29

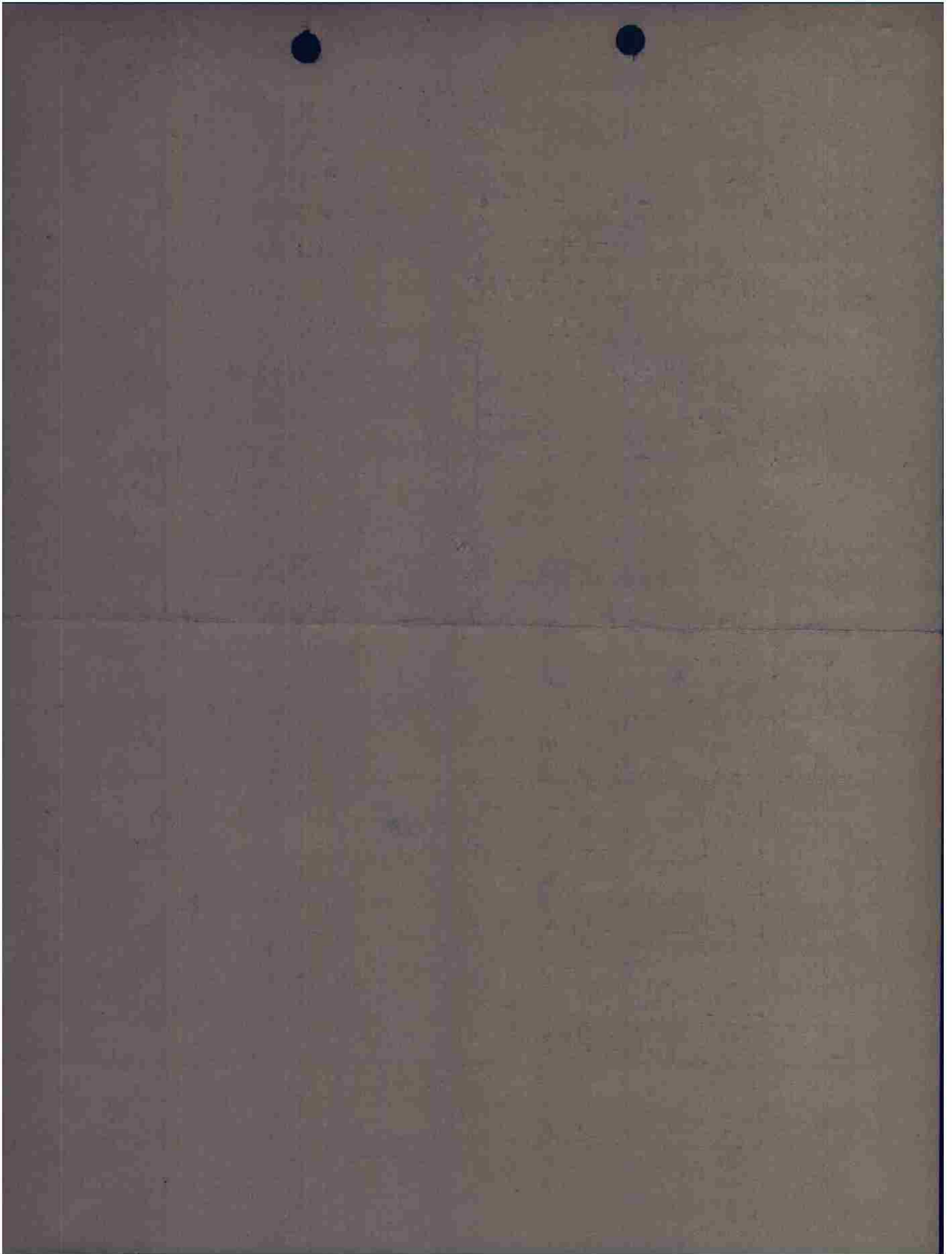
TARGET

DATE

|                                    |                                |
|------------------------------------|--------------------------------|
| Pressure Altitude of Target : -504 | Train Ind. Slvo.               |
| Altimeter Setting : 29.92          | Type of Release:               |
| Ind. Alt.: 11800 True Alt.: 11900  | Interval :                     |
| Tan. Dropping Angle : .71          | Length of Run: Time of Release |
| Disc Speed : 189.8                 | Mag. Heading :                 |
| Trail : 47 Drift : SR              | Aircraft Number :              |
| IAS : 210 TAS : 250 GS : 221       | Pilot :                        |
|                                    | Bombardier-Navigator :         |
| X Nose : Tail :                    | Box : Flight :                 |
| Left                               | Right                          |

| Heading | Drift | Tangent | GroundSpeed | Heading | Drift | Tangent | GroundSpeed |
|---------|-------|---------|-------------|---------|-------|---------|-------------|
| 080     | 4R    | .71     | 219         | 100     | 6R    | .72     | 226         |
|         |       |         |             |         |       |         |             |

| IND. Altitude | Disc Speed | Trail | TAS | GS  | Tang. | Altitude | Disc Speed | Trail | TAS | GS | Tang. |
|---------------|------------|-------|-----|-----|-------|----------|------------|-------|-----|----|-------|
| 12000         | 188.3      | 47    | 250 | 221 | .71   |          |            |       |     |    |       |
| 11000         | 196.8      | 47    | 250 | 221 | .74   |          |            |       |     |    |       |
| 10000         | 206.6      | 47    | 242 | 210 | .76   |          |            |       |     |    |       |
| 9000          | 218.       | 46    | 240 | 214 | .805  |          |            |       |     |    |       |
| 8000          | 231.4      | 46    | 232 | 206 | .82   |          |            |       |     |    |       |
| 7000          | 247.5      | 46    | 232 | 206 | .87   |          |            |       |     |    |       |
| 6000          | 267.4      | 46    | 224 | 198 | .93   |          |            |       |     |    |       |
| 5000          | 293.       | 45    | 224 | 190 | 1.02  |          |            |       |     |    |       |
|               |            |       |     |     |       |          |            |       |     |    |       |
|               |            |       |     |     |       |          |            |       |     |    |       |



Box III

FLT. 2

## BOMBARDIER'S LOG

TARGET

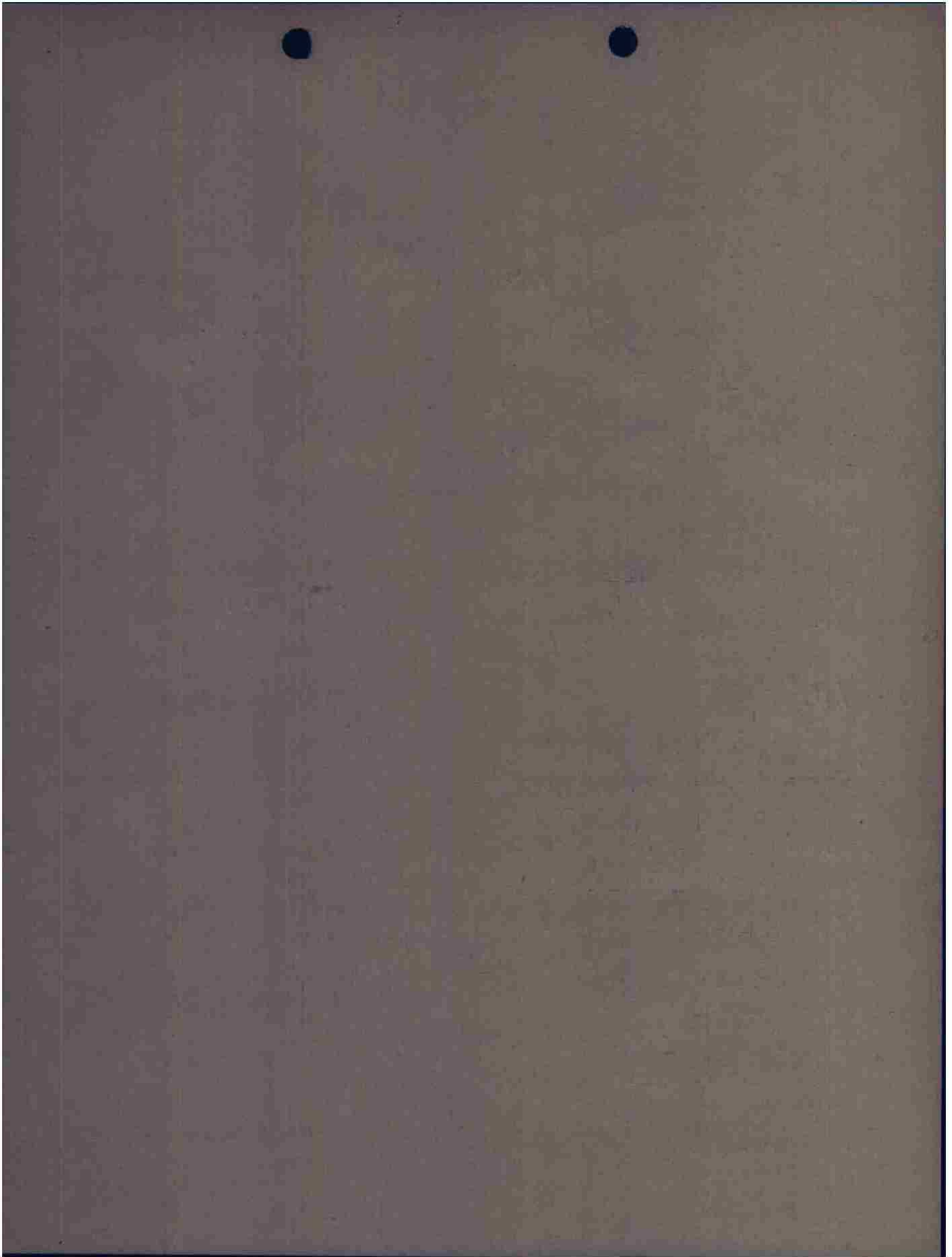
DATE

|                                                   |                                |
|---------------------------------------------------|--------------------------------|
| Pressure Altitude of Target : <u>-504</u>         | Train Ind. Slvo.               |
| Altimeter Setting : <u>29.92</u>                  | Type of Release:               |
| Ind. Alt.: <u>12300</u> True Alt.: <u>12400</u>   | Interval :                     |
| Tan. Dropping Angle : <u>.70</u>                  | Length of Run: Time of Release |
| Disc Speed : <u>185.9</u>                         | Mag. Heading :                 |
| Trail <u>47</u> Drift : <u>5R</u>                 | Aircraft Number :              |
| IAS : <u>210</u> TAS : <u>250</u> GS : <u>221</u> | Pilot :                        |
|                                                   | Bombardier-Navigator :         |
| Nose : Tail :                                     | Box : Flight :                 |
| Left                                              | Right                          |

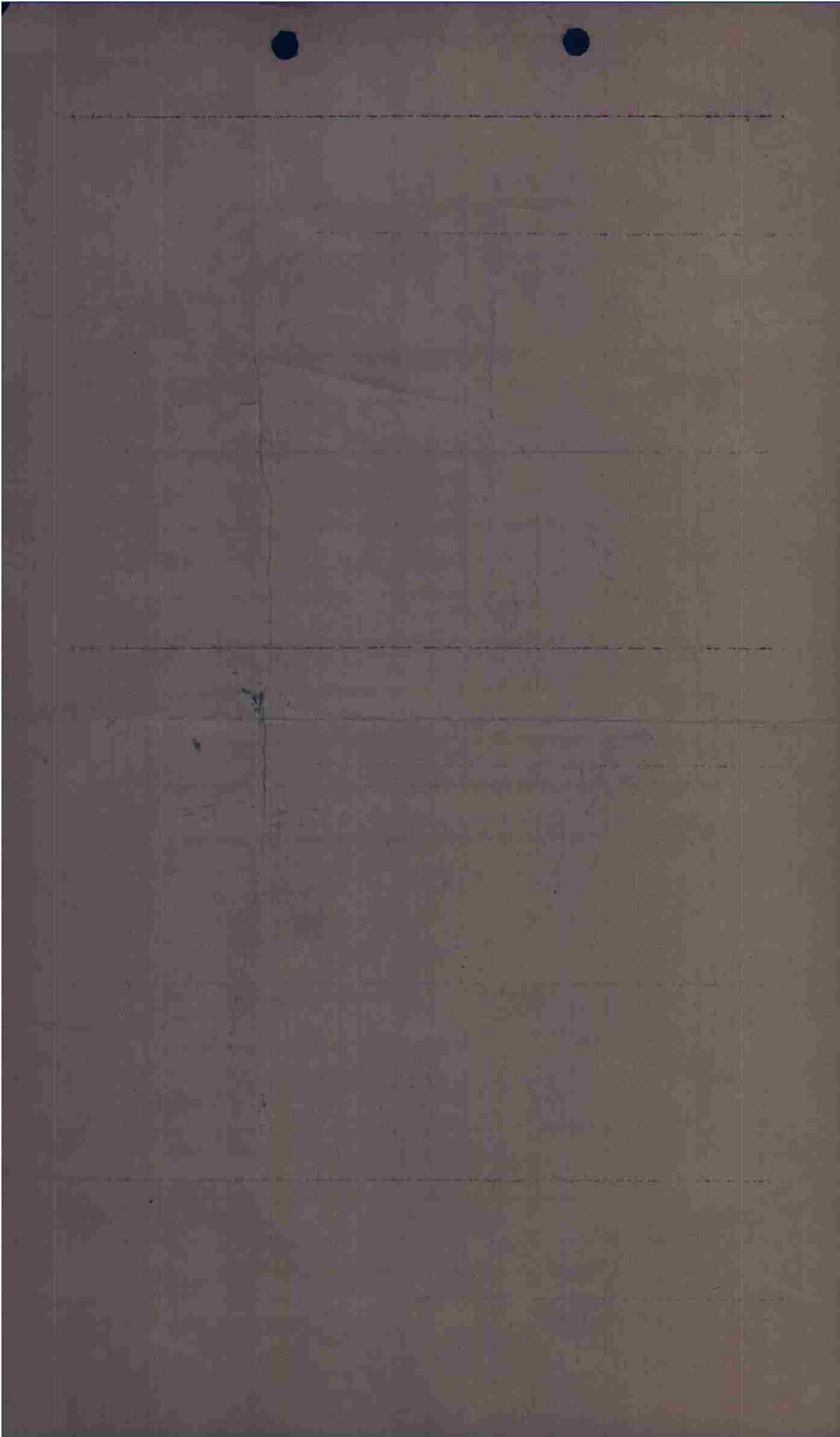
| Heading    | Drift     | Tangent    | GroundSpeed | Heading    | Drift     | Tangent    | GroundSpeed |
|------------|-----------|------------|-------------|------------|-----------|------------|-------------|
| <u>080</u> | <u>4R</u> | <u>.70</u> | <u>219</u>  | <u>100</u> | <u>6R</u> | <u>.71</u> | <u>226</u>  |
|            |           |            |             |            |           |            |             |

| IND. Altitude | Disc Speed   | Trail     | TAS        | GS         | Tang.       | Altitude | Disc Speed | Trail | TAS | GS | Tang. |
|---------------|--------------|-----------|------------|------------|-------------|----------|------------|-------|-----|----|-------|
| <u>12000</u>  | <u>188.3</u> | <u>47</u> | <u>250</u> | <u>221</u> | <u>.71</u>  |          |            |       |     |    |       |
| <u>11000</u>  | <u>196.8</u> | <u>47</u> | <u>250</u> | <u>221</u> | <u>.74</u>  |          |            |       |     |    |       |
| <u>10000</u>  | <u>206.6</u> | <u>47</u> | <u>242</u> | <u>216</u> | <u>.76</u>  |          |            |       |     |    |       |
| <u>9000</u>   | <u>218.</u>  | <u>46</u> | <u>240</u> | <u>214</u> | <u>.805</u> |          |            |       |     |    |       |
| <u>8000</u>   | <u>231.4</u> | <u>46</u> | <u>232</u> | <u>206</u> | <u>.82</u>  |          |            |       |     |    |       |
| <u>7000</u>   | <u>247.5</u> | <u>46</u> | <u>232</u> | <u>206</u> | <u>.87</u>  |          |            |       |     |    |       |
| <u>6000</u>   | <u>267.4</u> | <u>46</u> | <u>224</u> | <u>198</u> | <u>.93</u>  |          |            |       |     |    |       |
| <u>5000</u>   | <u>293.</u>  | <u>45</u> | <u>224</u> | <u>198</u> | <u>1.02</u> |          |            |       |     |    |       |
|               |              |           |            |            |             |          |            |       |     |    |       |
|               |              |           |            |            |             |          |            |       |     |    |       |











[illegible]



1151  
30  
1221

1221  
30  
1151

[illegible]

|            |       |   |         |
|------------|-------|---|---------|
| Base       | 8.35  | B | 47.83 D |
| Luxembourg | 6.78  | B | 35.85 C |
| Target     | 6.765 | B | 35.29 C |



111

P.T. T. Heater  
 one min before I.P.  
 Bomb doors open Time







SINGLE SHIP ASCENT.

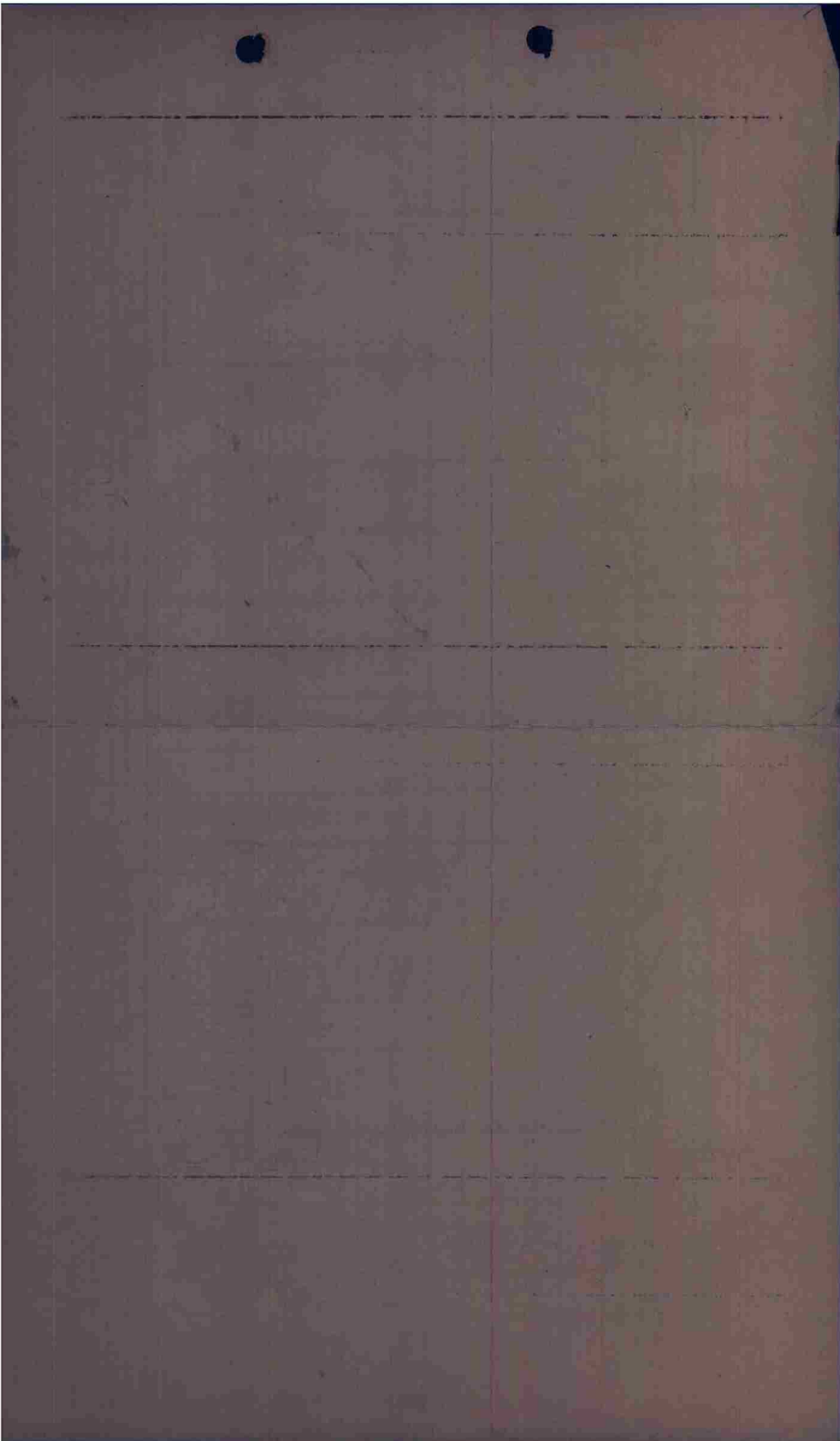
PT 1100 0846  
 Starting 0907  
 Fuel 0932  
 Fuel 0937  
 engine 1002 + 5 1/2

0900  
 0927  
 0942  
 0957  
 1031

the 2 engines

6.765  
 3522.9





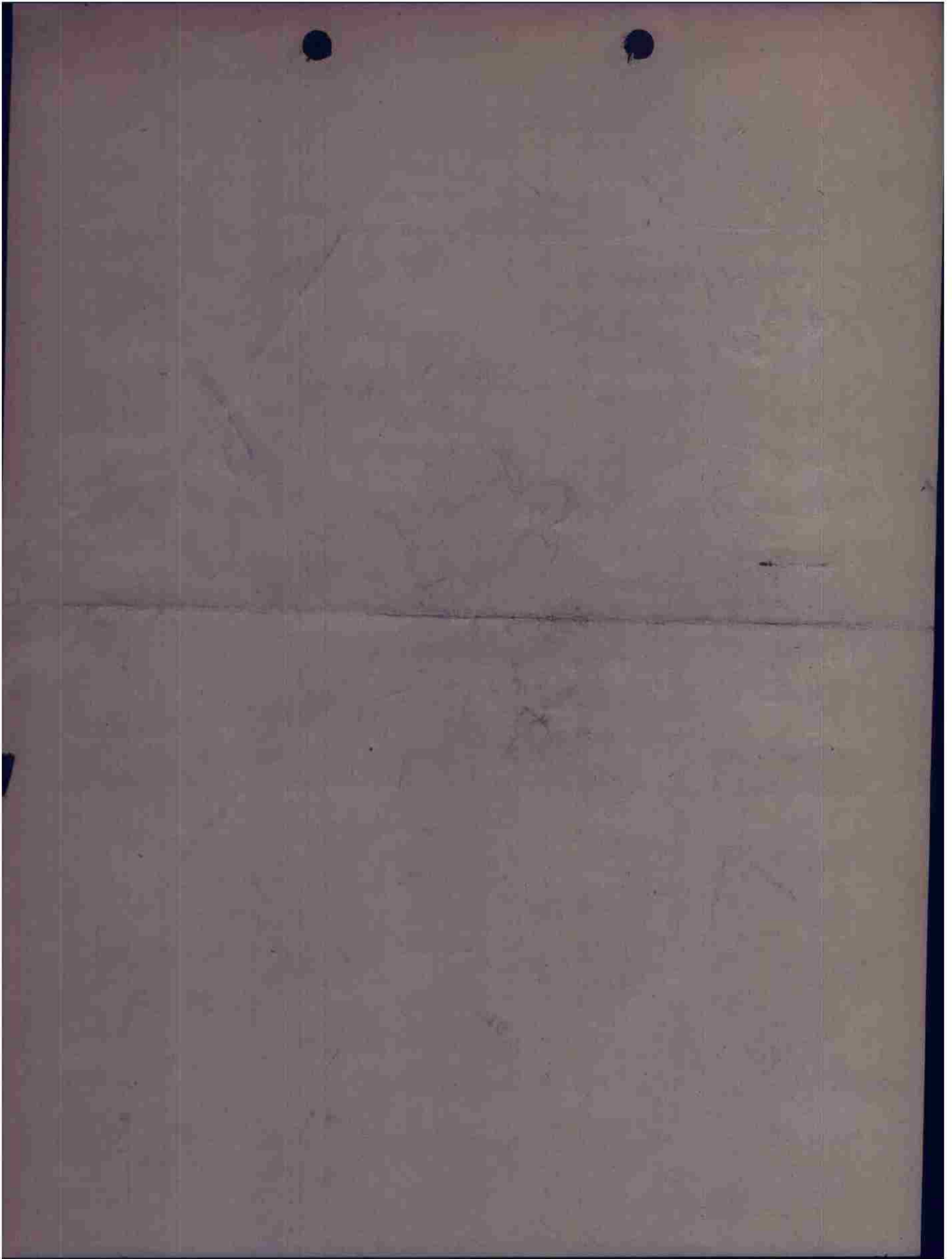
✓  
~~Krich~~, ~~Hackley~~, ~~Van Rope~~, ~~Barrusky~~  
~~Barrusky~~

~~Hackley~~  
~~Van Rope~~

~~Hackley~~  
~~Krich~~ ~~lets~~ ~~early~~ landing gear would not retract  
~~Barrusky~~ stuck in mud

Not Airborne  
 Van Rope } oil leak  
 Hackley } turret out  
 Barrusky } stuck in mud





TO C G, 9th Bomb Division      Ref: A-2  
 C G, 97th Combat Wing      Att: A-2  
 of flares for 23 December 1944

A. 416 BG.

B. Saarburg Road Bridge

C. 8 A-20's and <sup>40</sup> ~~30~~ A-26's

D. 8 A-20's and 30 A-26's

~~8 A-20's and 30 A-26's~~ attached primary

E. 2 A-26's <sup>were</sup> unable to join formation of 416 BG and

takeoff joined 410 BG in vicinity of A-55. ~~and~~  
~~proceeded to 410 BG's target. Did not bomb~~  
~~because 410 BG leader did not drop.~~

~~1 A-20~~  
~~1 A-20 unaccounted for. Dropped out of formation~~  
~~with one engine feathered ~~and~~ over~~  
~~friendly territory on wide bank from target~~

5 A/C returned ~~near~~ early from vicinity of  
 A-55. ~~one A/C~~ for due to mechanical  
 failures as follows:-

3 A/C - nose wheel would not retract

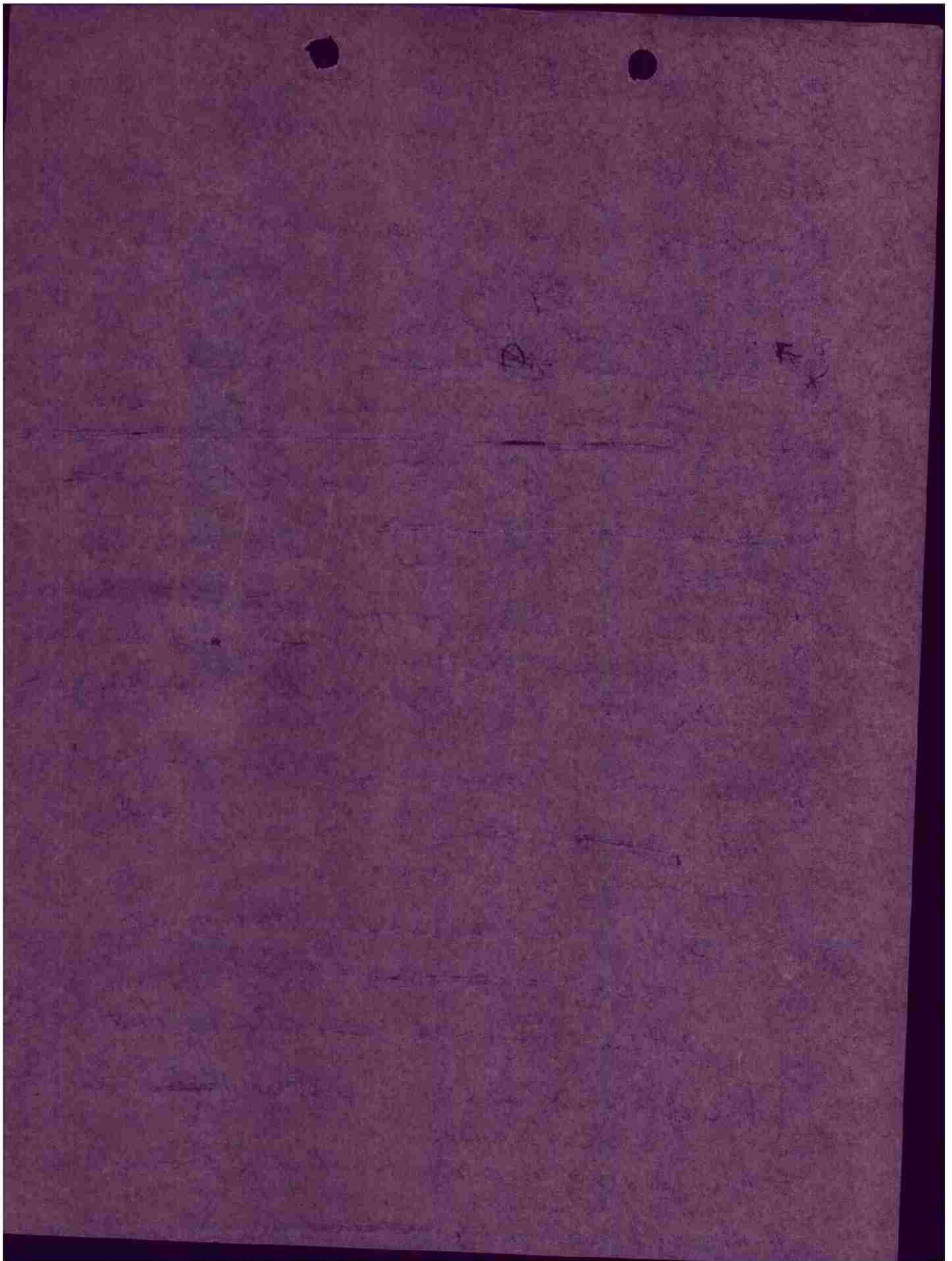
1 A/C - ~~turning gear~~ stuck

2 A/C - Landing gear would not retract

1 A/C ~~did not bomb~~ because pilot ~~failed~~ did not  
 see leader drop.

1 A/C did not bomb due to defective bomb bay door  
 safety switch.

1 A/C did not bomb ~~because~~ ~~mechanical~~ ~~malfunction~~ ~~undercarriage~~ ~~mechanical~~





F. 119 x 100 GP ON PRIMARY  
 32 x 500 GP on primary  
 41 x 1000 GP Returned.  
~~4 x 500 GP unaccounted for~~

G- all flights report excellent results on primary

H. ~~AA/C~~ unaccounted for. See Para E above

I. ~~2~~ one crew member injured on emergency landing  
 at A-69

J. nil at target. ~~Visible H/F observed~~  
~~at~~

K. nil

L. 12000 - 11500

M - 1132 for all flights. one flight made  
 second run and bombed ~~at~~ on second run  
 at 1142.

