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IRIS Public Record

Key Information

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Author:
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Major Command:

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No Administrative Markings Listed
Security Review Information:

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GP-416-SU-OP-S
14 JAN 1945

A-26
MISSION REPORTS

FOLDER NO.3

MISSION NO.	F.O. NO.	DATE
185	127 - 707	14 JAN. 45
186	128 - 708	15 " 45
187	129 - 709	16 " 45
188	134 - 714	21 " 45
189	131 - 715	22 " 45
190	136 - 716	22 " 45
191	138 - 718	23 " 45
192	138 - 718	23 " 45
193	139 - 719	24 " 45
194	140 - 720	25 " 45
195	144 - 724	29 " 45
196	147 - 728	1 FEB. 45
197	149 - 730	2 " 45
198	153 - 731	3 " 45
199	158 - 136	6 " 45
200	160 - 738	8 " 45

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DOD Dir 5200.9, 27 Sep 58
SCANNED BY ACD
2007
MICROFILMED
1986-46

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SECRET
Auth: CO, A-2,
22 Jan 45
Initials:

A-2-1

H E A D Q U A R T E R S
41st BOMBARDMENT GROUP (L)
Office of the Commanding Officer

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

SUBJECT: Mission Reports.

TO : Commanding General, 8th Bombardment Division (H), APO 140, U.S. Army.
(Attn: A-4 Section)

I. 21 January 1945, T.O. 1819, Suskirchen R.R. Bridge, F.O. 124-714.

II. None.

III. 41-30220 (1Lt L.F. Poundstone) — Right engine cutting out. — Spark plugs fouled out on right engine. C-24S type spark plugs with 8 hours time since installation. This type spark plug is too cold for this engine but C-38S are hard for supply to get.

IV. 42-32315 (1Lt S.S. Haley) — Station 2A failed to release. — Transfer relay in A-3 unit for bomb bay faulty causing failure to transfer to last station in front bomb bay for release.

41-30138 (1Lt C.F. Jacobsen) — Stations 2A and 4A failed to release. — Ice on A-4 release unit for station 4A between body of unit and release arm causing failure of arm to rotate when unit was energized. Failure of station 4A prevented transfer of current to station 2A. Ice on A-4 release unit was a result of thawing snow and ice on the day before, which came through the top of the aircraft and on to release unit. The water froze again during the night.

41-30283 (1Lt J.A. Millard) — Station 4A failed to release at target. Released after bomb run on doors. — Corroded S-7 shackle combined with several scored camming surfaces effecting delayed release.

