

## IRIS Public Record

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**Abstract**

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Added

Entries

Author:

Subject:

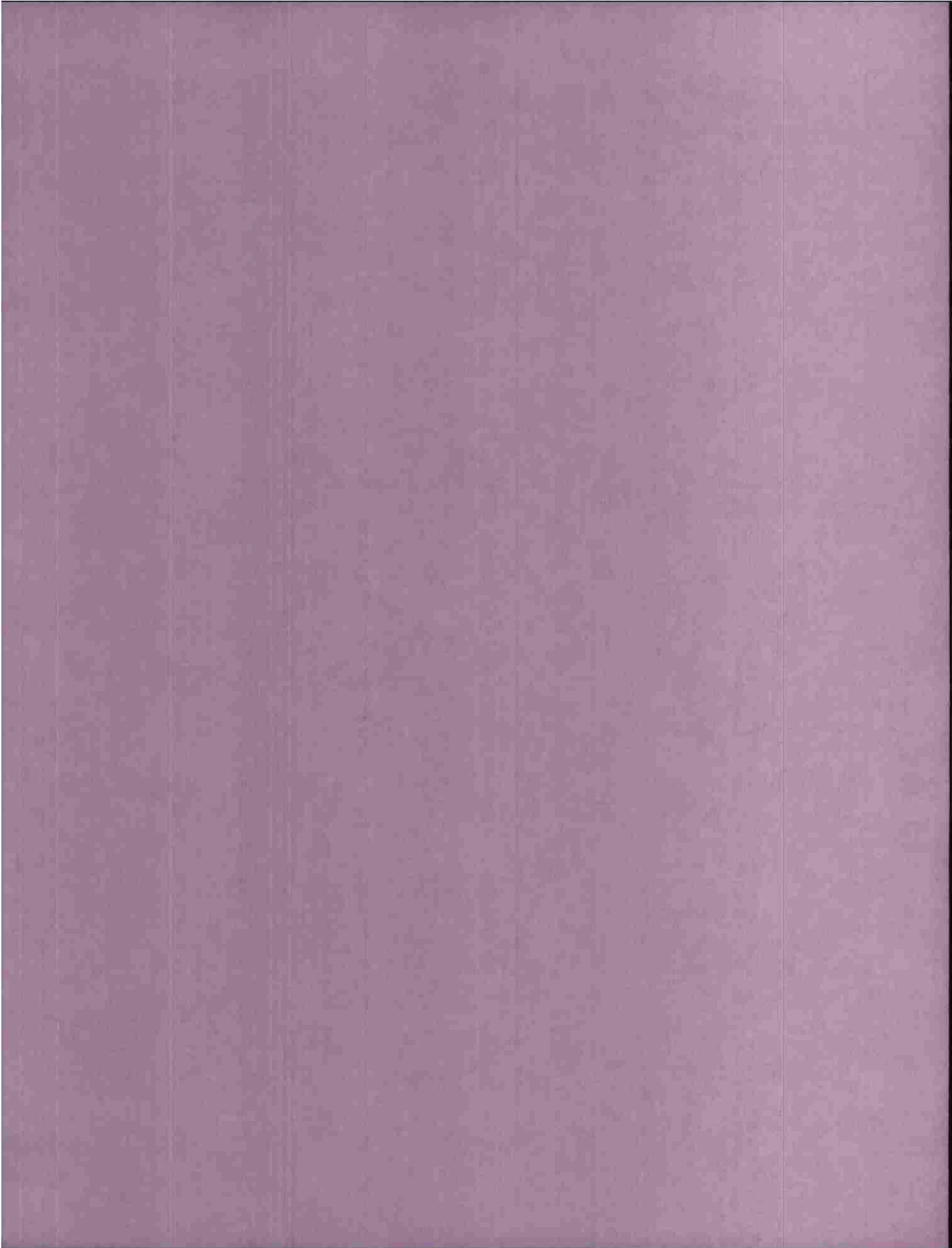
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GP-416-50-025  
76 JAN 1945

459  
Sh. p 88-D  
Item 2

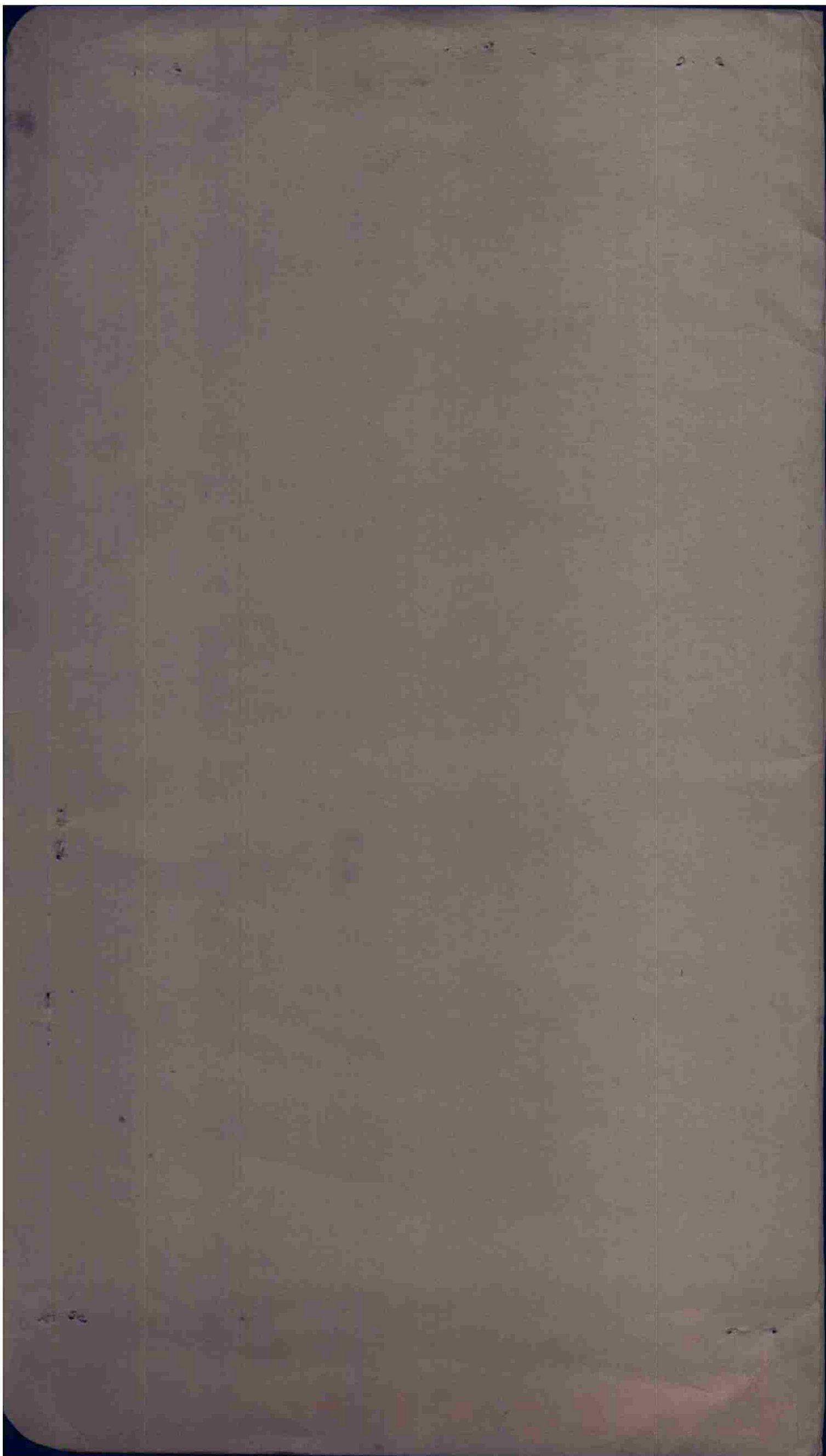
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P.R.C.

**DECLASSIFIED**  
DOD DIR 5200.7 27 Sep 58

00092003

SCANNED BY ACD  
2007-7

MICROFILMED ~~X~~



GENERAL INDEX

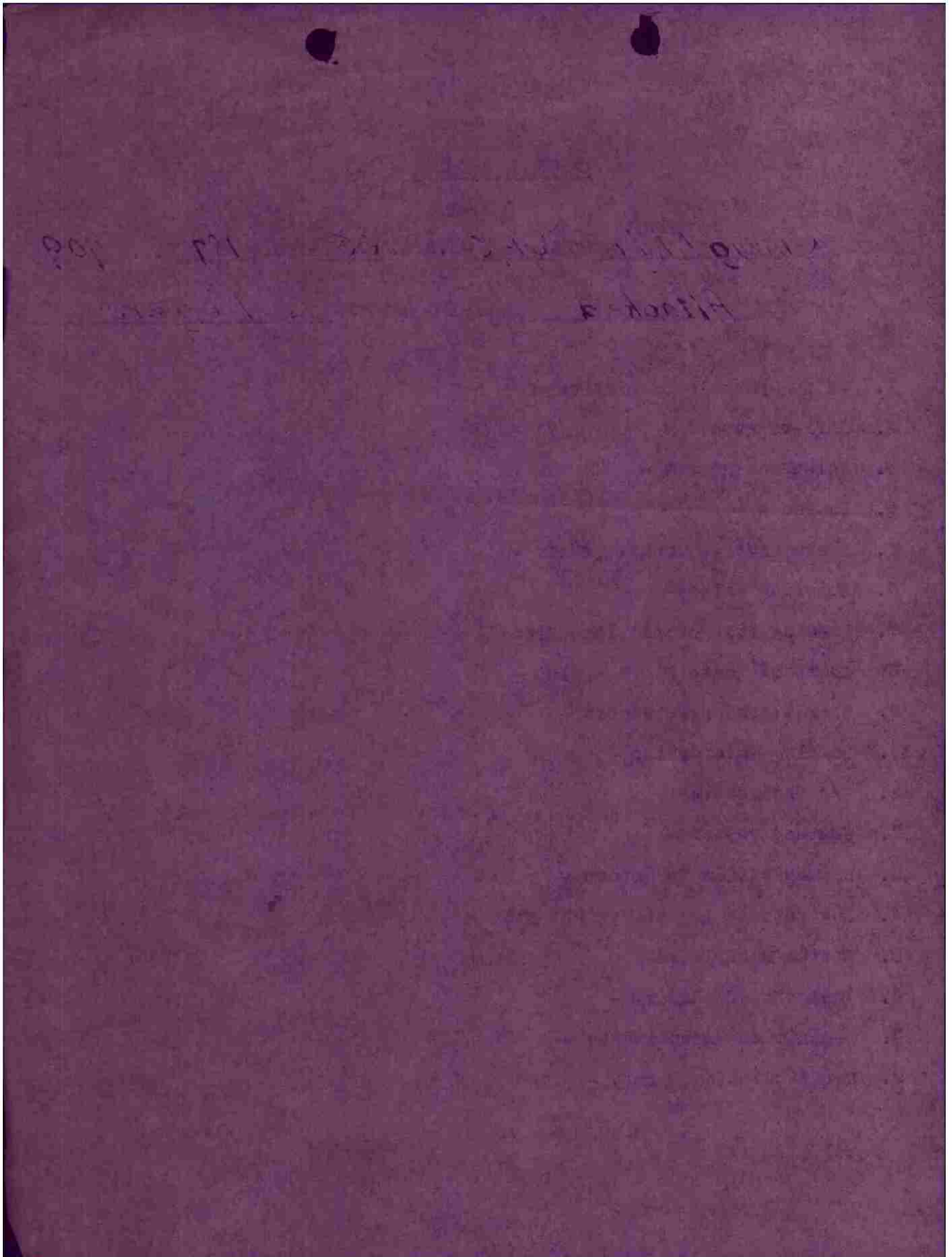
TARGET Sinzig RRBx DATE 6-1-45 No. a/c. 35 MISS.# 187 F.O.# 709

STATUS Attacked BRIEFING OFFICER L. J. Rogers

1. IX BC Synopsis of Mission -
2. Opflash Report -
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P.H.C.

06092003



S E C R E T

HEADQUARTERS  
9TH BOMBARDMENT DIVISION(M)189  
MISSION SUMMARY #11

16 January 1945

Section I

Field Order 709

<u>GROUP</u>	<u>TARGET</u>	<u>MISSION RESULTS</u>
323	Keiberg (L-418880) M/T Repair Center	Box I, Flight A - Excellent Flight B - Excellent Flight C - Excellent Box II, Flight A - Excellent Flight B - Excellent Flight C - A.P.N.B.
387	Erkolenz (F-005767) Communication Center	Box I, Flight A - Unsat. Flight B - P.N.B. Flight C - Unsat. Box II, Flight A - Excellent Flight B - Excellent Flight C - Excellent
397	Erkolenz (F-005767) Communication Center	Box I, Excellent Box II, Superior
322	Bulley (L-569613) Rail Bridge	Box I, Flight A - Superior Flight B - Excellent Flight C - Unsat. Box II, Flight A - No attack Flight B - No attack Flight C - Excellent
344	Bulley (L-569613) Rail Bridge	Box I, A.P.N.B. Box II, A.P.N.B.
391	Neuwied (F-804024) Road Bridge	Box I, Flight A - Excellent Flight B - Unsat. Flight C - Excellent Box II, Flight A - Undet. Flight B - Superior Flight C - Undet.
386	Neuwied (F-804024) Road Bridge	Box I, Fair Box II, Unsat.
416	Sinzig (F-658172) Rail Bridge	Box I, Excellent Box II, Superior
409	Sinzig (F-658172) Rail Bridge	Box I, Excellent Box II, A.P.N.B.
410	Hallschlag (L-077759) Communications Center	Box I, Excellent Box II, Excellent

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S E C R E T

387 BG: 39 a/c dispatched (including 1 RRF), 34 dropping 132 x 1000 GP, 4 x 500 GP on primary, 3 window a/c. 2 a/c failed to bomb; 1, mechanical; 1, other - shall casing from preceding a/c, which was clearing its guns, penetrated oil cooler scoop allowing oil to escape. 1 a/c jettisoned safe in open fields 7 x 1000 GP 1 1/2 miles NW of Bincho Belgium because of broken oil line in a/c. (Friendly territory).

Expletors (Communication Center)

Flight C, A.P.N.B. No sighting operation by the lead a/c of this flight. Bombed on box leader. Bombs fell 1700' SW of DMPI across main highway leading into town. One salvaged bomb hit on other side of town near highway. Flight B, EXCELLENT. 100% of bombs fell within 1000' radius of DMPI, in loose concentration, MPI of bombs 300' ESE of DMPI. This pattern plotted by erectors shown by photos taken by following flight. Main weight of bombs fell on east edge of built-up area but erectors are seen at intersection of main highway entering town from S and NW-SE road, as well as erectors on latter road.

Box II - Flight A, EXCELLENT. 100% of bombs fell within 1000' radius of DMPI, in fair concentration. MPI of bombs 390' SW of DMPI. Bombs started on main highway entering town from SW and continued into town completely blanketing center of town and all roads therein. Oblique photo taken on turn from target shows two fires burning in town.

Flight B, EXCELLENT. All bombs except those from 1 a/c within 1000' radius of DMPI. Good concentration centers 380' NW of DMPI. Bombs of main concentration fell in built-up area blanketing main and secondary roads through town. Bombs from single a/c fell 1400' E of DMPI. More than 50% of bombs fell within 1000' radius of DMPI. Pattern of bombs from only 2 a/c can be determined but bombs from remainder of flight may be assumed to have fallen in the town among previous erectors since they do not appear in the vicinity on later photographs.

Box I - Flight A, EXCELLENT. All bombs, except one, fell within 1000' of DMPI in fair concentration. The MPI of bombs of the 3 a/c of this flight was 660 feet NW of DMPI. Bombs fell on edge of town with pattern extending across highway leading W from town.

323 BG: 37 a/c dispatched, (including 1 RRF), 33 dropping 250 x 500 GP on primary, 3 window a/c. 1 a/c failed to bomb; mechanical. No losses, battle damage, casualties. Bombing by flights on group lead from 12,000 - 12,300 feet.

Kalberg (M/T Repair Center)

Aircraft of ten groups attacked two communication centers, two rail bridges, one road bridge and a motor transport repair center, recording SURPRISE to UNDETERMINED results.

GROUP NARRATIVE

SECTION I

S E C R E T

No losses, battle damage, casualties.

Bombing by flights on group lead from 12,800 - 13,500 feet.

Box I - Flight A. UNSATISFACTORY. All bursts outside 1000' radius. Bombs fell 2200' NE of DMPI, scoring hits on scattered buildings in outskirts of town. PFF a/c approached target left of course and after turn on to target insufficient time remained for good run.

Flight B. P.N.B. Accidental release by this flight. All bursts outside 1000' radius. Bombs fell in three clusters approximately 2½ miles W of DMPI, Sheet R1 (966776), one cluster fell on buildings in small village. The other two clusters fell in open fields. In attempting to assist bombardier, navigator placed door handle in select position and accidentally salvaged bombs.

Flight C. UNSATISFACTORY. All bursts outside 1000' radius. MPI of bomb pattern approximately 2300' NE of DMPI, blanketing numerous buildings in the section of town. PFF a/c approached target left of course and after turn on to target insufficient time remained for good run.

Box II - Flight A and B. EXCELLENT. These two flights rated together as both dropped on Box II leader. 90% of bursts inside 1000' radius. MPI of pattern approximately 500' from DMPI. Bursts surround AP, scoring hits to numerous buildings in central portion of town.

Flight C. EXCELLENT. All bursts within 1000' radius. MPI of bursts approximately 600' S of DMPI in good pattern, scoring hits to numerous buildings in S portion of town.

397 BG: 35 a/c dispatched (including 1 PFF), 27 dropping 204 x 500 GP on primary, 3 window a/c.

5 a/c failed to bomb: 3, mechanical; 2 other - flight leader opened bomb bay doors and salvaged immediately. These two a/c did not have sufficient time to open bomb bay doors and drop on target.

No losses, battle damage, casualties.

Bombing by boxes on group lead from 12,300 - 14,000 feet.

Box I - EXCELLENT. 95% of bombs within 1000' radius of DMPI. Bombs in fair pattern 425 feet W of DMPI hitting town, roads, M/Y, RR cars. Some bombs fell late, out of main pattern.

Box II - SUPERIOR. 95% of bombs within 1000' of DMPI. Bombs in fair pattern 85' N of DMPI. Strikes on buildings and RR tracks. 100' of pattern in M/Y. Some bombs, falling late, landed in open area.

Bullay (RR Bridge)

322 BG: 35 a/c dispatched (including 2 PFF), 21 dropping 40 x 2000 GP, 4 x 500 GP on primary, 3 window a/c.

11 a/c failed to bomb: 2 mechanical failures, 1 personnel failure, 8 other reasons (flight leaders did not drop).

2 a/c crash-landed at base - 1 a/c landing gear collapsed, 1 a/c flat tire on landing.

2 a/c battle damaged. No losses, casualties.

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S E C R E T

S E C R E T

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Flight B. UNSUCCESSFUL. All bombs more than 1000' from DMI. Dispersed pattern fell about 3000' SE of DMI with hits on at least 5 residential pipe buildings and in open fields and in river. Poor synchronization.

Box I - Flight A. EXCELLENT. All bombs within 1000' of DMI. Pattern fell about 600' N of DMI on N bank of river in business residential section with hits on 3 large and 2 small buildings.

Bombing by flights on group lead from 12,500 - 13,500 feet.

4 a/c battle damaged. 2 crewmen killed, 4 injured in crash. No further losses or casualties.

1 a/c lost. This a/c crashed on take-off. Reason undetermined.

3 a/c failed to bomb. 2 mechanical failures, 1 other a/c crashed on take-off.

32 a/c dispatched (including 2 FM), 29 dropping 52 x 2000 GP, 8 x 500 GP on primary.

Wounded (Boat Bridge)

Box II - A.P.M.D. Approximately 90% of bombs within 1000' radius of DMI. Lead bombardier could not determine center of bridge because of smoke. Selected at northern end of bridge. Approximate pattern, as seen through smoke, within 250' of selected DMI. Strikes around northern end of bridge and in open. Smoke prevents accurate assessment of hits. Several bombs salvaged 1200' and 2300' NW of bridge. Strikes in river and in open.

Box I - A.P.M.D. Drop wash from aircraft of preceding group caused tumbling of gyro in lead ship. Synchronization on AB not possible. Light pattern 1700' E of DMI. Strikes across rail line and in open.

Bombing by boxes on group lead from 13,000 - 13,500 feet.

1 1/2 a/c battle damaged. 1 crewman wounded. No losses.

3 a/c failed to bomb. 2 mechanical failures, 1 personnel failure.

32 a/c dispatched (including 2 FM), 29 dropping 54 x 5000 GP, 8 x 500 GP on primary.

Flight C. EXCELLENT. All bombs within 1000' of DMI. Pattern intermingled with bombs of Flight B, Box I. Separation of patterns cannot be made.

Flight B. NO ATTACK. Leader could not synchronize. Briefed to stay in formation and unable to contact box leader to make second run.

Box II - Flight A. NO ATTACK. Leader could not open bomb bay doors.

Flight O. UNDETERMINED. This flight made two bomb runs, dropping in smoke of preceding flight's bombs.

Flight B. EXCELLENT. All bombs within 1000' of DMI. Probable hits on Western approaches, several hits on tunnel entrance probably blocking entrance. Hits also on road along river.

Box I - Flight A. SUPERIOR. Bombs within 250' of bridge center. One probable hit on eastern end.

Bombing by flights on group lead from 12,000 to 13,500 feet.

S E C R E T

S E C R E T

Flight C. EXCELLENT. All bombs within 1000' of DMPI. Bombs fell in a split pattern 600' SW of DMPI with several probable hits or near misses. 2 bombs fell on N side of island about 200' SW of DMPI near bridge.

Box II - Flight A. UNDETERMINED. No photo coverage due to faulty a/c wiring. Flight bombed on third run with reported excellent results.

Flight B. SUPERIOR. All bombs within 1000' of DMPI. Bombs fell into smoke of previous flights with a pattern of bombs about 250' SE of DMPI with two probable hits on W span and at least one late bomb probably hitting center span.

Flight O. UNDETERMINED. No photo coverage due to oil on the camera lens. Visual observations reported gross error N of town. Bombardier salvaged after trigger switch dropped twice without bombs releasing.

386 BG: 35 a/c dispatched (including 1 PFF), 34 dropping 65 x 2000 GP, 4 x 500 GP on and in vicinity of primary.

1 a/c failed to bomb: mechanical.

13 a/c battle damaged. 2 crewmen wounded. No losses.

Bombing by boxes on group lead from 11,200 - 12,000 feet.

Box I - FAIR. Approximately 30% of bombs within 1000' of DMPI. Center of pattern 1100 feet W of DMPI. Pattern blankets what appears to be a stores area near western approach to bridge and extends across RR track. Bursts from four a/c can be seen 1 2/3 mile SW of primary, landing in snow-covered fields.

Box II - UNSATISFACTORY. All bursts occur outside of 1000' radius. Center of pattern 1500' NE of DMPI. Bombs fell in built-up town area possibly damaging houses and streets. Several late releases can be seen 3000' NE of DMPI landing on building in town of Neuwied.

Sinzig (Railroad Bridge)

416 BG: 37 a/c dispatched (including 26 A-26, 9 A-20, 2 PFF), 34 (including 26 A-26, 6 A-20, 2 PFF) dropping 104 x 1000 GP, 32 x 500 GP on primary. 3 window a/c.

No losses, 12 a/c battle damaged, no casualties.

Bombing by boxes on group lead from 13,500 - 13,700 feet.

Box I - EXCELLENT. 90% of bombs within 1000' radius of DMPI. Pattern centers 665' E of DMPI. Main pattern of bursts hit in fields E of bridge doing no damage. Bombs from one flight hit on RR tracks 1000' SE of bridge probably cutting tracks.

Box II - SUPERIOR. All bombs within 1000' radius of DMPI. Center of pattern 100' SE of DMPI. Bombs started short of bridge and covered SE approach. Several hits were scored on tracks at SE edge of bridge probably cutting them but the bridge itself is still standing.

409 BG: 39 a/c dispatched (including 31 A-26, 7 A-20, 1 PFF), 33 (including 28 A-26, 4 A-20, 1 PFF) dropping 110 x 1000 GP, 20 x 500 GP on and in vicinity of primary. 3 window a/c.

3 a/c failed to bomb; other - 1. flight leader was in bank and could not see box leader drop; 2. flight leader did not drop.

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S E C R E T

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Box II - EXCELLENCE. 100% of bombs within 1000' radius of DMPI. Irregular pattern centered in middle of Box I bursts, 375' ESE of DMPI, pattern blankets intersection of highways N and E of town with probable dir of hits and near misses to DMPI. Weight of attack centered on built-up area in center of town.

Box I - EXCELLENCE. 100% of bombs within 1000' radius of DMPI. Excellent pattern centered 350' SSE of DMPI. Pattern extends diagonally across town blanketing buildings, highways and intersections with the weight of the attack concentrating on the town itself. Probable direct hits and near misses to DMPI with bursts blanketing all highways leading into town with exception of highway leading N from Ormont and highway leading W from Kott.

Bombing by boxes on group lead from 12,000 - 12,500 feet.

No losses, 3 a/c battle damaged, no casualties.

1 a/c failed to bomb: mechanical.

primary.

410 EG: 38 a/c dispatched (including 1 FFF), 37 dropping 220 x 500 GP on

Hallscheid (Communication Center)

Box II - A.P.N.D. HTF a/c off course due to mechanical failure. In attempt to return and attack on related heading bombardier made bomb run too short and it was necessary to bomb into smoke of previous box. Center of split pattern in fields approximately 1800' NW of DMPI, 3 a/c of flight C, this box, dropped bombs at approximate coordinates E-549137, 7 miles WNW of target. (Enemy territory.)

Box I - EXCELLENCE. 98% of bombs landed within 1000' radius of DMPI. Center of pattern 410' N of DMPI. Photos show at least one hit or near miss to DMPI probably caused damage to overwater bridge structure. There are further hits and near misses to approximately 660' of embankment and rails on N side of bridge.

Bombing by boxes on group lead from 12,500 - 13,500 feet.

No losses, 7 a/c battle damaged, no casualties.

S E C R E T

S E C R E T

Section II

A/C OFF		359
A/C Bombing	311	
A/C Failing to Bomb	30	
A/C Recalled (Weather)	0	
Other (Window)	18	
TOTAL		359

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Bombs on Enemy Territory	572.50
Total Bombs to Date	100,661.44

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A/C Lost (391 BC)	1	
A/C Missing	0	
A/C Crash-Landed (386 BG; 2 a/c 322 BG)	3	
A/C Battle Damaged	57	16.10%
Killed	2	
Wounded	3	
Missing	0	
Injured	4	
Claims	0	

- 1 -

S E C R E T

S E C R E T

- 2 -

GROUP	NO. A/C	CLASSIFICATION	REASON
323	1	Mechanical	Right engine losing power.
387	1	Mechanical	Engine cutting out.
	1	Other	Shell casing from preceding a/c which was clearing guns prevented oil scoop, allowing oil to escape.
397	3	Mechanical	1 a/c - Electrical system out. 1 a/c - Engines cutting out. 1 a/c - Engine cutting out.
	2	Other	Flight leader salvaged immediate- ly after opening bomb-bay doors. These 2 a/c did not have bomb- bay doors open.
322	2	Mechanical	1 a/c - Loss of power. 1 a/c - Bomb-bay doors would not open. Leader of 2nd Box.
	1	Personnel	bombardier was not synchronized. Could not contact Box leader to make second run. Leader 2nd Flight, 2nd Box.
	7	Other	Leaders did not drop.
	1	M.F.	EE a/c bombing on group. Leader did not drop.
377	2	Mechanical	1 a/c - Engine cutting out. 1 a/c - Could not get into high blower.
	1	Personnel	Pilot had acute sinus attack.
391	1	Other	A/C crashed on take-off.
	2	Mechanical	2 a/c - Engines cutting out.
386	1	Mechanical	Prop governor failure.
409	1	Other	Flight leader could not see Box leader drop as his a/c was in bank.
	2	Other	2 a/c - Flight leader did not drop.
410	1	Mechanical	Engine cutting out.

S E C R E T

S E C R E T

OBSERVATIONS

WEATHER: Koiberg 323 BG: 1/10 stratocumulus base 4500 ft tops 5000 ft.  
7/10 cirrostratus base 25000 ft. Visibility 10  
miles up sun and 20 miles down sun. Visi-  
bility on bomb run 15 miles.

Erkelenz 387 BG: 1/10 stratocumulus top 5000 ft. Good clear  
break over target in 15 mile hole. Visi-  
bility 8 to 10 miles on bomb run. 10/10  
stratocumulus to the east.

397 BG: 4-6/10 stratocumulus in area base 3000 top  
4000 ft extending well into Germany. Large  
breaks over MPI. Visibility 6 to 8 miles  
down sun and 5 miles up sun. Visibility air  
to ground on bomb run 4 to 5 miles.

Bullay 322 BG: Clear. Visibility 8 to 10 miles up sun and  
15 miles down sun.

344 BG: Clear. Visibility 8 to 10 miles up sun and  
15 miles down sun.

Nouweid 391 BG: Clear. Visibility 8 to 10 miles up sun and  
15 miles down sun.

386 BG: Clear. Visibility 8 to 10 miles up sun and  
15 miles down sun.

Sinzig 416 BG: Clear. Visibility 8 miles on bomb run.

409 BG: Clear. Visibility 12 miles.

Hallschlag 410 BG: Clear. Visibility 15 to 20 miles on bomb run.

S/A PHOTO REPORTS

<u>GROUP</u>	<u>CAMERAS</u>	<u>CAMERA FAILURES</u>		<u>PERSONNEL FAILURES</u>	
	<u>PHOTOGRAPHING</u>	<u>NO.</u>	<u>PERCENT</u>	<u>NO.</u>	<u>PERCENT</u>
323	55%	4	36%	1	9%
387	100%	0	0	0	0
397	100%	0	0	0	0
322	100%	0	0	0	0
344	100%	0	0	0	0
391	100%	0	0	0	0
386	100%	0	0	0	0
416	100%	0	0	0	0
409	100%	0	0	0	0
410	100%	0	0	0	0

FLAK ANALYSIS ANNEX

A/C OVER ENEMY TERRITORY 339

A/C NOT TO FLAK 0

A/C BATTLE DAMAGED 56

% A/C BATTLE DAMAGED 16.10%

S E O R I

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The 391 group reported encountering the No 109's at the target (mounted, I-807027). The group followed the formation to Luxembourg (I-870146), but

L. O. I. : 1259 to 1435  
L. O. I. : 1259 to 1435

Only weak inaccurate heavy tank was encountered at the target. Our artillery was able to give us coverage on the enemy tank batteries along the battle area and the battery in action against this group was probably out of range of our guns.

4/C Lost to Flak  
4/C Battle Damaged  
% 7/C Battle Damaged  
8.10%  
3  
0  
Hullachan Communications Center  
410 Gp.

Moderate accurate heavy tank was encountered at the target. Heavy tank and failed accurate tank was experienced at Hornsby (L-4318), Saarburg (I-1442), Allons (I-6382) and Mohl (I-6508). Flak at the target was as anticipated. The flak at Saarburg was probably from a 2 gun battery located near the town. The flak at Allons was probably from the defenses of Kayen and the formation was at extreme range for them. The fire encountered at Mohl probably came from railway guns on the line from Kayen to Mayen. Flak at the target was probably from a four gun battery located just to the north of the town and two 5 gun batteries of railway guns just east of town.

4/C Lost to Flak  
4/C Battle Damaged  
% 7/C Battle Damaged  
27.70%  
19  
0  
Sinzig RR Bridge  
416, 409 Gp.

Flak at the target was only moderate and inaccurate. This is less than the amount of fire that may normally be expected from the heavy defenses within gun range of the target. There are approximately 50 heavy guns plotted that would be able to engage attacking a/c. Moderate accurate fire was also reported in the later area. This is the usual battle area flak.

4/C Lost to Flak  
4/C Battle Damaged  
% 7/C Battle Damaged  
30.13%  
19  
0  
Heintz Road Bridge  
391, 386 Gp.

Weak inaccurate heavy tank east of Trier caused battle damage to 2 a/c of the 322nd Gp. The 344 Gp. report a moderate fire near Lorsch (I-3433). This flak probably came from the flak defenses. Moderate accurate fire was also reported at Wittlich (I-3957). There are no guns plotted in this area but the town of Wittlich is a RR junction and the flak probably came from railway guns that have been moved into the area.

4/C Lost to Flak  
4/C Battle Damaged  
% 7/C Battle Damaged  
25.0%  
16  
0  
Bullay RR Bridge  
322, 344 Gp.

The groups attacking Wittlich reported all flak. Counter-battery fire was laid down by our field artillery and evidently played a large part in keeping down the flak. The 323rd reported weak inaccurate heavy tank from the defenses of Trier.

4/C Lost to Flak  
4/C Battle Damaged  
% 7/C Battle Damaged  
0  
0  
0  
Koblenz W/T Repair Center  
323 Gp.

Trkelen Communications Center  
367, 397 Gp.

S E O R I

PUBLIC RELATIONS  
PRESS RELEASE

HEADQUARTERS NINTH BOMBARDMENT DIVISION, France - Three western Germany bridges, including the massive Hermann Goering road bridge over the Rhine river, were attacked today by Ninth Air Force medium bombers continuing their winter offensive to isolate the battle area.

While six formations of B-26 Marauders hammered rail bridges at Bulley, and Sinzig and the Goering bridge at Neuwied, other strong forces of Marauders joined with A-26 Invaders and A-20 Havocs to hit German communications centers at Erkelenz and Hallschlag and a motor vehicle repair depot at Keiberg.

Clear weather prevailing over the western front permitted visual bombing and provided the mediums one of their best operational days in recent months. More than 330 bombers, escorted by Ninth AF and RAF fighters, participated in the day's offensive in advance of the U.S. First and Ninth Armies. They were unopposed by enemy fighters but encountered flak of varying intensity over all of the targets. However, no planes were lost.

The three-span Goering road bridge, stretching 1,500 feet over the Rhine at Neuwied, was attacked with 2,000-pound bombs by Marauders of the 391st and 386th Bomb Groups. Reports indicated that because of reduced rail facilities the Rhine river bridge, leading into the battle area, had become especially important to the Germans for movement of equipment and supplies by motor.

The 344th and 322nd Marauder groups blasted the Bulley railroad bridge, a 960-foot, double-deck span over the Moselle river, carrying main lines running southwest from Koblenz to Trier. Recent reconnaissance revealed the bridge still standing although it had been the object of earlier attacks.

Approximately 130 tons of bombs were dropped on the Sinzig railroad bridge by Invaders of the 409th and 416th Bomb Groups after reconnaissance showed the double-track span still serviceable despite previous attacks. "Bomb bursts cut rail lines on both sides of the target and bracketed the bridge", declared Staff Sergeant Franklin P. Bosford, 1446 E. Cheltenham, Philadelphia, Pa.

Before Marauders of the 323rd Bomb Group blanketed a motor repair center at Keiberg with 500-pound bombs, civilians were reported to have been evacuated from the town to accommodate a large vehicle supply and maintenance depot. Bombs were well concentrated within the village according to crews.

A bombardier, 2nd Lt Robert H. Van Flyke, 596 E. Main St., Little Falls, N.Y., reported: "I saw the bombs start hitting at the aiming point and carry on through the middle of the town". Crewmen in the last Marauders to hit Keiberg reported they could see bombs from lead planes strike in the town.

Fog rose to heights of 2,000 feet above the town of Erkelenz, 20 miles northwest of Duren, following closely-coordinated attacks by B-26s of the 387th and 397th Bomb Groups on this communications center for German forces in the path of the U.S. Ninth Army. The two formations battered the Nazi village with 500 and 1,000-pound bombs, aiming for small railway yards and road junctions.

( more )

26 Jan 1945  
News Room 1645  
Press Camp 1715

"There was little contrast between the snow-covered town and the white smoke above it", declared 1st Lt. Miles J. Dickey, bombardier, of 5007 N. Shepherd Drive, Houston, Texas., who reported he "saw bombs hit in the center of town".

Road cuts in the center of Hallsburg, 10 miles north of town were made by 410th Bomb Group Havocs attacking the town with 500-pound bombs.

ITA JEA V JKI JKI 12/16 OP OP

FROM 416TH BOMB GROUP (L) 16/1748A  
 TO CG. 9TH BOMB DIVISION, ATT:A-2  
 CG. 97TH COMBAT WING ATT: A-2  
 CONFIDENTIAL BT

416BG J-220-D  
 OPFLASH FOR 16 JANUARY 1945

- A. 416 BOMB GR.
- B. SINZIG RAILROAD BRIDGE
- C. 9 A-20 A/C  
26 A-26 A/C
- D. 6 A-20 A/C ATTACKED PRIMARY  
26 A-26 A/C ATTACKED PRIMARY
- E. 3 A-20 A/C CARRIED WINDOW ONLY
- F. 24 X 500 LB. G.P. ON PRIMARY  
104 X 1000 LB. G.P. ON PRIMARY
- G. CREWS REPORT EXCELLENT RESULTS ON PRIMARY, BOMBING VISUALLY BY BOXES.
- H. 10 A/C DAMAGED CAT "A" BY FLAK INCLUDING 2 A-20 A/C  
AND 8 A-26 A/C  
2 A/C DAMAGED CAT. "AC" BY FLAK INCLUDING 1 A-20 A/C AND  
1 A-26 A/C
- I. NIL
- J. XHA FROM F650080 TO TARGET.  
XHI AT HERMESKEIL (L435180)  
XHI AT SAARBURG (L147129)  
XHA AT L637870
- K. NIL
- L. 13,750 - 1ST BOX OVER PRIMARY  
13,500 - 2ND BOX OVER PRIMARY
- M. 1401 - 1ST BOX  
1403 - 2ND BOX

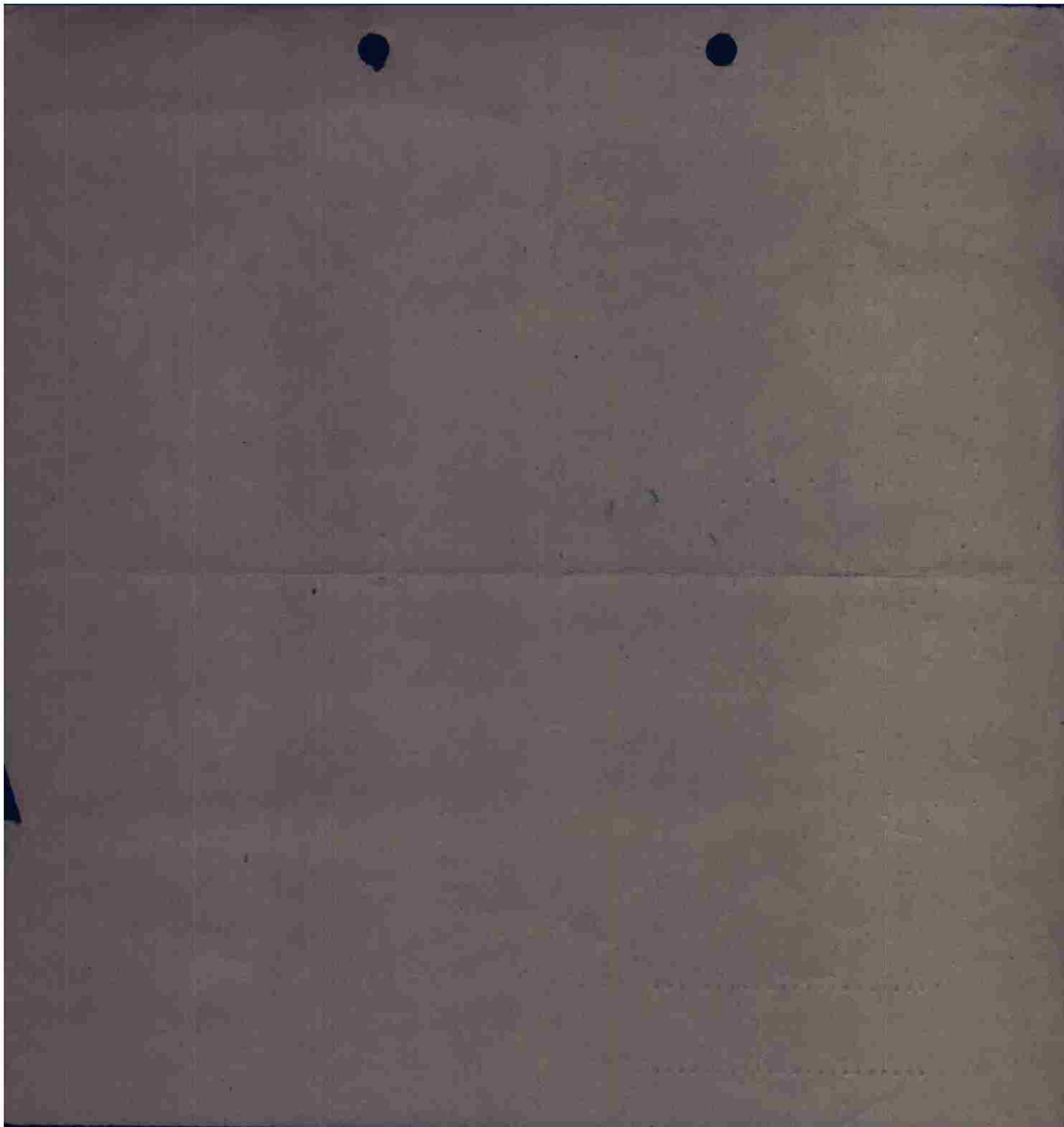
AYLESWORTH COBOMGR 416

BT 16/1748A  
 RSS AR

ITA R.....;...16/1713A EG BBBBP

JEA R.....16/1713A CES AR

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M

ITA JEA V JKI JKI 20/16 OP OP

FROM HQ. 416TH BOMBARDMENT GROUP (L) 16/2100A  
 TO 9TH BOMBARDMENT DIVISION (M) ATT. A-2 P/I  
 97TH COMBAT WING, I ATT. A-2 DUTY OFFICER.  
 SECRET BT

416BG J-227-D  
 FIRST PHASE S/A REPORT  
 B. SINSIG RR BRIDGE.  
 G. 1402

J. BOX I : EXCEL: 90 PERCENT OF BOMBS WITHIN 1000 FT. RADIUS OF DMPI  
 (VISUAL) OF BURSTS 665 FT. E OF DMPI. MAIN PATTERN OF BURSTS HIT IN  
 FIELDS E OF BRIDGE DOING NO DAMAGE. BOMBS FROM ONE FLIGHT  
 HIT ON RR TRACKS 1000 FT. SE OF BRIDGE PROBABLY CUTTING  
 TRACKS.

BOX II: SUPER: ALL BOMBS WITHIN 1000 FT. RADIUS OF DMPI WITH CENTER  
 (VISUAL) OF BURSTS 100 FT. SE OF DMPI. BOMBS STARTED SHORT OF BRIDGE  
 AND COVERED SE APPROACH. SEVERAL HITS WERE SCORED ON TRACKS  
 AT SE EDGE OF BRIDGE PROBABLY CUTTING THEM BUT THE BRIDGE,  
 ITSELF, IS STILL STANDING.