H. 1 A-20 type A/C damaged cat. E ~~after~~ on  
~~single~~ single engine emergency landing  
 at A-69. ~~one crew member injured~~

SA. Luvira



K-17816-1  
150000

| Box #    | Cpsml        | Date  | F/O       | Target  | Alt.  | Box Leader | T/O<br>TOT<br>L/D | 15 min.                                  |
|----------|--------------|-------|-----------|---------|-------|------------|-------------------|------------------------------------------|
| I        |              |       |           |         |       | PRICE      |                   |                                          |
| A/C      | Fail to Bomb | ATT   | Bomb Disp | A/C Dam | B/A   | Pers.      |                   |                                          |
| Pos. No. | Reason       | T S O | T S T     | T D A   | B E D | P D K V M  |                   |                                          |
| 444      | 4x500        | 4     | 4         |         |       |            |                   | 444 ✓<br>PRICE<br>359 316<br>HARRIS KREH |
| 316      |              |       | 4         |         |       |            |                   | 364<br>PARKER                            |
| 359      |              |       | 4         |         |       |            |                   | 300 333<br>PARKHURST BUGHANAN X          |
| 364      |              |       | 4         |         |       |            |                   |                                          |
| 233      |              |       |           |         |       |            |                   |                                          |
| 300      |              |       | 4         |         |       |            |                   |                                          |
| 085      |              |       | 4         |         |       |            |                   |                                          |
| 338      |              |       | 4         |         |       |            |                   |                                          |
| 329      |              |       | 4         |         |       |            |                   |                                          |
| 344      |              |       | 4         |         |       |            |                   |                                          |
| 340      |              |       |           |         |       |            |                   |                                          |
| 341      |              |       |           |         |       |            |                   |                                          |
| 178      |              |       | 4         |         |       |            |                   |                                          |
| 271      |              |       | 4         |         |       |            |                   |                                          |
| 352      |              |       | 4         |         |       |            |                   |                                          |
| 342      |              |       | 4         |         |       |            |                   |                                          |
| 344      |              |       | 4         |         |       |            |                   |                                          |
| 301      |              |       | 4         |         |       |            |                   |                                          |
| 237      |              |       | 4         |         |       |            |                   |                                          |

Returned early

444 ✓  
PRICE  
359 316  
HARRIS KREH

364  
PARKER

300 333  
PARKHURST BUGHANAN X

198  
STEBBINS  
085-  
DEMUN

352 371 329 332  
CLARK ROBERTSON SMITH PECK

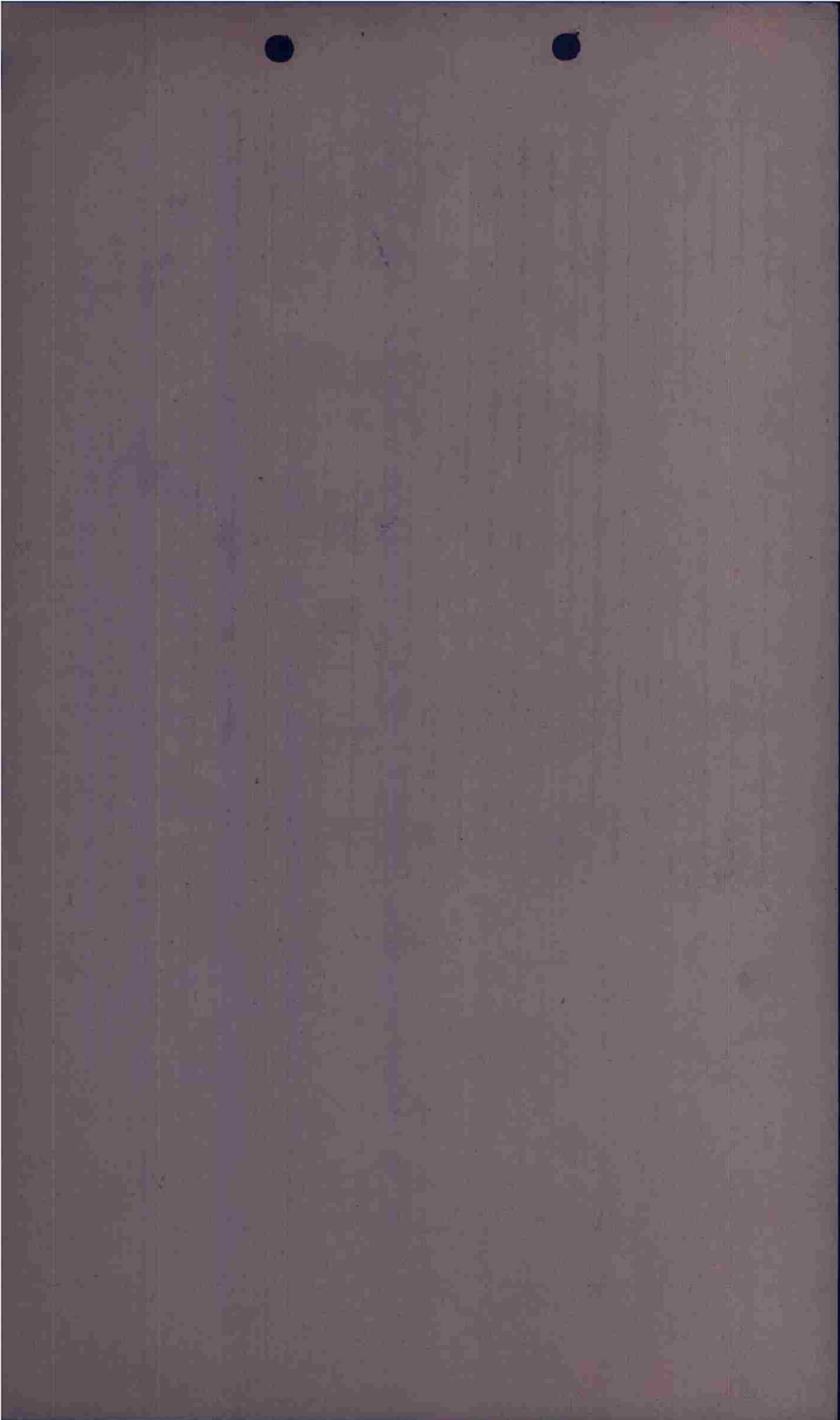
342  
BLOMGREEN  
344 GREENE

301 344 341 340  
SOPRELS MARTIN HAYLER HACKLEY

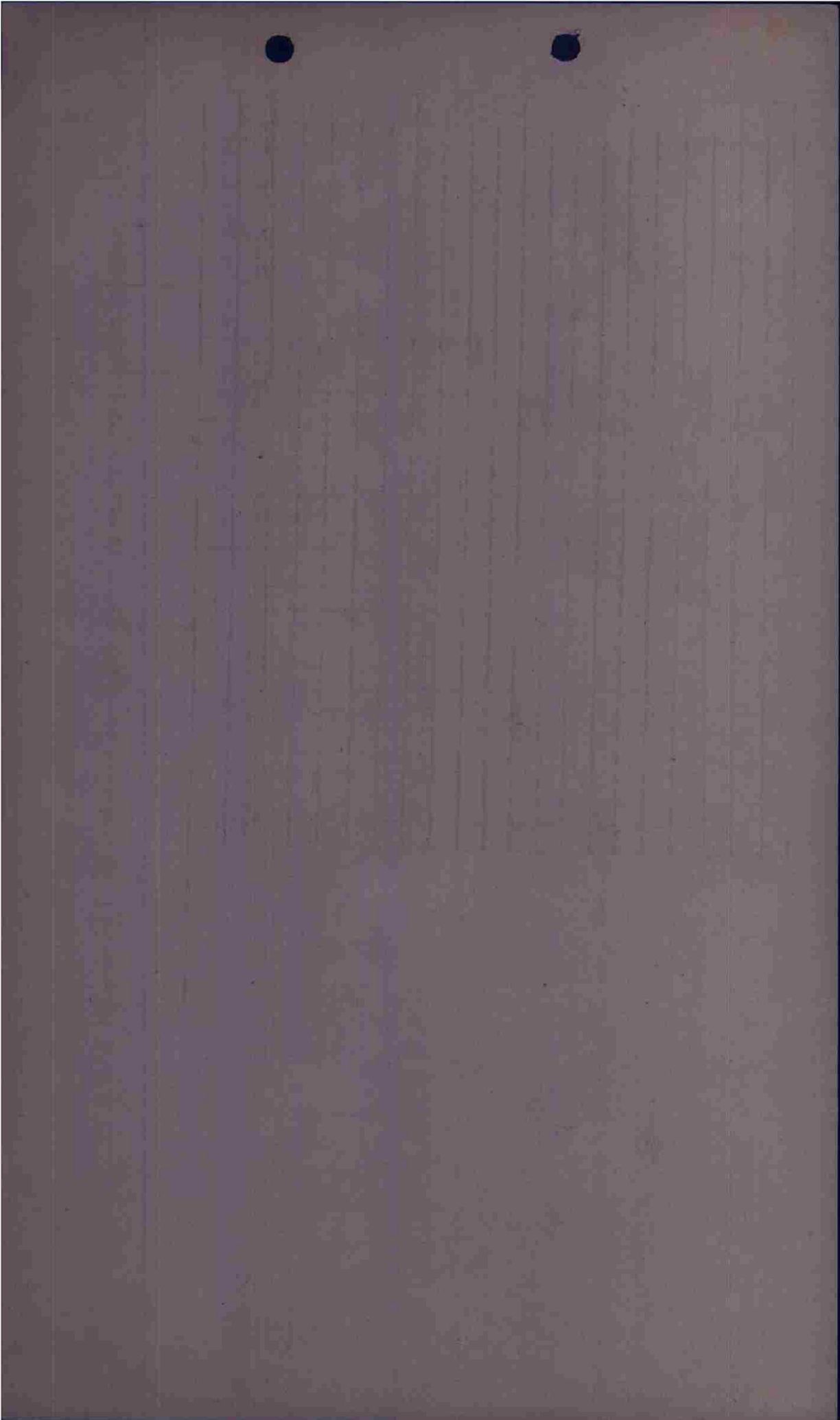
237  
VAN ROPE  
SPARE

52 4

SPARE 237



~~MURRAY~~  
SPARE

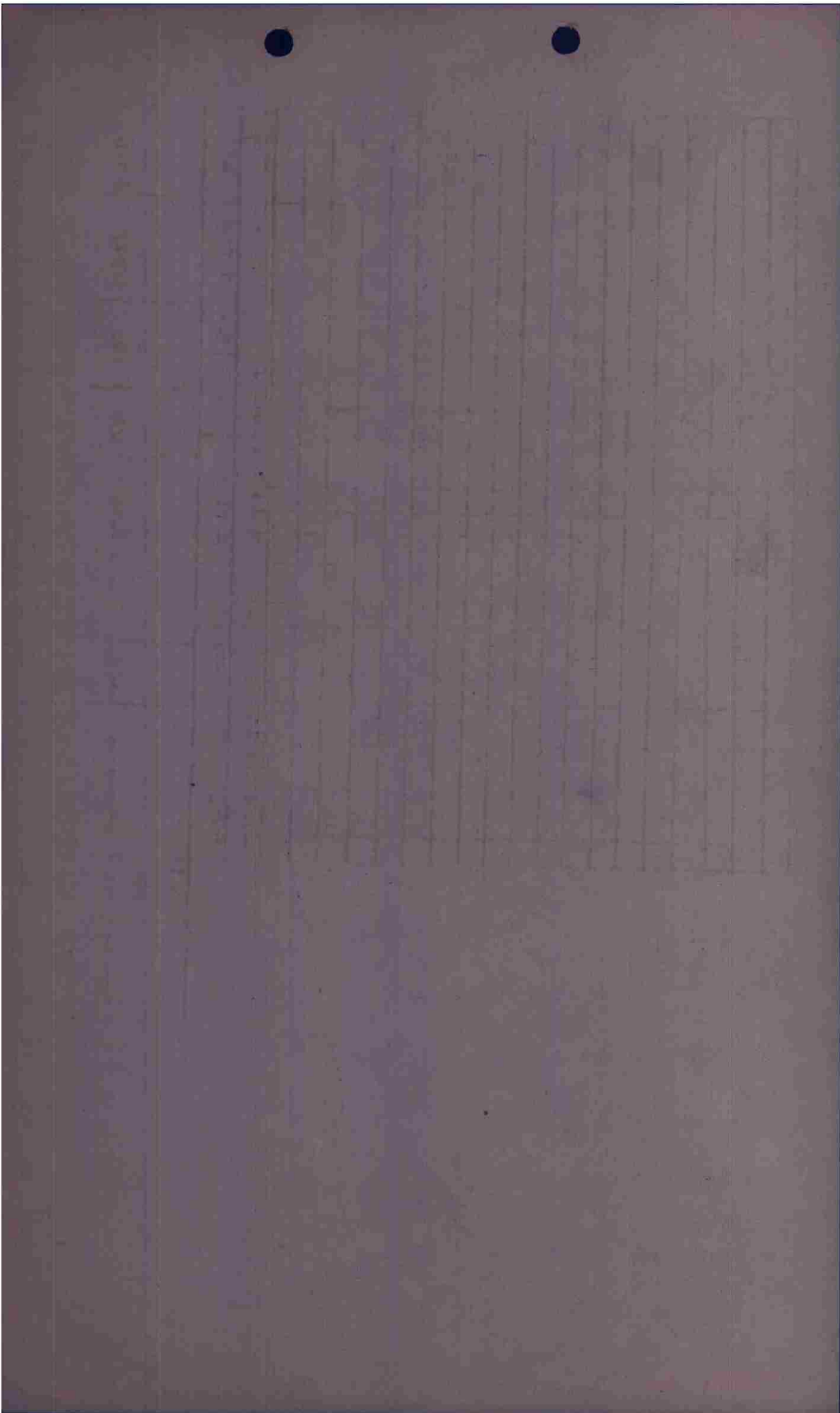




THIS LIGHT  
SPARE

| Box #                        | Opstl        | Date | T/O       | Target  | Alt. | Box Leader | T/O<br>TOT<br>L/D | 15 min. |
|------------------------------|--------------|------|-----------|---------|------|------------|-------------------|---------|
| III                          |              |      |           |         |      |            |                   |         |
| A/C                          | Fall to Bomb | ATL  | Bomb Disp | A/C Dam | E/A  | Pers.      |                   |         |
| Pos. No.                     | Reason       | F    | B         | T       | S    | T          | R                 | M       |
| 173                          |              |      |           |         |      |            |                   |         |
| 307                          |              |      |           |         |      |            |                   |         |
| 396                          |              |      |           |         |      |            |                   |         |
| 312                          |              |      |           |         |      |            |                   |         |
| 335                          |              |      |           |         |      |            |                   |         |
| 317                          |              |      |           |         |      |            |                   |         |
| 076                          |              |      |           |         |      |            |                   |         |
| 337                          |              |      |           |         |      |            |                   |         |
| 324                          |              |      |           |         |      |            |                   |         |
| 337                          |              |      |           |         |      |            |                   |         |
| 315                          |              |      |           |         |      |            |                   |         |
| 323                          |              |      |           |         |      |            |                   |         |
| 334                          |              |      |           |         |      |            |                   |         |
| Checked by C. L. Jones       |              |      |           |         |      |            |                   |         |
| 173<br>MONROE                |              |      |           |         |      |            |                   |         |
| 396<br>BARAUSKY<br>JOHNSON   |              |      |           |         |      |            |                   |         |
| 312<br>HALL                  |              |      |           |         |      |            |                   |         |
| 317<br>WARTEN<br>PAPENBY     |              |      |           |         |      |            |                   |         |
| 076<br>ALKINSON              |              |      |           |         |      |            |                   |         |
| 337<br>GALINIA<br>SINGLETARY |              |      |           |         |      |            |                   |         |
| 337<br>DOWNING               |              |      |           |         |      |            |                   |         |
| 323<br>BISHOP<br>MURPHY      |              |      |           |         |      |            |                   |         |
| 334<br>SHELEY<br>SPARE       |              |      |           |         |      |            |                   |         |

16



F/O \_\_\_\_\_

CONFIDENTIAL

INTERROG. FORM

PILOT

Price

A/C#

449-J

BOX

1

CASUALTIES

nil

BOMBS :

4 X 100 ON

DAMAGED

X

RETURNED

nil

X

UNRETURNED

FLAK:

XXH. at another formation ~~at~~ from about  
10 miles north of target  
nil flak at our formation

ENEMY AIRCRAFT ENCOUNTERS:

nil — Contrails at 20,000' NE  
of target.

OBSERVATIONS:

2nd run — not synchronized 1st time.  
Delayed pick up in time to synchronize  
& excellent results on bridge — appeared to be  
demolished after bombing.

TO T 1132 (1142) this flight. Then to RP  
alt. 10000 for balance of  
formation  
Axis 90°

Clear over target  
Snow on ground — white  
cover.

POSITION IN FORMATION

(X)  
X X  
X  
X X

X  
X X  
X  
X X

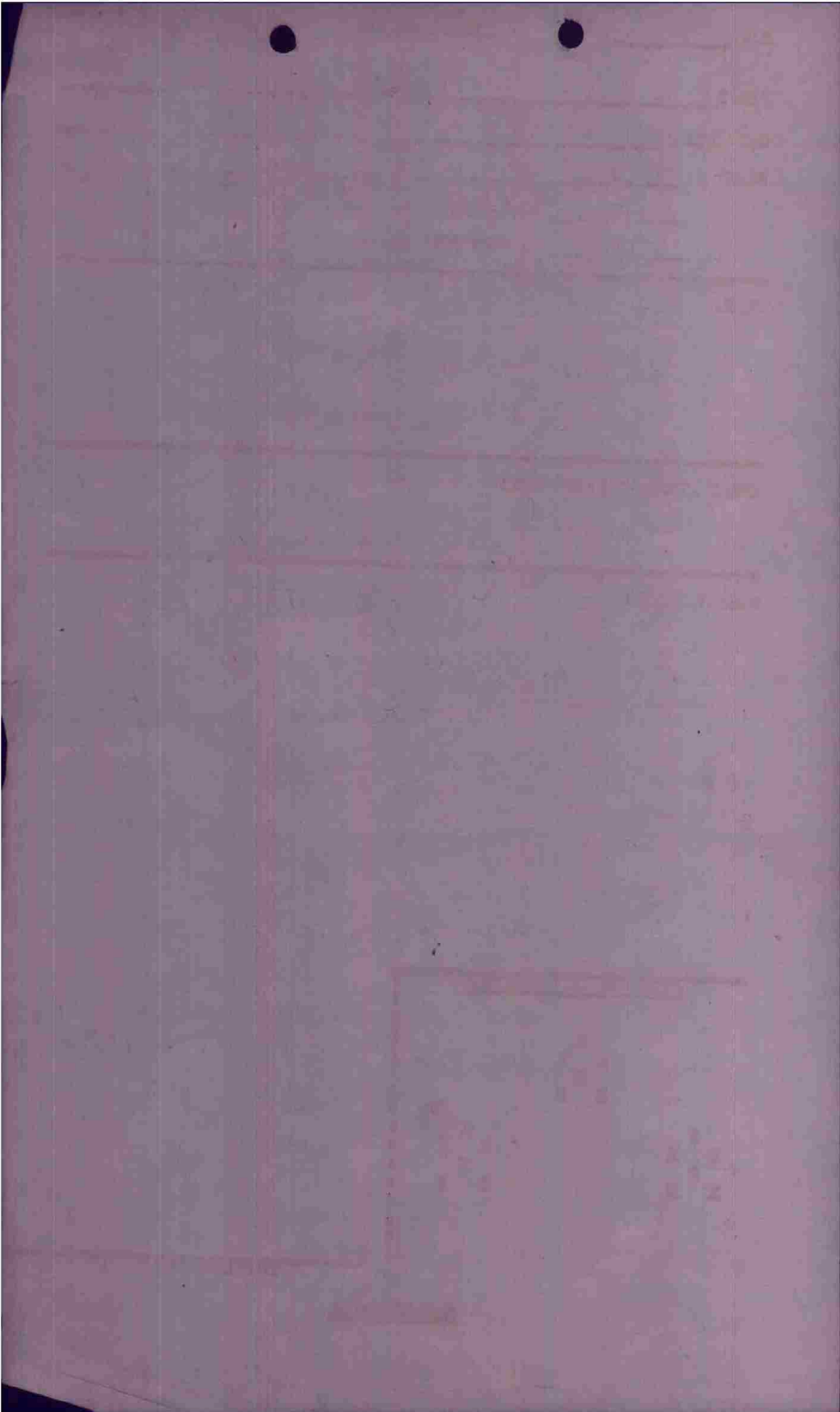
X  
X X  
X  
X X

Route — As briefed  
except this flight  
made L turn over  
target on 1st run. Perch  
to GREEN MCHER  
to IP — then 2nd run.

Ruvin

INTERROGATOR

CONFIDENTIAL





F/O \_\_\_\_\_

CONFIDENTIAL

INTERFORM

PILOT *Buchanan* *A/C # 233-2* BOX *I*

CASUALTIES

| BOMBS : | X | ON         | PLANTING | DISPOSAL | REMARKS |
|---------|---|------------|----------|----------|---------|
|         | X | RETURNED   | :        | :        | :       |
|         | X | JETTISONED | :        | :        | :       |

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

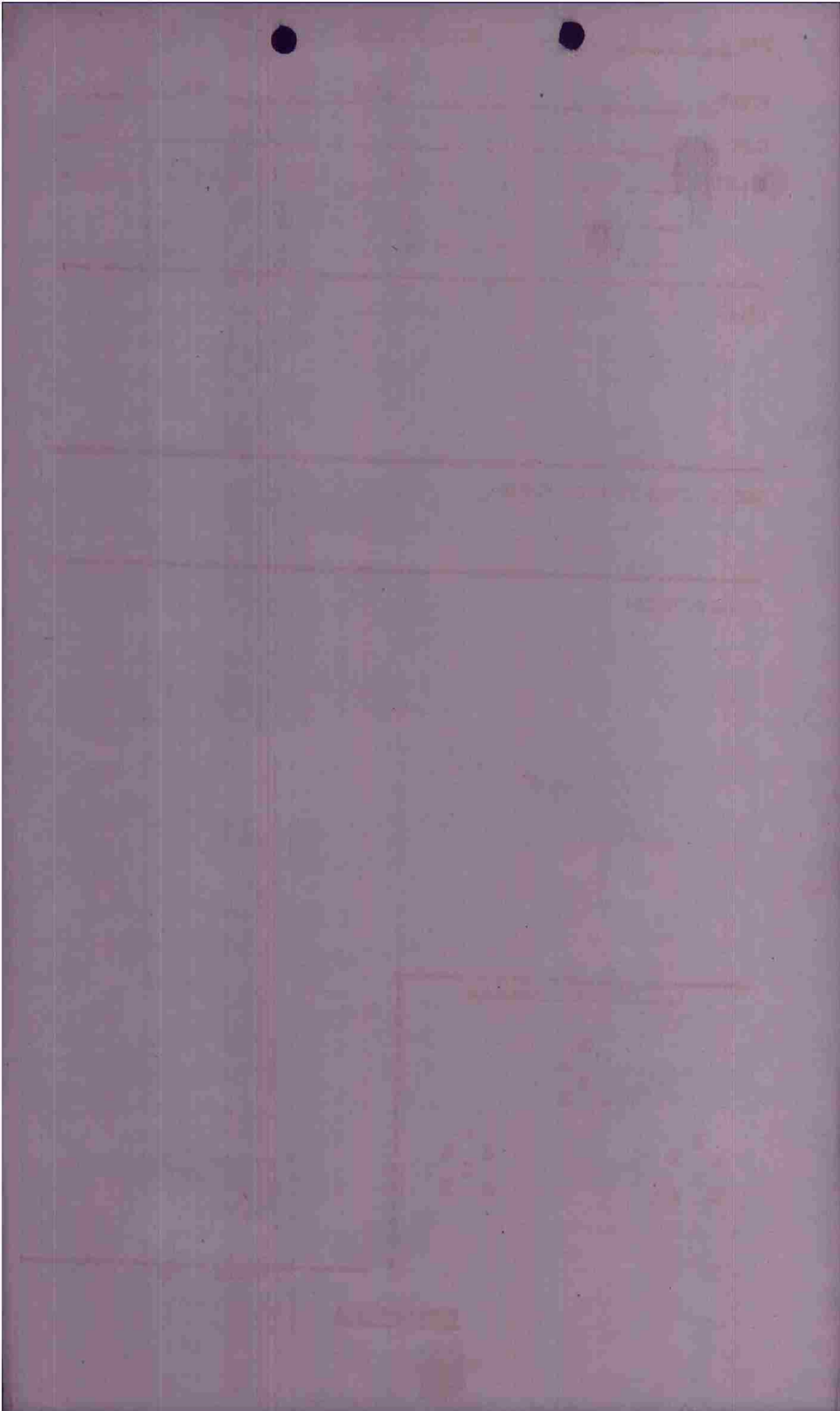
POSITION IN FORMATION

$$\begin{array}{ccc} & X & \\ X & & X \\ & X & \\ X & & (X) \end{array}$$

$$\begin{array}{ccc} & X & \\ X & & X \\ & X & \\ X & & X \end{array}$$

INTERROGATOR

CONFIDENTIAL



E/O \_\_\_\_\_

CONFIDENTIAL

INTERFORM

PILOT

*Kreh*

A/C#

*216-Q*

BOX

*I*

CASUALTIES

BOMBS :

*X*

ON

BATTING DAMAGE

*X*

RETURNED

*X*

JETTISONED

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

```

      X
     X X
    X X
   X  X

```

```

  X  X
 X  X
X  X

```

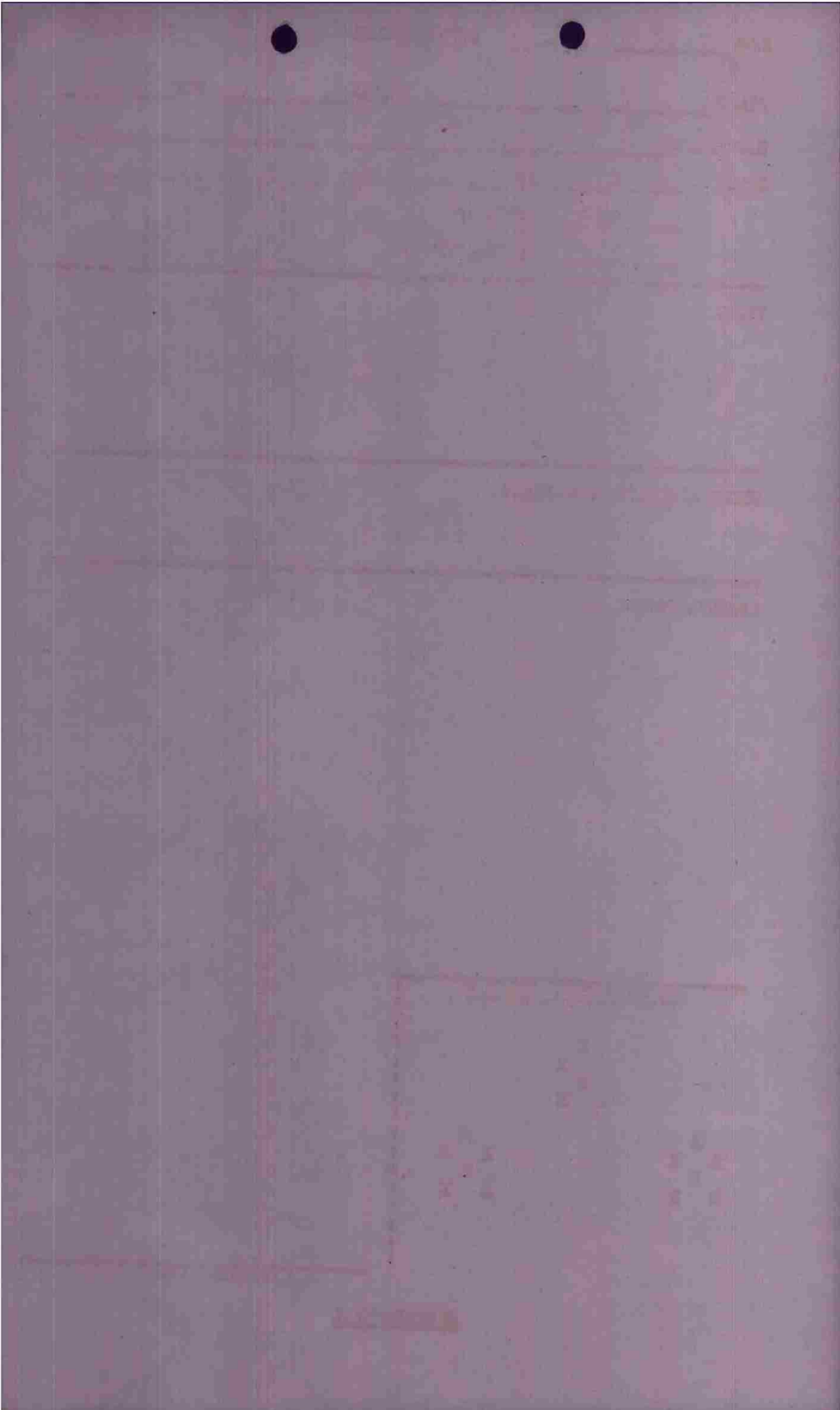
```

  X
 X  X
 X  X
X  X

```

INTERROGATOR

CONFIDENTIAL





F/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT

*Hackley*

A/C#

*240-K*

BOX

*I*

CASUALTIES

BOMBS :

*X*

ON

BATTLE DAMAGE

*X*

RETURNED

*X*

JETTISONED

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X

```

```

      X
    X  X
      X
    X  (X)

```

INTERROGATOR

CONFIDENTIAL



E/O \_\_\_\_\_

CONFIDENTIAL

INTERFORM

PILOT HayterA/C# 241-2BOX 1

CASUALTIES

| BOMBS : |  | ON         | BATTLE DAMAGE |   |   |   |
|---------|--|------------|---------------|---|---|---|
| X       |  | RETURNED   | :             | : | : | : |
| X       |  | JETTISONED | :             | : | : | : |

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