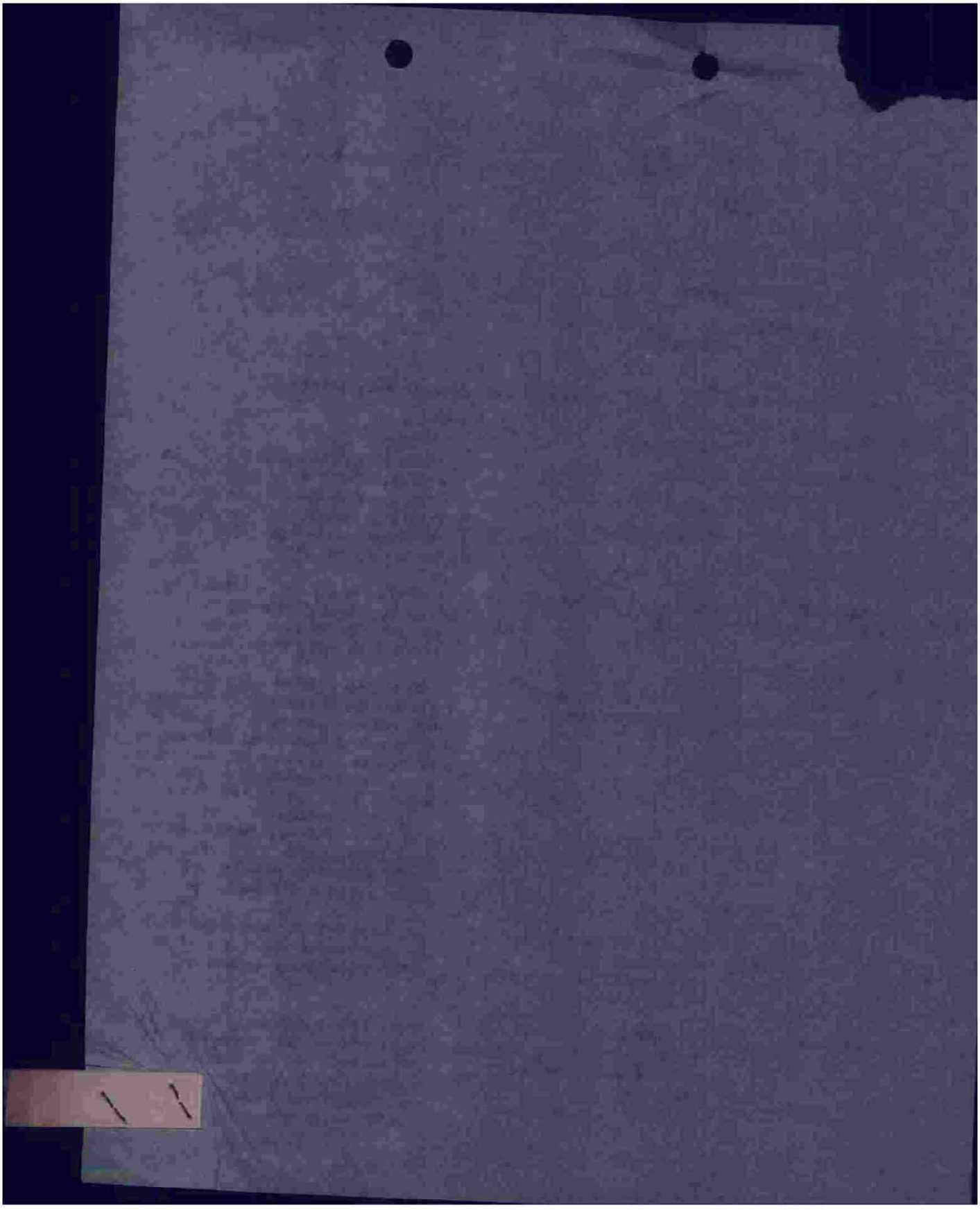
41-30283 (1Lt A.E. Fortner) — Station 4A failed to release at target. Dropped on door on return from mission. — Close investigation revealed that no corrosion was present on the S-7 shackle but oil had leaked through from bulkhead [illegible] shackle and A-4 release [illegible] causing excessive [illegible]

#188, 31 Jan. 45

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IV. Cont'd.

oil to get on the bomb shackle and release unit. Oil caused shackle to operate sluggishly at low temperature.

V. None.

VI.

1	3:15	600
2	3:15	550
3	3:15	605
4	3:15	625
5	3:15	640
6	3:35	620
7	3:15	535
8	3:15	575
9	3:25	550
10	3:15	660
11	3:15	525
12	3:15	500
13	3:15	575
14	3:15	600
15	3:20	550
16	3:15	625
17	3:25	550
18	3:20	575
W	2:55	550
W	2:55	600
W	2:55	450

1	3:20	525
2	3:15	580
3	3:20	635
4	3:30	700
5	3:15	650
6	3:25	525
7	3:20	500
8	3:10	650
9	Returned early	
10	3:20	605
11	3:15	565
12	3:15	610
13	3:20	480
14	3:20	575
15	3:25	625
16	3:30	650
17	3:20	610
18	3:20	550