K. NO UNSATISFACTORY BOMBING REPORT.

M. (1) 8 100 PERCENT  
 (2) 0 0 "  
 (3) 0 0 "

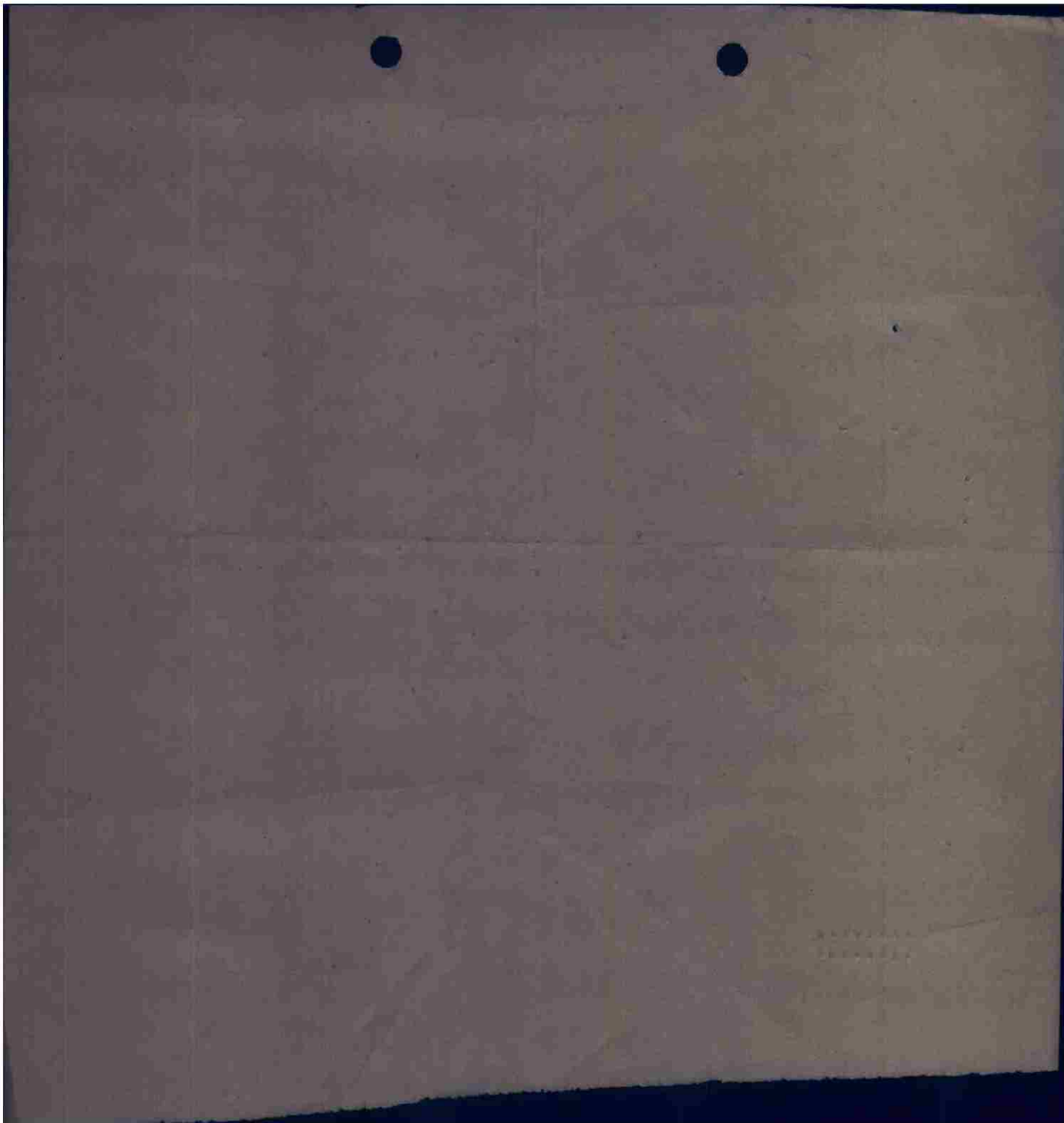
AYLESWORTH COBOMICE 416

BT 16/2100A  
 RSS BBB

ITA R.....162132A DFD KKK  
 JEA R.....16/2132-A FK KK

TIC

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ITA JEA V JKI JKI 17/16 .OP OP

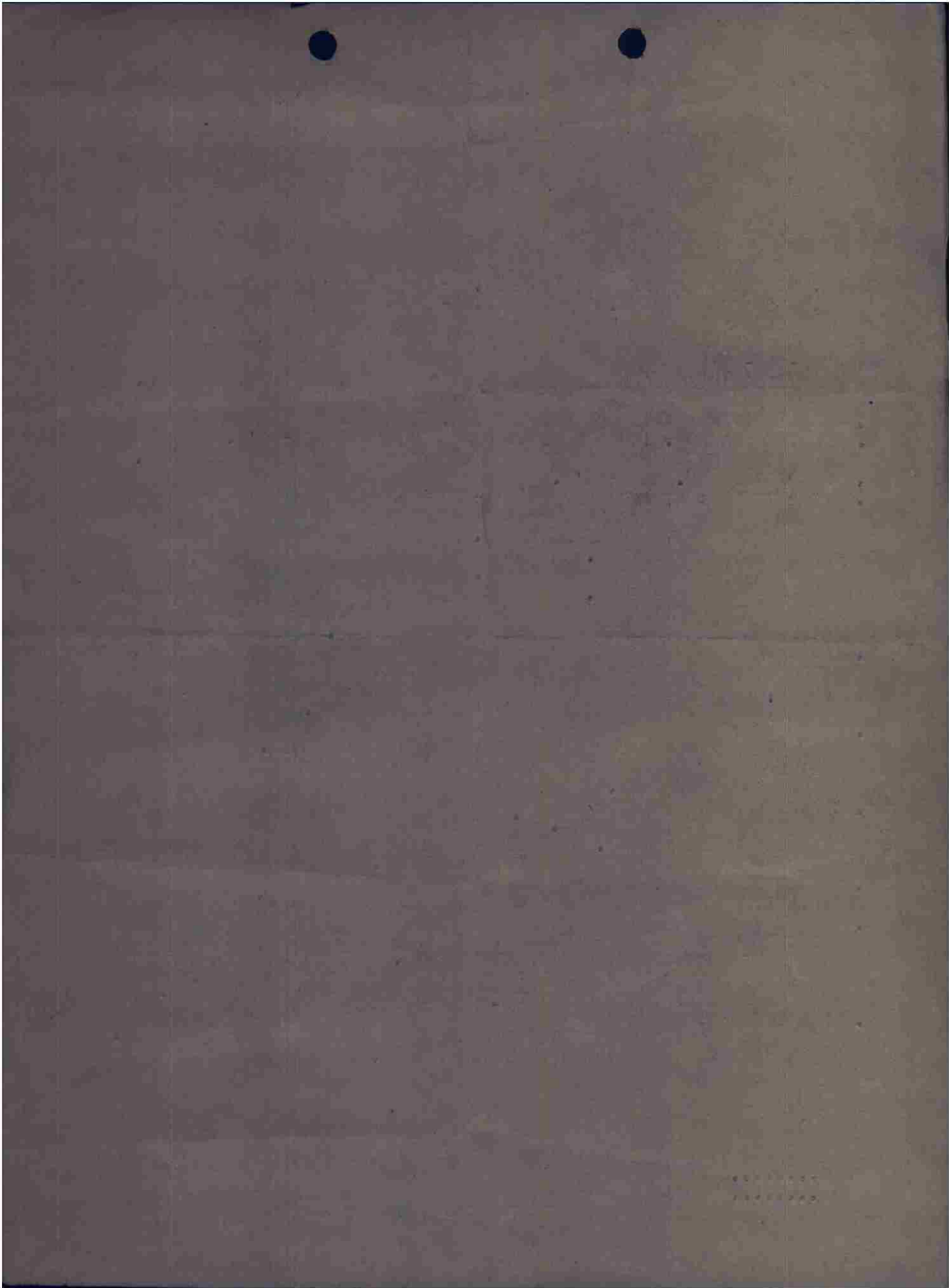
FROM 416TH BOMB GROUP (L) 16/1900A  
 TO CG, 9TH BOMBARDMENT DIVISION ATT. A-2  
 CG, 97TH COMBAT WING. ATT. A-2  
 CONFIDENTIAL BT

416BG J-226-D  
 OPSFLASH FOR 16 JANUARY 1945 357TH FIGHTER GP, LEISTON, ENGLAND.

- A. GROUP: 357TH FIGHTER GROUP, LEISTON, ENGLAND.  
 B. MISSION: RAMROD. (ESCORT FOR 3 BOXES OF 36 EACH A-17'S.)  
 BOMBER TARGET: RITTERFIELD OIL STORAGE DUMP (E150450).  
 C. A/C DISPATCHED. 54 P-51'S.  
 D. A/C RETURNED: 41 A/C LANDED AT A-55  
                   2 A/C LANDED AT MESANGER (037)  
                   7 A/C OF 364TH SQ. LEFT FORMATION EARLY, LOW ON  
                   FUEL.  
                   4 A/C OF 363RD SQ. LEFT FORMATION EARLY, LOW ON  
                   FUEL.  
                   (ALL A/C THAT LEFT EARLY ARE BELIEVED TO HAVE LANDED  
                   SAFELY IN FRIENDLY TERRITORY.)  
 E. FLAK:  
       WEAK, HEAVY, INACCURATE FLAK AT LEIPZIG.  
       WEAK, HEAVY, INACCURATE FLAK NEAR HANNOVER AND BRUNSWICK.  
       WEAK, HEAVY, ACCURATE FLAK EAST OF STRASBOURG.  
 F. PERSONNEL:  
       NO PERSONS KNOWN TO BE KILLED, WOUNDED OR INJURED. PILOTS OF  
       11 A/C THAT LEFT EARLY ARE BELIEVED TO HAVE LANDED SAFELY IN  
       FRIENDLY TERRITORY.  
 G. CLAIMS AND ENCOUNTERS:  
       NO ENEMY FIGHTER CLAIMS.  
       NO ENEMY ENCOUNTERS.  
       ALL A/C REMAINED WITH BOMBER FORMATIONS.  
 H. TIME OVER TARGET:  
       ALL TIMES WERE 35 MINUTES LATE FROM BRIEFED TIME.  
 I. NARRATIVE:  
       PICKED UP BOMBERS AT ZWOLLE (2A/Z83) ESCORTED THEM TO TARGET AND  
       ON ROUTE OUT OF GERMANY TO STRASBOURG. AFTER CALL FROM MEW  
       CONTROL SAYING THAT WEATHER AT HOME BASE WAS CLOSING IN, THE  
       FIGHTERS LEFT THE BOMBERS NEAR STRASBOURG AND LANDED AT A-55.  
 J. OBSERVATIONS:  
       BOMBERS DROPPED BOMBS THROUGHOUT OVERCAST WITH EXCELLENT RESULTS.  
       BLACK SMOKE SEEN RISING UP TO 8000 FEET.

BT 16/1900A  
 RSS BBB

ITA R.....162015A           LBC K  
 JEA R.....162015W           HCES H KKKK



ITA JEA V JKI 18/16 SIG. SVC.

FROM MSG CENTER JKI 16/2025A  
TO " " JEA  
" " ITA

BT  
SIGNAL SERVICE

CITE JKI OPSFLASH NR J-226-D FOR CORRECTION IN PARA. B. REPT B.  
SHOULD READ AS FOLLOWS:

B. MISSION: RAMROD. (ESCORT FOR 3 BOXES OF 36 EACH B-17'S.)  
BOMBER TARGET: RITTERFIELD OIL STORAGE DUMP (E150450).

BT 16/2025A  
DM AR

ITA R.....16/2101A SK AR  
JEA R.....16/2101A HH FK AR

*Recd  
16/2245*

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To: C.G. 9th Bomb Division, Att. A-2  
C.G. 97th Combat Wing, Att. A-2

From: 416th Bomb Grp.  
opflask for 16 January 1945

- A - 416 Bomb Group
- B - Singing railroad bridge
- C - 9 A-20 A/C  
26 A-26 AC
- D - 5 A-20 A/C attacking primary  
26 A-26 A/C  
~~3 A-20 A/C dropped window only~~
- E - 3 A-20 A/C carried window only
- F - 24 X 500 lb. G.P. on primary  
104 X 1000 lb. G.P. " "

G. Crews report excellent results on primary, bomb-  
ing usually by boxes.

H. : 10 A/C Damaged cat "A" by flak { 8 A-26 A/C  
2 A-20 A/C  
2 A/C Damaged cat "AC" by flak { 1 A-20 A/C  
1 A-26 A/C

I. ~~Nil~~  
Nil

J. X H A ~~at target~~ F650050 to target.  
X H 1 at Hermetkul L 4 35/80  
X H 1 X Saarburg L 1471 29  
X H A at L 63 7870

K. Nil

L. 13,750 1st box over primary  
13,500 2nd box " "

M. 1401 1st box  
1403 2nd box

Q - 32

R - 0

S - 0

D - 10 cat A  
2 " AC

e - 1 killed

5 - none (bombed usually by boxes)

g - 1745

2200

up 12112

down 1606

98 A 205 (Bundling)  
26 4263

To: Co. A., 9<sup>th</sup> Bombardment Division: Lt. AZ

From: 416<sup>th</sup> Bombardment Group (L)  
 Appflesh for 16 January 1945, 357 fighter group, Lutterton, England.

A. Group: 357 fighter group, Lutterton, England

B. Mission: Ramrod. (Escort for 3 boxes of  
 36 each B17's)  
 Bomb target: Pitterfield oil storage  
 dump (E150450)

C. ~~44 54 A/c dispatched.~~  
 A/c dispatched. 54 P51's

D. A/c returned: 41 A/c landed at 455  
 2 A/c landed at messenger.  
 7 A/c of 364<sup>th</sup> Squadron  
 left formation early, ~~low~~  
 low on fuel  
 4 A/c of 363<sup>rd</sup> Squadron  
 left formation early.  
 low on fuel.  
 (all A/c that left early  
 are believed to have landed  
 safely in friendly territory)

E. Flak  
 Weak heavy inaccurate flak at Leipzig  
 Weak heavy inaccurate flak near Hannover  
 and Brunswick  
 Weak heavy accurate flak east of  
 Strasbourg.

[The page contains several paragraphs of handwritten text, which is extremely faint and difficult to decipher. The text appears to be a memorandum or a letter, possibly containing names and dates. Some legible fragments include "A. ...", "B. ...", and "C. ...".]

~~See Claims: fighter claims~~

F. Personnel:

no persons known to be killed, wounded or injured. Pilots of "A/c" that left early are believed to have landed safely in friendly territory.

G. Claims and encounters

no enemy fighter claims

no enemy encounters.

All A/c remained with bomber formation.

H. Time over target.

All times were 35 minutes late from briefed time. Picked up bombers at Zwickau, escorted them to target and on route out to Strasbourg.

I. Narrative.

Picked up bombers at Zwickau (24/283) escorted them to target and on route out of Germany to Strasbourg. After call from M.E.W. control saying that weather at home base was closing in the fighters left the bombers near Strasbourg and landed at A55.

J. Observations.

Bombers dropped bombs through screen with excellent results. Black smoke seen rising up to 8000 feet.

U READY JKI PLS OK

*504*

JKI VIA JEA V ITA JQF 36/16 OP OP

FROM: COBOMGP 397 (1ST PATHFINDER SQUADRON (M) PROV.)

TO : CG, IX BOMBER DIVISION, ATT: A-2

- CG, 97TH COMBAT WING
- CG, 98TH COMBAT WING
- CG, 99TH COMBAT WING
- CO, 323RD BOMB GROUP
- CO, 387TH BOMB GROUP
- CO, 397TH BOMB GROUP
- CO, 344TH BOMB GROUP
- CO, 322ND BOMB GROUP
- CO, 391ST BOMB GROUP
- CO, 386TH BOMB GROUP
- CO, 416TH BOMB GROUP
- CO, 409TH BOMB GROUP
- CO, 410TH BOMB GROUP

*Rec'd  
17 Jan 45  
0930  
mm*

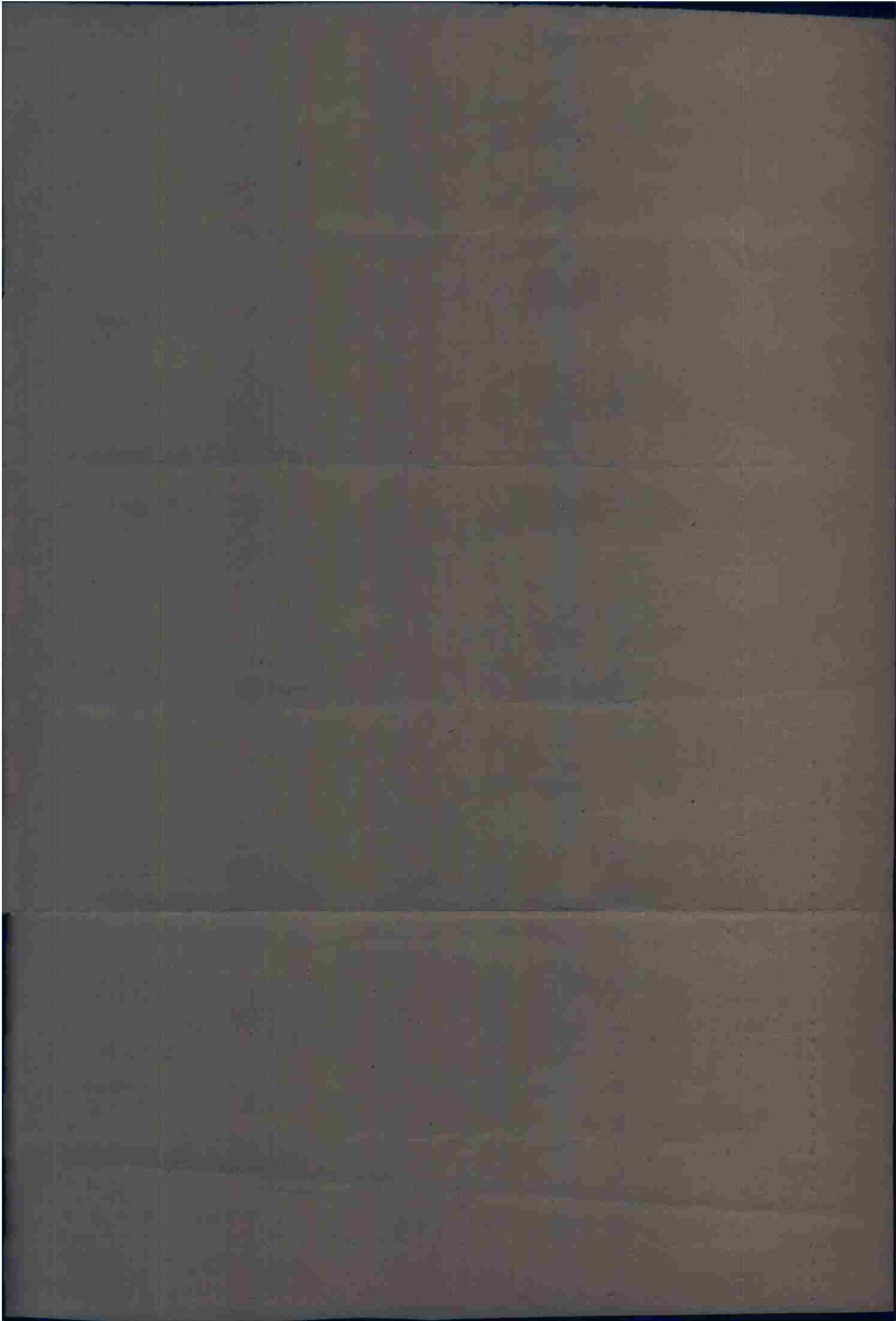
SECRET BT

J-297-E

- A. FIRST PATHFINDER SQUADRON WITH THE 387TH BOMB GROUP
- B. ERKELENZ COMM. CENTER & CROSS ROADS
- C. ONE B-26
- D. ONE B-26 PRIMARY - ON EQUIPMENT GROUP BELIEVED TO HAVE DROPPED NORDEN
- E. NONE
- F. 4 X 500 GP ON PRIMARY
- G. ~~GOOD PATTERN IN TOWN - ALL IN TARGET AREA~~
- H. THRU K. NONE
- L. 13,600 PRIMARY
- M. 1258 1/2

- A. FIRST PATHFINDER SQUADRON WITH THE 397TH BOMB GROUP
- B. ERKELENZ COMM. CENTER & SUPPLIES IN TOWN
- C. ONE B-26
- D. ONE B-26 PRIMARY - ON EQUIPMENT UNKNOWN WHEOHER GROUP DROPPED ON PFF
- E. NONE
- F. 4 X 500 GP ON PRIMARY O
- G. FAIR - MAIN PART OF PATTERN IN TARGET AREA
- H. THRU K. NONE
- L. 13,500 PRIMARY
- M. 1305 1/2 PRIMARY

- A. FIRST PATHFINDER SQUADRON WITH THE 323RD BOMB GROUP
- B. KELBURG M/T REPAIR
- C. ONE B-26
- D. ONE B-26 PRIMARY - ON EQUIPMENT GROUP BELIEVED NOT TO HAVE DROPPED ON PFF



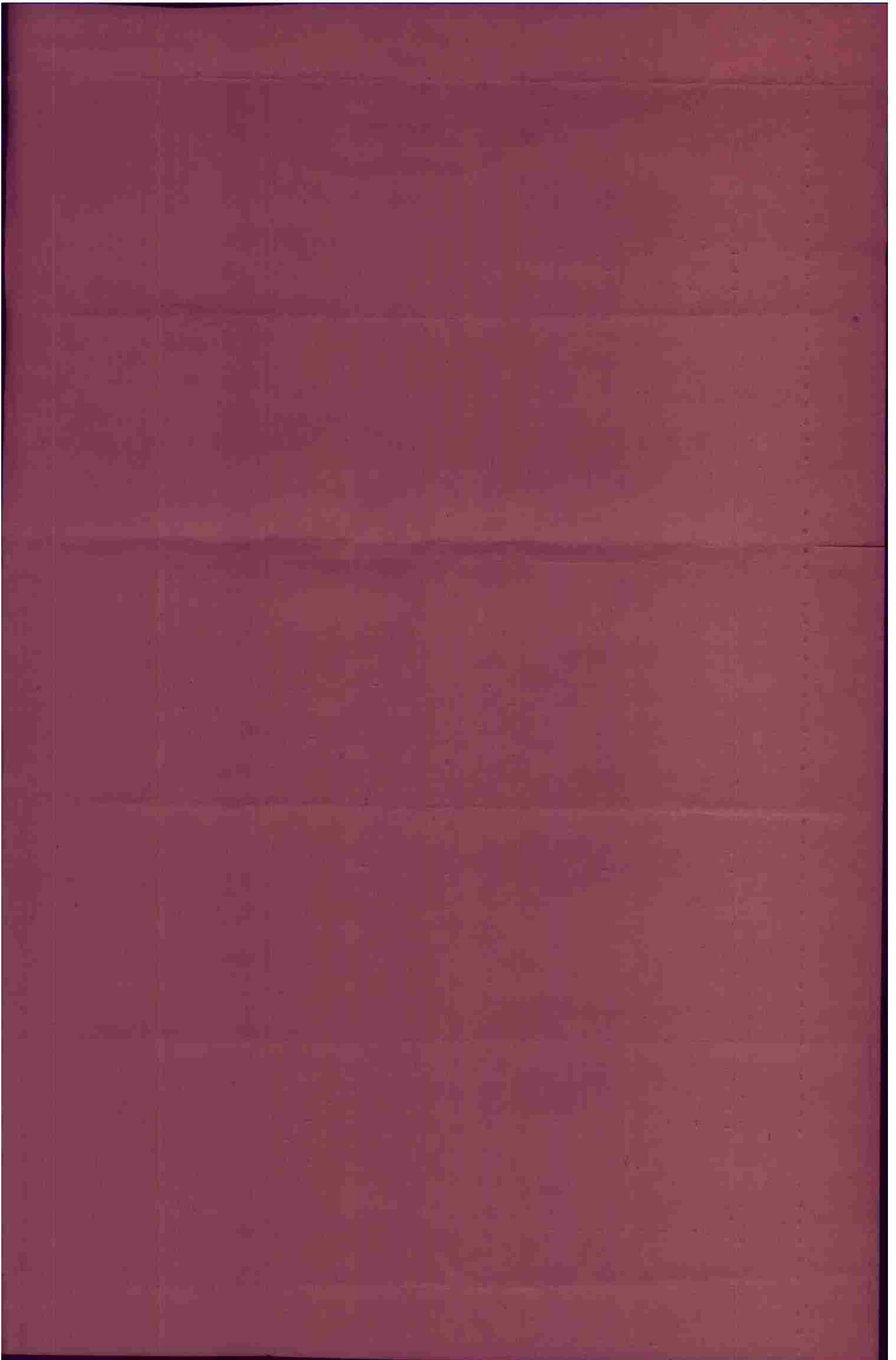
- E. NONE
- F. 4 X 500 GP PRIMARY
- G. HITS OBSERVED IN SOUTH EDGE OF TOWN
- H. NONE
- I. NONE
- J. MODERATE ACCURATE DAUN - MODERATE ACCURATE MODRICK & REMICK  
MODERATE ACCURATE IRSCH-SAARBURG AREA
- K. NONE
- L. 12,620 PRIMARY
- M. 1300 PRIMARY

- A. FIRST PATHFINDER SQUADRON WITH THE 322ND BOMB GROUP
- B. CULLAY R.G. BRIDGE
- C. TWO B-26'S
- D. ONE B-26 PRIMARY - ON EQUIPMENT
- E. ONE B-26 - BOX LEADER NEVER CONTACTED PFF SO PFF DID NOT TAKE  
OVER LEAD.
- F. 4 X 500 GP PRIMARY - 4 X 500 GP RETURNED
- G. BURSTS SEEN ON TARGET
- H. NONE
- I. NONE
- J. WEAK INACCURATE SAARBURG WL 1413 & TRIER WL 2129
- K. NONE
- L. 13,500 & 13,200 PRIMARY
- M. 1321 & 1322 PRIMARY

- A. FIRST PATHFINDER SQUADRON WITH THE 386TH BOMB GROUP
  - B. HERMAN GORING BRIDGE
  - C. ONE B-26
  - D. ONE B26 PRIMARY - PFF FOLLOWED GROUP TO TARGET & BOMBED NORDEN -  
GP BOMBS FELL IN TOWN OF NEUWEILD
  - E. NONE
  - F. 4 X 500 GP PRIMARY
  - G. PFF HIT ON NORTH THIRD OF BRIDGE
  - H. NONE
  - I. NONE
  - J. MODERATE ACCURATE AT TARGET - SAARBURG - MODERATE ON SOME OTHER  
GROUP - MEAGER INACCURATE - NEIDER ZERF WL 2512
  - K. NONE
  - L. 13,600 PRIMARY
  - M. 1348
- (OBSERVATION: ONE B-26 SEEN ON GROUND  
(2 MI W. OF MORELLE VP 9908 SHIP WAS  
(SILVER COLORED WITH NO SNOW ON A/C

- A. FIRST PATHFINDER SQUADRON WITH THE 410TH BOMB GROUP
- B. HALLSCHLAG COMM. CENTER
- C. ONE B-26
- D. ONE B-26 PRIMARY - PFF DROPPED ON GROUP - VISUAL
- E. NONE
- F. 4 X 500 GP
- G. STRIKES SEEN IN TARGET AREA
- H. NONE
- I. NONE
- J. MODERATE INACCURATE AT TARGET
- K. NONE
- L. 12,500 PRIMARY
- M. 1435 PRIMARY

- A. FIRST PATHFINDER SQUADRON WITH THE 391ST BOMB GROUP
- B. NEUWEID ROAD BRIDGE
- C. TWO B-26'S
- D. TWO B-26'S PRIMARY AU ONE PFF DROPPED ON GP - ONE DROPPED EQUIPMENT  
WITH BOX NOT FOLLOWING - BOX MAKING 2ND RUN  
DEPARTURE FROM TARGET.
- E. NONE
- F. 8 X 500 GP PRIMARY
- G. EXCELLENT SIX DIRECT HITS ON BRIDGE
- H. TWO B-26'S CAT "A" FLAK
- I. NONE
- J. MEAGER INACCURATE AT TARGET - MEAGER INACCURATE IN AND OUT AT  
BOMB LINE TWO MI NORTH WINCHENINGEN WL 00 150
- K. NONE
- L. 13,600 PRIMARY 13,000
- M. 1340 & 1340 - 10 PRIMARY



- A. FIRST PATHFINDER SQUADRON WITH THE 409TH BOMB GROUP
- B. SINSIG RR BRIDGE
- C. ONE B-26
- D. ONE B-26 PRIMARY - PFF DROPPED ON GROUP - VISUAL
- E. NONE
- F. 4 X 500 GP PRIMARY
- G. BRIDGE INTACT AFTER BOMBING
- H. ONE B-26 CAT "W" FLAK
- I. NONE
- J. MODERATE ACCURACE AT CROSSING OF MORQY BOUS AND GREVEN MACHER - MODERATE ACCURATE AT WL 2512 BILDER ZERF - MODERATE ACCURATE AT REINSFELD - MEAGER AND MODERATE INACCURATZ FROM WL 3822 REINSFELD TO TARGET AND IN TARGET AREA
- K. NONE
- L. 13600 PRIMARY
- M. 1530 PRIMARY

- A. FIRST PATHFINDER SQUADRON WITH THE 416TH BOMB GROUP
- B. SINSIG RR BRIDGE
- C. TWO B-26'S
- D. TWO B-26'S PRIMARY - DROPPED ON GROUP - VISUAL
- E. NONE
- F. 8X 500 PRIMARY
- G. GOOD RESULTS
- H. ONE B-26 CAT "A" FLAK
- I. NONE
- J. MEAGER ACCURATE AT REINSFELD WL 382215 - MODERATE ACCURATE AT KONIGSFELD - MEAGER INACCURATE AT SAARBURG WL 1413 WEAK TO MODERATE ACCURATE AT TARGET
- K. NONE
- L. 13200 PRIMARY 13600
- M. 1400 & 1401 PRIMARY

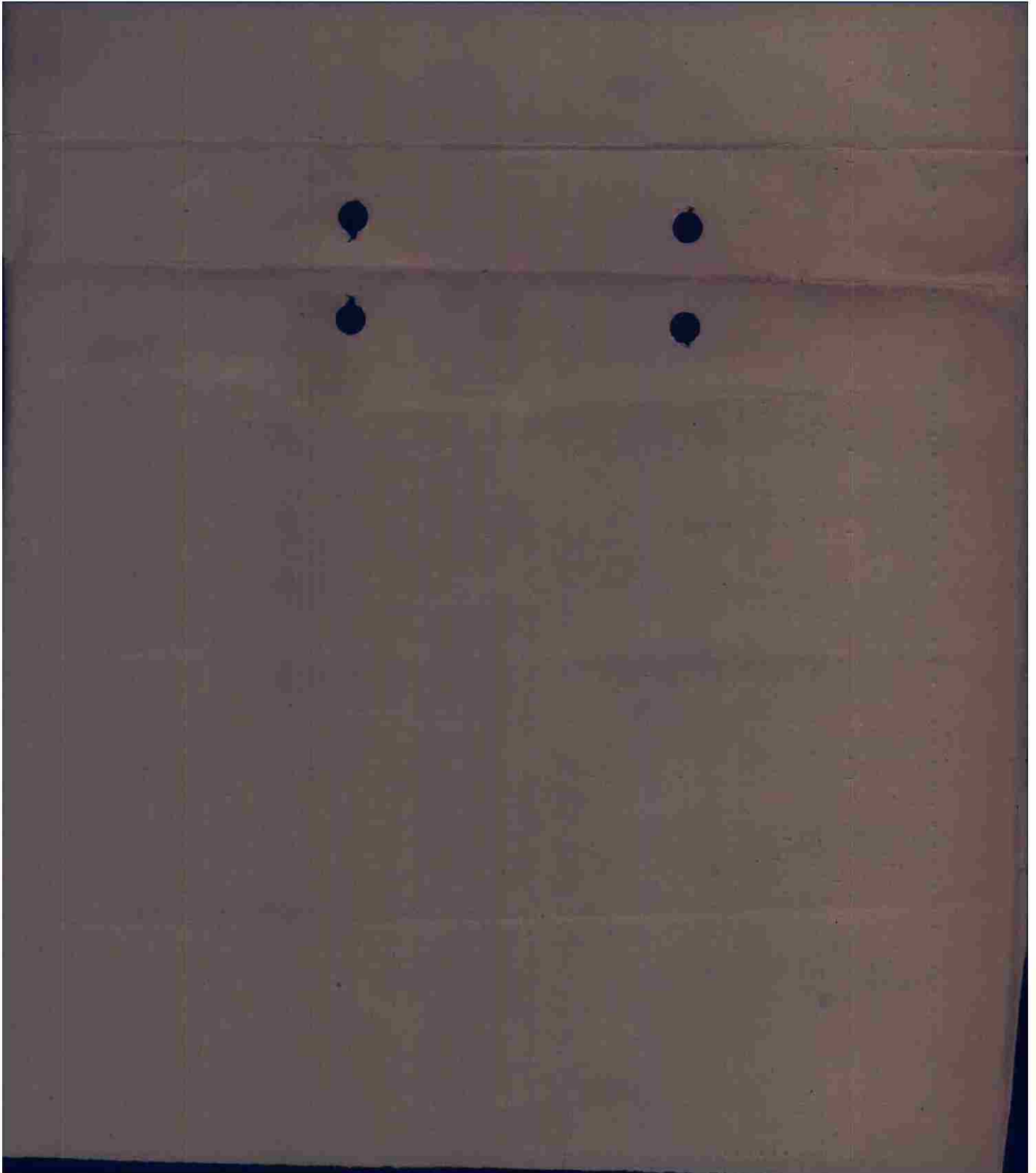
- A. FIRST PATHFINDER SQUADRON WITH THE 344TH BOMB GROUP
- B. BULLAY RR BRIDGE
- C. TWO B-26'S
- D. TWO B-26'S PRIMARY - ONE B-26 DROPPED ON NORDEN WITH GROUP DROPPING ON PFF SHIP - ONE DROPPED ON GROUP - VISUAL
- E. NONE
- F. 3 X 500 GP PRIMARQ
- G. FIRST BOX - EXCELLENT  
SECOND BOX - TWO TO THREE HUNDRED YARDS SHORT
- H. NONE B-26 CAT "A" FLAK
- I. SLIGHT WOUND IN LEFT SHOULDER OF RIGHT GUNNER (FLAK)
- J. MODERATE ACCURATE AT HETZERATH WL3342, SCHWEICH WL3038, WALDRACH WL3030, NEUENKIRCHEN WL4138, HOLZERATH WL3122, DAMXLOS WL4521
- K. NONE
- L. 13100 & 13000 PRIMARY
- M. 1321 PRIMARY 1319

CO 1STIPFF

BT 162350A  
LH / DEG BB  
RELAYED BY RL AR

JKI R VIA JEA.....17/0930A

EW AR



OIITA OIJJF OIJES OKHPO OIJKI V OIJE A OIJE A 8/16 OP OP  
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING - 16/1133A  
TO COMBONDIV IX  
COBOMGP 409  
COBOMGP 410  
COBOMGP 416  
1ST PROV. PATHFINDER SQDN.

*456*

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

97TH COMBAT BOMB WING  
A P O 140  
16 JANUARY 1945

97CBW J-174-E

ANNEX NO. 2 TO FIELD ORDER NO. 129-709.

CANCEL PLAN "A" - PLAN "B" IN EFFECT. REPEAT: CANCEL PLAN "A" -  
PLAN "B" IN EFFECT.

COMCBTWIG 97

BT 1133A  
RL AR K

OIJES R.....16/11;0W H HO H ARO  
140A WAC AR OKHPO R.....16/1-40  
OIJKI R.....16/1140A JF AR  
OIITA R.....1611:0A MEHNNHAV

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OIITA OIJJF OIJES OIJPO OIJKI V OIJEA OIJEA 07/16 OF OP  
 T (OIITA PASS OIJJF)  
 FROM 97TH COMBAT BOMB WING (L) 16/0815A  
 TO COMBOMDIV NINE  
 409 COBOMGP  
 410 COBOMGP  
 416 COBOMGP  
 1ST PROV. PATHFINDER SQD.

J 454

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

97TH COMBAT BOMB WING (L)  
 A P O 140  
 16 JANUARY 1945



ANNEX NO. 1 TO FIELD ORDER NO. 129-709

J-172-E

IN PLAN "B" ADD PARA. 3. A. (12) TO READ:

(12) T.O.T. ZERO HOUR PLUS 75 MINUTES

IN PLAN "B" ADD TO PARA. 3. C. (6):

(6) DROP 1,000 FEET AFTER LEAVING TARGET.

IN PLAN "B" ADD PARA. 3. C. (12) TO READ:

(12) T.O.T. ZERO HOUR PLUS 60 MINUTES

IN PLAN "B" CHANGE PARA. 3. X. (9) TO READ:

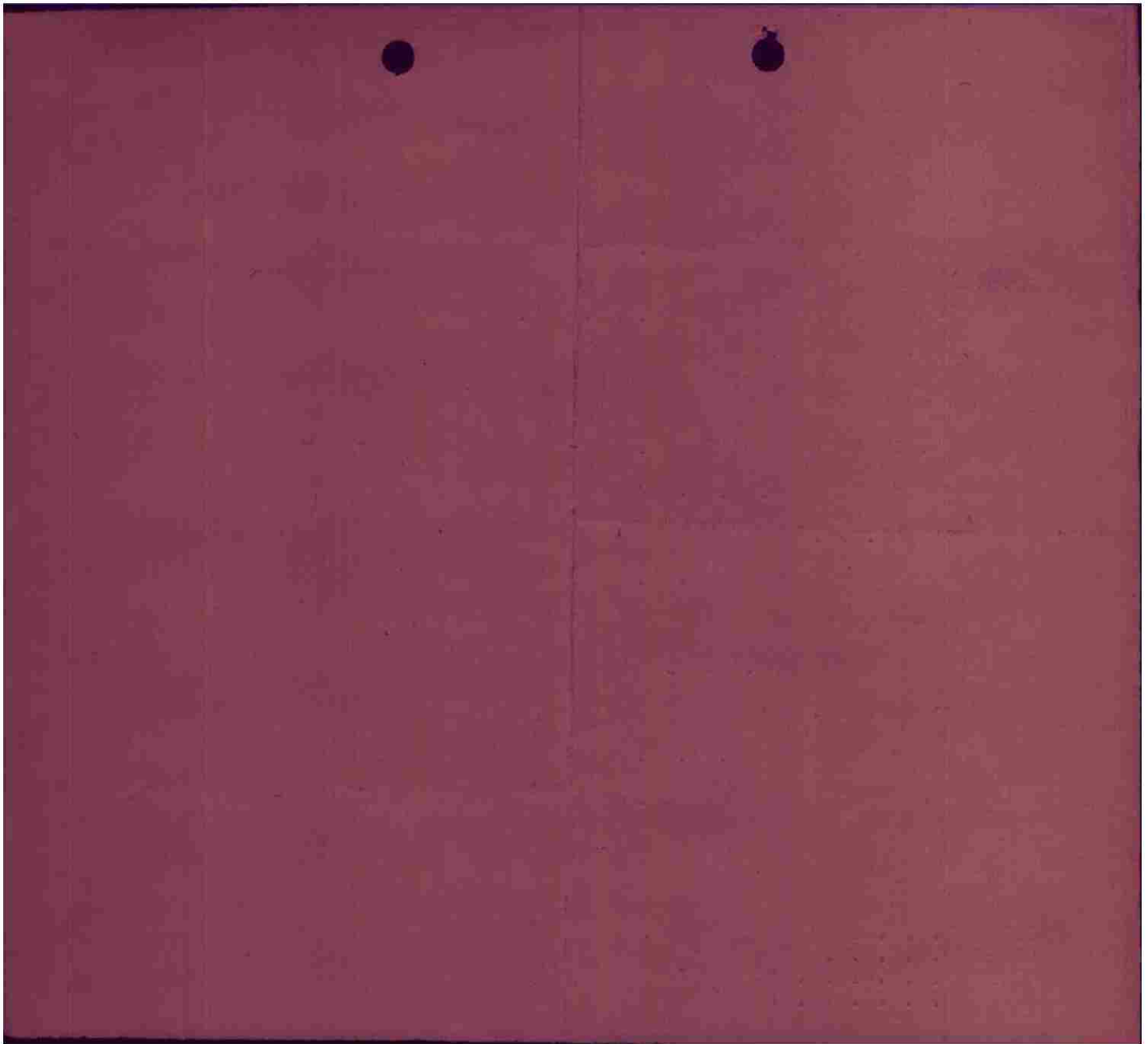
(9) BOMBS 4 X 1000 G.P. FUSED 1/10 SEC NOSE, NON-DELAY TAIL.



COMCBTWIG 97

BT 16/0815A  
 AR JMB  
 OIITA R. . . . 160831A AL AR  
 OIJES R. . . . 81 16/0835A HO AR  
 OIJPO R. . . . 16/0833A WAC AR KK  
 OIJKI R. . . . 16/0835A JF AR  
 TNX  
 KT

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*Dust*  
*2-2*  
*5-3*  
*5-9*

OIJES OIJKI V OIJEA OIJES 03/16 OP - OP  
 FROM: 97TH COMBAT BOMB WING 16/0035A J-170-E  
 TO : 409TH BOMB GROUP  
 416TH BOMB GROUP  
 OPERATIONAL PRIORITY BT  
 SECRET SENT IN THE CLEAR AUTH: LT. COL. MC AFEE

*V-449*

97TH COMBAT BOMB WING  
 A P O 140  
 16 JANUARY 1945

INTELLIGENCE SUPPLEMENT NO. 2 FIELD ORDER NO. 129-709

1. TARGET: RAILROAD BRIDGE AT SINZIG W L 658172. FOR EXACT MPI, SEE FIELD ORDER NO. 129-709. RECCE OF JANUARY 14 SHOWS THIS BRIDGE TO BE STANDING AND SERVICABLE.

2. THIS TARGET LAST ATTACKED ON NOVEMBER 11 BY THE 409TH UNDER PPF CONDITIONS WITH NO FLAK OR PHOTOS.

3. MAP COVERAGE:

----- GSGS 4517 SECTION A SHEET 2 (1:12,500)  
 GSGS 4414 SHEET 5409  
 GSGS 4416 SHEET S-1

PHOTO COVERAGE:

----- 5997E/4  
 5007E/5409

SORTIE NO.	106G/2989	PRINT NO.	4087, 4086
"	" 107/1729	" "	5039, 5040
"	" 109/1605	" "	5002, 5003
"	" 33/505	" "	2017, 2018
"	" 106G/2989	" "	7014, 7015
"	" 31/3915	" "	2003, 2005

IX T A C D/401  
 IX T A C D/473

4. THIS RAILROAD BRIDGE IS ON THE MAIN LINE FROM COLOGNE TO COBLENZ, A LINE USED BY THE GERMANS TO SHUTTLE RESERVES FROM THE NORTH TO THE SOUTH, OR VICE VERSA.