```

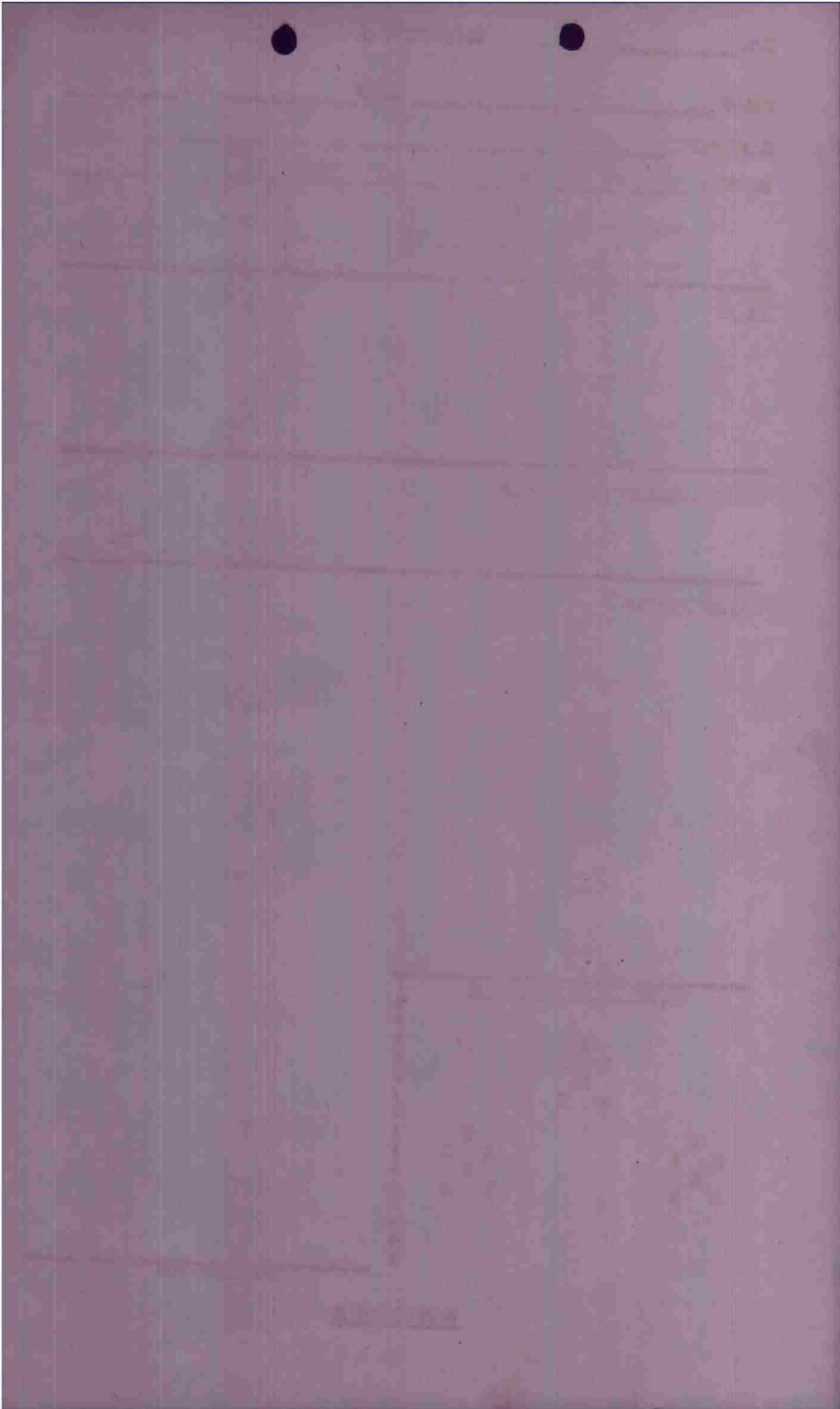
      X
    X  X
      X
    X  X

X  X  X
X  X  X
X  X  X

      X
    X  X
      X
    X  X
  
```

INTERROGATOR

CONFIDENTIAL





F/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT

*Van Rabe*

A/C#

*237-D*

BOX

*I*

CASUALTIES

| BOMBS : | X | ON         | BATTLE DAMAGE | W-ON | W-E |
|---------|---|------------|---------------|------|-----|
|         | X | RETURNED   | :             | :    | :   |
|         | X | JETTISONED | :             | :    | :   |

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X

  X  X  X      X
X  X  X      X  X
  X  X      X  X
X  X

```

(X) - SPARE

INTERROGATOR

CONFIDENTIAL



F/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT

*Parkhurst*

A/C#

*300. P*

BOX

*1*

CASUALTIES

BOMBS :

*4**X 1000*

ON

*Run*

BATTING DAMAGE

*X*

RETURNED

*nil**X*

JETTISONED

*nil*

FLAK:

*XXH at unseen target - about  
10-15 miles north of target.*

ENEMY AIRCRAFT ENCOUNTERS:

*nil*

OBSERVATIONS:

*Bombed on second run.**have Saw bridge on 1<sup>st</sup> run - appeared to  
be demolished on 2<sup>nd</sup> run.*

POSITION IN FORMATION

```

      X
    X  X
  (X) X
X  X  X
X  X  X
X  X  X

```

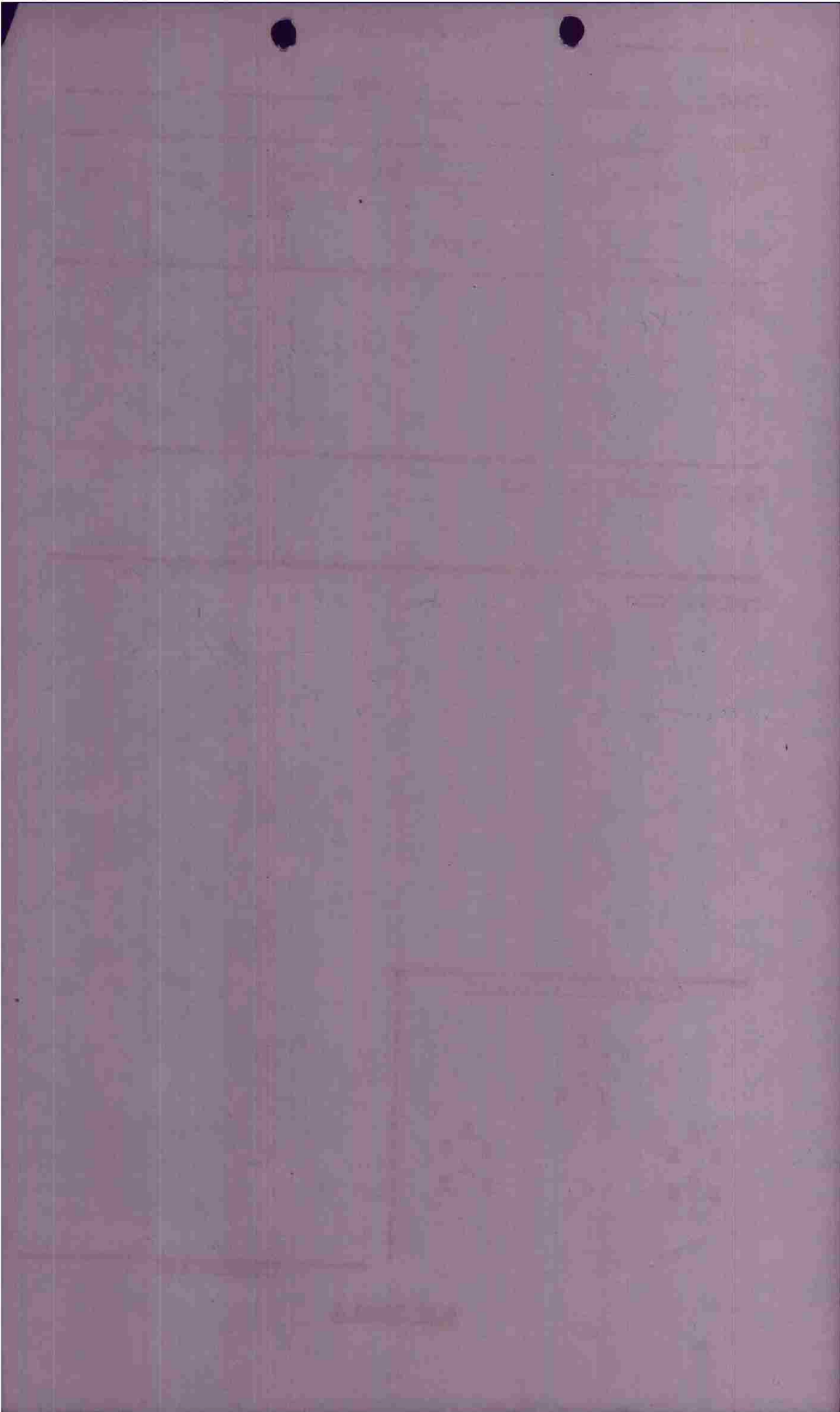
```

      X
    X  X
      X
    X  X

```

*Luria*  
INTERROGATOR

CONFIDENTIAL





FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

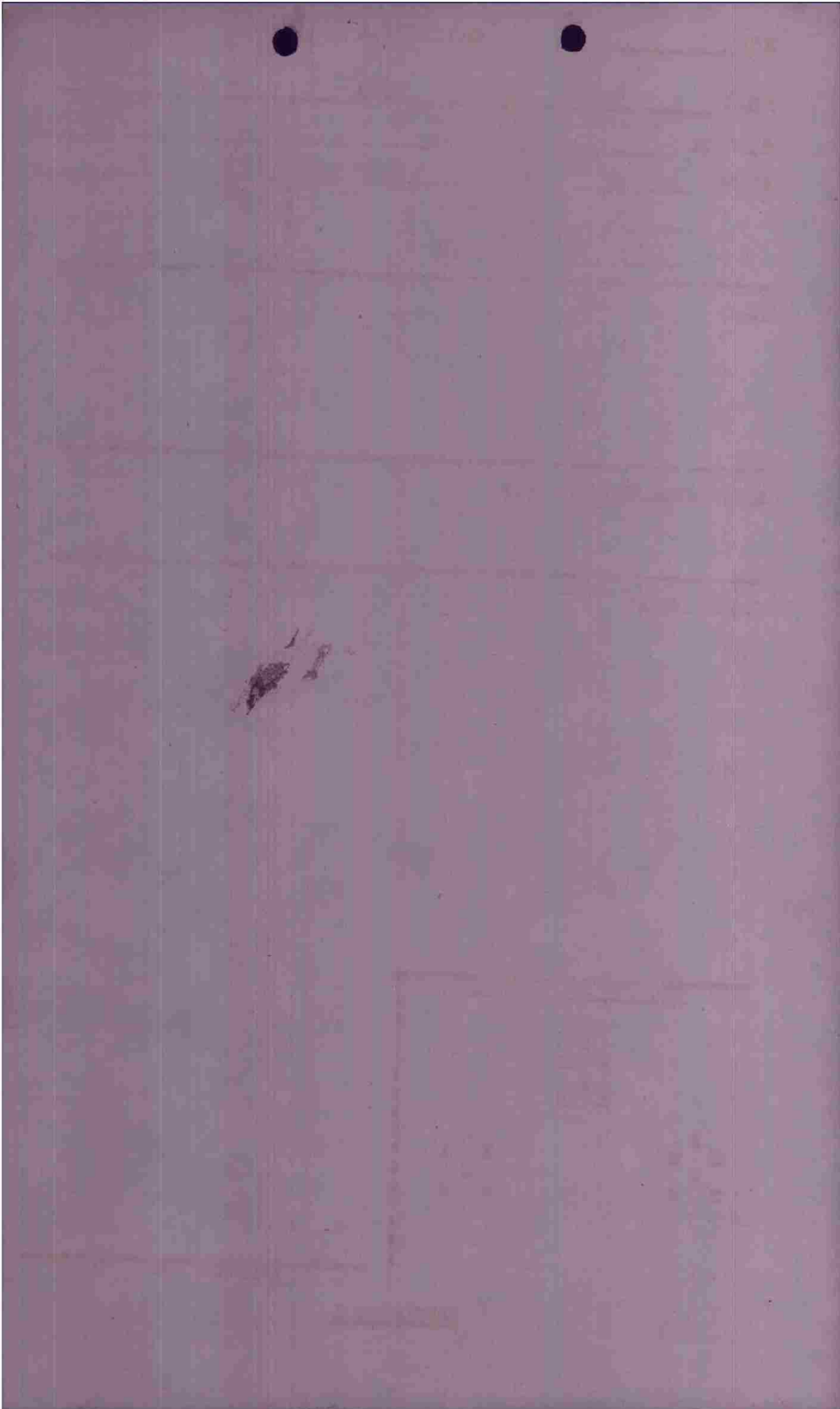
|  |   |   |   |
|--|---|---|---|
|  |   | X |   |
|  | X |   | X |
|  |   | X |   |
|  | X |   | X |

X  
X X  
X X  
X X

X X  
X X  
X X

INTERROGATOR

CONFIDENTIAL



F/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT Blomgren A/C# 242-D-1 BOX I

CASUALTIES \_\_\_\_\_

| BOMBS : | 4 | X | 1000 | ON         | Dr | RASTER DAMAGE | CI-06 | PER |
|---------|---|---|------|------------|----|---------------|-------|-----|
|         | X |   |      | RETURNED   |    |               |       |     |
|         | X |   |      | JETTISONED |    |               |       |     |

FLAK: \_\_\_\_\_

flak 150 ft - barrage

ENEMY AIRCRAFT ENCOUNTERS: \_\_\_\_\_

OBSERVATIONS: \_\_\_\_\_

see E approach from bank on  
cent. flashes as from area trap  
to left on way in.11,300 1135-

POSITION IN FORMATION

|   |     |   |   |   |
|---|-----|---|---|---|
|   |     | X |   |   |
|   | X   |   | X |   |
|   |     | X |   |   |
|   | X   |   | X |   |
| X | X   |   |   | X |
| X | (X) |   |   | X |
| X |     | X | X |   |
|   |     | X |   |   |
|   |     | X | X |   |

INTERROGATOR

CONFIDENTIAL

35-A-268  
8-A-20

$$\begin{array}{r} 4 \overline{) 17} \\ \underline{48} \\ 3 \\ \underline{51} \end{array}$$



E/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT

*Beck*

A/C#

*232-17*

BOX

*I*

CASUALTIES

BOMBS :

*4* X *1m*

ON

*P*

BATTERY DAMAGE

X

RETURNED

X

RETIRED

FLAK:

*nil.*

ENEMY AIRCRAFT ENCOUNTERS:

*nil.*

OBSERVATIONS:

*slightly to left & long.**nil.*

POSITION IN FORMATION

```

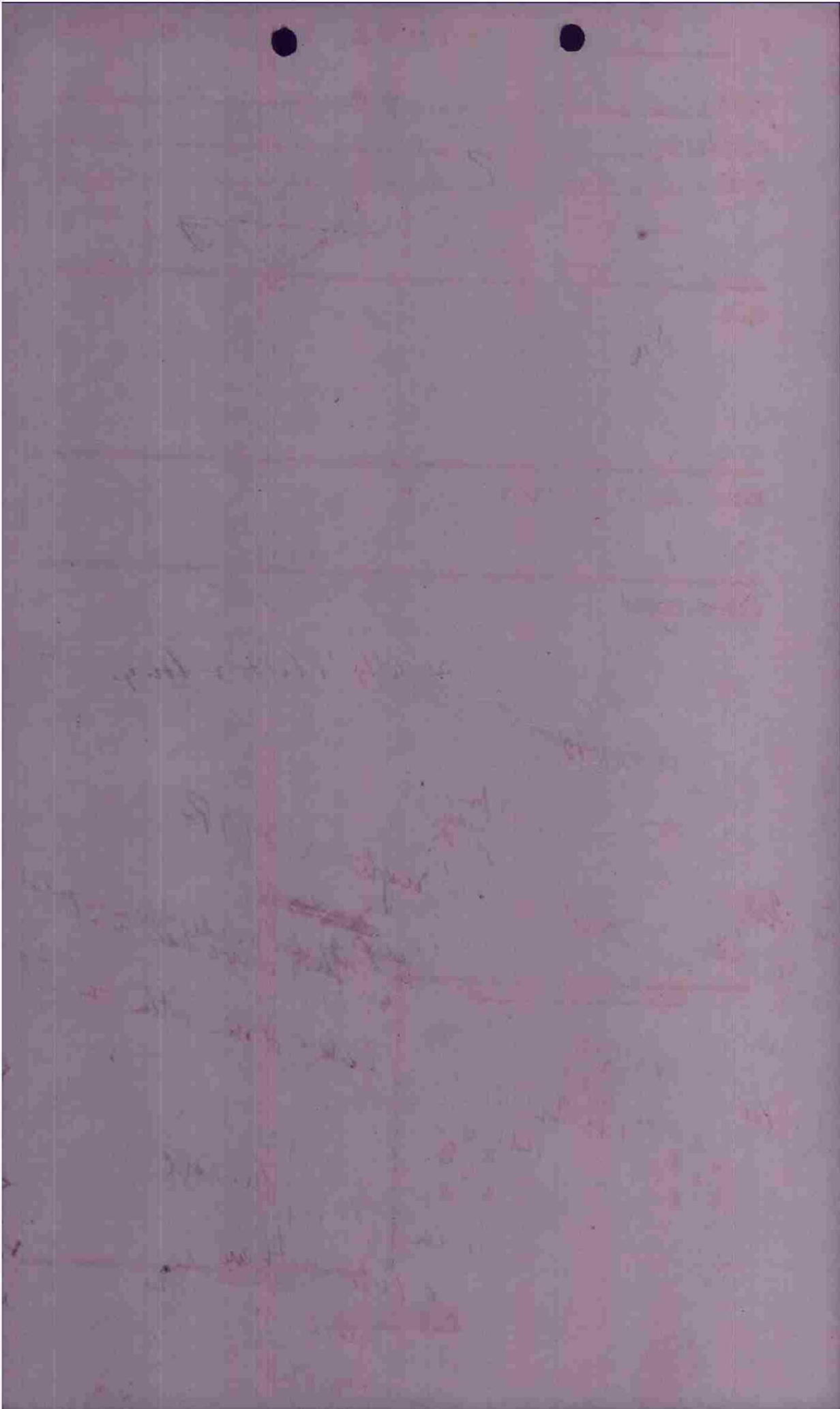
      X
    X  X
      X
    X  X
  
```

```

      X
    X  (X)
      X
    X  X
  
```

*Shank*  
INTERROGATOR

CONFIDENTIAL



CASUALTIES.

BOLBS

X 1600 ON

CHARTER DANCE

RETURNED

CONTINUED

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

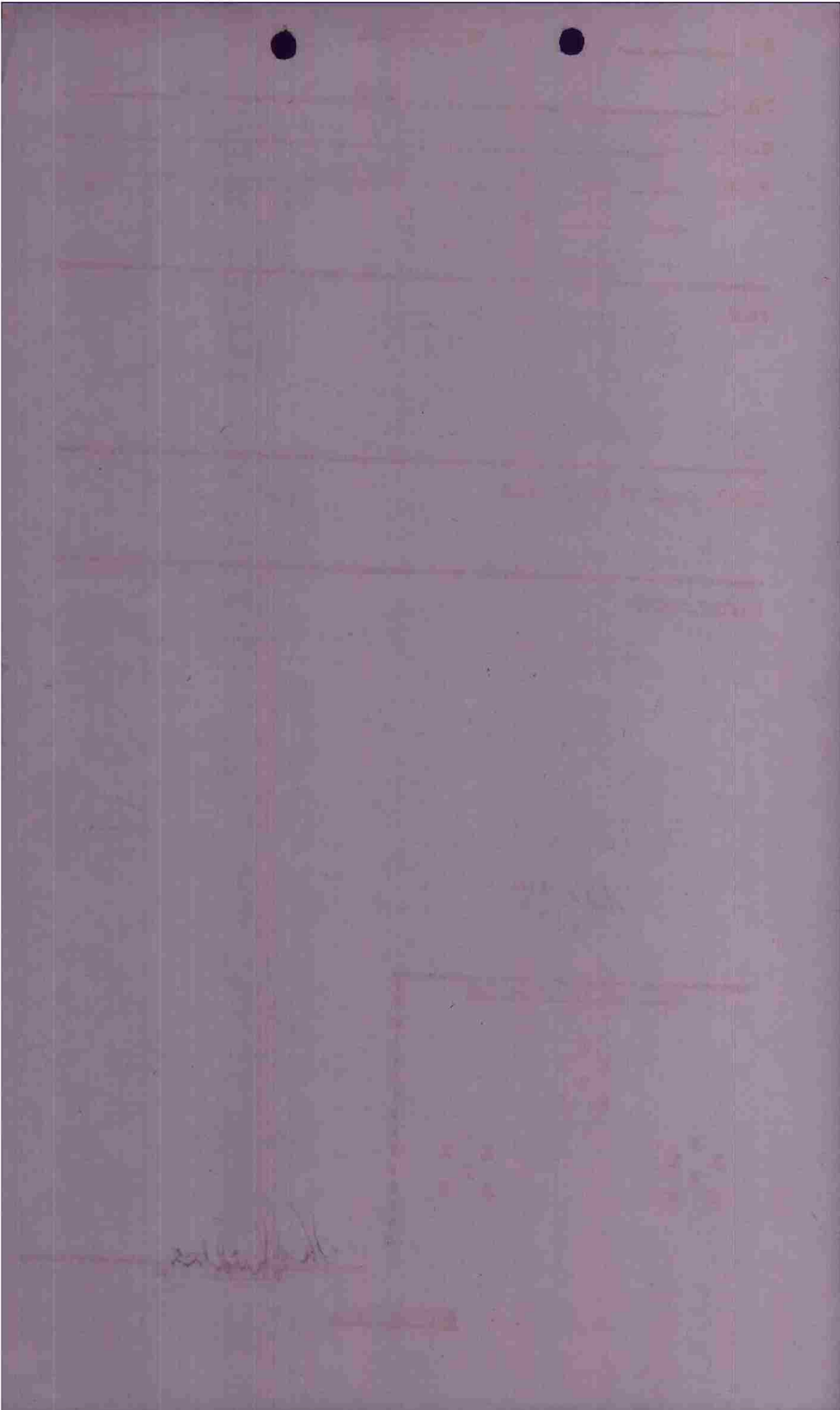
FOOTSTATION IN FORMATION

$$\begin{array}{ccc} & X & \\ X & & X \\ & X & \\ X & & X \end{array}$$
$$\begin{array}{ccc} & X & \\ X & & X \\ & X & \\ X & & X \end{array}$$

X  
X X  
X X

INTERROGATOR

CONFIDENTIAL





E/O \_\_\_\_\_

CONFIDENTIAL

INTERFORM

PILOT

*Parker*

A/C#

*264*

BOX

*1*

CASUALTIES

BOMBS :

*4**X**1000*

ON

*primary*

:

CAPTURED

DAMAGE

:

:

:

:

:

:

:

:

*X*

RETURNED

:

:

:

:

:

:

:

:

:

:

:

*X*

JETTISONED

:

:

:

:

:

:

:

:

:

:

:

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: *2 trucks & vehicle parked on east side of river at target on crossroad in town.*

*Bombs hit to left & front of bridge*

POSITION IN FORMATION

```

      X
    X  X
    X  X
    X  X
  
```

```

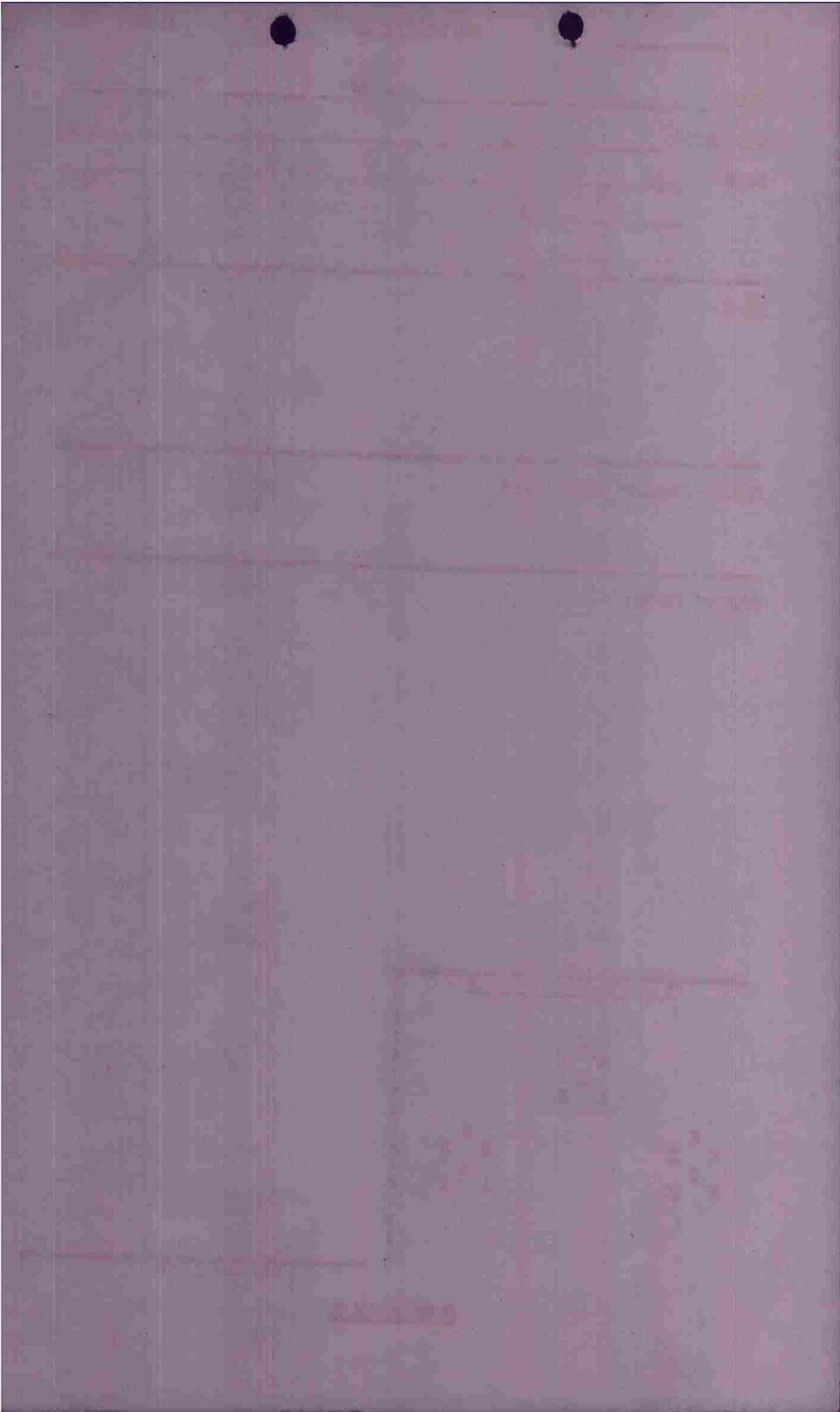
    X
  X  X
    X
  X  X
  
```

```

      X
    X  X
    X  X
    X  X
  
```

INTERROGATOR

CONFIDENTIAL



E/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT Robertson A/C# 271-R BOX I

CASUALTIES

| BOMBS : | 4 | X 1000N  | pin | WATER DAMAGE | CF-30 | WET |
|---------|---|----------|-----|--------------|-------|-----|
|         | X | RETURNED |     |              |       |     |
|         | X | DETTONED |     |              |       |     |

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: on for bank

POSITION IN FORMATION

|  |   |   |   |  |
|--|---|---|---|--|
|  |   | X |   |  |
|  | X |   | X |  |
|  |   | X |   |  |
|  | X |   | X |  |

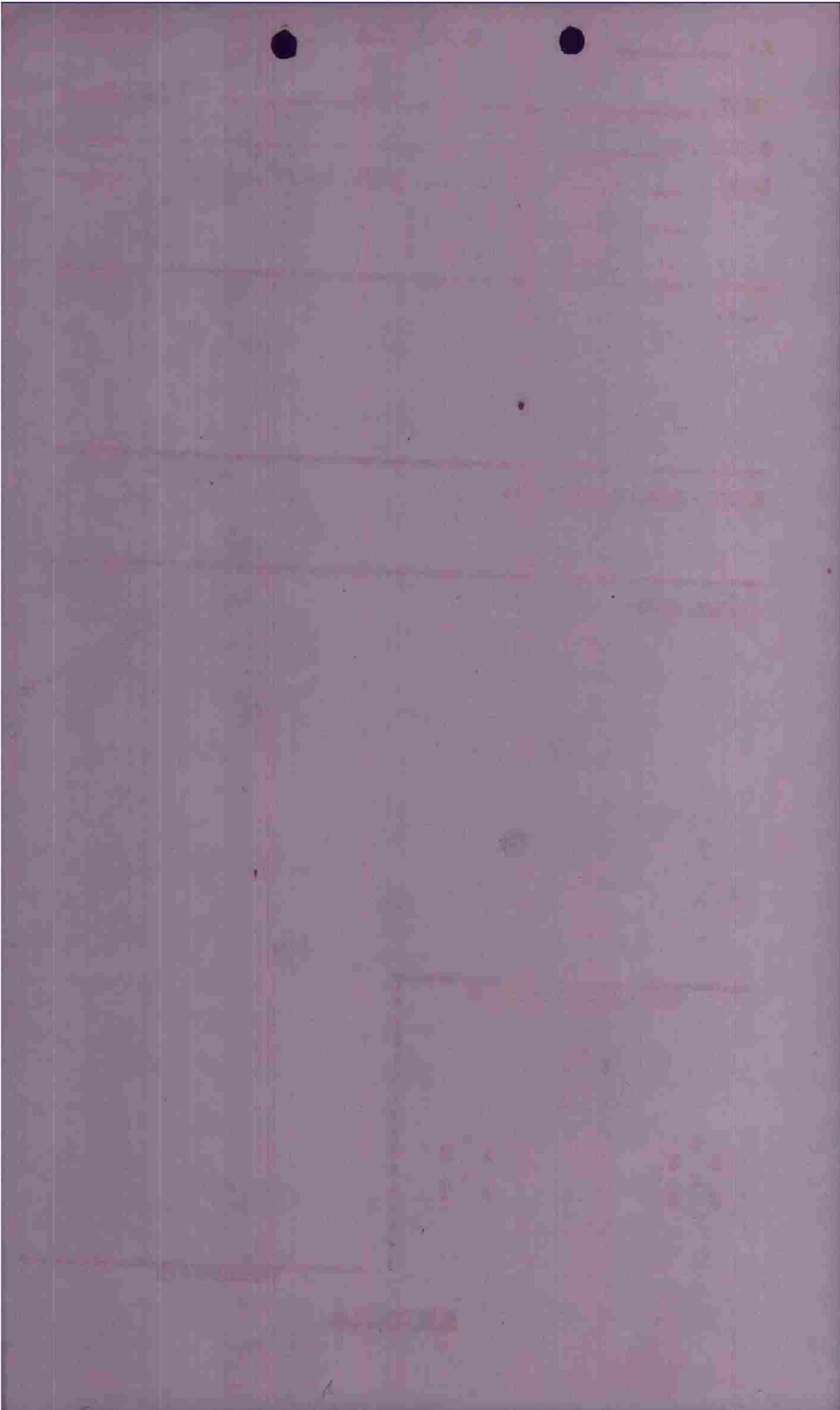
|   |   |  |  |
|---|---|--|--|
| X | X |  |  |
| X | X |  |  |
| X | X |  |  |

|   |   |   |   |
|---|---|---|---|
|   |   | X |   |
| X |   | X | X |
|   | X |   |   |
| X |   | X |   |

INTERROGATOR

CONFIDENTIAL





E/O \_\_\_\_\_

CONFIDENTIAL

INTERFORM

PILOT SmithA/C# 229-BBOX 1

CASUALTIES

BOLBS :

4 X DOWN RE

CAPTURED

"A-C"

"E"

X

RETURNED

X

JETTISONED

FLAK:

ESE of t. on turn. X H 1 lead  
in another flight.

