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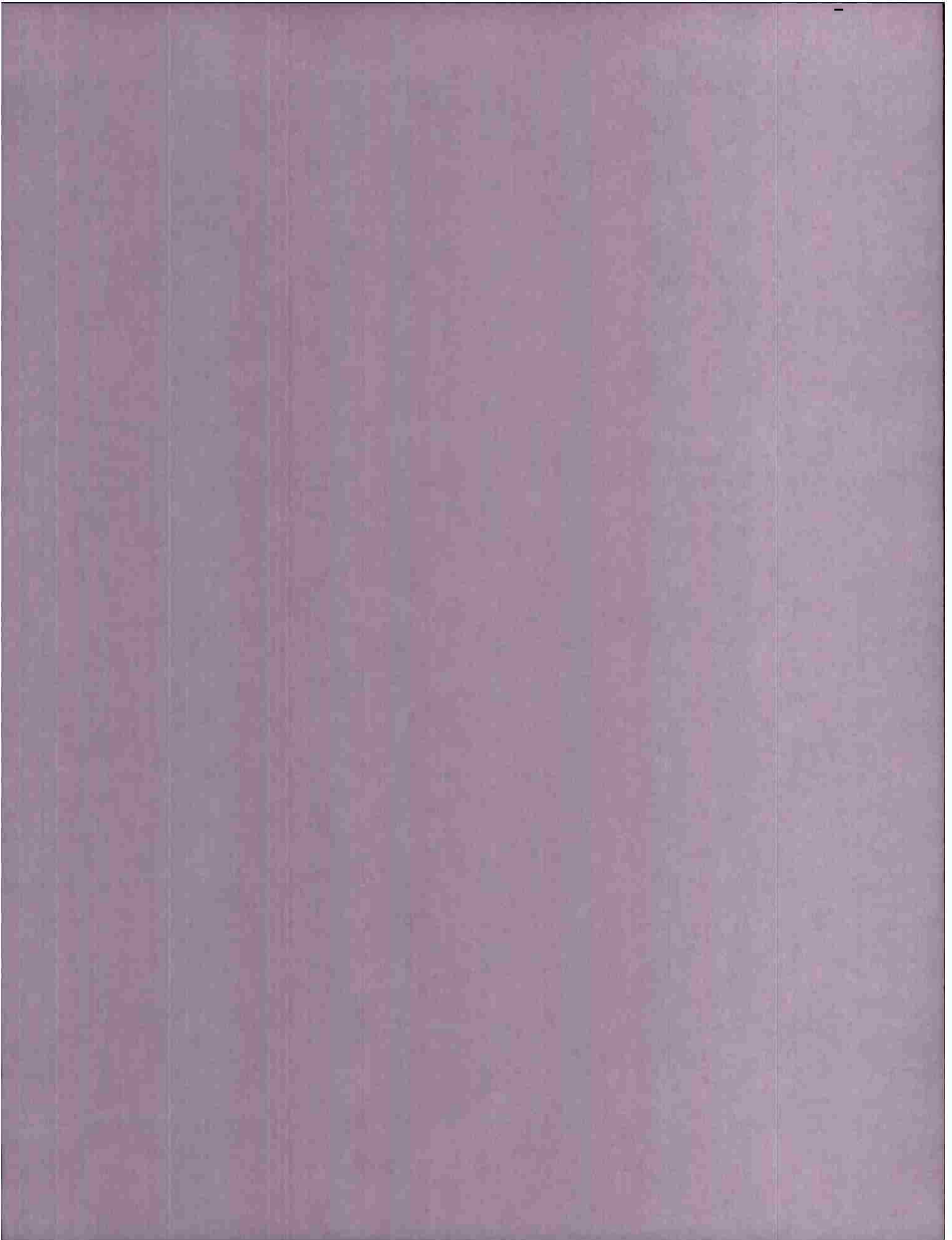
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1 JAN 1945

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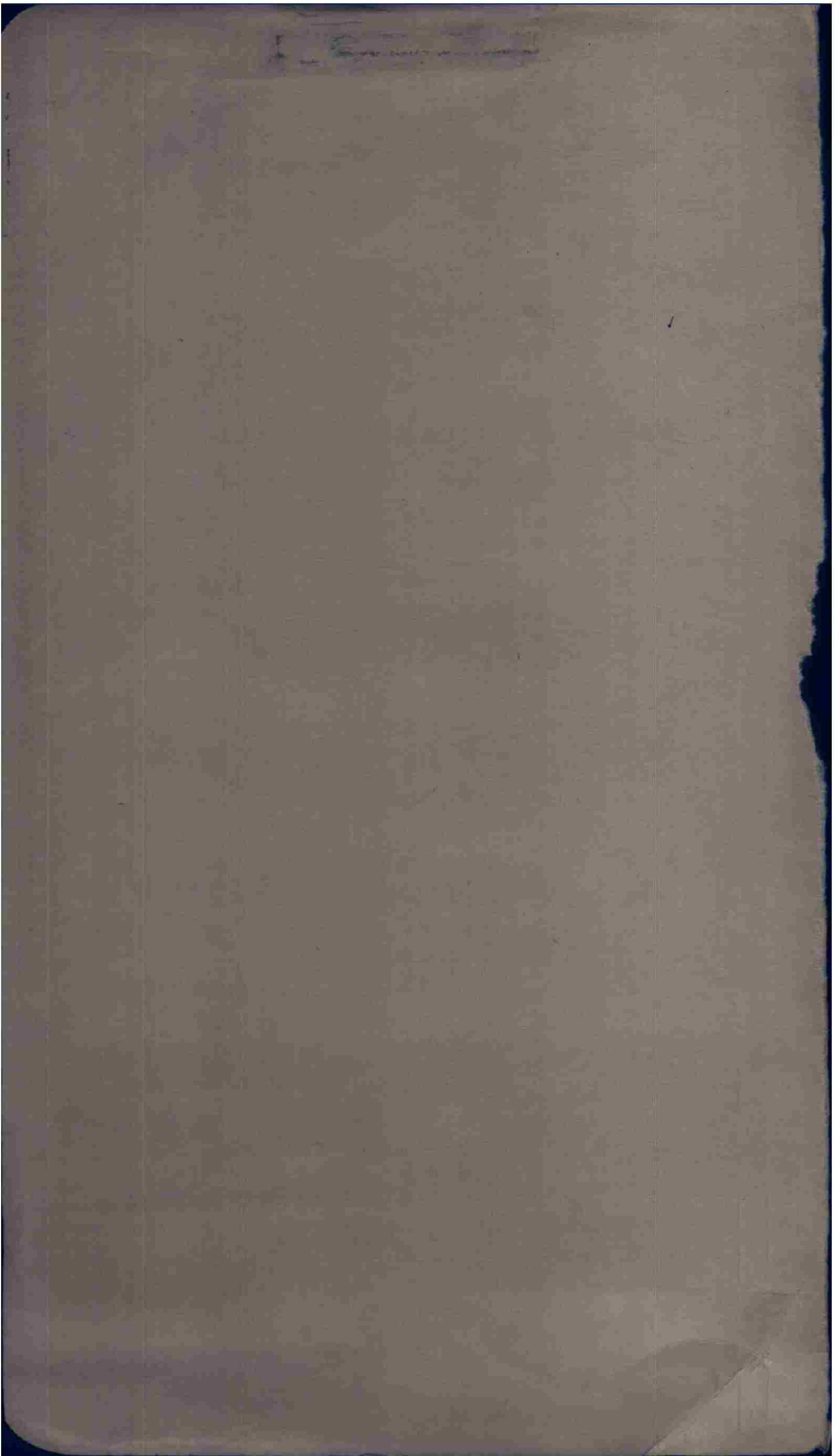
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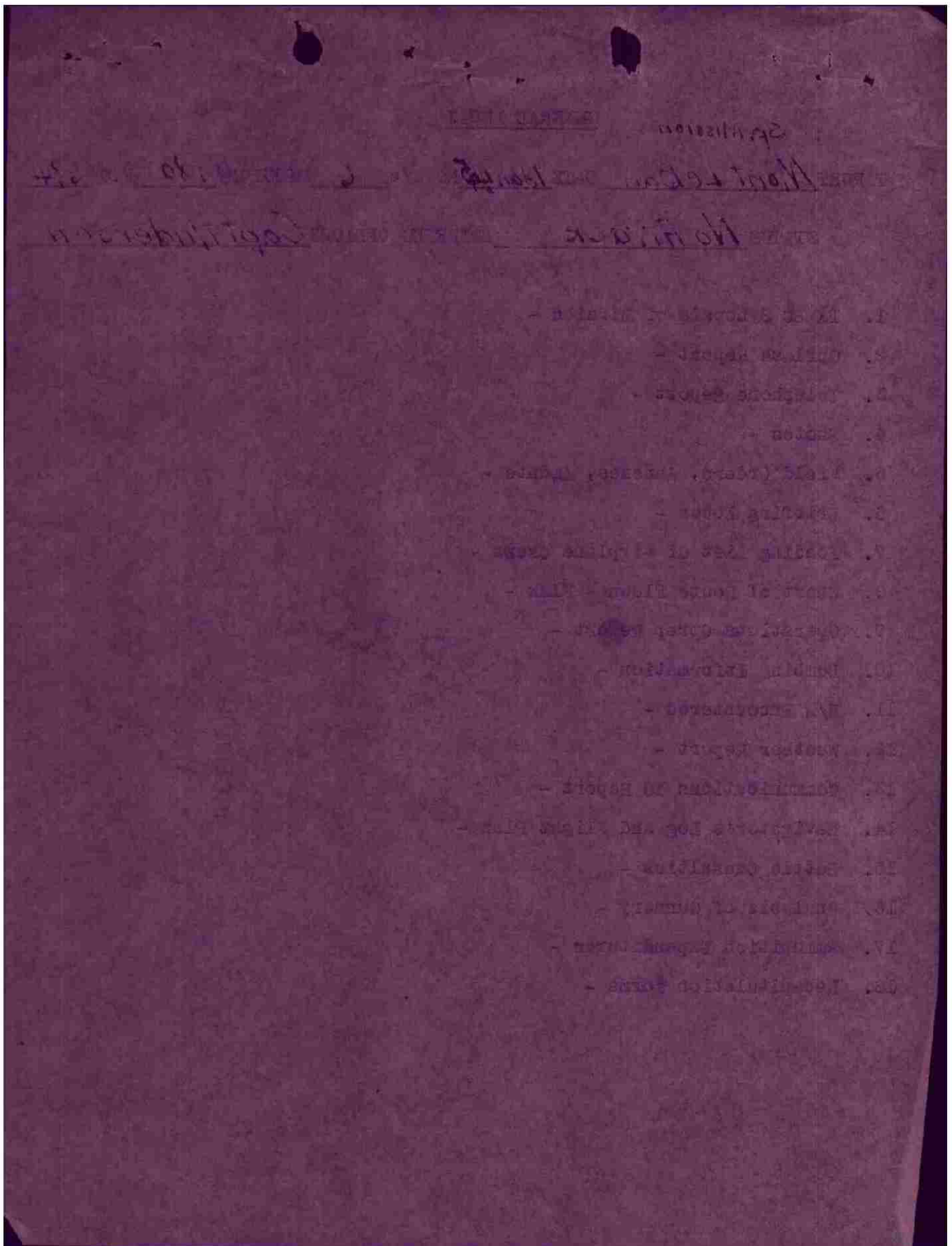