5. FLAK: SEE PLOTTED POSITIONS.

5. TARGET WELL BEYOND BOMBLINE.

COMCBTWIG 97

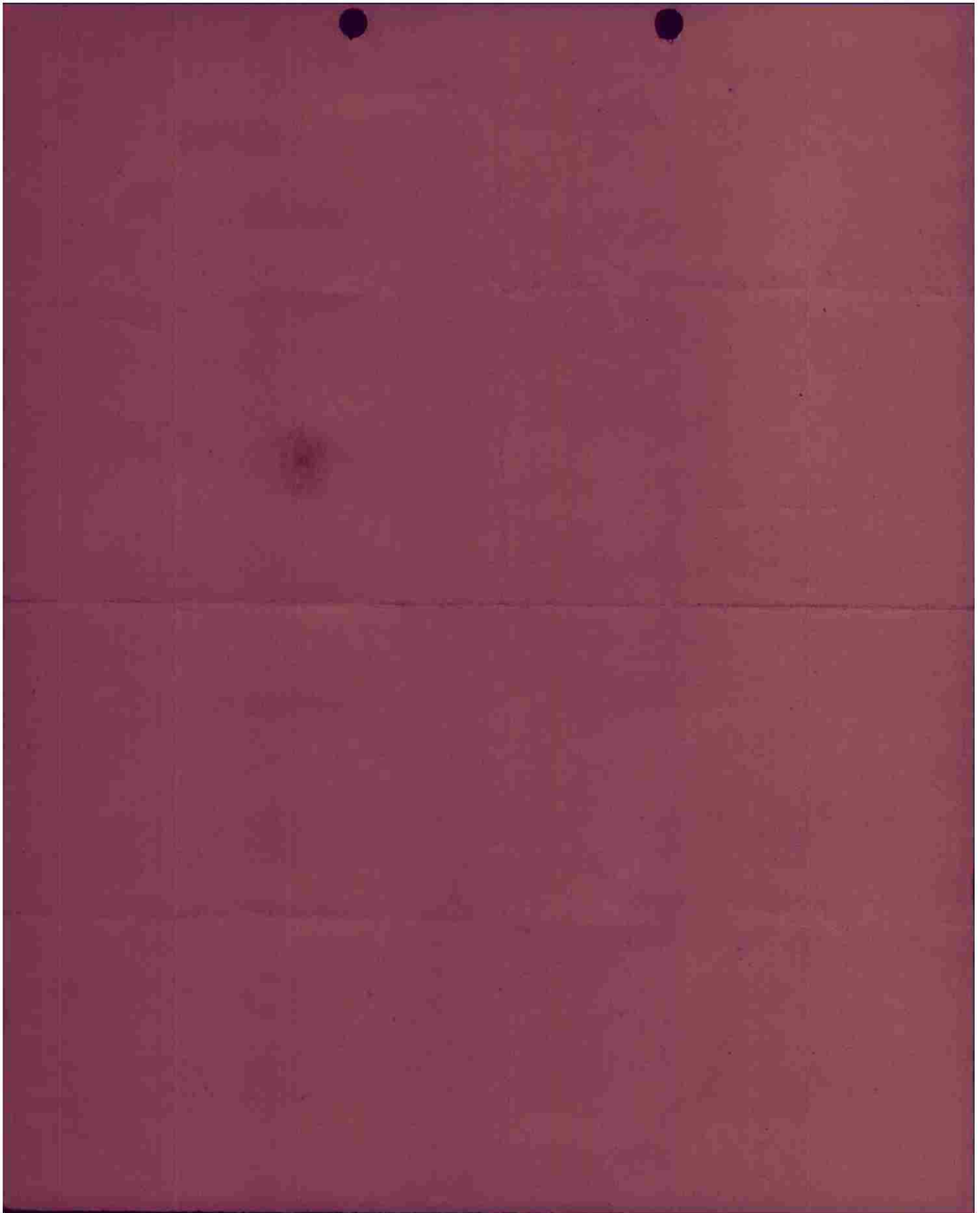
BT 16/0035A  
 CC: UNDER PHOTO COVER AGE MAKE THE FIRST LINE READ AS FOLLOWS:

5007E/4 RPT 5007E/4

AR  
 AS  
 SS

OIJES R . . . . . 16/0215A JJH AR  
 OIJKI R . . . . . 160215A EJ AR

T



OIJES OIJKI V OIJE A OIJE A 04/16 OP - OP  
FROM: 97TH COMBAT BOMB WING 16/0035A J-171-E  
TO : 409TH BOMB GROUP  
416TH BOMB GROUP  
OPERATIONAL PRIORITY BT  
SECRET SENT IN THE CLEAR AUTH: LT. COL. MC AFEE

J-450

Dist  
S-2  
S-3  
S-9

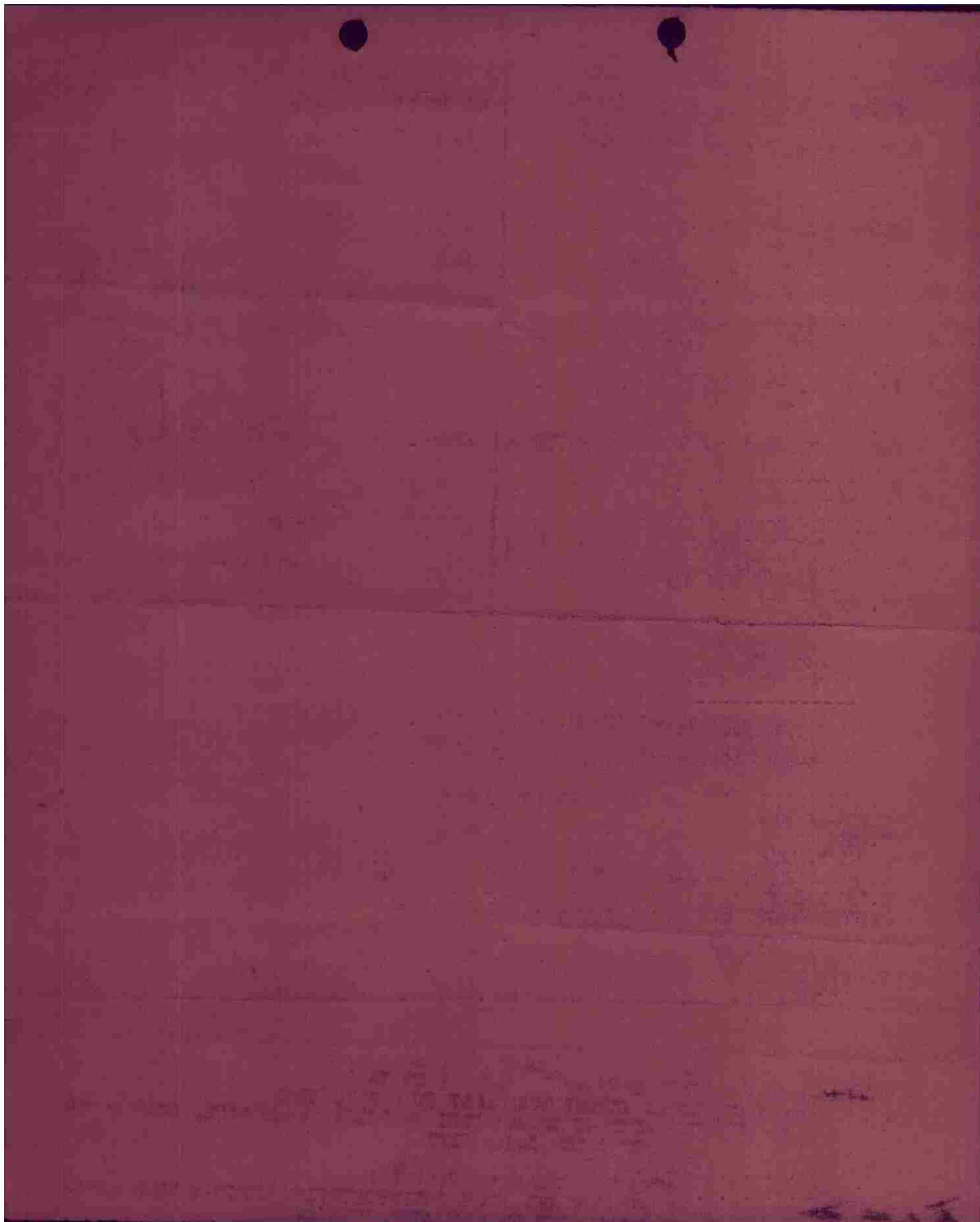
97TH COMBAT BOMB WING  
A P O 140  
16 JANUARY 1945

INTELLIGENCE SUPPLEMENT NO. 1 FIELD ORDER 129-709

1. TARGET: RINNTHAL RAILROAD BRIDGE AT W R 134688. FOR EXACT MPI, SEE FIELD ORDER NO. 129-709
2. THE TARGET IS A DOUBLE TRACK RAIL BRIDGE APPROXIMATELY 65 FEET LONG CROSSING A SECONDARY ROAD. THE LANDAU-ZWEIBRICKEN RAILROAD LINE IS AN IMPORTANT LATERAL COMMUNICATION LINK FOR THE GERMAN OFFENSIVE AGAINST THE U.S. SEVENTH ARMY. IN ADDITION, THIS LINE PROVIDES DIRECT COMMUNICATION BETWEEN MANNHEIM AND THE PRESENT BATTLE AREA. THIS IS OUR FIRST CHANCE TO HELP THE SEVENTH ARMY PROTECT THE VITAL INDUSTRIES OF THE LORRAINE AREA, BY LIMITING THE ENEMY'S ABILITY TO SHIFT TROOPS AND SUPPLIES.
3. MAP COVERAGE:  
----- GSGS 4414 SHEET 6713  
GSGS 4416 SHEET V2  
  
PHOTO COVERAGE:  
----- US10/T151  
MOSAIC NO. 60 SHEET NO. 37  
US31/3933 PRINT NO. 2031 AND 2032  
US7 G.R. 1638 PRINT NO. 8059
4. FLAK: SEE PLOTTED GUN POSITIONS, REFERENCE FLAK. BULLETIN NO. 495
5. TARGET IS ABOUT TEN MILES NORTH OF BOMBLINE. TROOPS WILL BE ABOUT FOUR MILES FROM BOMB LINE AT THEIR CLOSEST POINT.
6. RECCE OF JANUARY 15 SHOWS BRIDGE IS STANDING AND SERVICEABLE, AND RECCE OF JANUARY 14 SHOWS ACTIVITY EAST OF BRIDGE WITH ABOUT 45 RAILROAD CARS ON THE TRACKS.
7. ON JANUARY 9, THE 323 GROUP ATTACKED THIS TARGET UNDER 10/10 CLOUD CONDITIONS, ENCOUNTERING NO FLAK.

COMCBTWIG 97

BT 16/0035A  
BBBBBBBBBBBB  
AS  
SS  
OIJES R . . . . 16/0240A JJH AR  
OIJKI R . . . . 16/0240A EJ K



OIITA OIJES OIJKI OIJPO V OIJE A OIJE A 15/16 (INFO)

FROM: 81TH COMBAT BOMB WING 16/2335A  
 CRI BUST

OIITA OIJES OIJKI OIJPO V OIJE A OIJE A 15/16 (INFO)

FROM: 97TH COMBAT BOMB WING 16/2335A  
 TO : 1 IX BOMBER DIV.  
 409TH BOMB GROUP.  
 416TH BOMB GROUP.  
 416TH BOMB GROUP.

ATTN: SIGNAL OFFICER:

ADVANCED INFORMATION COPY OF PARA. (COMMUNICATIONS) OF F.O. TO FOLLOW:

5. COMMUNICATIONS.

- (PLAN A OR B)
- A. 409TH BOMB GROUP. (343295)  
 (2) MARGIN  
 (4, 2) SWEEPSTAKES
- B. 416TH BOMB GROUP. (669985)  
 (2) SHAVING  
 (3) POKER  
 (4) SWEEPSTAKES
- C. 416TH BOMB GROUP. (343295)  
 (2) QUICKSTART  
 (4, 5) SWEEPSTAKES

CONCUTWIG 97

BT 16/2335A

PK-AR

OIJKI R WITH R

OIJKI / OIJE A R.....55K16/2240A N AR

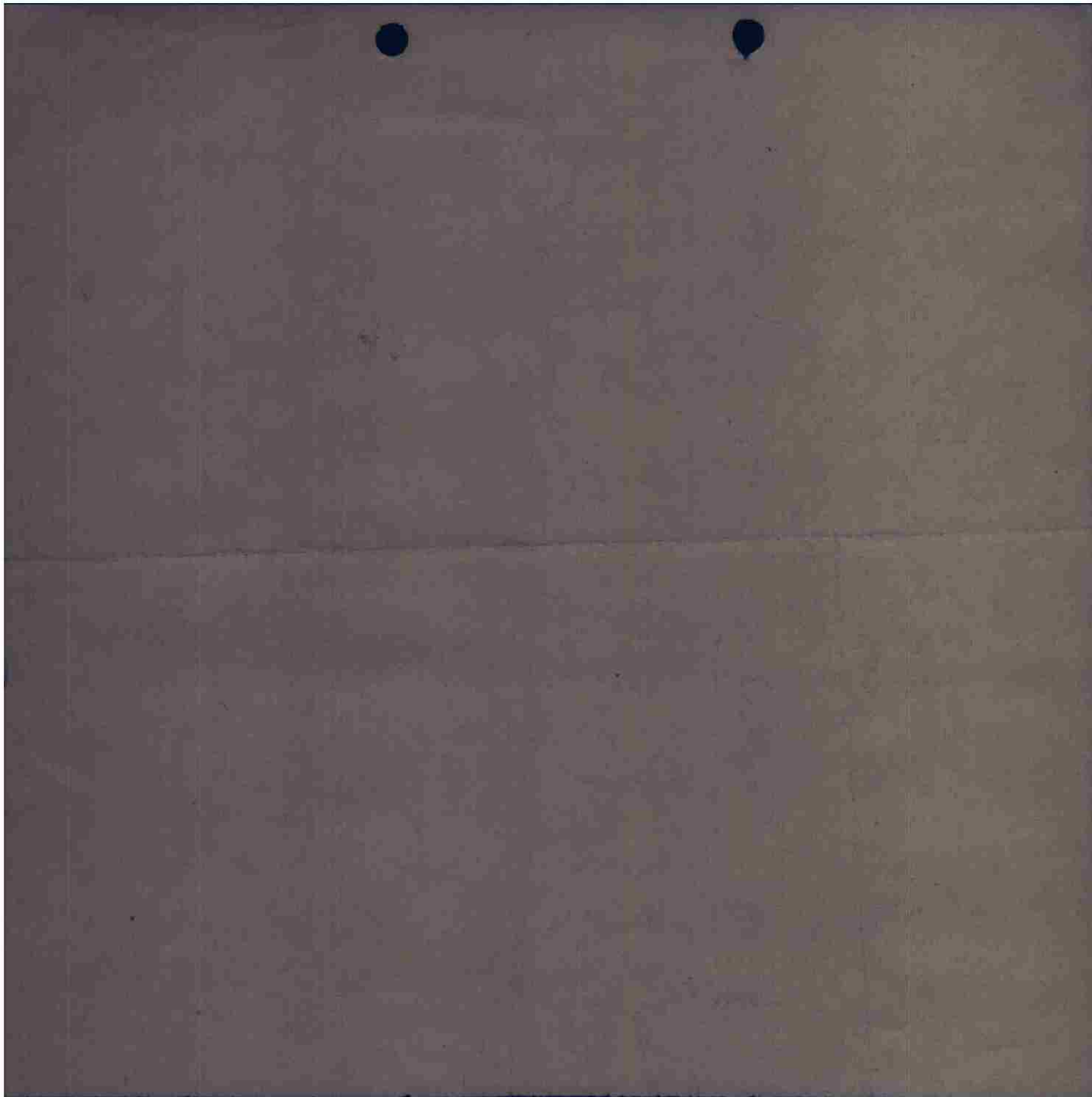
OIJPO R WITH R

OIJPO / OIJE A R.....16/2240A LB AR

*Out*  
*5-2*  
*5-3*  
*5/9*

*Rec*  
*10/23/40*

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*Dist.*  
 3-2  
 5-3  
 5-9

OIITA OIJES OIJKI OIJPO V OIJE A OIJE A 16/16 (INFO/CORRECTED COPY)

FROM: 97TH COMBAT BOMB WING 16/2310A  
 TO : IX BOMBER DIV.  
 409TH BOMB GROUP.  
 410TH BOMB GROUP.  
 416TH BOMB GROUP.

*Rec*  
 16/2340

ATTN/ SIGNAL OFFICER:  
 -----

ADVANCED INFORMATION COPY OF PARA. (COMMUNICATIONS) OF F.O. TO FOLLOW:

5. COMMUNICATIONS.

(PLAN "A" OR "B")

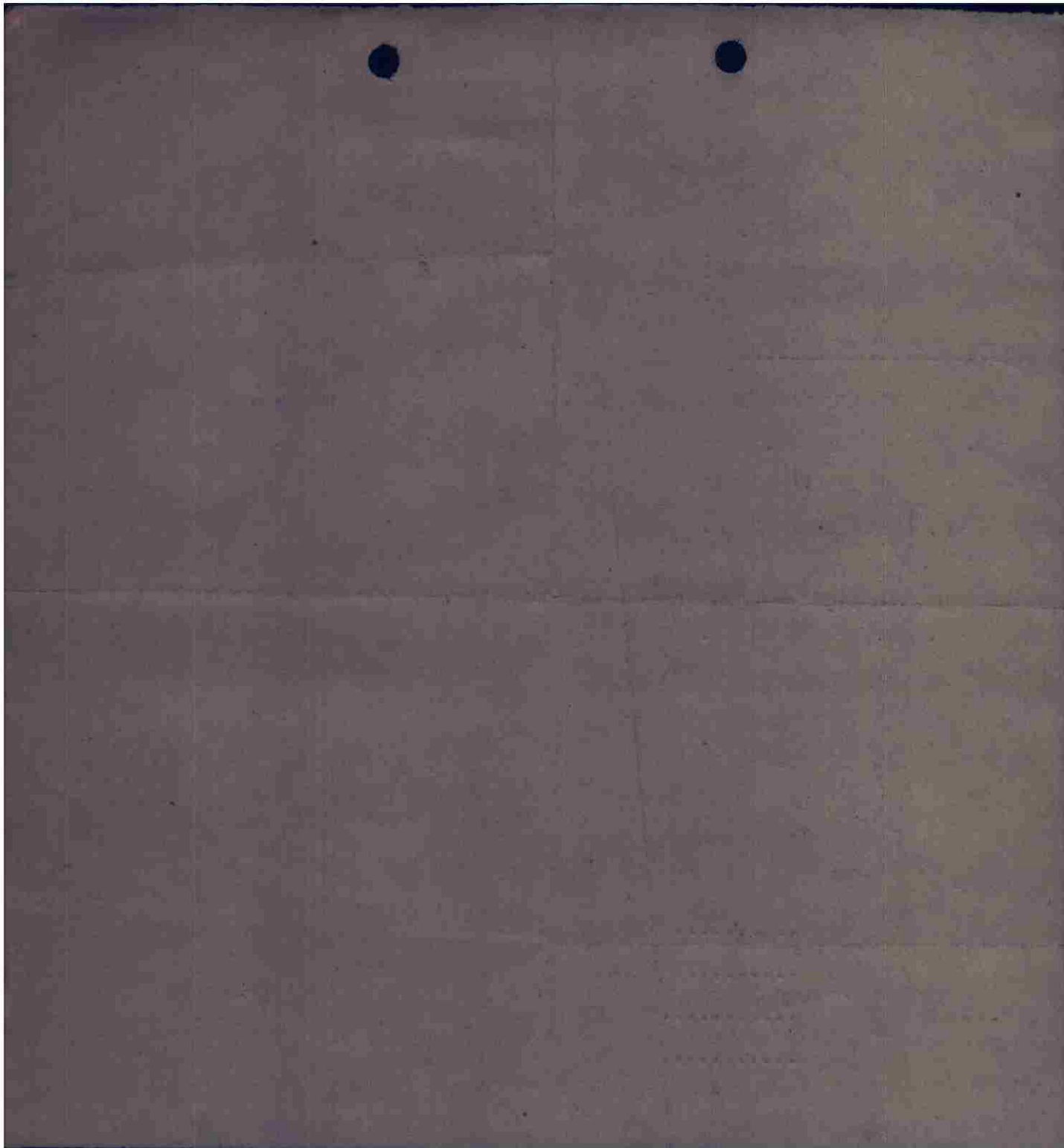
- A. 409TH BOMB GROUP. (343295)
  - (2) MARGIN
  - S (3) BYPASS
  - (4) ROSELEE
- B. 410TH BOMB GROUP. (649923)
  - (2) SHAVING
  - (3) POKER
  - (4) SWEEPSTAKES
- C. 416TH BOMB GROUP.
  - (2) QUICKSTART
  - (3) CARMAN
  - (4) ROSELEE

*486*

COMCBTWIG 97

BT 16/2310A  
 FK-AR  
 OIITA K WITH R  
 OIITA / OIJE A R.....16/2330A DF KK  
 OIJKI K WITH R  
 OIJKI / OIJE A R.....16/2330A DM AR  
 OIJPO K WITH R  
 OIJPO / OIJE A R.....16/2330A LB AR  
 OIJES K WITH R  
 OIJES / OIJE A R.....16/2330A JMB AR

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011TA 01JES 01JRI 01JPO 01JJF V 01JEA 01/16 OP - OP  
T (011TA T 01JJF)

*D. 1st*  
S-2  
S-3  
S-9

FROM 97TH COMBAT BOMB WING 16/0001A J-165-E  
TO COMBOMDIV NINE  
409TH BOMB GROUP  
410TH BOMB GROUP  
416TH BOMB GROUP  
1ST PROV. PATHFINDER SQDN.

*147*

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

97TH COMBAT BOMB WING  
A P O 140  
16 JANUARY 1945

FIELD ORDER NO. 129-709

MAPS: NORMAL

- 1. B. (1) REFER CURRENT BOMBLINE
- (2) 9TH TAF WILL PROVIDE P-38 ESCORT FOR THE 409TH AND 416TH BOMB GROUPS
- 2ND TAF WILL PROVIDE SPITFIRE AREA COVER FOR THE 410TH BOMB GROUP

2. THIS WING WILL ATTACK TARGETS IN GERMANY

PLAN "A" ZERO HOUR: 16/1300A  
PLAN "B" ZERO HOUR: 16/1300A

PLAN "A"

3. A. 409TH BOMB GROUP:  
(3) WITH FIGHTERS AT 4855N 0603E AT 12,500 FEET AT ZERO HOUR MINUS 15 MINS.

- B. 410TH BOMB GROUP:
  - (1) HALLSCHLAG ROAD JUNCTION (L-077959)
  - (2) 36 A/C BOMBING BY FLIGHTS OF 6
  - (4) BASE TO I P TO TARGET
  - (5) TARGET TURN LEFT TO R P TO BASE
  - (6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE, DOWN TO BUT NOT BELOW 5,000 FEET
  - (7) 5029N 0552E
  - (8) GEN. N W TO S E
  - (9) MPI MAP 0305 4414, SHEET 5604, GRID. COORD. 077959
  - (10) 6 X 500 GP FUSED: 1/10 SEC. NOSE, 1/40 SEC. TAIL
  - (11) 5029N 0552E
  - (12) TOT: ZERO HOUR
  - (13) IF VISUAL CONDITIONS DO NOT EXIST AT TARGET, BOMBS WILL BE RETURNED TO BASE
  - (14) NO ALTERNATE TARGETS WILL BE ATTACKED ON THIS MISSION

C. 416TH BOMB GROUP:  
(3) WITH FIGHTERS AT 4855N 0603E AT 12,500 FEET AT ZERO HOUR

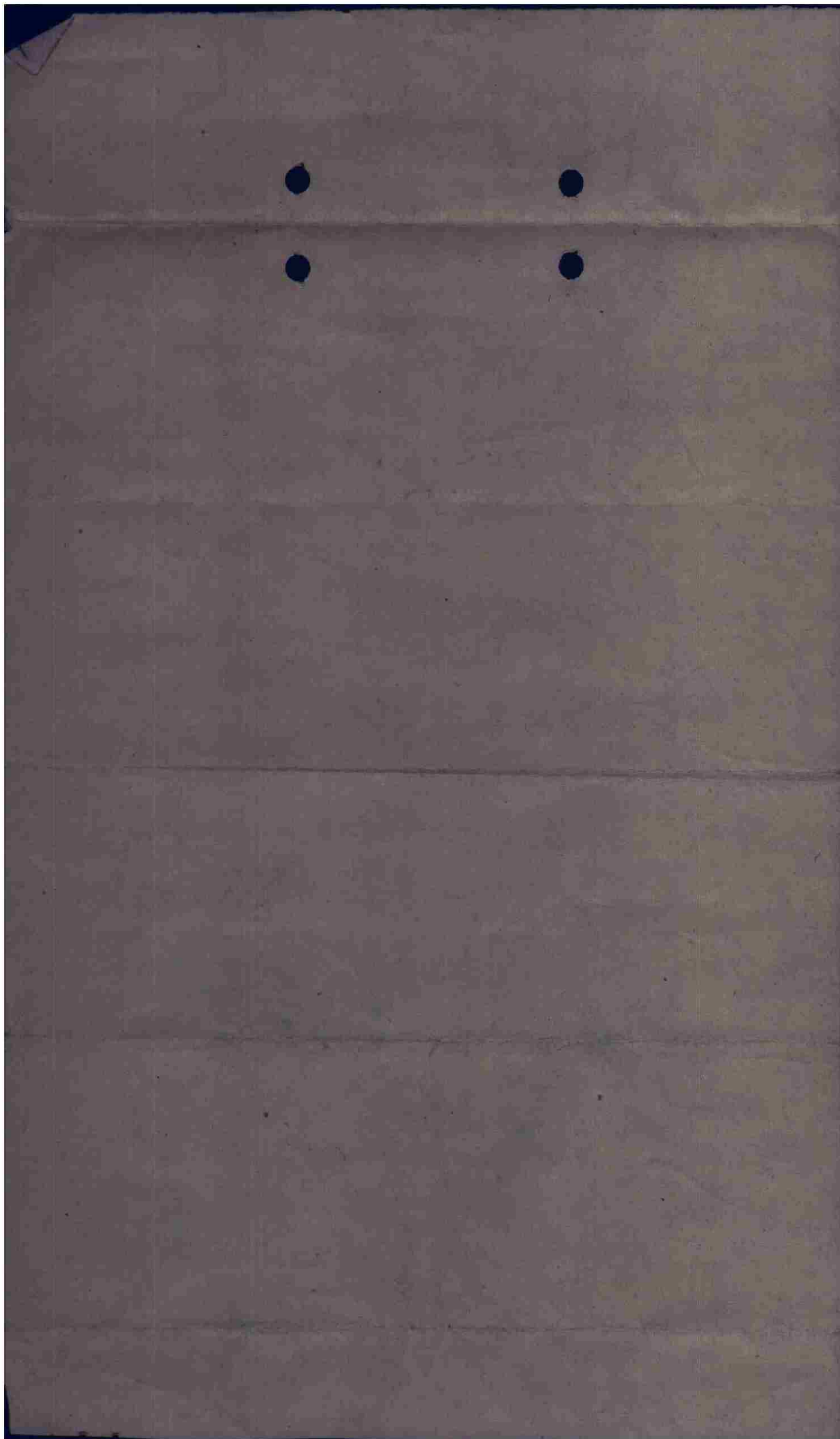
X. (1 - 4) NO CHANGE

FOR THE 409TH AND 416TH BOMB GROUP ONLY

- (5) TARGET: RINNEHAL RAILROAD BRIDGE (R-134688)
- (6) A/C REQ.: 36 A/C BOMBING BY FLIGHTS OF 6
- (7) ROUTE OUT: BASE TO F R TO I P TO TARGET
- (8) ROUTE BACK: TARGET TURN LEFT TO R P TO BASE
- (9) ALTITUDE: BOMB AT 12,000 FEET OR BELOW CLOUD BASE, DOWN TO BUT NOT BELOW 5,000 FEET
- (10) I P: 4856N 0740E
- (11) AXIS OF ATTACK: GEN. S S-W TO N N E
- (12) MPI PHOTO 9TH A F 2ND PHASE INTERPRETATION REPORT: US10/T151. CENTER OF BRIDGE "B" IN ANNOTATED AREA 2.
- (13) BOMBS: 4 X 1,000 GP FUSED: 1/10 SEC. NOSE, 1/100 SEC. TAIL. MINIMUM INTERVALOMETER SETTING
- (14) R P: 4856N 0740E
- (15) IF CLOUDS PREVENT VISUAL BOMBING OF TARGET, GROUP "GEE" WILL BE USED. IF GROUP "GEE" FAILS, BOMBS MAY BE DROPPED ON TARGET E T A. BOMBARDIERS WILL USE UTMOST CAUTION.

*A*  
*156* Point 2  
*B* Mission  
*172* and

*AA*



PLAN "B" PATHFINDER

3. A. 409TH BOMB GROUP:  
 (2) 1ST BOX: 15 A/C, 2ND BOX: 15 A/C WITH ONE P P F A/C  
 (3) WITH FIGHTERS AT 4937N 0608E AT 13,500 FEET AT ZERO HOUR PLUS 46 MINS. WITH P P F A/C OVER FIELD  
 (6) BOMB AT 13,500 FEET. MINIMUM ALTITUDE IN EVENT OF VISUAL BOMBING IS 5,000 FEET

- B. 410TH BOMB GROUP:  
 (1) HALLSCHLAG ROAD JUNCTION (L-077959)  
 (2) 1ST BOX: 15 A/C, 2ND BOX: 15 A/C WITH ONE P P F A/C  
 (3) AREA COVER: WITH P P F A/C OVER FIELD  
 (4) BASE TO 5028N 0452E TO 5028N 0541E TO TARGET  
 (5) TARGET TURN RIGHT TO 5028N 0541E TO BASE  
 (6) BOMB AT 12,500 FEET. MINIMUM ALTITUDE IN EVENT OF VISUAL BOMBING IS 5,000 FEET  
 (10) 6 X 1000 G.P. - FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL  
 (11) IF VISUAL CONDITIONS EXIST AT TARGET, BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-26 BOX LEADER, AND THEY WILL DO SO WHETHER THEY CONTACT THE P P F A/C OR NOT.  
 (14) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING GROUP WILL RETURN TO 5029N 0552E TO BEGIN RUN.  
 (15) IF VISUAL CONDITIONS DO NOT EXIST AT PRIMARY TARGET, AND P.P.F. A/C FAILS TO BOMB, GROUP WILL RETURN BOMBS TO BASE.

- C. 416TH BOMB GROUP  
 (2) 2 BOXES OF 15 A/C BOMBING BY BOXES WITH TWO P.P.F. A/C.  
 (3) WITH FIGHTERS AT 4937N 0608E AT 13,500 FT. AT ZERO HOUR PLUS 31 MINUTES. WITH P.P.F. A/C OVER FIELD.  
 (6) 1ST BOX BOMBS AT 13,500 FT. 2ND BOX BOMBS AT 13,000 FT. MINIMUM ALTITUDE IN EVENT OF VISUAL BOMBING IS 5,000 FT.

- X. (1) - (4) NO CHANGE FOR 409TH AND 416TH BOMB GROUPS ONLY.  
 (5) TARGET - SINZIG RAILROAD BRIDGE (F-638172).  
 (6) ROUTE OUT - BASE TO P.R. TO 4938N 0651E TO 4950N 0653E TO 5008N 0717E TO TARGET.  
 (7) ROUTE BACK - TARGET TURN LEFT TO 4958N 0653E AND RETRACE ROUTE TO BASE.  
 (8) M.P.I. - ILL. 5007E/4, REF. 072030 (CENTER OF BRIDGE) TO BE USED IN EVENT OF VISUAL BOMBING, P.P.F. M.P.I. - GRID COORD. 659172.  
 (9) BOMBS - 4 X 1000 G.P. - FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL. MINIMUM INTERVALOMETER SETTING.  
 (10) IF VISUAL CONDITIONS EXIST AT TARGET, BOMBING WILL BE 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 CONTACT THE P.P.F. A/C OR NOT.  
 (11) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING, GROUP WILL RETURN TO 5022N 0659E TO BEGIN RUN.  
 (12) IF P.P.F. A/C EQUIPMENT FAILS AND VISUAL CONDITIONS DO NOT EXIST AT TARGET, BOMB ON GROUP "GEE" EQUIPMENT. IF GROUP "GEE" EQUIPMENT FAILS, BOMBS WILL BE RELEASED ON TARGET E.T.A.

4. NO CHANGE

B. COMMUNICATIONS:

A. 409TH BOMB GROUP

PLAN "A"	PLAN "B"
134688	638172
(2) CIRCLE	GIDDY
(3) MUSTARD	SHOWDOWN
(4) RIPS AW	SWEEPSTAKE

B. 410TH BOMB GROUP 077959

(2) ROCKFISH  
 (4,5) SWEEPSTAKE

C. 416TH BOMB GROUP

PLAN "A"	PLAN "B"
134688	655172
(2) FISHLOCK	REDBROWN
(3) SHOWDOWN	MUSTARD
(4) RIPS AW	SWEEPSTAKE

COMCBTWIG 97

BT 16/0021A

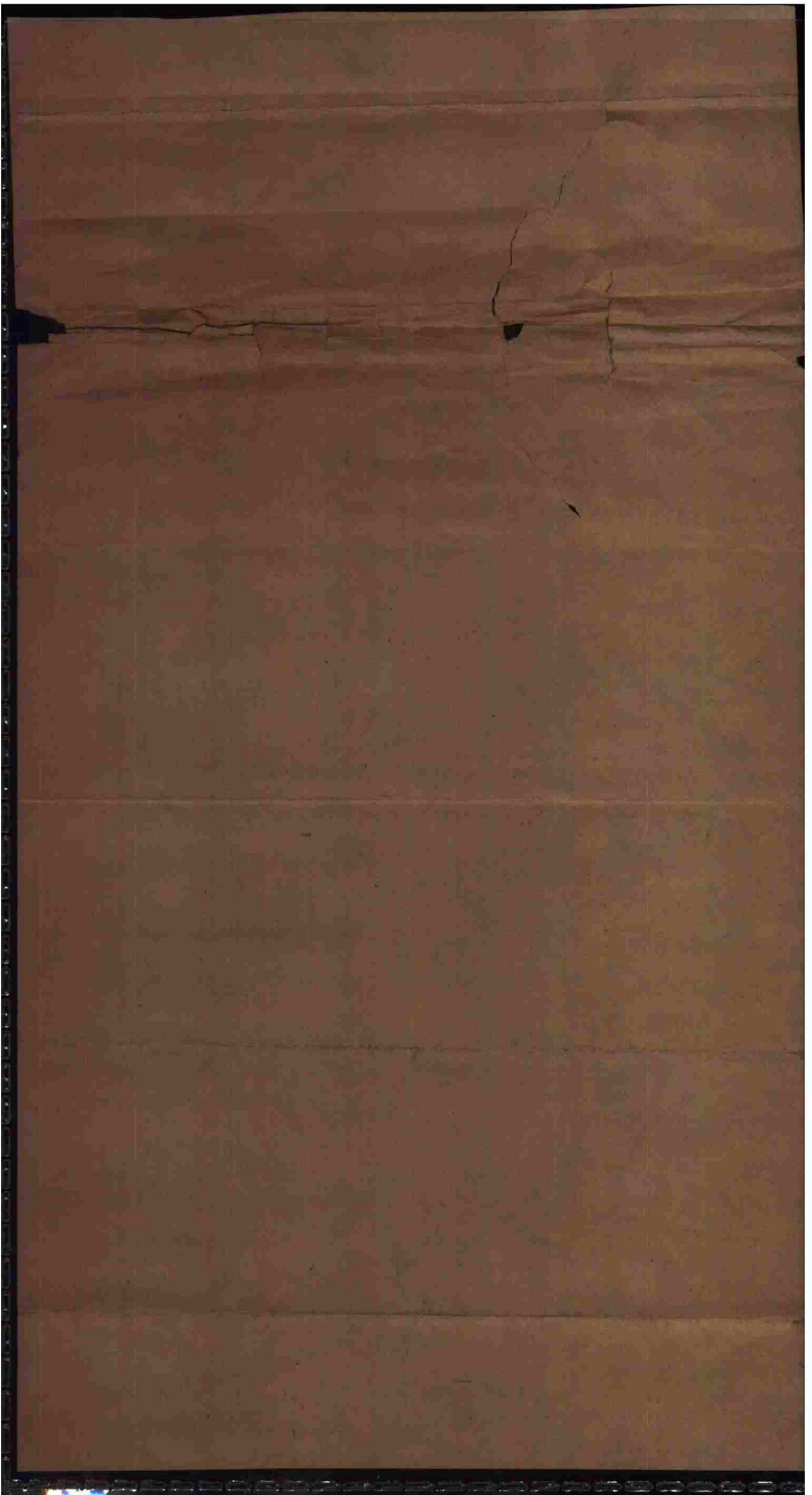
SS/NE/AR

OIITA R.....16/0119A NZ AR KKKKK

OIJES R.....16/0119A ~~IIJJJJJJJJ~~

OIJKI R.....16/0119A EJ AR

OIJFO R.....16/0119A DB AR



MISSION NO. 187

LOADING LIST  
BOX I  
FLIGHT I

16 JANUARY 1945.

1. 081 P  
Capt. G.M. McSally  
Lt. W. Forne  
S/S W.F. Pashner  
S/S K.G. Lagorman

4. 088 T  
Capt. H.M. Evans  
F/O T.M. McCormey  
S/S C.H. Merritt  
S/S C.L. Shrens

3. 233 F  
Lt. J.P. Nenny  
Sgt L.V. Metzler

FLIGHT II

1. 075 J  
Lt. E.L. Miller  
Lt. J.K. Conner  
S/S J.F. Malloy  
S/S J.M. Pemberton

4. 234 F  
Lt. R.H. Mackley  
Cpl O.T. Hawk

2. 252 D  
Lt. E.R. Hayter  
Cpl A.A. Dalton

3. 305 N  
Lt. E.C. Martin  
Cpl W.R. Sumner

FLIGHT III

1. 321 T  
Lt. T.M. McGreevy  
S/S W.H. Lemonds

3. 378 O  
Lt. G.J. Parkhurst  
Cpl F. Newman

2. 219 B  
Lt. J.R. Carver  
Sgt H.M. Grehss

4. 290 L  
Lt. W.L. Hale  
S/S D. Bentler

FLIGHT IV

1. 153 R  
Lt. J.W. Wright  
Sgt D.W. VanGelder

3. 271 R  
Lt. R.A. Russell  
Cpl J.I. Spence

2. 241 F  
Lt. R.V. Eichenen  
Sgt R.G. Hindman

4. 259 H  
Lt. J.K. Colquitt  
S/S G.M. Mohr

SEAF

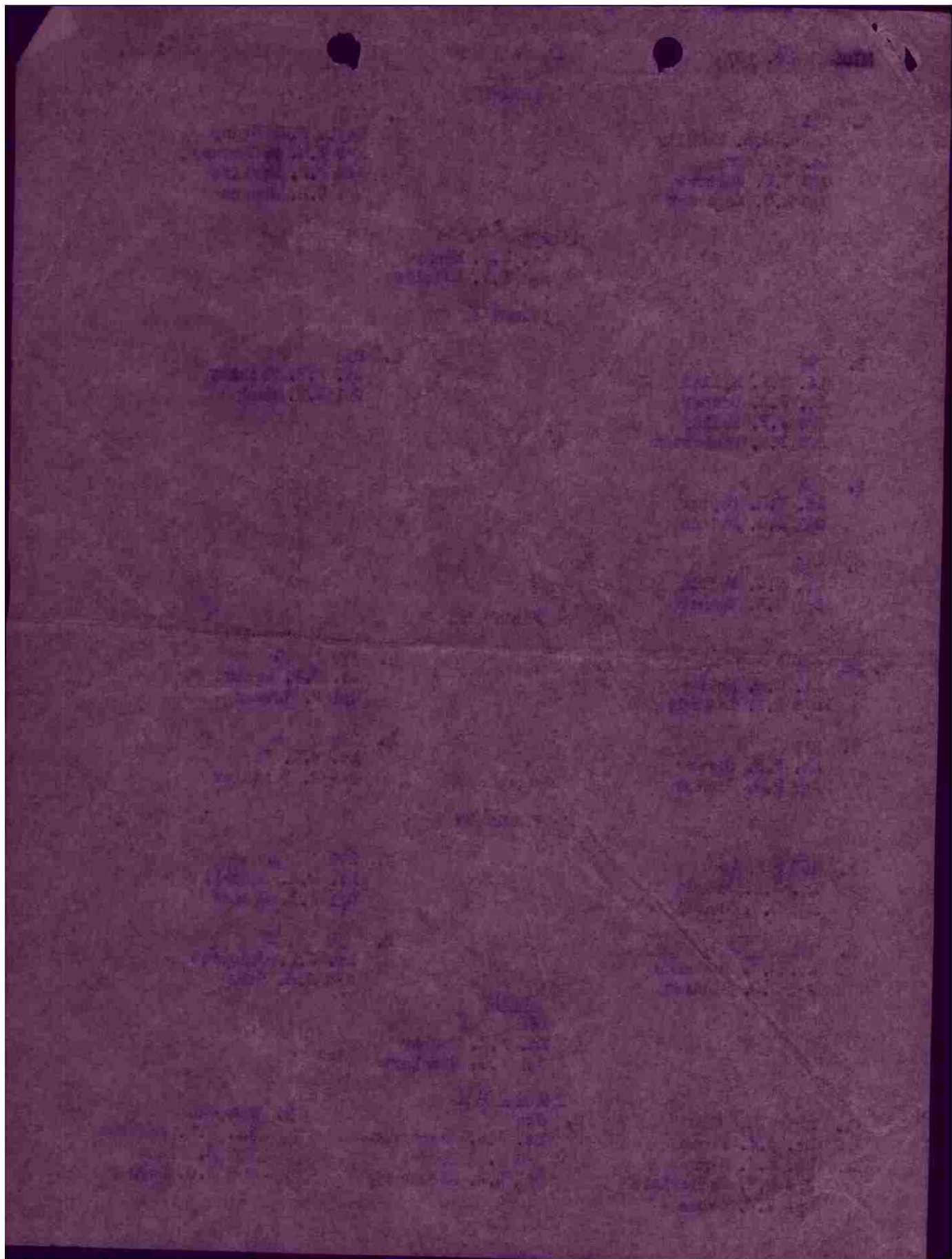
264 I  
Lt. P.F. Parker  
Cpl J.O. Baenburn

LAND

1. 323K  
Lt. G.J. Brown  
Lt. J.H. Kerns  
S/S H.F. Sunderland  
Cpl V.F. Gross

2. 024 H  
Lt. F.W. Henderson  
S/S J. Galender  
Cpl R.W. Messinger

3. 246 026 H  
Lt. F.L. Johnson  
Cpl R. Plant  
S/S L.G. Berger



MISSION NO. 187

LOADING LIST  
BOX II  
FLIGHT I

16 JANUARY 1945.

1. 614 A  
Capt. H.A. Monroe  
Lt. R.L. Kirk  
S/S W.L. Kidd  
S/S D.S. Blackford

2. 173 W  
Capt. P.G. Atkinson  
Lt. D.G. Ackerson  
Opl L.R. Friday  
Sgt J.L. Collier