ENEMY AIRCRAFT ENCOUNTERS:

19-15 P. 475.Scapp trails  
in TA. high 25-30000.

OBSERVATIONS:

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X
  
```

```

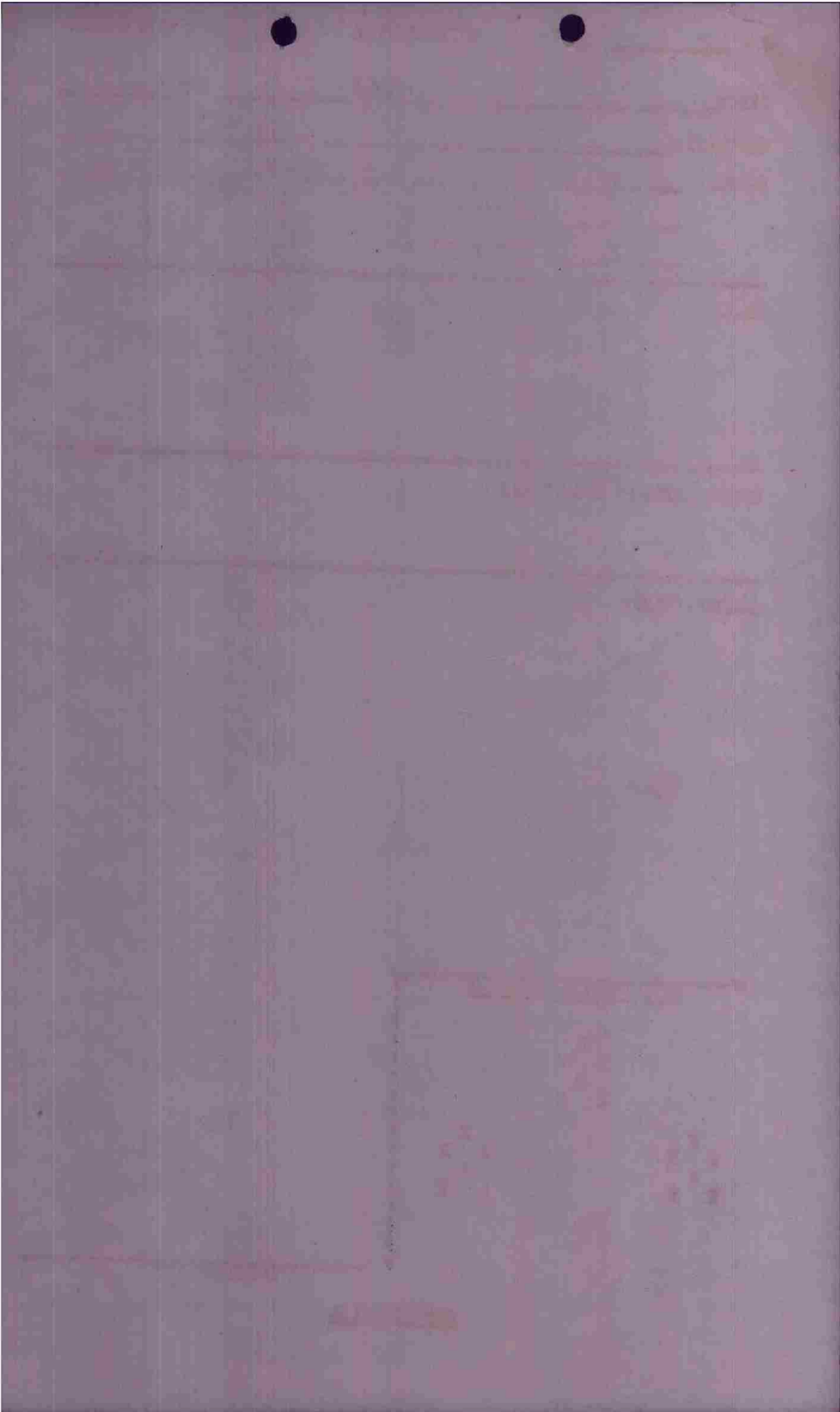
    X
  X  X
    X
  X  X
  
```

```

      X
    (X) X
      X
    X  X
  
```

IRoppe  
INTERROGATOR

CONFIDENTIAL



F/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT ClarkA/O# 252-DBOX 1

CASUALTIES

BOMBS :

4 X/000ON PTS

GRAVITY DAMAGE

X

RETURNED

X

JETTISONED

FLAK: X

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

X - ship in our flight was heard calling for landing instructions - had one engine out but could not feather prop.

Bombs went into a smoke of previous flight bombs

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X
  
```

```

    X
  (X) X
    X
  (X) X
  
```

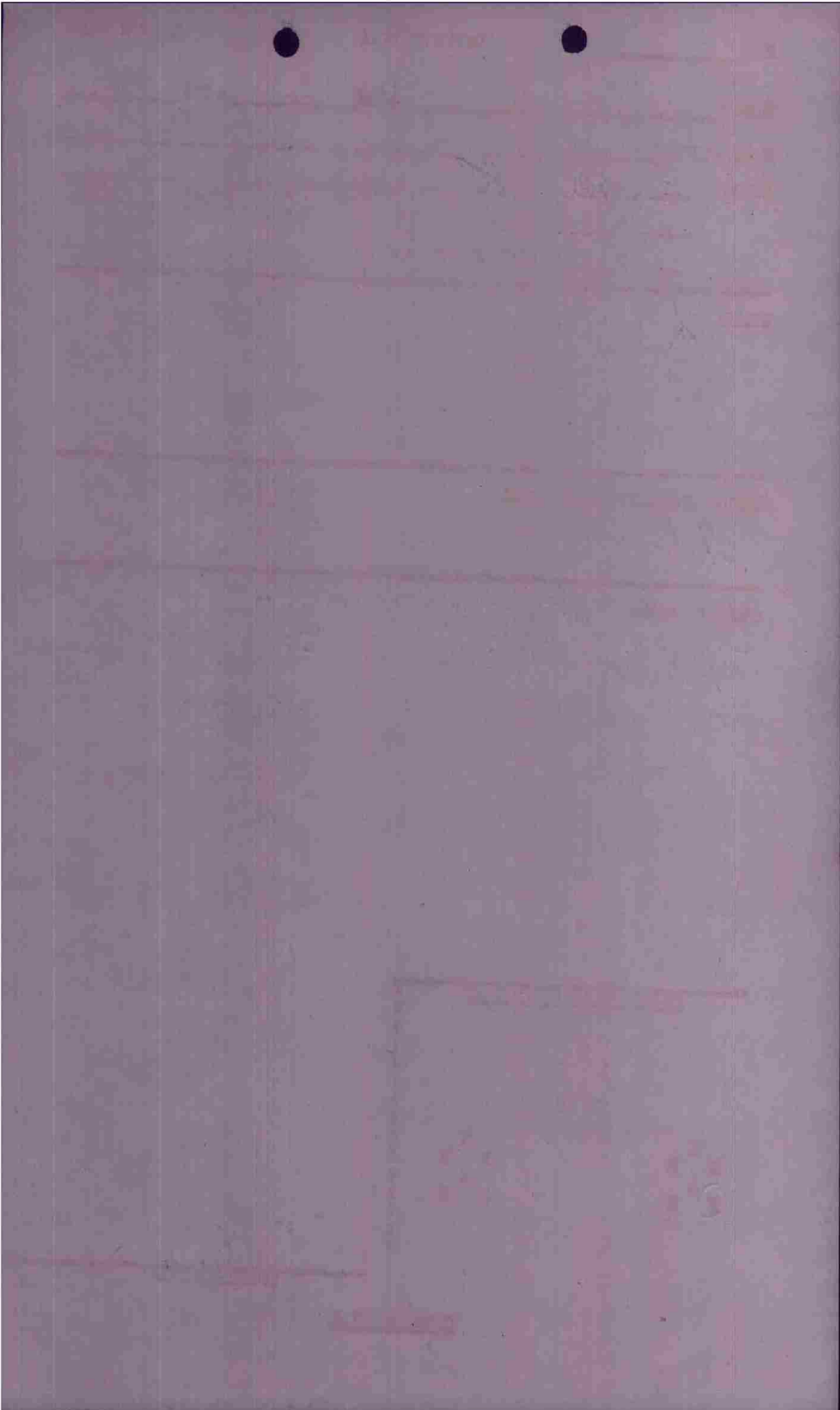
```

      X
    X  X
      X
    X  X
  
```

T. E. S.

INTERROGATOR

CONFIDENTIAL





CASUALTIES

BOMBS :

X 350 2N

A/C# 059-R

BOX 4

人

RETURNED



JETTISONED

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

$$\begin{array}{ccc} & X & \\ X & & X \\ & X & \\ X & & X \end{array}$$

X X  
X X  
X X

X X  
X X  
X X

INTERROGATOR

CONFIDENTIAL



E/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT Sarrells A/C# 301-0 BOX I

CASUALTIES

BOMBS : 4 X 1000 ON Primary BATTLE DAMAGE

|   |            |   |   |   |   |
|---|------------|---|---|---|---|
| X | RETURNED   | : | : | : | : |
| X | JETTISONED | : | : | : | : |

FLAK:

*nil*

ENEMY AIRCRAFT ENCOUNTERS:

*nil*OBSERVATIONS: *Bombes on 1st run  
Pattern on whole bridge.*

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X
  
```

```

      X
    (X) X
      X
    (X) X
  
```

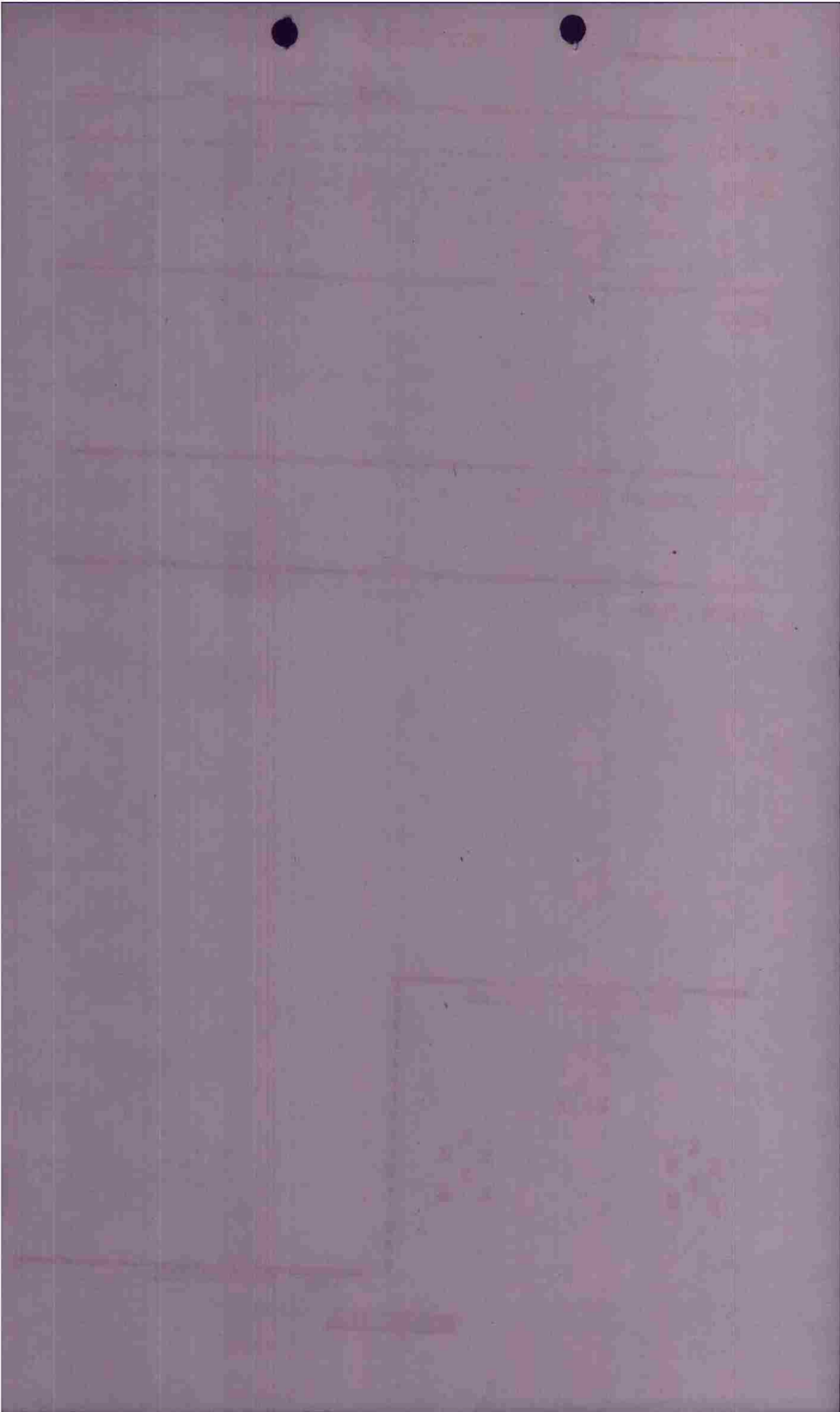
```

      X
    X  X
      X
    X  X
  
```

*moved up to #3 because  
of aborts.*

*Lewis*  
INTERROGATOR

CONFIDENTIAL





F/O \_\_\_\_\_

CONFIDENTIAL

INTERR. FORM

PILOT Semen A/C# 085-7 BOX 1

CASUALTIES \_\_\_\_\_

| BOMBS : | ON | RETURNED | RETIRED | OTHER | OTHER |
|---------|----|----------|---------|-------|-------|
| 4 X     | X  | X        | X       | X     | X     |
|         |    |          |         |       |       |
|         |    |          |         |       |       |

FLAK.

1 Burst. 20 mi inside our lines  
5 miles south of course.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Both ends of bridge hit.

(Radio release flight)

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X

X  X
X  X
X  X
  
```

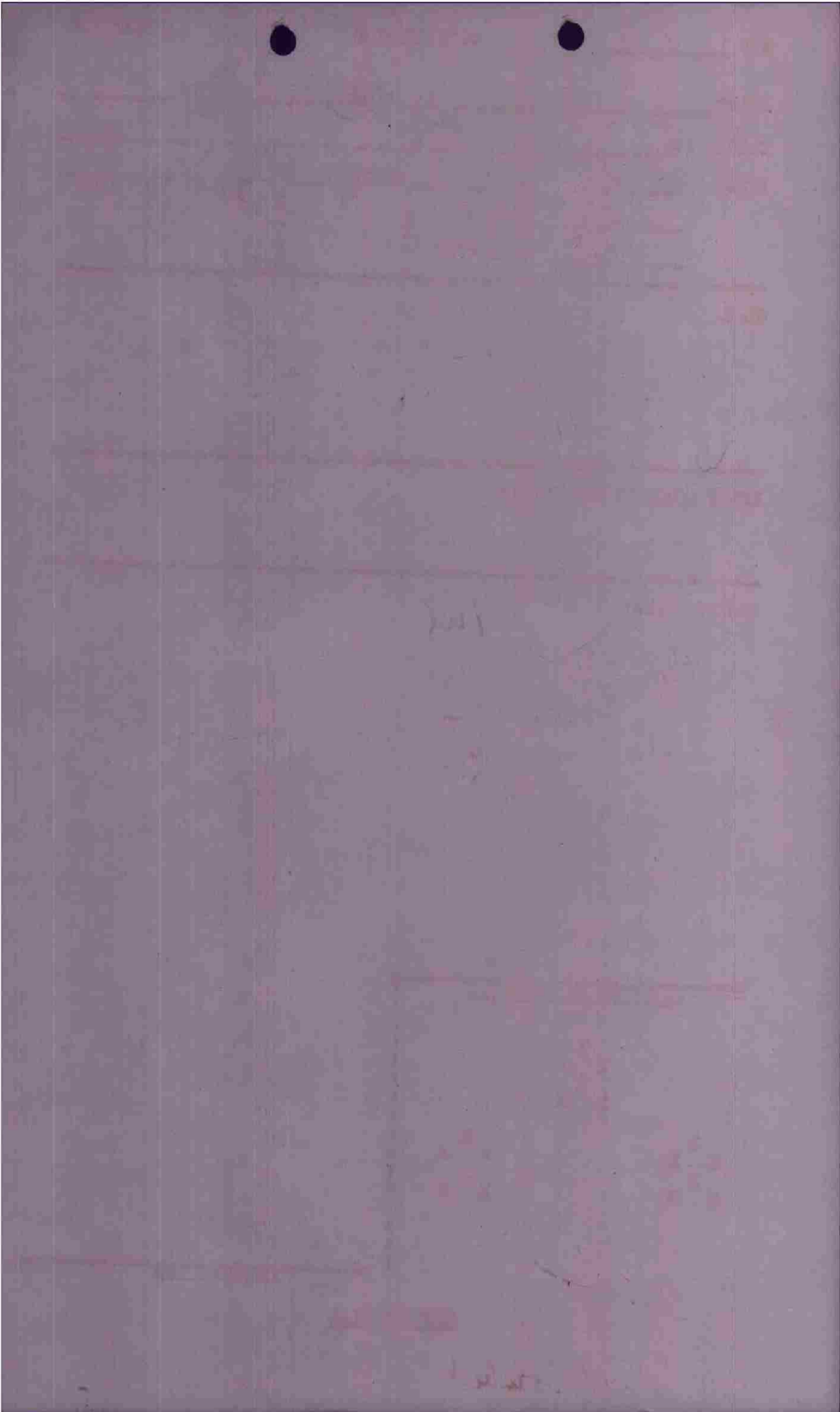
```

  X
X  X
X  X
X  X
  
```

Shirley  
INTERROGATOR

CONFIDENTIAL

this flight bombed fuel. Price took 2d run.



T/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT Stebbins A/C # 178-L BOX 1

CASUALTIES \_\_\_\_\_

| BOMBS : | ON | RETURNED | JETTISONED | CHATTER DAMAGE | FL-50 | FL-40 |
|---------|----|----------|------------|----------------|-------|-------|
| 4 X 500 |    |          |            |                |       |       |
| X       |    |          |            |                |       |       |
| X       |    |          |            |                |       |       |

FLAK:

*Nil*

ENEMY AIRCRAFT ENCOUNTERS:

*Nil.*

OBSERVATIONS:

*hit at east approach & end of bridge  
a bomb holes into River. Good  
clustered pattern.  
Check River flight for DA fix.*

POSITION IN FORMATION

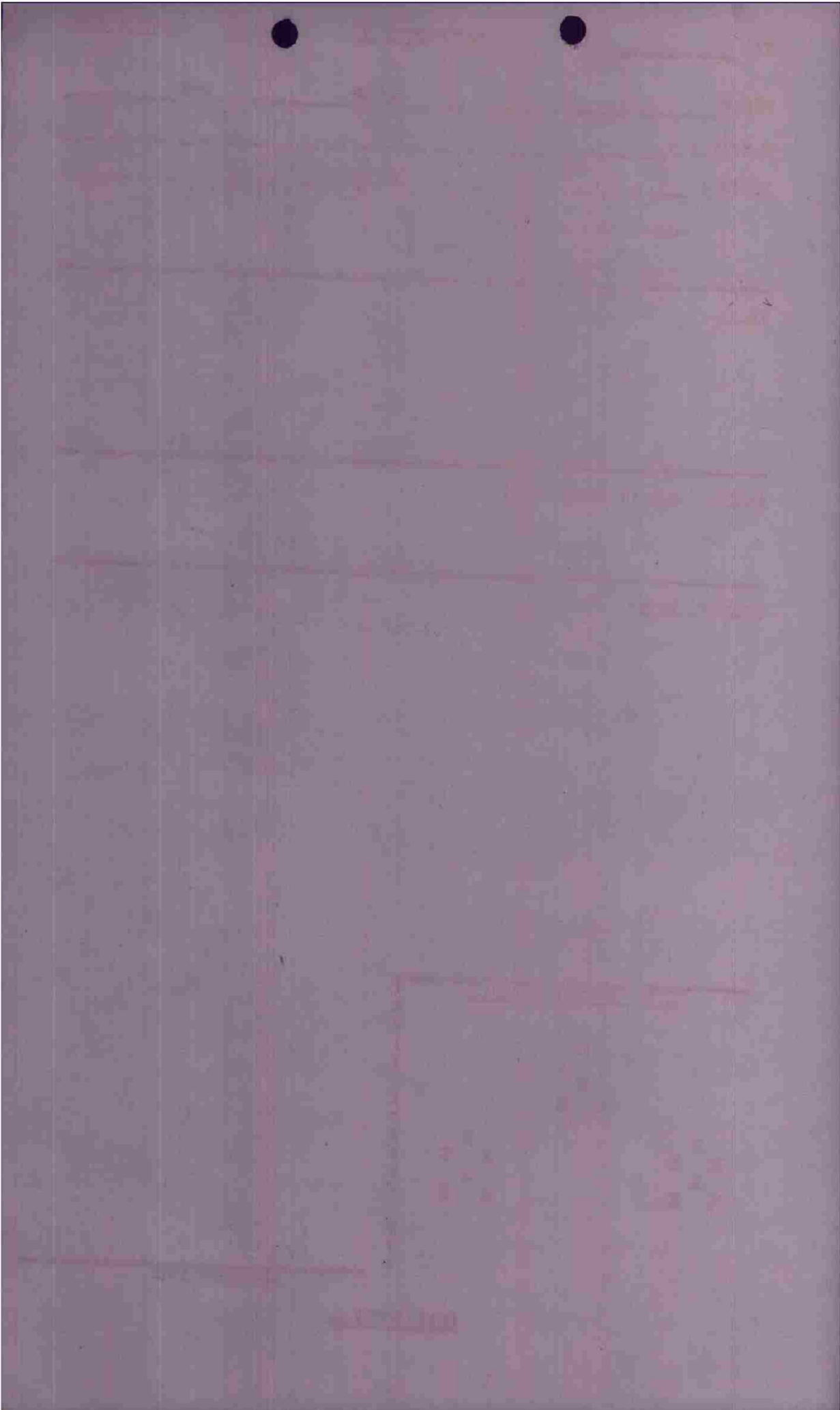
|   |   |   |   |
|---|---|---|---|
|   |   | X |   |
|   | X |   | X |
|   |   | X |   |
|   | X |   | X |
|   |   |   |   |
| X | X |   |   |
| X |   |   |   |
| X | X |   |   |

|   |   |   |
|---|---|---|
|   | X |   |
| X |   | X |
|   | X |   |
| X |   | X |

*Sheldon*

INTERROGATOR

CONFIDENTIAL





E/O \_\_\_\_\_ CONFIDENTIAL INTER. FORM

PILOT Harris A/C# 259-3 BOX I

CASUALTIES \_\_\_\_\_

| BOMBS :                | X         | ON | BATTLE DAMAGE | W-T | W-E |
|------------------------|-----------|----|---------------|-----|-----|
| <u>9</u> X <u>1000</u> | RETURNED  | :  | :             | :   | :   |
| X                      | DETROINED | :  | :             | :   | :   |

FLAK: Flak at another formation

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Swalge furthered by bombs

POSITION IN FORMATION

```

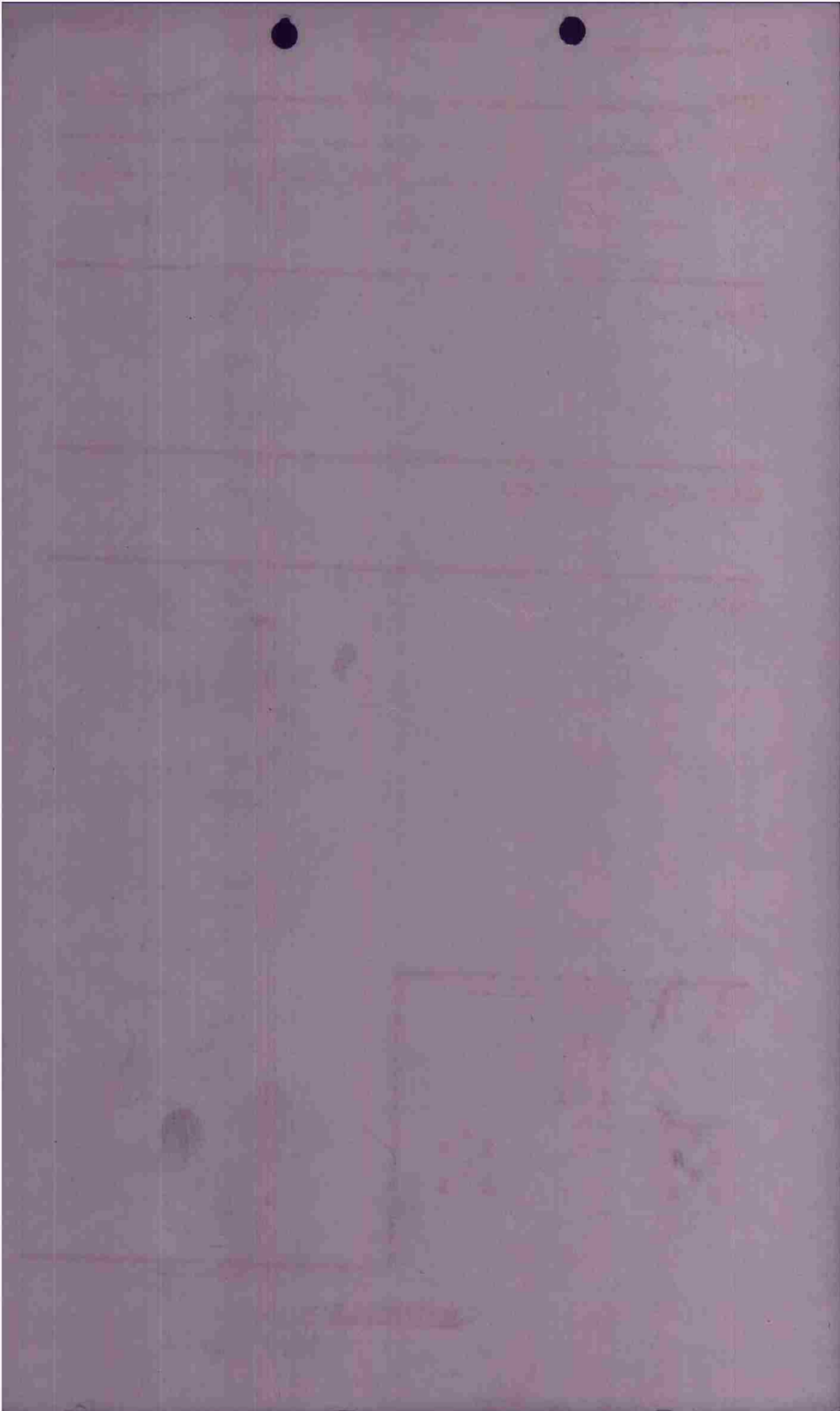
      X
    (X) X
      X
      X X

X   X   X
X   X   X
X   X   X

      X
    X   X
      X
    X   X
  
```

MAZ  
INTERROGATOR

CONFIDENTIAL



F/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT

*Prentiss*

A/C#

*108-M*

BOX

*11*

CASUALTIES

BOMBS :

*4**X 500*

ON

*PST*

BATTLE DAMAGE

"A"

"B-C"

"E"

*X*

RETURNED

*X*

JETTISONED

FLAK:

*X -*

*Saw another group receiving intense  
flack at Truer 5 guns*

ENEMY AIRCRAFT ENCOUNTERS:

*X -*

OBSERVATIONS:

*Bombs went into smoke of  
previous flights, bombs - Bridge hit -  
No movement on ground on ground at all -*

POSITION IN FORMATION

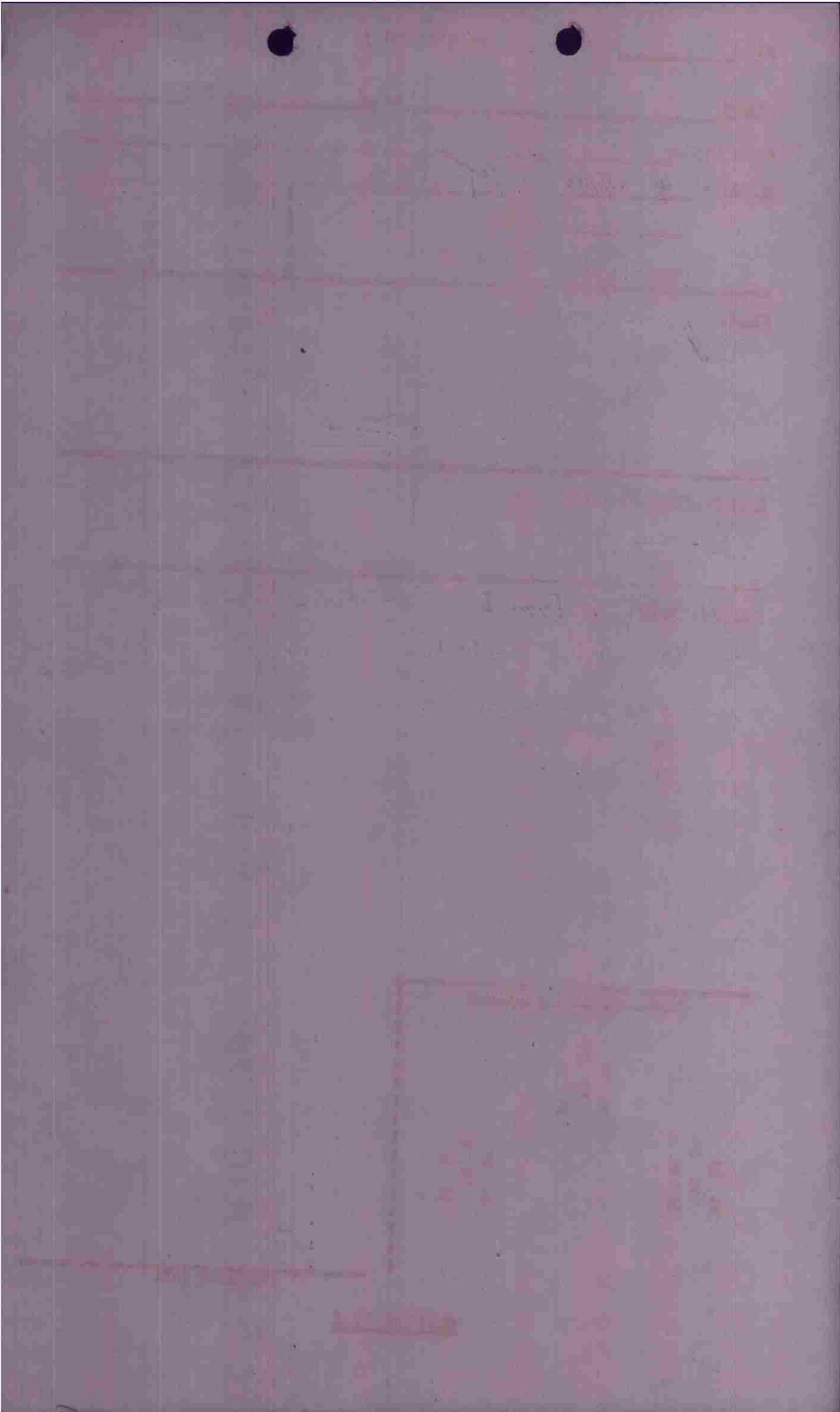
```

      (X)
     X  X
      X
     X  X
  X   X   X
  X   X   X
  X   X   X
  