Sp. MissionGENERAL INDEXTARGET Mont LeBar DATE 1 Jan 45 NO a/c 6 MISSION# 180 F.O# 694STATUS No Attack BRIEFING OFFICER Capt Anderson

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SECRET

HEADQUARTERS
9TH BOMBARDMENT DIVISION (M)APO # 140
2 January 1945

1 January 1945

MISSION SUMMARYField Order 693
694Section I

<u>GROUP</u>	<u>TARGET</u>	<u>MISSION RESULTS</u>
410 BG	Leroche (P-458779) Communications Center	Box I - Flight A - No attack Flight B - Undet. Flight C - Superior
		Box II - Flight A - Excellent Flight B - No attack Flight C - Superior
391 BG	Salmchateau (P-696870) Communications Center	Undet. (FFF)
386 BG	Konz/Karthaus (L-159229) Rail Bridge	Box I - Excellent Box II - Undet.
323 BG	St. Vith (P-854882) Communications Center	Box I - Fair (FFF) Box II - No attack
439 BG	" "	Box I - A.P.M.B. Box II - Excellent
387 BG	Bullay (L-569613) Rail Bridge	Box I - Unsat. (FFF) Box II - Undet. (FFF)
322 BG	Stadtkyll (L-142953) Communications Center	Unsat. (FFF)
416 BG	Mont-le-Man (P-645785) C.P. and Corps Hq.	No attack
397 BG	Bullay (L-569613) Rail Bridge	No attack
344 BG	Konz/Karthaus (L-159229) Rail Bridge	No attack

391 BG: 32 a/c dispatched (including 2 FFF), 30 dropping 110 x 1000, 8 x 500 GP on vicinity.
2 a/c failed to bomb: personnel failures.
2 a/c battle-damaged: no losses, casualties.
Bombing by box on HT lead from 13,000 to 13,500 feet.

Salmontown (Communications Center)

Flight C - SUPERIOR. 100 percent of bombs within 1000 foot radius of DMPI. Bomb pattern extends north into smoke, but visible pattern is centered 250 feet south of DMPI. Balance of bombs probably extended over DMPI. Pattern extends from buildings on hill to blunkest other building at main highway intersection.
Flight B - NO ATTACK. Clouds prevented bombing.
Flight A - EXCELLENCE. 100 percent of bombs within 1000 foot radius of DMPI. Long N/E pattern centered 600 feet NW of DMPI extending from top of hill to south bank of river. Near above, plunging approximately 7 to 8 buildings and surrounded 250 foot section of highway paralleling bank in river.
Box II - Flight A - NO ATTACK. Bombardier could pick up, but could not hold, target in sight due to clouds.
Flight B - UNDETERMINED: No photo coverage due to violent evasive action taken over target. Crews report excellent results.
Flight C - SUPERIOR. 100 percent of bombs within 1000 foot radius of DMPI. Long N/E pattern centered 250 feet NW of DMPI, extending across main intersection, plunging building, and diagonally straddling four hundred foot section of main highway east of DMPI.
Box I - Flight A - NO ATTACK. Bombardier could pick up, but could not hold, target in sight due to clouds.
Flight B - UNDETERMINED: No photo coverage due to violent evasive action taken over target. Crews report excellent results.

410 BG: 40 a/c dispatched, 36 dropping 147 x 500 GP on and in vicinity of HT-NAVY. 1 a/c, on single engine, battle-damaged 6 x 500 GP into a field at C-4221 (friendly territory).
13 a/c failed to bomb: weather.
18 a/c attack battle-damaged: 1 crewman wounded. No losses.
Visual bombing by flights from 11,000 to 12,200 feet.
Box I - Flight A - NO ATTACK. Bombardier could pick up, but could not hold, target in sight due to clouds.
Flight B - UNDETERMINED: No photo coverage due to violent evasive action taken over target. Crews report excellent results.

Target (Communications Center)

Seven groups attacked four communications centers and two rail bridges, according Superior to undetermined results. Four of these groups dropped on HT lead, and three bombed visually. The two HT aircraft landing on eighth group attacked other targets visually after equipment failed, the remainder of the formation holding its bombs. One of six aircraft dispatched from a fifth group to attack a suspected enemy headquarters stationed in the target area, none having bombed the primary after three runs. The third aircraft off from a fourth group crashed on the runway, preventing the remainder from taking off and causing the mission to be cancelled.

GROUP NARRATIVE

SECRET

S E C R E T

Box I and II - UNDETERMINED. Films obscured by 8/10 - 9/10 cloud cover. No bomb bursts visible. Breaks in clouds indicate that bombs were released in general target area.

Konz/Karthaus (Rail Bridge)

386 BG: 32 a/c dispatched (including 2 PFF), 28 dropping 50 x 2000, 8 x 500 GP on primary.

4 a/c failed to bomb: 3 mechanical failures; 1, other (crashed on take-off when one engine cut out; no casualties).

No losses, battle-damage.

Both boxes bombed visually from 12,000 to 12,500 feet, due to PFF equipment failure. Flight B, Box I, dropped independently when bombardier did not see Flight A leader open bomb bay doors.

Box I - Flights A and C - EXCELLENT. 90% of bombs within 1000 foot radius of DMPI. Bursts of Flight A cover W approach, with possible hits or near misses to bridge. Bombs of Flight B fell 975 feet E of DMPI, pattern blanketing R.R. track at fly over.

Flight B - EXCELLENT. All bombs within 1000 foot radius of DMPI. Center of pattern 550 feet S of DMPI. Majority of bombs fell along edge of river, a few hitting a bombed-out town area.

Box II - UNDETERMINED. No vertical photo coverage. One camera a/c did not take-off, one camera ran off on ground, and another malfunctioned. Photos from hand-operated camera are available but clouds and smoke from previous bombs prevent definite interpretation.

St. Vith (Communications Center)

323 BG: 31 a/c dispatched (including 1 PFF), 17 dropping 64 x 1000, 4 x 500 GP on and in vicinity of primary.

14 a/c failed to bomb: other (due to sharp turns made by PFF a/c in target area, these a/c of Box II were too far behind Box I to drop on PFF lead).

11 a/c flak battle-damaged; no losses, casualties.

Bombing by Box I on PFF lead from 13,800 feet.

Box I - FAIR. 25% of bombs within 1000 foot radius of DMPI. Bombs fell in two distinct patterns. MPI of large pattern 1300 feet, and of small pattern 3000 feet, from DMPI. Numerous hits along R.R. tracks running S from town, one burst hitting in the N cutaway. Two near hits on R.R. viaduct leading into cutaways just S of town.

Box II - NO ATTACK. Too far behind Box I to drop on single PFF lead. One a/c released when toggle switch was hit accidentally. Bombs fell near creek 7700 feet S of DMPI.

469 BG: 37 a/c dispatched (including 28 A-26's, 7 A-20's and 2 PFF), 30 dropping 95 x 1000, 12 x 500 GP on and in vicinity of primary. 3 window a/c.