3. 334 G  
Lt. M. Brrotabore  
Opl P.R. Lynch

## FLIGHT II

1. 185 G  
Capt. R.J. Tutt  
Lt. J.T. Beck  
Sgt W. Wood  
Opl B. Schwartzcapl

3. 250 A  
Lt. T.J. Murray  
S/S R.J. Jones

2. 208 L  
Lt. J.C. Gary  
S/S R.W. Cheuvrat

4. 265 V  
Lt. W.A. Merchant  
Opl D.E. McWollis

## FLIGHT III

1. 222 S  
Lt. R.J. Rooney  
S/S S.R. Cunnell

3. 315 L  
Lt. R.G. Bishop  
Sgt M.C. Harris

2. 235 M  
Lt. N.G. Brown  
S/S J.O. Ottaviano

4. 307 N  
Lt. T.S. Merritt  
Sgt A.C. Basile

## FLIGHT IV

1. 229 B  
Lt. J.F. Smith  
S/S F.P. Basford

3. 354 S  
Lt. R.K. Johnson  
Opl H.E. Brandt

2. 214 I  
Lt. L.H. Poundstone  
Sgt L.L. Richardson

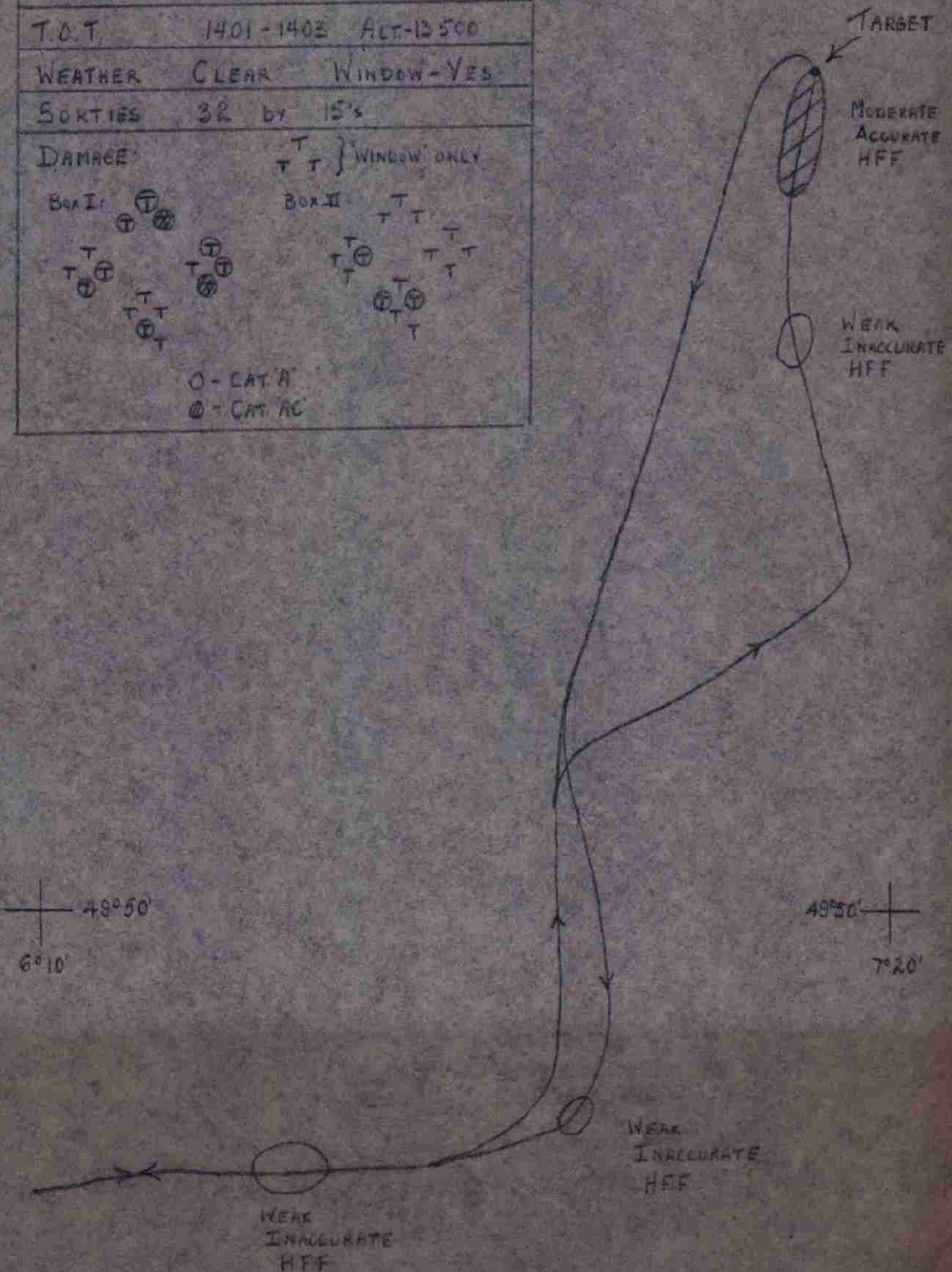
4. 296 D  
Lt. J.B. Cocks  
Opl R.D. Redding

## SPARE

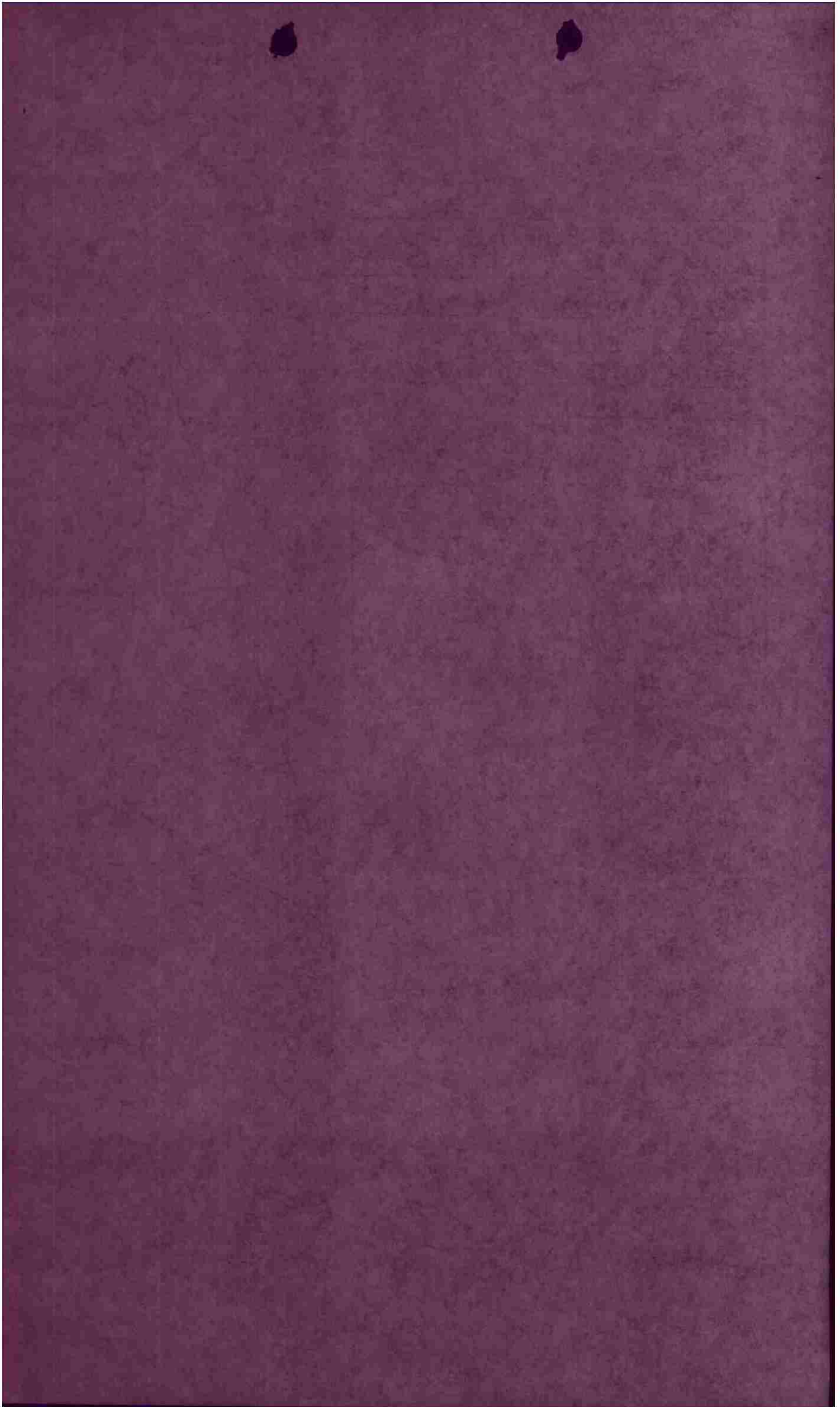
292 H  
Lt. L.W. Edstrom  
Opl P.A. Pampa

SECRET

416 <sup>TH</sup> BOMER (L)	
16 JAN 45	EO 129-709
TARGET	SINZIG R.R. BRIDGE
T.O.T.	1401-1403 ALT-13500
WEATHER	CLEAR WINDOW-YES
SORTIES	32 by 15's
DAMAGE:	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>Box I</p> </div> <div style="text-align: center;"> <p>Box II</p> </div> </div> <p style="text-align: center;">} WINDOW ONLY</p> <p style="text-align: center;">O - CAT 'A'              ⊗ - CAT 'AC'</p>



SECRET



USAAF FORM 34A

SECRET

SECRET

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

AUTH: CO STA 4-55  
DATE: 18 Jan. 1945  
INIT:

TO:

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

Ref: Cprep A No. 298 for 24 hrs. ending midnight 16 Jan. 1945  
Mission or Operation No. 157 97th CGS AG 129-709

A. Short Narrative of Operation:

Target Winnig R/R Bridge  
Place of take-off Station A-35  
Place of landing Station A-35  
Take-off time 1212 Landing time 1357  
Time over target 1401-1409 Bombing Altitude 13750-13500  
Nature of mission Bombing Other None  
Weather Clear, Visibility 10 miles  
Results Excellent, Superior  
Enemy opposition Light heavy inaccurate to light heavy accurate at target.

B. Type & model of aircraft:

1. Dispatched 2 A-20's  
25 A-26's

2. Attacking target (indicate target) or completing mission.  
2 A-20's Winnig R/R Bridge  
1 A-20's Winnig  
25 A-26's Winnig R/R Bridge

3. Abortive due to:  
(1) Weather: None  
(2) Personnel: None  
(3) Mechanical: None  
(4) Other: None

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) 2 A-20's and 3 A-26's Category A - Flak.  
1 A-20 & 1 A-26 Category B, Flak.

8. Sorties 2 A-20's  
25 A-26's

SECRET

(over)

FORM 10

GEORGE SCHENKEL,  
Captain, Air Corps,  
Adjutant.

For the Commanding Officer:

- a. Destroyed
- b. Prop. Dam.
- c. Damaged

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

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

G. Own Personnel Casualties:

- a. Jettisoned
- b. Lost or wrecked on missing e/c
- c. Total Returned

d. Expended on operations: (List targets separately)  
 e. Total carried into air:  
 f. Bombs, flares, etc. used:

- a. Ammunition by caliber:
- b. Total carried into air
- c. Expended on operations
- d. Lost on wrecked or missing e/c
- e. Day (Sunset to sunset)
- f. Night (Sunset to sunset)

FORM 10

FORM 10 (Rev. 1-54)

*Int. 187*  
ANNEX "A"

S E C R E T

## BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 129-709BOX I GROUP A16 DATE 16 Jan. 1945 TARGET ATTACKED Sinsig B/R Bldg.

## 1. Method of Sighting:

Pre-set with corrections

## 2. Bombing approach:

003°3. Was mercury erection system used? YES \_\_\_\_\_ NO X4. Did entire (box) ~~(bombing)~~ drop on lead bombardier? YES X NO \_\_\_\_\_

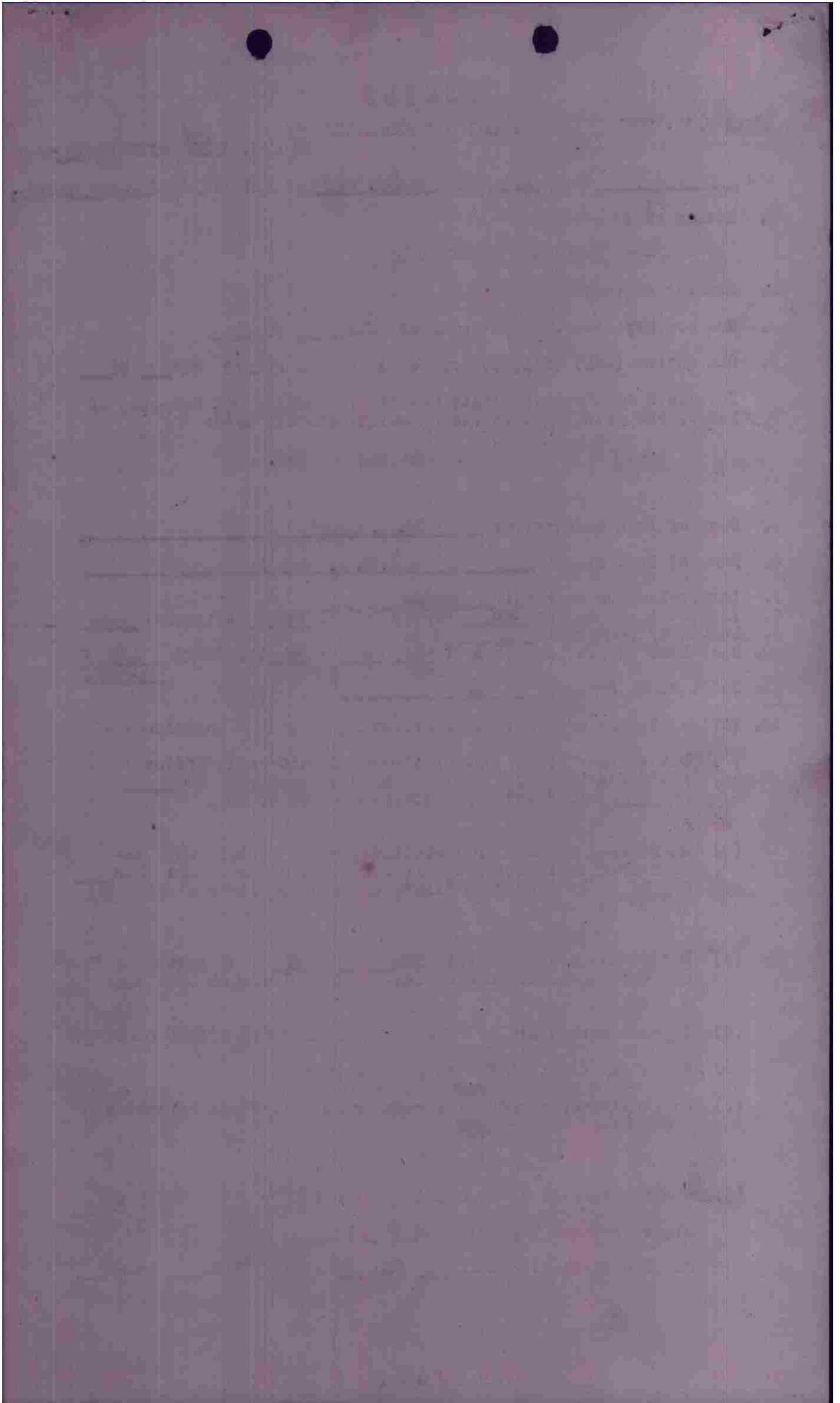
In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

Pre-set with corrections. Auto-pilot not used.5. Name of lead Bombardier: Lt. W. Form6. Name of lead Pilot: Capt. G. H. McElroy7. Intervalometer setting: Minimum8. Indicated Air Speed: 200 Ground Speed: 212 Altitude: 137509. Length of bomb run: 45 Sec:10. Bomb Load and Fusing per A/C: A-20 4 x 500 lb. FUSED 1/20 N  
A-26 4 x 1000 1/100 T11. Total Bombs Dropped: 64

## 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. 129-709BOX II GROUP 416 DATE 16 Jan. 1945 TARGET ATTACKED Sting H/R Bdg.

1. 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 \_\_\_\_\_

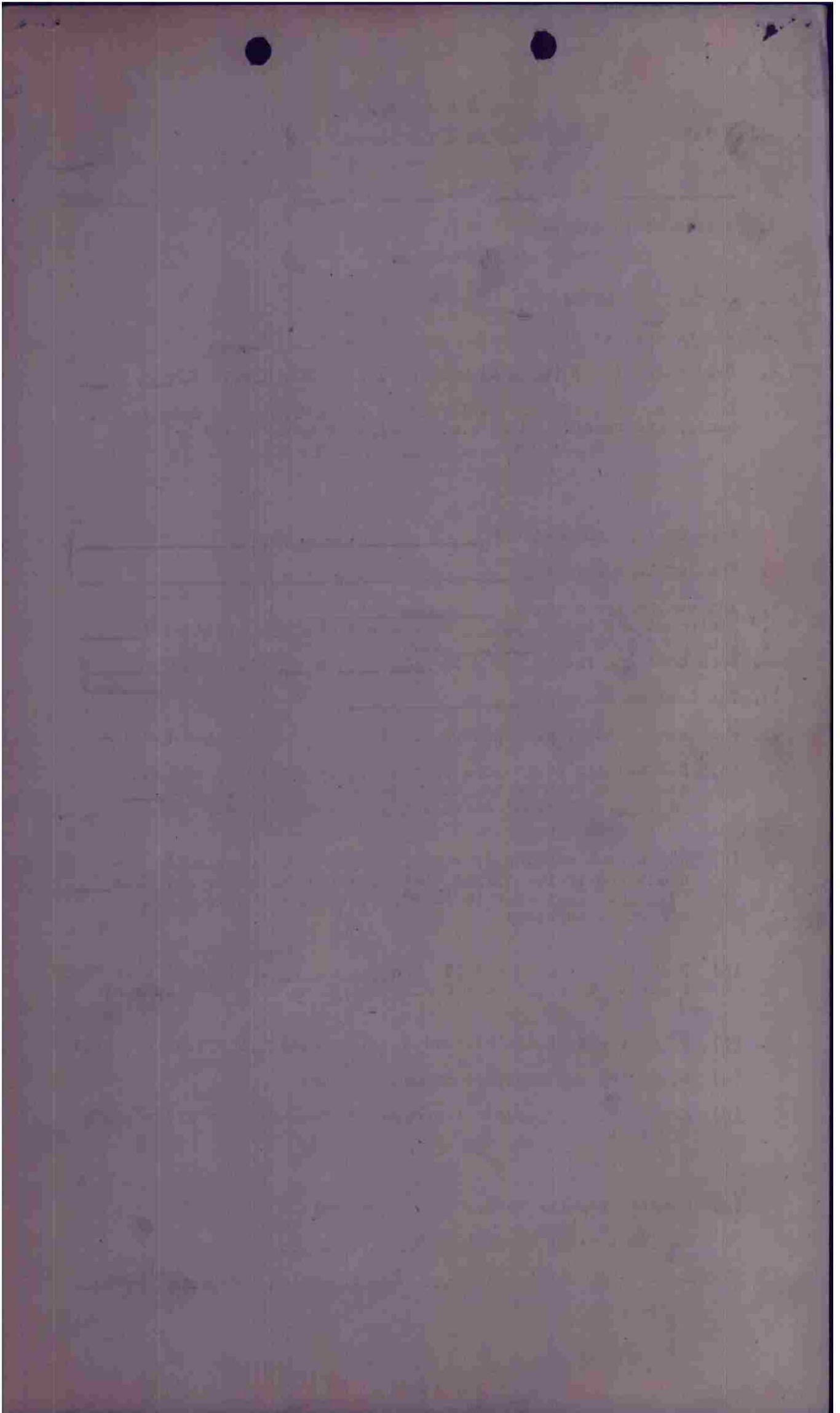
In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

Pre-set with corrections. Auto-pilot not used.5. Name of lead Bombardier: Lt. R. L. Kirk6. Name of lead Pilot: Capt. H. A. Monroe7. Intervalometer setting: Minimum8. Indicated Air Speed: 200 Ground Speed: 210 Altitude: 135009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: A-20 4 x 500 lb. FUSED 1/10 N  
A-26 4 x 1000 1/100 T11. Total Bombs Dropped: 4

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 X

S E C R E T



Box #	CpsFI	Date	F/O	Target	Alt	Box Leader	T/O TOP L/D	15 min.
<u>I</u>		16 Jan 1945		SINZIG		McNulty		
A/C	Fail to Bomb	ATT	Bomb Tisp	A/C Dam	E/A	Pers.		
1 081				X				
2 085				X				
3 233				X				
1 075				X				
2 252				X				
3 206				X				
2 234				X				
1 321				X				
2 219				X				
3 378				X				
4 290				X				
1 188				X				
2 241				X				
3 271				X				
4 259				X				
1 264				X				

72

McNulty

T/O TOP L/D

15 min.

5 Ave Winson  
 5 Ave - 20x500 GP  
 1st-2nd-3rd-4th-5th-6th-7th-8th-9th-10th

McNulty  
 081  
 Kenny Evans  
 233 085

McCreedy  
 321  
 Parkhurst  
 378  
 Hale  
 290

Miller  
 085  
 Martin  
 306  
 Hackley  
 234

Wright  
 188  
 Russell  
 271  
 Buchanan  
 241

Colquh  
 259  
 Sparo  
 Parker  
 264

TOTALS FOR MISSION

B.

(2) No. a/c off by type: 8 A-20's A-26's  
A-20G's A-20J's (obtained from Opns)

(3) No. of a/c failing to bomb \_\_\_\_\_ explain each failure.  
Recall due to weather \_\_\_\_\_  
Personnel \_\_\_\_\_  
Mechanical \_\_\_\_\_  
Other Reasons \_\_\_\_\_

(4) No. a/c bombing. \_\_\_\_\_  
Primary. \_\_\_\_\_  
Secondary. \_\_\_\_\_  
Other. \_\_\_\_\_  
(Obtained from recaps.)

C.

(1) Time up \_\_\_\_\_  
T.O.T. \_\_\_\_\_ (Obtained from Tower).  
Time Down \_\_\_\_\_

D.

(1) No. a/c \_\_\_\_\_  
Missing \_\_\_\_\_  
Destroyed \_\_\_\_\_  
Damaged \_\_\_\_\_ (cat. B/C)  
Damaged \_\_\_\_\_ (cat. A)

(3) No. Crew \_\_\_\_\_ Killed \_\_\_\_\_ Wounded \_\_\_\_\_ Missing \_\_\_\_\_  
(Obtained from Recaps).

E. Results of Bombing. (Obtained from Group Bombardier).

	No.	Type	
I. Bombs on Primary	_____	X	_____
Bombs on Secondary	_____	X	_____
Bombs on Other	_____	X	_____
Bombs Returned	_____	X	_____
Bombs Jettisoned	_____	X	_____ Where _____

(Obtained from Recaps)

(The NCO in charge should fill this out immediately finishing taking the recaps and hand to the Officer making up the Ops Report).

(1) No. a/c \_\_\_\_\_  
Missing \_\_\_\_\_  
Destroyed \_\_\_\_\_  
Damaged \_\_\_\_\_ (cat. B/C)  
Damaged \_\_\_\_\_ (cat. A)

(3) No. Crew \_\_\_\_\_ Killed \_\_\_\_\_ Wounded \_\_\_\_\_ Missing \_\_\_\_\_  
(Obtained from Recaps).

F. Results of Bombing. (Obtained from Group Bombardier).

I. Bombs on Primary \_\_\_\_\_  
Bombs on Secondary \_\_\_\_\_  
Bombs on Other \_\_\_\_\_  
Bombs Returned \_\_\_\_\_  
Bombs Jettisoned \_\_\_\_\_ Where \_\_\_\_\_  
(Obtained from Recaps)



TOTALS FOR MISSION

- B.
- (2) No. a/c off by type: \_\_\_\_\_  
                                     A-20G's \_\_\_\_\_ A-20J's (obtained from Opns)
- (3) No. of a/c failing to bomb \_\_\_\_\_ explain each failure.  
                                     Recall due to weather \_\_\_\_\_  
                                     Personnel \_\_\_\_\_  
                                     Mechanical \_\_\_\_\_  
                                     Other Reasons \_\_\_\_\_
- (4) No. a/c bombing. \_\_\_\_\_  
                                     Primary. \_\_\_\_\_  
                                     Secondary. \_\_\_\_\_  
                                     Other. \_\_\_\_\_  
                                     (Obtained from recaps.)

- C.
- (1) Time up \_\_\_\_\_  
     T.O.T. \_\_\_\_\_ (Obtained from Tower).  
     Time Down \_\_\_\_\_

- D.
- (1) No. a/c \_\_\_\_\_  
                                     Missing \_\_\_\_\_  
                                     Destroyed \_\_\_\_\_  
                                     Damaged \_\_\_\_\_ (cat. B/C)  
                                     Damaged \_\_\_\_\_ (cat. A)
- (3) No. Crew \_\_\_\_\_ Killed \_\_\_\_\_ Wounded \_\_\_\_\_ Missing \_\_\_\_\_  
     (Obtained from Recaps).

E. Results of Bombing. (Obtained from Group Bombardier).

	No.	Type
I. Bombs on Primary	_____	X _____
Bombs on Secondary	_____	II _____
Bombs on Other	_____	X _____
Bombs Returned	_____	X _____
Bombs Jettisoned	_____	X _____ Where _____

(Obtained from Recaps)

(The NCO in charge should fill this out immediately finishing taking the recaps and hand to the Officer making up the Ops Report).

Box #	Opsfl	Date	F/O	Target	Alt.	Box Leader	T/O TOT	15 min. L/D
		16 Feb 45				A. C. Johnson		
A/O	Fail to Bomb		APP	Bomb Disp	A/O Dam	E/A	PERS.	
Pos. No.	Reason		T G O	P S J W R	" D A A C B E D P D K V W			
1 023		✓						
2 024		✓						
3 026		✓						

Brown  
023  
E.L. Johnson  
026  
Henderson  
024

TOTALS FOR MISSION

B.

- (2) No. a/c off by type: \_\_\_\_\_  
                                   A-20G's \_\_\_\_\_ A-20J's (obtained from Cops)
- (3) No. of a/c failing to bomb \_\_\_\_\_ explain each failure.  
   Recall due to weather \_\_\_\_\_  
   Personnel \_\_\_\_\_  
   Mechanical \_\_\_\_\_  
   Other Reasons \_\_\_\_\_
- (4) No. a/c bombing. \_\_\_\_\_  
   Primary. \_\_\_\_\_  
   Secondary. \_\_\_\_\_  
   Other. \_\_\_\_\_  
                                   (Obtained from recaps.)

C.

- (1) Time up \_\_\_\_\_  
     T.O.T. \_\_\_\_\_ (Obtained from Tower).  
     Time Down \_\_\_\_\_

D.

- (1) No. a/c \_\_\_\_\_  
                                   Missing \_\_\_\_\_  
                                   Destroyed \_\_\_\_\_  
                                   Damaged \_\_\_\_\_ (cat. B/C)  
                                   Damaged \_\_\_\_\_ (cat. A)
- (3) No. Crew \_\_\_\_\_ Killed \_\_\_\_\_ Wounded \_\_\_\_\_ Missing \_\_\_\_\_  
     (Obtained from Recaps).

E. Results of Bombing. (Obtained from Group Bombardier).

	No.	Type
I. Bombs on Primary	_____ X	_____
Bombs on Secondary	_____ X	_____
Bombs on Other	_____ X	_____
Bombs Returned	_____ X	_____
Bombs Jettisoned	_____ X	_____ Where _____

(Obtained from Recaps)

(The NCO in charge should fill this out immediately finishing taking the recaps and hand to the Officer making up the Ops Report).

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

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PILOT Mc Nulty A/C# 081 BOX I

CASUALTIES \_\_\_\_\_

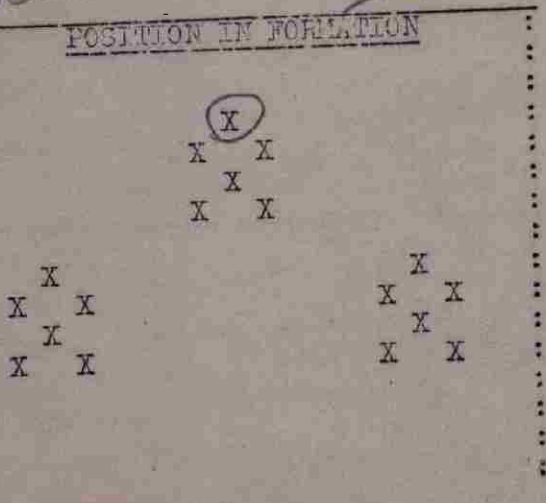
BOMBS :	<u>4</u>	X	<u>500</u>	ON	<u>PT</u>	BATTLE DAMAGE	_____	_____
		X			RETURNED			
		X			JETTISONED	<u>300</u>		
						<u>200</u>		

FLAK: XHA-T/A - 4 gun pos.  
XHI - B.L. 5 mi. N of Permschell  
& out from Warburg. 4 bursts.

ENEMY AIRCRAFT ENCOUNTERS: P-47's

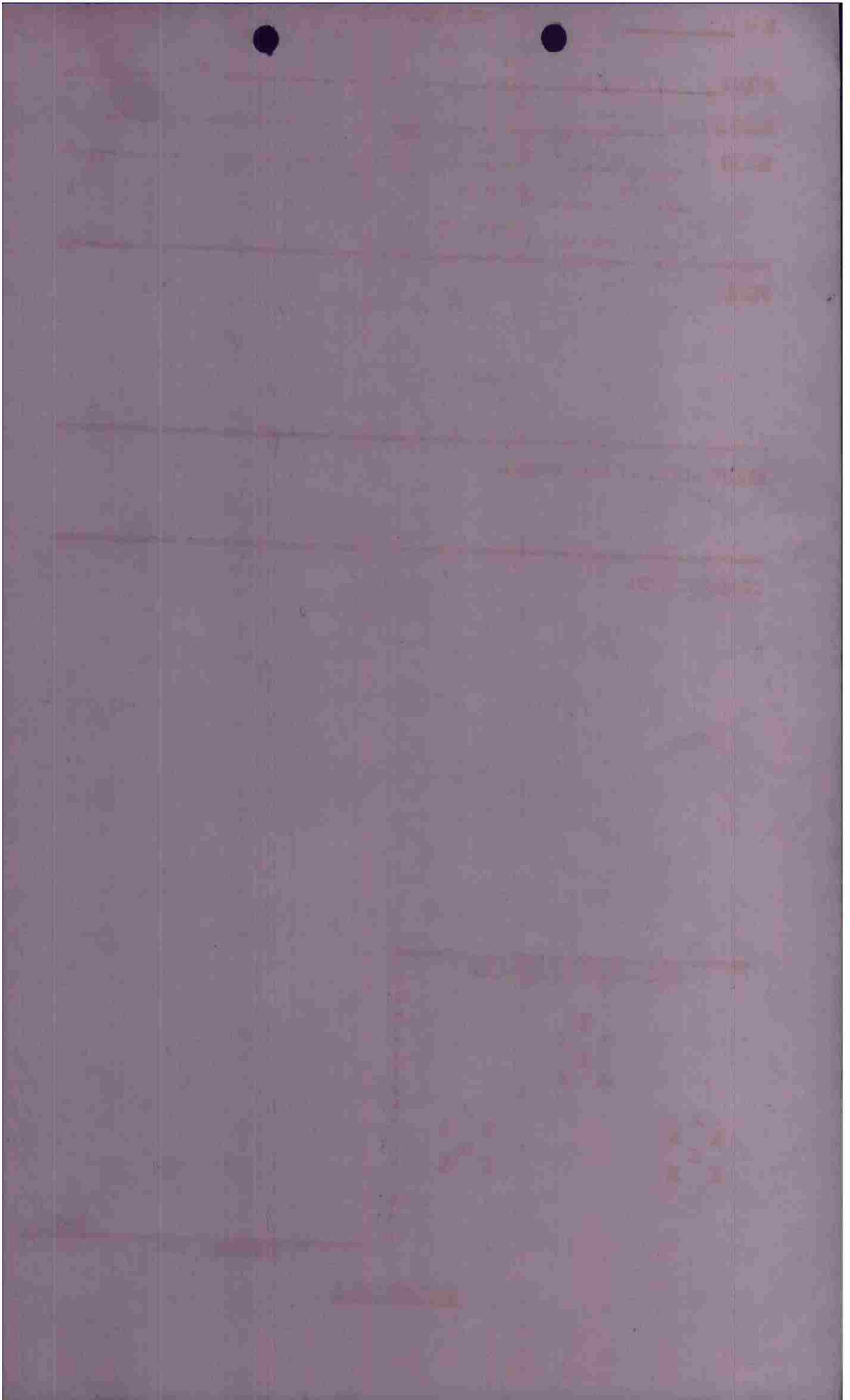
OBSERVATIONS: visual on 1 run  
hison rx. side of bridge.  
14,000 indicated - 200 mph.  
1401

picture may reveal installations  
in woods.



Hoppe  
 INTERROGATOR

CONFIDENTIAL



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

CONFIDENTIAL

PILOT Hayter A/C# 252 BOX I

CASUALTIES \_\_\_\_\_

BOMBS :	X 1000	ON P	BATTLE DAMAGE		
			"W"	"A-U"	"E"
	X	RETURNED			
	X	JETTISONED	X		

FLAK:

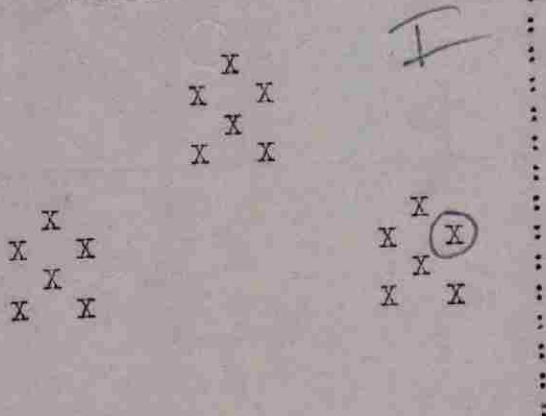
X#I at bomb line XXHA on bomb run at beginning of BR and just before bombs away.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

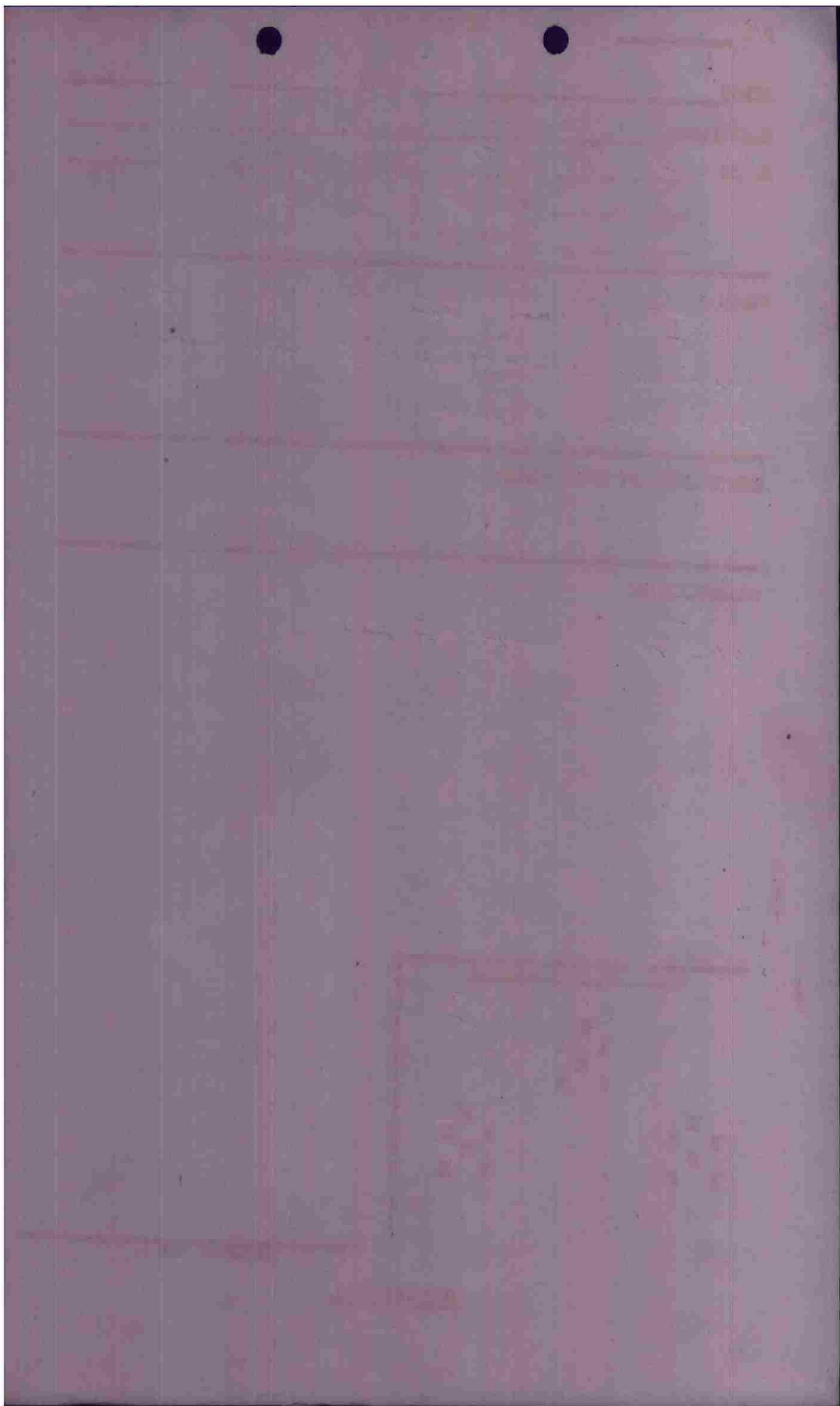
Could not see bombs hit.