```

*T. S.*

INTERROGATOR

CONFIDENTIAL





F/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT Henderson A/C# 249-2 BOX 4

## CASUALTIES

| BOMBS : | ON | RETURNED | JETTISONED | WING | ENGINE | WHEEL |
|---------|----|----------|------------|------|--------|-------|
| X       |    |          |            |      |        |       |
| X       |    |          |            |      |        |       |
| X       |    |          |            |      |        |       |

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

## POSITION IN FORMATION

ENEMY AIRCRAFT ENCOUNTERS

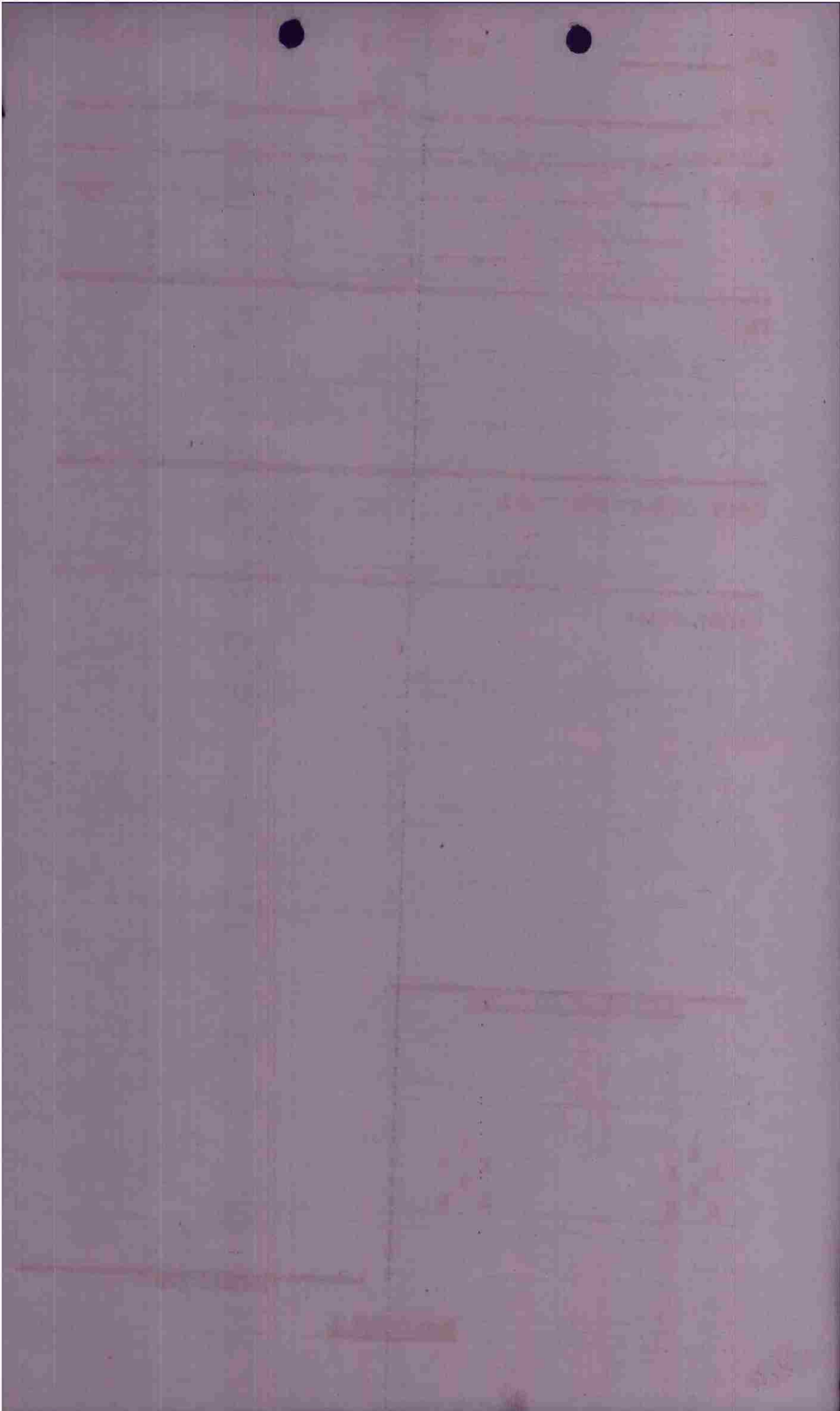
|   |  |   |  |
|---|--|---|--|
|   |  | X |  |
| X |  | X |  |
|   |  | X |  |
| X |  | X |  |

|   |   |   |  |
|---|---|---|--|
| X | X | X |  |
| X | X | X |  |
| X | X | X |  |

INTERROGATOR

CONFIDENTIAL



E/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT

*Burskirk*

A/C#

*560-X*

BOX

*4*

## CASUALTIES

| BOMBS : |  | ON         | BATTLE DAMAGE | HA-0 | WED |
|---------|--|------------|---------------|------|-----|
| X       |  |            |               |      |     |
| X       |  | RETURNED   |               |      |     |
| X       |  | JETTISONED |               |      |     |

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

## POSITION IN FORMATION

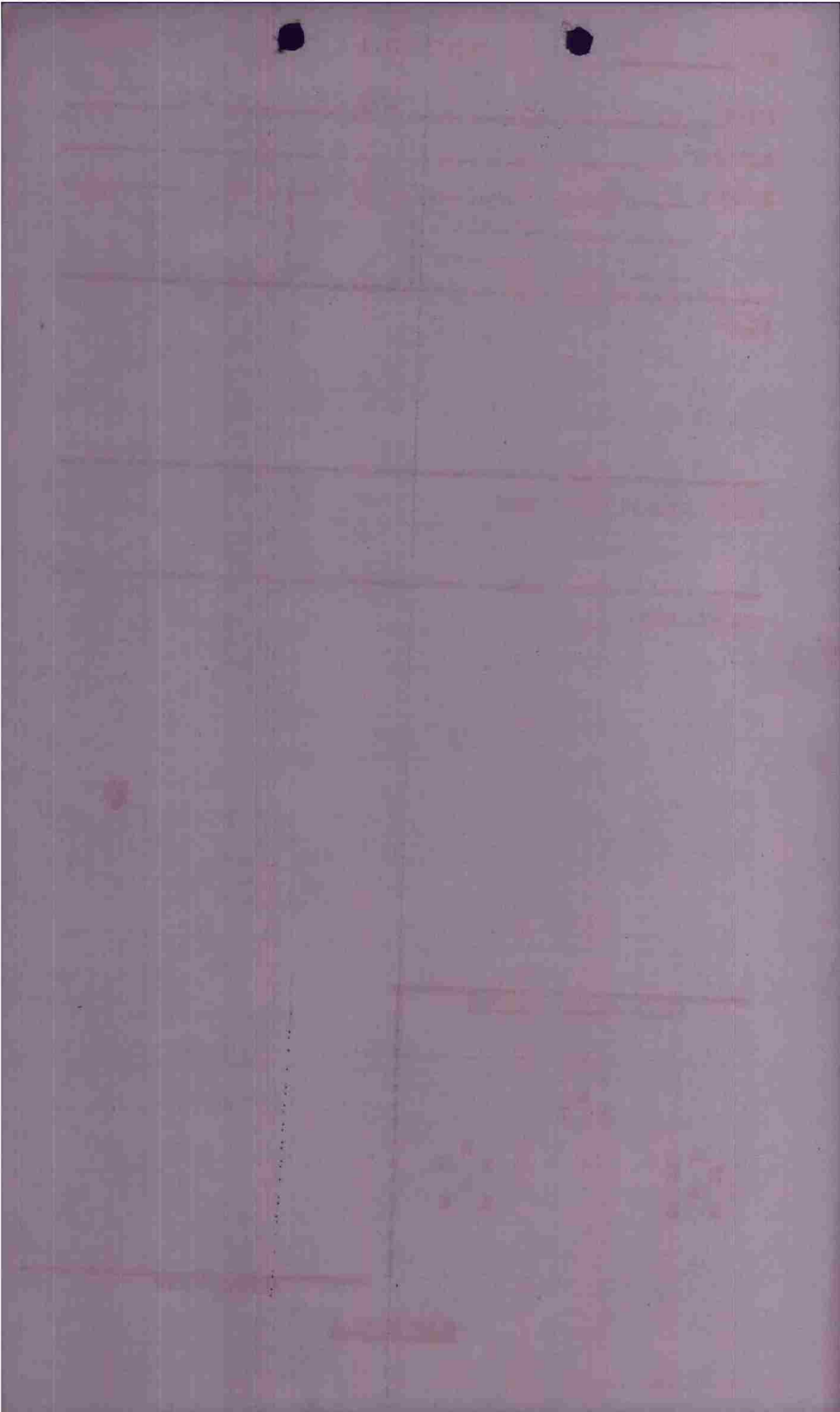
|   |   |   |  |
|---|---|---|--|
|   |   | X |  |
| X |   | X |  |
|   | X |   |  |
| X |   | X |  |

|   |   |   |  |
|---|---|---|--|
| X |   |   |  |
| X |   | X |  |
|   | X |   |  |
| X |   | X |  |

INTERROGATOR

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F/O \_\_\_\_\_

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INTERFORM

PILOT

*Svenson*

A/C#

*269-K*

BOX

*11*

CASUALTIES

BOMBS :

*X*

ON

BATTLE DAMAGE

*X*

RETURNED

*X*

JETTISONED

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

```

      X
     X (X)
      X
     X X

```

```

      X
     X X
      X
     X X

```

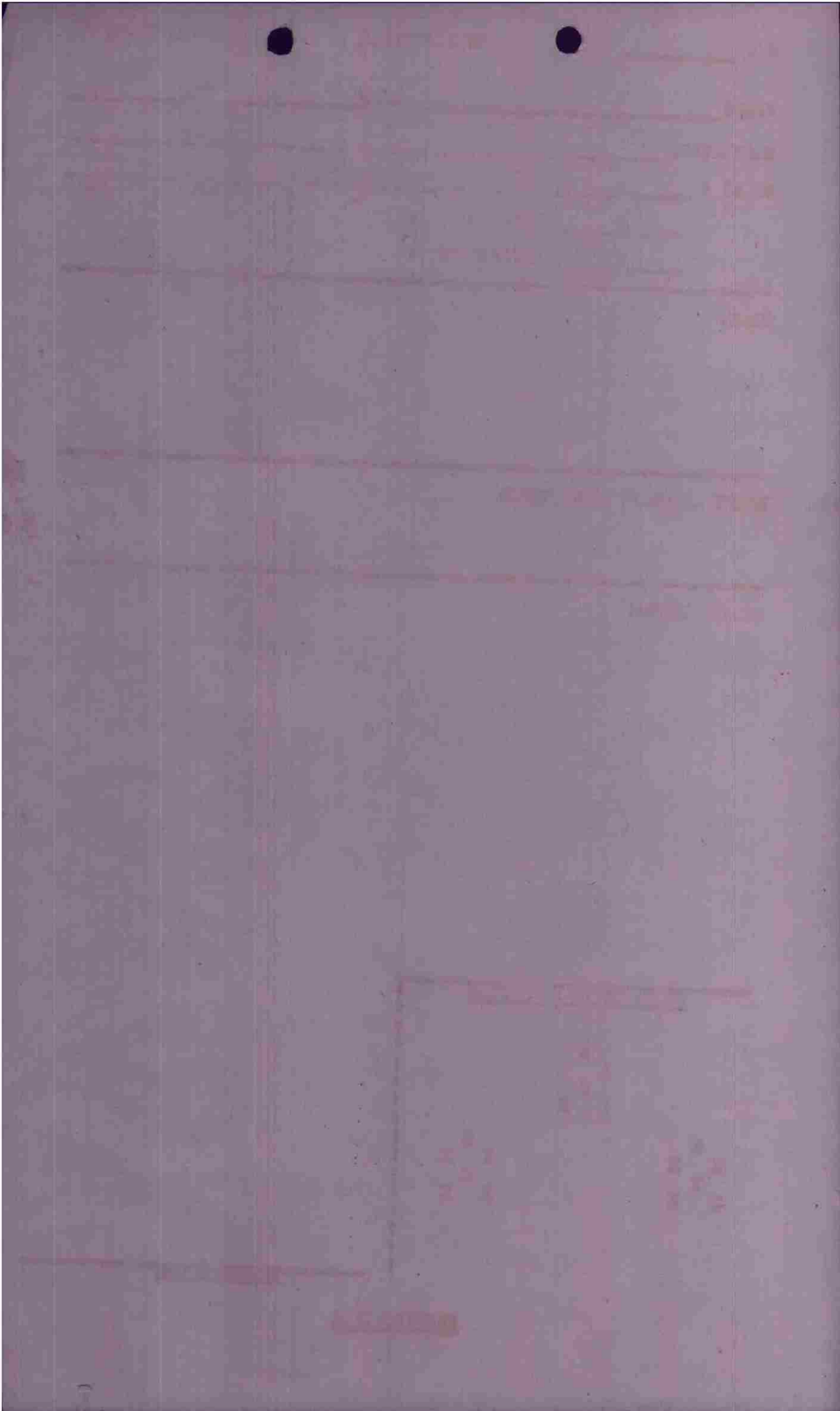
```

      X
     X X
      X X

```

INTERROGATOR

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F/O \_\_\_\_\_

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INTER. FORM

PILOT

*Roberts.*

A/C#

*302-2*

BOX

*11*

CASUALTIES

*nil*

BOMBS :

*11* X *1000* ON

BATTING DAMAGE

"A"

"A-C"

"E"

X

RETURNED

*nil*

X

JETTISONED

FLAK:

*nil*

ENEMY AIRCRAFT ENCOUNTERS:

*nil*

OBSERVATIONS:

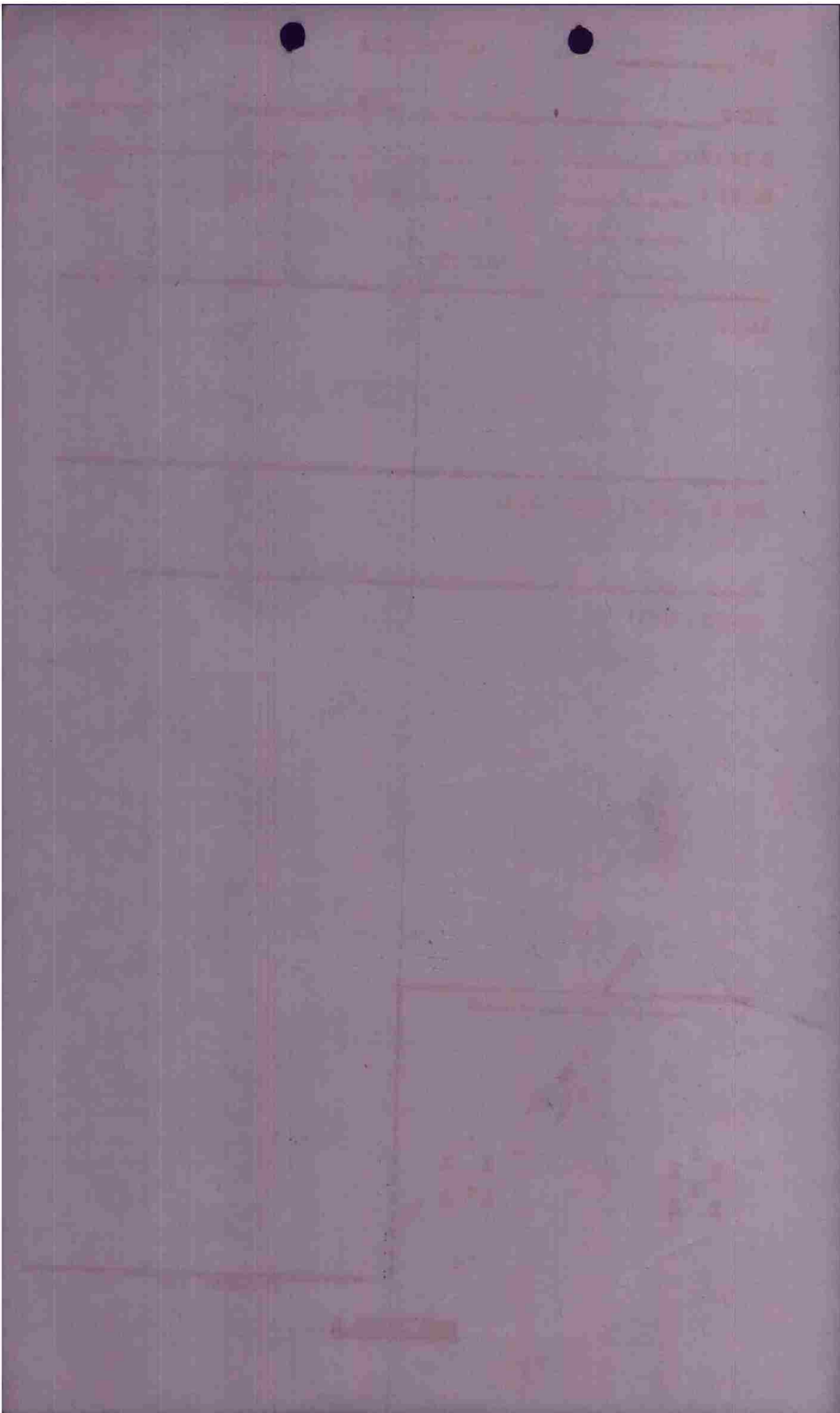
*1st run**Excellent pattern.**Camera ship - took pictures*

POSITION IN FORMATION

|   |   |   |   |   |   |
|---|---|---|---|---|---|
|   |   | X | ⊗ |   |   |
|   | X |   | X |   |   |
|   |   | X | ⊗ |   |   |
|   | X |   | X |   |   |
|   |   |   |   |   |   |
| X | X |   |   | X | X |
|   | X |   |   | X |   |
| X | X |   |   | X | X |

*Moved up**Luria*  
INTERROGATOR

CONFIDENTIAL





BOX

$\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$

JETTISONED

mil

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

$\begin{array}{ccc} & & X \\ & X & X \\ & X & X \\ & & X \\ X & X & \\ X & X & X \\ X & X & X \end{array}$

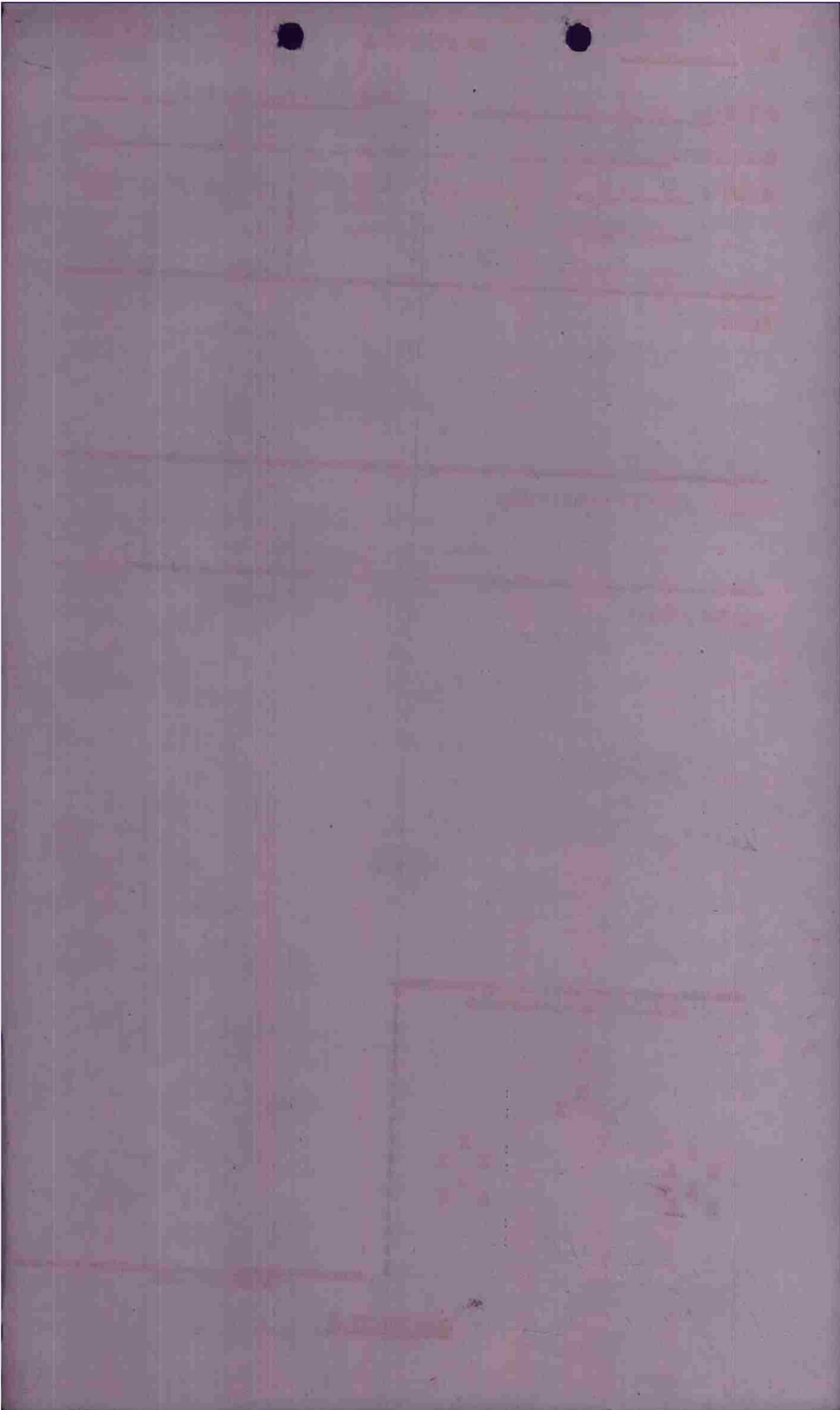
X X

X X

INTERROGATOR

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moved to #5  
2 ft in Box I  
due to ice windshields  
on take off - lost formation then found it  
and joined in this formation



F/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT CannonA/C# 218-CBOX 4

## CASUALTIES

| BOMBS : |              | BATTLE DAMAGE |       |     |
|---------|--------------|---------------|-------|-----|
|         |              | "A"           | "A-C" | "E" |
| 4       | X 1000 ON    |               |       |     |
|         | X RETURNED   |               |       |     |
|         | X JETTISONED |               |       |     |

FLAK:

10-15 miles beyond the target

## ENEMY AIRCRAFT ENCOUNTERS:

## OBSERVATIONS:

crew reported bombs in target movement within target.

## POSITION IN FORMATION

I. Bat

|  |     |   |  |  |
|--|-----|---|--|--|
|  | X   |   |  |  |
|  | (X) | X |  |  |
|  |     | X |  |  |
|  | X   | X |  |  |

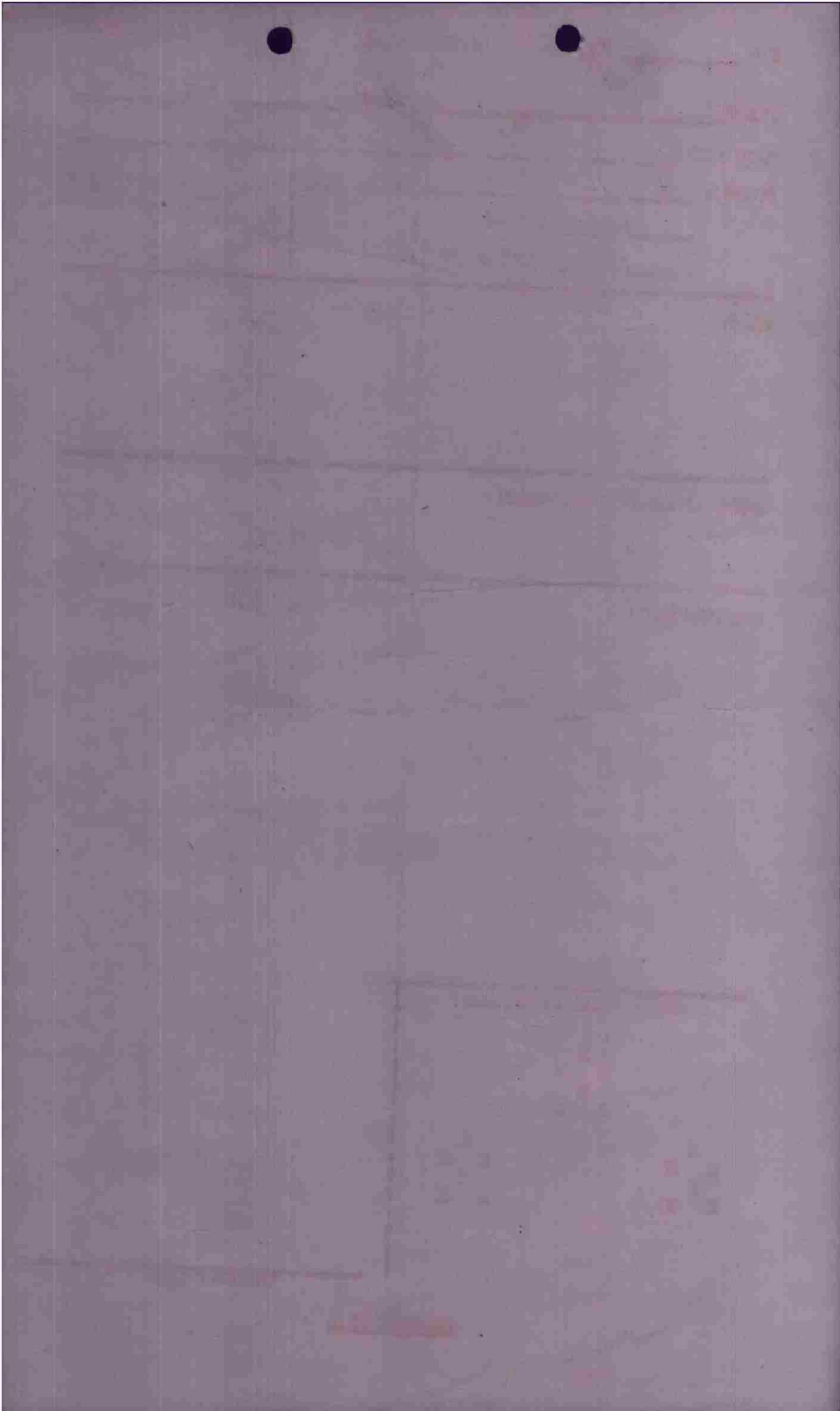
  

|   |   |  |   |   |
|---|---|--|---|---|
| X | X |  | X |   |
| X | X |  | X | X |
| X | X |  | X | X |

MAZ

INTERROGATOR

CONFIDENTIAL





FLAK.

OBSERVATIONS:

One bomb returned - rock malfunction.