4 a/c failed to bomb: 1 mechanical (PFF), 1 personnel failures; 2, other (reasons undetermined; no apparent malfunctions).

- C -

Bombing by boxes on HFL lead from 12,700 to 13,000 feet.
 2 other a/c flak battle-damaged.
 1 a/c was lost to flak in target area; hit in left wing, a/c burst into flames, turned on back and spun in. No chute observed. 6 crewmen also-
 on primary, 3 under a/c.
 322 BG: 35 a/c dispatched (including 2 HFL), 32 dropping 120 x 1000, 8 x 500 GP
 (Communication Center)

Box II - UNDETERMINED. Flights A and C did not release due to HFL equip-
 ment failure. Flight B attempted to catch Box I, delaying re-
 lease for proper time interval. A significant malfunction caused
 late release; bombs falling 4-8 miles NW of target according to
 transcripts on photos. No bursts visible. 2 spare a/c with flak
 C dropped on Box I HFL. No photo coverage.
 Box I - UNSUCCESSFUL. Visible bursts 4300 feet WSW of DMFL. Hits on
 rail line on N bank. Other bursts in river and on opposite
 bank.
 Bombing by Box I and Flight B, Box II, on HFL lead from 11,500 to 13,500
 feet.
 6 a/c flak battle-damaged; 1 crewman wounded. No losses.

10 a/c failed to bomb: 2 mechanical (including 1 HFL), 1 personnel
 failures; 7, other (HFL did not drop).
 387 BG: 34 a/c dispatched (including 2 HFL), 24 dropping 40 x 2000, 4 x 500 GP
 on and in vicinity of primary.
 Bailey (Rail Bridge)

Box II - EXCELLENT. What appear to be the first strikes from this box
 can be seen approximately 850 feet WSW of the DMFL. From the
 normal buildup to be expected from a bomb pattern, the major-
 ity of the bombs are probably within 1000 foot radius of the
 DMFL. The one apparent strike was on or near the road leading
 into St. With from Vietnam. Cloud cover prevents further
 damage assessment.
 Box I - A.P.M.B. Bombed on own sight through break in clouds at tar-
 get after HFL failure. Edge of cloud observed before aiming
 point; bombardier selected as alternate aiming point a building
 in part of town which was visible and signalled deputy to con-
 firm identification of target. Deputy misinterpreted signal
 as instruction to take over, and made separate aiming opera-
 tion from No. 3 position. Use of different aiming points
 affected killing of rate by deputy and impaired synchronization,
 and deputy's bombs released slightly in advance of leader's,
 part of box dropping on him. Approximately 10% of bombs within
 1000 foot radius of DMFL. Partially obscured, dispersed pat-
 tern has probable center approximately 2100 feet W of se-
 lected A.P. Bombs generally in open fields with possible at-
 tached hits or near misses to roads immediately west of town.
 Box II - EXCELLENT. What appear to be the first strikes from this box
 can be seen approximately 850 feet WSW of the DMFL. From the
 normal buildup to be expected from a bomb pattern, the major-
 ity of the bombs are probably within 1000 foot radius of the
 DMFL. The one apparent strike was on or near the road leading
 into St. With from Vietnam. Cloud cover prevents further
 damage assessment.
 14 a/c battle-damaged; no losses, casualties.
 Visual bombing by boxes, due to HFL equipment failure, from 13,000
 feet.

S E C R E T

S E C R E T

Box I - UNSATISFACTORY. No bombs within 1000 feet of DMPI. Good concentration 1000 feet S of DMPI. Bursts partially obscured by clouds, but bombs apparently fell in fields.

Box II - UNSATISFACTORY. No bombs within 1000 feet of DMPI. Scattered pattern 1800 feet SW of target. Several bursts on road running SW from town.

Monte-Le-Ban (Probable CP and Corps Hq.)

416 BG: 6 a/c dispatched (including 5 A-26's and 1 A-20); none bombed primary.

1 a/c, flak-damaged, jettisoned 20 x 260 Frag. at P-6476 (target area). This a/c is missing, having last been seen in enemy territory, losing altitude but under control; 2 crewmen missing, 1 chute observed.

Another a/c, also flak-damaged, jettisoned 20 x 260 Frag. safe in open fields near Moiseux (P-3292) - friendly territory.

3 other a/c flak battle-damaged, no losses.

Formation made three runs on target at 2,000 feet: first run was not bombing run, on second run bombardier could not synchronize, being too close to target when fighters dropped smoke bombs; on third run smoke had blown away.

Bullay (Rail Bridge)

397 BG: 32 a/c dispatched (including 2 FFF); none bombed primary. 2 FFF a/c dropped 8 x 500 GP on other targets. 2 spare a/c.

28 a/c failed to bomb: 2 mechanical failures; 26, other (did not see FFF a/c drop).

No losses, damage, casualties.

Box I - NO ATTACK. At rendezvous point, FFF a/c notified box leader that equipment was out. Lead was passed to Box II. Subsequently, FFF a/c informed leader that equipment was functioning and Box I reassumed lead. In so doing, FFF reports that he lost formation. Having determined position in enemy territory, bombs were released approximately 10 miles W of primary in order to conserve fuel (no pin-point available). Group reports that one a/c (No. 3 of Flight A) observed FFF drop, but was not in position to bomb on his lead. No other a/c of Box I saw FFF bombs fall.

Box II - NO ATTACK. FFF equipment failed on way in to target. Position was determined and bombardier sighted visually on bridge SW of primary at L-5054, releasing bombs at that point. Group reports that no one in Box II saw FFF drop.

Konz/Karthaus (Rail Bridge)

44 BG: 3 a/c dispatched (including 1 FFF); none bombed.

Third a/c off crashed in flames on runway for undetermined reasons, preventing remainder of formation from taking off. Two airborne a/c were recalled.

1 x 2000 GP exploded several minutes after crash; 1 x 2000 GP unexploded.

2 crewmen killed, 2 ground personnel killed, 11 injured.

Section II

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FAILURES TO BOMB

<u>GROUP</u>	<u>NO. A/C</u>	<u>CLASSIFICATION</u>	<u>REASON</u>
410	1	Mechanical	One engine out.
391	2	Personnel	Bombardiers failed to see lead a/c doors open.
386	3	Mechanical	Engines cutting out.
	1	Other	Crashed on take-off when one engine cut out.
323	14	Other	Due to sharp turns made by PFF a/c in T/A, these 14 a/c of Box II were too far behind Box I to drop on PFF lead.
409	1	Mechanical (PFF)	Equipment failure.
	1	Personnel	Pilot turned frag-demo switch onto demo position.
	2	Other	Reasons unknown. No apparent malfunction.
357	1	Mechanical (PFF)	Equipment failure.
	1	Mechanical	Rack malfunction.
	1	Personnel	Oil congealed when pilot opened oil cooler shutters too soon.
	7	Other	Box II PFF did not drop.
416	5	Other	First run over target was not bombing run. On second run bombardier could not synchronize - too close to target when fighter-bombers dropped smoke bombs. On third run smoke from smoke bombs had disappeared.
397	2	Mechanical	1 - Engine cutting out. 1 - Runaway prop.
	26	Other	Did not see PFF drop.
344	3	Other	1 - crashed on take-off for undetermined reasons. 2 - Recalled, because crashed a/c blocked runway and remainder of formation could not take-off.

OBSERVATIONS

WEATHER: Laroche 410 BG: 5-6/10 thin strato-cumulus base 6,000, tops 7,000 ft. Visibility 4 miles up sun, 15 miles down sun.

Salmehateau 391 BG: 8/10 strato-cumulus tops 6-7,000 feet. Visibility unrestricted.

GROUP	CAMERA PHOTOGRAPHING	CAMERA FAILURES	PERSONNEL FAILURES
410	100%	0	0
391	100%	0	0
386	80%	1	0
323	100%	0	0
409	100%	0	0
387	92%	1	0
322	100%	0	0

No. PERSONNEL FAILURES

No. CAMERA FAILURES

PHOTOGRAPHING

GROUP

S/A PHOTO REPORT

386 BG: 6/10 alto-stratus at 6-8,000 feet. Visibility 10-15 miles. St. Vith

323 BG: 7/10 strato-cumulus, base 1,500, tops 3,000 feet with hole over target itself. Visibility 10 miles. St. Vith

409 BG: Hole over target, 7-9/10 strato-cumulus, tops 6-8,000 feet in area. Visibility 10 miles. Bullay

387 BG: 8/10 strato-cumulus, base 5,000, tops 8,000 feet. Visibility 12-15 miles on bomb run. Bullay

322 BG: 7-8/10 strato-cumulus, tops 6,000 feet. Visibility unlimited. St. Vith

416 BG: 5-6/10 strato-cumulus, tops estimated 5-6,000 feet. Visibility 10 miles plus. Mont-Le-Ben

397 BG: 5/10 strato-cumulus, base 3,500, tops 6,000 feet. Clear in most of the target, but strato-cumulus right over target. Visibility unlimited down sun. Bullay

S E C R E T

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Flak followed previous experiences at this target, being moderate accurate heavy flak. 4 runs were made on the target. This probably would be one cause for the battle damage being as high as it is. Weather was 5-6/10 which would enable the gunners to engage visually through breaks in the clouds.