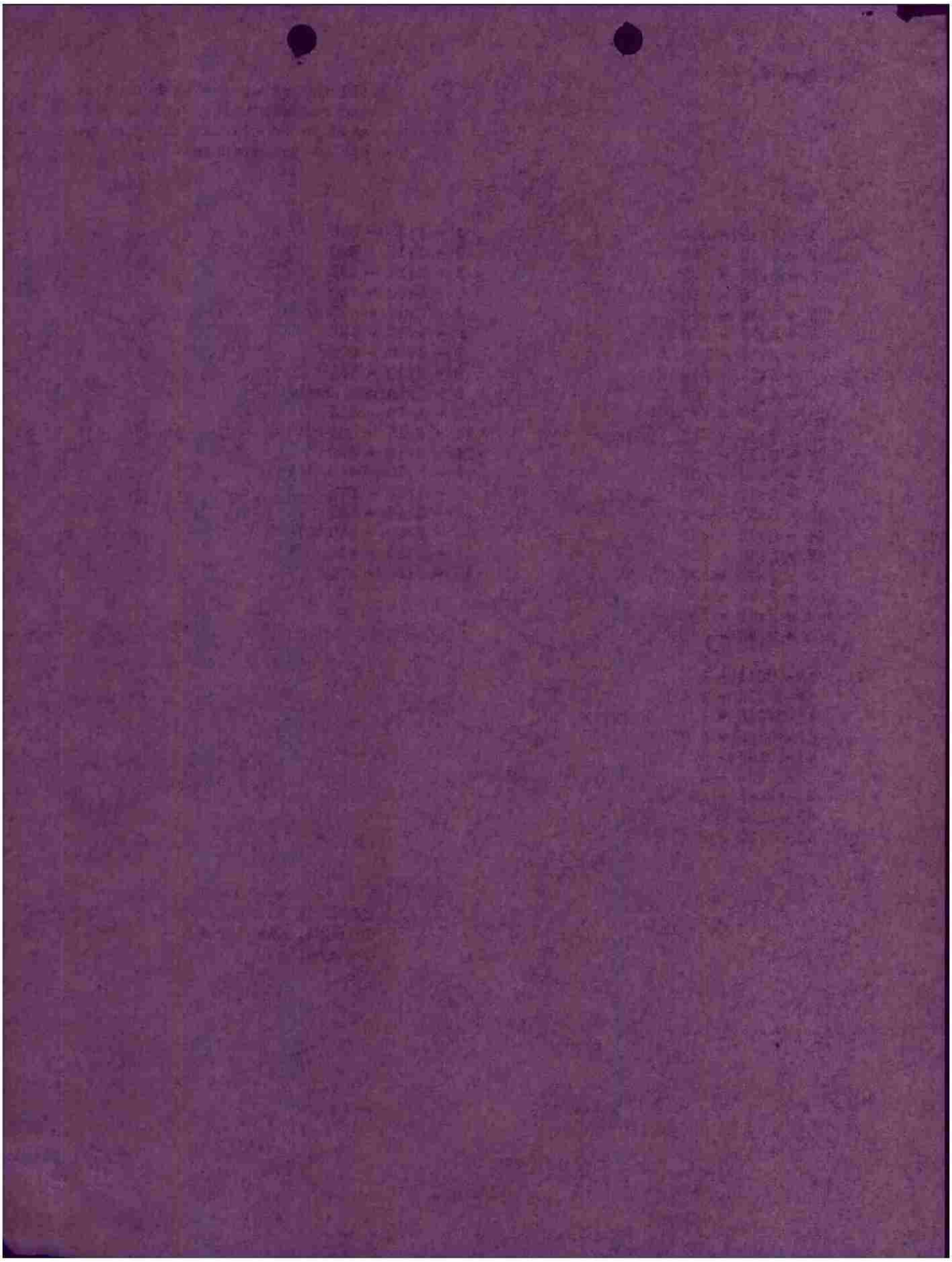
VII.

41-39241 - A
43-22293 - A
41-39238 - A
41-39239 - A
41-39265 - A
43-22326 - A
41-39225 - A3
43-22334 - A
41-39235 - A

THEODORE R. AYLESWORTH,
Colonel, Air Corps,
Commanding.

