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Key Information

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GENERAL INDEX

TARGET Euskirchen RR/Br. DATE 21-1-45 No. a/c. 39 MISS.# 188 F.O.# 714

STATUS Attacked BRIEFING OFFICER _____

P.R.C.

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

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JES JKI V JEA JEA 14/20 OP OP

FROM 97TH COMBAT BOMB WING 20/2145A
TO COBOMGP 409
COBOMGP 416

SECRET SENT IN CLEAR AUTH. LT. COL. MC AFEE BT

J-227-E

INTELLIGENCE SUPPLEMENT NO. 1 FIELD ORDER 134-714

1. TARGET - EUSKIRCHEN RLY BRIDGE (F-343295)
REFER TO INTELLIGENCE SUPPLEMENT NO. 1 TO FIELD ORDER 130-710

COMCBTWIG 97

BT 20/2145A
LCB AR

JES R. . . . . 20/2200//// 20/2200A A MC AR
JKI R. . . . . 20/2200A FD AR
T

Rec'd 20/2220 J-621

Dist S-2 S-3 S-9

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Dist.
S-2
S-3
S-4

OIITA OIJES OIJKI OIJ[illegible] OIJJF V OIJEA OIJEA 17/[illegible]OP-OP
T-(OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 20/2255A J-229-E
TO COMDONDIV NINE
COBOMGR 409
COBOMGR 410
COBOMGR 416
1ST PATHFINDER SQDN (PROV)

624 / Read 0030 21-1-45

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

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

FIELD ORDER NO. 134-714

MAPS: NORMAL

1. B. (1) REF. CURRENT BOMBLINE
(2) 9TH T.A.C. WILL FURNISH AREA COVER FOR THE 409TH AND 416TH GROUPS, AND 19TH T.A.C. WILL FURNISH CLOSE ESCORT FOR THE 410TH GROUP.

2. THIS WING WILL ATTACK TARGETS IN GERMANY.

ZERO HOUR PLAN "A" 21/1200A
ZERO HOUR PLAN "B" 21/1200A

---PLAN "A"---

3. A. 409TH BOMB GROUP
(12) T.O.T. ZERO HOUR
(13) DROP 1,000 FEET AFTER BOMBING

B. 410TH BOMB GROUP.
(1) MAYEN M/Y (L-649923)
(2) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.
(3) WITH FIGHTERS AT 4937N 0607E AT 12,000 FEET AT ZERO PLUS 40 MINUTES.
(4) BASE TO 4937N 0607E TO 4941N 0653E TO 4958N 0654E TO I.P. TO TARGET.
(5) TARGET TURN LEFT TO R.P. AND RETRACE ROUTE TO BASE.
(6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 9,000 FEET. DROP 1,000 FEET AFTER BOMBING.
(7) ~~5006N 0707E~~
(8) GEN. S TO N
(9) M.P.I. MAP SERIES G.S.G.S. 4414 SHEET 5609. 2 FLIGHTS ON EACH OF THE FOLLOWING GRID COORDINATES: 64859232 AND 64979226. ONE FLIGHT ON EACH OF THE FOLLOWING GRID COORDINATES: 64729240 AND 65099221.
(10) 6 X 500 LB. G.P. FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL.
(11) 5006N 0707E
(12) IF VISUAL CONDITIONS DO NOT EXIST AT TARGET, GROUP WILL BOMB PRIMARY TARGET ON "GEE". IN THE EVENT OF "GEE" EQUIPMENT FAILURE BOMBS WILL BE RELEASED ON TARGET E.T.A.

C. 416TH BOMB GROUP
(12) T.O.T. ZERO PLUS 15 MINUTES.
(13) DROP 1,000 FEET AFTER BOMBING.

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A. (1) - (4) NO CHANGE.
FOR THE 409TH AND 416TH GROUPS.
(5) TARGET: EUSKIRCHEN RAILROAD BRIDGE (F-343295)
(6) A/C REQUIRED: 36 BOMBING BY FLIGHTS OF 6 A/C.
(7) ROUTE OUT: BASE TO I.P. TO TARGET.
(8) ROUTE BACK: TARGET TURN RIGHT TO R.P. AND RETRACE ROUTE.
(9) ALTITUDE: BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 6,500 FEET.
(10) I.P. 5039N 0559E
(11) AXIS OF ATTACK: GEN. W TO E.
(12) M.P.I. MAP SERIES G.S.G.S. 4414 SHEET 5306 GRID COORD. 34262950 (CENTER OF BRIDGE) INTERVALOMETER SETTING MINIMUM.
(13) BOMB LOAD: 4 X 1,000 LB. G.P. FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL.
(14) R.P. 5039N 0559E
(15) IF VISUAL CONDITIONS DO NOT EXIST AT TARGET, GROUP WILL BOMB PRIMARY TARGET ON "GEE". IF "GEE" EQUIPMENT IS USED, USE COLOGNE CHAIN FRANKFURT CHART. IF "GEE" EQUIPMENT FAILS, BOMB ON TARGET E.T.A.
(16) FRIENDLY ARTILLERY WILL ATTEMPT TO NEUTRALIZE FLAK BATTERIES WITHIN RANGE.

---PLAN "B"---

3. A. 409TH BOMB GROUP.
(2) 2 BOXES OF 18 A/C WITH 1 P.P.F. A/C FOR EACH BOX.
(6) BOMB AT 1ST BOX 13,500 FEET, 2ND BOX 13,000 FEET. MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 6,500 FEET. DROP 1,000 FEET AFTER BOMBING.
(12) T.O.T. ZERO PLUS 15 MINUTES.

B. 416TH BOMB GROUP.
(1) MAYEN M/Y (L-649923)
(2) 2 BOXES OF 18 A/C WITH 1 P.P.F. A/C.
(3) WITH FIGHTERS AT 4937N 0607E AT 13,500 FEET AT ZERO PLUS 42 MINUTES.
(4) BASE TO 4937N 0607E TO 4941N 0653E TO 4948N 0654E TO 4953N 0711E TO TARGET.
(5) TARGET TURN LEFT TO 4958N 0654E TO 4941N 0653E TO 4937N 0607E TO BASE.
(6) BOMB AT 13,500 FEET. LOSE 1,000 FEET AFTER BOMBING. MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 5,000 FEET.
(9) M.P.I. MAP SERIES G.S.G.S. 4414 SHEET 5609. 2 FLIGHTS ON EACH OF THE FOLLOWING GRID. COORDS. 64859232 AND 64979226. ONE FLIGHT ON EACH OF THE FOLLOWING GRID. COORDS. 64729248. AND 65009221, TO BE USED IF BOMBING IS VISUAL AND BY FLIGHTS. G.S.G.S. 4414 SHEET 5609 ONE BOX ON EACH OF THE FOLLOWING GRID. COORDS. 64859232 AND 64979226 TO BE USED IF BOMBING IS VISUAL AND BY BOXES. P.P.F. M.P.I. GRID. COORD. 64889230.
(10) 6 X 500 LB. G.P. FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL.
(12) T.O.T. ZERO PLUS 65 MIN.
(13) GROUP WILL PROCEED ON BRIEFED PPF ROUTE TO A POINT WHERE THE GROUP LEADER CAN ASCERTAIN THAT VISUAL BOMBING BY FLIGHTS OF 6 A/C IS POSSIBLE, WEATHER BEING THE DETERMINING FACTOR. IF VISUAL BOMBING BY FLIGHTS IS POSSIBLE, GROUP WILL PROCEED OR RETURN, AS THE CASE MAY BE TO VISUAL I.P. (5006N 0707E) TAKE INTERVAL AND BOMB BY FLIGHTS. IF BOMBING BY FLIGHTS IS IMPOSSIBLE BUT A SMALL BREAK IN THE CLOUDS MAKES IT POSSIBLE TO BOMB VISUALLY BY BOXES OF 18 A/C, GROUP WILL CONTINUE ON PPF ROUTE AND BOMB VISUALLY BY BOXES OF 18 A/C. IF 10/10 CLOUD EXISTS COVER OBSCURES THE TARGET GROUP WILL BOMB IN THE FOLLOWING PRIORITY:
A. PPF
B. GROUP "GEE"
C. TARGET E.T.A.
(14) IF VISUAL CONDITIONS EXIST AT TARGET, BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-20 BOX LEADERS AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE P.P.F. A/C OR NOT.
(15) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING GROUP WILL RETURN TO 5006N 0707E TO BEGIN RUN.

C. 416TH BOMB GROUP.
(2) 2 BOXES OF 18 A/C WITH 1 P.P.F. A/C.
(6) BOMB AT 13,500 FEET MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 6,500 FEET. DROP 1,000 FEET AFTER BOMBING.
(12) T.O.T. ZERO PLUS 30 MIN.

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X. (1) TO (4) NO CHANGE.
FOR THE 409TH AND 416TH GROUPS.
(5) TARGET EUSKIRCHEN RAILROAD BRIDGE (F-343295)
(6) ROUTE OUT: BASE TO 5047N 0526E TO 5048N 0604E TO TARGET.
(7) ROUTE BACK: TARGET TURN RIGHT TO 5048N 0604E TO 5047N 0526E TO BASE.
(8) M.P.I. MAP SERIES G.S.G.S. 4414 SHEET 5306 GRID. COORD. 34262950 (CENTER OF BRIDGE) TO BE USED IF BOMBING IS VISUAL AND BY FLIGHTS G.S.G.S. 4414 SHEET 5306 GRID. COORD. 34262950 (CENTER OF BRIDGE) TO BE USED IF BOMBING IS VISUAL AND BY BOXES. P.P.F. M.P.I. GRID. COORD. 34262950 INTERVALOMETER SETTING MINIMUM.
(9) BOMB LOAD 4 X 1,000 LB. C.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
(10) 409TH AND 416TH GROUPS WILL PROCEED ON BRIEFED P.P.F. ROUTE TO A POINT WHERE THE GROUP LEADER CAN ASCERTAIN THAT VISUAL BOMBING BY FLIGHTS OF 6 A/C IS POSSIBLE, WEATHER BEING THE DETERMINING FACTOR. IF VISUAL BOMBING BY FLIGHTS IS POSSIBLE GROUPS WILL PROCEED OR RETURN, AS THE CASE MAY BE, TO VISUAL I.P. (5039N 0559E) TAKE INTERVAL AND BOMB BY FLIGHTS. IF BOMBING BY FLIGHTS IF IMPOSSIBLE BUT A SMALL BREAK IN THE CLOUDS MAKES IT POSSIBLE TO BOMB VISUALLY BY BOXES OF 18 A/C GROUPS WILL CONTINUE ON P.P.F. ROUTE AND BOMB VISUALLY BY BOXES OF 18 A/C IF 10/10 CLOUD COVER OBSCURES THE TARGET GROUPS WILL BOMB IN THE FOLLOWING PRIORITY:
A. P.P.F.
B. GROUP "GEE"
C. TARGET E.T.A.
(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 LEADERS AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE P.P.F. A/C OR NOT.
(12) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING, GROUPS WILL RETURN TO 5039N 0559E TO BEGIN RUN.
(13) FRIENDLY ARTILLERY WILL ATTEMPT TO NEUTRALIZE FLAK BATTERIES WITHIN RANGE.

4. NO CHANGE.

5. COMMUNICATIONS.

A. 409TH BOMB GROUP. (343295)
(2) PROCTOR
(3) CABMAN
(4) SWEEPSTAKES

B. 410TH BOMB GROUP. (649923)
(2) BREWER
(3) MUSTARD
(4) SWEEPSTAKES

C. 416TH BOMB GROUP. (343295)
(2) CORNHILL
(3) CABMAN
(4) SWEEPSTAKES

X. GENERAL INFORMATION.
(11) 'PROCTOR' AND 'CORNHILL' WILL CALL 'DECLINE' ON C/C 10 MINUTES PRIOR TO REACHING TROOP LINE AND REPORT IF ON TIME OR HOW MUCH EARLY OR LATE. NOTE: NOT NECESSARY TO REPORT TO 'DECLINE' WHEN LEAVING TARGET AREA.

-----COMCBTWIG 97-----

BT 20/2255A
FK/CW/AR/TNKS
ALL STNS H/F/R
OIITA K WITH R
OIITA / OIJEA R...(PASS TO OIJJF).....21/0012A MZ AR
OIJES K WITH R
OI3 / OIJEA R....21/0012A EK AR
OIJPO K WITH R
OIJPO / OIJEA R....210012A AK AR
OIJKI K WITH R
OIJKI / OIJEA R....21/0012 A JF AR

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J427

OIITA OIJJF OIJES OIJPO OIJKI V OIJEA OIJEA Ø1/Ø2 OP OP
T (OIITA PASS OIJJF)

FROM 97TH COMBAT BOMB WING (L) 21/Ø95ØA
TO COMBOMDIV NINE
1ST PROV. PATHFINDER SQD.
4Ø9 COBOMGP
41Ø COBOMGP
416 COBOMGP

627

S-2
S-3
SIG

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

97TH COMBAT BOMB WING (L)
A P O 14Ø
21 JANUARY 1945

ANNEX NO. 1 TO FIELD ORDER NO. 134-714 J-23Ø-E

CANCEL PLAN "A"

PLAN "B" IN EFFECT

NEW ZERO HOUR PLAN "B" TO READ: 21/133ØA

COMCBTWIG 97

BT 21Ø95Ø
CC 1ST LINE SH RD JEA Ø1/21
AR JMB
JKI R.....21/1Ø5ØA WN AR

RECEIVED JAN 1945 INTELLIGENCE G-2 AAF

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FLIGHT PLAN "B"

PILOT	SINGLETARY
B/N	ROSENQUIST
PLANE	B-26-K 158
TARGET	
DATE	JAN 21, 44

AT AIRCRAFT	0940	1110
START ENGINES	1008	1134
TAXI OUT	1023	1139
TAKE OFF	1048	1218
ON COURSE	1113	1247

RENDEZVOUS		
INITIAL POINT	1224	1315
TARGET	1230	1400
RALLY POINT	1239	
BASE	1332	

WINDS TEMP.

SURFACE	300 14	250 12		-2
5000 ft.	310 30	280 30		-11
10000 ft.	320 35	300 35		-24
12000 ft.	320 38	300 38		-32
15000 ft.	320 40	310 40		-37
MEAN TEMP.	-15	Std.	+2	38

GEE 36. 9.55 #5 (P. 222)

1438

DROP ONE PHMO. 1 MI N. MOUSE RIVER

POSITION FROM	POSITION TO	M.H.	ETA	ATA	TC	DR	TH	VAR	M.H.	ALT / TEMP	I.A.S. / T.A.S.	G.S.	TO RUN DIST.	TO RUN TIME	ETA	GEE FIXES TIME	GEE FIXES POSITION
BASE	MONTDIDIER		13:16	13:14	040	-9	31	+8	39	9000 -22	190 211	204	97	28½	13:20	1316	53.5 8.1
	TANGRES		13:38	13:36	040	-10	30	+7	37	13500 -32	200 227	223	98	25	13:45	1336	38.6 8.1
	50 48N 06 04E (EP)		1352	1352	086	-6	80	+7	87	13500 -32	200 227	246	24½	06	13:52½	1357	38.3 3.9
	TARGET		1400	14:2	108	-3	105	+7	112	13500 -32	200 227	274	35	07½	1400	-	-
	50 45N 06 04E (RP)		14:12	1421	290	+2	292	+7	299	13000 -31	220 248	240	35	09½	14:09½	1420	38.6 3.9
	TANGRES		1428	1430	266	+5	271	+7	278	12000 -29	220 255	223	26½	07	14:16½	1428	37.6 8
	BASE		15:17	1325	220	+7	227	+8	235	7000 -15	230 248	249	195	47	15:04		
50 39 05 57E	TARGET			1403	087	-5		+7		12000 -29	210 244	275	37	08			
36.57 8.31	36.57 8.91				051	-6		+7		16000 -29	210 244	271	15	03½			

CHALLENGE	
REPLY	
COLORS	
VHF CHANNEL	

BOMBER C/S	
FIGHTER C/S	
BOMBER TO BOMBER	
FTR. GND. CONTROL	

45° Left 208 35 10

90° Right 264 35 05 Pogleg

51 MI. FORWARD LOSE 5 MIN ON COURSE

RFF TURNED OFF 1356 (VIS)

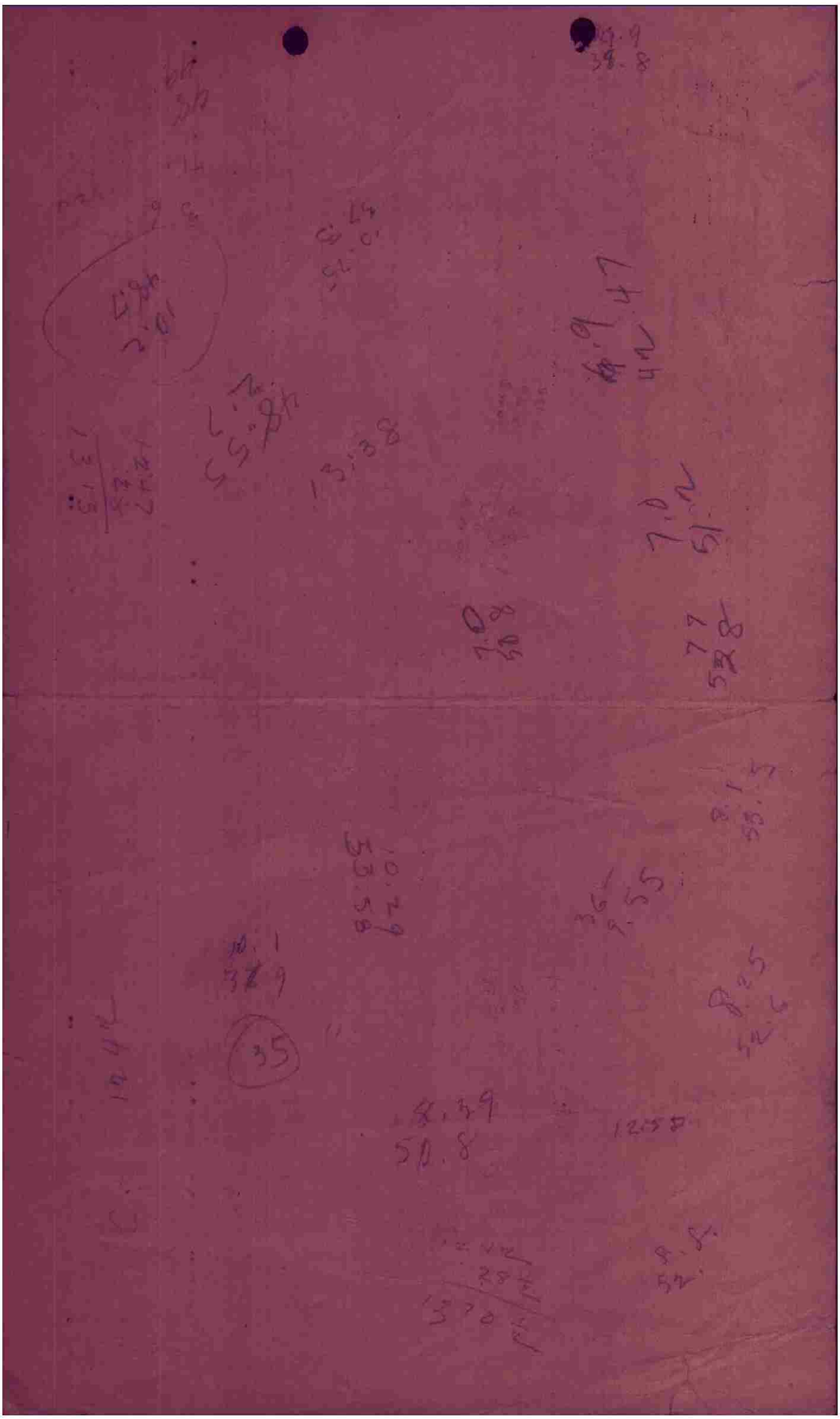
LOST MIN R.P. WAITING FOR FLIGHTS

A-91 + SOUTH OF DREUX

50 + NORTH OF ORLEANS

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PLAN "B"