<u>Salmchateau Communications Center</u>	<u>391 Gp.</u>
A/C Lost to Flak	0
A/C Battle Damaged	2
% A/C Battle Damaged	6.25%

About 6 bursts of heavy flak was encountered just after the turn off target. 8/10 cloud cover probably kept the gunners from engaging the formation effectively.

<u>Konz/Karthaus R.R. Bridge</u>	<u>386 Gp.</u>
A/C Lost to Flak	0
A/C Battle Damaged	0
% A/C Battle Damaged	0

No flak was encountered at the target or enroute.

<u>St. With Communications Center</u>	<u>323, 409 Gp.</u>
A/C Lost to Flak	0
A/C Battle Damaged	25
% A/C Battle Damaged	36.76%

Weak to moderate accurate heavy flak was encountered in the target area. This experience follows previous experiences on this target. Cloud of 7-9/10 was in the target area, but the target itself had a large break over it, and the gunners were probably able to fire by visual means.

<u>Bullay R.R. Bridge</u>	<u>387, 397 Gp.</u>
A/C Lost to Flak	0
A/C Battle Damaged	6
% A/C Battle Damaged	9.37%

No flak was encountered at the target. However, at Bad Durkheim (R-3296) weak accurate heavy flak was encountered by the 387 Gp. All the battle damage was sustained by them. The 397 Gp. reported no flak enroute.

<u>Stadkvll Communications Center</u>	<u>322 Gp.</u>
A/C Lost to Flak	1
A/C Battle Damaged	2
% A/C Battle Damaged	8.57%

7-8/10 cloud cover probably provided enough of a break to enable the gunners to deliver weak but accurate heavy flak fire. One a/c received a direct hit in the left wing just after bombs away. The a/c then burst into flames and turned over on its back and spun in. The wing then came off and the a/c crashed. No chutes were seen.

<u>Mont-le-Ban Headquarters</u>	<u>416 Gp.</u>
A/C Missing	1
A/C Battle Damaged	4
% A/C Battle Damaged	83.33%

Intense accurate heavy flak was encountered in the target area. The target is well within the 28 heavy gun defense of Houffalize. The a/c that is missing was last seen going down, but still under control, after being hit by flak. Cloud

- 4 -
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- 5 -

The 397th Group observed an We 163 near Borgersheim at H-190500, and four jet vapor trails approximately 20 miles South of Saarbrücken at Q-530700. No attacks. The 391st Group observed contrails from what was presumed to be a jetcraft at 30,000 feet, following the formation from a point 25 minutes from base until 5-10 minutes after the target was bombed.

T.O.T. is: 1156 to 1345
1447 to 1530

ENEMY AIRCRAFT REACTION

cover was only 5/10 and the fire was probably visual. It is interesting to note the accuracy of the gunners in the break-through area. This may possibly be explained by the fact that most of the enemy state defense AA guns are manned by Home Guard personnel, while those in the break through area are manned by Army personnel that have been highly trained.

SECRET

PUBLIC RELATIONS

PRESS RELEASE

HEAD LINES NINTH BOMBARDMENT DIVISION, France - The crews were anxious!

News reports continued to emphasize the seriousness of the German counter offensive on the western front but fog covered battle areas kept the B-26 Marauders, A-20 Havocs and A-26 Invaders of the Ninth Bombardment Division tied to the ground.

The airmen wanted to help the foot-sloggers who were reeling backward under the weight of Von Rundstedt's counter attack. They were eager to give support like that at Cherbourg, Caen, St. Lo, Falaise and the Rouen loop. Now, if ever, was the time when tactical air power was needed.

But the weather favored the enemy whose counter attack, launched Dec. 16 in a blanket of fog, had punched swiftly into western Belgium under soupy skies.

For seven days airmen "sweated out" a break in the weather. Then, on Dec. 23, the skies cleared over the snow-swept front lines, permitting air support to go to the rescue of embattled Allied ground forces.

Major General Samuel D. Anderson, commanding the Ninth Bombardment Division, put 657 medium bombers over the western front on the first clear weather day, dispatching Marauders, Havocs and Invaders to attack bridges, road junctions and villages within the communications network supplying the German counter offensive.

Determination of crewmen to aid ground forces was so great that one group elected to carry out its attack without fighter escort rather than abandon its mission. The group was jumped by more than 75 ME 109s and FW 190s but completed its attack despite loss of 16 bombers out of a formation of 36.

Four groups, in all, were jumped by German fighters as the division engaged in its biggest aerial battle with the Luftwaffe. Thirty-two enemy fighters were shot down, 12 probably destroyed and 33 more reported damaged at a cost of 36 bombers.

The weather, which earlier in the month had been so much in the enemy's favor, now had turned against him.

For five days, from Dec. 23 through Dec. 27, Marauders, Havocs and Invaders, flying 2,554 sorties, roared over battle areas striking at communications centers, bridges, defended villages and other strong points within or immediately behind the central sector of the western front where the counter attack had been launched.

Coming as it did at the fog end of December, the five-day aerial assault provided a smashing climax to a year's operations for the division.

Not a big month as figures go, December, however, saw the medium bombers once again delivering the punch which months before had made them famous in paving the way for the invasion and sealing off the Normandy battle area to enemy troop and supply movements.

(more)

Nearing the 100,000 ton mark in total bombs dropped, the division poured 90,410 tons of high explosives on enemy installations in 1944, switching from round-the-clock attacks on flying bomb launching sites, marshaling yards, bridges and gun emplacements in the first six months of the year to direct support of the invasion after June 6.

Mid-year provided the busiest period for the division's bombers. Flying two and sometimes three missions a day, Harvards and Havocs completed 11,270 sorties in May and added 10,538 more in June, dropping nearly 30,000 tons of bombs in the two-month period.

The record month of May produced the opening of the "bridge-busting" campaign along the Seine and Loire Rivers which marked one of the most successful phases of the year's operations. Records disclosed of 17 principal bridges spanning the Seine River alone, medium bombers of Ninth Bombardment Division destroyed 13 of these and shared credit for destruction of three others with fighter bombers.

Bridges remained high on the priority list of targets after June 6 but, to provide close support to the invasion forces they had led onto the Normandy beaches, medium bombers stepped up their offensive to include attacks on fuel, ammunition and supply dumps, transportation lines, road junctions and troop concentrations.

With Allied armies poised on the outskirts of the Siegfried Line in August, Harvards and Havoc groups moved their bases from England to France to remain within range of the ground forces they were supporting. Operating as the first Allied bombers to fly from French soil since 1940, the Harvards and Havocs were joined by the new, fast A-26 Invaders as they started pounding at the Siegfried Line and communications and supply targets in western Germany.

As the German armies withdrew toward the Rhine, establishing strong points in each town along the way, the medium bombers directed saturation attacks at defended villages, clearing out strongly-fortified positions in the path of advancing Allied ground forces.

Throughout October, November and the early part of December, the Ninth's twin-engine bombers struck at fortress towns all along the western front, centering the weight of their attacks on villages in the Luren area where fighting was the bitterest.

Meanwhile, they continued hammering the enemy's communications and supply lines, attacking bridges, railroads, fuel and ammunition dumps to round out the year's operations with a total of 70,268 sorties. Against 288 losses for the year, the division posted claims of 52 enemy planes destroyed, 21 probably destroyed and 59 damaged.

PUBLIC RELATIONS
PRESS RELEASE

HEADQUARTERS NINTH BOMBARDMENT DIVISION, France - Four communications centers within the diminishing Nazi bulge and two railroad bridges in western Germany were hammered by B-26 Marauders, A-20 Havocs and A-26 Invaders today as the Ninth Bombardment Division ushered in the New Year with a 200-plane offensive against the enemy's transportation and supply system.

The twin-engine bombers rained 500 and 1,000-pound bombs on communications centers at Laroche, St Vith and Salmchateau, Belgium, and Stadtkyll, Germany, leveling buildings and blocking roads with deep craters. Other bombers renewed attacks on the Kons Karthaus and Bullay railroad bridges.

Escorted by Ninth Air Force and RAF fighters, the medium bombers were unopposed by the Luftwaffe but encountered flak of varying intensity over some of the targets. Three formations bombed visually through patchy clouds while others resorted to pathfinder technique when overcast hid their targets. One Marauder is missing.

Bomb-battered St Vith, hit twice before by medium bombers, was "a mass of craters" when Invaders returned to plaster the village a third time. "The only remaining buildings stood out like a sore thumb", declared 1st Lt Michael A. McEvilly, a bombardier-navigator, of 577 Nostrand Ave., Brooklyn, N.Y.

Following the Invaders' attack, Corporal Pinkey Gilchrist, a turret gunner, of 134 North Converse St., Spartanburg, S.C., reported he "could see dirt come up through the snow as the 500-pound bombs hit railroad tracks and highways in the center of the town".

Like St Vith, Laroche to the west took its third pounding from medium bombers whose crews, bombing visually, reported good results but could not make detailed observations because smoke from their bombs covered the entire village.