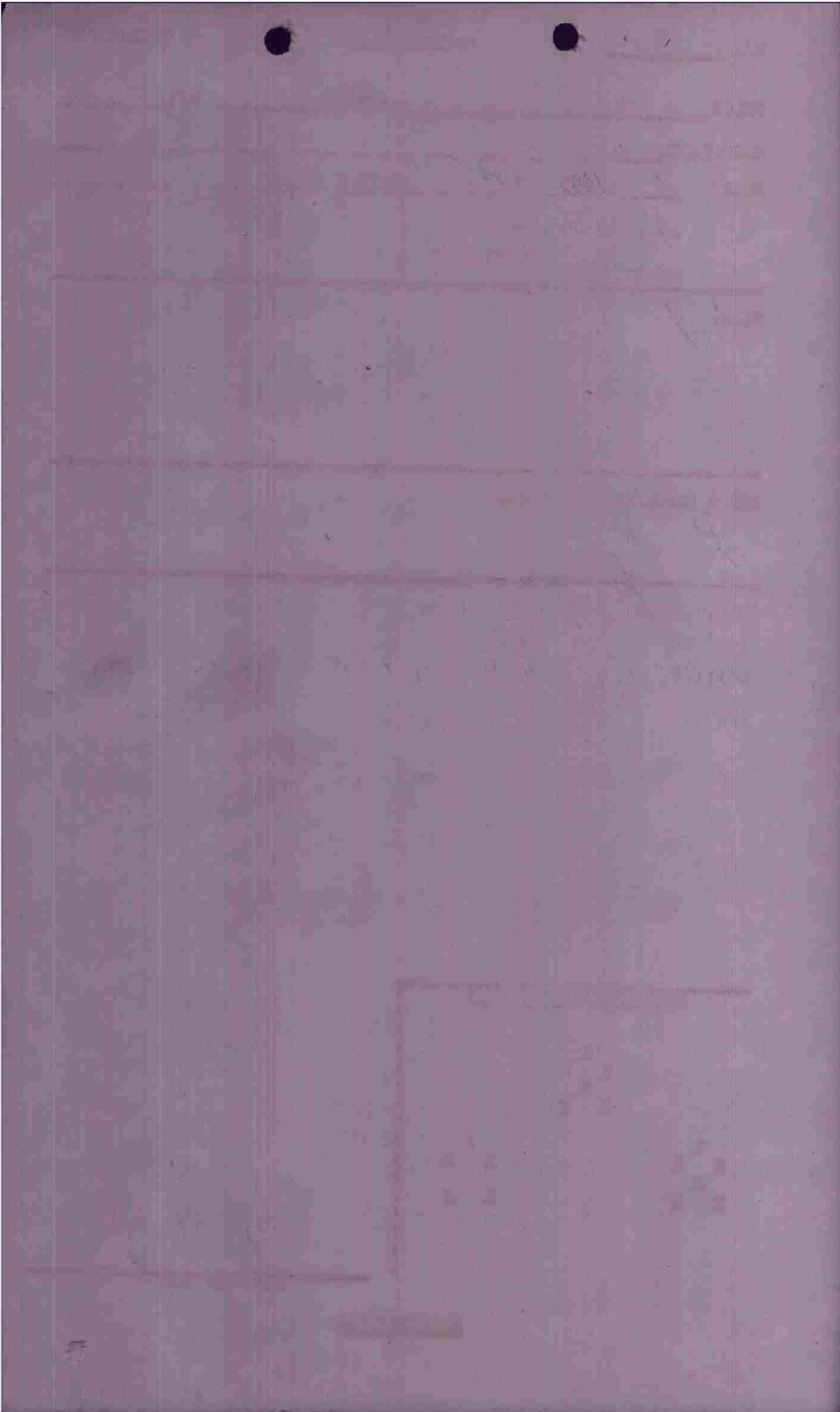
POSITION IN FORMATION

$\begin{array}{c} X \\ X \quad X \\ X \quad X \\ X \quad X \end{array}$

$\begin{array}{c} X \\ X \quad X \\ X \quad X \\ X \quad X \end{array}$

INTERROGATOR

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INTER. FORM

PILOT Remiszewski A/C# 313-B-1 BOX 4

CASUALTIES \_\_\_\_\_

| BOMBS :                       | ON         | BATTERY DAMAGE | "A-C" | "E" |
|-------------------------------|------------|----------------|-------|-----|
| <u>4</u> <u>X</u> <u>1000</u> |            |                |       |     |
| <u>X</u>                      | RETURNED   |                |       |     |
| <u>X</u>                      | JETTISONED |                |       |     |

FLAK: X

ENEMY AIRCRAFT ENCOUNTERS:

4- Black- FW 190 1000 ft Below,  
no encounter-

OBSERVATIONS:

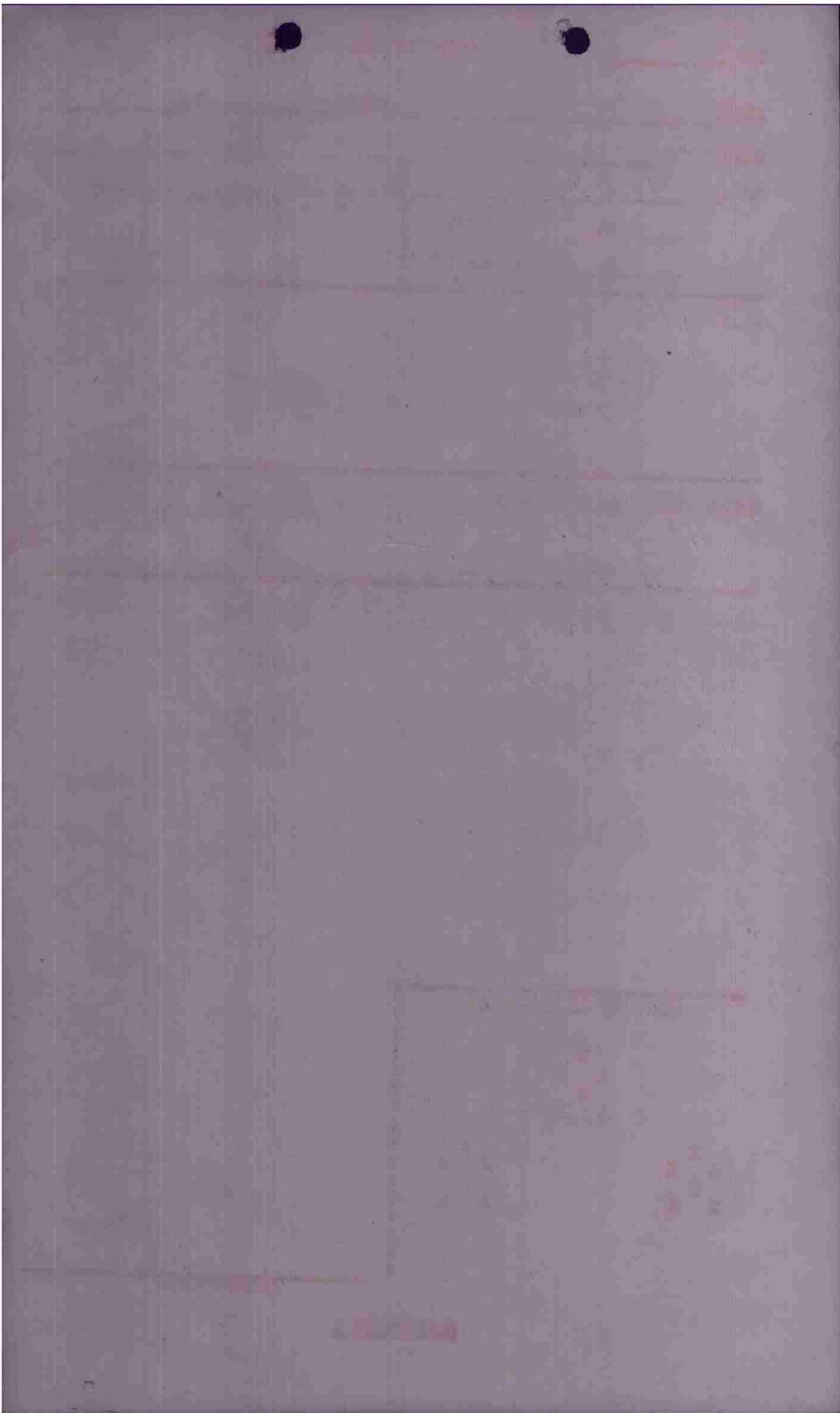
Bombs hit bridge -  
explosions seen after leaving target-  
No movement on ground-

POSITION IN FORMATION

|   |   |   |
|---|---|---|
|   | X |   |
| X |   | X |
|   | X |   |
| X |   | X |
|   |   |   |
|   |   |   |
|   |   |   |
| X | X | X |
| X | X | X |
| X | X | X |

T.W.S.  
INTERROGATOR

CONFIDENTIAL





F/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT AmesA/C# 209-17-1 BOX II

CASUALTIES

| BOMBS : | ON | RETURNED | JETTISONED | RECOVERED | REMARKS |
|---------|----|----------|------------|-----------|---------|
| 4       | X  | X        | X          |           |         |
|         |    |          |            |           |         |
|         |    |          |            |           |         |

FLAK: X

ENEMY AIRCRAFT ENCOUNTERS:-

4 Black - FW 190, 1000 ft below  
no encounter -

OBSERVATIONS:

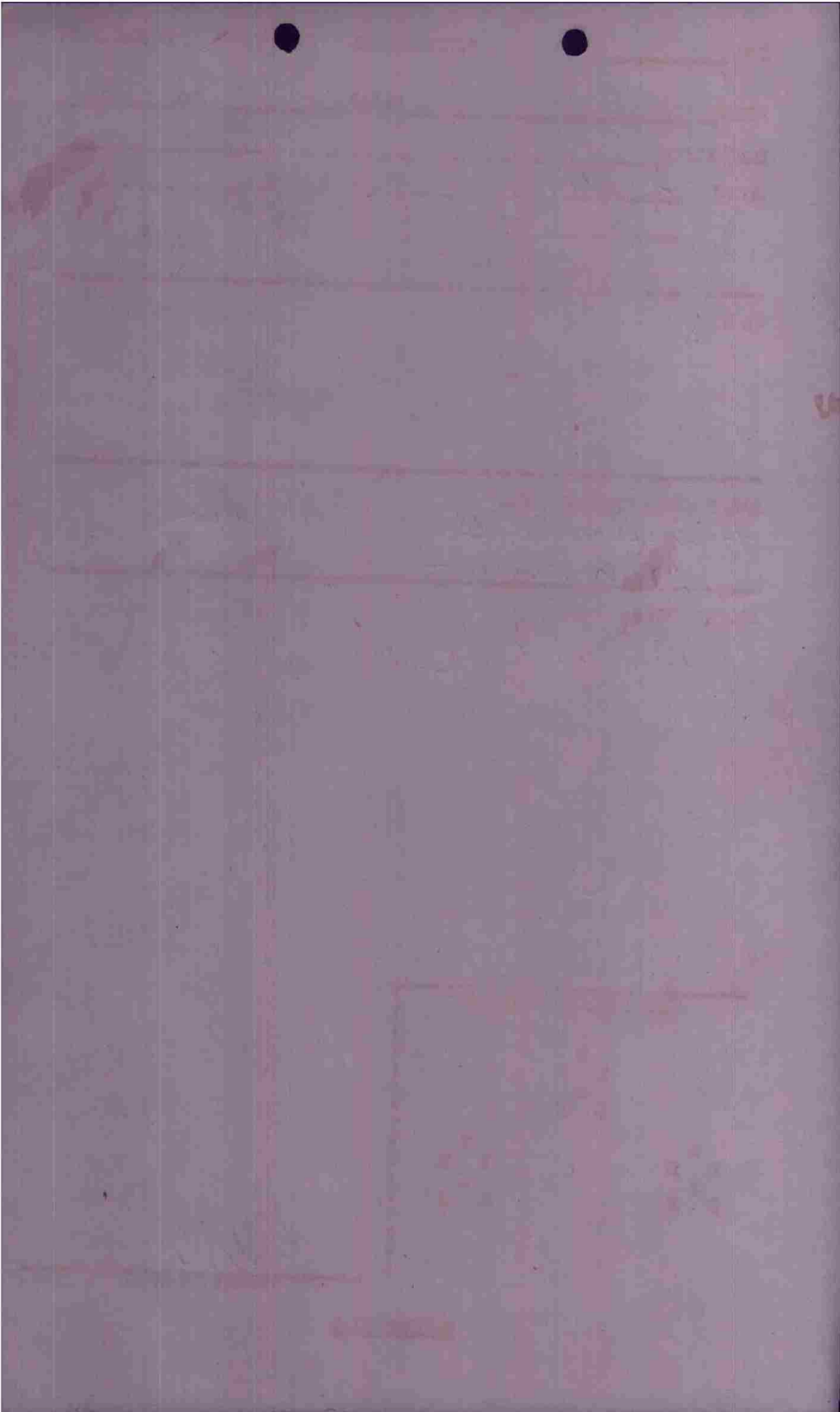
Bombs hit bridge

POSITION IN FORMATION

|   |   |   |   |   |
|---|---|---|---|---|
|   |   | X |   |   |
|   | X |   | X |   |
|   |   | X |   |   |
|   | X |   | X |   |
| X | X |   |   | X |
|   |   |   | X |   |
| X |   |   | X |   |

T. W. S.  
INTERROGATOR

CONFIDENTIAL



INTERFORM

PILOT Murray Alt 209 K Box 11

CASUALTIES:

|         |   |         |          |          |      |      |    |
|---------|---|---------|----------|----------|------|------|----|
| BOMBS : | 4 | X (100) | ON       | RECEIVED | DATE | TIME | BY |
|         | X |         | RETURNED |          |      |      |    |
|         | X |         | DETAINED |          |      |      |    |

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: Bombs on target - area in smoke which covered bridge -

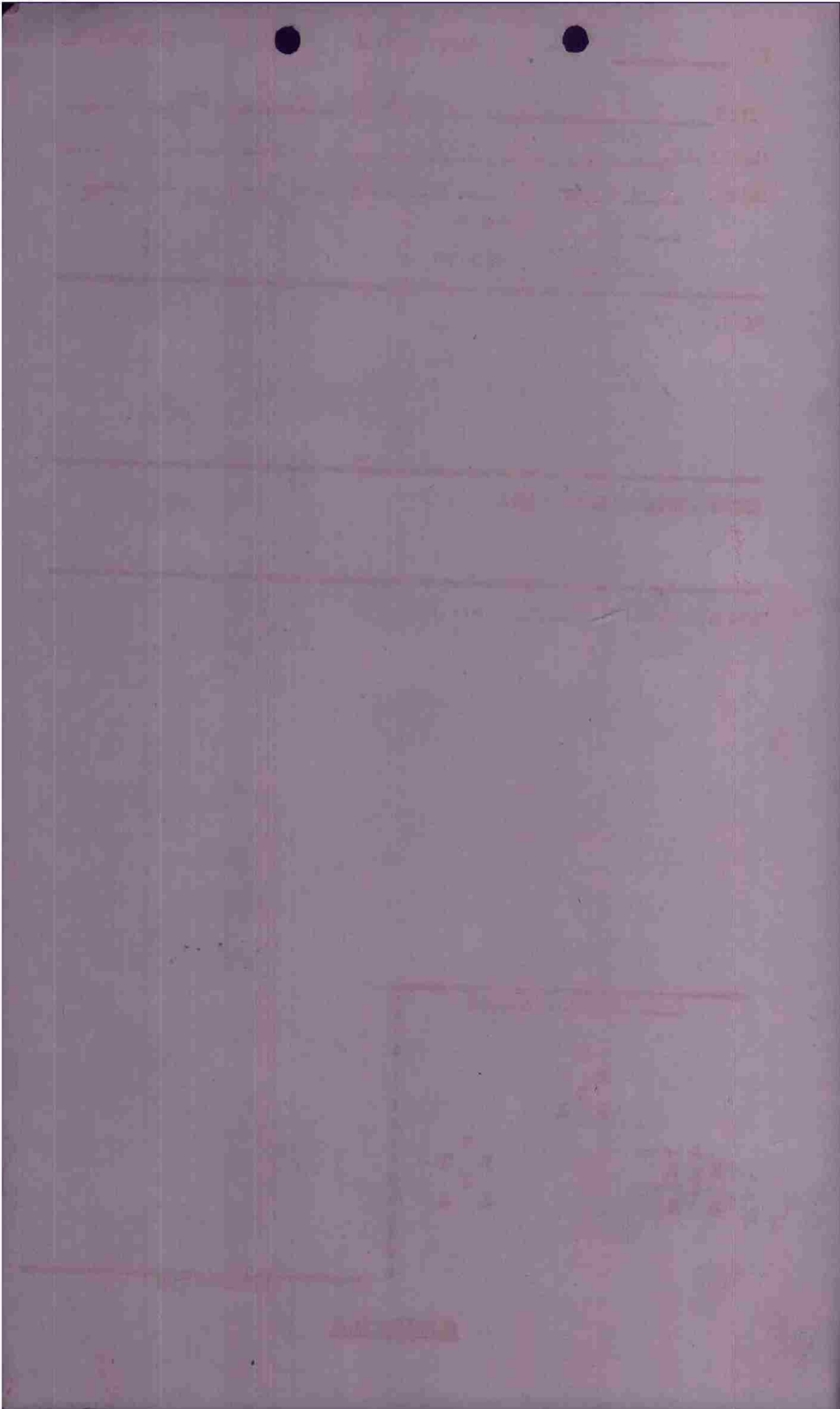
POSITION IN FORMATION

$$\begin{array}{c} X \\ X \quad X \\ X \\ X \quad X \end{array}$$

⑧ SPARE

INTERROGATOR

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F/O \_\_\_\_\_

CONFIDENTIAL

INTERROG FORM

PILOT

*Miller*

A/C#

*239-N*

BOX

*11*

CASUALTIES

BOMBS :

*4* *X* *1000*

ON

BATTLE DAMAGE

*X*

RETURNED

*X*

JETTISONED

FLAK:

*X*

ENEMY AIRCRAFT ENCOUNTERS:

*X*

OBSERVATIONS:

*Bombs hit in bridge area*

POSITION IN FORMATION

LOCATED BY ENCOUNTER:

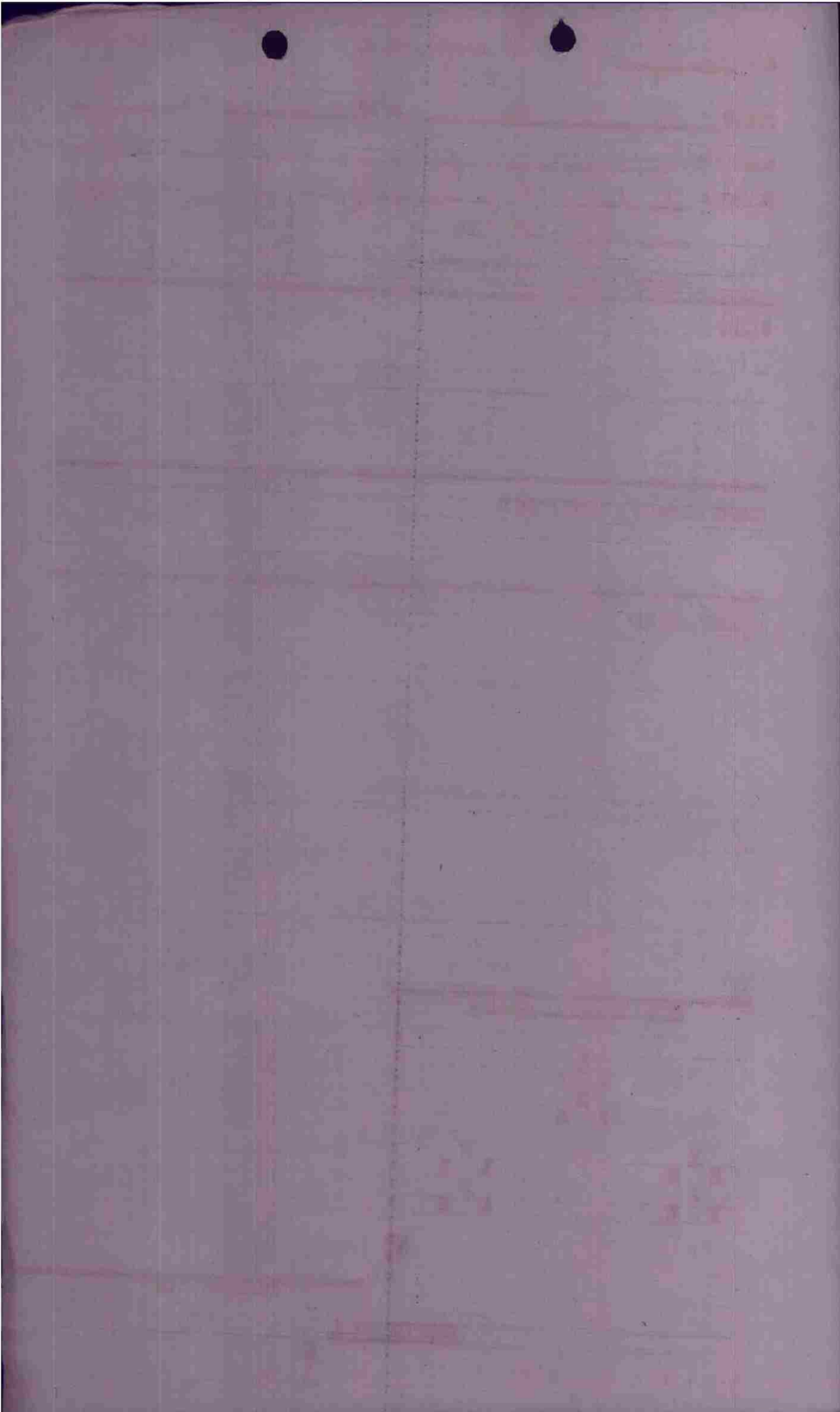
|   |   |
|---|---|
|   | X |
| X | X |
|   | X |
| X | X |

|   |   |
|---|---|
|   | X |
| X | X |
|   | X |
| X | X |

|   |   |
|---|---|
|   | X |
| X | X |
|   | X |
| X | X |

INTERROGATOR

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F/O \_\_\_\_\_

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INTER. FORM

PILOT ZeroA/C# 336 WBOX 11

CASUALTIES

BOMBS :

4 X 1000 LBS

BATTLES DAMAGE

X

RETURNED

X

DETAINED

FLAK:

none

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Hydraulic failure on landing  
Saw P47's below near I.P.  
dropped into smoke

FLAK:

no camera

POSITION IN FORMATION

ENEMY AIRCRAFT ENCOUNTERS:

X  
X X  
X  
X X

OBSERVATIONS:

X X  
X X  
X X

X  
X X  
X X  
(X) X

INTERROGATOR

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[illegible]