POSITION IN FORMATION



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F/O \_\_\_\_\_ CONFIDENTIAL INTERFORM

PILOT Colquitt S/C# 259 BOX I

CASUALTIES \_\_\_\_\_

BOMBS :	4	X/1000	ON	P	RAILED	DELIVERED	"A-U"	"B"
	X			RETURNED				
	X			JETTISONED	X			

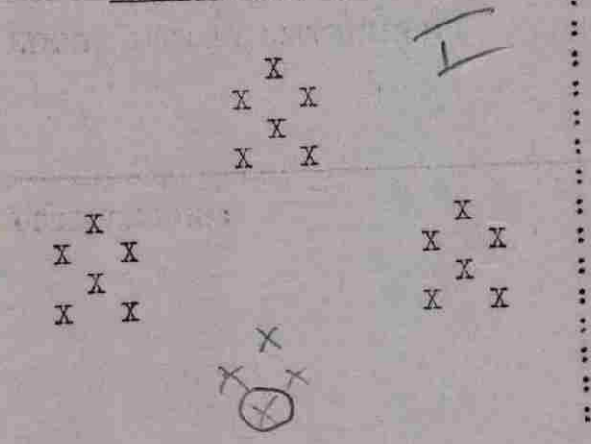
FLAK: XHI as bomb line XHI along bomb run - last half of bomb run

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

1st box hit on south edge of bridge  
2nd box on the bottom

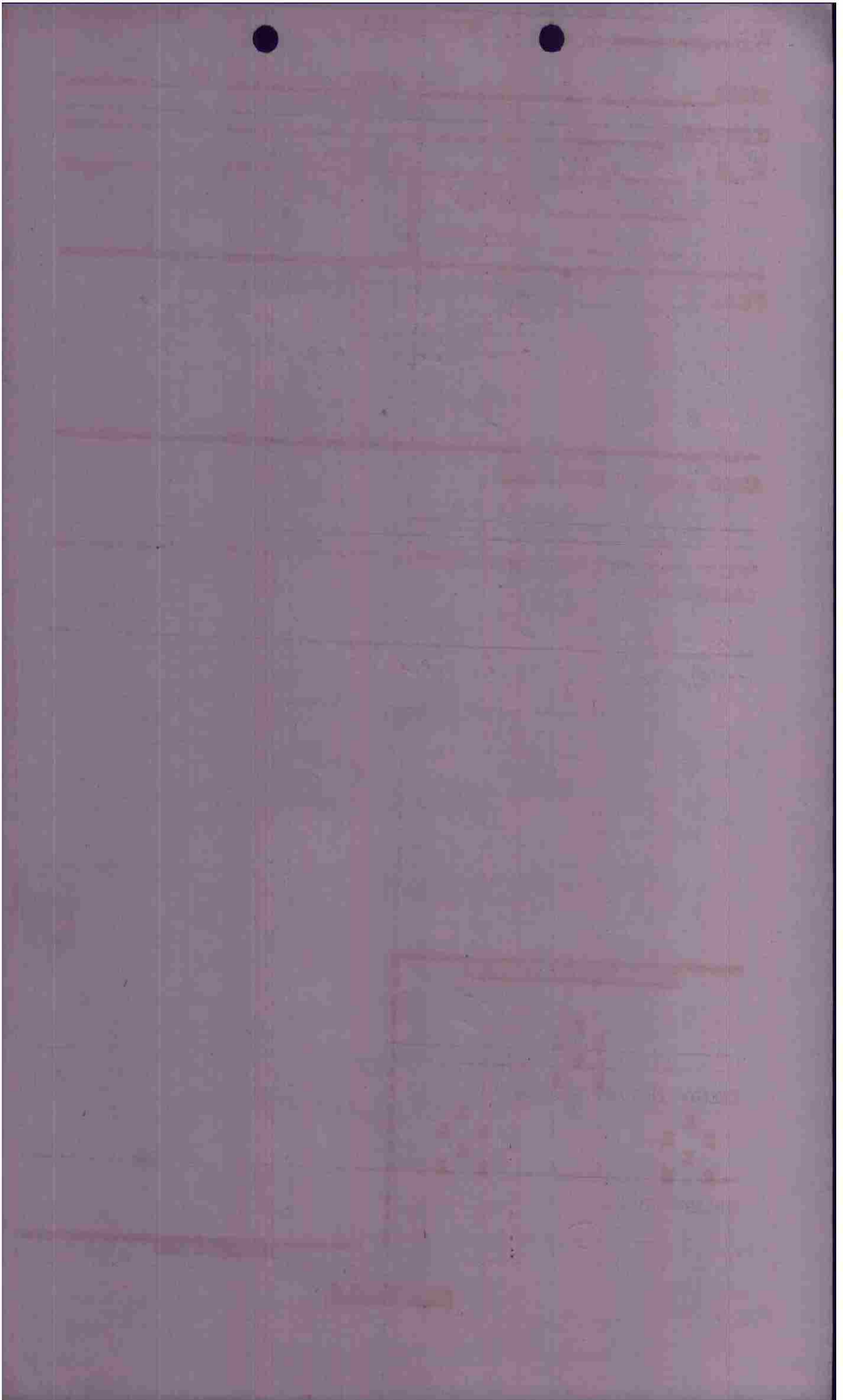
POSITION IN FORMATION



*Perke*

INTERROGATOR

CONFIDENTIAL



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

CONFIDENTIAL

PILOT Hackley A/C# 234 BOX I

CASUALTIES \_\_\_\_\_

BOMBS :	<u>4</u>	<u>X/1000</u>	ON	<u>P</u>	BATTLE DAMAGE			
		X	RETURNED				X	
		X	JETTISONED					

FLAK:

*XHI at bomb lines both in and out XXHA at target just before bombs away. white phosphorus flak.*

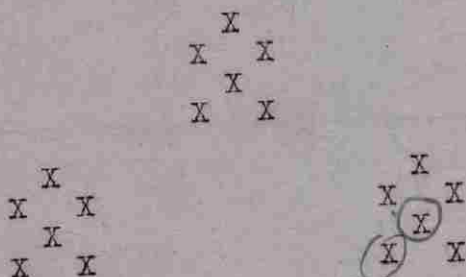
ENEMY AIRCRAFT ENCOUNTERS:

\_\_\_\_\_

OBSERVATIONS:

*Didn't see bombs hit*

POSITION IN FORMATION

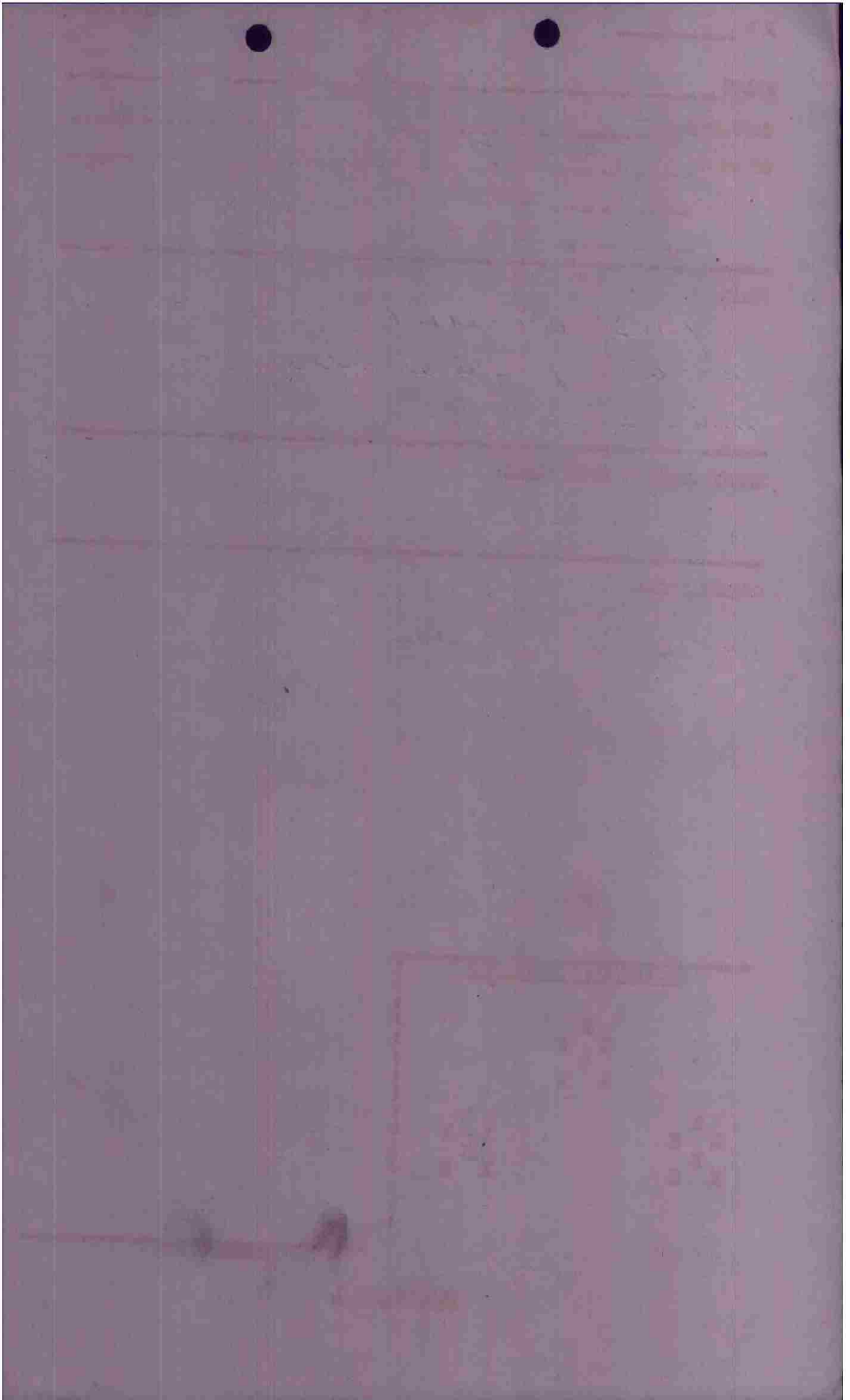


*PFF chip*

*Perk.*

INTERROGATOR

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

PILOT Mc Cready W/O# 321 BOX I

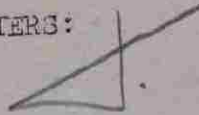
CASUALTIES \_\_\_\_\_

BOMBS :	<u>4 X 1000</u>	ON	<u>PT.</u>	SHATTER DAMAGE		
	X	RETURNED	:	:	:	:
	X	DETROINED	:	:	:	:

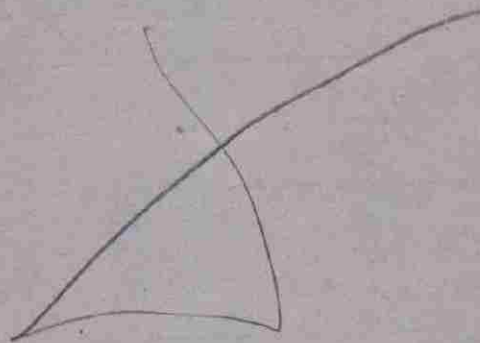
FLAK: in. XII 1 to left + N.  
TA XXHA -  
Out XXHA - in front of plane tracking plane.

ENEMY AIRCRAFT ENCOUNTERS:

B385 + B513



OBSERVATIONS:

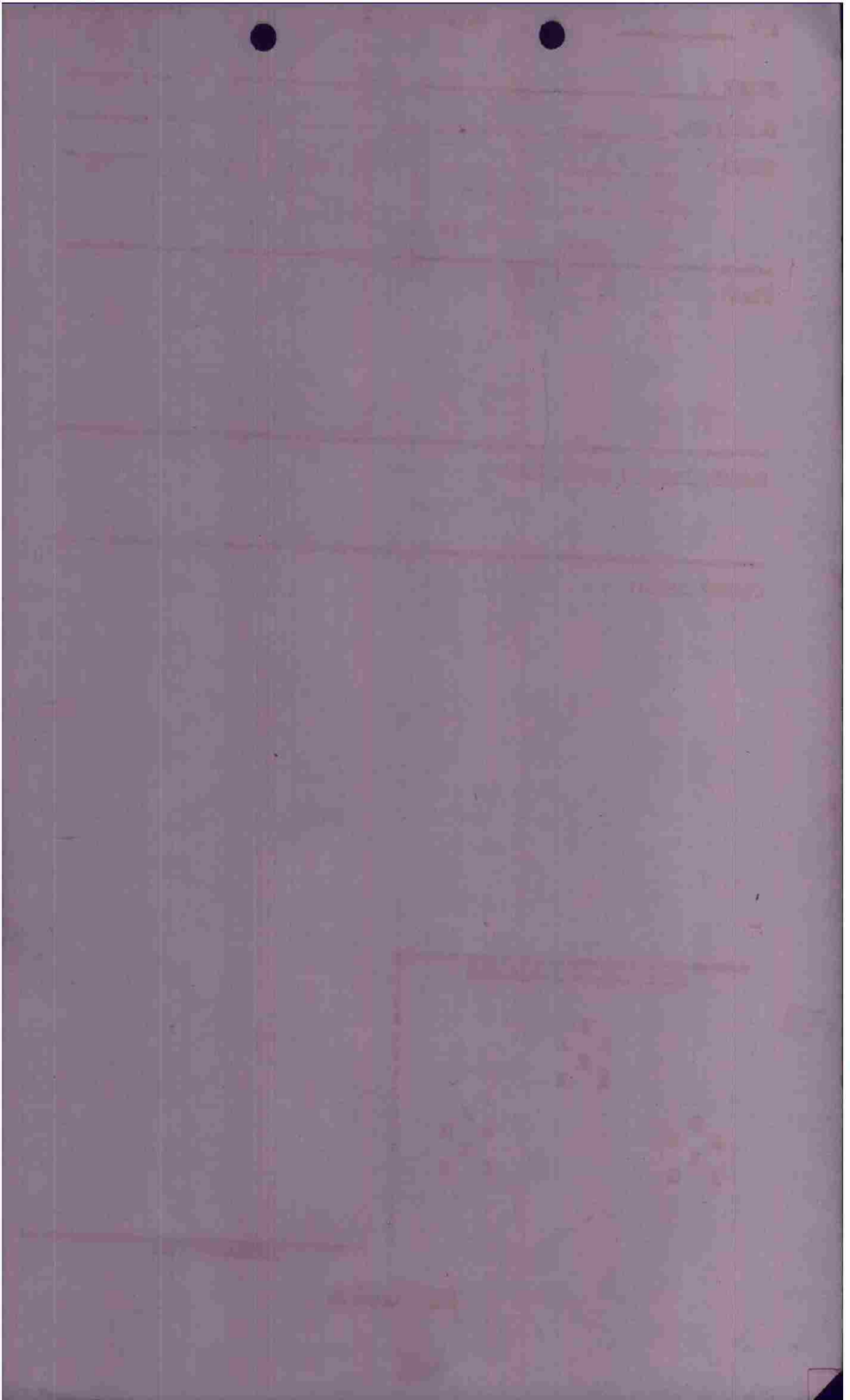


POSITION IN FORMATION

		X			:
	X		X		:
		X			:
	X		X		:
					:
X	(X)			X	:
X				X	:
X	X			X	:
X				X	:

Hoppe  
 INTERROGATOR

CONFIDENTIAL



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

CONFIDENTIAL

INTERFORM

PILOT Carver A/C# 219 BOX I

CASUALTIES

BOMBS :	ON	RETURNED	JETTISONED	BATTLE DAMAGE	REPAIRS	REMARKS
<u>4</u>	X					
	X					
	X			X		

FLAK:

*in line - back area*  
*at 1425 flak - VHA - (hit there)*

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

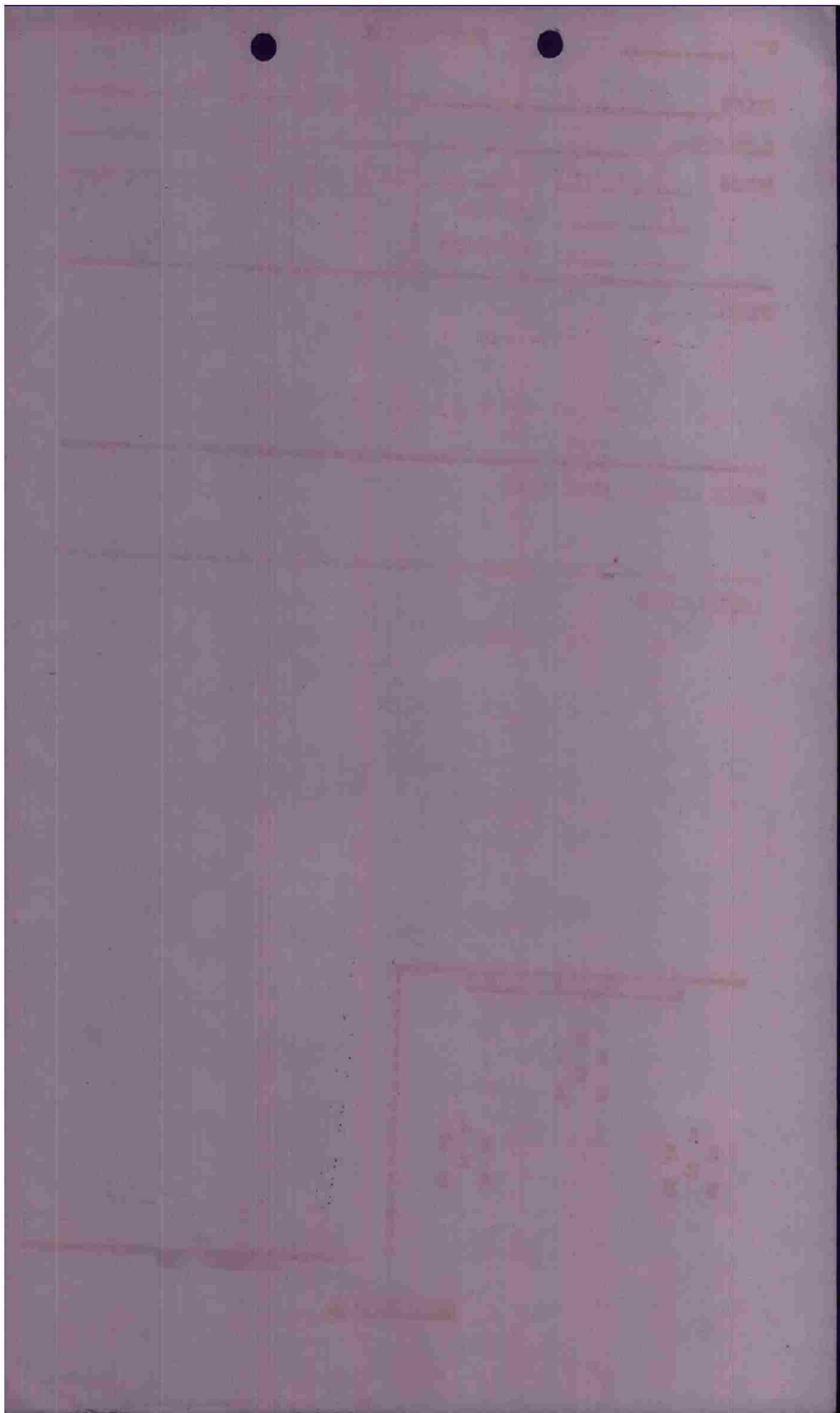
POSITION IN FORMATION

```

      X
     X X
      X
     X X
  X  X X
 X  X X
 X  X X
  
```

*[Signature]*  
 INTERROGATOR

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F/O \_\_\_\_\_ CONFIDENTIAL INTERR. FORM

PILOT Hale A/C# 290 BOX I

CASUALTIES

BOMBS :		ON	RETURNED	JETTISONED	REPAIR DAMAGE	"A-30"	"B"
X	1				X		
X							
X					X		

FLAK:

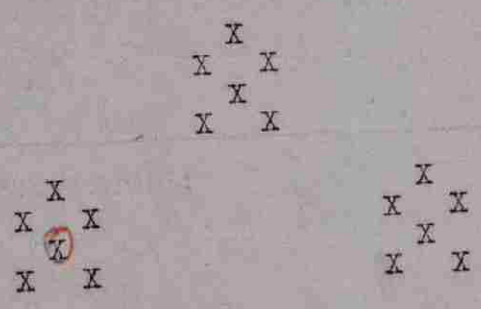
*BL - + to left on BR - on BL on exit  
 Heavy -  
 on BR - Mod Acc.  
 XHA*

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

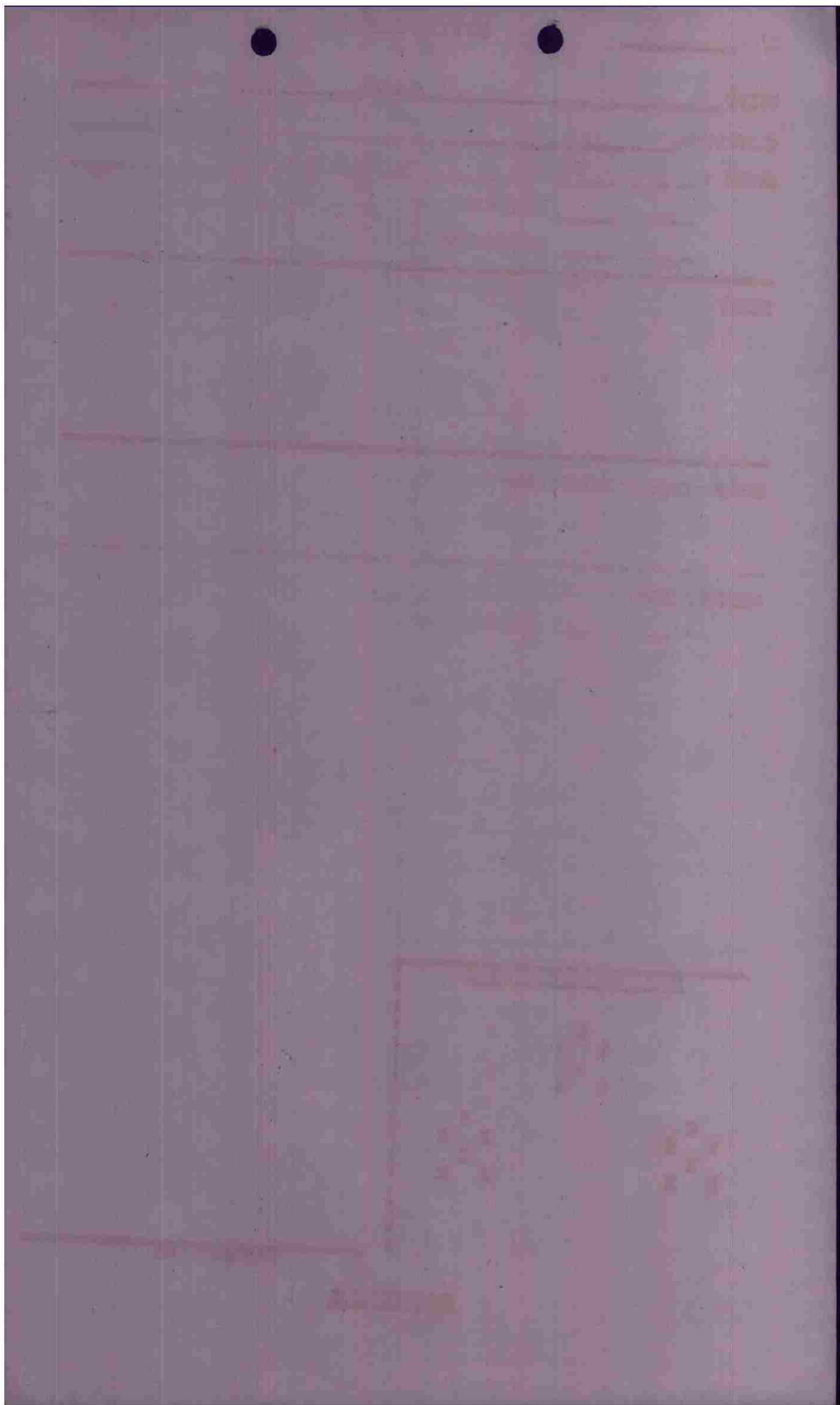
*Visual is a box.*

POSITION IN FORMATION



INTERROGATOR

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

CONFIDENTIAL

INTERROG. FORM

PILOT Parkhurst A/C# 378 BOX I

CASUALTIES

BOMBS :		RETURNED	JETTISONED	ENGINE DAMAGE	WING	TAIL	WHEEL
4	X 1000 ON P.						
	X	RETURNED					
	X	JETTISONED					

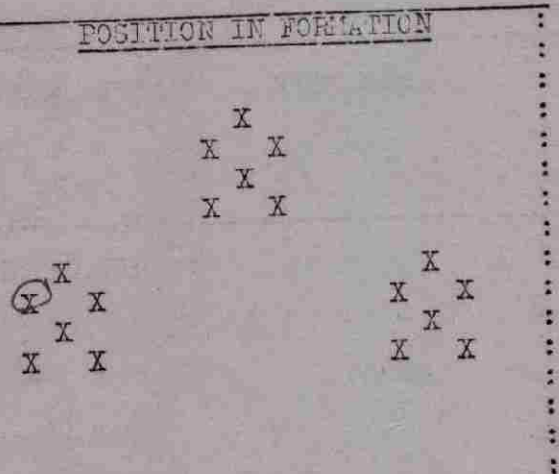
FLAK: X H at bombing  
1 X 4 at target

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

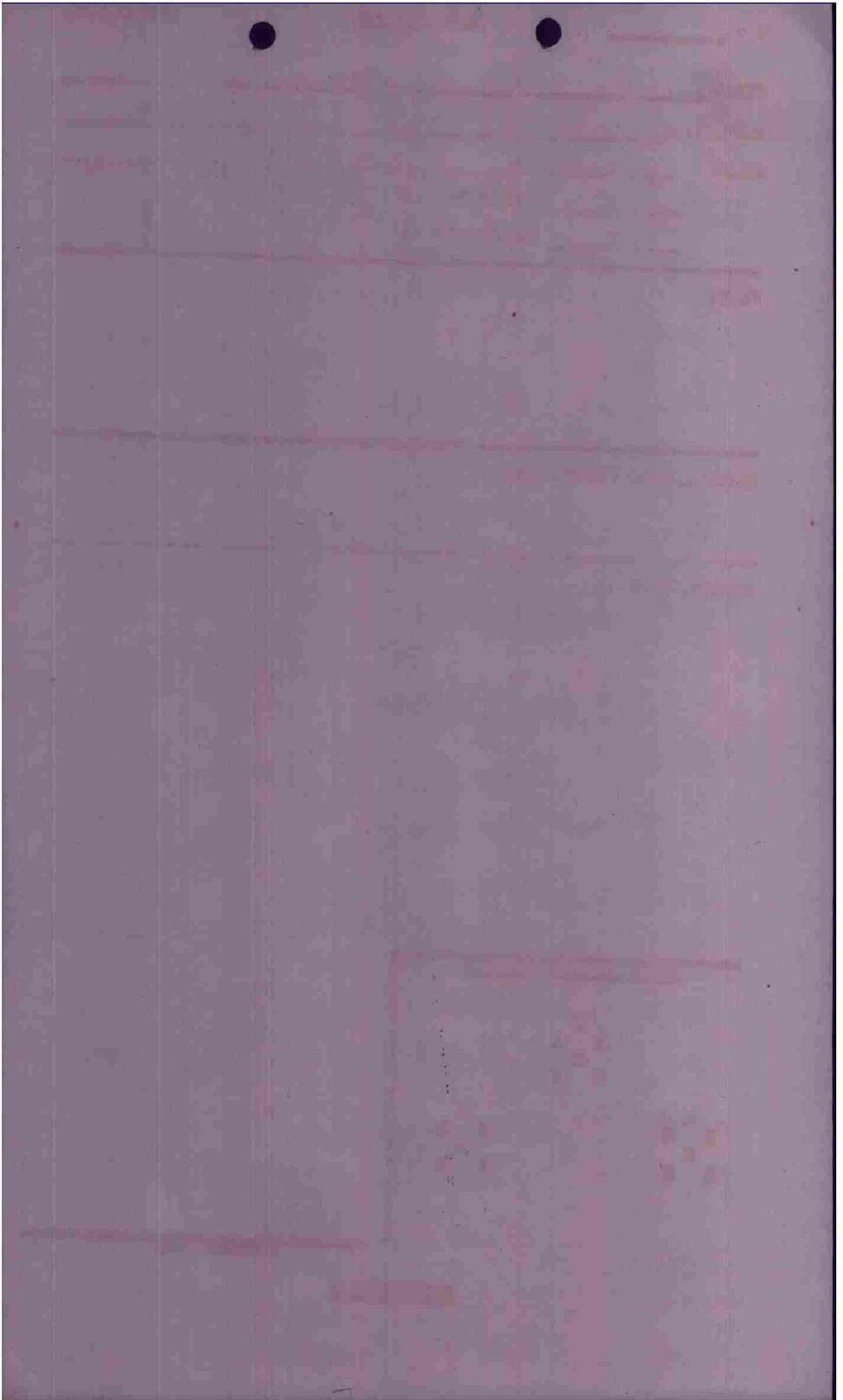
no window seen  
no bomb burst seen

POSITION IN FORMATION



N.A.S.  
INTERROGATOR

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

CONFIDENTIAL

INTERROG.

PILOT Russell A/C# 271 BOX I

CASUALTIES

ECMBS :	4	X/1000	ON	P	REPAIRS	DAMAGE	REASON	REMARKS
	X							
	X							
	X							

FLAK:

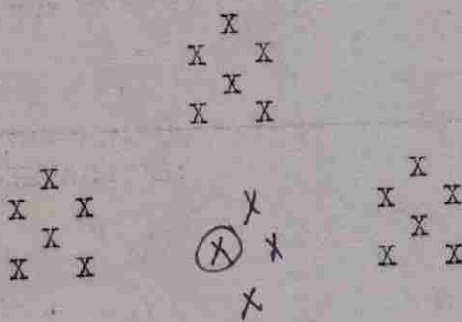
X HI on bombing run X out.  
 X1 H&A at target.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

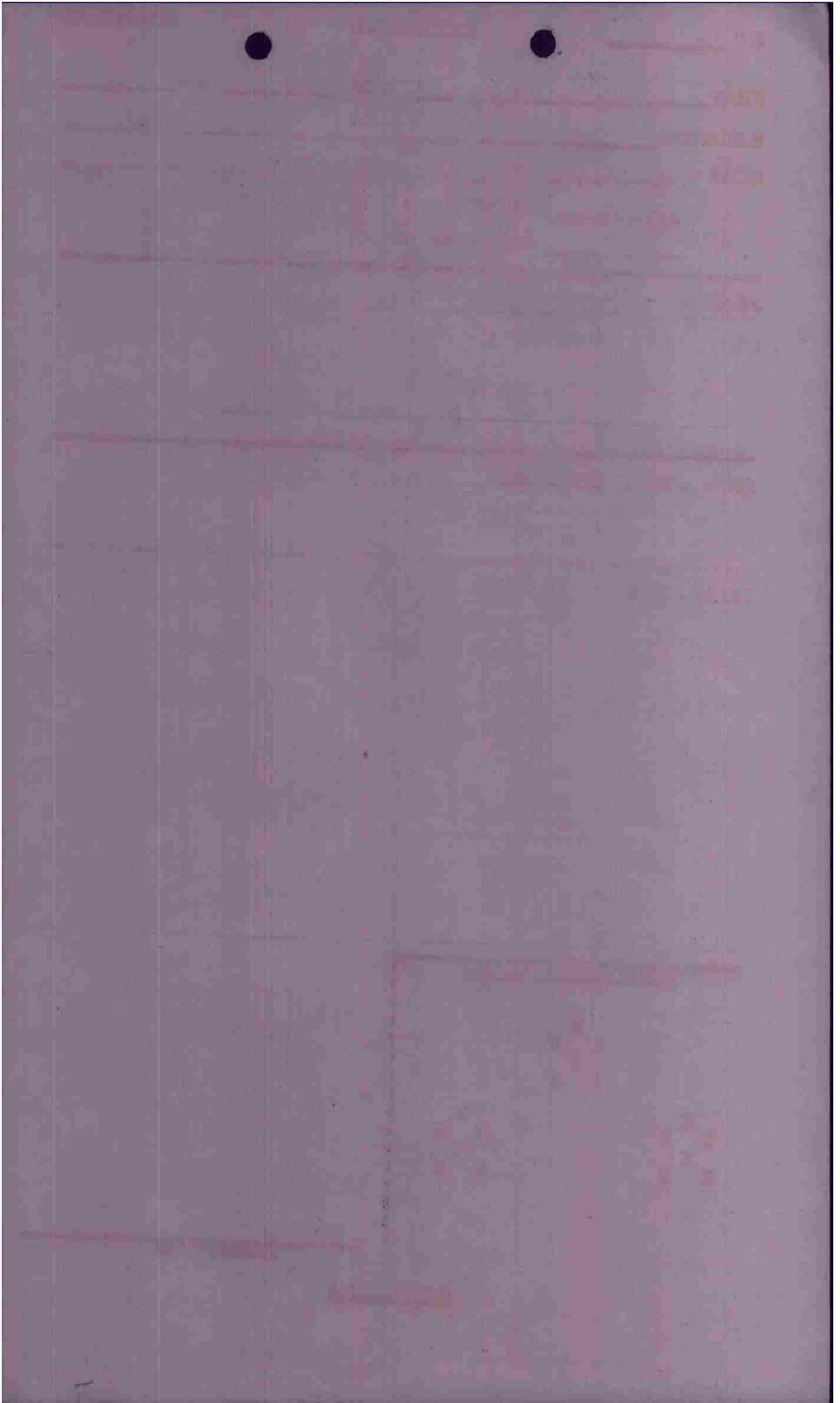
2 A/c pulled off formation on turn of target. neither was smoking.

POSITION IN FORMATION



Russ  
 INTERROGATOR

CONFIDENTIAL



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

CONFIDENTIAL

INTER. FORM

PILOT Buchanan A/C# 241 BOX I

CASUALTIES

BOMBS :		ON	RETURNED	JETTISONED	HAZARD DAMAGE	"E"	"E"
<u>4</u>	<u>X</u>	<u>1000</u>					
	<u>X</u>						
	<u>X</u>						

FLAK:

*XHC at bombing in & out.  
XHA at target.*

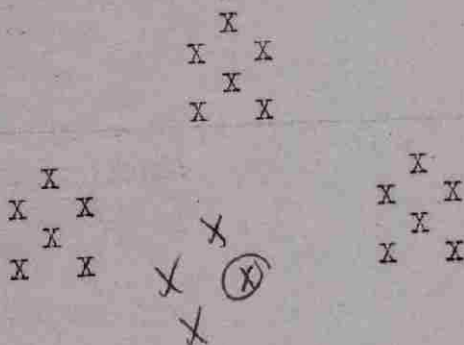
ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

*Big column of smoke seen on approach to target.*

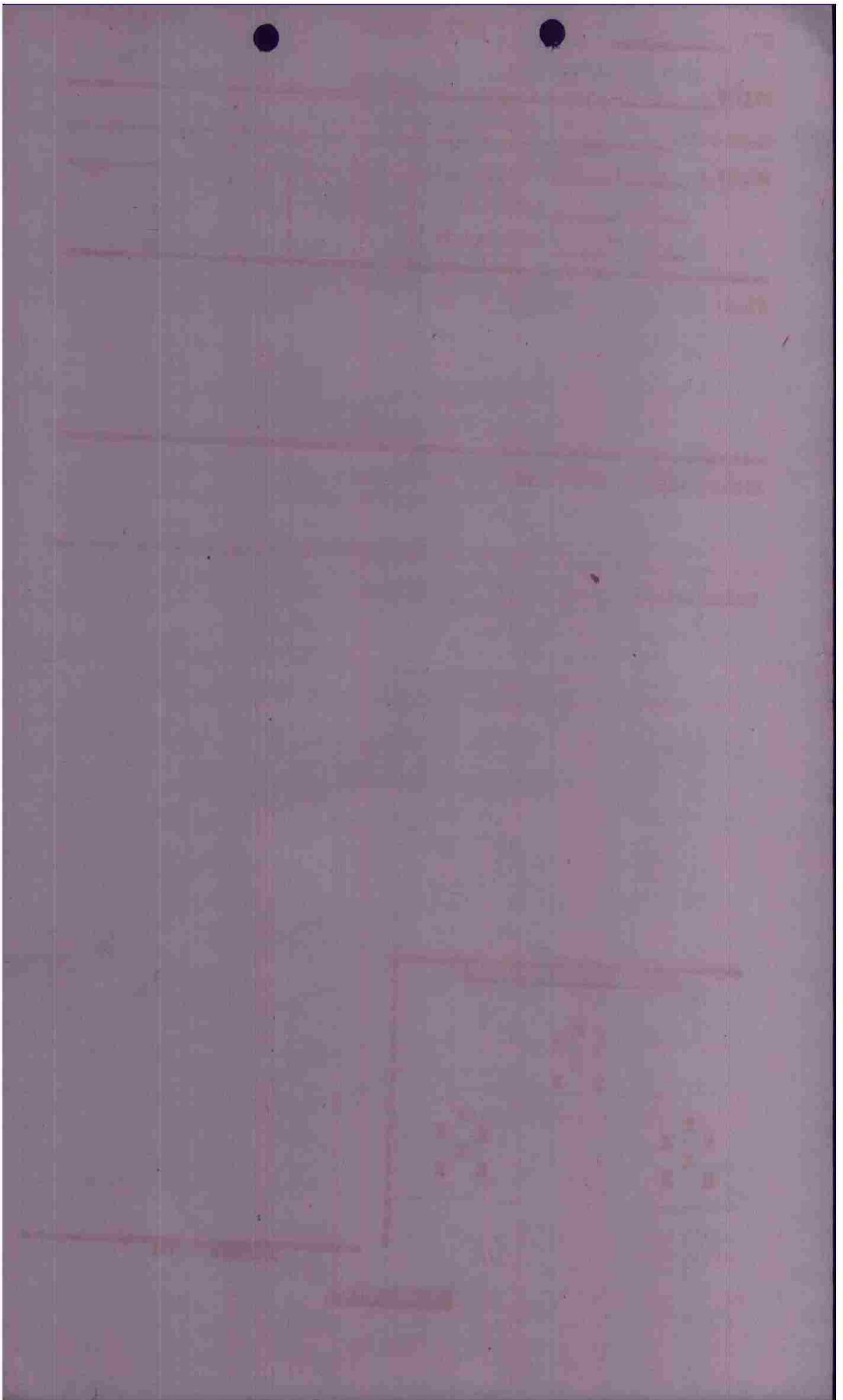
*No window seen.*

POSITION IN FORMATION



N.W.A.  
INTERROGATOR

CONFIDENTIAL



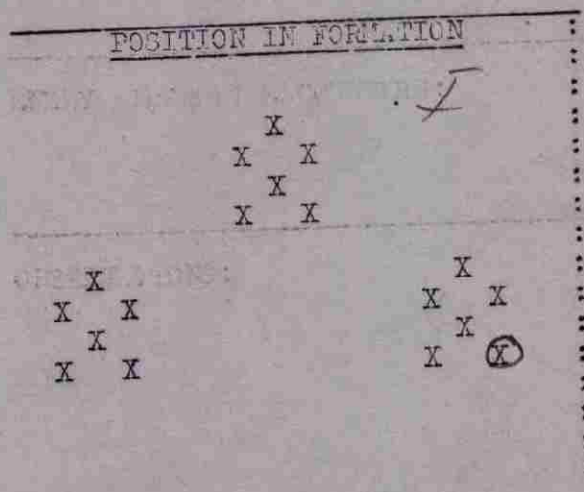
F/O \_\_\_\_\_ CONFIDENTIAL INTERROG. FORM  
PILOT Parker A/C# 264 BOX I

CASUALTIES \_\_\_\_\_  
BOMBS : 7 X 1000 ON P REPAIRS DAMAGE  
X \_\_\_\_\_ : \_\_\_\_\_ : \_\_\_\_\_ : \_\_\_\_\_  
X RETURNED : \_\_\_\_\_ : \_\_\_\_\_ : \_\_\_\_\_  
X JETTISONED : \_\_\_\_\_ : \_\_\_\_\_ : \_\_\_\_\_

FLAK: XX 4 at bombline. believed at another flak  
zone at bombline.

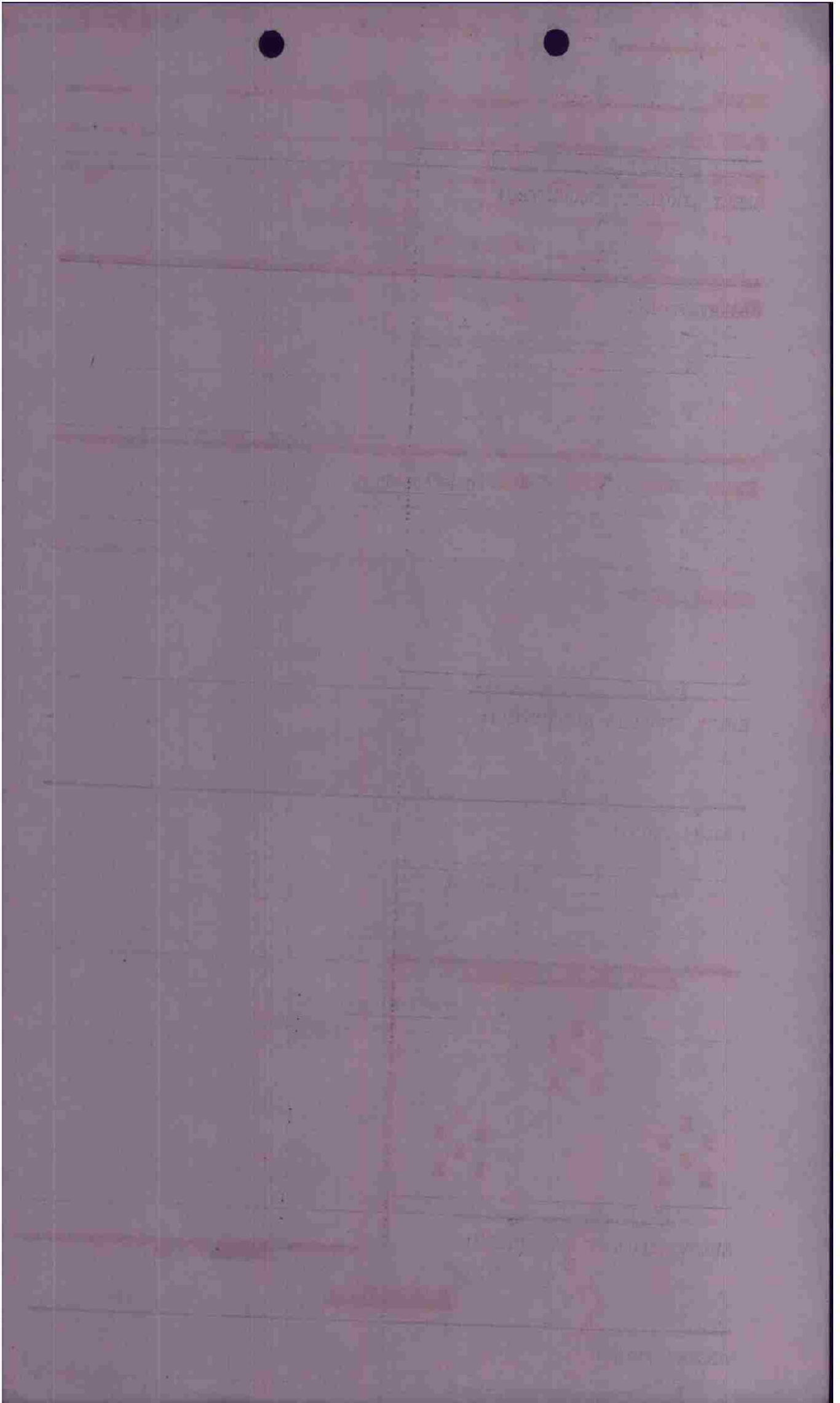
ENEMY AIRCRAFT ENCOUNTERS:  
\_\_\_\_\_  
\_\_\_\_\_

OBSERVATIONS:  
no airmen seen.  
could not see bridge. Saw smoke in air



Huss  
INTERROGATOR

CONFIDENTIAL



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

CONFIDENTIAL

PILOT W M Evans A/C# 085 BOX I

CASUALTIES nil

BOMBS :		BATTLE DAMAGE	"A-J"	"E"
<u>4</u> X <u>1000</u> ON				
<del>1</del> X	RETURNED	<del>1</del>	✓	
X	DEFERRED			

FLAK: 10 secs before bomb away - off-root-acc

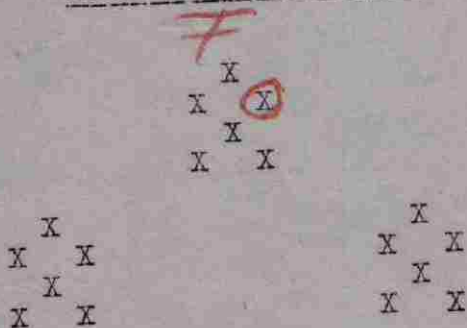
light flak at bomb line on way out - bucketing low -  
very inacc.

ENEMY AIRCRAFT ENCOUNTERS: nil -

OBSERVATIONS: bombing scattered - by boxes -  
visual -

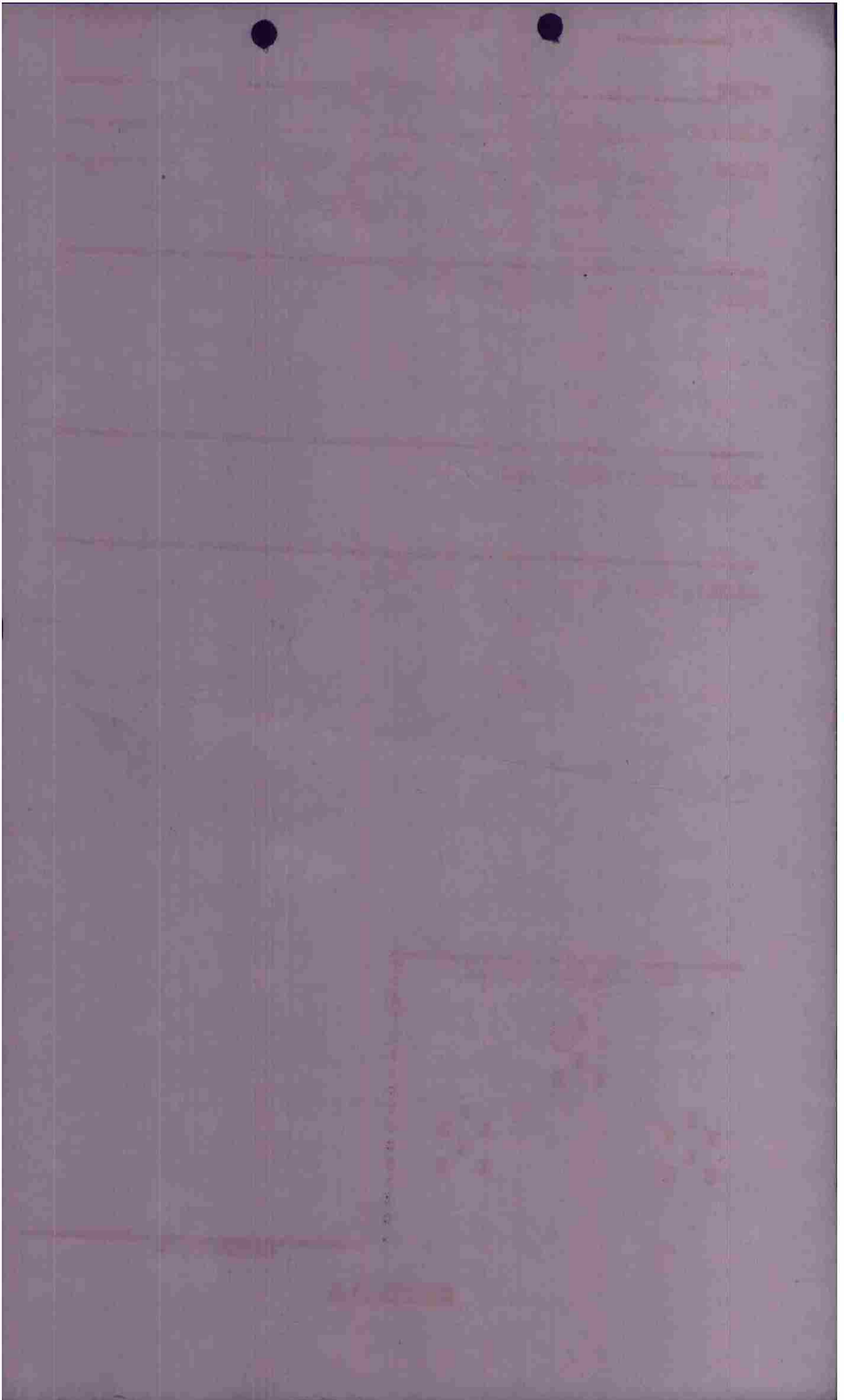
1401 - T.O.T.