1.30 DELAY

FLIGHT PLAN WINDOW

PILOT	
B/N	
PLANE	
TARGET	
DATE	

AT AIRCRAFT	0946	RENDEZVOUS	
START ENGINES	1014	INITIAL POINT	1222½
TAXI OUT	1029	T.O.T.	1230
TAKE OFF	1054	RADAR POINT	1239½
ON COURSE	1113 +10	BASE	1333½

WINDS		TEMP.
SURFACE 300/12	230/12	-2
5000 ft. 310/20	280/20	-11
10000 ft. 320/35	300/35	-24
12000 ft. 320/30	300/28	-29
15000 ft. 320/40	310/40	-37
MEAN TEMP. -15		+737

POSITION FROM	POSITION TO	M.H.	ETA	ATA	TC	DR	TH	VAR	M.H.	ALT / TEMP	I.A.S. / T.A.S.	G.S.	TO RUN DIST	TO RUN TIME	WTA	GEE FIXES TIME	GEE FIXES POSITION
BASE	MONTCORNET		1313½	1313½	040	-9	031	8	039	9000 / -22	190 / 211	204	97	28½		1258	56.44
	TONGRES		1338½	1439	040	-10	030	7	037	13500 / -32	200 / 237	237	98	25		1443½	32.45
	50°48'N-06°04'E (IP)		1345	1351	086	-6	080	7	087	13500 / -32	200 / 237	266	26½	6		1509	32.8
	TGT (RP TURN)		1401	1409	108	-3	105	7	112	13500 / -32	200 / 237	274	35	7½		1509	31.0
	50°48'N-06°04'E (RP)		1416½	1418½	290	+2	292	7	299	13000 / -31	220 / 258	220	35	9½			
	TONGRES		1431	1430	266	+5	271	7	278	12000 / -29	220 / 255	223	26½	7			
No of Forms to find fuel is kinda for letdown	BASE		1517	1520½	220	+7	227	7	234	2000 / -15	230 / 248	249	195	47			
50°39'N-05°59'E	TGT		1401	1409	089	-5	084	7	091	12000 / -27	210 / 244	275	37	8			
36.57 -6.31 (See IP)	TGT				081	-6	075	7	082	12000 / -29	210 / 244	271	15	3½			

CHALLENGE	
REPLY	
COLOURS	
VHF CHANNEL	

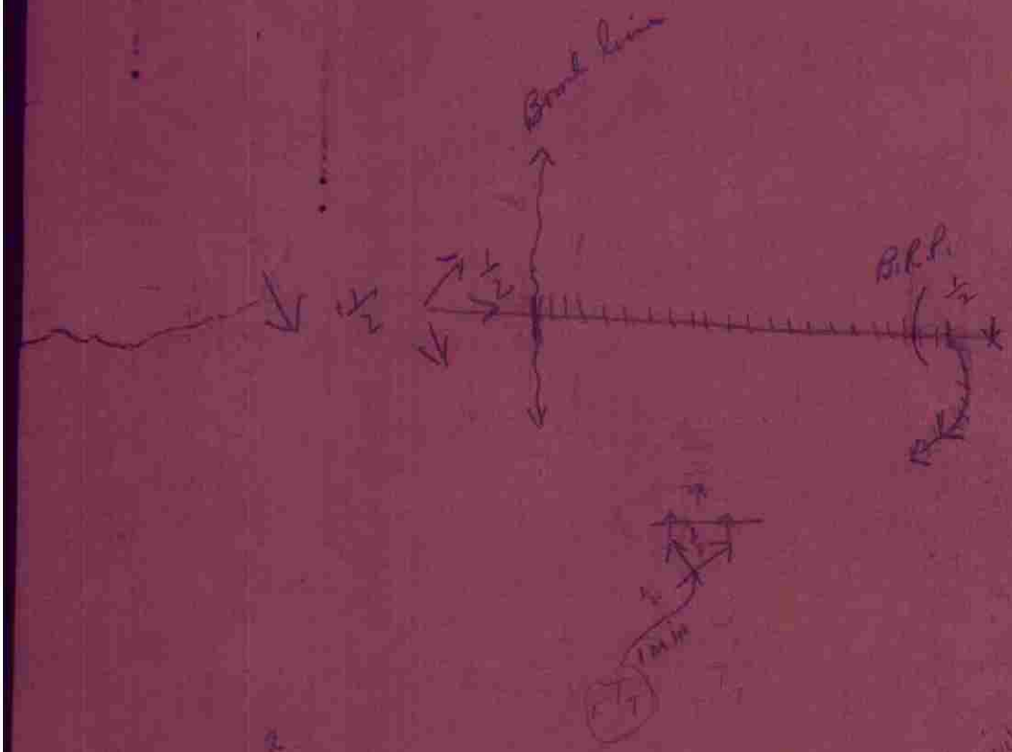
BOMBER C/S	
FIGHTER C/S	
BOMBER TO BOMBER	
FTR. GND. CONTROL	

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45° left, 65-208 ; [redacted] ; 10 min } 5 l/min forward. - base 5 min -
90° rt, 264 ; 3.5 mi ; 8 min }

36.57 - 6.31 GEE IP
36.57 - 5.91 GEE RP



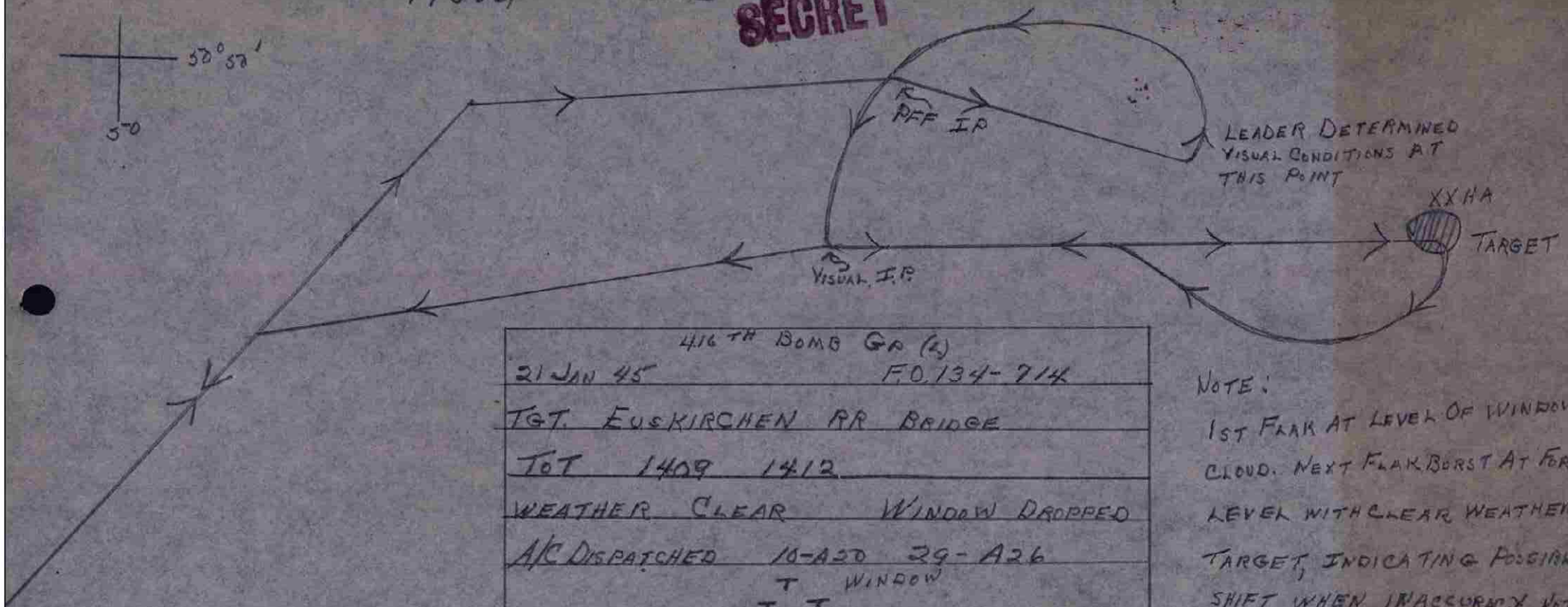
½ min. off in front
½ " " " behind
dot for
final to t.l.o.

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1/500,000 EUROPE

SECRET



416TH BOMB GP (L)

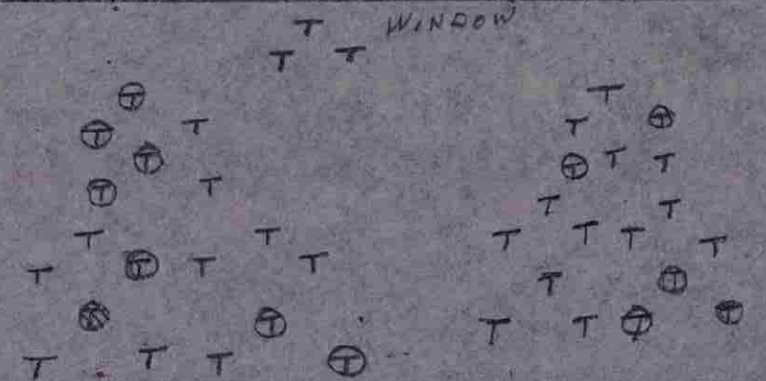
21 JAN 45 F.O. 134-714

TGT. EUSKIRCHEN RR BRIDGE

TOT 1409 1412

WEATHER CLEAR WINDOW DROPPED

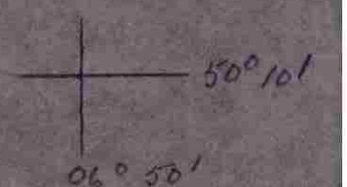
A/C DISPATCHED 10-A20 29-A26



CAT "A" CAT "AC"

NOTE:

1ST FLAK AT LEVEL OF WINDOW CLOUD. NEXT FLAK BURST AT FORMATION LEVEL WITH CLEAR WEATHER AT TARGET, INDICATING POSSIBLE SHIFT WHEN INACCURACY NOTED BY OBSERVERS



SECRET

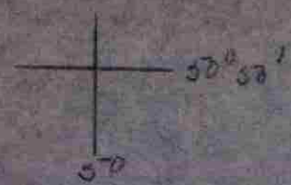
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1

1/500,000 EUROPE

SECRET



401ST BOMB GP (H)

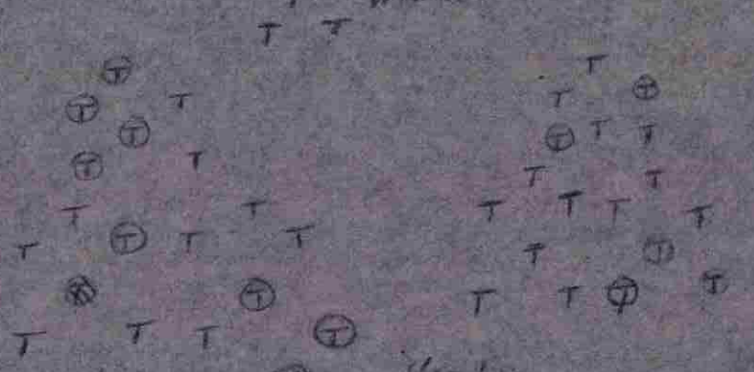
01 JAN 45 F.O 134-714

TGT EUSKIRCHEN RR BRIDGE

TOT 1409 1412

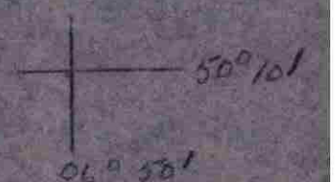
WEATHER CLEAR WINDOW DROPPED

A/C DESPATCHED 18-A2D 24-A2K



NOTE.

1ST FLAK AT LEVEL OF WINDOW CLOUD. NEXT FLAK BURST AT FORMATION LEVEL WITH CLEAR WEATHER AT TARGET, INDICATING POSSIBLE SHIFT WHEN INACCURACY NOTED BY OBSERVERS



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MISSION NO. 186 — LOADING LIST — 21 JANUARY 1945

BOX I

FLIGHT I

1. 973 J
Major L.F. Dunn
Lt. W.E. Brewer
S/Sgt S.J. Majewski
S/Sgt L.C. Burger

2. 227 A
Lt. F. Musgrove
S/Sgt R.C. Seighman

3. 235 M
Lt. H. Pogeany
Sgt R.C. Verostipleki

4. 334 G
Lt. J.R. Warren
S/Sgt G.C. Stroup

5. 315 L
Lt. A.H. Shirley
Sgt D.V. Paladino

6. 224 T
Lt. R.C. Turner
S/Sgt J. Jaskiewics

FLIGHT II

1. 439 W
Lt. C.S. Stanley
F/O. J.H. Blount
Sgt G.E. Collier
S/Sgt L.N. Sylva

2. 185 R
Lt. G.F. Jacobsen
Sgt H.T. Cook

3. 291 L-1
Lt. W.E. Hile
S/Sgt E.S. Geyer

4. 219 K-1
Lt. F.W. Harris
Sgt G.E. Millifont

5. 233 P
Lt. L.J. Prusha
T/Sgt G.C. Wilson

6. 259 H
Lt. R.A. Russell
Cpl J.L. Spence

FLIGHT III

1. 126 K-2
Lt. R.T. Crowley
Lt. R.J. Bassett
S/Sgt G.E. Orvold
S/Sgt A.E. DiMartino

2. 165 V-1
Lt. A.J.F. Hinz
S/Sgt H.D. Stephenson

3. 250 A
Lt. D.A. Pare
S/Sgt A.A. Rojas

4. 326 N
Lt. A.E. Hansen
S/Sgt D. H. DeDevir

5. 208 L-2
Capt. L.J. Nielsen
S/Sgt E.W. Schmidt

6. 313 B
Lt. W.H. Johnson
Cpl D.E. McMillin

SPARE
234 P
Lt. J. Milhorn
Sgt D. Grant

RESERVE

1. 326 K
Lt. C.C. Nish
Lt. H.E. Shaft
S/Sgt J.E. Roberts
Sgt R.F. Windisch

2. 614 A
Lt. T.D. McCready
Sgt A.R. Hood
Sgt W.A. Miller

3. 083 X
Lt. W.G. Brown
Sgt C.B. Harmon
Pvt E.J. Willever

1st Bde Alt 1214
Post Alt Recon 1553
Prop Flak Recon 1610
Fighter Recon 69

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MISSION NO. 188 — LOADING LIST — 21 JANUARY 1945

BOX I

FLIGHT I

1. 973 F
Major L.F. Dunn
Lt. W.E. Brewer
S/S S.J. Majewski
S/S L.O. Burger

2. 222 S
Lt. W. Musgrove
S/S H.O. Seighman

3. 235 M
Lt. H. Popenoy
Sgt H.C. Nowacielski

4. 334 G
Lt. J.R. Warren
S/S C.C. Stroup

5. 315 L
Lt. S.H. Shelby
Sgt D.V. Paladino

6. 224 E
Lt. E.C. Turner
S/S J. Steinkiewicz

FLIGHT II

1. 439 V
Lt. C.S. Stanley
F/O. J.H. Blount
Sgt G.E. Collier
S/S H.J. Sylva

2. 188 N
Lt. O.F. Jacobsen
Sgt H.L. Gooch

3. 290 L-1
Lt. W.H. Hale
S/S F.F. Geyer

4. 219 V-1
Lt. F.W. Harris
Sgt C.W. Williford

5. 233 F
Lt. L.J. Prusha
T/S G.C. Wilson

6. 259 H
Lt. R.A. Brasell
Cpl J.L. Spence

FLIGHT III

1. 106 L-2
Lt. R.E. Greenley
Lt. R.V. Bennett
S/S C.E. Orvold
S/S A.E. DiMartino

2. 265 V-1
Lt. A.J.P. Winn
S/S G.E. Stephenson

3. 250 A
Lt. D.A. Myre
S/S A.A. Rojas

4. 326 S
Lt. A.E. Herman
S/S D. H. DeBower

5. 208 L-2
Capt. L.C. Nielsen
MSgt H.W. Schmidt

6. 313 B
Lt. R.R. Johnson
Cpl D.E. McMillin

SPARE

234 P
Lt. J. Milhorn
Sgt D. Chest

NUMBER

1. 026 M
Lt. C.C. Nish
Lt. R.E. Shafe
S/S J.H. Roberts
Sgt R.F. Windisch

2. 614 A
Lt. T.D. McCready
Sgt A.R. Hood
Sgt W.A. Miller

3. 023 K
Lt. H.C. Brown
Sgt C.D. Kaiman
Pvt E.V. Willever

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MISSION NO. 188 — LOADING LIST — 21 JANUARY 1945.

BOX II

FLIGHT I

1. 167 E
Capt. B.A. Monroe
Lt. R.L. Kirk
S/Sgt W.L. Kidd
Cpl D.E. Abel

2. 195 G
Lt. D.E. Singletary
Lt. A.E. Rosenquist
S/Sgt H.G. Higgins
S/Sgt J.E. Murphy

3. 287 O
Lt. W.F. Bernusky
S/Sgt H. [illegible]

4. 307 H
Lt. R.L. Johnson
Sgt D.D. Richard

5. 223 B
Lt. A.R. Turman
Sgt M.T. Wright

6. 299 N-1
Lt. J.A. Cook
S/Sgt W.S. Jackson

FLIGHT II

1. 020 Z
Lt. E.H. Bloomgren
Lt. G.O. Johnson
S/Sgt E. Bochsch
S/Sgt L.H. Fleming

2. 258 S
Lt. [illegible]
S/Sgt [illegible]

3. 229 R-1
Lt. [illegible]
Sgt [illegible]

4. 292 U
Lt. J.F. Smith
S/Sgt R.F. Benford

5. 241 F
Lt. R.E. Johnson
Cpl H.C. Brandt

6. 238 M
Lt. J.A. Willard
Cpl C.V. Hinker

FLIGHT III

1. 063 A
Lt.Col. J.G. Napier
Lt. D.L. Moore
S/Sgt W.W. Donnelly
Sgt C.J. Kruger

2. 264 I
Lt. H.V. Van Rope
Cpl W.H. Klingman

3. 278 O-1
Lt. R.O. Martin
Cpl W.H. Sumner

4. 252 D
Lt. D.W. Morrels
S/Sgt V.A. Malara

5. 306 X
Lt. C.H. Anderson
Cpl J.H. Leatherage

6. 271 R
Lt. C.E. Weinert
Cpl N. Dubi

SPARE
257 D-1
Lt. J.B. Cooke
Cpl R.D. Redding

BOX II

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MISSION NO. 188 LOADING LIST 21 JANUARY 1945.
BOX II
FLIGHT I

1. 467 W
Capt. H.A. Monroe
Lt. R.L. Kirk
S/S W.L. Kidd
Cpl D.E. Neal

2. 185 G
Lt. R.B. Singletary
Lt. A.B. Rosenquist
S/S H.G. Wiggins
S/S S.M. Turpin

3. 337 O
Lt. F.J. Sarnusky
S/S M. Hall

4. 307 N
Lt. E.L. Johnson
Sgt D.B. Richard

5. 223 B
Lt. A.R. Turman
Sgt H.T. Wright

6. 239 N-1
Lt. J.A. Cook
S/S W.S. Jackson

FLIGHT II

1. 024 H
Lt. J.E. Blomgren
Lt. O.G. Johnson
S/S M. Bookoch
S/S L.R. Fleming

2. 354 S
Lt. E.E. Tenth
S/S L. Moskowitz

3. 229 B-1
Lt. L.E. Poundstone
Sgt L.L. Richardson

4. 292 H
Lt. J.W. Smith
S/S R.P. Benford

5. 241 F
Lt. R.K. Johnson
Cpl H.E. Brandt

6. 298 M
Lt. J.A. Willard
Cpl C.V. Hinker

FLIGHT III

1. 063 A
Lt.Col. J.G. Napier
Lt. D.L. Moore
S/S W.W. Donnelly
Sgt C.J. Kruger

2. 264 I
Lt. R.W. Van Rope
Cpl W.H. Klingman

3. 378 C-1
Lt. E.C. Martin
Cpl W.R. Sumner

4. 252 D
Lt. D.W. Sorrels
S/S V.A. Malara

5. 306 K
Lt. C.M. Anderson
Cpl J.H. Featherngp

6. 271 E
Lt. C.E. Weinert
Cpl R. Dubi

SPARE
237 D-1
Lt. J.B. Cocke
Cpl H.D. Redding

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F/O _____ CONFIDENTIAL INTERR.FORM

PILOT Poucha A/C# 233 BOX I

CASUALTIES _____

BOMBS : 4 X 1100 ON P

X RETURNED

X JETTISONED

BATTLE DAMAGE

"A"	"B-C"	"E"
✓		
1 hole in fuselage		

FLAK:

VHI 3 minutes over bomb line.