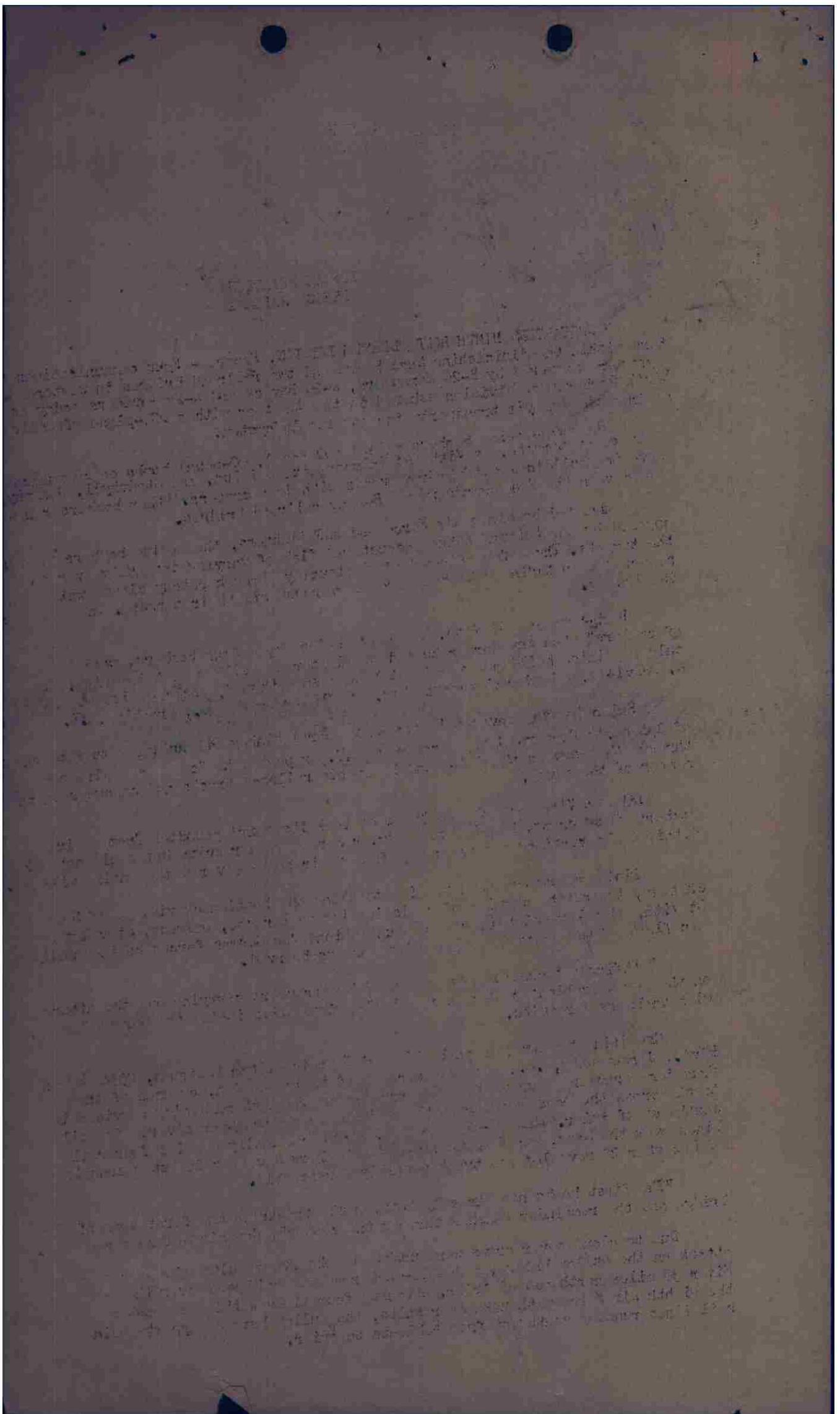
Blind bombing was employed in attacking the bottleneck village of Salmchateau, important junction of roads leading to Laroche, Malmedy, Stavelot and St Vith and a key point in road communications for German forces on the northern flank of the enemy wedge. Results were unobserved.

Pathfinder technique also was used by Marauders carrying out the attack on the communications center of Stadtkyll, five miles inside the German border, with unobserved results.

Crediting the navigational skill of Captain Milton Saltzman, 2554 Hudson Blvd., Jersey City, N.J., with the success of their mission, crewmen of the Crusader Marauder group claimed destruction of the last remaining serviceable track across the Kons Karthaus railroad bridge over the Saar River, five miles southwest of Trier. The 498-foot bridge, which originally carried four rail lines over the Saar, was damaged by medium bombers December 26 but reconnaissance of December 29 revealed one track possibly serviceable.

"The first bombs hit directly between the tracks on the first span of the bridge and the remainder smashed through the center", Captain Saltzman reported.

Due to cloud cover crews were unable to observe results of a Marauder attack on the Bullay bridge, a double-deck road and rail span over the Moselle River 30 miles northeast of Trier. Attacked four times within the past week by the Eighth Air Force with unknown results, the Bullay bridge supports main rail lines running southwest from Koblenz to Trier.



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 FROM 416TH BOMB GROUP 01/1915A JED
 TO CG 9TH BOMB DIV . ATTN: A-2
 97TH COMBAT WING " "
 CONFIDENTIAL BT

- A. 416TH BOMBARDMENT GP.
- B. MONT LE BAN (SPECIAL TARGET)
- C. 1 A20'S
5 A26'S
- D. NO ATTACK
- E. 1 A-20
5 A-26'S (SEE PARA G. FOR REASONS FOR NOT BOMBING)
- F. 64 X 260 LBS FRAGMENTATION BOMBS RETURNED.
20 X 260 LBS FRAGMENTATION BOMBS JETTISONED SAFE NEAR P3292.
BOMBS DROPPED ON POINT SELECTED BY ESCORTING P-47 A/C. FELL
INTO AN OPEN RICE FIELD.
20 X 260 LBS FRAGMENTATION BOMBS JETTISONED IN TARGET AREA NEAR
P6476 WHEN A/ C WAS HIT BY FLAK. A/A LAST SEEN GOING DOWN BUT
STILL UNDER CONTRD AT P6680.
- G. NO ATTACK
FIRST RUN OVER TARGET WAS NOT A BOMBING RUN.
SECOND RUN. BOMBING RUN MADE AT 20 DEGS HEADING.
FORMATION WAS TOO CLOSE TO TARGET BY THE TIME FIGHTERS BOMBED
WITH SMOKE BOMBS. BOMBARDIER DID NOT HAVE TIME TO SYNCHRONIZE.
THIRD RUN: BOMBING RUN MADE AT 115 DEGS. COULD NOT SEE THAT
FIGHTERS HAD BOMBED TARGET THE SECOND TIME. SMOKE OF 1 FIRST
BOMBING HAD BLOWN AWAY.
- H. 1 A26 LOST. LAST SEEN GOING DOWN AT P6680. 1 CHUTE SEEN.
1 A26 LANDED AT A-78. CREW SEE SAFE. BATTLE DAMAGE UNKNOWN.
1 A26 DAMAGED CAT "AC"
2 A26 CAT " A "
1 A20 CAT " A "
- I. 2 PERSON MISSING.
- J. INTENSE HEAVY ACCURATE FLAK IN APPROXIMATE AREAS OF P6373 TO
P6776 TO P6877 AND P6570 TO P7172 TO P6577.
- K. NONE
- L. 8000FT.
- M. 1447 - 1512