F/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT

*Mooney*

A/C#

*284-C*

BOX

*11*

CASUALTIES

BOMBS : *4* X *1000* ON

BATTLE DAMAGE

X

RETURNED

X

JETTISONED

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

*Results unobserved**Camera - took pic*

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X
  
```

```

    X
  X  X
    X
  X  X
  
```

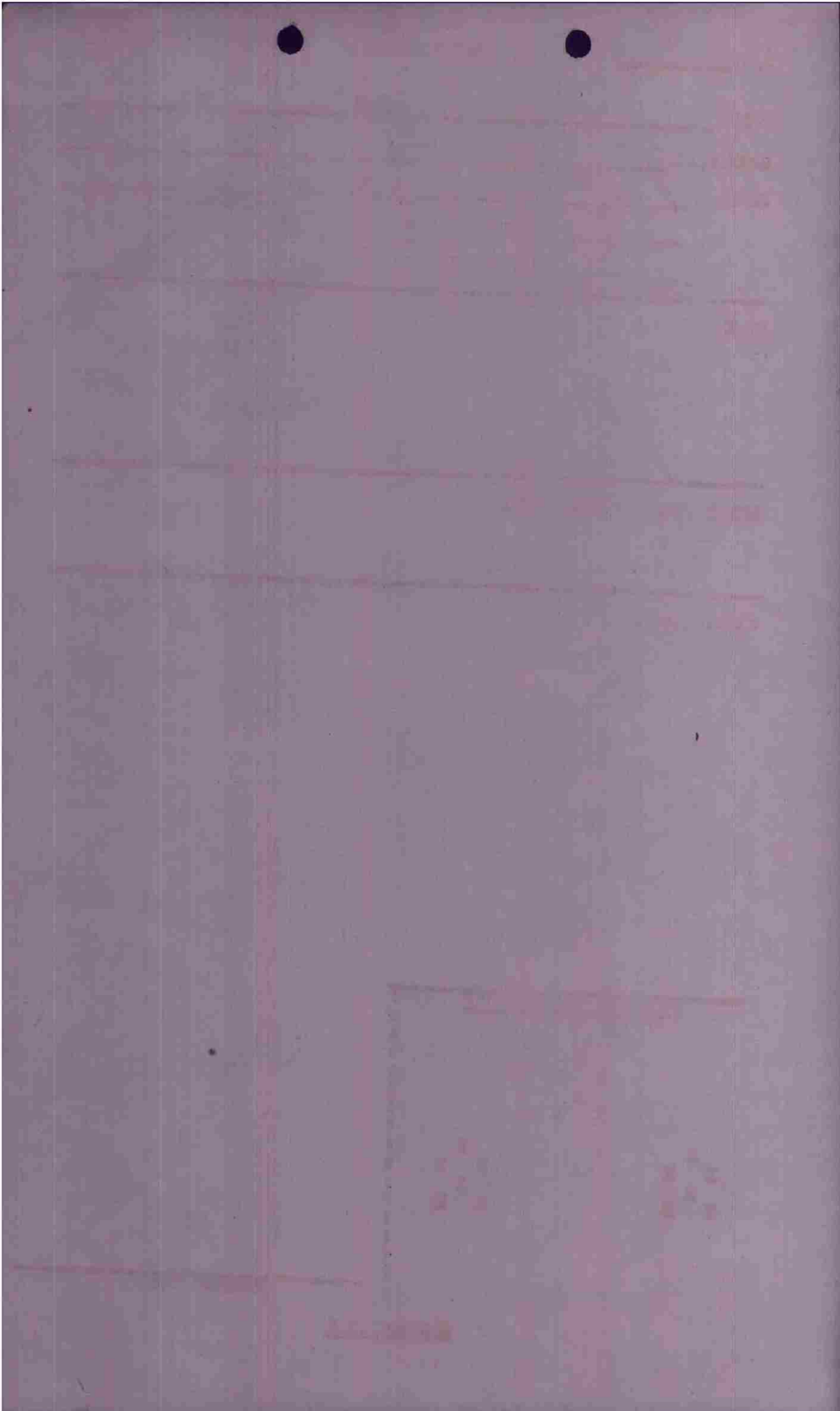
```

      X
    X  X
      X
    X  (X)
  
```

*Pink*  
INTERROGATOR

CONFIDENTIAL





F/O \_\_\_\_\_

CONFIDENTIAL

INTERFORM

PILOT Merchant A/C# 250-4 BOX 2

CASUALTIES

| BOLBS : | 4 | X | 1000 | ON | Re         | MAILED DAMAGE | MAILED | MAILED |
|---------|---|---|------|----|------------|---------------|--------|--------|
|         | X |   |      |    | RETURNED   |               |        |        |
|         | X |   |      |    | JETTISONED |               |        |        |

FLAK:

*far off to cut and turn off.*

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

*one on left on horizon, short**miss switch on landing gear.*

POSITION IN FORMATION

ENEMY AIRCRAFT ENCOUNTERS:

|   |   |
|---|---|
|   | X |
| X | X |
|   | X |
| X | X |

*II*

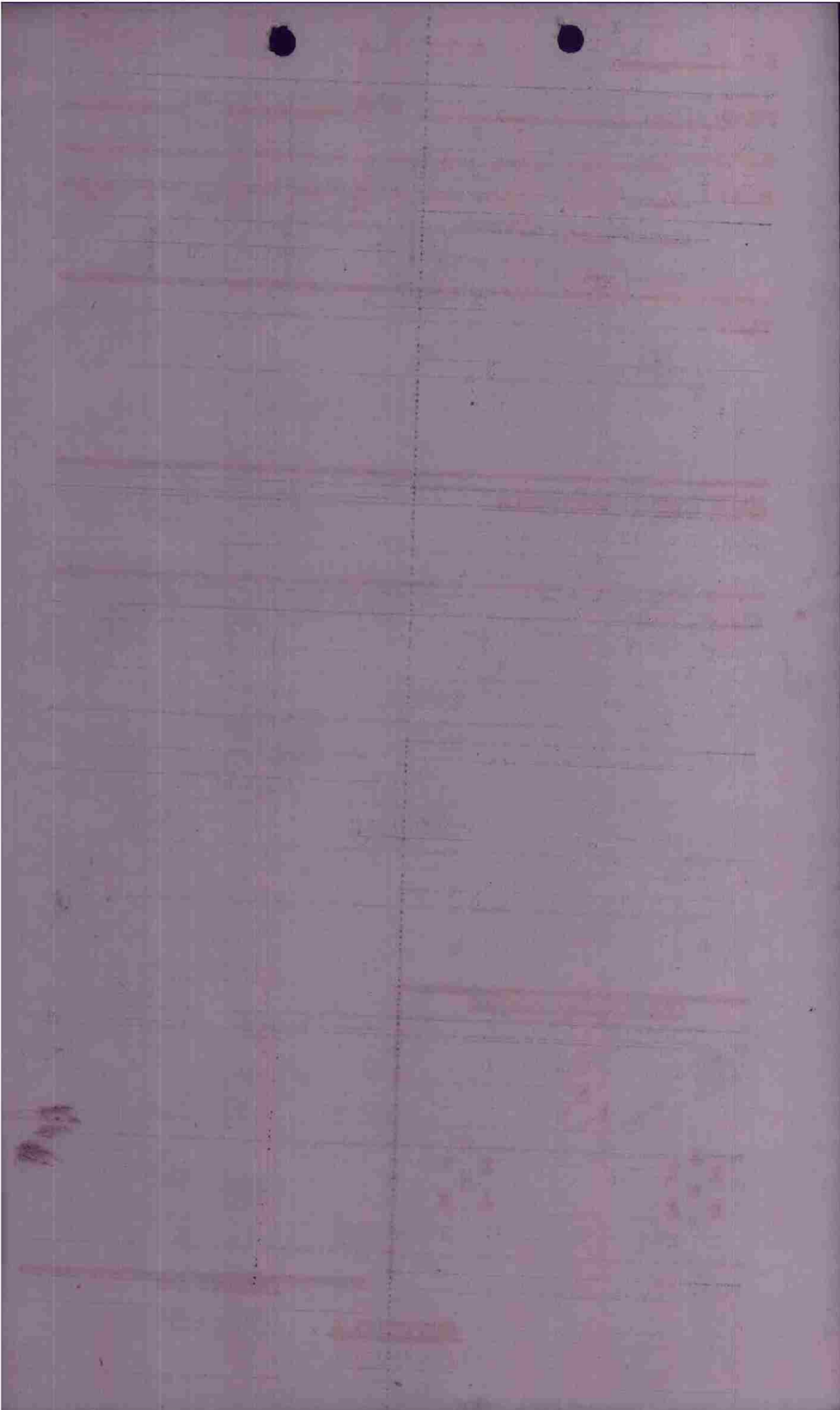
ENEMY AIRCRAFT ENCOUNTERS:

|   |   |
|---|---|
| X | X |
| X | X |
| X | X |

|     |   |
|-----|---|
|     | X |
| X   | X |
| (X) | X |
| X   | X |

INTERROGATOR

CONFIDENTIAL



F/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT Stright A/C# 214-B BOX II

CASUALTIES \_\_\_\_\_

| BOMBS :                                 | RETURNED | JETTISONED | BATTLE DAMAGE | "A-C"    | "E"      |
|-----------------------------------------|----------|------------|---------------|----------|----------|
| <u>4</u> <u>X</u> <u>1000</u> <u>Pr</u> | <u>X</u> | <u>X</u>   | <u>X</u>      | <u>X</u> | <u>X</u> |
|                                         |          |            |               |          |          |
|                                         |          |            |               |          |          |

FLAK: \_\_\_\_\_

ENEMY AIRCRAFT ENCOUNTERS: \_\_\_\_\_

OBSERVATIONS: \_\_\_\_\_

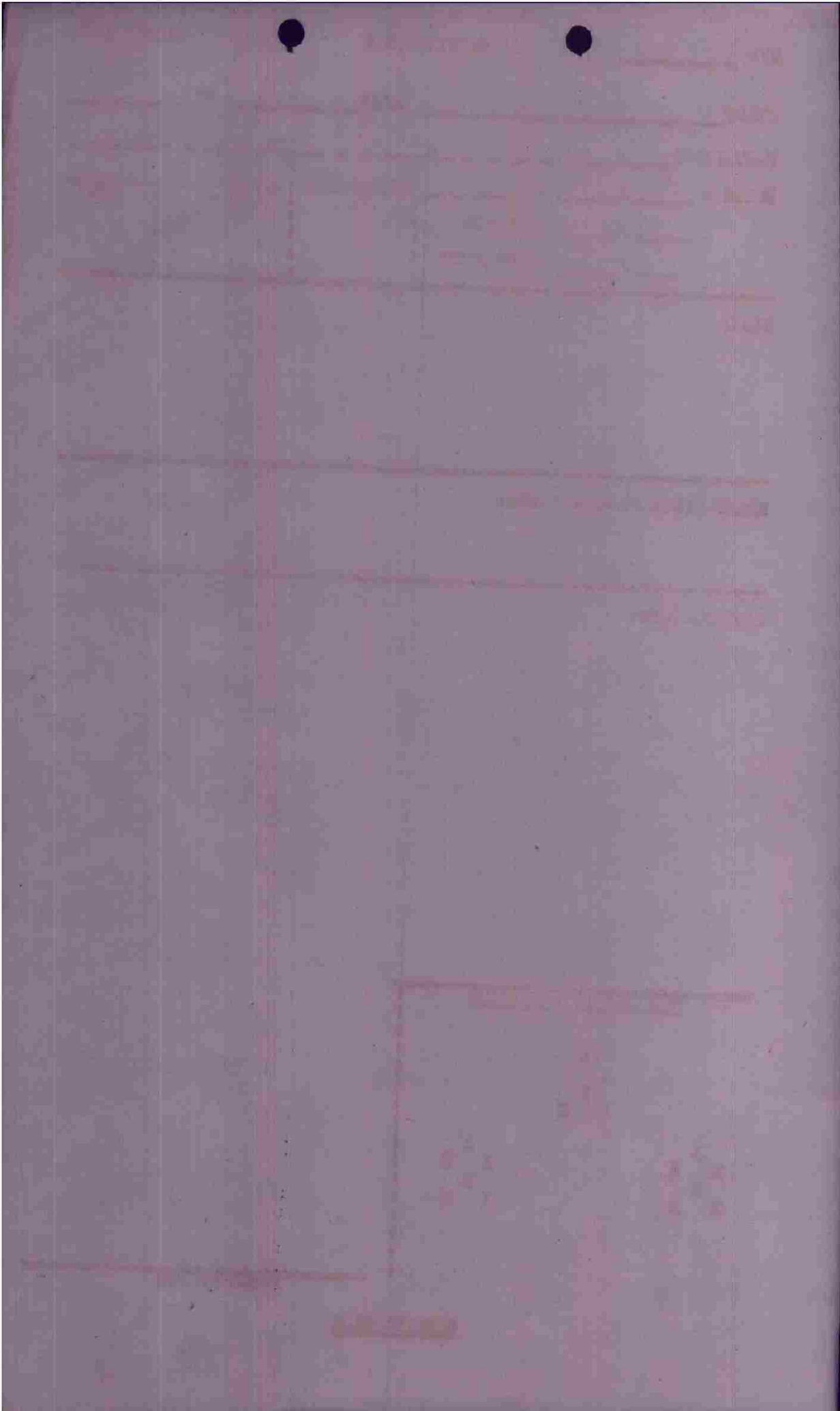
*... in S. side of ...*  
*One plane - after left tail*  
*dropped out of formation*  
*& pp.*

POSITION IN FORMATION

|   |   |   |   |   |
|---|---|---|---|---|
|   |   | X |   |   |
|   | X | X | X |   |
|   | X | X | X |   |
|   | X | X | X |   |
| X | X |   |   | X |
| X | X |   |   | X |
| X | X |   |   | X |

INTERROGATOR

CONFIDENTIAL





CASUALTIES

| BOMBS :  | ON       | RETURNED | RETURNED | RETURNED | RETURNED |
|----------|----------|----------|----------|----------|----------|
| 4 X 1000 |          |          |          |          |          |
| X        | RETURNED |          |          |          |          |
| X        | RETURNED |          |          |          |          |

FLAK:

Heavens off largest at another foundation.

ENEMY AIRCRAFT ENCOUNTERS:

nil. (not our account either)

OBSERVATIONS :

Smoke & haze when we arrived  
pattern fell in good cluster.

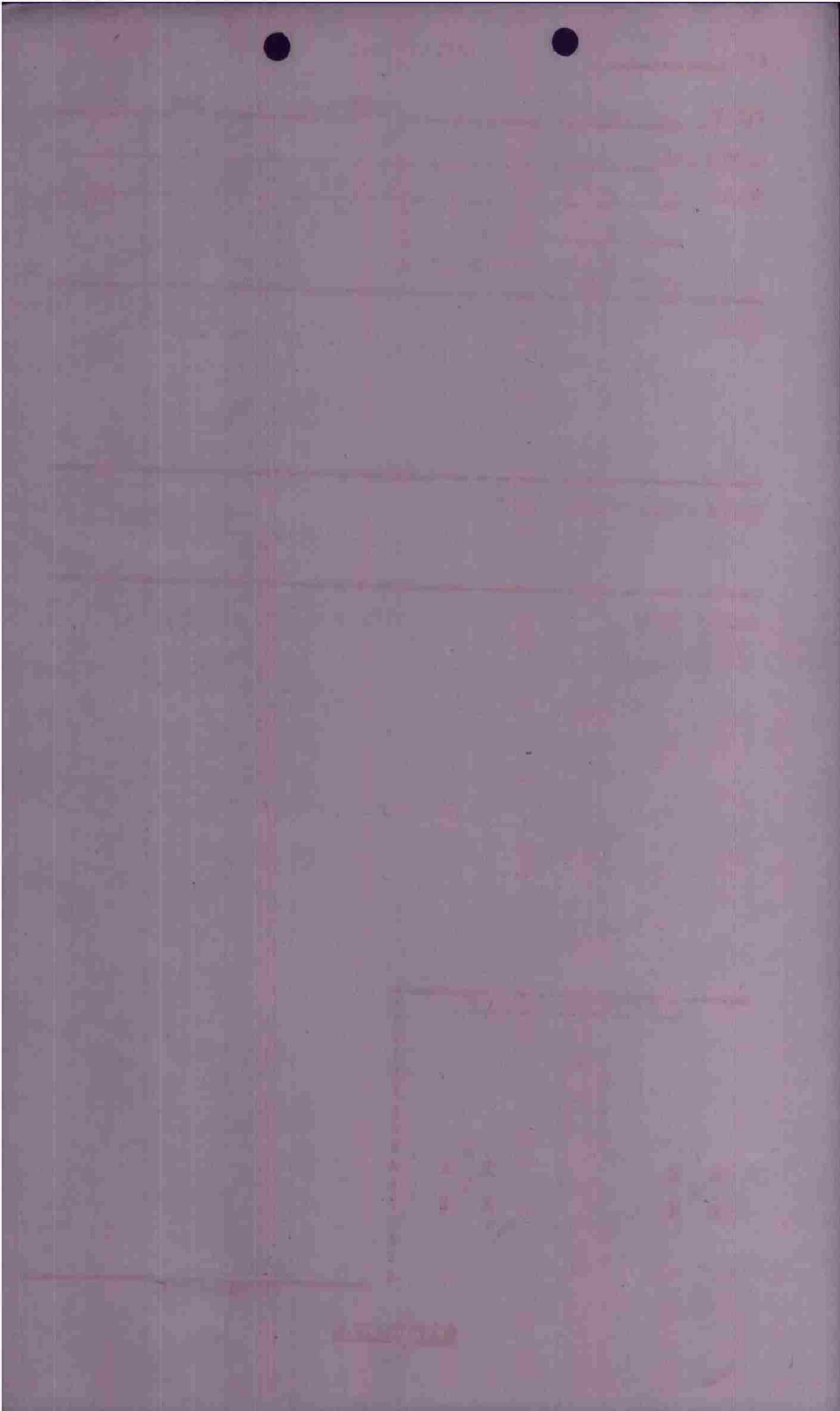
Weather abt same as here - 5/10 est.  
send.

POSITION IN FORMATION

$$\begin{array}{ccc} & X & \\ X & & X \\ & X & \\ X & & X \end{array}$$

INTERROGATOR

CONFIDENTIAL



BOX II

ON

CRISTINA D. HALL

X

RETURNED

7

JETTISONED

mil.

Wm.

Bamboo joined X across bridge  
good results.

POSITION IN FORMATION

$$\begin{array}{ccc} & X & \\ X & & X \\ & X & \\ X & & X \end{array}$$

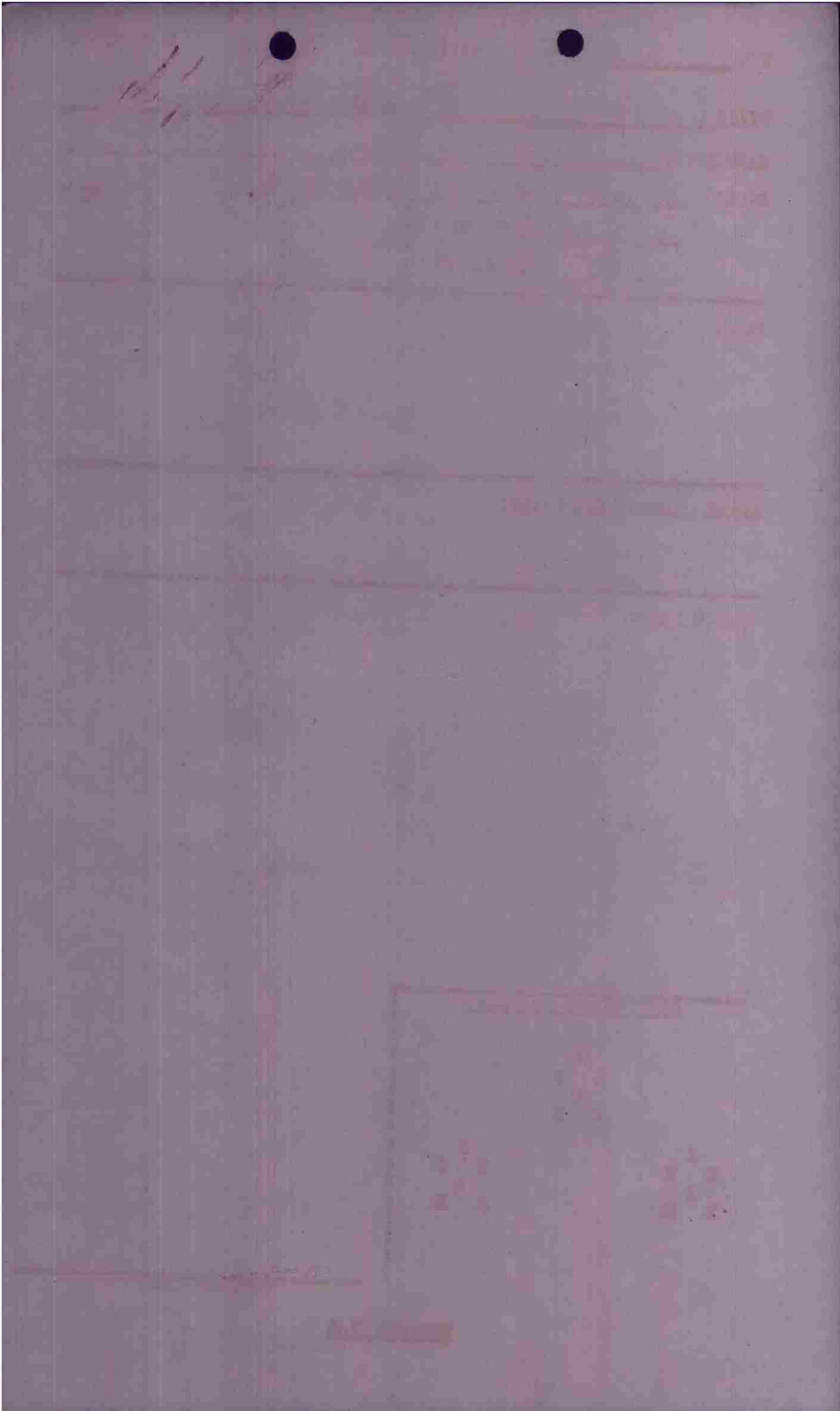
X  
X X  
X  
X X

X X  
X X  
X X

Shuler

INTERROG. TOR

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F/O \_\_\_\_\_

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INTER. FORM

PILOT

*Monroe*

A/C#

*173-W*

BOX

*III*

CASUALTIES

BOMBS :

*4**X 510*

ON

*prim*

BATTLE DAMAGE

*X*

RETURNED

*X*

JETTISONED

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

*of only first flt. made 2nd run - we bombed sixth. Seventh flt. in trail on the first run & bombed on first run first bomb hit short on right side and pattern covered bridge to the center.*

POSITION IN FORMATION

```

      (X)
     X  X
      X  X
     X  X

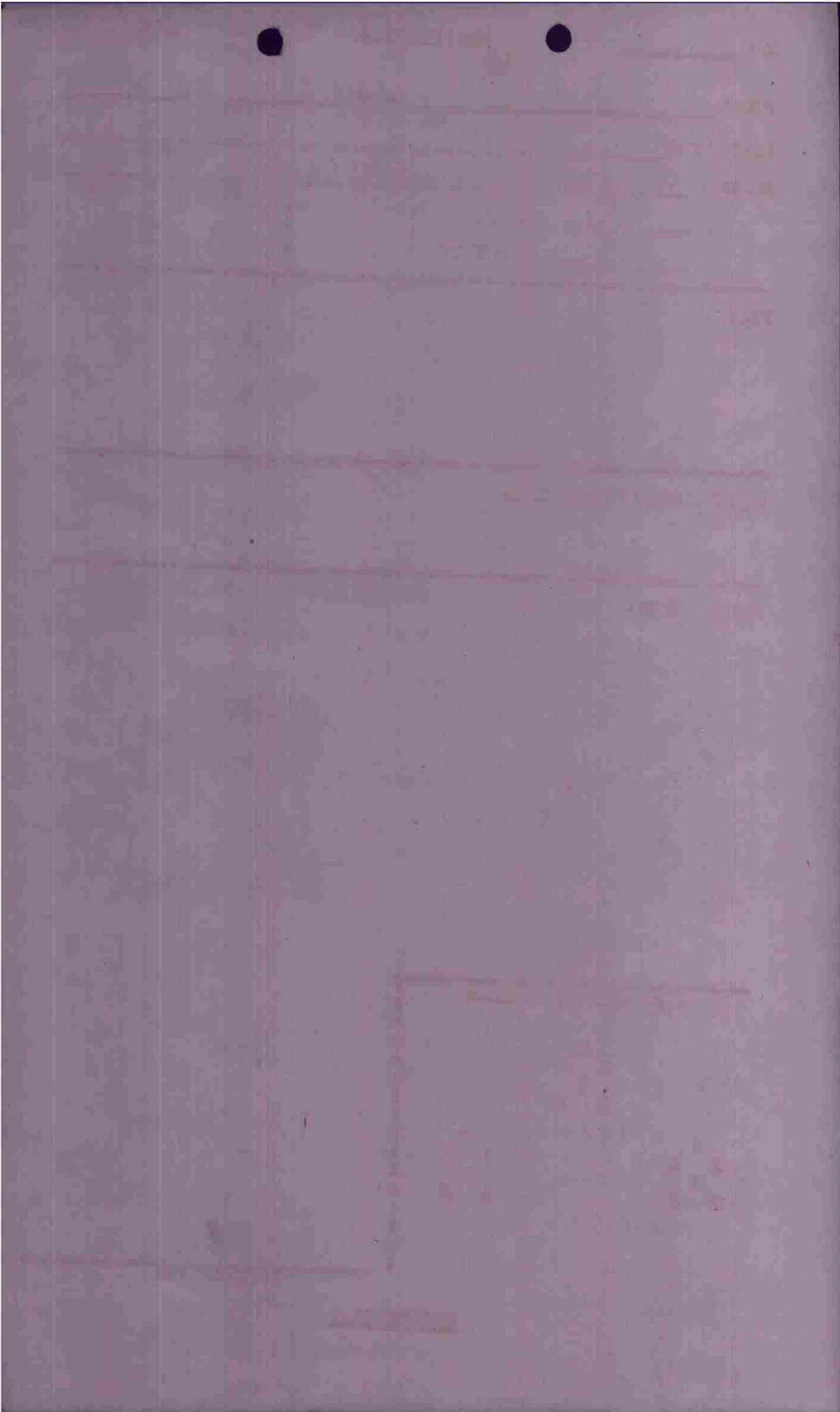
X  X
X  X
X  X

      X
     X  X
      X  X
     X  X
  
```

INTERROG. TOR

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E/O \_\_\_\_\_

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INTERROG. FORM

PILOT

*Popeney*

A/C#

*235-M*

BOX

*III*

CASUALTIES

| BOMBS : |  | ON        | GRAVITY DAMAGE | ON | ON |
|---------|--|-----------|----------------|----|----|
| X       |  |           |                |    |    |
| X       |  | RETURNED  |                |    |    |
| X       |  | JECTIONED |                |    |    |

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

*No 44*

POSITION IN FORMATION

|   |   |   |     |  |
|---|---|---|-----|--|
|   |   | X |     |  |
|   | X |   | X   |  |
|   |   | X |     |  |
|   | X |   | (X) |  |
|   |   | X |     |  |
|   |   |   |     |  |
| X | X |   |     |  |
|   |   | X |     |  |
| X | X |   |     |  |
|   |   |   |     |  |

INTERROGATOR

CONFIDENTIAL



E/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT

*Barausky*

A/C#

*296-D*

BOX

*III*

CASUALTIES \_\_\_\_\_

BOMBS :

*X*

ON

BATTLE DAMAGE

*X*

RETURNED

*X*

JETTISONED

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

```

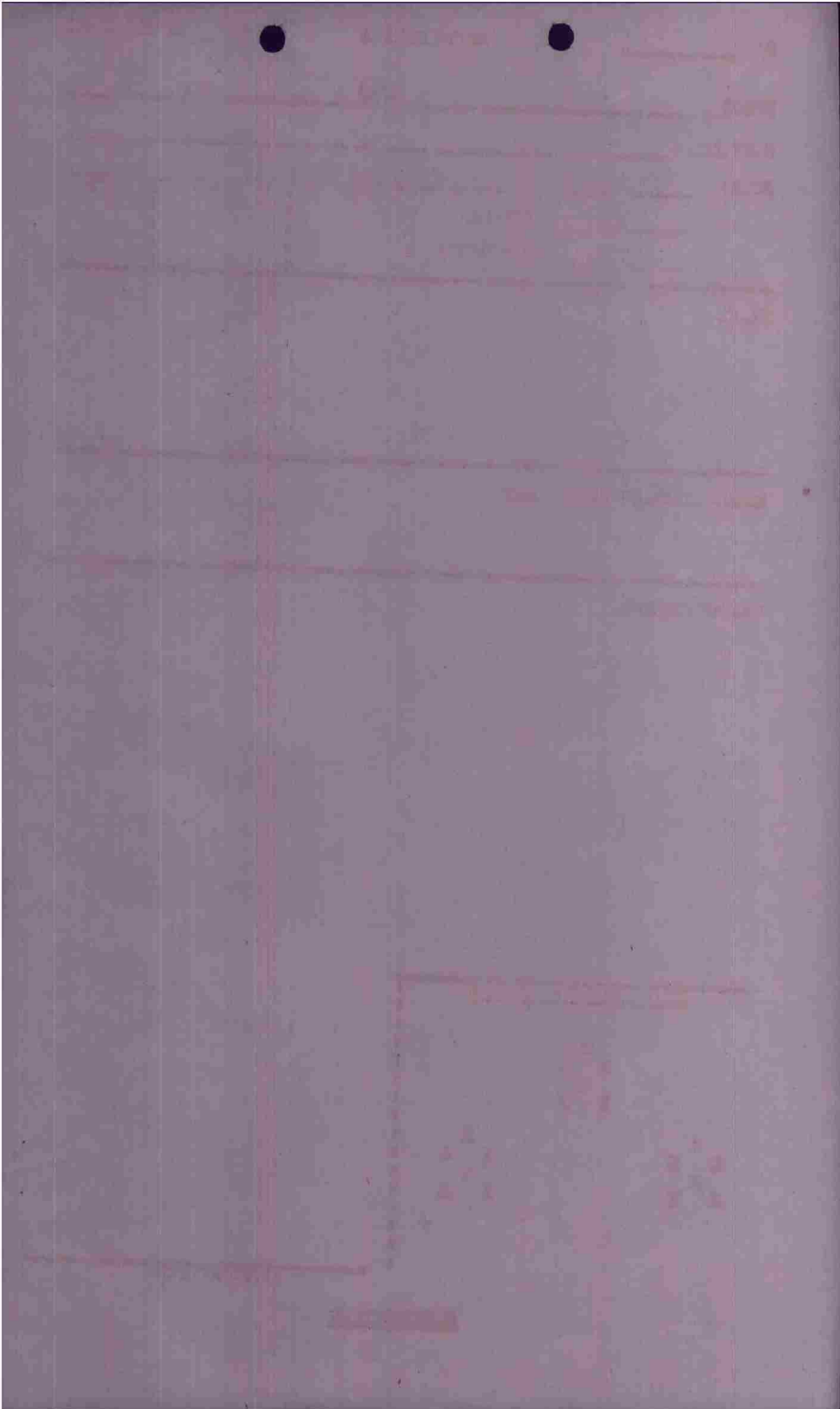
      X
    (X) X
      X
    X  X
  
```

```

      X
    X  X
      X
    X  X
  
```

INTERROGATOR

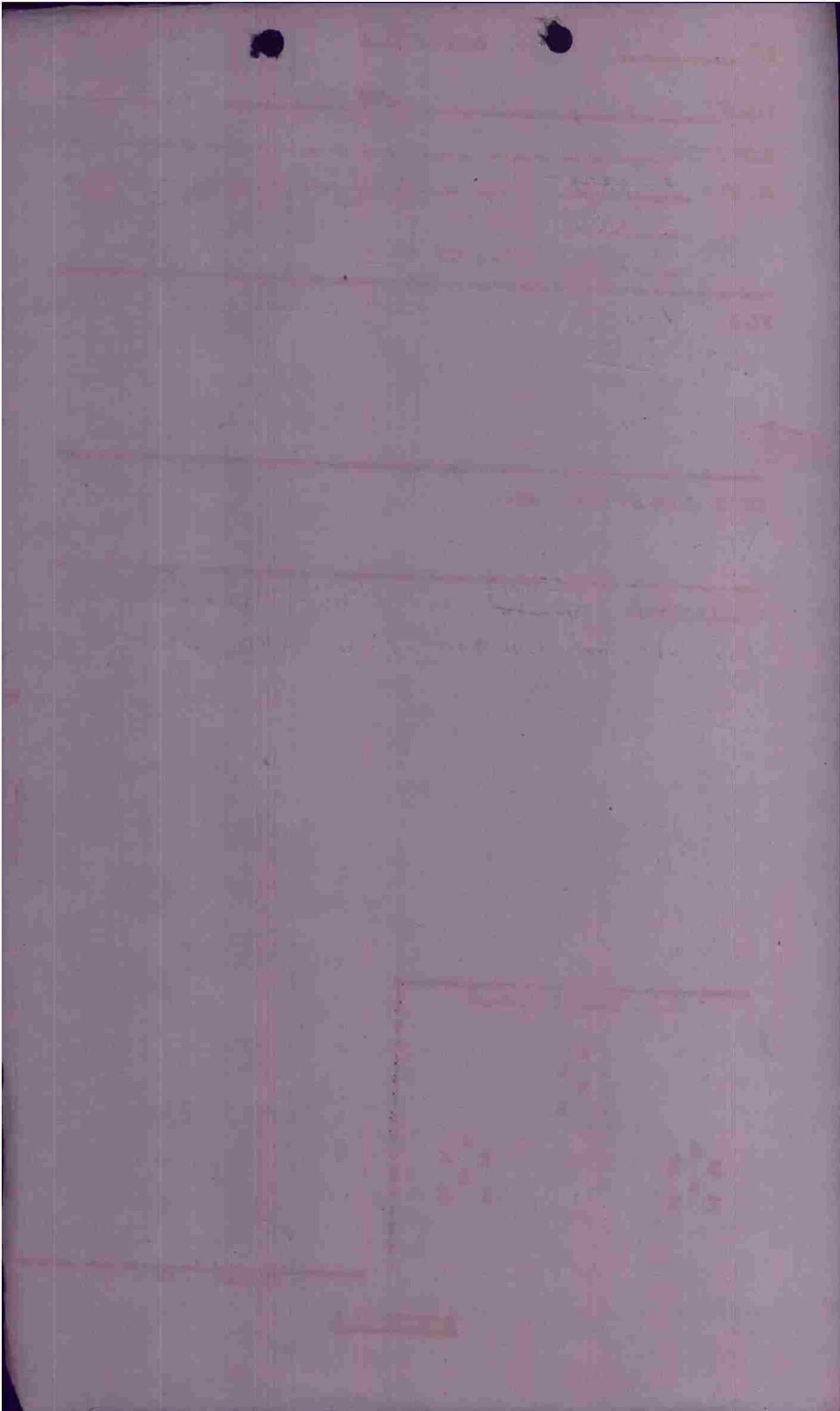
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### CASUALTIES

THIS PAGE DECLASSIFIED IAW EO12958



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CONFIDENTIAL

INTER. FORM

PILOT

*Murphy*

A/C#

*315-L*

BOX

*11*

CASUALTIES

BOMBS :

*4**X**1000*

ON

*Primary*

BATTLE DAMAGE

*X*

RETURNED

*nil**X*

JETTISONED

FLAK:

*nil*

ENEMY AIRCRAFT ENCOUNTERS:

*nil*

OBSERVATIONS:

*127 min.**Excellent pattern.*

POSITION IN FORMATION

```

      X
    X   X
      X
    X   X
  
```

```

      X
    X   X
      X
    X   X
  
```

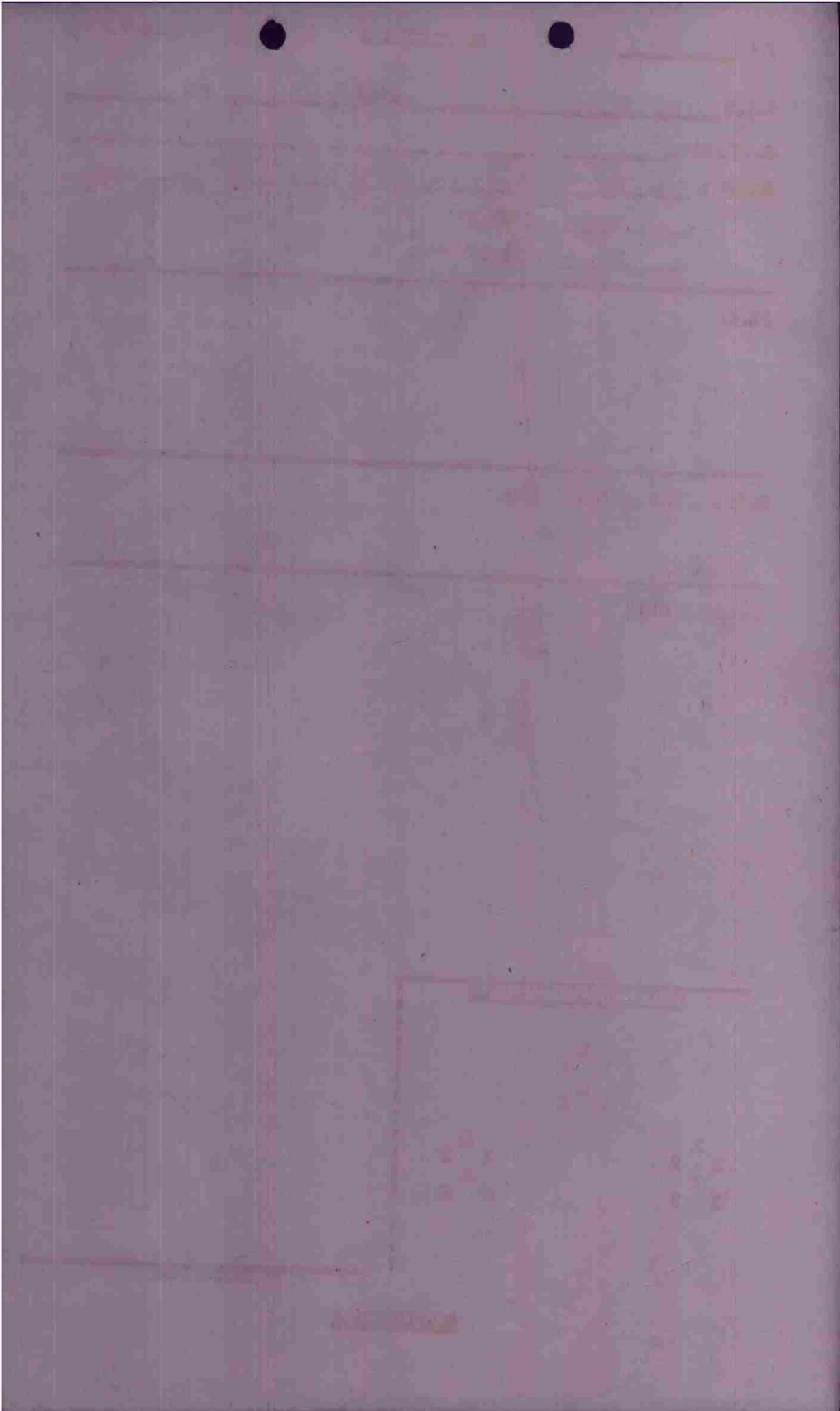
```

      X
    X   X
      X
    X   X
  
```

INTERROGATOR

*moved up to #2*  
*Position*

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F/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT SingletaryL/C# 227-2BOX IIICASUALTIES nil

BOLBS :

X

ON

BATTLE DAMAGE

X

A-C

E

4

X

1000

RETURNED

X

JETTISONED

nil

FLAK:

nil

ENEMY AIRCRAFT ENCOUNTERS:

nil

OBSERVATIONS:

nil

Says

33 ~~41~~ 6did this  
too.

Flew under # 4 man (i.e.  
# 7 position - don't know  
what flight or what box of  
410<sup>th</sup> (?) formation. There  
were 7 planes in this  
flight

POSITION IN FORMATION