ENEMY AIRCRAFT ENCOUNTERS:

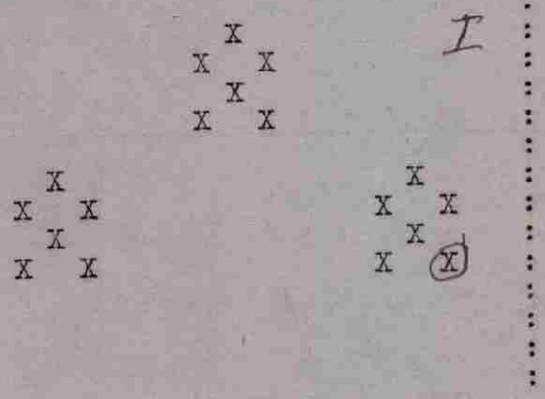
OBSERVATIONS:

1 plt in m/y.

Bombs bursts in target area.

Released bombs about 5 seconds early when #3 man released bombs. Thought #4 man was dropping.

POSITION IN FORMATION



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PILOT Dunn A/C# 023 BOX I

CASUALTIES nil

BOMBS : 4 x 500 ON Primary RELEASE RANGE

		"A"	"A-O"	"E"
X	RETURNED	8 holes	possible	
X	JETTISONED		FAC.	

FLAK: XXHA — continuous seen for about 30 secs — on bomb run & to turn off target · 30 sec run.

ENEMY AIRCRAFT ENCOUNTERS: contrails at great distance

OBSERVATIONS: ~~Hit 300 to 400 ft to right~~ Bombed visually by flight from visual IP.

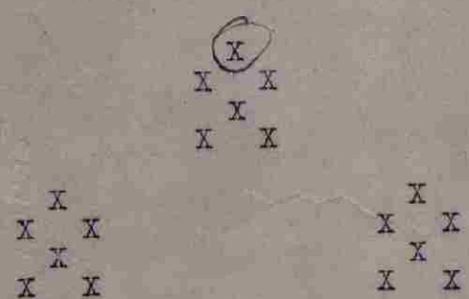
To bombline with PFF — called PFF visual then back to IP for run. at least 1 ft hit target, 1 ft hit short

TOT - 1410
Alt - 12000 (I)
IAS - 210
Hdg - 70° mag.

Had 8 mins to kill around first turn. 2 mins ahead at IP.

Went almost to bombline saw visual conditions made left turn to PfP IP then down to visual IP to target.

POSITION IN FORMATION



Check pictures for possible supply dump

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F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Musgrove A/C# 222 BOX I

CASUALTIES _____

BOMBS : 4 X 1000 ON _____ BATTLE DAMAGE "A" "A-C" "E"

X RETURNED

X JETTISONED Nil

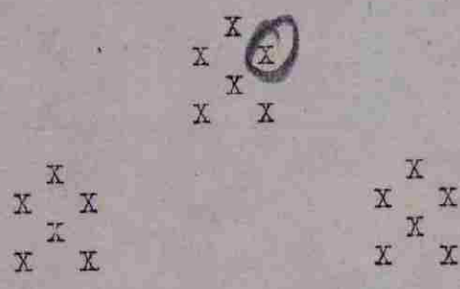
FLAK: Just before abt. out for run. Continued to turn out Accurate for alt. no effect of flight quite a bit at target.

ENEMY AIRCRAFT ENCOUNTERS: 2 - 3 miles.

Nil.

OBSERVATIONS:

POSITION IN FORMATION



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PILOT Popeny A/C# 235 BOX I

CASUALTIES

BOMBS : 4 X 1000 ON P.T.

X RETURNED

X JETTISONED

BATTLE DAMAGE	"A"	"A-C"	"E"
	X		

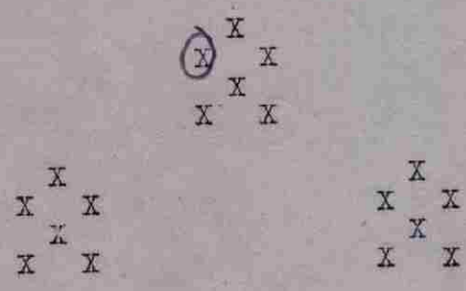
FLAK: XXXHA- At target-

ENEMY AIRCRAFT ENCOUNTERS:

X

OBSERVATIONS: - None-

POSITION IN FORMATION



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PILOT Shirley A/C# 315 BOX I

CASUALTIES _____

BOMBS : 3 X 1000 ON P.T | BATTLE DAMAGE X - "A" "B-C" "E"

1 X 1000 RETURNED

X JETTISONED

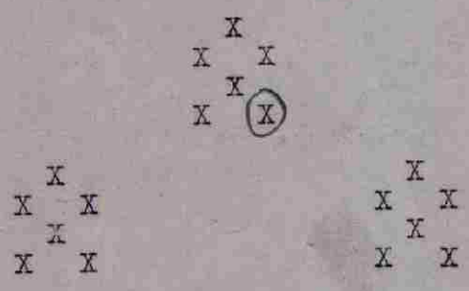
FLAK: XXHA - at Target

ENEMY AIRCRAFT ENCOUNTERS:

Nil -

OBSERVATIONS: None - lower sight out -

POSITION IN FORMATION



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PILOT 1st Lt Faro A/C# 250 BOX I

CASUALTIES _____

BOMBS : 4 X 1000 ON P.T. | RATHER DAMAGE X | "W" | "A-C" | "E"

X RETURNED

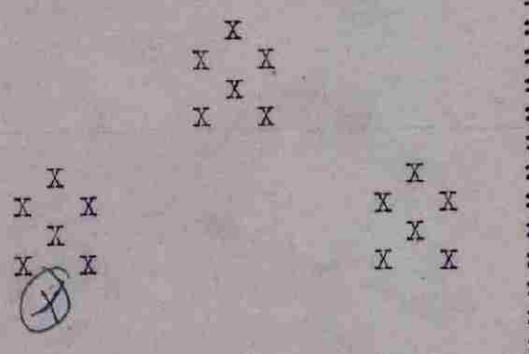
X JETTISONED

FLAK: XXHA over target.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: None

POSITION IN FORMATION



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PILOT Warren A/C# 334 BOX I

CASUALTIES _____

BOMBS : 4 X 1000 ON P.T. | RATING DAMAGE: "A" | "A-C" | "E"

X RETURNED

X JETTISONED

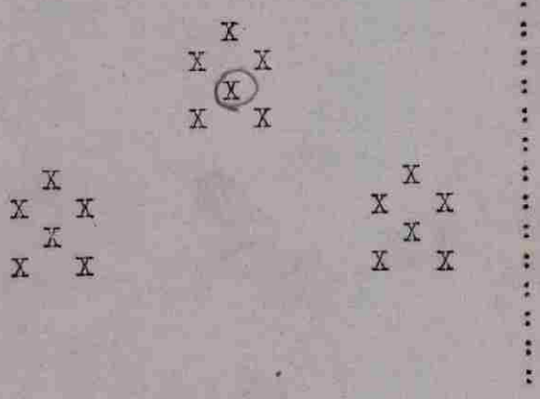
2 hole

FLAK: T/A - + 30 sec. before XX HA tracked on turn off.

ENEMY AIRCRAFT ENCOUNTERS: P-51's 475.

OBSERVATIONS: off to edge + contact on close. Clear on target.

POSITION IN FORMATION



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PILOT Hale A/C# 290 BOX I

CASUALTIES _____

BOMBS : 4 X 1000 ON _____ BATTLE DAMAGE "A" "A-C" "E"

_____ X _____ RETURNED

_____ Y _____ JETTISONED

FLAK: XHA on turn on BR - to left - 4 guns + until label off after turn off - very accurate

ENEMY AIRCRAFT ENCOUNTERS: P-51's & 47's over. 1 plane with four. at 0 h.

OBSERVATIONS: one plane smoking left alt. Good conc. of bombs in small area.

POSITION IN FORMATION

I

X
X X
X
X X

X
X X
X
X X

X
X X
X
(X) X

Camera

Hoppe
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PILOT Johnson A/C# 313 BOX I

CASUALTIES _____

BOMBS : 4 X 1000 ON _____ BATTLE DAMAGE "A" "A-C" "E"

_____ X _____ RETURNED

_____ X _____ JETTISONED

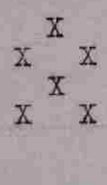
FLAK: none in flight - off Calais at Alt.

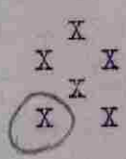
ENEMY AIRCRAFT ENCOUNTERS: 1

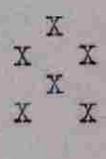
OBSERVATIONS: smoke in T/A

POSITION IN FORMATION

I







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PILOT Harris A/C# 219 BOX I

CASUALTIES _____

BOMBS : 4 X 1000 ON P

		BATTLE DAMAGE			
		"A"	"A-1"	"A-2"	"E"
X	RETURNED				
X	JETTISONED	X			

FLAK: X HI on bomb run just before bombs away to 5[10] sec before target

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

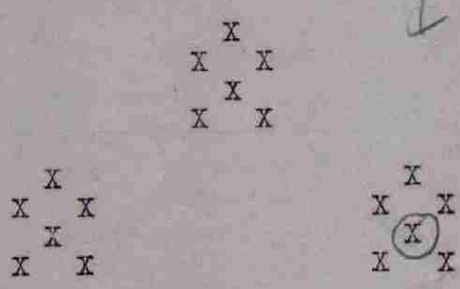
Bombs fell short of target

" " " to right of bridge

Saw bombs hit target.

POSITION IN FORMATION

I



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PILOT Herman A/C# 826 BOX I

CASUALTIES _____

BOMBS : 4 X 1000 ON P

		BATTLE DAMAGE		
		"T"	"A-C"	"E"
X	RETURNED		X	
X	JETTISONED			

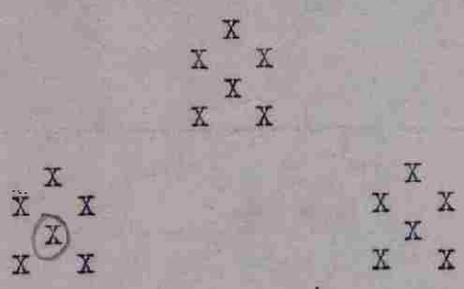
FLAK: X - XX HA. Lost 10 of 15 sec of bomb run

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Bombs fell in M/Y, also bombs from left fell to right of bridge.

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PILOT Jacobsen A/C# 188 BOX I

CASUALTIES _____

BOMBS : 2 X 1000 ON P

2 X 1000 RETURNED

X JETTISONED

	"A"	"A-C"	"E"
BATTLE DAMAGE			

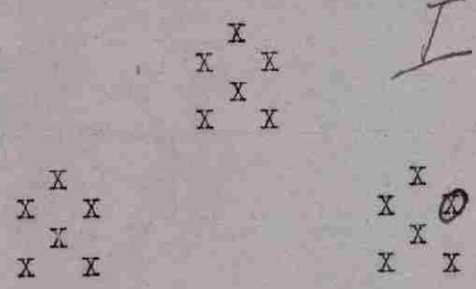
FLAK: XHI on bomb run to right.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Reason unknown for returning 2 bombs

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PILOT Russell A/C# 259 BOX I

CASUALTIES _____

BOMBS : 4 X 1100 ON P

_____X_____ RETURNED

_____X_____ JETTISONED

NATURE DAMAGE	"A"	"A-C"	"E"

FLAK:

X H I on bomb run.

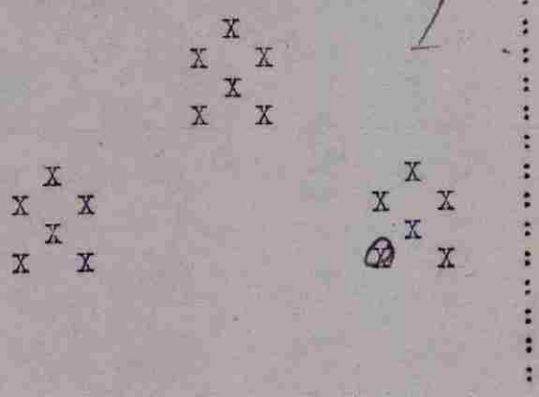
ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

no obs.

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PILOT Weiss A/C# 265 BOX I

CASUALTIES

BOMBS : 4 X 100 ON P

X RETURNED

Y JETTISONED

BATTLE DAMAGE			
	"A"	"A-C"	"E"
	✓		

FLAK:

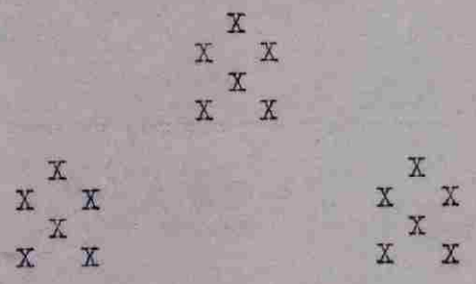
XX - XXXHA flak 1 minute before target

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Dropped bombs on lead leader at time flak was first encountered.

POSITION IN FORMATION



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PILOT Nielsen A/C# 208 BOX I

CASUALTIES

BOMBS : 4 X 100 ON P | BATTLE DAMAGE: "A" | "A-C" | "E"

X RETURNED

X JETTISONED

FLAK: XHA at flight
XXHA at last flight. on bomb run to target.

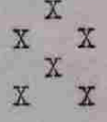
ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:
cones of bombs in east part of town.
one cone on east edge of m/y.
one cone of bombs in target area
m/y covered with smoke. no camouflage.

POSITION IN FORMATION

I





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F/O _____ CONFIDENTIAL INTERR.FORM

PILOT Capt. Greenley A/C# 106 BOX I

CASUALTIES _____

BOMBS : 4 X 500 ON PT. BATTLE DAMAGE X — "A" "A-C" "E"

X RETURNED

X JETTISONED

FLAK: XXHA — at target —

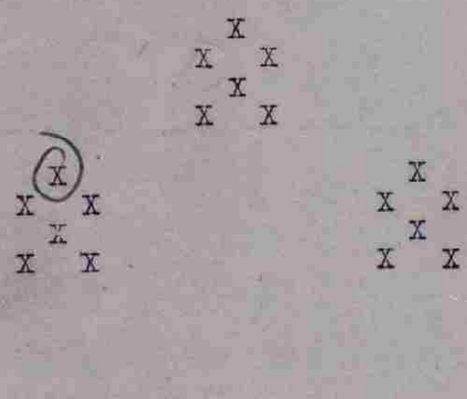
ENEMY AIRCRAFT ENCOUNTERS:

X —

OBSERVATIONS: Bombed on — Box leader, Elevator Trim Stove and Pilot could not Level Ship for Bombing —

Bombs hit in the town — good pattern

POSITION IN FORMATION



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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)_____ft. ahead.

   b. Position of Window planes with respect to formation through the flak area.

      (1)_____ft. below or above.

      (2)_____ft. off track, left or right.

   c. Position of observed window cloud with respect to the formation.

      (1)_____ft. below or above.

      (2)_____ft. off 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)_____degrees.

   b. Box or flight I _____degrees.
      II _____degrees.
      III_____degrees.

4. T.O.T. of Window aircraft. _____

5. Comments as to effectiveness of Window.

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PILOT Stanley A/C# 439 BOX T

CASUALTIES nil

BOMBS : 4 X 500 ON BATTLE DAMAGE

		"A"	"A-C"	"E"
X	RETURNED			
X	JETTISONED	nil		

FLAK: XX H - but not at our flight it seemed

ENEMY AIRCRAFT ENCOUNTERS: 1 Me 109 - target area - out of range dist ~~dist~~ under formation and headed for deck

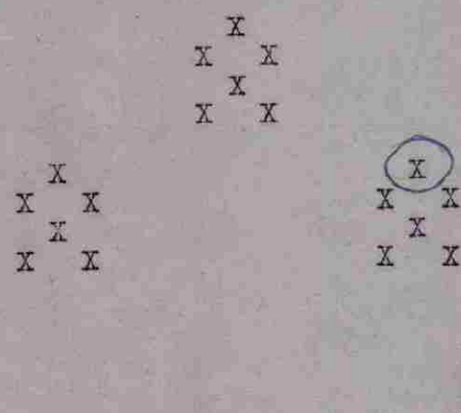
OBSERVATIONS: 3d fl to bomb. Bombed visually Good results. Believe 1 A/C this fl dropped early & 1 other A/C this fl dropped on it.

TOT - 1411
alt 17,200 (I)
IAS 210
aria 87°

No windows on visual run.

20 sec run

POSITION IN FORMATION



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PILOT Turner A/C# 224 BOX I

CASUALTIES ~

BOMBS : 4 X 1000 ON P

_____ X _____ RETURNED

_____ X _____ JETTISONED

BATTLE DAMAGE	"A"	"A-C"	"E"
		X	

FLAK: XX HA – right at target, 2-3 sec before drop.

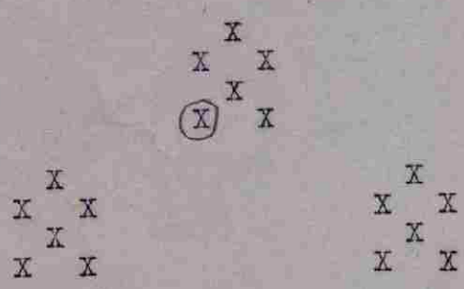
ENEMY AIRCRAFT ENCOUNTERS:

~

OBSERVATIONS:

Saw bombs hit target, choke point of 17/H

POSITION IN FORMATION



Berk.

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F/O _____ CONFIDENTIAL INTERR.FORM

PILOT Milhorn A/C# 234 BOX Spare I

CASUALTIES _____

BOMBS : 4 X 1000 ON PT. BATTLE DAMAGE "A" "A-C" "E"

X RETURNED

X JETTISONED

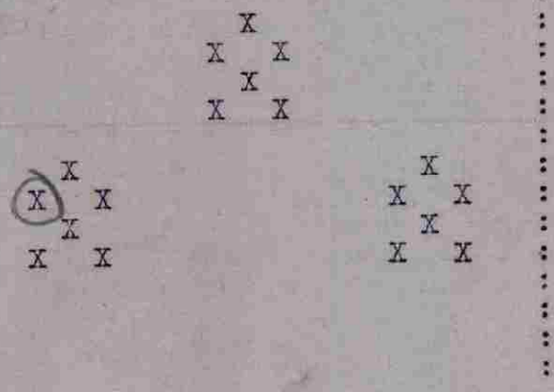
FLAK: XXHA- on bomb run and at target.