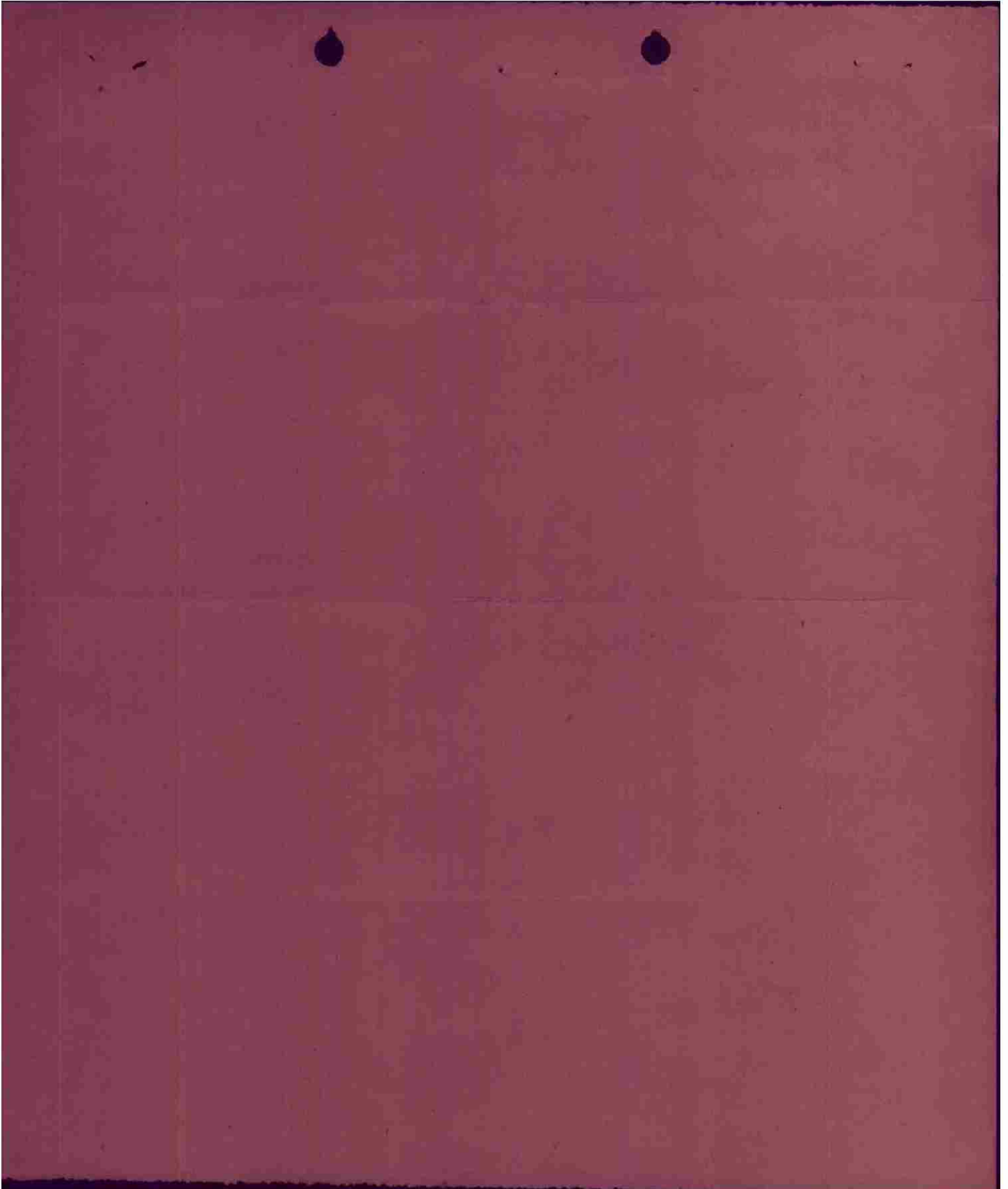
BT 01/1915-A

JF AS

JF B B B

ITA R.....01/1938A DEC K
 JEA R . R.....01/1937A SS K K K

HW Anderson
Captain AC



OIITA OIJES OIJKI OIJPO V OIJE A OIJE A 07/01 OP - OP

FROM: 97TH COMBAT BOMB WING 01/1417A J-6-E

TO : COMBOMDIV NINE

409TH BOMB GROUP (INFO)

410TH BOMB GROUP (INFO)

416TH BOMB GROUP

OPERATIONAL PRIORITY BT

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

97TH COMBAT BOMB WING

A P O 140

01 JANUARY 1945

FIELD ORDER NO. 114-694

MAPS: NORMAL

1. B. (1) REF. CURRENT BOMB LINE.
(2) THE IX T.A.C. WILL FURNISH ESCORT FOR THIS WING
2. THIS WING WILL ATTACK A TARGET IN BELGIUM
3. A. 416TH BOMB GROUP:
 - (1) P-645785
 - (2) 6 A/C BOMBING BY 6
 - (3) WITH P-47 AT 5028N 0452E AT 8,000 FEET AT 01/1430A
 - (4) BASE TO FIGHTER RNDV. TO TARGET.
 - (5) TARGET TO 5028N 0452E TO BASE
 - (6) MINIMUM ALTITUDE FOR BOMBING 5,000 FEET.
 - (9) M.P.I. TO BE MARKED BY P-47'S WITH MARKER BOMBS.
 - (10) 20 X M-81 FRAGS. FUSED INSTANTANIOUS NOSE ONLY.
 - (12) ATTENTION IS CALLED TO TELETYPE 9BD OD-1660-E
 - (13) GROUP WILL ONLY BOMB TARGET MARKED BY P-47'S

X. (1 - 4) NO CHANGE.

4. NO CHANGE

5. COMMUNICATIONS:

A. 416TH BOMB GROUP:

(2) PEDLAR

(3) SLEEPY

(4) SWEEPSTAKE

COMCBTWIG 97

BT 01/1417A

AR

AS

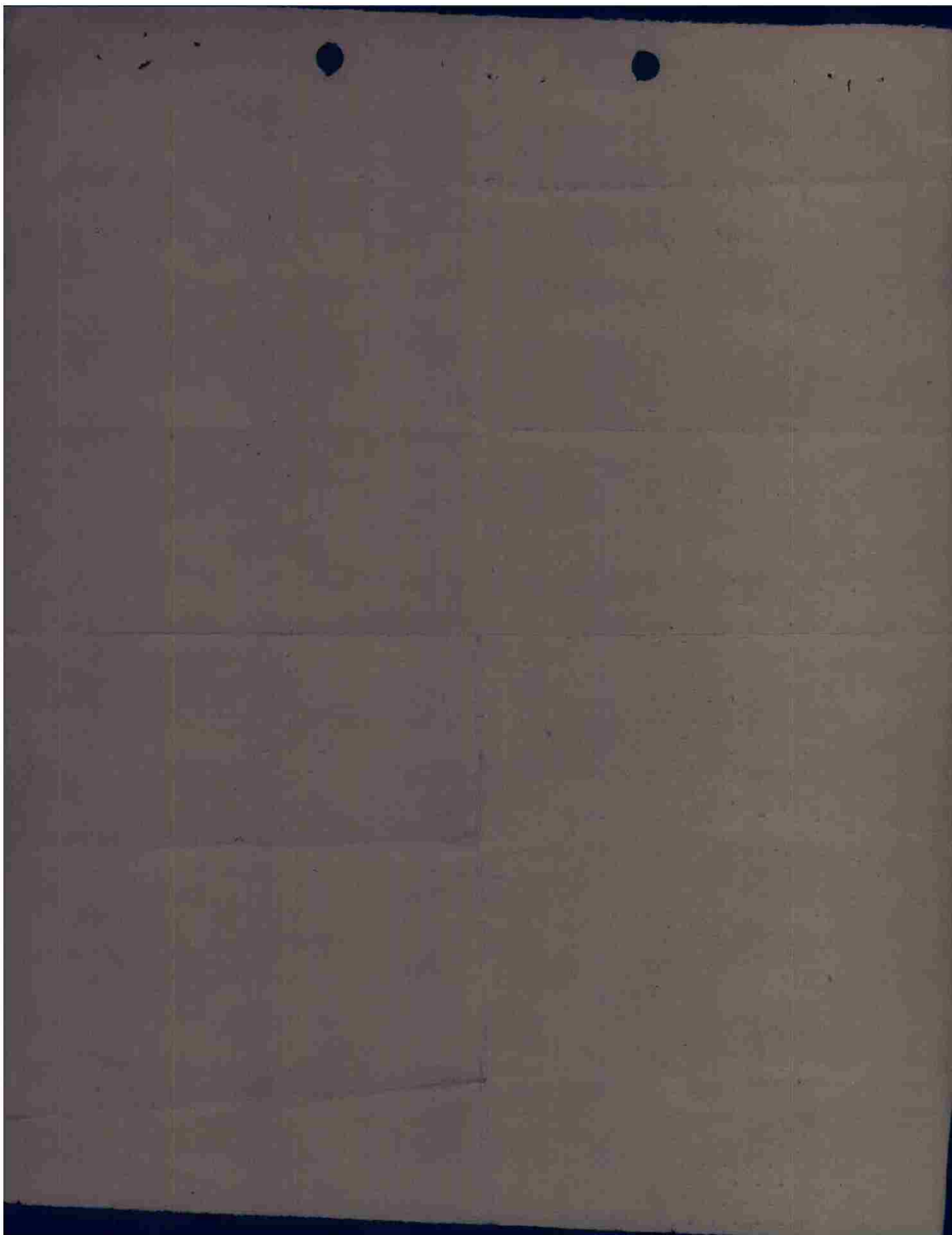
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OIITA R . . . 01/1436A MZ AR KK