POSITION IN FORMATION



INTERROGATOR

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

CONFIDENTIAL

INTERROG. FORM

PILOT Wright A/C# 188 BOX 1

CASUALTIES \_\_\_\_\_

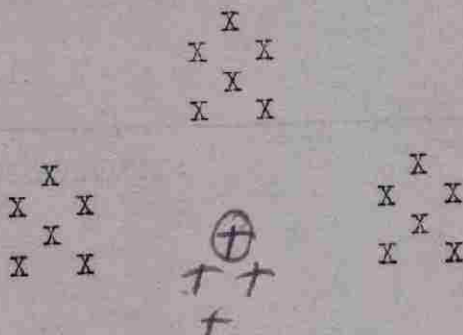
BOMBS :	X	1000s ON primary	BOMB DAMAGE		
			"A"	"B"	"E"
	X	RETURNED	:	:	:
	X	JETTISONED	:	:	:

FLAK: WHIA on bomb run.  
WHIA 3 of tier.

ENEMY AIRCRAFT ENCOUNTERS:

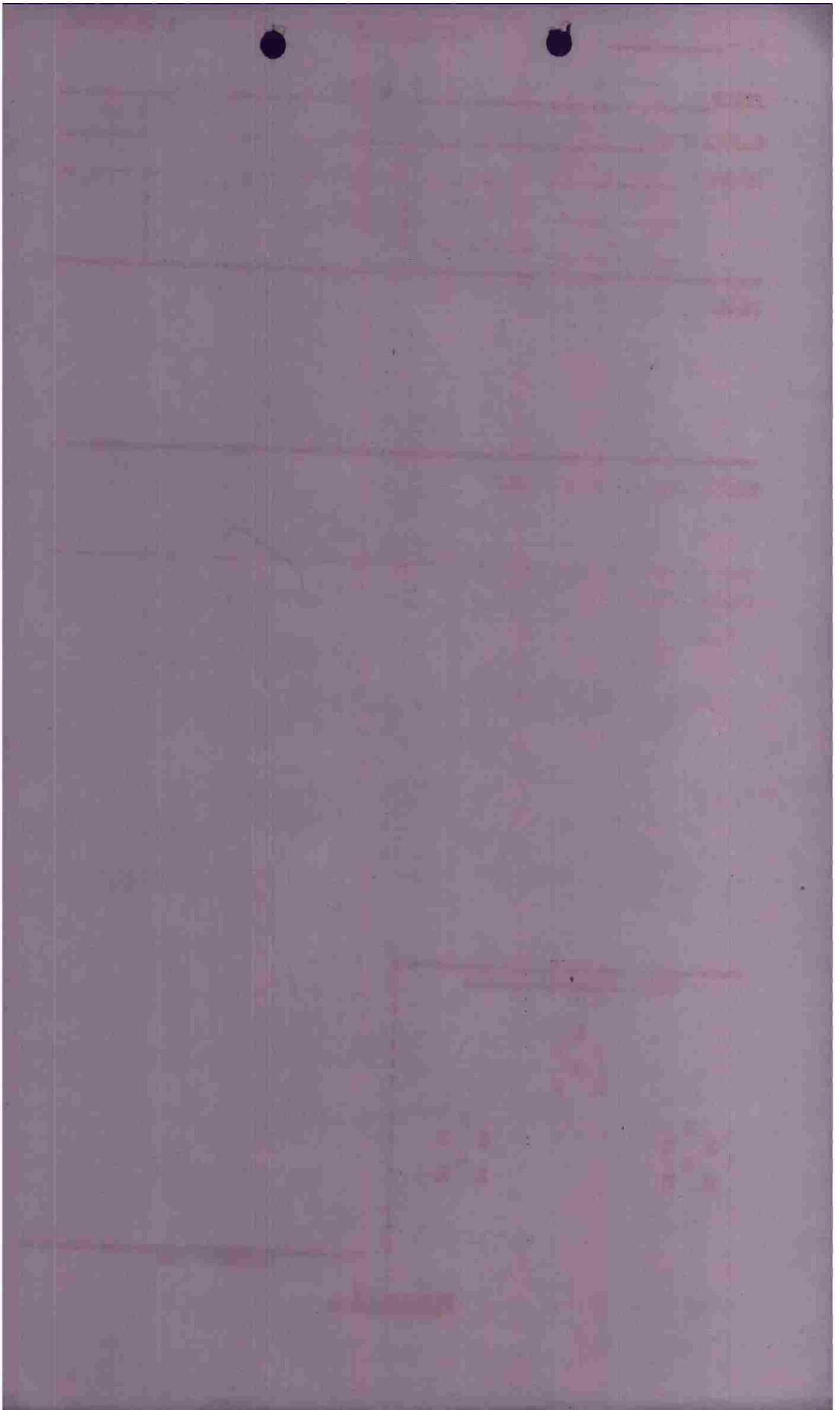
OBSERVATIONS:

POSITION IN FORMATION



MAZ  
INTERROGATOR

CONFIDENTIAL



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

CONFIDENTIAL

PILOT Kenny

A/O# 233

BOX I

CASUALTIES

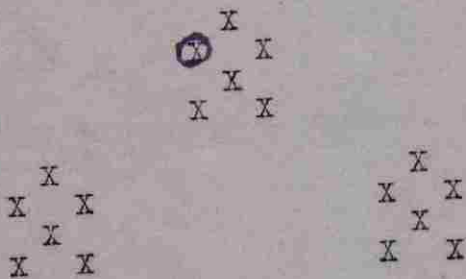
BOMBS :	X 1000	ON Primary	FRANKIE DAMAGE	WAV	WAV	WAV
X		RETURNED	✓			
X		JEOPARDIZED				

FLAK: on bomb run XXHA.  
5 of trees W41A

ENEMY AIRCRAFT ENCOUNTERS:

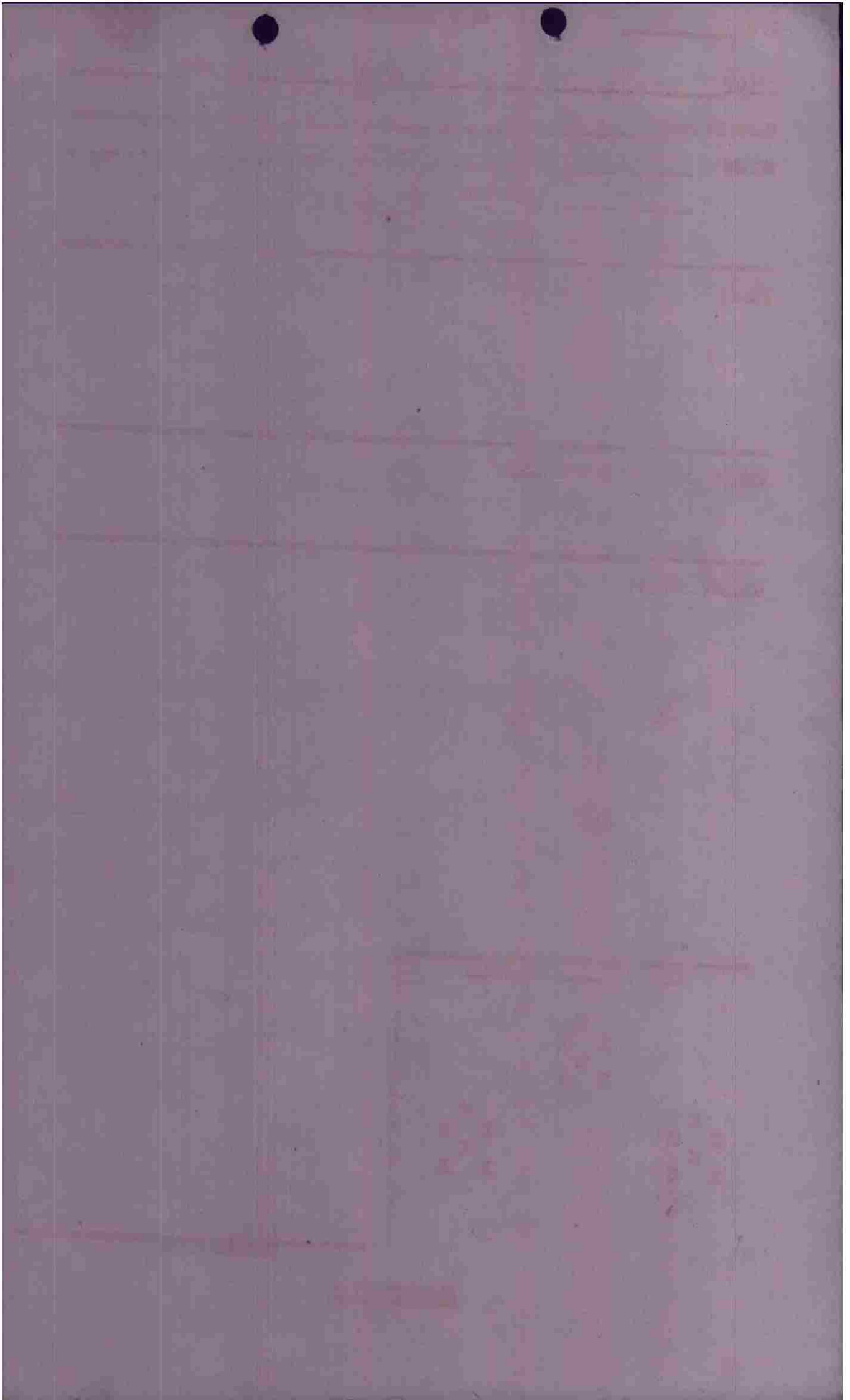
OBSERVATIONS:

POSITION IN FORMATION



MAZ.  
INTERROGATOR

CONFIDENTIAL



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

CONFIDENTIAL

INTERFORM

PILOT Martin

A/C# 306

BOX I

CASUALTIES

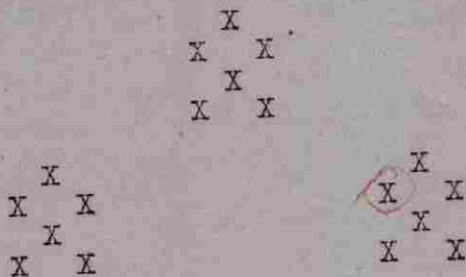
BOMBS :	X	ON	BATTLE DAMAGE		
			WIP	WAL	WE
	X	RETURNED	:	:	:
	X	DETROINED	:	:	:

FLAK: X + X + X + X

ENEMY AIRCRAFT ENCOUNTERS:

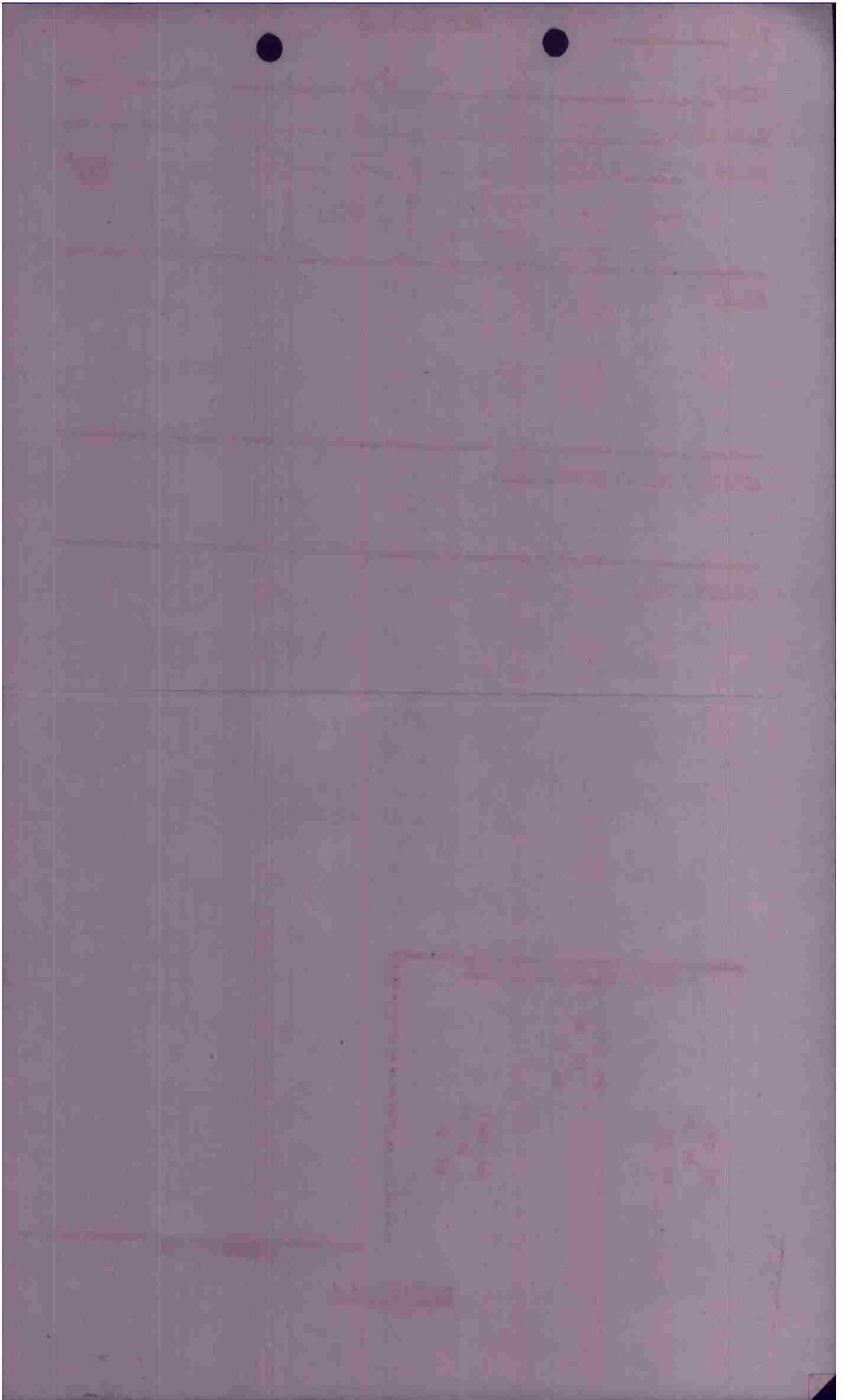
OBSERVATIONS:

POSITION IN FORMATION



INTERRECTOR

CONFIDENTIAL



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

CONFIDENTIAL

INTERROGATOR

PILOT CL Miller A/C# 075 BOX I

CASUALTIES

BOMBS :	4	X 500	ON P	REMARKS	DAMAGE	"A-J"	"E"
	X		RETURNED				
	X		JETTISONED		X		

FLAK:

XXHA just before bombs away  
 XHI at train area - 6-8 miles S.E.  
 of train or bomb line. - on way out

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Ist box just to right of bridge  
 II<sup>nd</sup> box south end of bridge.  
 C47 on ground near Lux.

had camera - took pix

POSITION IN CORRELATION

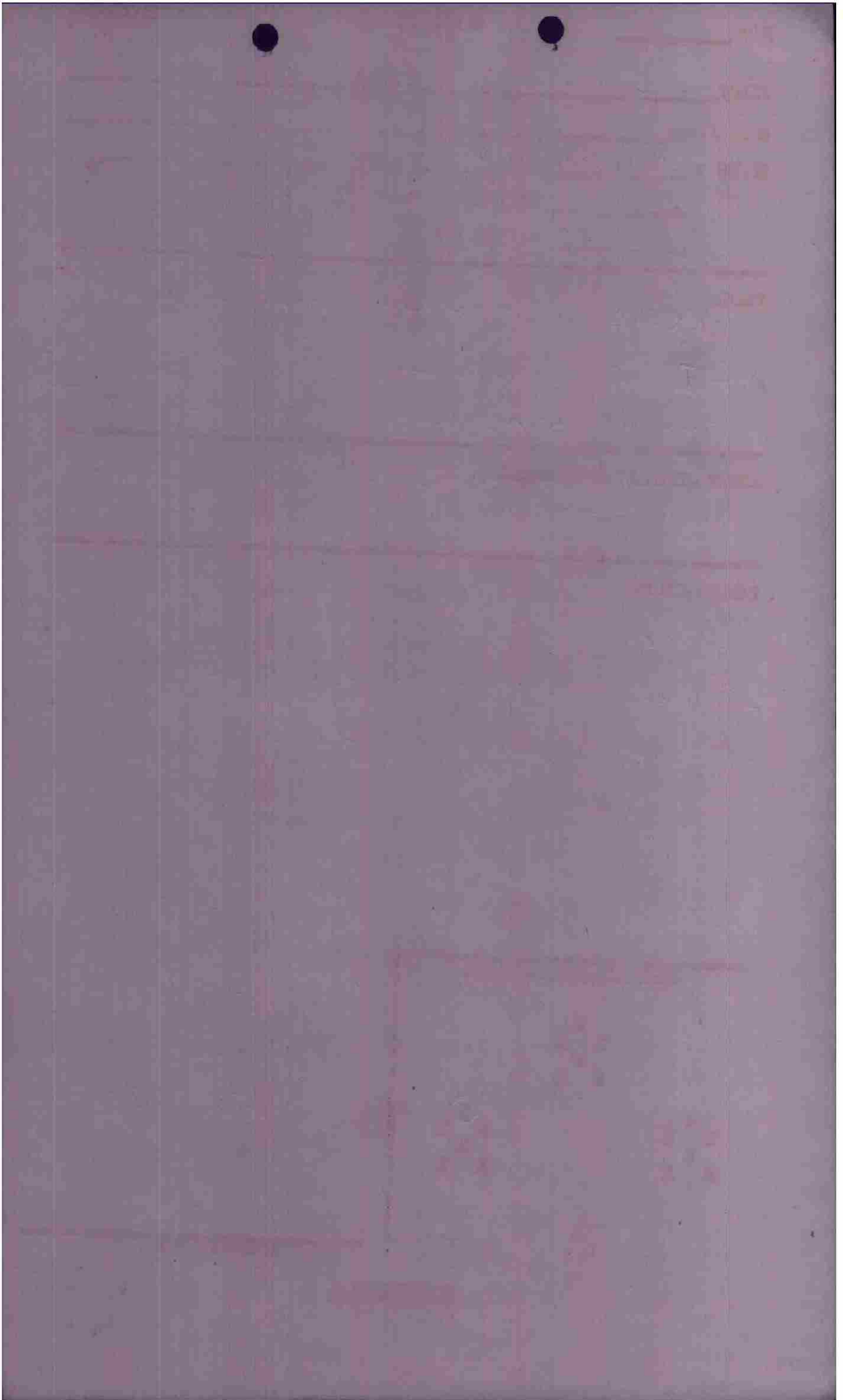
		X		
	X		X	
		X		
	X		X	
X	X			X
	X			X
X				X

TOT 1401  
 Hd. 005°  
 alt 12500-13000

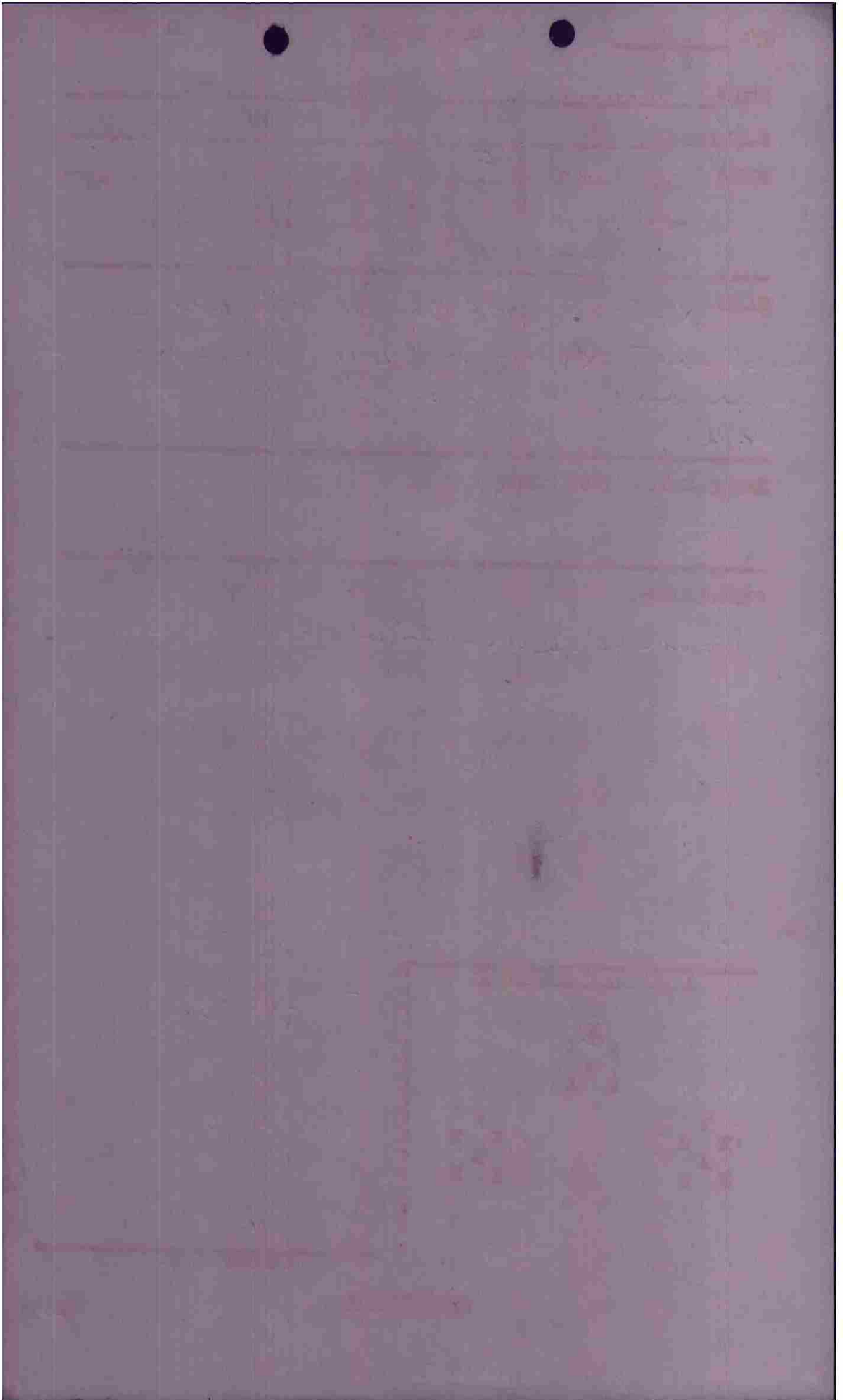
*Per*

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INTERR. FORM

PILOT Edstrom A/C# 292 BOX II

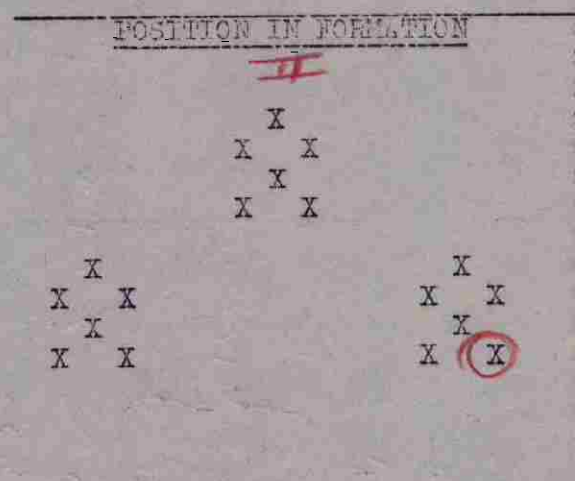
CASUALTIES nil

BOBBS :	<u>4</u>	X	<u>1000</u>	DN	RAISED DAMAGE			
		X		RETURNED				
		X		REASONED				

FLAK: Bomb line - in acc - mod - out in acc - " - I Pt to turn off mod - acc -

ENEMY AIRCRAFT ENCOUNTERS: nil

OBSERVATIONS: Bombs hit mostly on South of bridge  
Couldnt get flaps down - on return -  
mpy at Sarburg - 60 or 70 cars -  
Canvas bldgs near ground - 12 to 13



L.P. Rogers  
INTERROGATOR

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081 - Post A  
 083 - Post A-D  
 075 - Post A -  
 023 }  
 024 } binder  
 026 }  
 614 -  
 173  
 183 -

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INTER. FORM

PILOT Murchant A/O# 265 BOX II

CASUALTIES

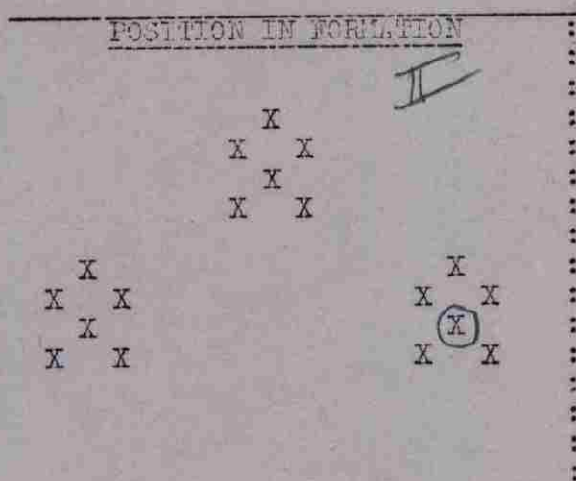
BOMBS :	<u>4</u>	<u>X 1000</u>	<u>ON P</u>	BATTERY DAMAGE			
				"A"	"A-C"	"H"	
			RETURNED				
			JUNKIES/ORDS				

FLAK: X H I at bomb line XX H I over target about  $\frac{1}{2}$  min before bomb away

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

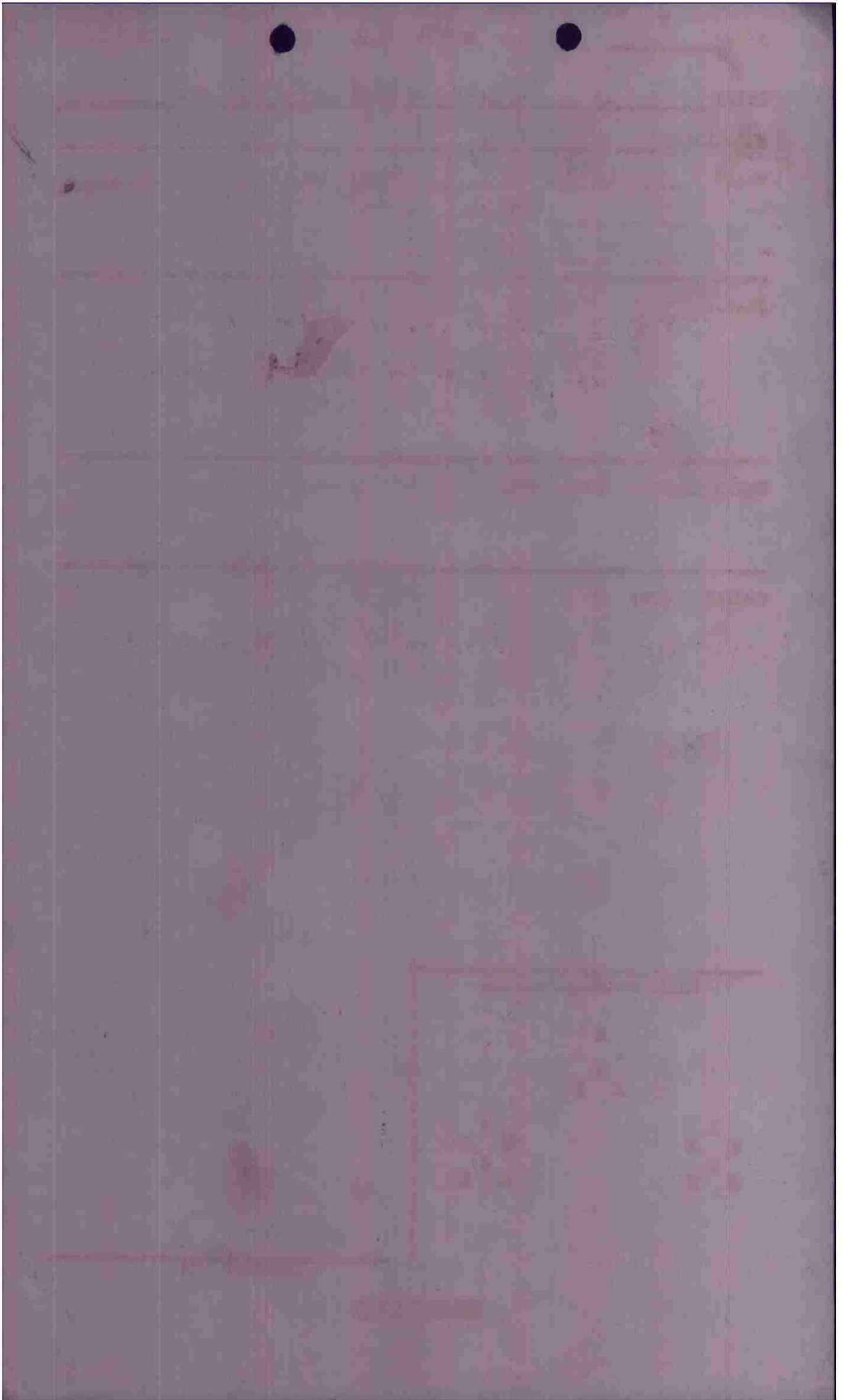
Did not see bombs hit smoke around target area.



Park

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INTERROG. FORM

PILOT R. H. Johnson A/C# 354 BOX II

CASUALTIES \_\_\_\_\_

BOMBS :	<u>4</u> X <u>1000</u> ON <u>P.T.</u>	BATTLE DAMAGE		
	X	RETURNED	<u>2</u>	
	X	JETTISONED		

FLAK:

in - XXHI - above  
T/A - XXHA  
out - XHA - at alt.

ENEMY AIRCRAFT ENCOUNTERS:

P-38's

OBSERVATIONS:

good patt. around bridge

POSITION IN FORMATION

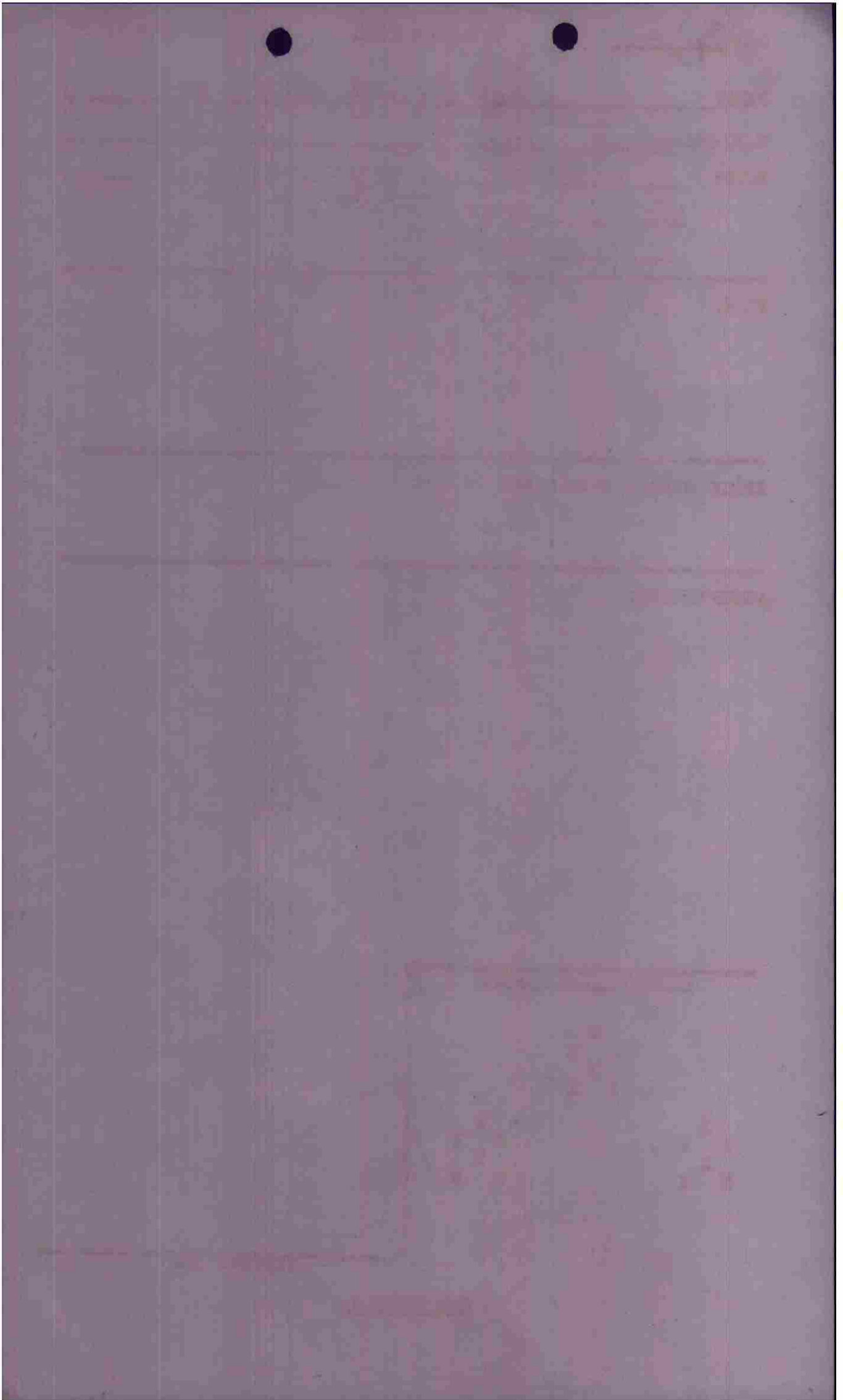
		X							
		X	X						
			X						
		X	X						
	X			X					
X	X			X	X				
	X			X					
X	X			X	X				

2nd

(T)<sup>T</sup><sub>T</sub>

Hesse  
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INTER. FORM

PILOT J. F. Smith Lt/Col 229 BOX II

CASUALTIES \_\_\_\_\_

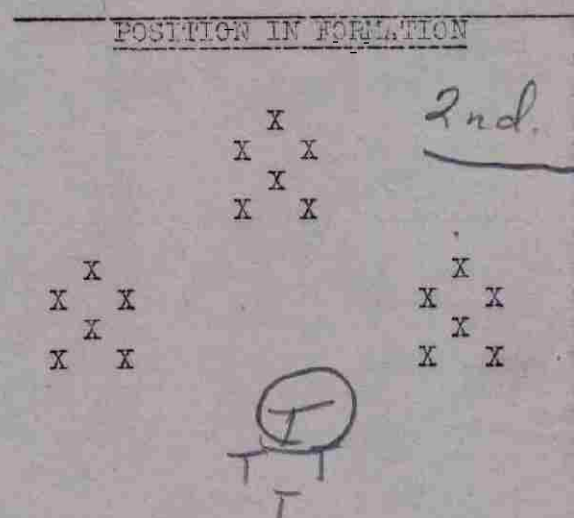
BOMBS :	RETURNED	JETTISONED	BATTLE DAMAGE		
			"A"	"B"	"C"
<u>4 X 1000 ON P.T.</u>					

FLAK: B. L. in - XHA

1/2 IP-T/A - XH1 behind off to <sup>gun</sup> position  
T-XXH1 - ut. + behind + below.

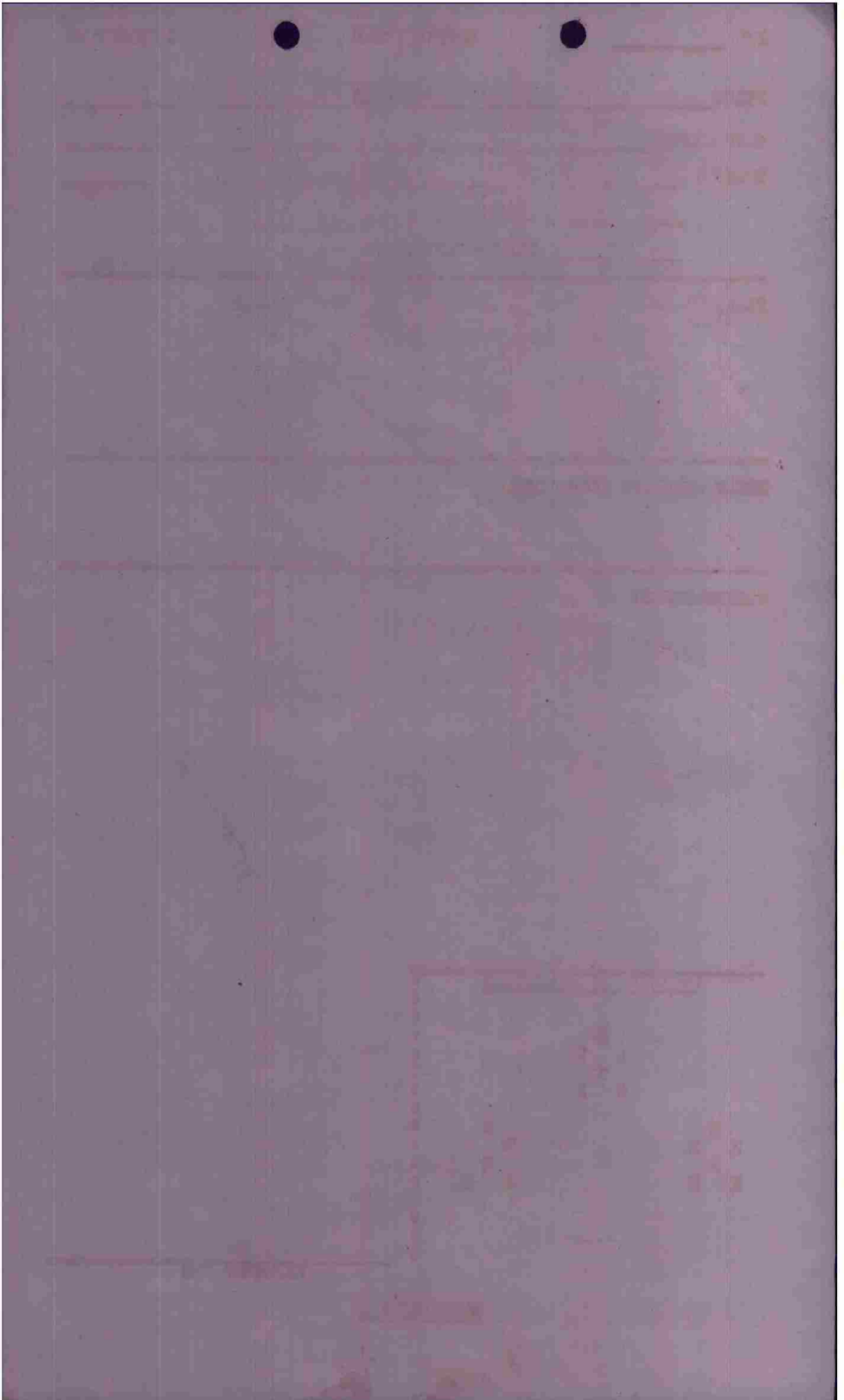
ENEMY AIRCRAFT ENCOUNTERS: P-385  
only 4 X

OBSERVATIONS: all around rail lines <sup>cut</sup> out.



Kopper  
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INTERROG. FORM

PILOT Rooney A/C# 228 BOX II

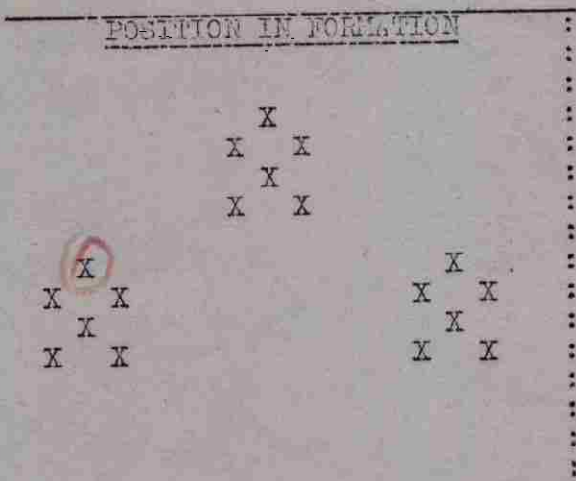
CASUALTIES

BOMBS :	4	X	DOWN	RECOVERED	RECOVERED	RECOVERED
			RETURNED			
			DETROINED	Nil		

FLAK: *Bl - on entrance, fresh acc  
 3 min after IP started again (1 single burst at first)  
 extends from then on to +gt  
 shifted to Box II*

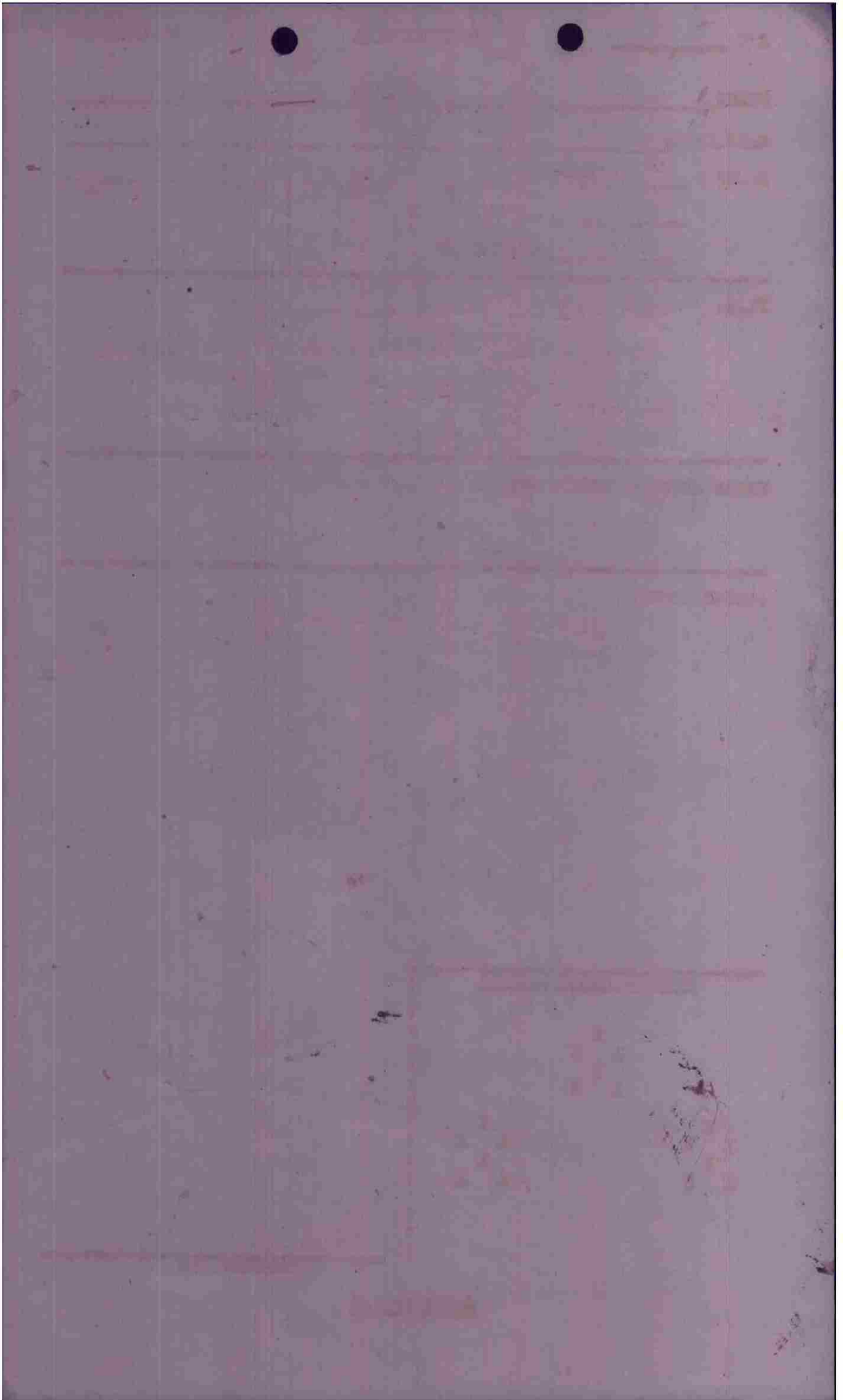
ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: *Clear - with high clouds.*



*Shack*  
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INTER. FORM

PILOT Atkinson A/C# 173 BOX II

CASUALTIES

BOMBS :	<u>4</u>	X	<u>500</u>	ON	REPAIRS	DAMAGE		
		X		RETURNED				
		X		JMP/REMOVED			<u>nil</u>	

FLAK: at 1340 - 5 bursts  
1356 - ~~burst~~ burst up.  
1400 (tgt) few bursts -  
few at tgt. - some spot.