ENEMY AIRCRAFT ENCOUNTERS:

1- FW. 190 just after target, -No encounter-

OBSERVATIONS: None-

POSITION IN FORMATION



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PILOT Monroe A/C# 467 BOX II

CASUALTIES _____

BOMBS : 4 X 500 ON P.T. RATING DAMAGE None

		"A"	"A-C"	"E"
X	RETURNED			
X	JETTISONED			

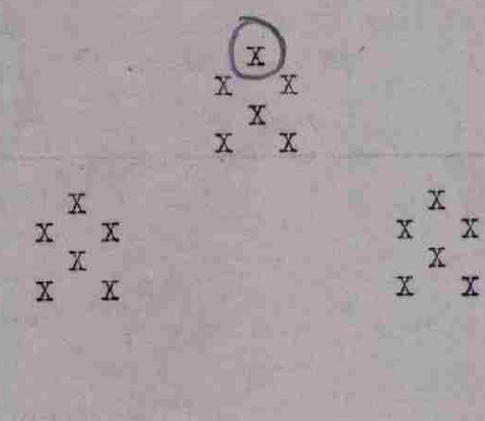
FLAK: XXHI- At targ-ed and on Bomb run- Position at ~~South~~ edge of town Zulpich One 4 burst, flak to right when bomb doors opened (Observation)

ENEMY AIRCRAFT ENCOUNTERS:

X

OBSERVATIONS:- Bombs hit in good pattern- previous flight, also seen, to hit tgt.

POSITION IN FORMATION



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MISSION WINDOW REPORT

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   a. Average distance of Window planes ahead of the formation through the flak area.

      (1)_____ft. ahead.

   b. Position of Window planes with respect to formation through the flak area.

      (1)_____ft. below or above.

      (2)_____ft. off track, left or right.

   c. Position of observed window cloud with respect to the formation.

      (1)_____ft. below or above.

      (2)_____ft. off 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)_____degrees.

   b. Box or flight I _____degrees.
      II _____degrees.
      III_____degrees.

4. T.O.T. of Window aircraft. _____

5. Comments as to effectiveness of Window.

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PILOT Napier A/C# 063 BOX II

CASUALTIES _____

BOMBS : 1 X 500 ON P.T. BATTLE DAMAGE "A" "A-3" "E"

X RETURNED

X JETTISONED

FLAK: None in flt

X H1 after TA - on other flt.

ENEMY AIRCRAFT ENCOUNTERS: X P-51

OBSERVATIONS: Bombed Tuto smoke - Could not

recognize point.

Time. — 11,100 1411

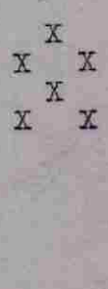
X500 70 miles S of Tongres.

Lead flt. 2nd box.

POSITION IN FORMATION

II





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MISSION WINDOW REPORT

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   a. Average distance of Window planes ahead of the formation through the flak area.

      (1)_____ft. ahead.

   b. Position of Window planes with respect to formation through the flak area.

      (1)_____ft. below or above.

      (2)_____ft. off track, left or right.

   c. Position of observed window cloud with respect to the formation.

      (1)_____ft. below or above.

      (2)_____ft. off 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)_____degrees.

   b. Box or flight I _____degrees.
      II _____degrees.
      III_____degrees.

4. T.O.T. of Window aircraft. _____

5. Comments as to effectiveness of Window.

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PILOT Turman A/C# 223 BOX #

CASUALTIES _____

BOMBS : 4 X [illegible] ON P.T. : BATTLE DAMAGE X—

		"A"	"A-C"	"E"
X	RETURNED			
X	JETTISONED			

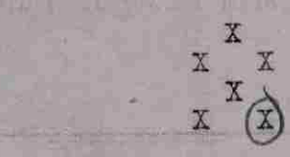
FLAK: X—

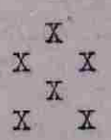
ENEMY AIRCRAFT ENCOUNTERS:

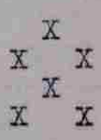
X—

OBSERVATIONS: Bombs hit tgt.

POSITION IN FORMATION







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PILOT Cook A/C# 239 BOX II

CASUALTIES

BOMBS : 4 X 1000 ON PT. : BATTLE DAMAGE

		"A"	"A-C"	"E"
X	RETURNED			
X	JETTISONED	X		

FLAK: XXH on 1st Box - at target.

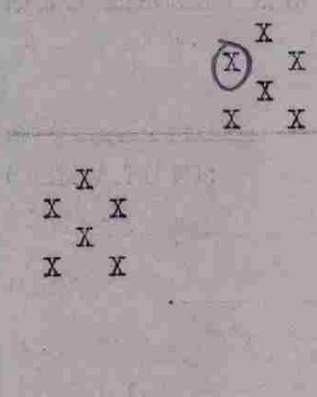
ENEMY AIRCRAFT ENCOUNTERS:

X

OBSERVATIONS: -

Bombs hit on tgt.

POSITION IN FORMATION



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PILOT Smith, J. F. A/C# 292 BOX II

CASUALTIES _____

BOMBS : 4 X 1000 ON PT | BATTLE DAMAGE "A" "B" "E"

X RETURNED | X

Y JETTISONED

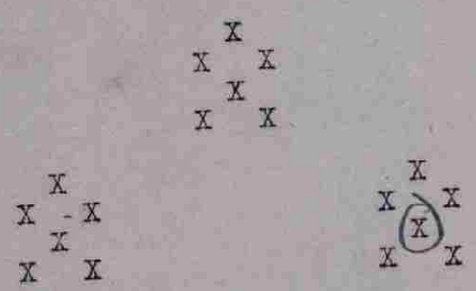
FLAK: XXHA - Just at turn off target.
1 - 4 gun battery, S.W. of town after turning from tgt.

ENEMY AIRCRAFT ENCOUNTERS:

X

OBSERVATIONS: - Bombs hit tgt in good pattern

POSITION IN FORMATION



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PILOT Barausky A/C# 337 BOX II

CASUALTIES _____

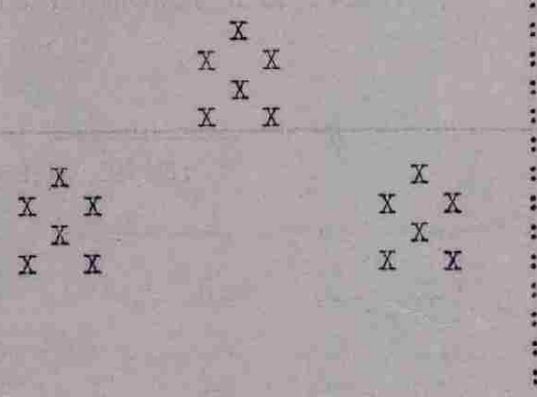
BOMBS :			BATTLE DAMAGE		
			"A"	"B-C"	"E"
	X	ON			
	X	RETURNED			
	X	JETTISONED			

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION



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PILOT Renth A/C# 354 BOX II

CASUALTIES _____

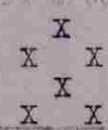
BOMBS :			BATTLE DAMAGE			
			"A"	"B-C"	"E"	
	X	RETURNED				
	X	JETTISONED				

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION





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PILOT Poundstone A/C# 229 BOX F

CASUALTIES _____

BOMBS :			BATTLE DAMAGE		
			"A"	"A-On"	"E"
	X	ON			
	X	RETURNED			
	X	JETTISONED			

FLAK: Engine trouble - Returned Early

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

ENEMY AIRCRAFT ENCOUNTERS:

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

OBSERVATIONS:

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

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PILOT Van Rope A/C# 264 BOX H

CASUALTIES nil

BOMBS : 4 x 1000 ON Primary : BATTLE DAMAGE "A" "A-C" "B"

X RETURNED

X JETTISONED (scratch

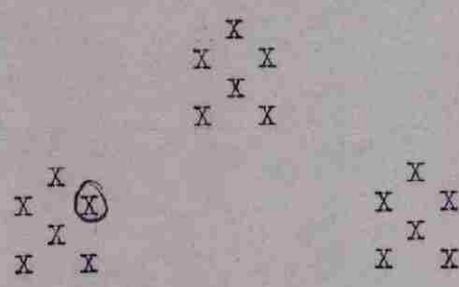
FLAK: XH not too accurate

ENEMY AIRCRAFT ENCOUNTERS: 1 possible Me 109 rear 1st bot - pulled and down. No passes.

OBSERVATIONS: Smoke in target area.

1 A-26 ~~[illegible]~~ about 5000 to 6000 below us 3 to 4 mins after target - apparently under control.

POSITION IN FORMATION



Buried
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PILOT Willard A/C# 238 BOX #

CASUALTIES _____

BOMBS : 3 X 1000 LON | RATHER DAMAGE | "A-C" | "E"
1 X 1000 RETURNED | 0
X JETTISONED | 2 holes -

Crashed

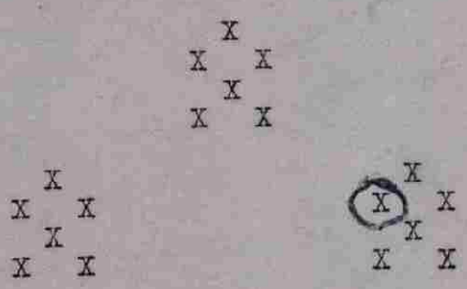
FLAK: Acc for Box I - quite a bit on run in turn.

ENEMY AIRCRAFT ENCOUNTERS: (Check on camera not located unit in next inform!)

OBSERVATIONS:

rel. bomb on the doors - [redacted] left into dive & after target opened. Cpl. HINKER hit by part of bomb & reported failure of bomb to drop

POSITION IN FORMATION



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PILOT Johnson A/C# 302 BOX 11

CASUALTIES _____

BOMBS : 4 X 1000 ON P. I. : BATTLE DAMAGE

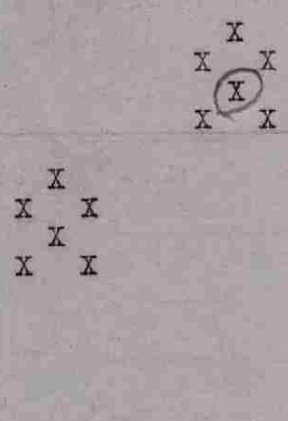
		"A"	"B-C"	"E"
	X RETURNED			
	X JETTISONED			

FLAK: a/c released assistance 1/17.
X H1 for this flight.

ENEMY AIRCRAFT ENCOUNTERS: X

OBSERVATIONS: Smoke in town.

POSITION IN FORMATION :



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PILOT Sowels A/C# 252 BOX II

CASUALTIES _____

BOMBS : 4 X 100 ON P.I. BATTLE DAMAGE "W" "A-C" "E"

X RETURNED

X JETTISONED

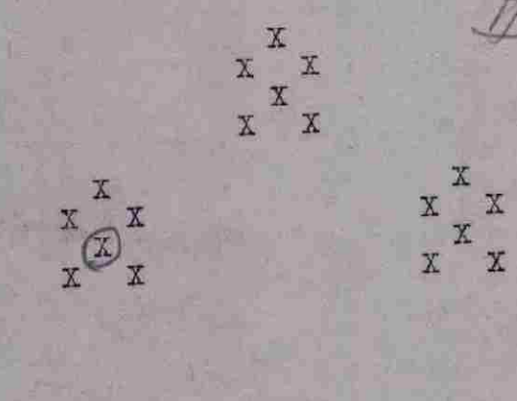
FLAK: I.P - t/A - XH1 - off to left & low.

ENEMY AIRCRAFT ENCOUNTERS: lot of fi. could the recognized as B.R.

OBSERVATIONS: good to x c. - lot of smoke.

POSITION IN FORMATION

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PILOT Johnson, R. A/C# 241 BOX II

CASUALTIES _____

BOMBS : 4 X 1000 ON P.T. BATTLE DAMAGE

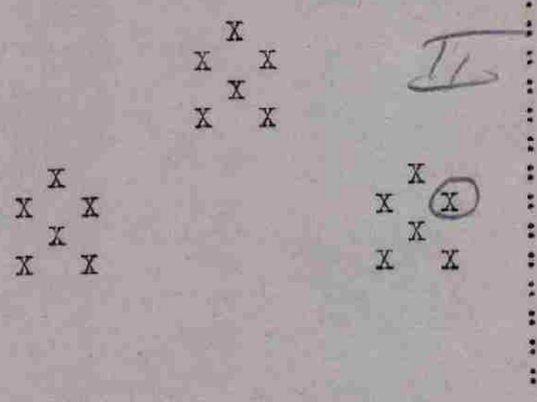
		A/C	
X	RETURNED	1 hole	1 hole -
X	JETTISONED		two bullet holes

FLAK: on turn off TA - XHA
on HA - about
4 mi. after TAff to HAX - XHA -
15 bursts for ten on magazine.

ENEMY AIRCRAFT ENCOUNTERS: I came in hi on tail of
Peeled off without attack. 1500 yds of formation.

OBSERVATIONS: on far side of T. and smoke.

POSITION IN FORMATION



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PILOT Weinert A/C# 271 BOX #

CASUALTIES _____

BOMBS : 4 X 1000 ON P.T. RATING DAMAGE W A-C E

X RETURNED

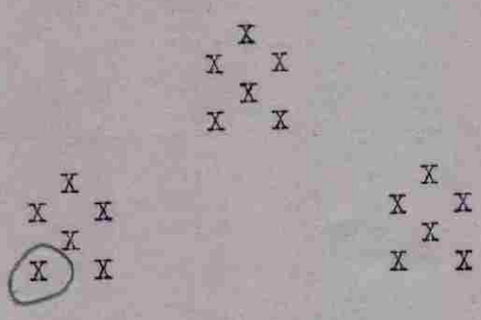
X JETTISONED

FLAK: on turn off to N.E. 9 bursts - followed for a few T- left N. 110 clouds - 15 bursts to Tinian.

ENEMY AIRCRAFT ENCOUNTERS: X

OBSERVATIONS: good for 1st hop.

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PILOT Anderson A/C# 306 BOX II

CASUALTIES _____

BOMBS : 4 X 1000 ON PT BATTLE DAMAGE "W" "W-C" "N"

X RETURNED

X JETTISONED

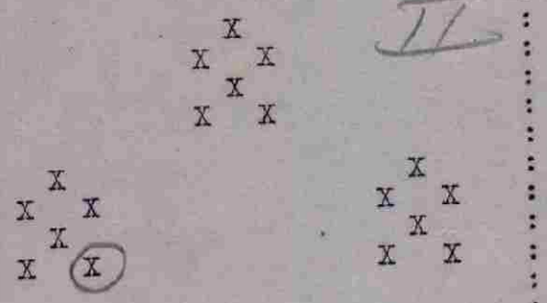
FLAK: 1 min to drop - 4 bursts ahead + left.
4 bursts at 7A - altgrad.
1 on turn off - alt. -

ENEMY AIRCRAFT ENCOUNTERS: X Continual all over sky.

OBSERVATIONS:

POSITION IN FORMATION

II



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PILOT Barton A/C# 378 BOX II

CASUALTIES _____

BOMBS : 4 X 1000 ON P BATTLE DAMAGE "A" "A-C" "E"

X RETURNED

X JETTISONED

FLAK: XAI on bomb run & tgt.

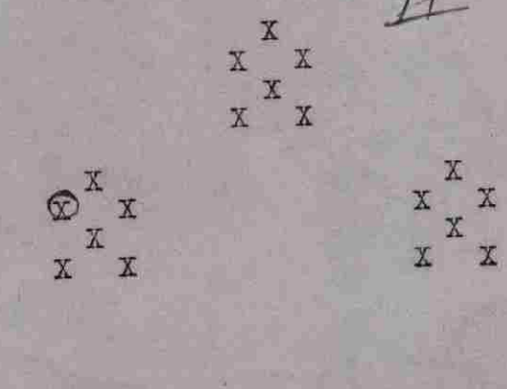
ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: Radial engine fighter seen on ~~tgt~~ turn off target about 1000 yds from formation stayed with formation for 35 minutes. Just a few hundred feet higher than formation.

artillery flashes seen from S.W. edge of town.

POSITION IN FORMATION

II



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F/O _____ CONFIDENTIAL INTERR.FORM

PILOT Blomgren A/C# 024 BOX II

CASUALTIES nil

BOMBS : 4 X 500 ON Pottweg : BATTLE DAMAGE

		"A"	"A-C"	"E"
X	RETURNED			
X	JETTISONED	nil		

FLAK: XXHI - to rear of this flight over target.
1 battery - 8 bursts - 15 miles South of ZULPICH.

ENEMY AIRCRAFT ENCOUNTERS:

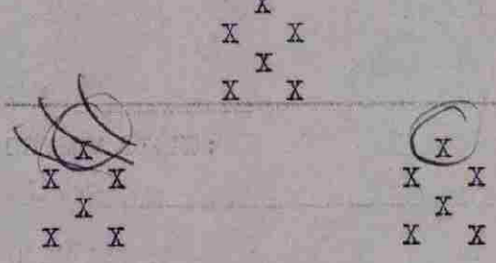
nil

OBSERVATIONS: 5th to bomb.
1 A-26 below formation after we had crossed bombline on return
1 smoking A/C on run (left engine) Don't know type.
2 Piper Cubs in air and artillery fire on ground. seemed to be directed at flak positions near MOLBÄCH

IAS - 210
Axis of attack 93°
Alt 11,600 (I)
ToT 1410 ½

Synchronized on bridge Still intact when we bombed.

POSITION IN FORMATION



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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)_____ft. ahead.

   b. Position of Window planes with respect to formation through the flak area.

      (1)_____ft. below or above.

      (2)_____ft. off track, left or right.

   c. Position of observed window cloud with respect to the formation.

      (1)_____ft. below or above.

      (2)_____ft. off 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)_____degrees.

   b. Box or flight I _____degrees.
      II _____degrees.
      III_____degrees.

4. T.O.T. of Window aircraft. _____

5. Comments as to effectiveness of Window.

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F/O _____ CONFIDENTIAL INTERR.FORM

PILOT Singletary A/C# 185 BOX H

CASUALTIES nil

BOMBS : 4 X500 ON Primary : BATTLE DAMAGE

		"W"	"A-C"	"E"
X	RETURNED	2 holes ✓		
X	JETTISONED			

FLAK: XXHA on visual bomb run.

ENEMY AIRCRAFT ENCOUNTERS:

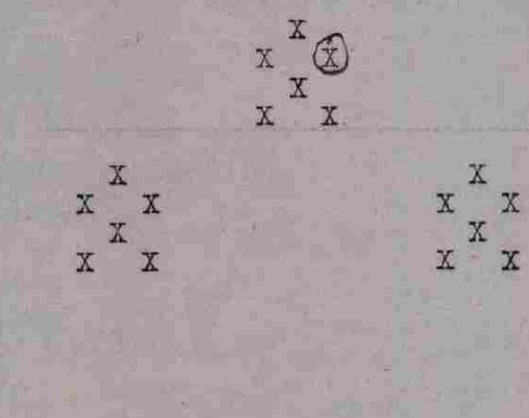
nil

OBSERVATIONS: Visual run. 4th to bomb. Off to right of bridge

#5 this fl. had 1 bomb hung & released at 1438 1 mile north of MEUSE R. (GEE 36 8.55)

TOT 1412
alt 13,000
IAS 210
Hdg - 90°

POSITION IN FORMATION



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F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Cocke A/C# 237 BOX II - Spare

CASUALTIES _____

BOMBS : 4 X 1000 ON BATTLE ZONE

		"A"	"A-C"	"C"
X	RETURNED			
X	JETTISONED			

FLAK:

XHE on both runs.