OIJES R . . . 01/1436A MC AR

OIJKI R . . . 01/13///01/1435A EJ AR K

OIJPO R . . . XXXXXXXX 01/1436A LB AR



EYE WITNESS STATEMENTS

File Mission folder 180

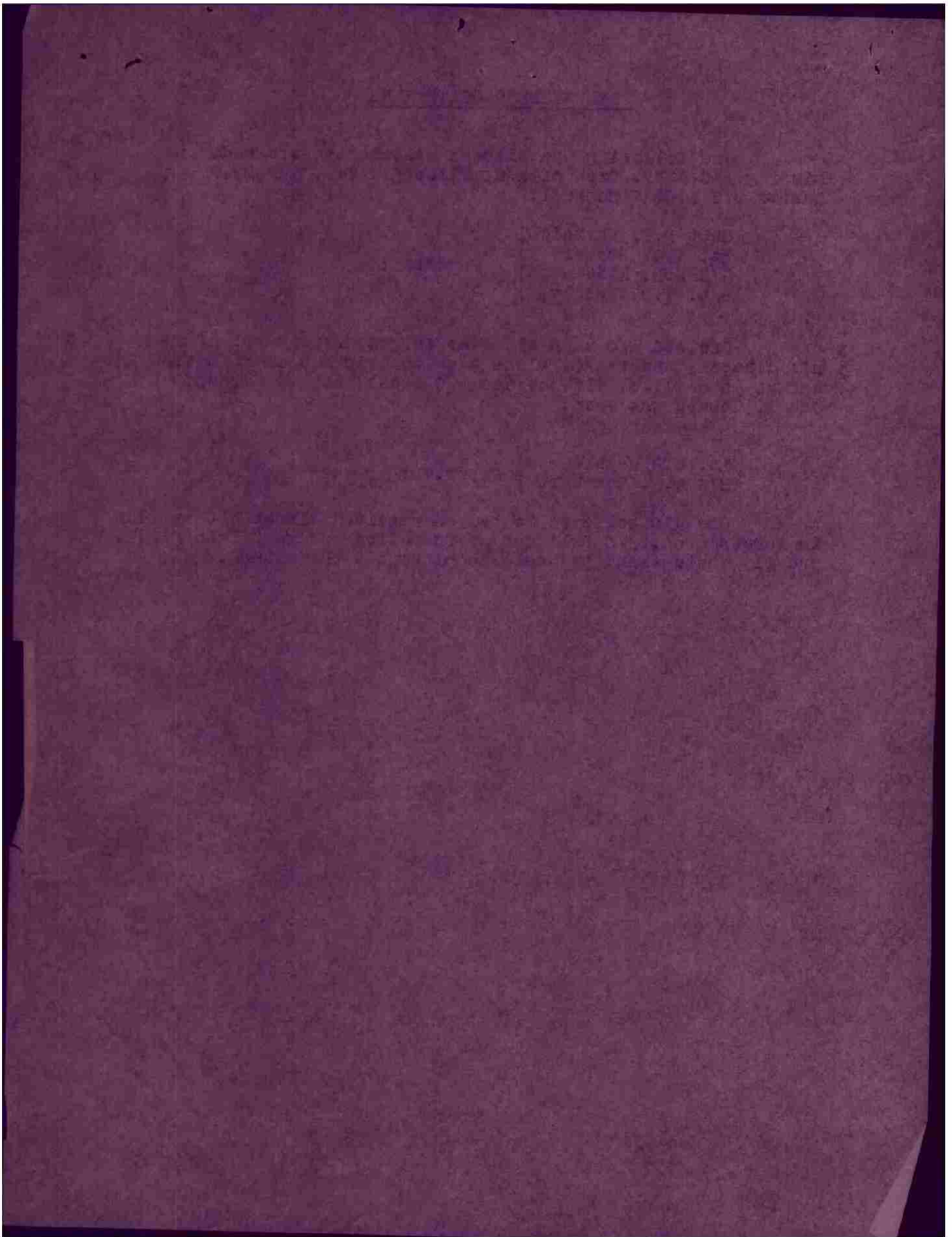
The following eye witness statements were made on missing A/C #227. Crew of A/C, Pilot Lt. T.A. Murphy, Gunner S/S L.W. O'Connell.

Capt F.J. Harrold	}	Reports :
Lt. W.E. Brewer		
S/S W.L. Kidd		
Sgt. T.R. Langly		

One A26 A/C seen hit over target area. Burst of flak hit directly under A/C. Plane seen to drop out of formation and go into glide. Did not see A/C crash into the ground. One (1) chute was seen.

Lt. W.R. Heinke	}	Reports :
S/S G.R. Van Wert		

One A/C believed to be A26 received direct hit by flak in target area. A/C fell out of formation and went into glide. One (1) chute seen. Did not see plane hit the ground.



MISSION NO. 180

LOADING LIST

1 January 1945

1. 073 J
CAPT F. J. HAROLD
LT W E BREWER
S/S W L KIDD
SGT T R LANGLEY

4. 223 B
LT W R HEINKE
S/S G R VAN WERT

2. 217 I
LT J A COOK
S/S W S JACKSON

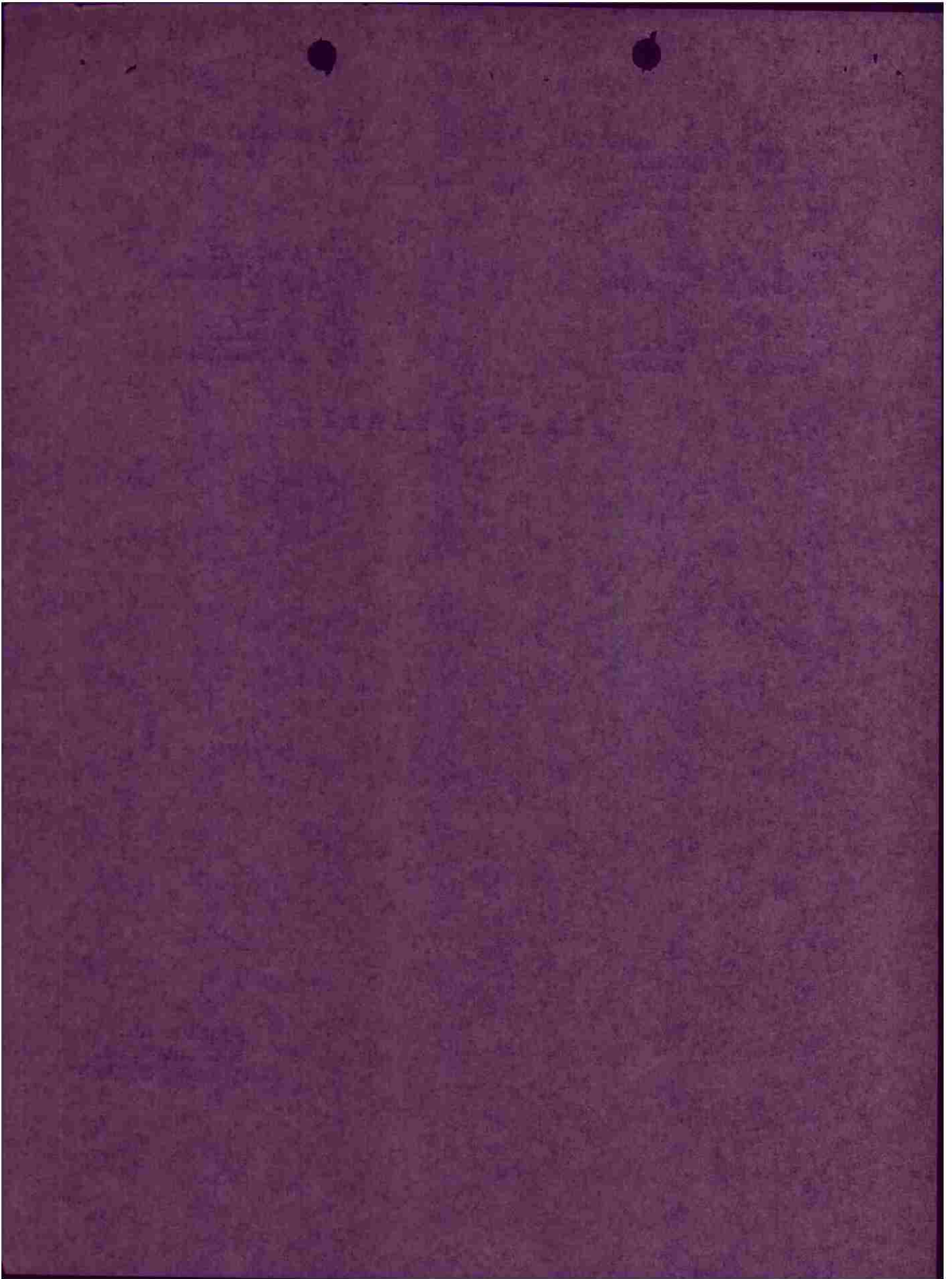
5. 227 F
LT T A MURPHY
S/S L W O'CONNELL