```

  X
X  X
  X
X  X

```

```

  X
X  X
  X
X  X

```

```

  X X
X  X
  X X

```

Weather - no low clouds.  
Hazy, but I ~~didn't~~ <sup>couldn't</sup>  
know why they didn't  
drop. Left A-20 formation  
about 30 miles NE

Wheels wouldn't come up on

T/O - circled - got them

up - lost formation meanwhile.

Then joined 410<sup>th</sup> &(checked)  
nil

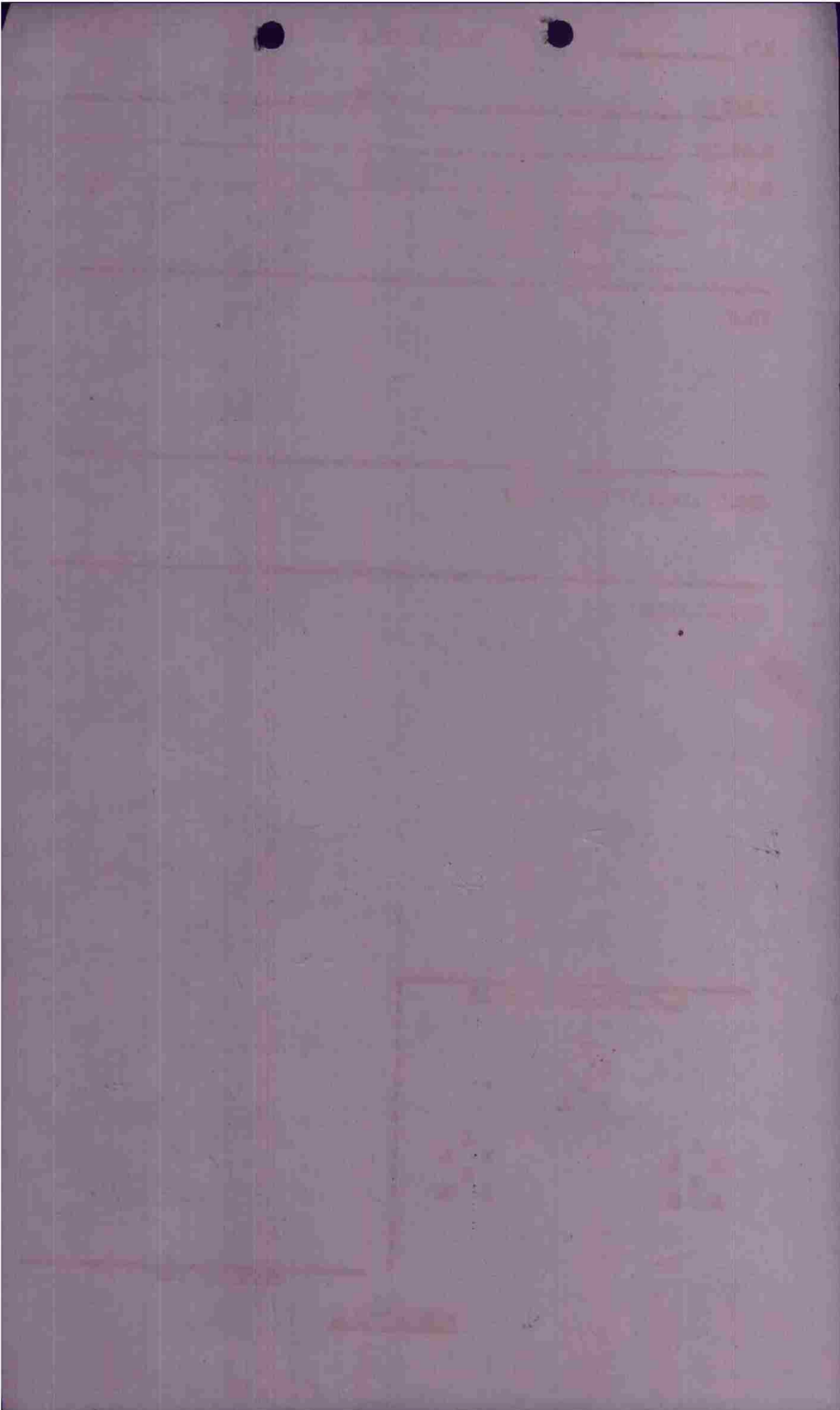
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went with them

wherever they went - but  
they didn't drop after 2 runs.

INTERROGATOR





E/O \_\_\_\_\_

CONFIDENTIAL

INTER. FORM

PILOT JohnsonA/C# 307-NBOX IIICASUALTIES nil

BOMBS :

4 X 1000 ON Parving : BATTLE DAMAGE

|   |           |   |            |   |   |
|---|-----------|---|------------|---|---|
| X | RETURNED  | : | <u>nil</u> | : | : |
| X | DETROINED | : | :          | : | : |

FLAK:

nil

ENEMY AIRCRAFT ENCOUNTERS:

nil

OBSERVATIONS:

1st run  
no friendly or enemy A/C seen  
over target.

Excellent bombing on target.

POSITION IN FORMATION

```

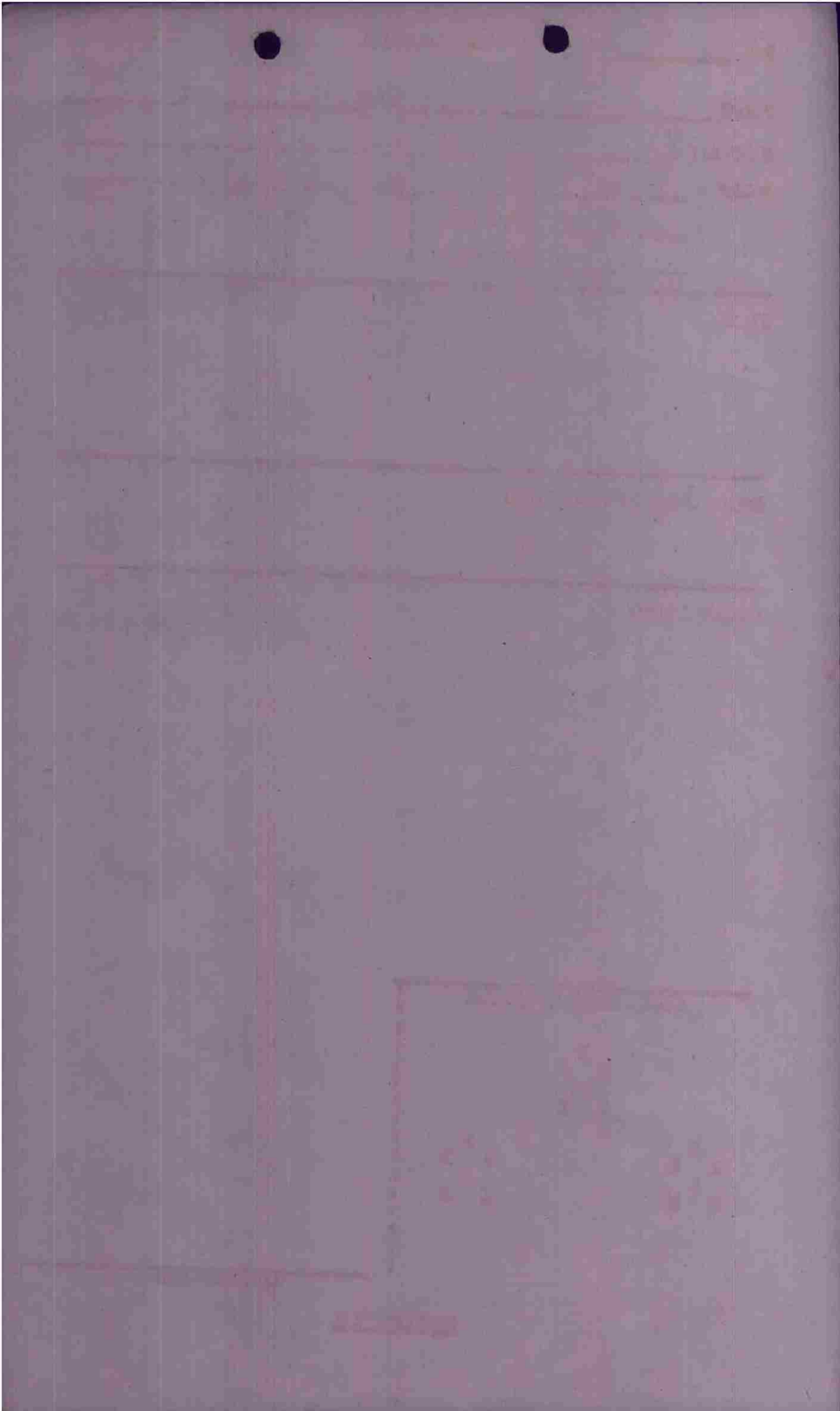
      X
     X (X)
      X
     X
    X  X

  X   X
 X   X
X   X

      X
     X
    X
  
```

Twiss  
 INTERROGATOR

CONFIDENTIAL



F/O \_\_\_\_\_

CONFIDENTIAL

INTERFORM

PILOT WarrenA/C# 217-LBOX III

CASUALTIES \_\_\_\_\_

nil

BOMBS :

X

ON

BATTLE DAMAGE

WZC

A-C

WZC

4 X 1000 RETURNEDnil# X 20 JETTISONED

FLAK:

nil

ENEMY AIRCRAFT ENCOUNTERS:

nil

OBSERVATIONS: Reason ~~it~~ for not bombing. Pilot ~~over~~  
 Did not see leader's bombs drop.

1140 - Stationary convoy - vehicles parked on  
 both sides of road. no markings  
 observed - 35-40 BS trailer type  
 vehicles.

POSITION IN FORMATION

```

      X
    (X) X
      X
    (X) X
      X
  X   X
X   X X
X   X
X   X
  
```

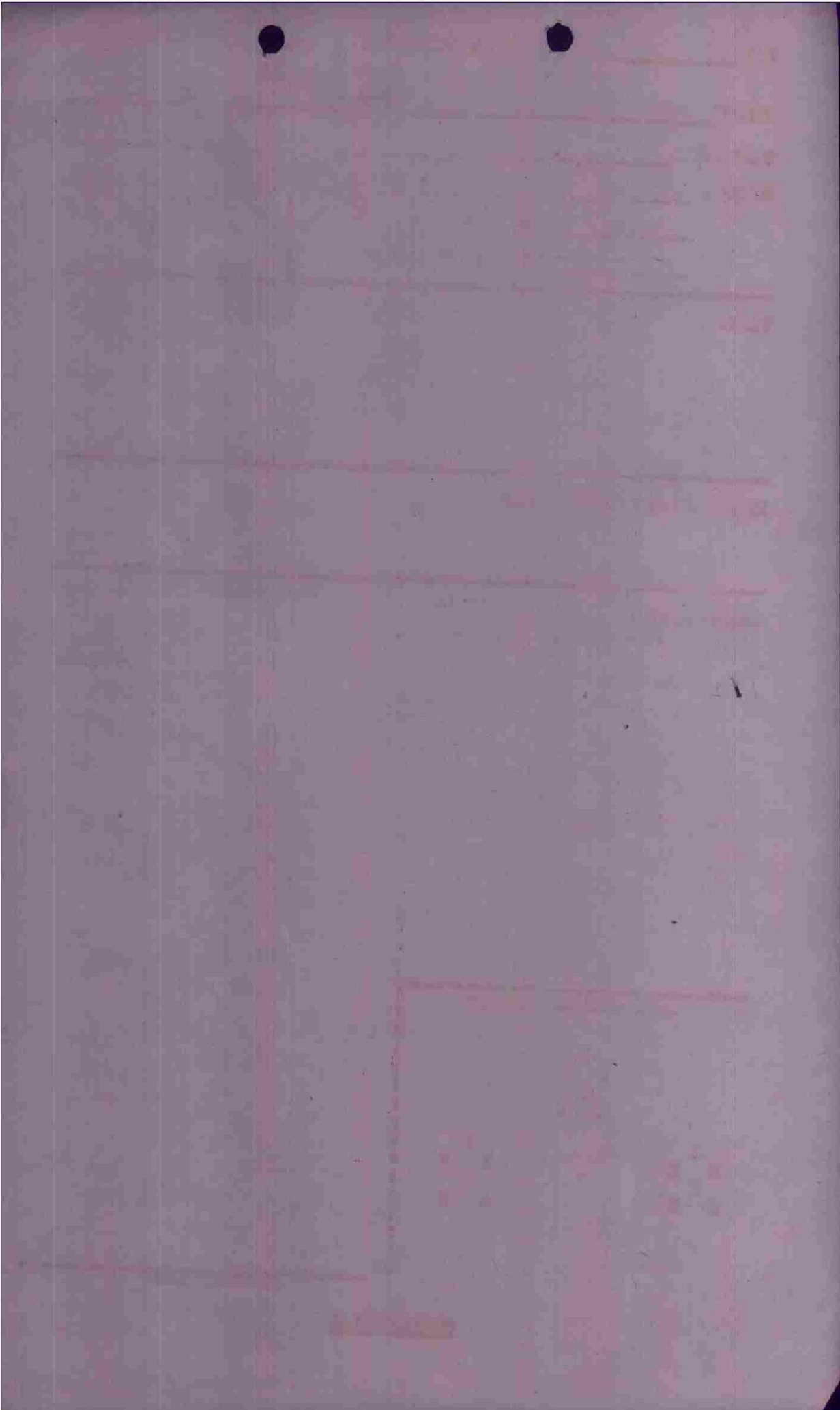
```

      X
    X X
      X
    X X
  
```

moved up to # 3  
 position due  
 to aborts

Lusia  
 INTERROGATOR

CONFIDENTIAL





F/O \_\_\_\_\_

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INTER. FORM

PILOT

*Atkinson*A/C # *076-Q*BOX *III*

CASUALTIES

BOMBS : *4* X *500* ON

BATTLE DAMAGE

X

RETURNED

X

JETTISONED

FLAK:

*none*

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

*dropped into smoke - bombed 7th**2nd flight of 3rd box**076-Q**Atkinson**235M**Popeney**212K**Hall**315L**Murphy**Popeney had camera*

POSITION IN FORMATION

|   |   |   |
|---|---|---|
|   | X |   |
| X |   | X |
|   | X |   |
| X |   | X |

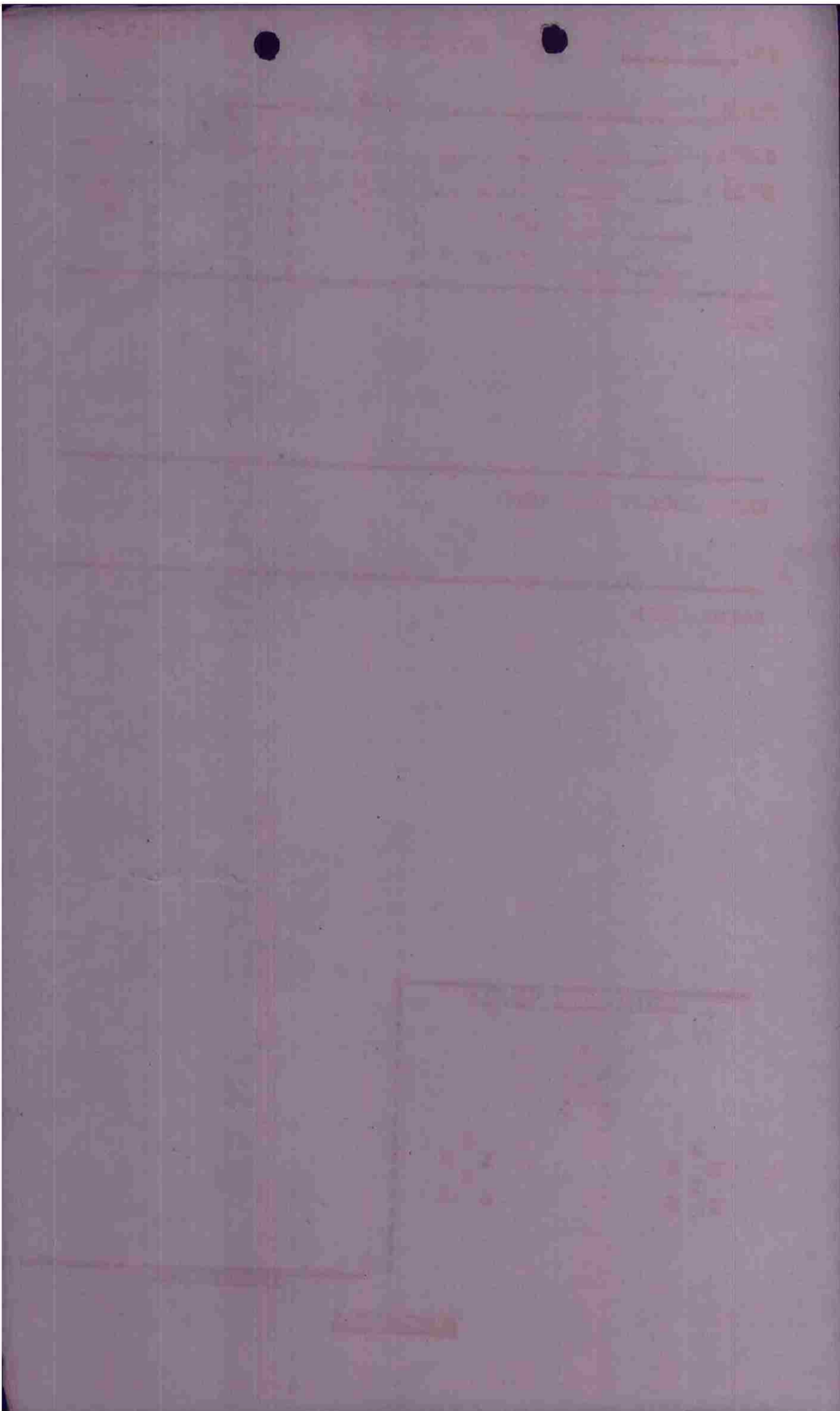
|   |   |   |
|---|---|---|
|   | X |   |
| X |   | X |
|   | X |   |
| X |   | X |

|   |   |   |
|---|---|---|
|   | X |   |
| X |   | X |
|   | X |   |
| X |   | X |

*took pic with hand camera**TOT 1135**Purk*

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FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

OBSERVATIONS: no bridge left. Good hits on target.

POSITION IN FORMATION

Box II

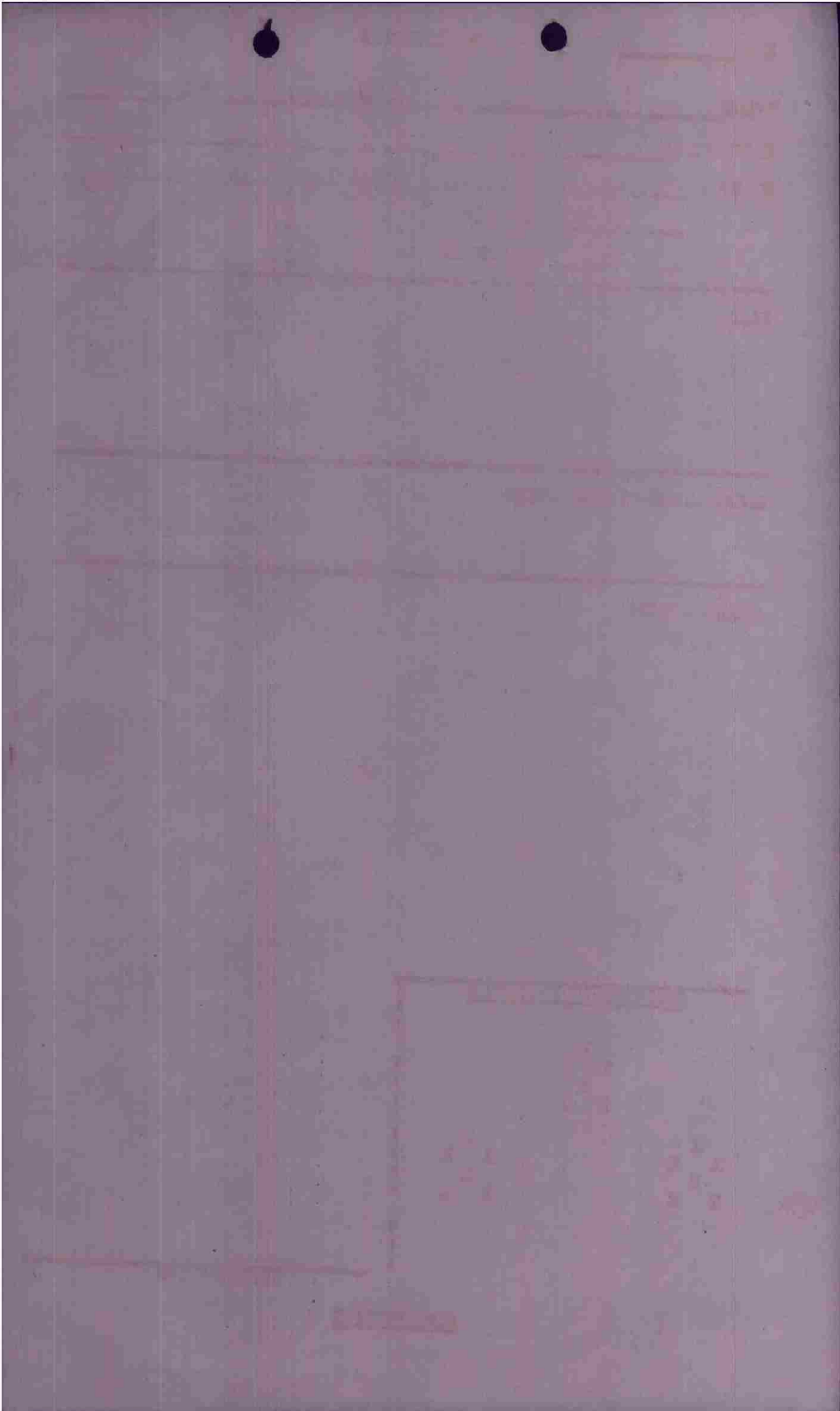
X  
X X  
X X  
X (X) — bonded  
          line

$$\begin{array}{ccc} & X & \\ X & & X \\ & X & \\ X & & X \end{array}$$



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INTER. FORM

PILOT

*Hall*

A/C#

*212-K*

BOX

*III*

CASUALTIES

BOMBS :

*4 X 1000 lb.*

BATTLE DAMAGE

X

RETURNED

X

JETTISONED

FLAK:

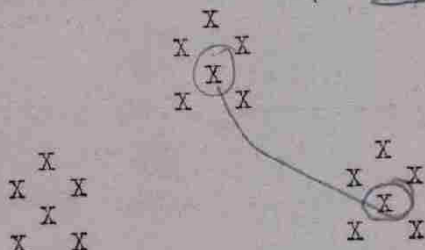
ENEMY AIRCRAFT ENCOUNTERS:

*one MC109?*  
*1202 on left from 1-110'clock - chand.*  
*elli, toward from tank - black (SS)*

OBSERVATIONS:

*exc. results - all*  
*fls. in.*

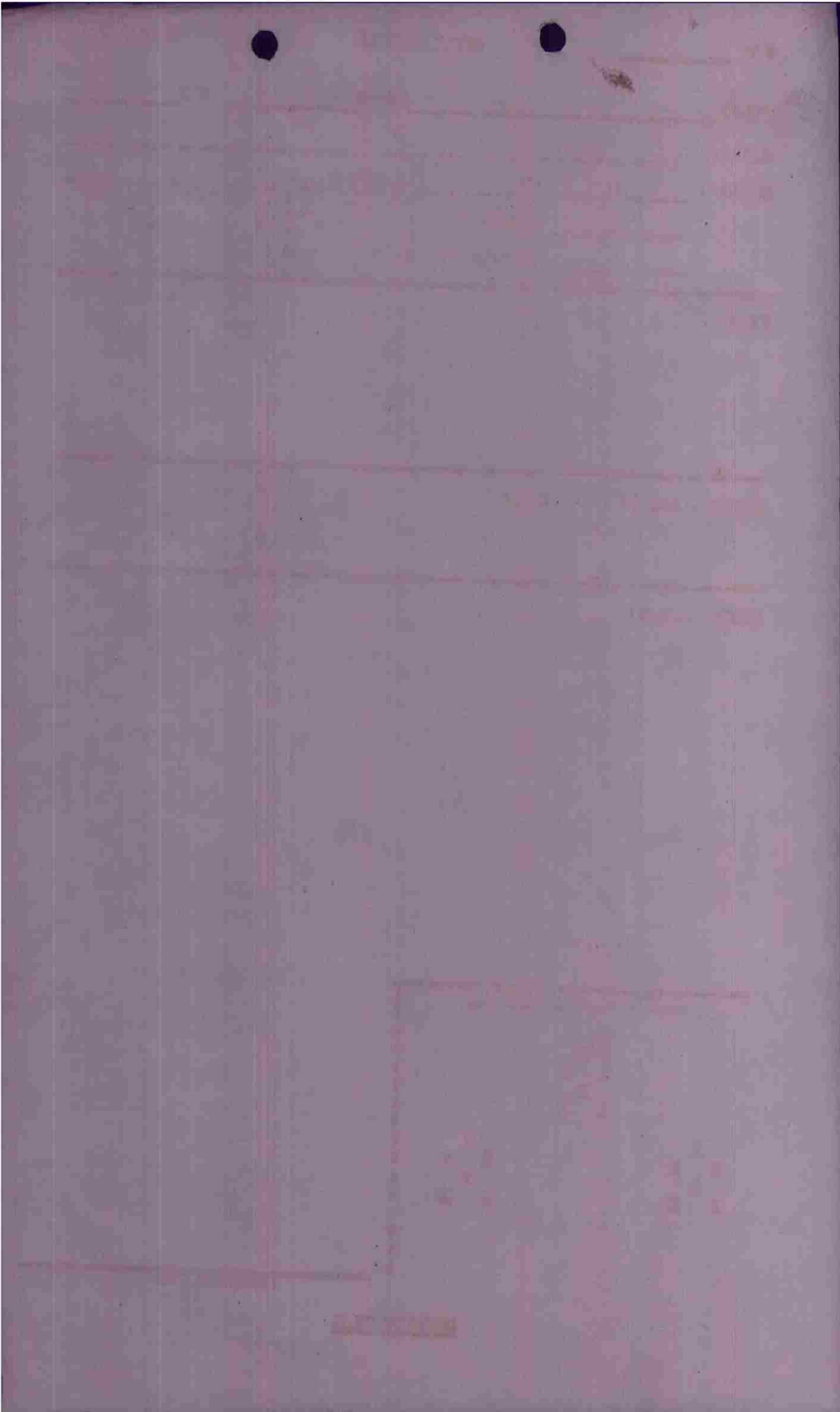
POSITION IN FORMATION



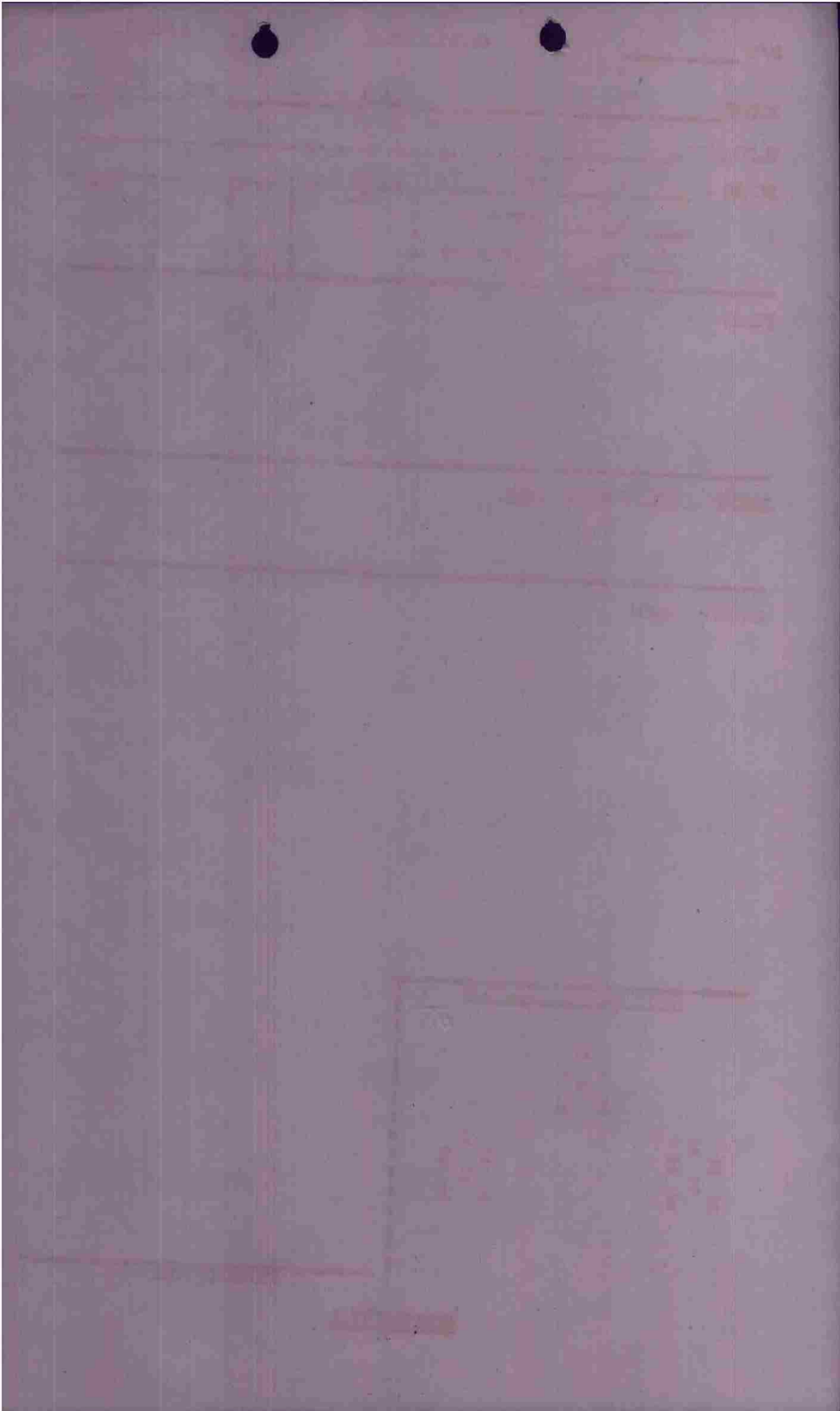
INTERROGATOR

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INTER. FORM

PILOT Dawling A/C# 337-0 BOX III

CASUALTIES \_\_\_\_\_

| BOMBS :                | ON         | BATTLE DAMAGE | ON | ON |
|------------------------|------------|---------------|----|----|
| <u>4</u> X <u>1000</u> | RETURNED   |               |    |    |
| <u>1</u> X             | JETTISONED |               |    |    |

FLAK: \_\_\_\_\_

ENEMY AIRCRAFT ENCOUNTERS: \_\_\_\_\_

OBSERVATIONS:

*Mechanical Failure Bomb Bay door  
light did not come on in the air, indicating switches  
were not depressed.*

POSITION IN FORMATION

MAZ  
INTERROGATOR

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