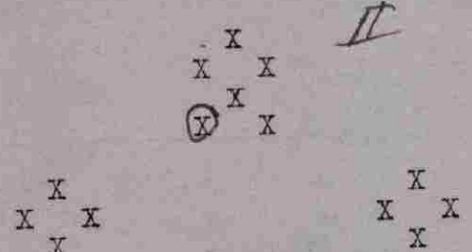
ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

B 139223 - one bomb dropped on run in (Check bomb with pilot)

POSITION IN FORMATION

II



R. W. S.
INTERROGATOR

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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) 1/4 mile ~~ft.~~ ahead.

   b. Position of Window planes with respect to formation through the flak area.

      (1) 2000 ft. below or ~~above.~~

      (2) bota due to evasive action ft. off track, left or right.

   c. Position of observed window cloud with respect to the formation.

      (1)_____ft. below or above.

      (2)_____ft. off 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.

   1/4 mile bet flgts
   3/4 bet Boxes

   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) 91 degrees.

   b. Box or flight I 70 degrees.
      II 65 degrees.
      III _____ degrees.

4. T.O.T. of Window aircraft. _____

5. Comments as to effectiveness of Window.

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No window seen on visual run.

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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) 5600 ft. ahead.

   b. Position of Window planes with respect to formation through the flak area.

      (1) 500 ft. below or above.

      (2) 1 R 4. OK 2 left ft. off track, left or right.

   c. Position of observed Window cloud with respect to the formation.

      (1) 500 ft. ~~below or above~~.

      (2) On Track ft. off 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) 91° degrees.

   b. Box or flight I _____ degrees.
      II _____ degrees.
      III _____ degrees.

4. T.O.T. of Window aircraft. 1409

5. Comments as to effectiveness of Window.

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F/O _____ CONFIDENTIAL INTERR.FORM

PILOT Mish A/C# 026 BOX Window

CASUALTIES _____

BOMBS : X ON ~~Unloaded~~ BATTLE DAMAGE "A" "B" "E"

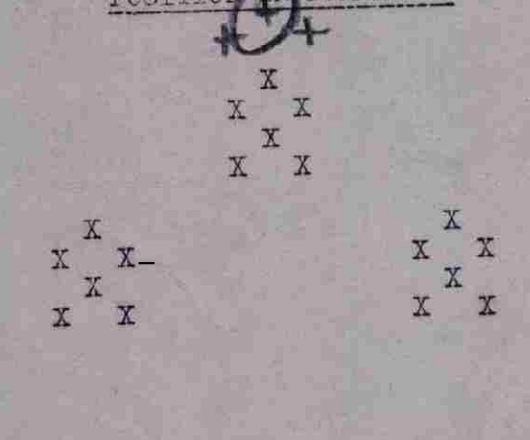
X JETTISONED Nil

FLAK: 4 gun positions - along B. Run. at Bomber alt. 1st bursts at Wanted then raised to Bomber formation.

ENEMY AIRCRAFT ENCOUNTERS: Abt 8 plus at Zielpunkt 1/4 mile away - all Blk. Single 109 - 3500 ft below. Dove away

OBSERVATIONS: from formation, Leader E, Started drift from BL, 90 Tgt area. onto Tgt, lasted until turn off used Aerial on PPI none so didn't know quite enough.

POSITION IN FORMATION



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F/O _____ CONFIDENTIAL INTERR.FORM

PILOT McCready A/C# 023 BOX Windsor

CASUALTIES _____

BOMBS :			RATTLE BOMBS		
			"A"	"A"-"B"	"E"
	X	ON			
	X	RETURNED			
	X	JETTISONED			

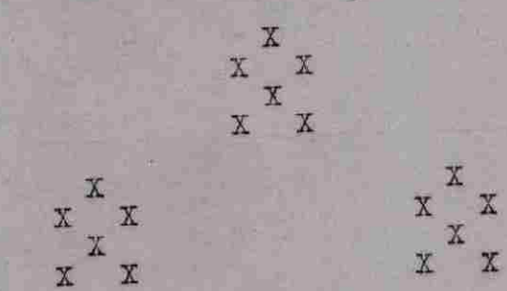
FLAK: XXX HI to left of fm at target

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Bombs in target area at + short of bridge.

POSITION IN FORMATION



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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) 1/2 mile ahead of bad fl. ~~ft. ahead~~.

   b. Position of Window planes with respect to formation through the flak area.

      (1) 300-500 ft. below ~~or above~~.

      (2) _____ ft. off track, left or right.

   c. Position of observed window cloud with respect to the formation.

      (1) _____ ft. below or above.

      (2) _____ ft. off 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) _____ degrees.

   b. Box or flight I _____ degrees.
      II _____ degrees.
      III _____ degrees.

4. T.O.T. of Window aircraft. _____

5. Comments as to effectiveness of Window.

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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) 5000 ft. ahead.

   b. Position of Window planes with respect to formation through the flak area.

      (1) below ft. below or above.

      (2) left + right ft. off track, left or right.

   c. Position of observed window cloud with respect to the formation.

      (1) 300 ft. below or ~~above.~~

      (2) left + right ft. off 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) 115 degrees.

   b. Box or flight I 115 degrees.
      II " degrees.
      III " degrees.

4. T.O.T. of Window aircraft. 15-30 sec before form.

5. Comments as to effectiveness of Window.

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F/O _____ CONFIDENTIAL INTERR.FORM

PILOT Browning A/C# 614 BOX Window

CASUALTIES _____

BOMBS : Window | BATTLE DAMAGE: "A" | "B-C" | "E"

X RETURNED

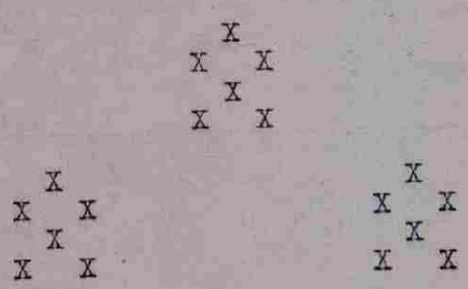
X JETTISONED

FLAK: ½ of BR - 17A - XXHI - below - mod

ENEMY AIRCRAFT ENCOUNTERS: X

OBSERVATIONS: Last in town

POSITION IN FORMATION



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US-414/216-21-Jan-45 6/8/10-Eus Kirchen-105001

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) 3000-5000 ft. ahead.

   b. Position of Window planes with respect to formation through the flak area.

      (1) 3-500 ft. below or above.

      (2) did 5's. in front ft. off track, left or right.

   c. Position of observed window cloud with respect to the formation.

      (1) about ft. below or above.

      (2) Zero. ft. off 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. 112°

   a. Window Planes.

      (1) 112 degrees.

   b. Box or flight I 112 degrees.
      II _____ degrees.
      III _____ degrees.

4. T.O.T. of Window aircraft. 1715

5. Comments as to effectiveness of Window.

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most of flak underneath

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416 TF	9TH B.D. (M) WING 97th	3
GROUP	DATE 21 January 1945	EUSKIRCHEN RR BRIDGE
OTHER UNITS: TARGET		
	FIRST PHASE INTERPRETATION	TARGET FIT.

A. TARGET BRIEFED EUSKIRCHEN RR BRIDGE PRIMARY

SECONDARY

M.P.I. Center of bridge.

A.P. Same as MPI.

C. NO. AND TYPE OF A/C DISPATCHED 10 A-20's (3 Window) 29 A-26's NO. OF A/C ATTACKING 35

D. BOMBING BY 3's, 6's, 12's, 18's 6's IN FOLLOWING ORDER 1,2,4,6,5

E. NO. AND SIZE OF BOMBS DROPPED 111 x 1000 GP 28 x 500 GP SPACING 1/10 -- 1/100

F. HEADING OF A/C WHEN BOMBS DROPPED 75 deg. M.

G. TIME BOMBS DROPPED 1411

H. ACTIVITY AT TARGET

Large number of cars in M/Y.

I. RESULTS OF BOMBING:

BOX I - FLT. A: EXCEL. (VISUAL)) 65% of bombs within 1000 ft. of DMPI with center of bursts 912 ft. SW of DMPI. Bombs hit in M/Y and in fields. Hits were scored on tracks and freight cars in M/Y.

FLT. B: SUPER. All bombs of main pattern within 1000 ft. of DMPI with center of bursts on DMPI. Bombs from two ships dropped prematurely 3500 ft. SW of target hitting buildings. Main pattern of bursts blanketed DMPI with probable hits on bridge.

FLT. C:No Rating. It was impossible for this flight to make a correct bomb run and they attempted to attach themselves to Flt. A. They were still not in position when bombs were released causing bombs to hit 1350 ft. SW of DMPI. (See Bomb REpprt.)

BOX II - FLT. A: SUPER. All bombs within 1000 ft. of DMPI with center of bursts 80 ft. NW of DMPI. Excellent concentration of bombs on DMPI with probable hits on bridge.

FLT. B: UNDET. No strike photos due to violent evasive action. Visual reports state bombs fell into smoke covering target with probable excellent results.

FLT. C: UNDET. No strike photos due to violent evasive action. Visual reports stare bombs fell into smoke covering target with probable excellent results.

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

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XIB.C.S-2 Form No. 106 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 ATTACKED MILES FROM PRIMARY

DIRECTION FROM PRIMARY

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

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

E. BOMBING BY IN FOLLOWNING ORDER

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

FUSING NOSE TAIL

G. HEADING OF A/C WHEN BOMBS DROPPED DEGREES MAG.

H. TIME BOMBS DROPPED

J. ACTIVITY AT TARGET:

K. RESULTS OF BOMBING:

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UNSATISFACTORY BOMBING REPORT

GROUP 416TH BOMB GROUP

MISSION OF 21 JANUARY 1945

TO MUNSTERCAMP AN RHEIN

	NAMES	RESULTS	REASONS FOR GROSS BOMBING OR FAILURE TO ATTACK PRIMARY
BOX 1 - FLT A	Maj L.F. Dunn (P)	EXCEL.	
	Lt. W.E Brewer (B/N)		
FLT B	Lt C.S. Stanley (P)	SUPERIOR	
	F/O J.M. Blount (B/N)		
FLT C	Capt R.E. Greenley (P)	NO RATING	Trim tabs on aircraft froze in 500 feet per minute climb making it impossible to fly a correct bomb run. Flight attempted to join lead flight on bomb run. Bombardier released on lead flights bombs but was not in exact position Bombs hit to right of lead flight pattern.
	Lt R.J. Bennett (B/N)		
BOX 11- FLT A	Capt H.A. Monroe (P)	SUPERIOR	
	Lt R.L. Kirk (B/N)		
FLT B	Lt L.E. Elmgren (P)	UNSAT.	No photo coverage. Bombardier stated bombs hit into smoke of previous bombing on aiming point.
	Lt O.O. Johnson (B/N)		
FLT C	Lt Col J.G. Napier (P)	UNSAT.	No photo coverage. Bombardier synchronized on smoke of previous flights bombs. Visual reports rate bombs as excellent.
	Lt D.L. Moore (B/N)		

All flights bombed on the first bomb run.

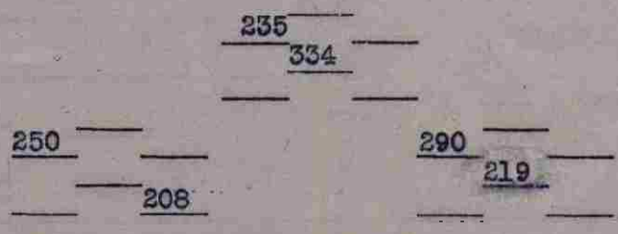
WILLIAM M. LYTLE,
Captain, Air Corps,
Group Bombardier.

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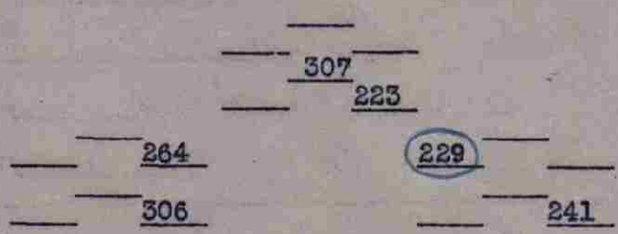
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PHOTOGRAPHIC REPORT

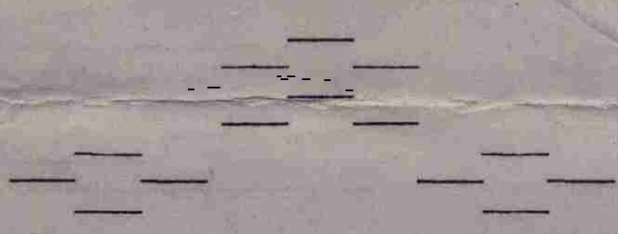
CAMERAS INSTALLED	12		GROUP 416th. Bomb Gp.(L)
CAMERAS PHOTOGRAPHING	10	91 %	WING 97th. C.B.
CAMERA FAILURES	1	9 %	DATE 21 Jan. 45
PERSONNEL FAILURES	0	0 %	
OTHERS	1		



TARGET EUSKIRCHEN R/R
ALTITUDE 11000 FEE
TRUE AIR SPEED 210 MP
GROUND SPEED 276 MP



TARGET EUSKIRCHEN R/R
ALTITUDE 10500 FEET
TRUE AIR SPEED 210 MPH
GROUND SPEED 274 MPH



TARGET
ALTITUDE FEET
TRUE AIR SPEED MPH
GROUND SPEED MPH

STRIKE ATTACK CAMERAS:

BOX NO.	A/C NO.	CAM. TYPE	F.L.	INT.	PRINTED SORTIES	UNPRINT: SORTIES:	EXPLANATION
1	235	K-24	6 3/8	0			Duplicate coverage
1	334	"	"	"			Special O.R.S.
1	290	"	"	"			Target ran off film
1	219	"	5	"			Duplicate coverage
1	208	"	6 3/8	"			" "
1	250	"	"	"	748		
2	307	"	"	"			" "
2	223	"	"	"	749		
2	229	"	7"	"			A/C aborted
2	241	"	5"	"			Target ran off film.
2	264	"	8	"			" " " "
2	306	"	7	"			" " " "

Photo coverage poor due to target running off film because of violent evasive action.

K-20 CAMERAS

Sortie No. 266 Cameraman Cpl. D.E.Neal Reason Failure

Sortie No. Cameraman Reason Failure

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1X B.Q. S-2 Form [illegible]

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED _____ _____%

CAMERAS PHOTOGRAPHIC _____ _____%

CAMERA FAILURES _____ _____%

PERSONNEL FAILURES _____ _____%

OTHERS _____

GROUP 41ST

WING 97TH CBW

DATE _____

TARGET _____

ALT. _____ ft

TRUE AIR SPEED _____ mph

GROUND SPEED _____ mph

TARGET _____

ALT. _____ ft

TRUE AIR SPEED _____ mph

GROUND SPEED _____ mph

TARGET _____

ALT. _____ ft

TRUE AIR SPEED _____ mph

GROUND SPEED _____ mph

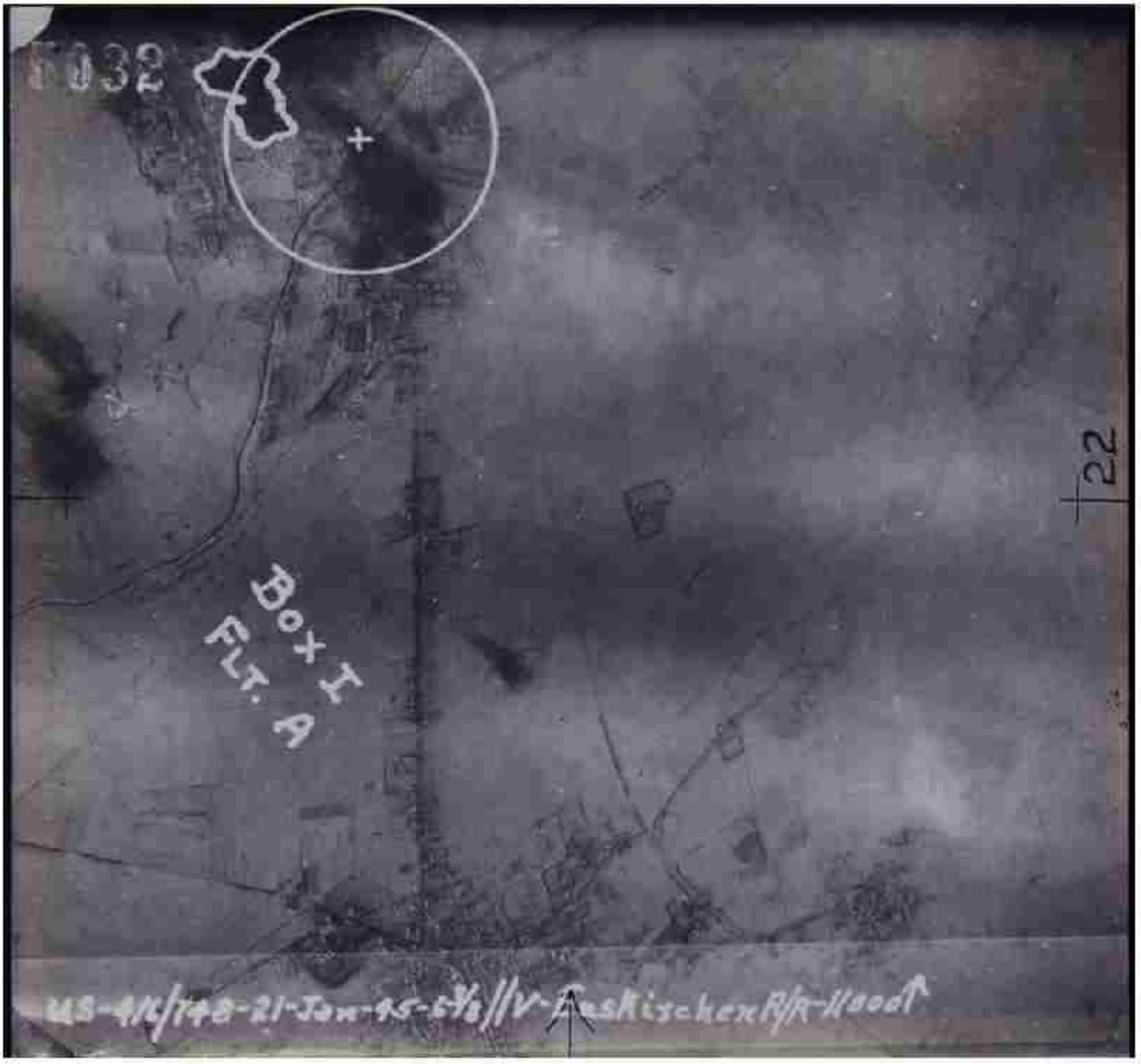
BOX NO.	A/C NO.	CAM. TYPE	F.L.	INT.	PRINTED SORTIES	UNPRINT. SORTIES	EXPLANATION

REMARKS:

_____
Photographic Officer

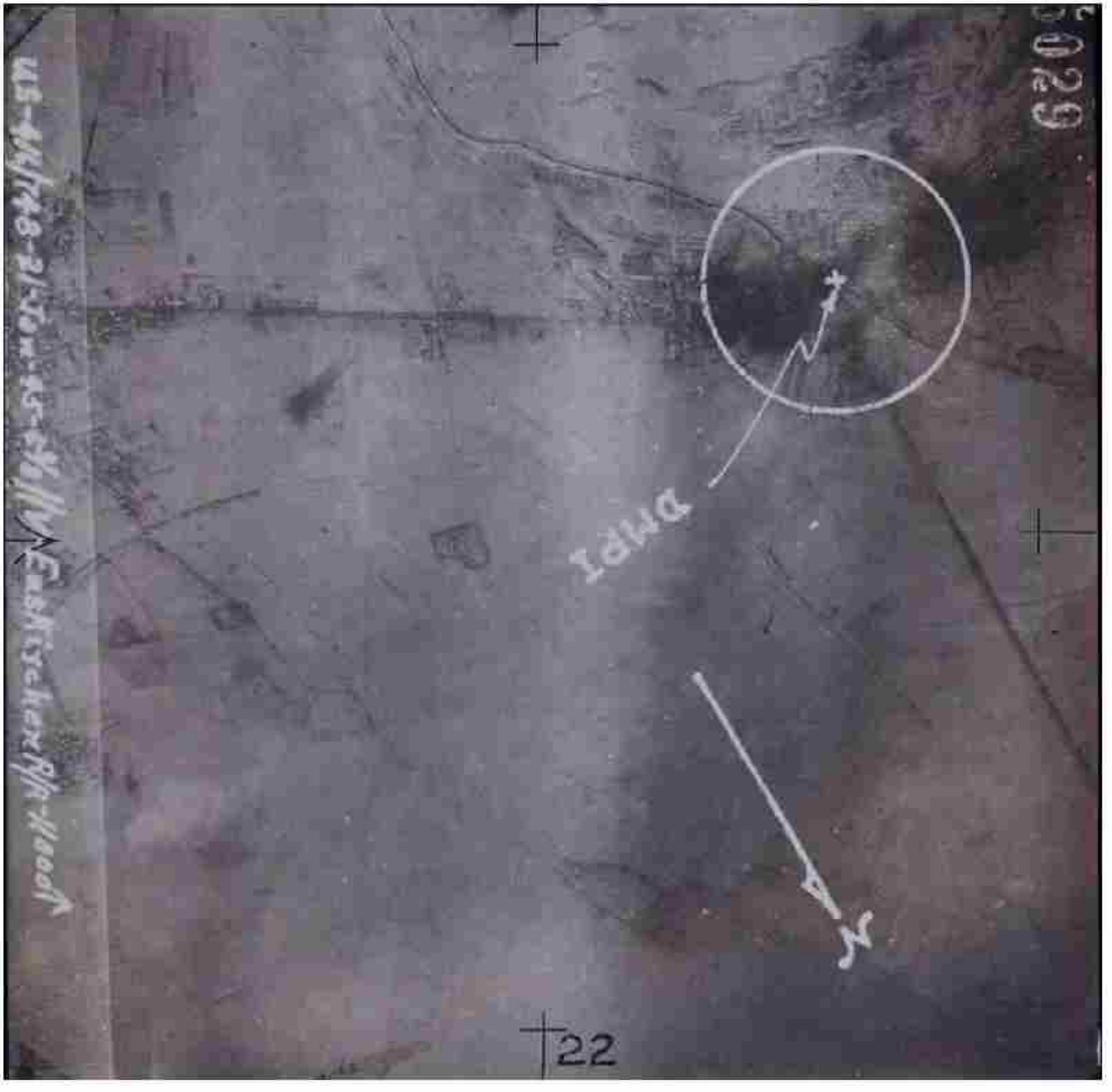
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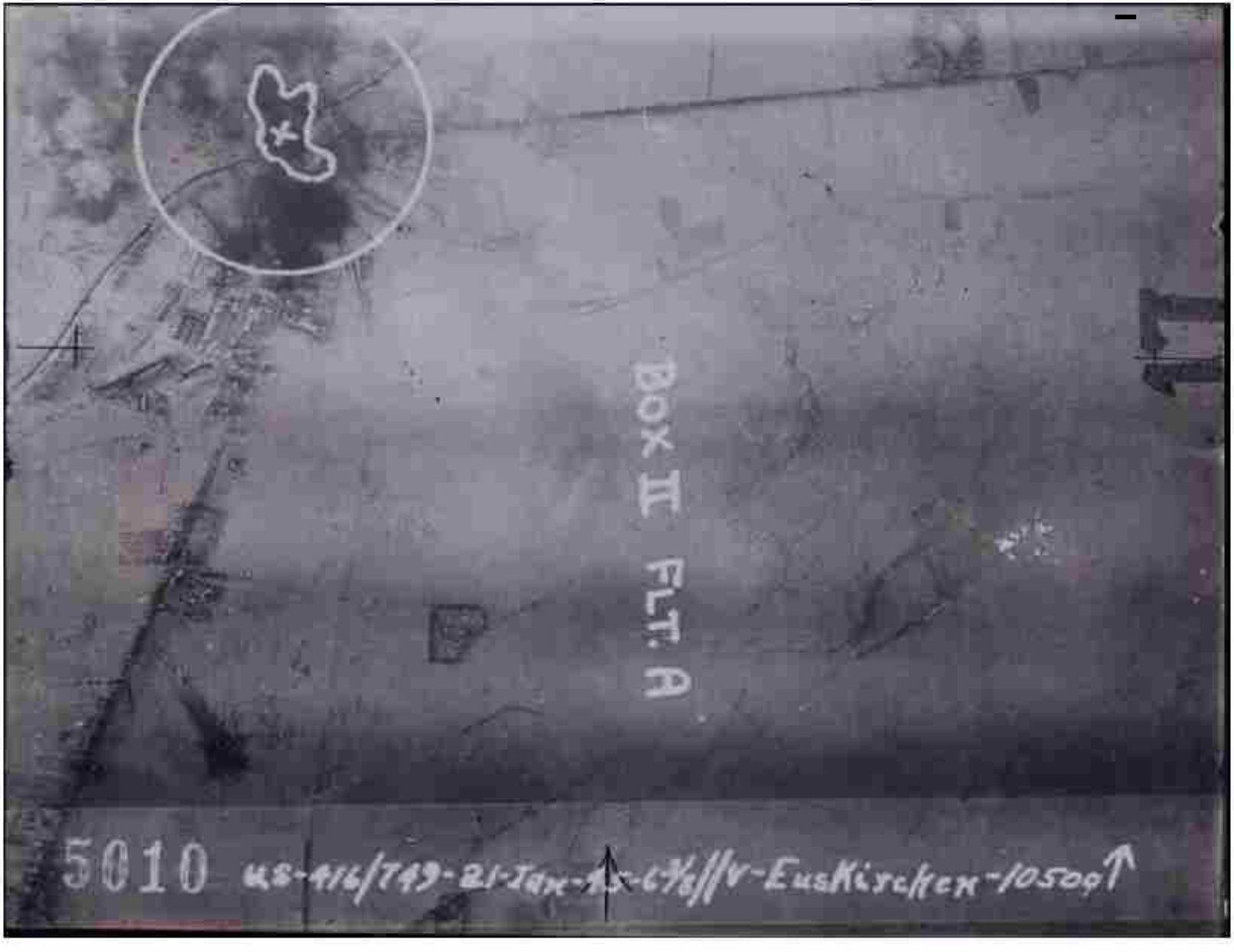
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NINTH AF CONSOLIDATED REPORT IX BD/SA 818

(A) TARGET: EUSKIRCHEN (RR BRIDGE) 4416/31 - WF/34262950
(B) SORTIE: US 416/266-748-749
(C) DATE: 21 JAN 45 TIME: 1411 A
(D) ATTACKING A/C: 35 A-20's AND A-26's BY 6's, 3 WINDOW
(E) BOMBS: 111/1000 GP 1/10 N., 1/100 T.
28/500 GP
(F) COVER: TARGET IS COVERED ON FAIR QUALITY PRINTS.
(G) RESULTS OF BOMBING: OF FOUR BOMB PATTERNS SEEN, TWO EXTEND DIRECTLY OVER THE RR TRACKS AND ACROSS THE DESIRED MPI, THE THIRD EXTENDS OVER FACTORY BUILDINGS SW OF THE TARGET, THE FOURTH IS WSW ALONG THE EDGE OF THE M/Y. BOX II B AND C HAD NO PRINT COVERAGE.

(H) ACTIVITY:

(I) ANNOTATED PRINT: 0006 SORTIE: US 416/266

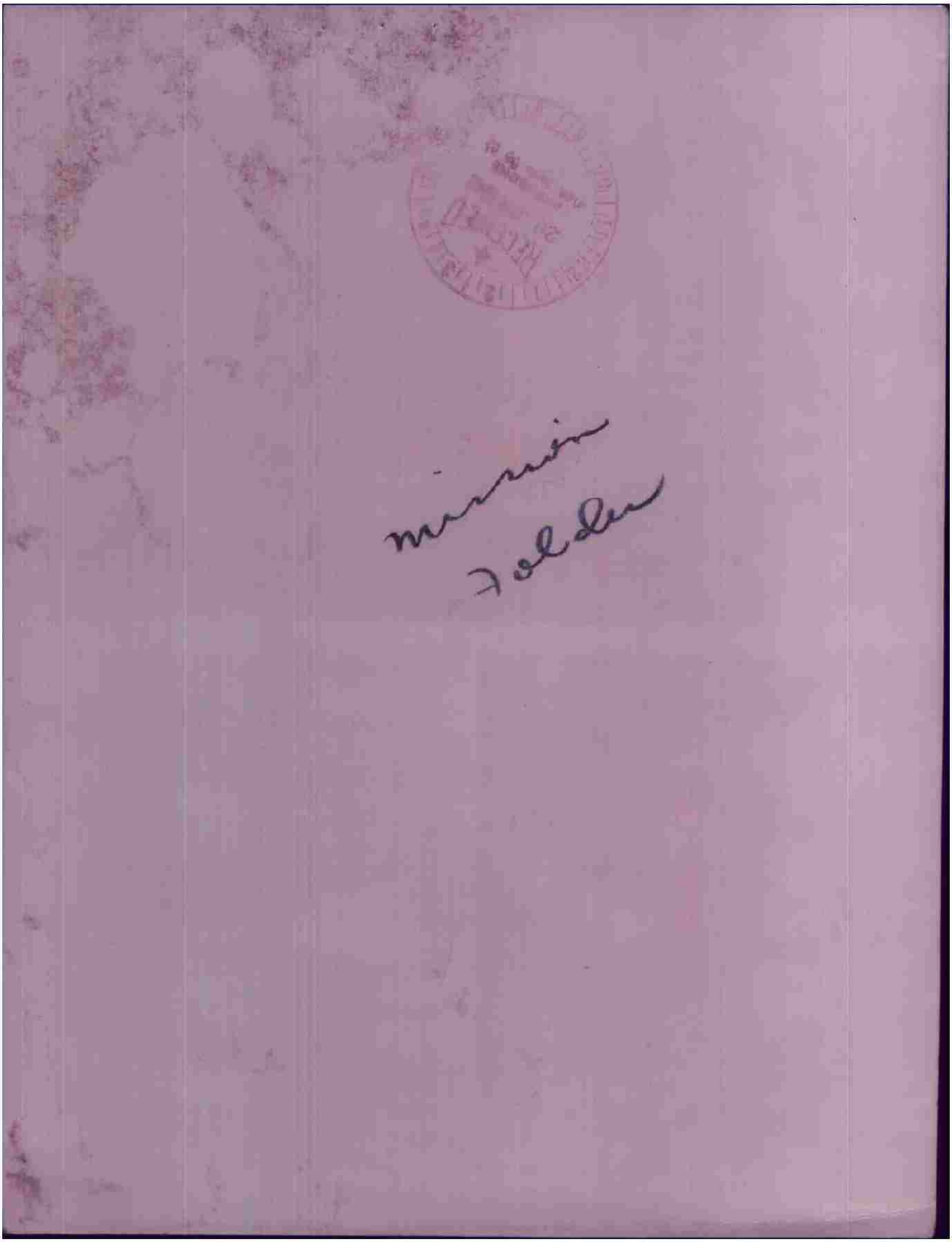
NOTE: RECTANGLE ENCLOSES BOMB PATTERN AREA.
DISTRIBUTION: S/A

CONFIDENTIAL
DET "J" 20th PID
AT HQ. IX B.D.



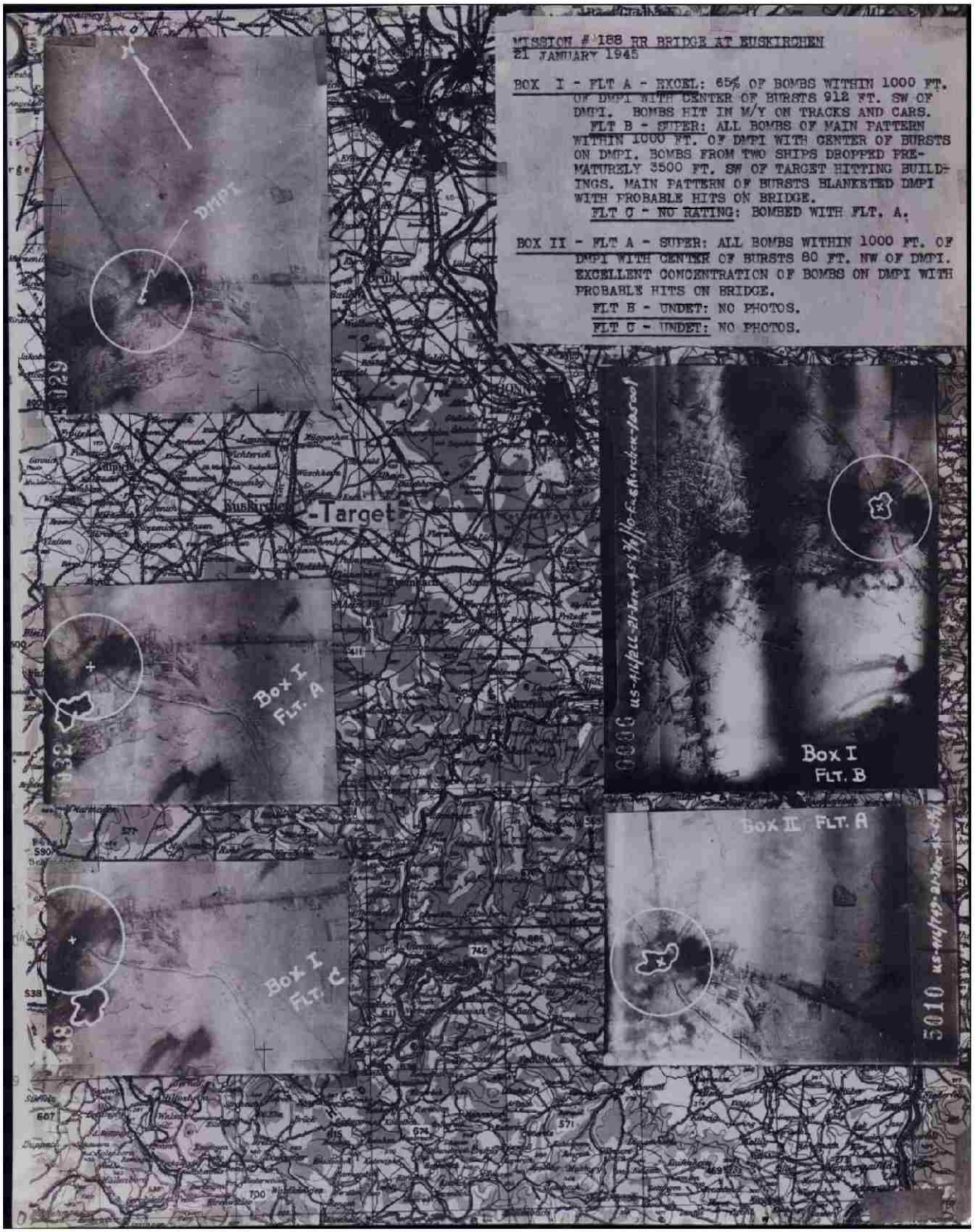
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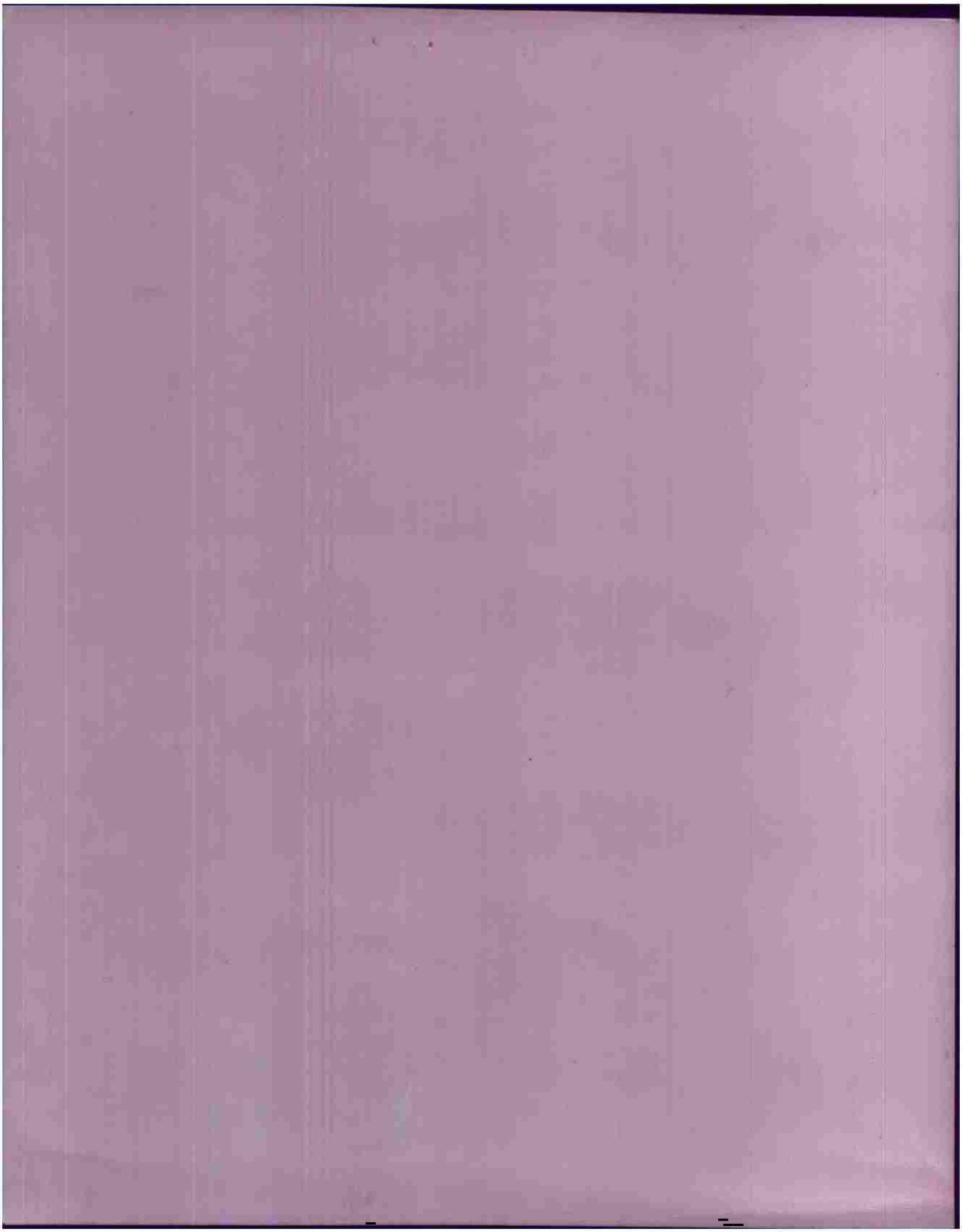
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Box #	OpsFl	Date	F/O	Target	Alt.	Box Leader	T/O / TOT / L/D	15 min.
I		1-21-45				Maj. Dunn		

for	A/C No.	Fail to Bomb Reason	ATT P	ATT S	ATT O	Bomb Disp P	Bomb Disp S	Bomb Disp J	Bomb Disp F	Bomb Disp R	A/C Dam M	A/C Dam D	A/C Dam A	A/C Dam AC	E/A B	E/A E	Pers. D	Pers. F	Pers. D	Pers. K	Pers. W	Pers. M
A	073	500 x 4				4							✓									
1	222	1000 x 4				4																
3	235					4							✓									
4	334					4							✓									
5	315	Hyd Mechanical				3			1													
6	224					4							✓									
1	439					4																
2	188	Mechanical				2				2	Fuel from both tanks leaking. Turn away											
3	390					4																
4	219					4							✓									
A	233					4							✓									
2	259					4																
1	106					4																
2	265					4							✓									
3	250					4																
4	326					4							✓									
5	208					4																
6	313					4																
1	234	Spare				4																

3 12 1

073 Dunn

225 Potapy 222 Musgrove

334 Warren

224 Turner 315 Shelley

106 Greenley 439 Stanley

250 Fare 265 Winn 390 Hales 188 Jacobsen

326 Herman 219 Harris

313 Johnsen 208 Nelson 259 Russell 233 Pruchar

234 Spare Muchow

1st A/C off 1219
Last A/C down 1553

Dispatched
A-20's-10 (incl 3 aborts)
A-26's-29
Total: 39

A-20 = 38 x 500
A-26 = 112 x 1000
Returned A-26's 4 x 1000

Damage "A" = 12
"AC" = 1

K 320 320

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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	_____	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).