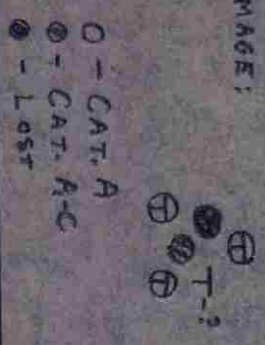
3. 212 K
LT E O TURNER
S/S J O BELCAS

6. 235 M
LT S H SHELEY
SGT D V PALADINO

SPECIAL MISSION

MISSION NO. 180
SPECIAL MISSION
1 JANUARY 1945

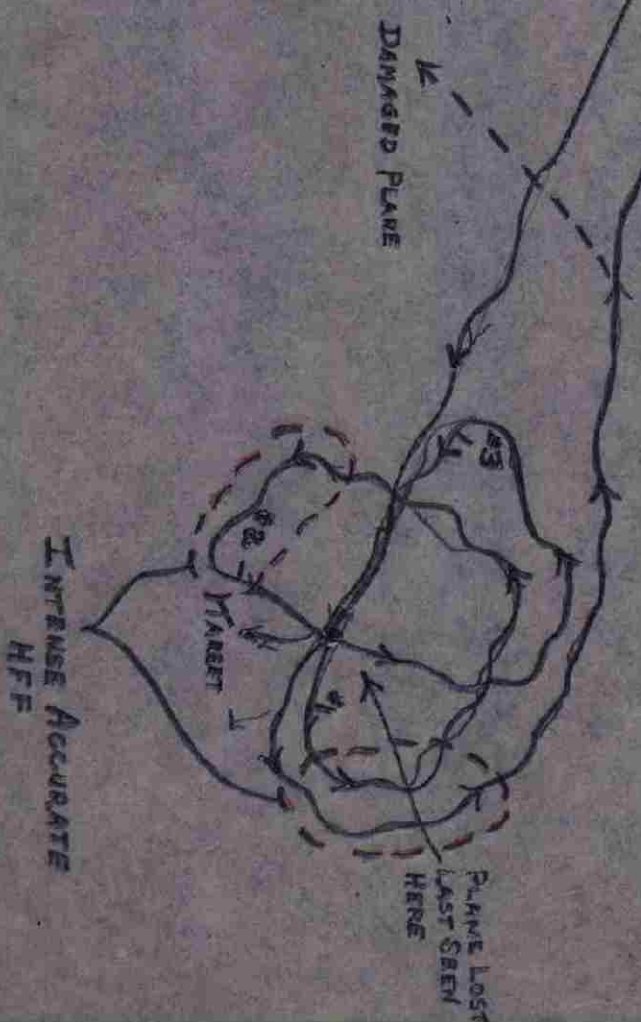


416th Bomber (L)	
1 JAN 45	F.O. 114-654
TARGET	P-645785
T.O.T.	1447-1512 (3 runs)
ALT.	8000 I.A.S. 220
WINDOW	No
WEATHER	2-3 clouds
DAMAGE:	

3
K
P

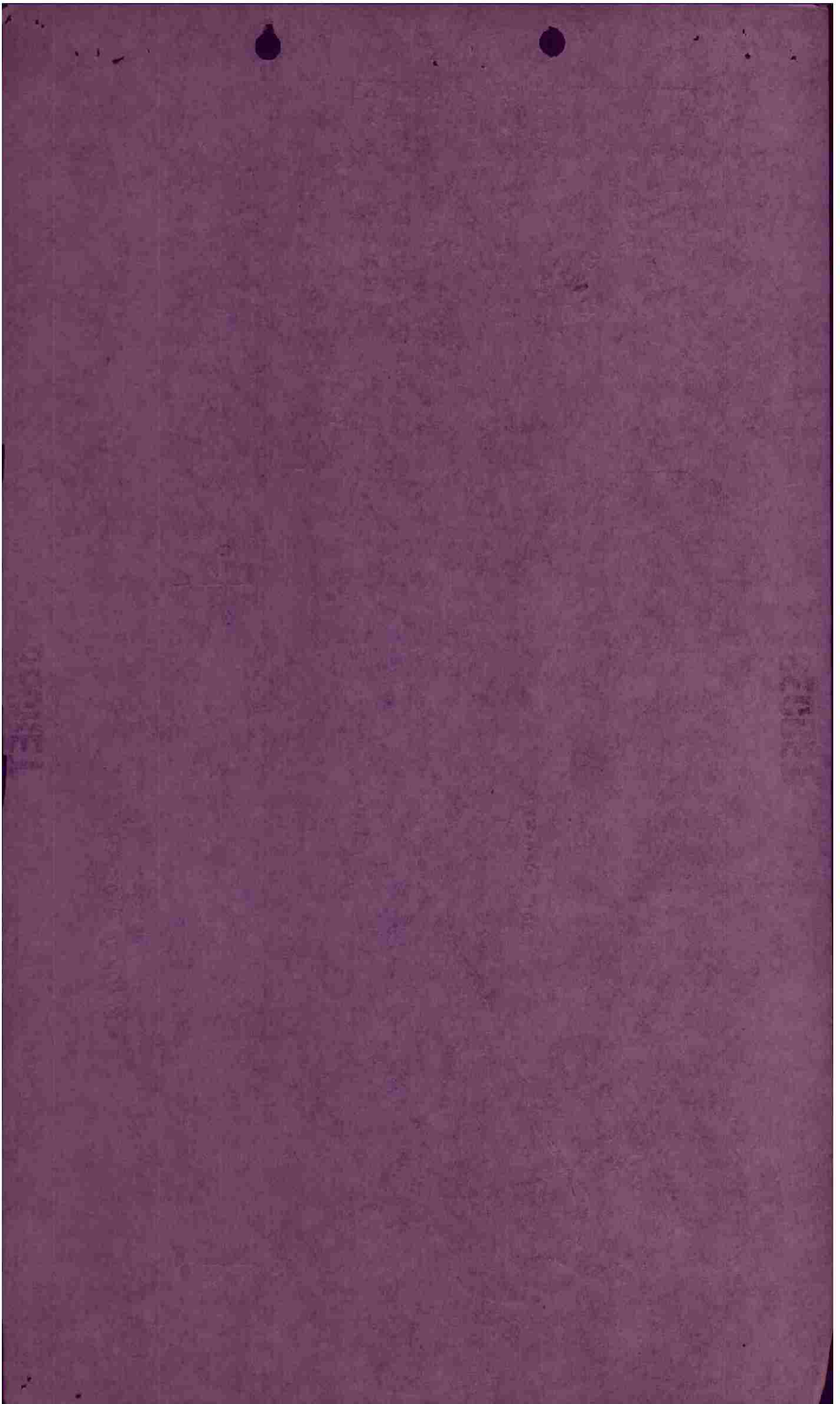
SECRET

1:250,000 Army/Air
Sheet 6



7
K
P

SECRET



USAAF FORM 34A

SECRET

SECRET

AUTH: CO 91A

DATE: 1 Jan 45

INIT:

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

TO:

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

Ref : Oprep A No. _____ for 24 hrs. ending midnight _____
Mission or Operation No. 100 970 000 110-070

A. Short Narrative of Operation:

Target _____
Place of take-off _____
Place of landing _____ (1 A-26 landed at 1430)
Take-off time 1237 Landing time 1437
Time over target 1447 - 1450 Bombing Altitude 10,000 ft
Nature of mission _____ Other _____
Weather 4/10 partly cloudy - Visibility 5 miles
Results _____
Enemy opposition _____

B. Type & model of aircraft:

1. Dispatched 1 - A-26
1 - A-26's

2. Attacking target (indicate target) or completing mission.
No attack

3. Abortive due to:
(1) Weather: None
(2) Personnel: None
(3) Mechanical: None
(4) Other: 1 - A-26 + 1 - A-26's. Unable to synchronize on one run. Could not see that fighters had bombed on another run - were not blown away.

4. Missing (i.e. cause and place unknown) 1 - A-26 - Hit by flak and was going down at 10000.

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

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

7. Damaged (give category & cause) 1 - A-26 - Category A
2 - A-26's - Category A
2 - A-26's - Category AB

8. Sorties 1 - A-26
1 - A-26's

SECRET

(over)

For the Commanding Officer

ପ୍ର. ୧୨

b. Prob. Das

Mr. Deatroyed

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

Type of Casualty	Pilot	Co-pilot	Nav	Bomb	R. Gun	R. Gun	T. Gun
Killed in action	0	0	0	0	0	0	0
Missing in action	1	0	0	0	0	0	0
Seriously Wounded	0	0	0	0	0	0	0
Slightly Wounded	0	0	0	0	0	0	0
Wounded	0	0	0	0	0	0	0

G. Own Personnel Casualties:

⑤. Total Returned

no person is to be
missing a/c

redefined "c"

5. Expanded on operations: (List targets separately)

1. Bonds, shares, etc. used:
2. Total carried into 1914:

d. ammunition by address:
 1. Total carried into air
 2. Expended on operations
 3. Lost on wrecked or mts

• q. NIGHT (Sunset to sunrise)

total operational flying hours
E. Day (sunrise to sunset)

॥ ॥ ॥ ॥ ॥ ॥

(P. 4E 00) V78 NH0E J7750

F/O _____

CONFIDENTIAL

INTER. FORM.

PILOT HARROLD A/C# 073 BOX _____

CASUALTIES _____

BOMBS :	<u>X</u>	<u>ON</u>	<u>CRATER DAMAGE</u>	<u>YES</u>	<u>NO</u>	<u>YES</u>
	<u>X</u>	<u>RETURNED</u>				
	<u>X</u>	<u>DISPOSED</u>				

FLAK: first flak 15 minutes before making bomb run.

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

INTERROGATOR

CONFIDENTIAL

LAURENCE

1971-72 41 UNITS

THE UNIVERSITY OF CHICAGO

17 JAN 24 1966

F/O

CONFIDENTIAL

INTERROGATION

PILOT HEINKE

A/C# 773

BOX

CASUALTIES

BOMBS :	X	ON	RETURNED	JETTISONED	OTHER DAMAGE	"A"	"B"	"C"	"D"	"E"

FLAK:

XXX #A over target area while circling for dive bombers to identify target.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Did not bomb. Come home on single engine. Saw one A/c go down. fighter reported 1 chute seen.

POSITION IN FORMATION

```

      X
     X X
    (X)
     X X
  
```

```

      X
     X X
    X X
  
```

X/ W A.
INTERROGATOR

CONFIDENTIAL