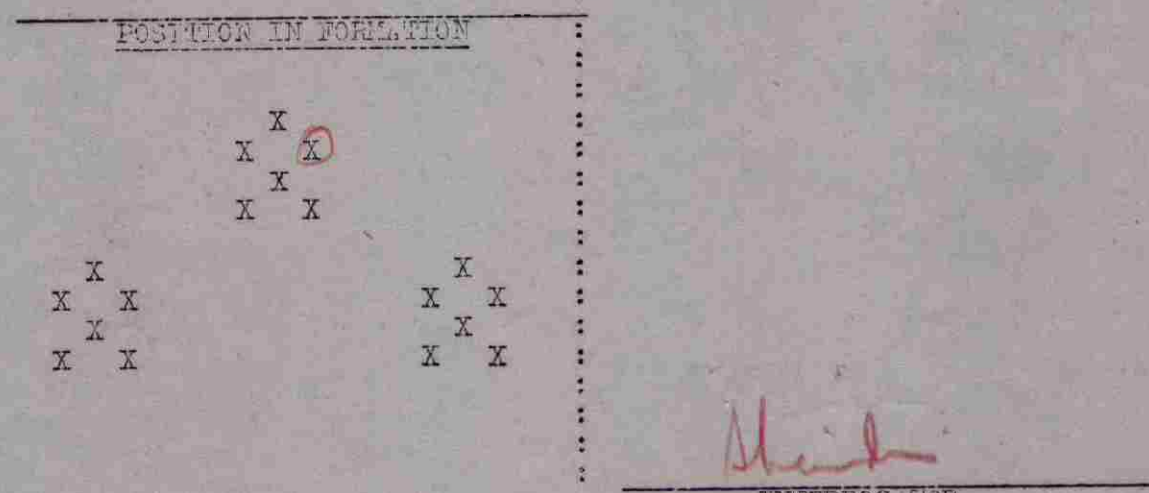
NDR ZERO

ENEMY AIRCRAFT ENCOUNTERS:

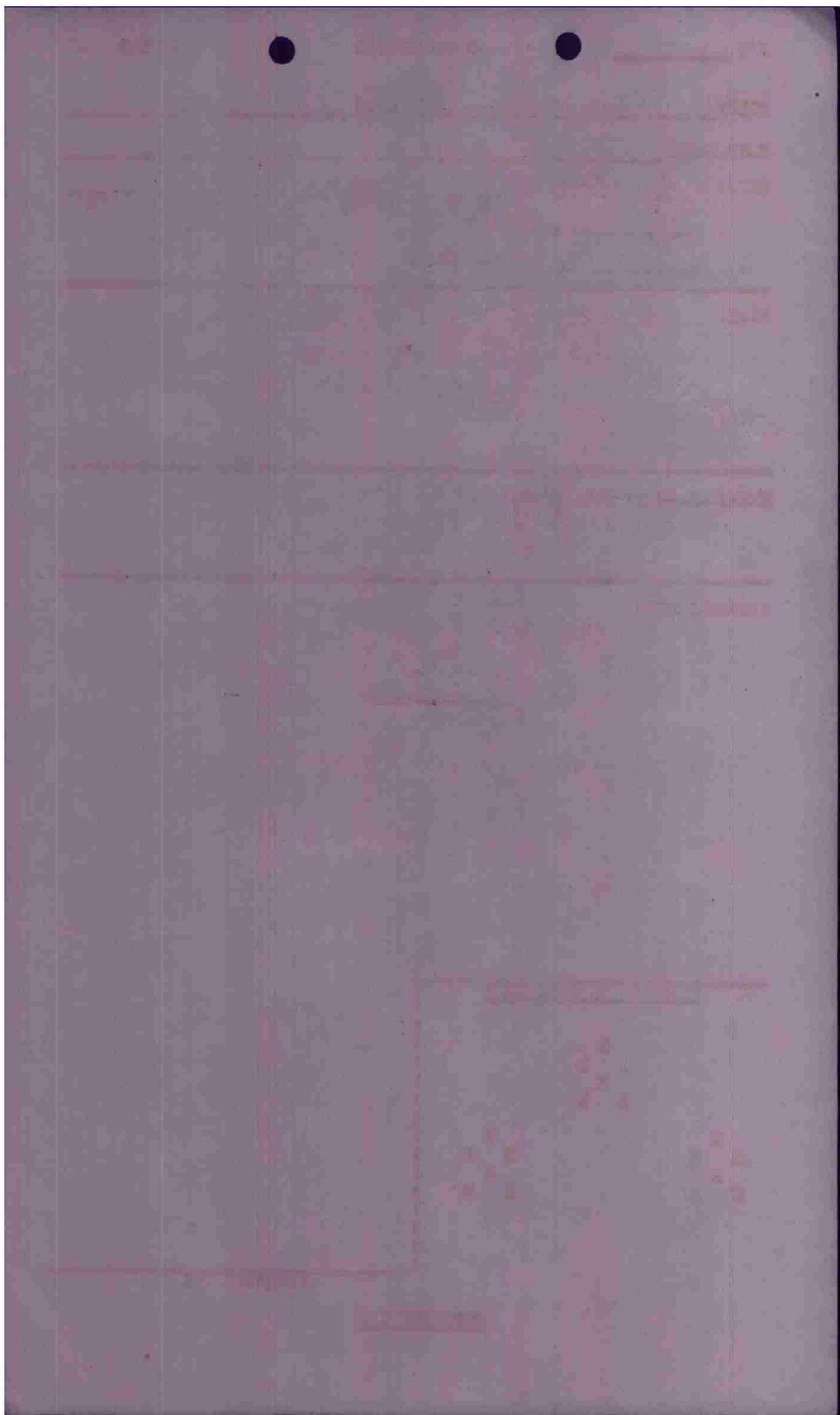
OBSERVATIONS:

Rt of Bridge for Box I  
shot - edge of approach)

Bombed as Box I smaller.  
Half way IP to tgt - look like from PPT



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INTERR. FORM

PILOT Muritt A/C# 307 BOX II

CASUALTIES

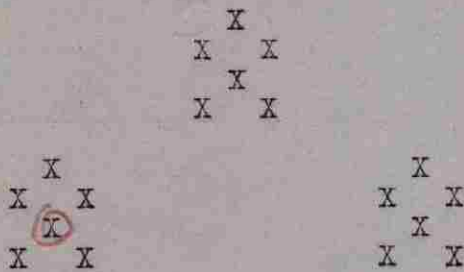
BOMBS :	<u>4</u>	X <u>1</u>	DOWN	:	REPAIRS	:	REPAIRS	:	REPAIRS
		X	RETURNED	:		:		:	
		X	JETTISONED	:	<u>nil</u>	:		:	

FLAK: 3 exp @ BL  
① target fairly accurate xx  
②

ENEMY AIRCRAFT ENCOUNTERS: nil

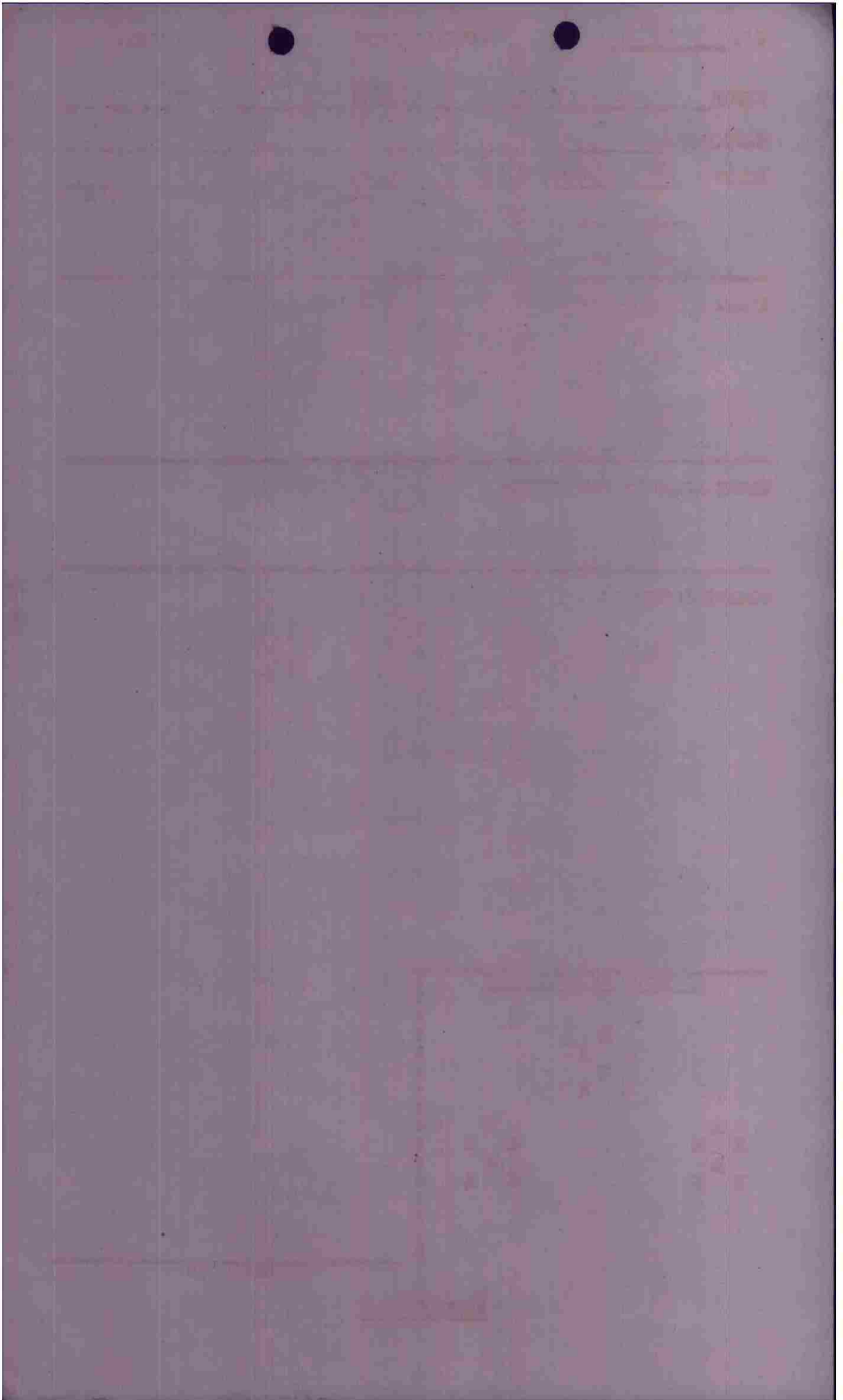
OBSERVATIONS:  
Box I - About 0 Lt  
II - Edge of pattern hit bombs

POSITION IN FORMATION



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INTER. FORM

PILOT Cooke A/C# 296 BOX 11

CASUALTIES

BOMBS :	ON	RETURNED	JETTISONED	RATED DAMAGE	"A"	"B"	"H"
<u>4</u> X	<u>1000</u>						
X							
X				<u>hit</u>			

FLAK:

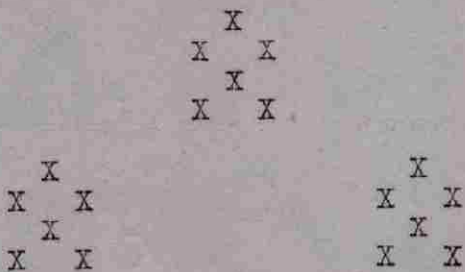
4020 ft.  
from rear.  
just before hit.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Box I to Rt of target  
approached hit.

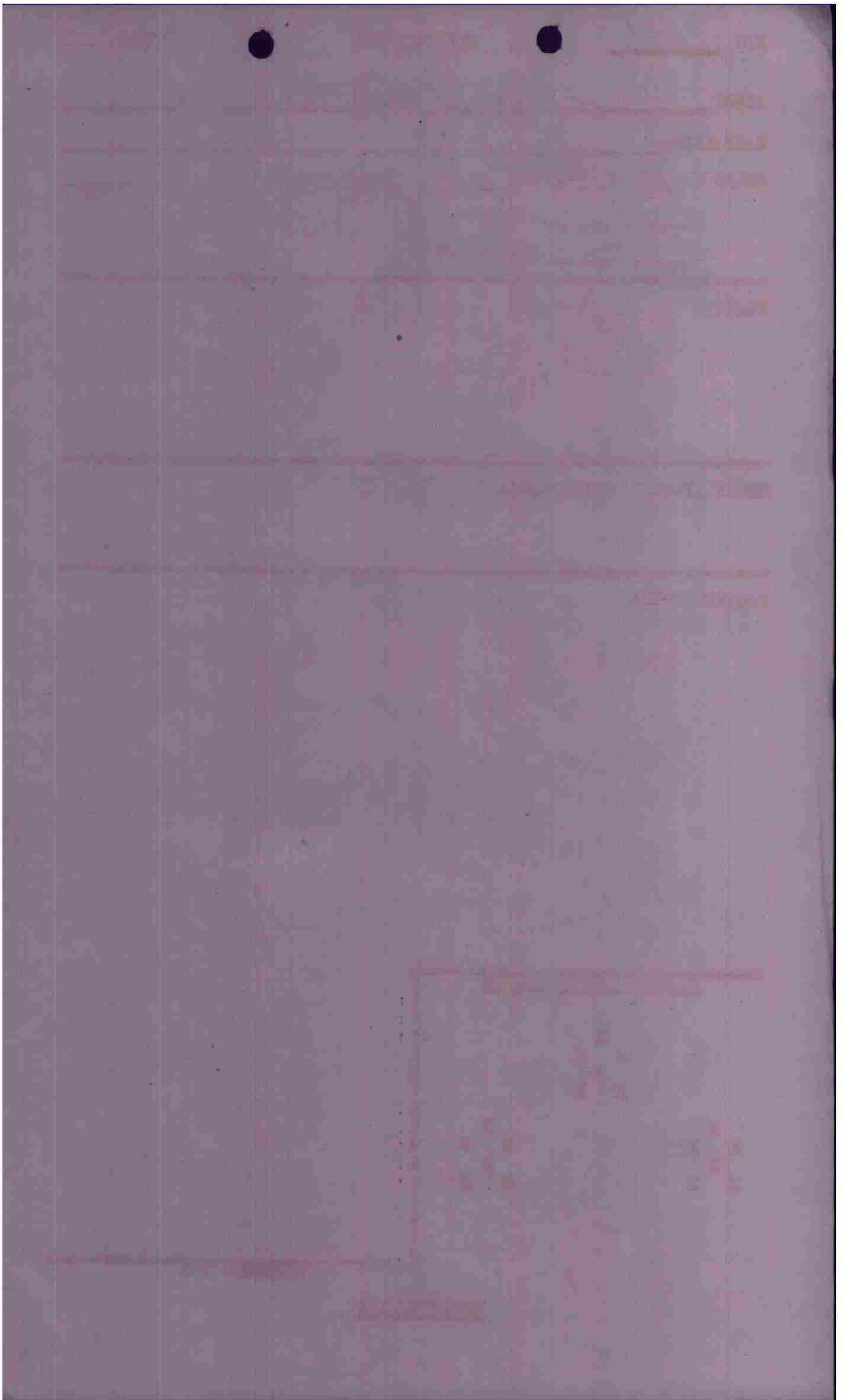
POSITION IN FORMATION



Shank

INTERROGATOR

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INTERR. FORM

PILOT Roundstone A/C# 244 BOX II

CASUALTIES

BOMBS :		ON	RATE OF DAMAGE	VIEW
4	X	RETURNED		
	X	JETTISONED	X	

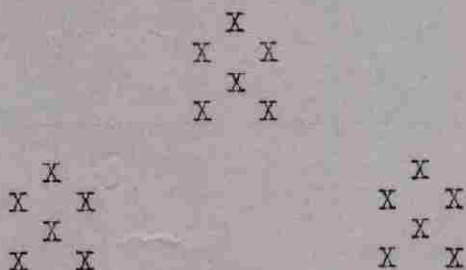
FLAK: *Considerable - fairly, acc. damage. At on Rm. At in turn off - got hit in turn off + fl.*

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

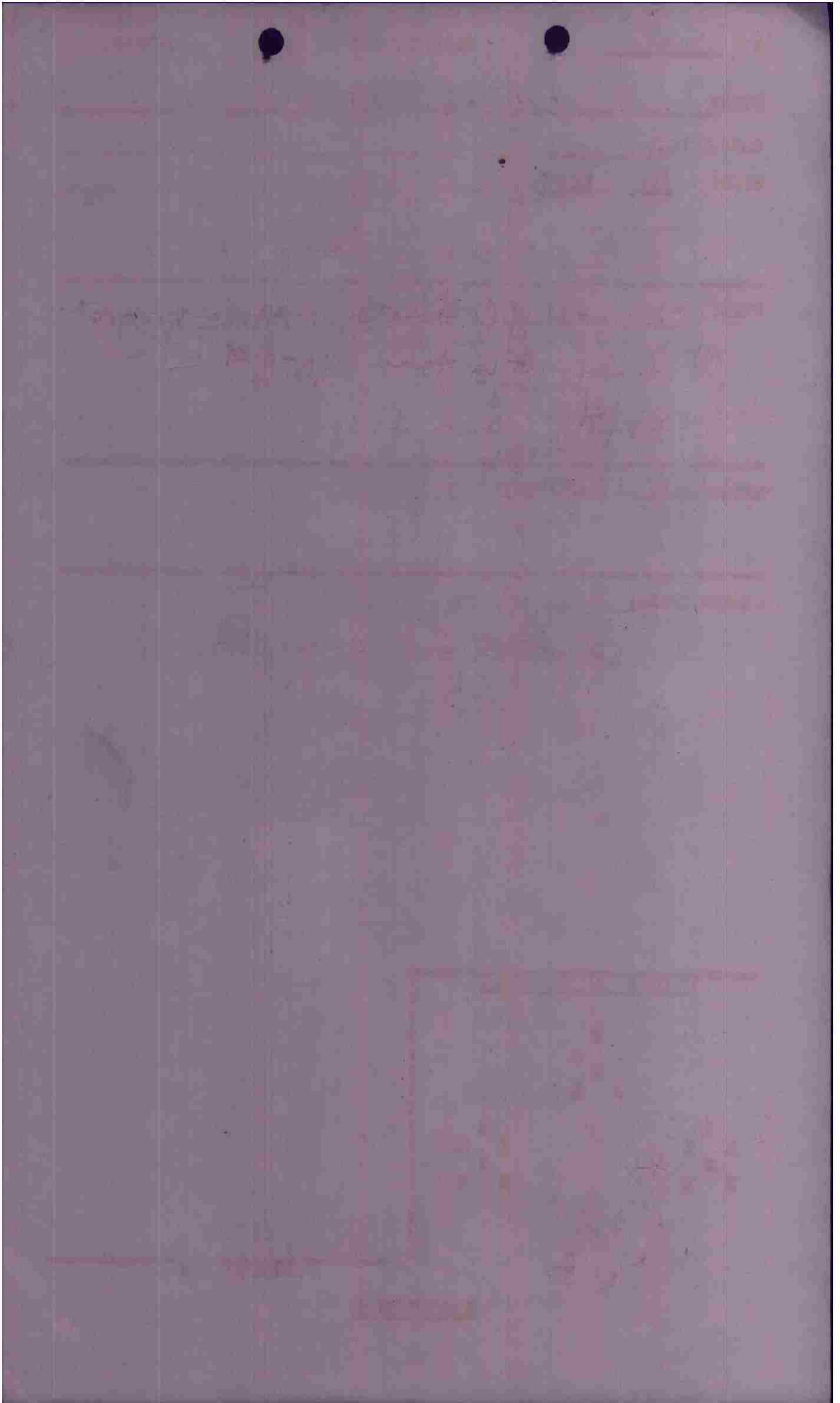
*Results good - buddy hit.*

POSITION IN FORMATION



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INTER. FORM

PILOT Gary A/C# 208 BOX II

CASUALTIES \_\_\_\_\_

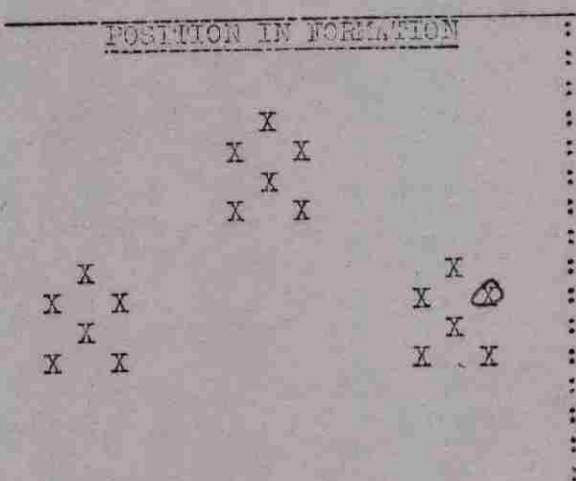
BOMBS :	4 X 1000 ON P	BATTLE DAMAGE	W-C	W-E
	RETURNED			
	WRECKED			

FLAK: VHI from 2 gun position at bunker.  
XXHI on bomb run.

ENEMY AIRCRAFT ENCOUNTERS:

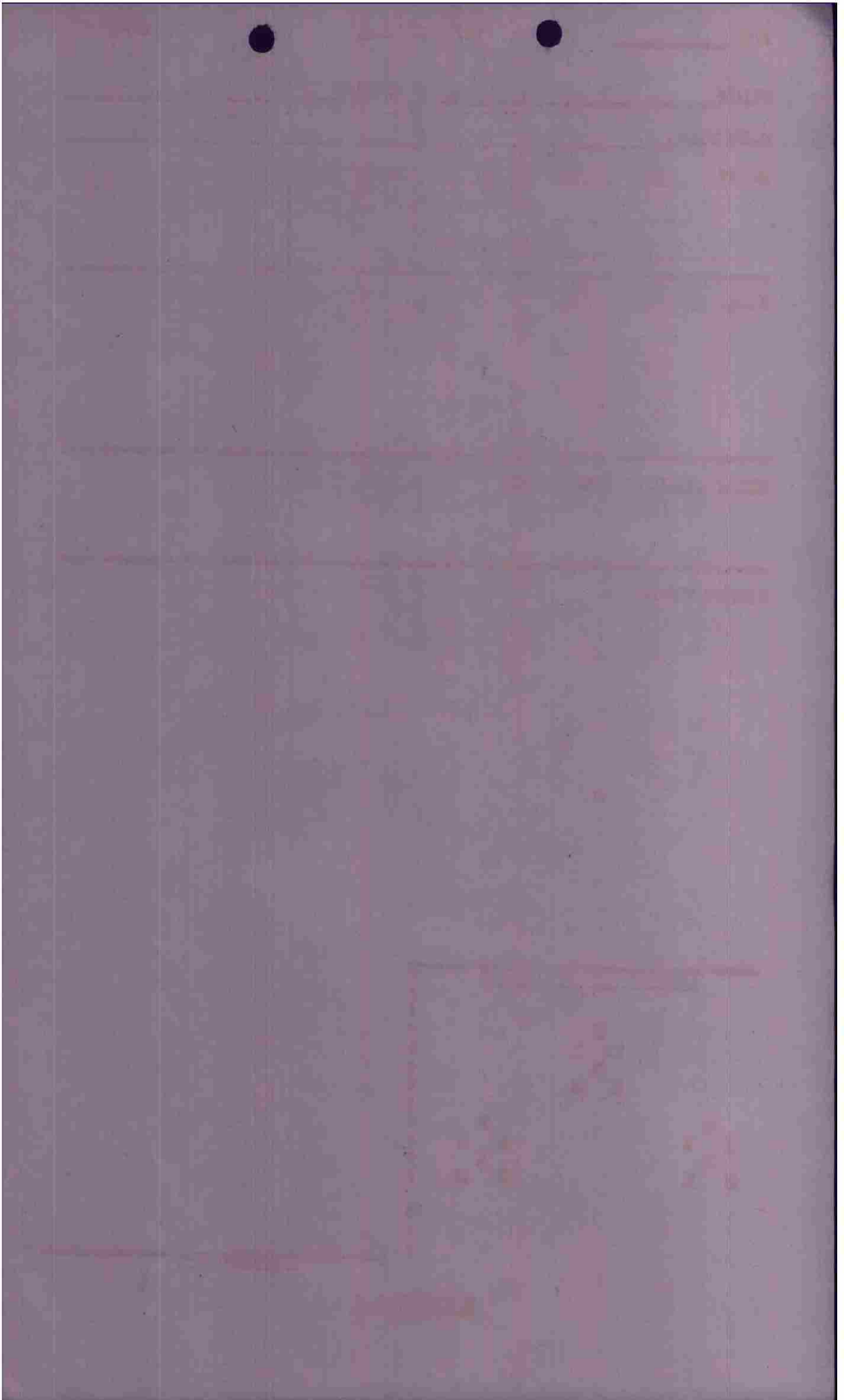
OBSERVATIONS:

Clear all way.  
Visual bombing by boxes.  
Box one blanketed one end of bridge  
Box two " other end of "

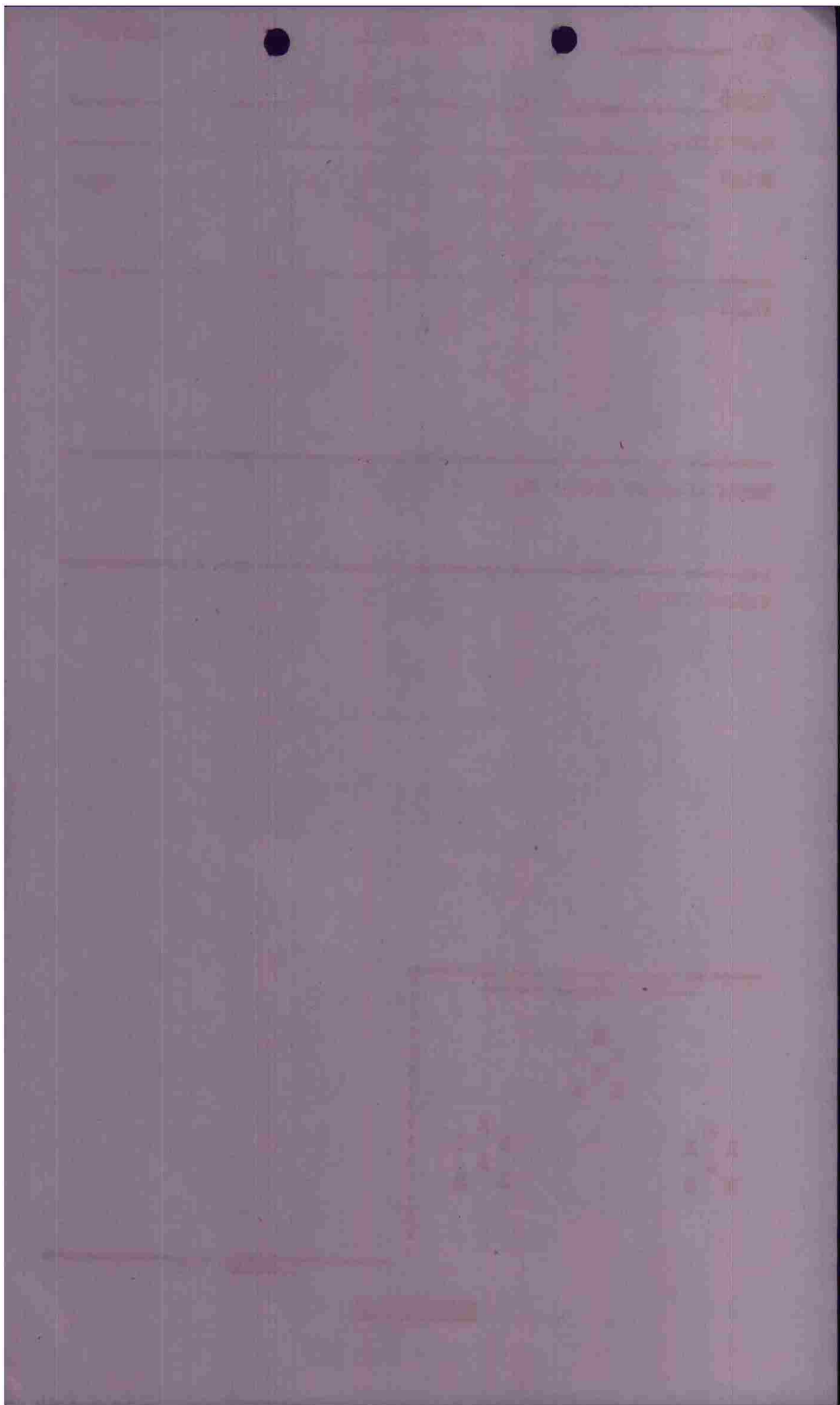


Krus  
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INTERROG. FORM

PILOT Lutt A/C# 185 BOX II

CASUALTIES

BOMBS :	4	X 500	ON	P	RAIPLLE DAMAGE	W-6	W-7
				RETURNED			
				JETTISONED			

FLAK: XXI at turn  
XXII at first turning point  
XXIII from base to target

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

tot. 1202  
Release 2nd box hit bridge (Sequon)  
" 1st box overshoot.

POSITION IN FORMATION

```

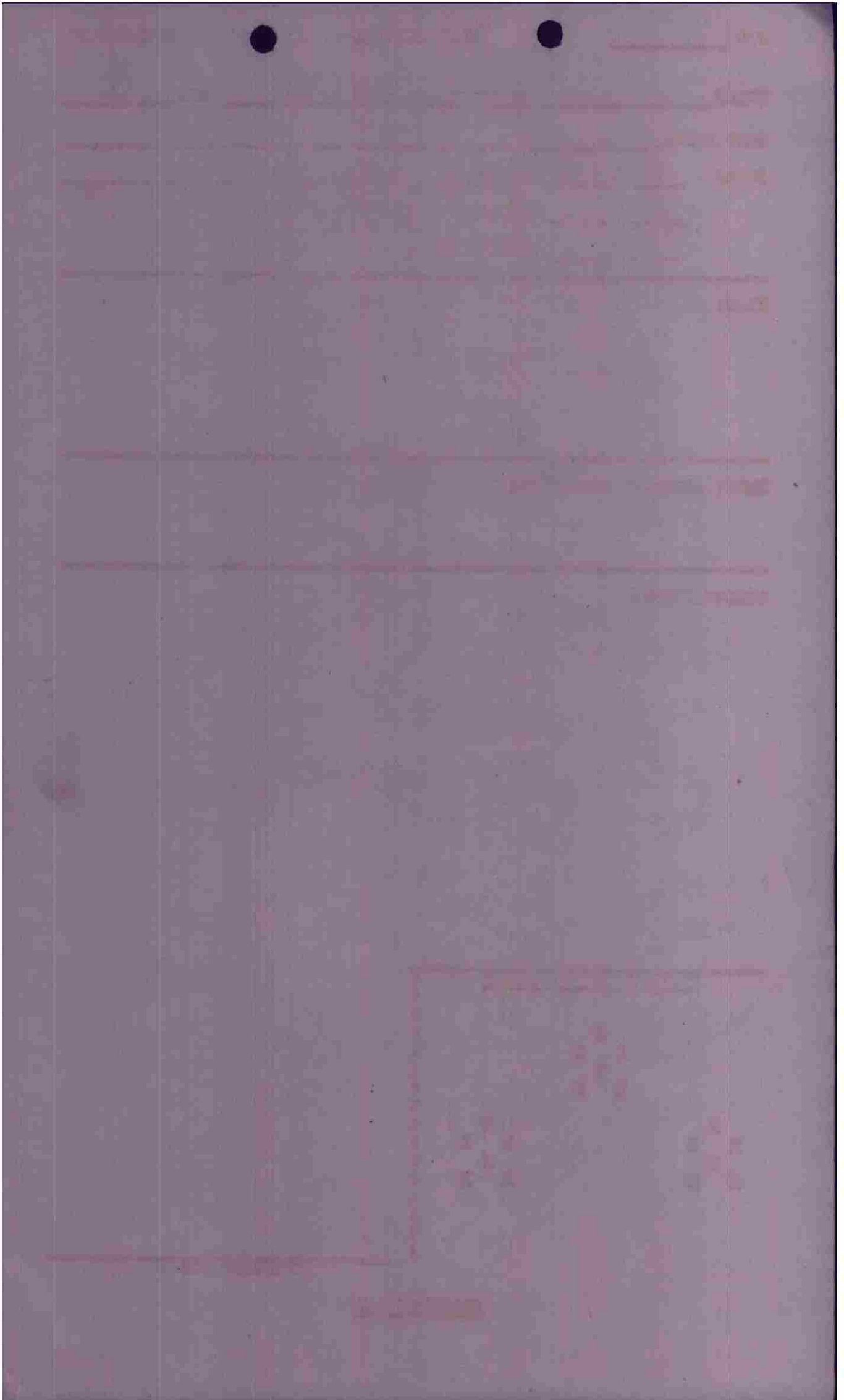
      X
     X X
      X
     X X

X      X
X      X
X      X

      X
     X X
      X
     X X
  
```

PWA  
 INTERROGATOR

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INTERROG. FORM

PILOT Esrotabere A/C# 334 BOX II

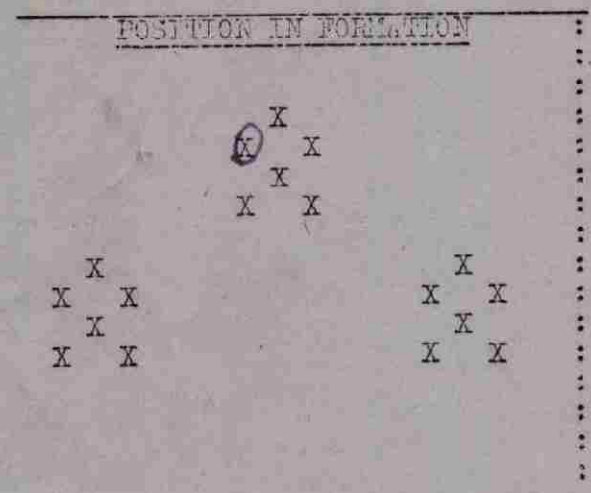
CASUALTIES

BOMBS :	<u>4</u>	<u>X</u>	<u>1000</u>	ON	<u>Runway</u>	BATTLE DAMAGE			
		<u>X</u>			RETURNED				
		<u>X</u>			JETTISONED				

FLAK: WNIA 3 of Tver  
WNIA 3 of Shingy

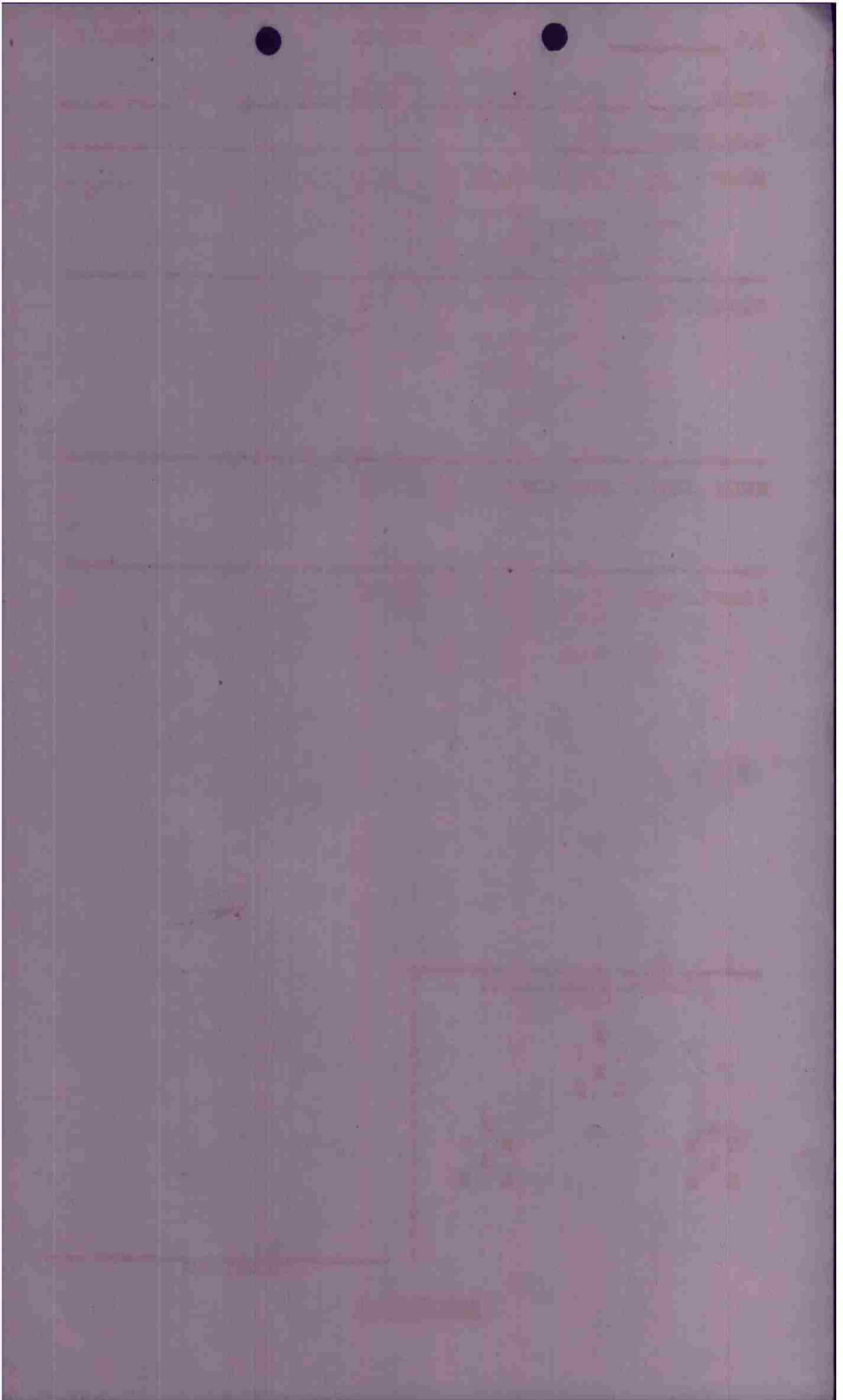
ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:



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INTERCOM

PILOT Bishop A/C# 315 BOX II

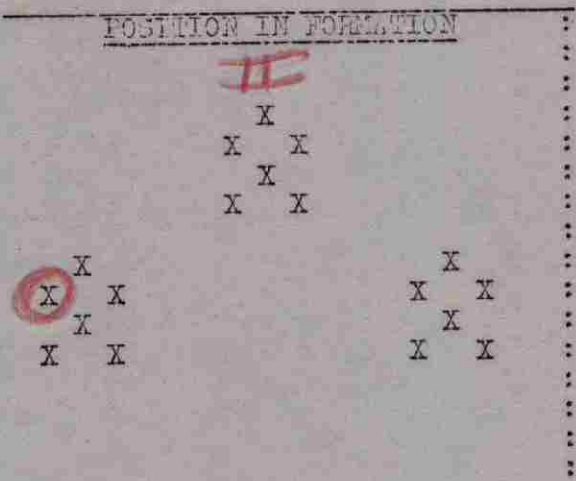
CASUALTIES nil

BOMBS :	<u>4</u>	X	<u>1000</u>	ON <u>Primary</u>	RETURNS	DAMAGE	REPAIRS	REMARKS
		X		RETURNED	:	:	:	:
		X		RETIRED	:	:	:	:

FLAK: Slips and Ace - at Jgt - weak in air, at Bond line in + out - also scattered bursts 3 minutes after bond line -

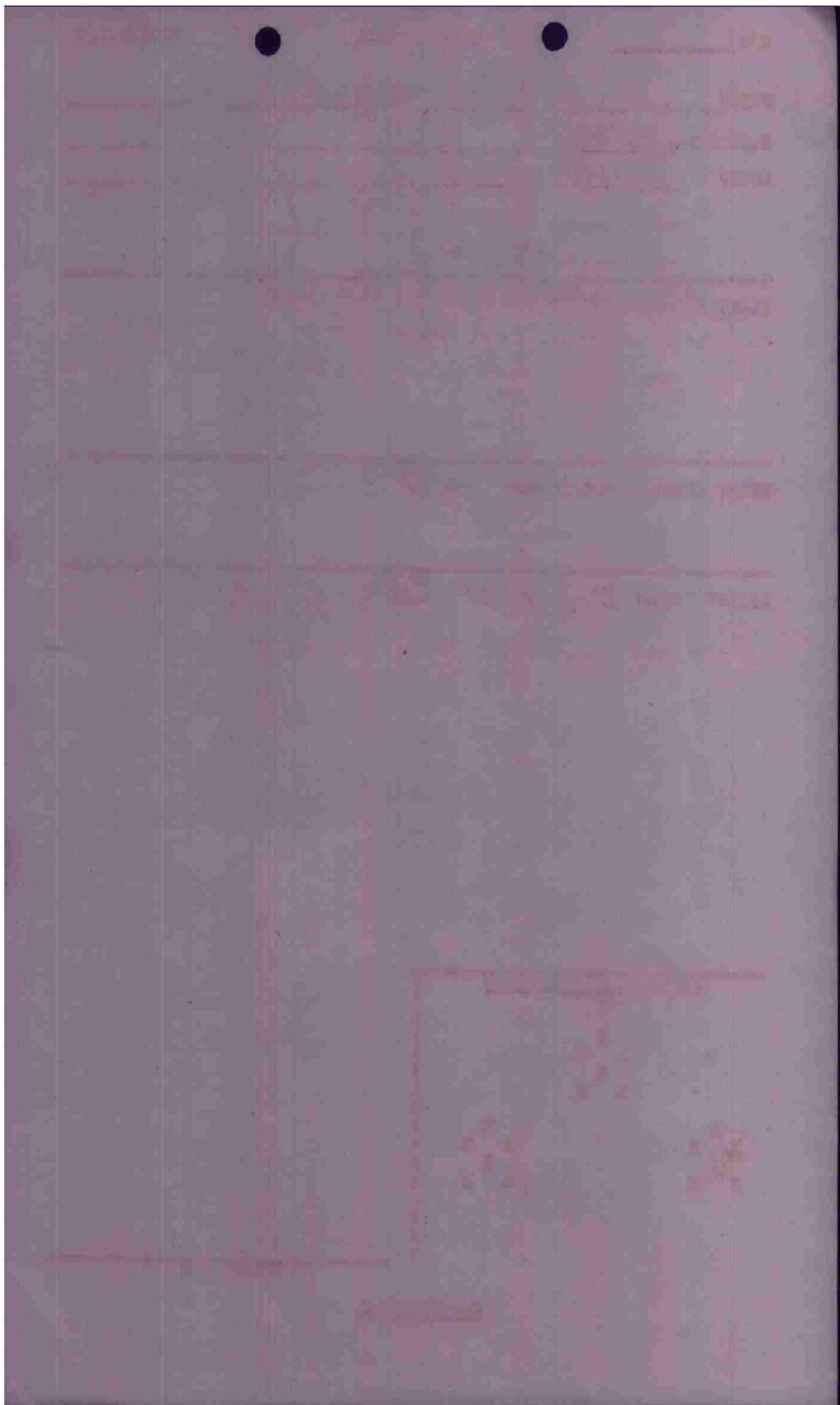
ENEMY AIRCRAFT ENCOUNTERS: nil

OBSERVATIONS: Bridge at Eller is still standing  
Did not see top after bombs away