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Box #	CpsFl	Date	F/O	Target	Alt.	Box Leader	T/O	15 min.
II		1-21-45				Capt Monroe	TOT	
							L/D	

A/C		Fail to Bomb	ATT			Bomb Disp					A/C Dam					E/A				Pers.		
Pos	No.	Reason	F	S	O	F	S	J	F	R	W	D	A	AC	B	E	D	F	D	K	W	M
1	467					4																
2	185					4							✓									
3	337	Not Airborne																				
4	307					4																
5	223					4																
6	239					4							✓									
1	024					4																
2	354	Not Airborne																				
3	229	Returned Early Engine Trouble																				
4	292					4							✓									
5	241					4							✓									
6	238	Jettisoned				3					1		✓									
1	063	500				4																
2	264					4																
3	328					4																
4	252					4																
5	306					4																
6	221					4																
1	237					4																

1

241 A

467 Monroe

337 Baranosky ✓ 185 Singeltary

307 Johnson

239 ✓ Cooke 223 Tavernier

063 Hagen 024 Ritenour

328 Martin 264 Van Rope 229 Auerstone 354 Beach

252 Sapela 292 ✓ Smith, J. F

221 Weinert 306 Anderson 238 ✓ Willard 241 ✓ Johnson, R.

237 Spec Cooke

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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	_____	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).

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Windsor

Box #	OpsFl	Date	F/O	Target	Alt.	Box Leader	T/O TOT L/D	15 min.

A/C		Fail to Bomb	ATT			Bomb Disp				A/C Dam				E/A				Pers.		
Pos	No.	Reason	P	S	O	P	S	J	F	R	M	D	A	AC	B	E	D	P	D	K	W	M
1	026																					
2	614																					
3	023																					

026
Mish
023 614
McCready Browning

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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	_____	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).

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To: CG, 9th Bomb. Division, Attn A-2
CG, 97th Combat Wing, Attn A-2

From: 416 Bomb Group

Operation for 21 January 1945

A. 416 B.G.
B. EUSKIRCHEN, RAILROAD BRIDGE
C. 10 A-20's and 29 A-26's
D. 7 A-20's and 28 A-26's ATTACKED PRIMARY
E. 1 A-26 returned early due to engine trouble.
3 A-20's carried window only.
F. 28 x 500 GP's on primary by 7 A-20's
11 x 1000 GP's on primary by 28 A-26's
4 x 1000 GP's returned. — each load of rack
1 x 1000 GP at K 320200 — bomb bomb doors open
This report does not include PFF A/C.
Bombing was visual by flights.

G Flight 1. Bombed first. Fair.
Flight 2. Bombed ~~second~~. Good
Flight 3. Bombed on flight 1 due to elevator trim freezing.
~~Bombs fell in good pattern in town.~~
Flight 4 Bombed third. Unobserved due to smoke of previous flights
Flight 5. Bombed ~~four~~ fifth. ~~Hit Acceptable~~ Unobserved.
Flight 6. Bombed fourth into smoke of previous flights

H. 12 A/C damaged BY FLAK cat. "A" (1 A-20 - 11 A-26).
1 A/C damaged BY FLAK cat. "AC" (1 A-26)

I. nil

J. Moderate accurate HFF for Box I in target area to turn off target.
Weak inaccurate HFF for Box II in same area

K 0-0-0

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RECEIVED
21 JAN 1945
INTELLIGENCE
416th Bomb Group

ITA JEA V JKI JKI 12/21 P P

FROM 416TH BOMB GROUP (L) 21/1805A

TO CG, 9TH BOMB DIVISION, ATTN: A-2
CG, 97TH COMBAT WING, ATTN: A-2

OPSLASH FOR 21 JANUARY 1945

CONFIDENTIAL BT

J-294-D

A. 416 BG
B. EUSKIRCHEN RAILROAD BRIDGE
C. 10 A-20'S AND 29 A-26'S
D. 7 A-20'S AND 28 A-26'S ATTACKED PRIMARY
E. 1 A-26 RETURNED EARLY DUE TO ENGINE TROUBLE.
3 A-20'S CARRIED WINDOW ONLY.
F. 28 X 500 GP'S ON PRIMARY BY 7 A-20'S
111 X 1000 GP'S ON PRIMARY BY 28 A-26'S
4 X 1000 GP'S RETURNED
1 X 1000 GP AT K 320200 (MECHANICEL MALFUNCTION OF RACK CAUSED BOMB TO FALL ON TO BOMB BAY DOORS, FORCING THEM OPEN)
THIS REPORT DOES NOT INCLUDE PPF A/C
BOMBING WAS VISUAL BY FLIGHTS
G. FLIGHT 1. BOMBED FIRST. FAIR
FLIGHT 2' BOMBED SECOND. GOOD
FLIGHT3. BOMBED ON FLIGHT 1 DUE TO ELEVATOR TRIM FREEZING.
FLIGHT 4 BOMBED THIRD. UNOBSERVED DUE TO SMOKE OF PRJVIOUS FLIGHTS.
FLIGHT 5. BOMBED FIFTH. UNOBSERVED.
FLIGHT 6. BOMBED FOURTH INTO SMOKE OF PREVIOUS FLIGHTS.
H. 12 A/C DAMAGED CAT "A" (INCLUDING 1 - A-20 , 11 - A-26'S)
1 A/C DAMAGED CAT "AC" (A26)
I. NIL
J. MODERATE ACCURATE HFF FOR BOX I IN TARGET AREA TO TURN OFF TARGET.
WEAK INACCURATE HFF FOR BOX II IN SAME AREA.
K. IX 1-0-0 (1-ME 109 REPORTED AT 9000 FT. APPROX. 1 MILE N.E. OF TARGET DID NOT MAKE AR PASS AT FORMATION AND WAS SOON LOST FROM SIGHT)
L. 11000 - 12000
M. 1410 - 1412

BT 1805A
WFG BBBB

ITA R.....21/1838A RB K
JEA R.....21/1838A WCB KK

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ITA JEA V JKI JK 18/21 OP-OP

FROM HQS 416TH BOMBARDMENT GROUP (L) 21/2325A
TO 9TH BOMBARDMENT DIVISION (M) ATTN: A-2, P/I
97TH COMBAT WING ATTN: A-2 DUTY OFFICER

SECRET BT

JA302-D
FIRST PHASE S/A REPORT

B. EUSKIRCHEN RR BRIDGE

G. 1411

J. BOX I - FLT. A: EXCEL. 65 PERCENT OF BOMBS WITHIN 1000 FT.
(VISUAL) OF KMPI WITH CENTER OF BURSTS 912 FT. SW OF DMPI.
BOMBS HIT IN MARSHALLING YARD AND IN FIELDS. HITS WERE
SCORED ON TRACKS AND FREIGHT CARS IN M/Y.
FLT. B: SUPER. ALL BOMBS OF MAIN PATTERN WITHIN 1000 FT.
OF DMPI WITH CENTER OF BURSTS ON DMPI. BOMBS FROM TWO
SHIPS DROPPED PREMATURELY 3500 FT. SW OF TARGET HITTING
BUILDINGS. MAIN PATTERN OF BURSTS BLANKETED DMPI WITH
PROBABLE HITS ON BRIDGE.
FLT. C: NO RATING. IT WAS IMPOSSIBLE FOR THIS FLIGHT
TO MAKE A CORRECT BOMB RUN AND THEY ATTEMPTED TO ATTACH
THEMSELVES TO FLT. A. THEY WERE STILL NO IN POSITION WHEN
BOMBS WERE RELEASED CAUSING BOMBS TO HIT 1350 FT. SW OF
DMPI.

BOX II - FLT. A: SUPER. ALL BOMBS WITHIN 1000 FT. OF DMPI WITH
CENTER OF BURSTS 80 FT. NW OF DMPI. EXCELLENT CONCENT-
RATION OF BOMBS ON DMPI WITH PROBABLE HITS ON BRIDGE.
FLT. B: UNDET. NO STRIKE PHOTOS DUE TO VIOLENT EVASIVE
ACTION . VISUAL REPORTS STATE BOMBS FELL INTO SMILE
COVERING TARGET WITH PROBABLE EXCELLENT RESULTS.
FLT. C: UNDET. (SAME AS FLT. B., BOX II.)

K. BOX I - FLT. C: NO RATING. TRIM TABS ON AIRCRAFT FROZE IN 500
FT. PER MINUTE CLIMB MAKING IT
IMPOSSIBLE TO FLY A CORRECT BOMB
RUN, FLIGHT ATTEMPTED TO JOIN LEAD
FLIGHT ON BOMB RUN. BOMBARDIER
RELEASED ON LEAD FLIGHTS BOMBS BUT
WAS NOT IN EXACT POSITION. BOMBS
HIT TO RIGHT OF LEAD FLIGHT PATTERN.

M. (1) 10 91 PERCENT
(2) 1 9 PERCENT
(3) 0 0 PERCENT

BT 212325A
FD BBBB TO JEA ONLY
CORRECTION: UNDER PARAGRAPH "J" IN SECOND LINE, THE SECOND GROUP
SHOULD READ "DMPI" INSTEAD OF "KMPI"
ITA R.....212347A JLP G KKK

JEA R.....21/2347A LEG KKKK

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USAAF FORM 34A

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SECRET
AUTH: CO STA
DATE:
INIT:

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

TO:

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

Ref : Oprep A No. [redacted] for 24 hrs. ending midnight [redacted]
Mission or Operation No. [redacted]

A. Short Narrative of Operation:
Target [redacted]
Place of take-off [redacted]
Place of landing [redacted]
Take-off time [redacted] Landing time [redacted]
Time over target [redacted] Bombing Altitude [redacted]
Nature of mission [redacted] Other [redacted]
Weather [redacted]
Results [redacted]
Enemy opposition [redacted]

B. Type & model of aircraft:

1. Dispatched [redacted]

2. Attacking target (indicate target) or completing mission.
[redacted]

3. Abortive due to:
(1) Weather: [redacted]
(2) Personnel: [redacted]
(3) Mechanical: [redacted]
(4) Other: [redacted]

4. Missing (i.e. cause and place unknown) [redacted]

5. Destroyed - before reaching target [redacted]
giving cause w here known [redacted]

6. Destroyed - over or after leaving [redacted]
target giving cause w here known [redacted]

7. Damaged (give category & cause) [redacted]

8. Sorties [redacted]

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USAAF FORM 34A (cont'd) SECRET

D. Total operational flying hours
a. Day (Sunrise to sunset) A-20's 34:50
A-26's 9:40

b. Night (Sunset to sunrise) None

E. Ammunition by calibres:
a. Total carried into air A-20's 15,000 x .50 Calibre
A-26's 65,000 x .50 Calibre
b. Expended on operations None
c. Lost on wrecked or missing a/c None

F. Bombs, flares, etc. used:
a. Total carried into air: A-20's - 20 x 500 GP Fuses 1/10th 1/100th
A-26's -116 x 1000 GP Fuses 1/10th 1/100th

b. Expended on operations: A-20's - 20 x 500 GP's
(List targets separately) A-26's -111 x 1000 GP's

c. Jettisoned A-26 - 1 x 1000 GP

d. Lost or wrecked on missing a/c None

e. Total Returned A-26's - 4 x 1000 GP's

G. Own Personnel Casualties:

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

H. Enemy aircraft by type or description (tentative claims):-
a. Destroyed None
b. Prob. Des None
c. Damaged None

For the Commanding Officer:

GEORGE SCHENKEIN,
Captain, Air Corps,
Adjutant.

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ANNEX "A" BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 134-714

BOX 1, Flight 1 GROUP 416th DATE 21 January 45 TARGET ATTACKED Euskirchen RR Bridge

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

2. Bombing approach: 70°

3. Was mercury erection system used? YES____ NO X

4. Did entire (~~XXXX~~ (flight) drop on lead bombardier? YES X NO___

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

5. Name of lead Bombardier: Lt. W.E. Brewer

6. Name of lead Pilot: Major L.F. Dunn

7. Intervalometer setting: Minimum
8. Indicated Air Speed: 210 Ground Speed: 277 Altitude: 12,000
9. Length of bomb run: 30 Sec:
10. Bomb Load and Fusing per A/C: A-20's 4 x 500 lb. FUSED 1/10 N
A-26's 4 x 1000 " 1/100 T
11. Total Bombs Dropped: A-20's - 8 x 500
A-26's - 43 x 1000
12. Full statement of all factors affecting bombing - including: -

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

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

(c) Did Flak affect bombing? YES____NO X. If answer is "YES" state to what extend did Flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing?
None
(e) State any difficulties on bombing run:
None
(f) Malfunctions, personnel errors or other factors affecting bombing:
None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO____

Results claimed: EXCEL X GOOD___ FAIR___ POOR___ GROSS___

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ANNEX "A" BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 134-714

BOX 3, Flight 2 GROUP 446th DATE 21 January 45 TARGET ATTACKED Saarbrucken Saarkirchen RR Bridge

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

2. Bombing approach: 87°

3. Was mercury erection system used? YES____ NO X

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

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

5. Name of lead Bombardier: F/O J.H. Blount

6. Name of lead Pilot: Lt. C.E. Stanley

7. Intervalometer setting: Minimum
8. Indicated Air Speed: 210 Ground Speed: 276 Altitude: 12,200
9. Length of bomb run: 20 Sec:
10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T (A-20's)
11. Total Bombs Dropped: A-20's - 4 x 500 4 x 1000 lb. Fused 1/10 N 1/100 T)A-26's)
A-26's - 18 x 1000
12. Full statement of all factors affecting bombing - including: -

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

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

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

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

(e) State any difficulties on bombing run:
None

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

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO____

Results claimed: EXCEL____ GOOD____ FAIR____ POOR____ GROSS____
SUPERIOR

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S E C R E T

ANNEX "A" BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 134-714

BOX 17, Flight 1 GROUP 416th DATE 21 January 45 TARGET ATTACKED Ruskirchen RR Bridge

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

2. Bombing approach: 65°

3. Was mercury erection system used? YES____ NO X

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

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

5. Name of lead Bombardier: Lt. R.L. Kirk

6. Name of lead Pilot: Captain H.A. Monroe

7. Intervalometer setting: Minimum
8. Indicated Air Speed: 210 Ground Speed: 275 Altitude: 11,400
9. Length of bomb run. 20 Sec:
10. Bomb Load and Fusing per A/C: 4 x500 lb. FUSED 1/10 N 1/100 T (A-20's
11. Total Bombs Dropped A-20's - 8 x 500 4 x 1000 lb. Fused 1/10 N 1/100T (A-26's
A-26's - 11 x 1000
12. Full statement of all factors affecting bombing - including: -

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

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

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

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

(e) State any difficulties on bombing run:
None

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

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO____

Results claimed: EXCEL____ GOOD____ FAIR____ POOR____ GROSS____
SUPERIOR

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ANNEX "A" BOMBING INFORMATION

IX B.C. FIELD ORDER NO.___

BOX ~~12, Flight 2~~ GROUP ~~416th~~ DATE ~~21 January 45~~ TARGET ATTACKED ~~Saalfeldon~~ 134-714 RR Bridge

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

2. Bombing approach: ~~99°~~

3. Was mercury erection system used? YES____ NO____ X

4. Did entire ~~(box)~~ (flight) drop on lead bombardier? YES___ NO___ X

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

~~Pre-set with corrections. C-1 Auto-Pilot not used.~~

5. Name of lead Bombardier: ~~Lt. C.C. Johnson~~

6. Name of lead Pilot: ~~Lt. J.E. Mougren~~

7. Intervalometer setting: ~~Minimum~~

8. Indicated Air Speed: ~~210~~ Ground Speed: ~~274~~ Altitude: ~~11,600~~

9. Length of bomb run: ~~15~~ Sec:

10. Bomb Load and Fusing per A/C: ~~A-20's 4 x 500 lb. FUSED 1/10 N~~ ~~A-26's 4 x 1000 " " 1/100 T~~

11. Total Bombs Dropped: ~~A-20's - 4 x 500~~ ~~A-26's - 15 x 1000~~

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

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

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

(c) Did Flak affect bombing? YES____NO X____. If answer is "YES" state to what extend did Flak affect bombing or bomb run:

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

(e) ~~None~~ State any difficulties on bombing run:

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

~~None~~

(g) Bombing results as reported by crews:

Aimed at right Target: YES X____ NO____

Results claimed: EXCEL ___ GOOD___ FAIR___ POOR___ GROSS___

~~UNOBT. - No photo coverage. Bombs dropped into smoke of previous flights' bombs.~~

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ANNEX "A" BOMBING INFORMATION

IX B.C. FIELD ORDER NO 134-714

BOX II, Flight 3 GROUP 416th DATE 21 January 45 TARGET ATTACKED Saskatchewan RR Bridge

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

2. Bombing approach: 78°

3. Was mercury erection system used? YES____ NO X

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

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

5. Name of lead Bombardier: Lt. D.L. Moore

6. Name of lead Pilot: Lt. Col. J.G. Napier

7. Intervalometer setting: Minimum
8. Indicated Air Speed: 213 Ground Speed: 273 Altitude: 11,100
9. Length of bomb run: 30 Sec:
10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T (A-20's)
11. Total Bombs Dropped: A-20's - 4 x 500 4 x 500 lb. Fused 1/10 N 1/100 T (A-26's)
A-26's - 24 x 1000
12. Full statement of all factors affecting bombing - including: -

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

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

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

(d) To what extent did attacks by enemy aircraft affect bombing?
None
(e) State any difficulties on bombing run:
None
(f) Malfunctions, personnel errors or other factors affecting bombing:
None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO____

Results claimed: EXCEL____ GOOD____ FAIR____ POOR____ GROSS____
UNOBT. - No photo coverage. Bombs dropped into smoke of previous flights' bombs.

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

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

SUBJECT: Report of Operational Use of Window.

TO : Radar Countermeasures Officer, Headquarters, 9th Bombardment Division (H), APO 140, U.S. Army.

1. R.C.M. Dispensing 35.
2. 21 January 1945.
3. Euskirchen.
4. 50° 48N 06 04E.
5. 50° 39N 06 49E.
6. 3
7. 27 Boxes.
8. 330°
9. 12,000 feet.
10. None.
11. Moderate - Heavy.
12. Accurate.
13. 1 minute.
14. 13 Ships.
15. First burst at level of window cloud. All other bursts at level of formation.