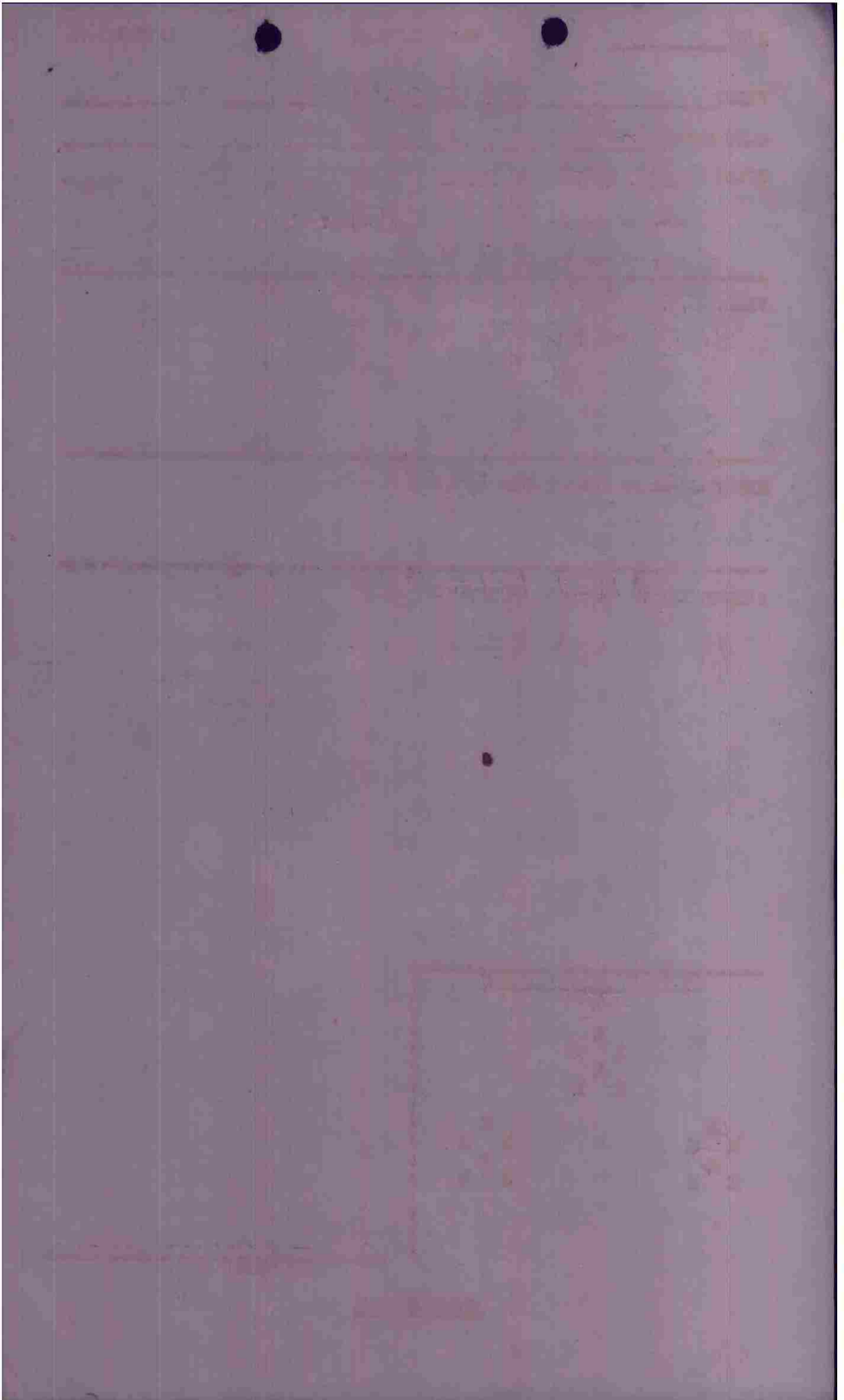


P. L. Rogers  
INTERCOM

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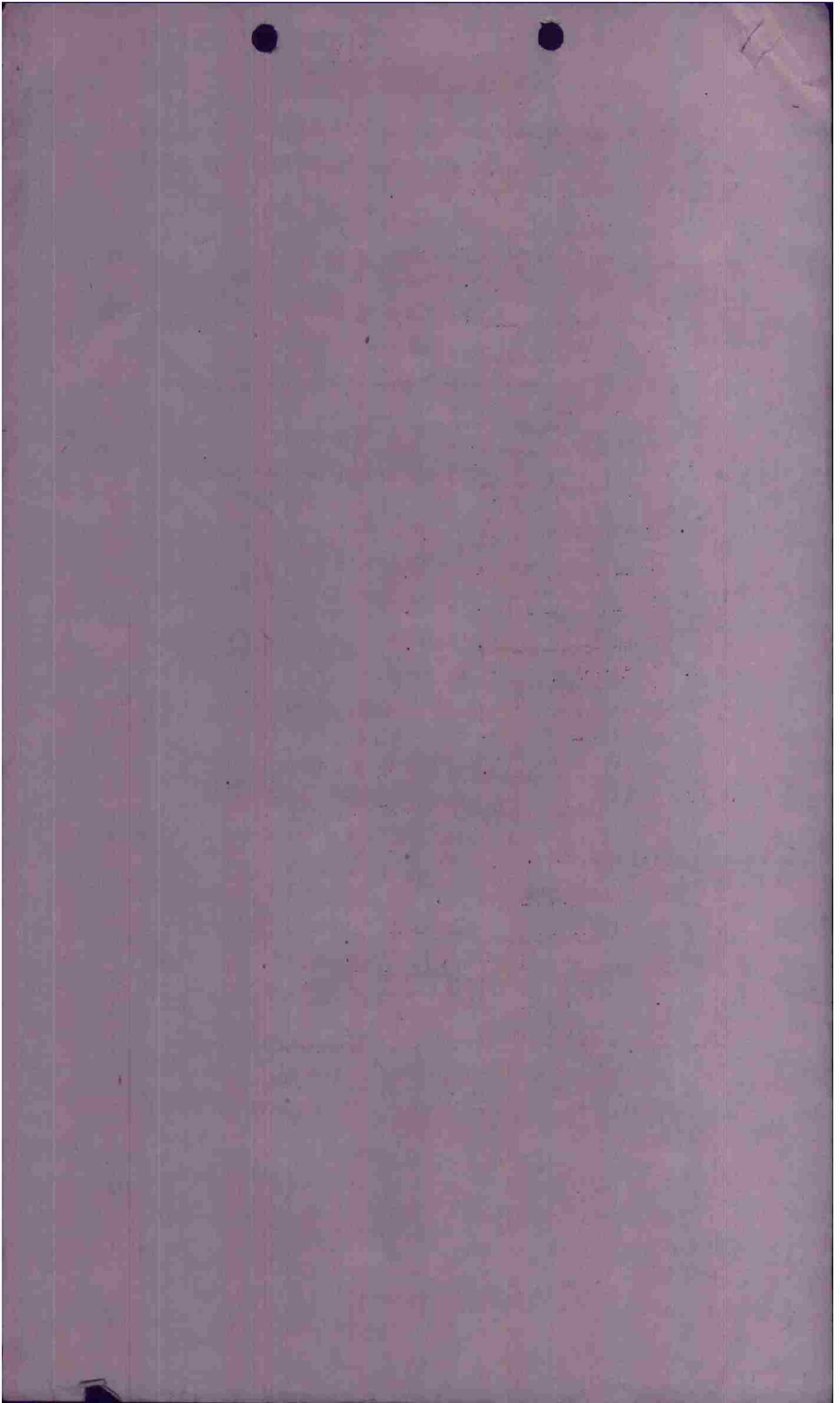


SECRET  
MISSION WINDOW REPORT

1. Did Window planes precede the formation? If so, give:
  - a. Average distance of Window planes ahead of the formation through the flak area.
    - (1) 6000' ft. ahead.
  - b. Position of Window planes with respect to formation through the flak area.
    - (1) 1000' ft. below or ~~above~~.
    - (2) 6000' ft. ~~on~~ track, ~~left or right~~.
  - c. Position of observed window cloud with respect to the formation.
    - (1) 1200' ft. below or ~~above~~.
    - (2) \_\_\_\_\_ ft. ~~on~~ track, ~~left or right~~.
  
2. Did first box or flight sow Window for following box or flight? If so, give:
  - a. Distance between units.
    - (1) \_\_\_\_\_ ft. ahead.
    - (2) \_\_\_\_\_ ft. ahead.
    - (3) \_\_\_\_\_ ft. ahead.
  - b. Position of succeeding boxes or flights relative to lead box or flight.
    - (1) \_\_\_\_\_ ft. below or above.
    - (2) \_\_\_\_\_ ft. off track left or right.
  
3. If flak occurred during bomb run give course of each bombing unit and Window planes.
  - a. Window Planes.
    - (1) 003° degrees.
  - b. Box or flight I 003 degrees.
    - II 003 degrees.
    - III \_\_\_\_\_ degrees.

4. T.O.T. of Window aircraft. 1400

5. Comments as to effectiveness of Window.  
*at first they shot at window then changed to visually at aircraft*  
 (this report, when properly filled out, will be classified  
 (SECRET)



*Melbourne*

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

APO 140, U.S. Army.  
16 January 1945.

SUBJECT: Report of Operational Use of Window.

TO : Commanding General, 9th Bombardment Division (M), APO 140, U.S. Army.  
Attention: Radar Counter Measures Officer.

1. R.C.M. Dispensing 34.
2. 16 January 1945.
3. Andernack to Zinzig.
4. 50° 08N 07 17E
5. 50° 34N 07 14E
6. 3
7. 28 Boxes
8. 240
9. 13,200 Feet.
10. None
11. Weak - Heavy.
12. Accurate.
13. 2½ Minutes.
14. 12 Ships.
15. Window lead ships were some what too far ahead of formation, but they were directly ahead of formations.

CHARLES F. GUNDERSON,  
1st Lt., O.A.C.,  
Radar Officer.

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

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INTER. FORM

PILOT Henderson A/C# 024 BOX Window

CASUALTIES

BOMBS :	X	ON	CRATER DAMAGE	"A"	"B"
	X	RETURNED	:	:	:
	X	JETTISONED	:	:	:

FLAK:

5 miles S of TPT to R  
S of Tmer XXHIA

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

1. a. 1 mile
- b. 13,000 - 13,200  
    directly ahead
- c. spearing out below  
    straight back

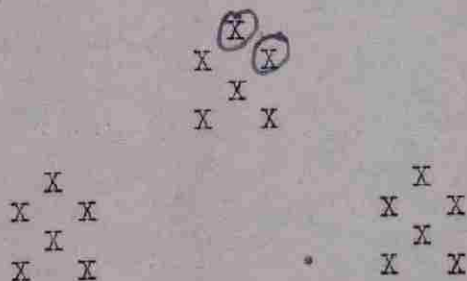
2. a.

3. 9.003°

4. 1400 hrs.

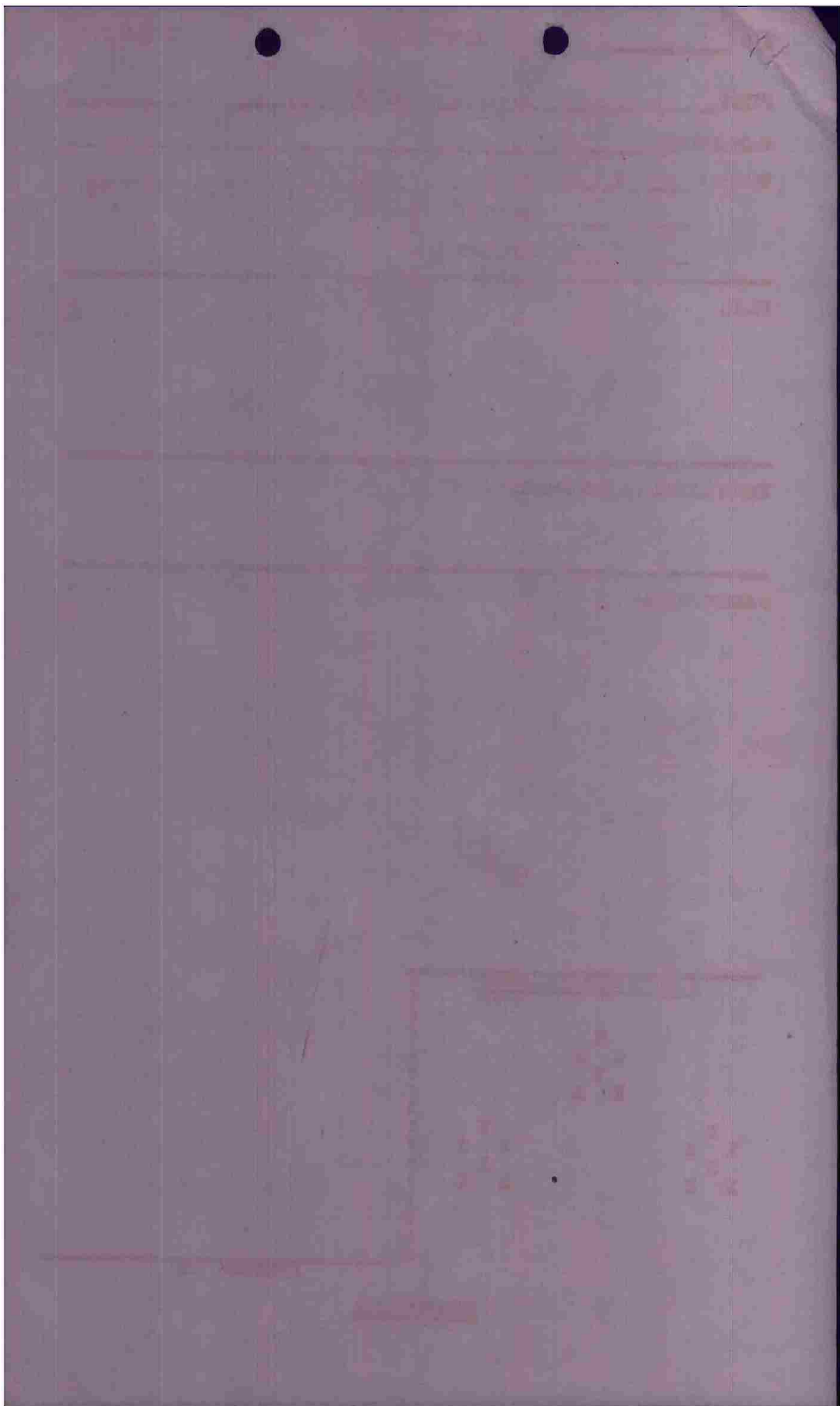
little haze 5-7 miles

POSITION IN FORMATION

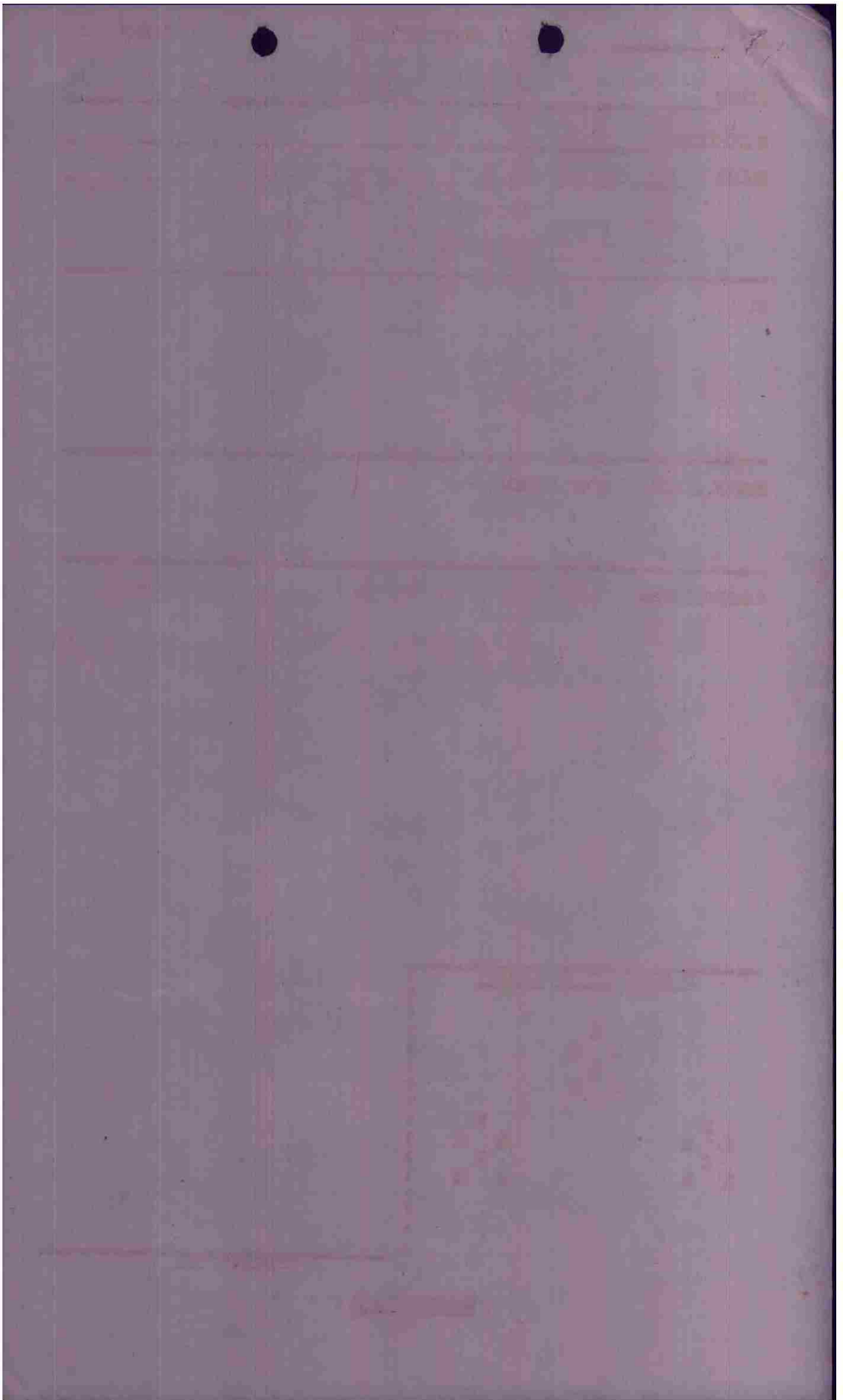


MAZ  
INTERROGATOR

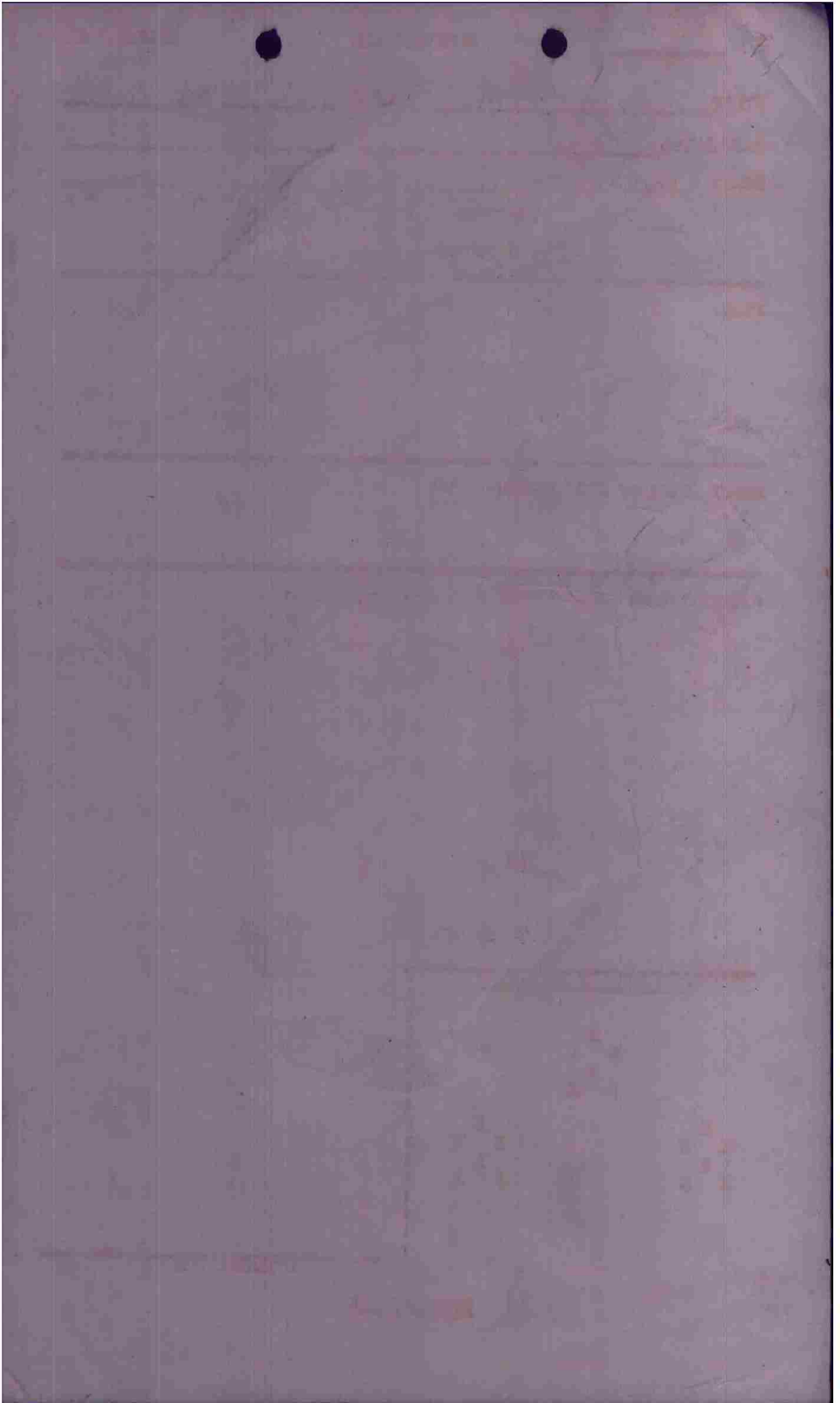
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3-2 Report 1001

416 TF	9TH B.D. (M) WING 9781	B
GROUP	DATE 16 January 1945	SINSIG RR BRIDGE
OTHER UNITS: TARGET		
	FIRST PHASE	TARGET HIT
	INTERPRETATION	

A. TARGET BRIEFED SINSIG RR BRIDGE PRIMARY  
SECONDARY

M.P.I. Center of bridge.

A.P. Same as MPI.

C. NO. AND TYPE OF A/C DISPATCHED 9 A-20's (3 window)  
26 A-26's NO. OF A/C ATTACKING 32

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

E. NO. AND SIZE OF BOMBS DROPPED 104 x 1000 GP  
24 x 500 GP SING 1/10 -- 1/100

F. BEARING OF A/C WHEN BOMBS DROPPED 005 deg. M.

G. TIME BOMBS DROPPED 1401 - 1403

H. ACTIVITY AT TARGET

Large number of RR cars on tracks in vicinity.

I. RESULTS OF BOMBING:

BOX I : EXCEL: 90% of bombs within 1000 ft. radius of DMPI. with center of bursts 665 ft. E of DMPI. Main pattern  
(VISUAL) of bursts hit in fields E of bridge doing no damage.  
Bombs from one flight hit on RR tracks 1000 ft. SE of  
bridge probably cutting tracks.

BOX II: SUPER: All bombs within 1000 ft. radius of DMPI with center of  
(VISUAL) bursts 100 ft. SE of DMPI. Bombs started short of bridge  
and covered SE approach. Several hits were scored on  
tracks at SE edge of bridge probably cutting them but the  
bridge itself, is still standing.

CLAYTON W. ZESIGER,  
Captain, Air Corps,  
Photo Intelligence Officer.

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IX B.C. 9-2-Form No. 108-B-Prepare separate sheet for each target bombed

OTHER UNITS: TARGET :	IX BC 97TH	WING	:	416TH
:	:	:	:	GROUP
:	DATE	:	:	:
:	ATTACKING UNITS	:	:	:
:	FIRST PHASE INTERPRETATION:	:	:	TARGET HIT

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

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

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

B. TARGET ATTACHED \_\_\_\_\_ 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:

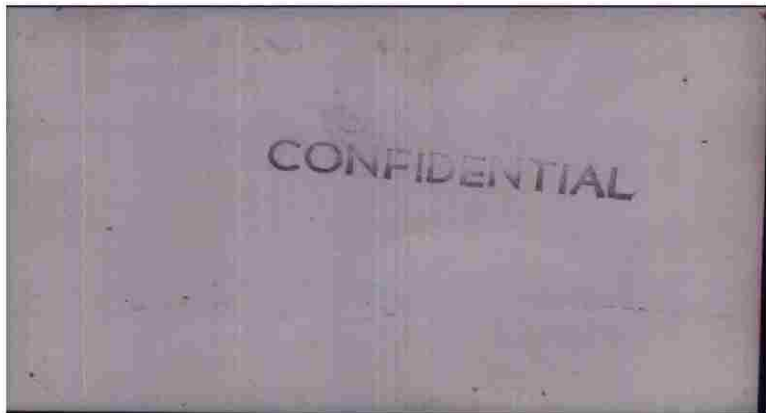
K. RESULTS OF BOMBING:

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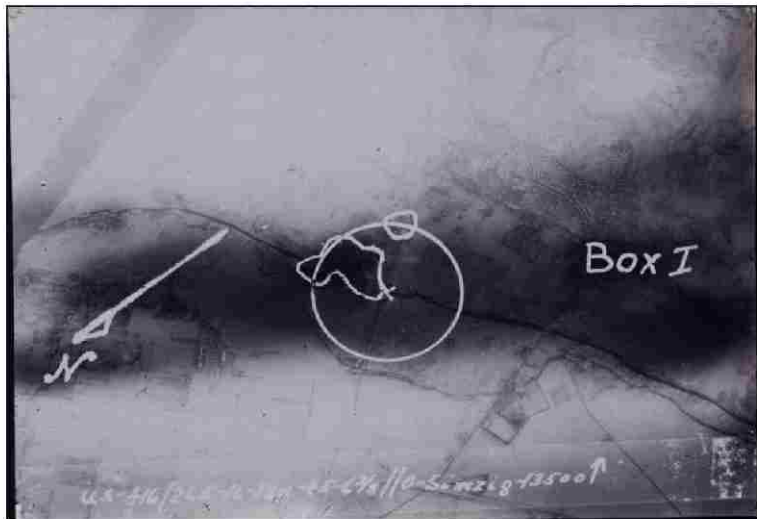
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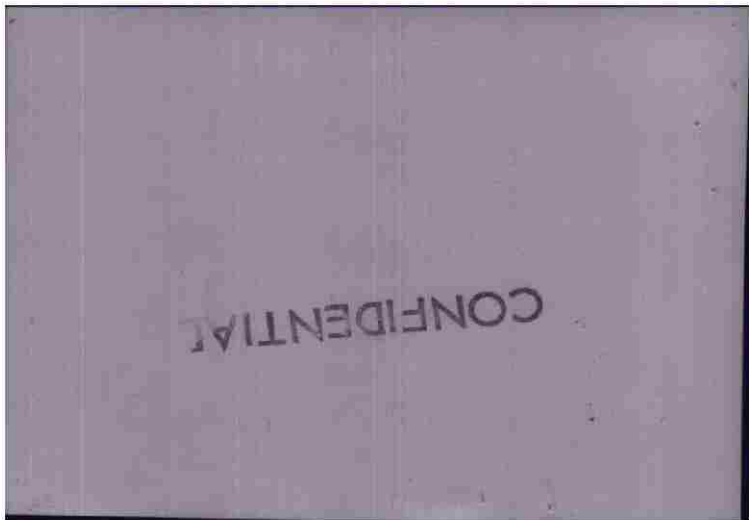
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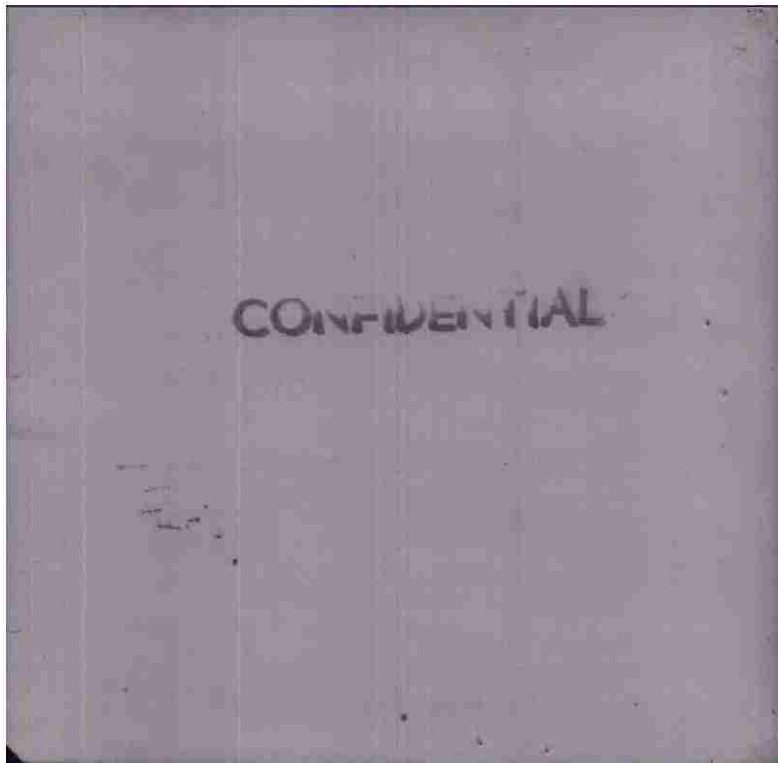
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UNSATISFACTORY BOMBING REPORT

GROUP 116TH BOMB GROUP (L)

MISSION OF 16 JANUARY 1945

TO SINZIG RR BRIDGE

<u>NAMES</u>	<u>RESULTS</u>	<u>REASONS FOR GROSS BOMBING OR FAILURE TO ATTACK PRIMARY</u>
BOX I <u>Capt. G. M. McMillan (P)</u>	<u>EXCEL</u>	
<u>Lt. W. Forman (B/N)</u>		
BOX II <u>Capt. E. A. Monroe (P)</u>	<u>SUPERIOR</u>	
<u>Lt. E. L. Kirk (B/N)</u>		

Both boxes bombed on first run into target after leaving PFF ship at I.P.

WILLIAM M. LITTLE,  
Captain, Air Corps,  
Group Bombardier.

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THIS AREA COVERED BY G.S.G.S 4042. SHEETS 3 AND 6

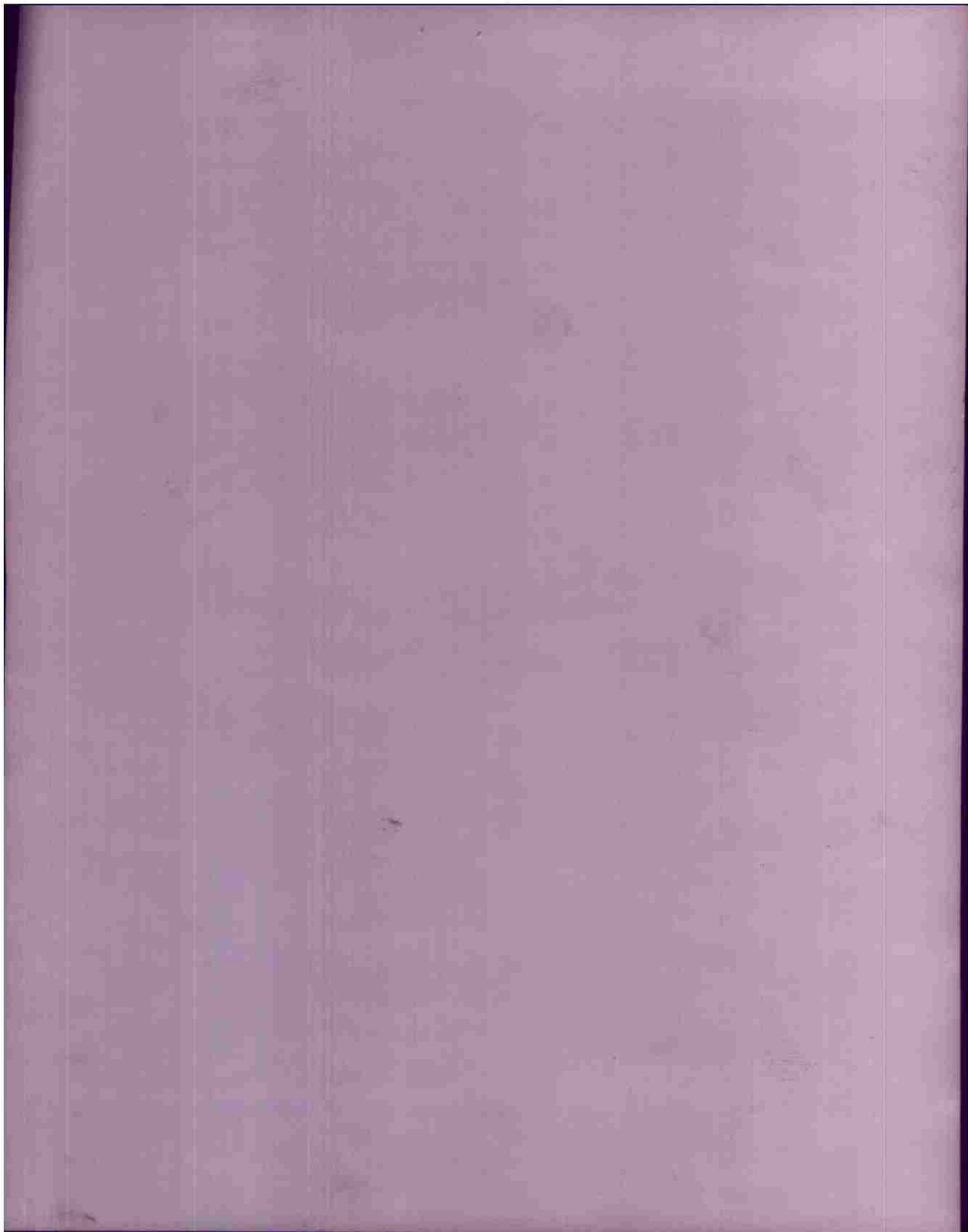


Target

MISSION # 187 RAILROAD BRIDGE AT SINZIG.  
16 JANUARY 1945

BOX I : EXCEL : 904 OF ROWS WITHIN 1000 FT.  
OF SPIKE WITH CENTER OF BIRSTS 665 FT.  
S OF DWTI. MAIN PATTERN OF BIRSTS  
HIT IN FIELDS E OF BRIDGE DOING NO  
DAMAGE. ROWS FROM 1 FT. HIT ON  
RR TRACKS 1000 FT. SE OF BRIDGE  
PROBABLY CHIPPING TRACKS.

BOX II : OTHER : ALL ROWS WITHIN 1000 FT.  
OF SPIKE WITH CENTER OF BIRSTS 100 FT.  
E OF DWTI. ROWS SHIPPED SHORT OF  
BRIDGE AND COVERED SE APPROX.  
SEVERAL HITS WERE SCORED ON TRACKS AT  
SE EDGE OF BRIDGE PROBABLY CHIPPING



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NINTH AF CONSOLIDATED REPORT IX BD/SA 808

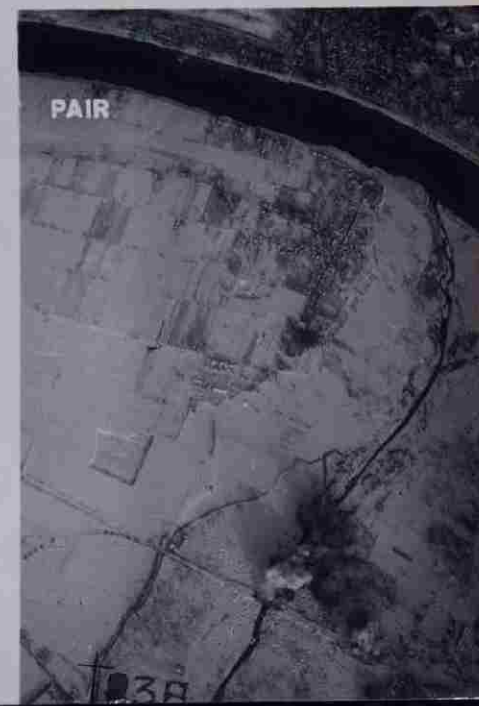
- (A) TARGET: SINZIG RR/BR 4416/S1 - WF/658172
- (B) SORTIE: US 416/746-747
- (C) DATE: 16 JAN 45 TIME: 1401 - 1403 A
- (D) ATTACKING A/C: 9 A-20's (3 WINDOW)  
26 A-26's BY 15's
- (E) BOMBS: 104/1000 GP 1/10 N., 1/100 T.  
24/500 GP
- (F) COVER: SMOKE OBTURED TARGET COVERED BY FAIR QUALITY PRINTS.
- (G) RESULTS OF BOMBING: SOUTH OF THE BRIDGE BOMBS BLANKET RR  
TRACKS IN TWO PLACES AND EXTEND INTO WATER AND OPEN AREAS.
- (H) ACTIVITY: SMOKE PREVENTS ANY FURTHER STATEMENT OF DAMAGE  
TO RR TRACKS. PHOTOS FROM 409th GP SHOW BRIDGE STILL  
STANDING.
- (I) ANNOTATED PRINT: 0004-11 SORTIE: US 416/747

NOTE: RECTANGLE ENCLOSES BOMB PATTERN AREA.

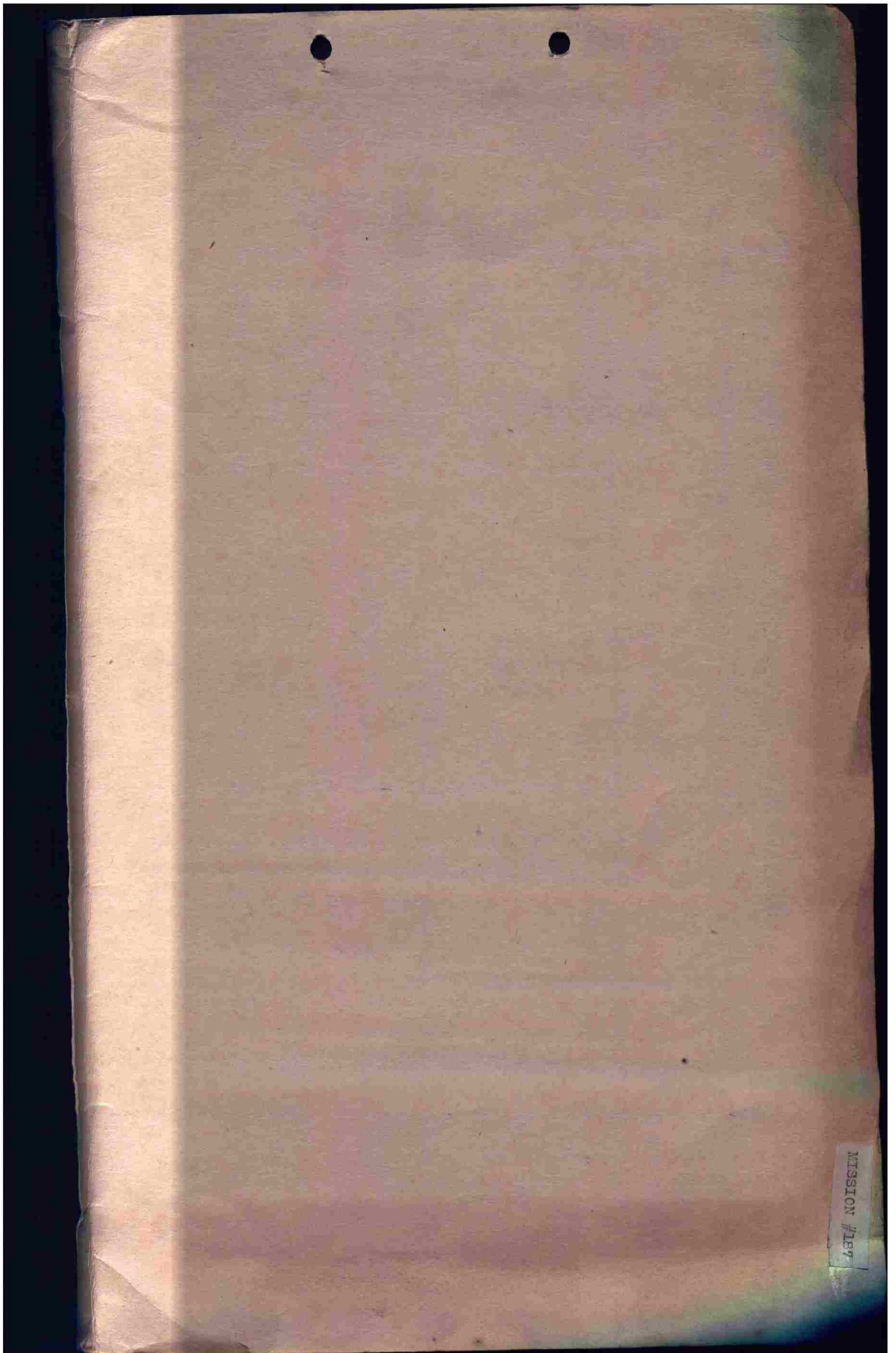
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DET "C" 20th PID  
AT HQ. IX B.D.



Mission  
70 ed er



MISSION #187