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

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Adj S-2

JKI VIA JEA V ITA JJF 2/22 OP OP

FROM 1ST PATHFINDER SQ 22/0030A
TO CG NINTH BOMB DIVISION ATT A-2
CG 97TH COMBAT WING
CG 99TH COMBAT WING
CO 409TH BOMB GROUP
CO 410TH BOMB GROUP
CO 416TH BOMB GROUP
CO 344TH BOMB GROUP
CO 386TH BOMB GROUP
OPERATIONAL PRIORITY

A. FIRST PATHFINDER SQ WITH THE 409TH BOMB GROUP WF 3530
B. EUSKIRCHEN R. R. BRIDGE
C. TWO B26'S
D. TWO B26'S PRIMARY ON EQUIPMENT
E. NONE
F. 8 X 500 GP PRIMARY
G. 1ST BOX 10/10 TH UNOBSERVED 2ND BOX 4/10 6/10 TH WITH BREAKS BOMBS OBSERVED TO HIT SLIGHTLY NORTH OFTARGET GROUP BOMBS DROPPED EAST OF TGT.
H. NONE
I. NONE
J. 1ST BOX TARGET WF 3462-2950 AREA / MEAGER TO MODERATE INACCURATE HFF RADAR CONTROLLED ZULPICH WF 2333 MEAGER ACCURATE HFF 2ND BOX TARGET AREA WF 3462-2950 MODERATE ACCURATE HFF
K. NONE
L. 13,500 AND 13,800 PRIMARY
M. 12345 AND PRIMARY

NOTE: 1ST BOX GROUP PULLED AWAY TO RIGHT HALF MIN BEFORE PFF PLANE DROPPED GROUP MADE A SECOND RUN.
NOTE : 1ST BOX ON TIME OVER TARGET
2ND BOX TWO MIN LATE GROUP BRIEFED TO CONTACT GROUND CONTROL SECTION

A. FIRST PATHFINDER SQUADRON WITH THE 416TH BOMB GROUP WF 3530
B. EUSKIRCHEN R. R. BRIDGE
C. ONE B 26
D. NONE
E. E B 26
F. 4 X 500 GP RETURNED FORMATION AND TIME ELEMENT WOULD NOT PERMIT PFF SHIP TP REJOIN GROUP PFF SHIP TURNED AT WF 2330 JUST SHORT OF TARGET
G. NONE
H. NONE
I. NONE
J. TARGET AREA WF 3430 MODERATE ACCURATE HFF
K. NONE
L. 14/500 AT TURNING POINT
M. 1358 AT TURNING POINT

NOTE: ON TIME AT IP GP CALLED GROUND CONTROL SECTION

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A. FIRST PATHFINDER SQ WITH THE 386TH BOMB GROUP WF 3228
B. EUSKIRCHEN R. R. JUNCTION AND EMBANKMENT
C. ONE B 26
D. ONE B 26 DROPPED VISUAL ON GROUP LEAD
E. NONE
F. 4 X 500 GP PRIMARY
G. 7/10TH UNOBSERVED
H. NONE
I. NONE
J. TARGET AREA WF 3228 MEAGER INACCURATE HFF
K. NONE
L. 12,500 PRIMARY
M. 1418 PRIMARY

NOTE : 8 MIN LATE GROUP CALLED GROUND CONTROL SECTION

A. FIRST PATHFINDER SQUADRON WITH THE 344TH BOMB GROUP WL 6492
B. MAYEN CENTER OF TWON
C. ONE B 26
D. ONE B 26 PRIAMRY ON EQUIPMENT
E. NONE
F. 4 / 500 GP PRIMARY
G. 10/10TH UNOBSERVED
H. NONE
I. NONE
J. NONE
K. NONE
L. 14/500 PRIMARY
M. 1500 PRIMARY

A. FIRST PATHFINDER SQUADRON WITH THE 410TH BOMB GROUP WL 6592
B. MAYEN M/Y
C. ONE B 26
D. ONE B 26 PRIMARY NORDEN ON SECOND RUN BECAUSE PFF EQUIP FAILURE
AND CASUAL NORDEN
E. NONE
F. 2 X 500 GP PRIMARY TWO BOMBS HUND UP
2 X 500 GP ON CASUAL PROBABLE TWON BERGWEILER WL 3553
G. UNOBSERVED
H. NONE
I. NONE
J. TARGET AREA WL 6392 MEAGER ACCURATE HFF
K. NONE
L. 13,500 PRIMARY 13,000 CASUAL
M. 1438 PIRMARY 1455 CASUAL

CO 1ST PATHFINDER SQ PROV

BT 22/0030A
DWE
RELAYED BY CW
AR

JPO R.....

JKI RM.....22/0905A WJF TIX TIC PLS

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HEADQUARTERS
9TH BOMBARDMENT DIVISION (M)

APO # 140
22 January 1945

MISSION SUMMARY # 12

21 January 1945 Section I Field Order 714

GROUP	TARGET	MISSION RESULTS
409 BG	Euskirchen (F 343295) Railroad Bridge	Box I - Flight A - Excellent Flight B - A.P.N.B. Flight C - Excellent Box II - Unsat. (FFF)
416 BG	Euskirchen (F-343295) Railroad Bridge	Box I - Flight A - Excellent Flight B - Superior Flight C - A.P.N.B. Box II - Flight A - Superior Flight B - Undet. Flight C - Undet.
386 BG	Euskirchen (F-316286) Railroad Junction	Box I - Excellent Box II - Excellent
410 BG	Mayen (L-649923) Marshalling Yard	Box I - Superior Box II - Undet.
344 BG	Mayen (L-633923) Defended Village)	Box I - Unsat. (FFF) Box II - Flight A - No attack Flight B - No attack Flight C - Unsat. (FFF)
322 BG	Mayen (L-633923) Defended Village	No attack

One group was recalled during take-off because of an accident on runway.

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GROUP ACTIVITY.

Five groups attacked one railroad bridge, one road junction, one marshalling yard and a defended village, resulting SUPERIOR to UNSATISFACTORY results.

Buskirchen (Railroad Bridge)

409 BG: 43 a/c dispatched, (including 32 A-26, 9 A-20, 2 B-26 FFF), 38 (including 29 A-26, 6 A-20, 3 B-26) dropping 31 x 500 GP, 118 x 1000 GP on primary. 3 window a/c.

2 a/c failed to bomb: (A-26) mechanical.

No losses, 12 a/c battle damaged, 1 crewman wounded.

Bombing by box and flights (Box I by flights on group lead, Box II by box on CFF) from 12,000 - 13,500 feet.

Box I - Flight A. EXCELLENT. Approximately 75% of bombs within 1000' radius of DMPI. Main portion of pattern is in excellent concentration approximately 800' WNW of DMPI. There are possible near misses to the rail lines leading to the bridge approaches from the W. Pattern also blankets approximately 400 feet of a main east-west road in Buskirchen and also a roundhouse at the eastern choke point of Buskirchen M/Y. The road appears to be in use. One isolated burst landed on or near installations in a factory area approximately 1 000' SE of DMPI.

Flight B. A.P.M.S. Sight was frozen and target was observed through sight. Rather than attempt to bomb on "Gee" or MPIs, bombardier made run with frozen sight. Center of good pattern is approximately 2600' W of DMPI. Main portion of pattern blanketed and probably cut or severly damaged what appears to be the through lines in Buskirchen M/Y. Further damage was done to goods wagon in and near the area of the strikes. One isolated burst landed on or near some factory buildings S of M/Y.

Flight C. EXCELLENT: 100% of bombs within 1000' radius of DMPI. Excellent concentration centered approximately 500' E of DMPI. Eastern portion of pattern blankets the bridge and early photos show one direct hit or very near miss to western end of bridge. Remainder of pattern blankets eastern approaches, the rail over road bridges, and approximately 650' of a main road passing under the rail lines and leading to the SE.

Box II - UNSATISFACTORY. No bombs within 1000' radius of DMPI. Dispersed pattern in open field area approximately 3900' S of DMPI.

416 BG: 40 a/c dispatched (including 29 A-26, 10 A-20, 1 B-26 FFF), 35 (including 28 A-26, 7 A-20) dropping 28 x 500 GP, 111 x 1000 GP on primary. 3 window a/c.

2 a/c failed to bomb: 1 (A-26) mechanical; 1 (FFF) other - did not have time to rejoin group after pulling out of formation when group chose to bomb visually.

No losses, 13 a/c battle damaged, no casualties.

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

Box I - Flight A. EXCELLENT. 65% of bombs within 1000' of DMPI with center of bursts 910' NW of DMPI. Bombs hit in M/Y and in fields. Hits were scored on tracks and freight cars in M/Y.

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Flight B. SUPERIOR. All bombs of main pattern within 1000' radius of DMPI with center of bursts on DMPI. Bombs from two a/c dropped prematurely 3500' SW of target hitting buildings. Main pattern of bursts blanketed DMPI with probable hits on bridge.

Flight C. A.P.N.B. It was impossible for this flight to make a correct bomb run and they attempted to attach themselves to flight A. They were still not in position when bombs were released causing bombs to hit 1350' SW of DMPI.

Box II - Flight A. SUPERIOR. All bombs within 1000' of DMPI with center of bursts 80' NW of DMPI Excellent concentration of bombs on DMPI with probable hits on bridge.

Flight B. UNDETERMINED. No strike photos due to violent evasive action. Visual reports state bombs fell into smoke covering target with probable excellent results.

Flight C. UNDETERMINED. (Same as Flight B, Box II).

Euskirchen (Railroad Junction)

386 BG: 39 a/c dispatched (including 1 PFF), 33 dropping 249 x 500 Comp "BW, 4 x 500 GP on primary. 3 window a/c.

3 a/c failed to bomb: 1 weather - lost formation; 2 mechanical.

No losses, 11 a/c battle damaged, 1 crewman wounded.

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

Box I - EXCELLENT. Approximately 50% of both boxes bursts are
and within 1000' radius of DMPI. Bombs fell in scattered
Box II - pattern. DMPI is well covered by bursts of about two flights with hits on RR junction and tracks leading to junction. Bursts also occur on RR tracks 1400' SE of DMPI with possible damage to this line. Bombs from one flight fell 1900' S of DMPI with hits on main highway between Euskirchen and Euenheim. Rest of bursts occur in snow covered field. Box II bombed on leader of Box I because of radio malfunction.

Mayen (Marshalling Yard)

410 BG: 43 a/c dispatched (including 1 PFF), 36 dropping 207 x 500 GP on primary. PFF a/c dropped two "hung-up" bombs on what is believed to be Beigweiler (L-350530). 1 jettisoned 6 x 500 GP (fused) 10 miles SE of Trier (L-313163) (enemy territory) when one engine cut out. Bomb disposition unknown of 1 a/c which crash-landed. 3 window a/c.

2 a/c failed to bomb: mechanical.

1 a/c released safe 1 x 500 GP 5 miles SE of Coulommiers (S-585316) because of mechanical malfunction. Bomb hung up at target.

1 a/c, mentioned above, crash-landed 6 miles S of Arlon (P-613228). Pilot was slightly injured. Reason for crash-landing is unknown as crew has not returned to base.

No losses, further damage or casualties.

Bombing by boxes on group lead from 12,600 - 13,500 feet.

Box I - SUPERIOR. 100% of bombs within 1000' radius of DMPI. Irregular pattern centered 220 feet east of DMPI. Pattern blankets width of yard and extends over approximately 1000' of track causing probable damage to rail lines and to a number of freight cars in yard and scoring probable hits on a main highway running along the Southern edge of the yard.

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Box II - UNDETERMINED. No photographic coverage. Shutters were frozen on all cameras. Bombardier reported majority of bombs fell inside I/Y.

Mayen (Defended Village)

344 BG: 38 a/c dispatched (including 1 FTR), 23 dropping 4 x 500 GP, 163 x 500 Comp "B" on primary. 3 window a/c.

12 a/c failed to bomb: weather - returned from Chateau Thierry (U-232588) because of extreme icing conditions at 8700' during ascent through clouds.

1 a/c is missing. One window a/c was last seen on single engine with left engine smoking just SE of Vernkastel (L-571452). 7 crewmen are missing.

No losses, battle damage or further casualties.

Bombing by box on 1 FW from 12,500 feet.

Box I - U/C FACTORY. No bombs within 1000' radius of DEPT. Split concentration fell in open fields and wooded area 2 miles NE of T/A at L-45993 (3/4 miles East of Ettringen. Ground station reports poor release as slot was off beam when release signal was sent.

Box II - Flights A and B - NO ATTACK. Flights became separated from formation in overcast and returned to base.

Flight C - U/C FACTORY. Joined Box I and bombed with that unit.

322 BG: 20 a/c dispatched. None bombed.

All a/c recalled during take-off. FTR a/c skidded off runway and prevented other a/c from becoming airborne when it was damaged by a group a/c attempting to take off.

No losses, further damage, no casualties.

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Section II

A/C OFF			223
	A/C Bombing	166	
	A/C Failing to Bomb	28	
	A/C Recalled (Weather)	13	
	Other		
	Window 15		
	Bombs of 1 A/C Unaccounted for	16	
TOTAL			223

Bombs on Enemy Territory		288.00
Total Bombs to Date		100,949.44

A/C Lost	0	
A/C Missing (344 BG)	1	
A/C Crash-Landed (410 BG)	1	
A/C Battle Damaged	36	19.57%
Killed	0	
Wounded	2	
Missing	7	
Injured	1	
Claims	0	

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FAILURES TO BOMB

GROUP	NO. A/C	CLASSIFICATION	REASON
409	2 (A-26)	Mechanical	1 - Electrical system out. 1 - Reason undetermined at time of this report.
416	1 (A-26)	Mechanical	Engine trouble.
	1 (PFF)	Other	Peeled out of formation when Group took lead to bomb visually and did not have time to rejoin formation.
386	2	Mechanical	1 - Left prop out. 1 - Left engine cutting out.
410	2	Mechanical	1 - Both engines cutting out. 1 - Engine cutting out and low oil pressure.
322	20	Other	Recalled when PFF a/c skidded off runway and was damaged by a/c attempting to take off later, thus preventing all formation from becoming airborne.

OBSERVATIONS

WEATHER: Knettishall — 409 BG: 10/10 altocumulus, top 8000 feet over target and to west and south. Visibility 20 miles on bomb run.

416 BG: 5/10 cumulus, top 8-10,000 feet, clear over target. Visibility 8-10 miles.

386 BG: Clear. Visibility 10-15 miles.

Haven — 410 BG: 6/10 altocumulus, top 10,000 feet. Visibility 15 miles.

344 BG: 7/10 to 8/10 stratocumulus and cumulus, tops 13,000 feet. Visibility unrestricted.

S/A PHOTO REPORT

GROUP	CAMERAS PHOTOGRAPHING	CAMERA FAILURES NO.	CAMERA FAILURES PERCENT	PERSONNEL FAILURES NO.	PERSONNEL FAILURES PERCENT
409	89%	1	11%	0	0
416	91%	1	9%	0	0
386	100%	0	0	0	0
410	0	10	100%	0	0
344	100%	0	0	0	0

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FLAK ANALYSIS ANNEX

A/C OVER ENEMY TERRITORY	184
A/C LOST TO FLAK	0
A/C BATTLE DAMAGED	36
% A/C BATTLE DAMAGED	19.57%

Euskirchen RR Bridge — 403, 416, 386 Gp.

A/C Lost to Flak	0
A/C Battle Damaged	36
% A/C Battle Damaged	30.5%

Moderate accurate heavy flak was encountered just before the target was reached and continued for about 45 seconds. All three groups reported that the flak was accurate for the first box but inaccurate for the second box. This reaction was probably due to the boxes being close enough together so that the gunners did not have time to shift their fire to the second box and engage effectively. Flak at the target was as anticipated as our field artillery was able to bring effective counter-battery fire on the flak guns that are located from the battle line to the area near Ulpienich south to Lessenich (F-2731 to F2725).

Mayen M/Y and Village — 344, 410 Gp.

A/C Lost to Flak	0
A/C Battle Damaged	0
% A/C Battle Damaged	0

As anticipated, flak was not encountered enroute or at the target.

ENEMY AIRCRAFT REACTION

T.O.T.'s: 1355 to 1502

The 416 Group sighted an Me 109 at 9000 feet in target area. No combat was attempted by the e/a, which was soon lost to sight.

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PUBLIC RELATIONS
PRESS RELEASE

HEADQUARTERS NINTH BOMBARDMENT DIVISION, France---Smashed in two places, the 1,500-foot Hermann Goering highway bridge that spanned the Rhine River at Neuwied, is the latest link in the Germans' vast supply and communication system to fall under the weight of bombs delivered by Ninth Bombardment Division.

In a single attack, the three-span bridge was shattered by 2,000-pound bombs January 14 by B-26 Marauders of the 391st and 386th bombardment groups. Reconnaissance revealed that two of the three spans are down and an important river crossing has been denied the Germans in the Koblenz area.

The Goering bridge is one of four that have been knocked down in recent bombing attacks by Major General Samuel E. Anderson's Marauders and are now listed in the "unserviceable file" at Division Headquarters. The others are: the Ahrweiler railway bridge, which spanned the Ahr River 15 miles south of Bonn; the Bad Munster railway bridge, which spanned the Nahe River, 22 miles south of Mainz, and the Konz Karthaus railway bridge, which crossed the Saar River five miles southwest of Trier.

The Ahrweiler bridge, attacked by Marauders of the 397th and 387th groups January 14, was cut in at least three places and the approaches demolished. The Bad Munster bridge, bombed January 2 by Marauders of the 387th group, was smashed in several places. The Konz Karthaus bridge was attacked January 1 by Marauders of the 386th group and believed smashed beyond repair with all railway lines cut.

In the same period six other bridges were mauled by Ninth Air Force bombers and damaged, but reconnaissance revealed that other bombing attacks will be necessary before they are rendered completely unserviceable or knocked down.

Bombing of railway and highway bridges in Western Germany is part of an interdiction program to isolate the western battle area in cooperation with Allied ground forces now gaining the offensive. Similar interdiction bombing plans aided in the battle of Normandy and contributed to the expulsion of the Germans from France and Belgium.

--30--
19 January 1945.
Phoned to Paris 1620, Press Camp 1645.

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PUBLIC RELATIONS

PRESS RELEASE

HEADQUARTERS NINTH BOMBARDMENT DIVISION, France--Railway and supply targets at Euskirchen and Mayen, Germany, were bombed by approximately 170 Ninth Air Force bombers Sunday in their first missions in five days.

More than 60 A-26 Invaders attacked a railway bridge at Euskirchen, both visually and with pathfinders, while a smaller force of B-26 Marauders bombed railway junctions west of the town. Other Marauders bombed the town of Mayen and A-20 Havocs attacked a supply railhead at Mayen.

One formation of Invaders reported excellent results in the bombing of the Euskirchen bridge, 12 miles southwest of Bonn on an important supply route from Cologne to the German front. The bridge was left unserviceable December 23 by Marauders. Since then one of the five rail lines that crossed the River Erft at this point had been repaired. Crews reported that the "entire area was covered with bombs".

Reports indicated good results were obtained in the bombing of the Euskirchen rail junctions. "Bombs chewed up tracks and hit an intersection", said 1st Lt. Willis A. Bosser, 1451 North Holliston, Pasadena, Calif., a bombardier navigator.

Havoc crews who attacked the Mayen railway yard, a railhead in the Germans' front line supply system, bombed visually with excellent results. Bomb bursts were reported to have cut the rail yard in half. Other bombs hit among 50 freight cars solated in one end of the yard.

Marauder crews hitting the town of Mayen, 25 minutes later, found clouds had closed in an used pathfinders to bomb with unobserved results. Mayen, 15 miles west of Koblenz, is a supply depot for German forces on the Western Front.

Flak was encountered over both Euskirchen and Mayen, but no enemy fighters were seen. One Marauder was missing at a late hour.

--30--

21 January 1945. Phoned to Paris 1845,
Press Camp 1915.

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