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S E C R E T

ANNEX "A" BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 134-724

BOX I, Flight 3 GROUP 416th DATE 21 January 45 TARGET ATTACKED Duskirchen 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:

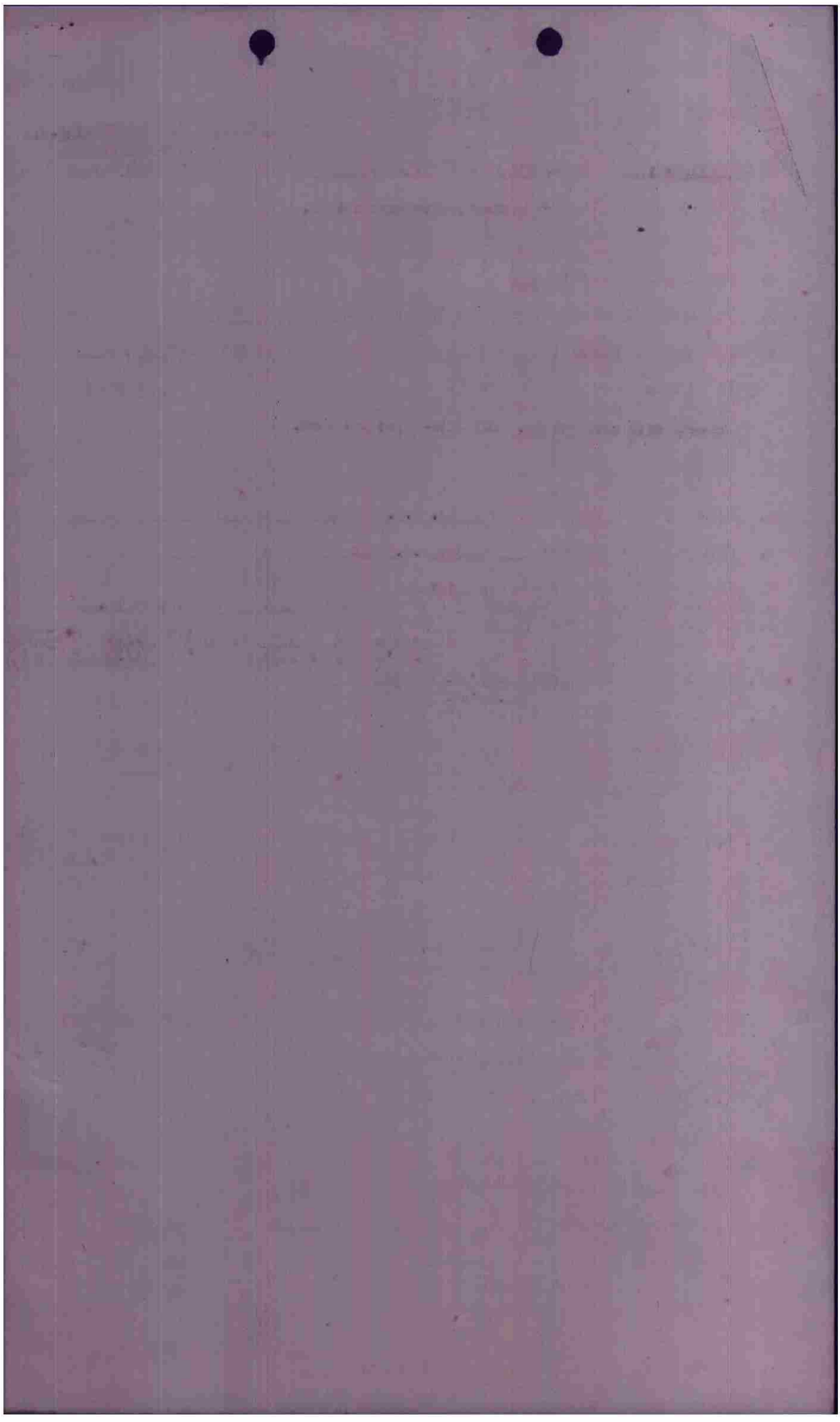
Aimed at right Target: YES_X_ NO_____

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 1, Flight 2 GROUP 16th DATE 21 January 45 TARGET ATTACKED Munkirchen 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 (~~flight~~) (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.S. 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 / A-26's - 18 x 1000 lb. Fused 1/10 N 1/100 T (A-26's)

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:

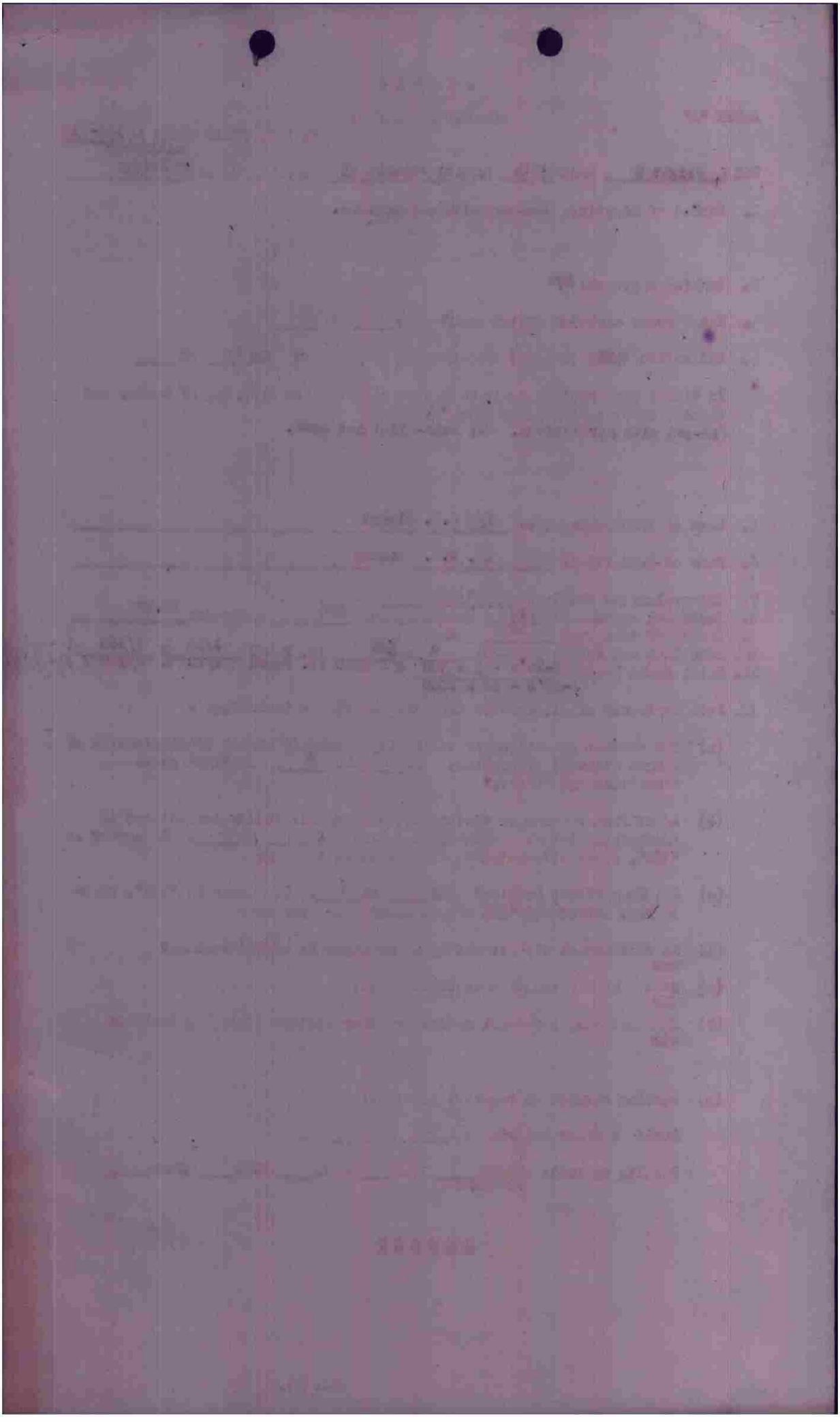
Aimed at right Target: YES X NO____

Results claimed: EXCEL____ GOOD____ FAIR____ POOR____ GROSS____
SUPERIOR

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ANNEX "A" BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 134-214
Ruskirchen

BOX II, Flight 1 GROUP 416th DATE 21 January 45 TARGET ATTACKED 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 (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. 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 x 500 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:

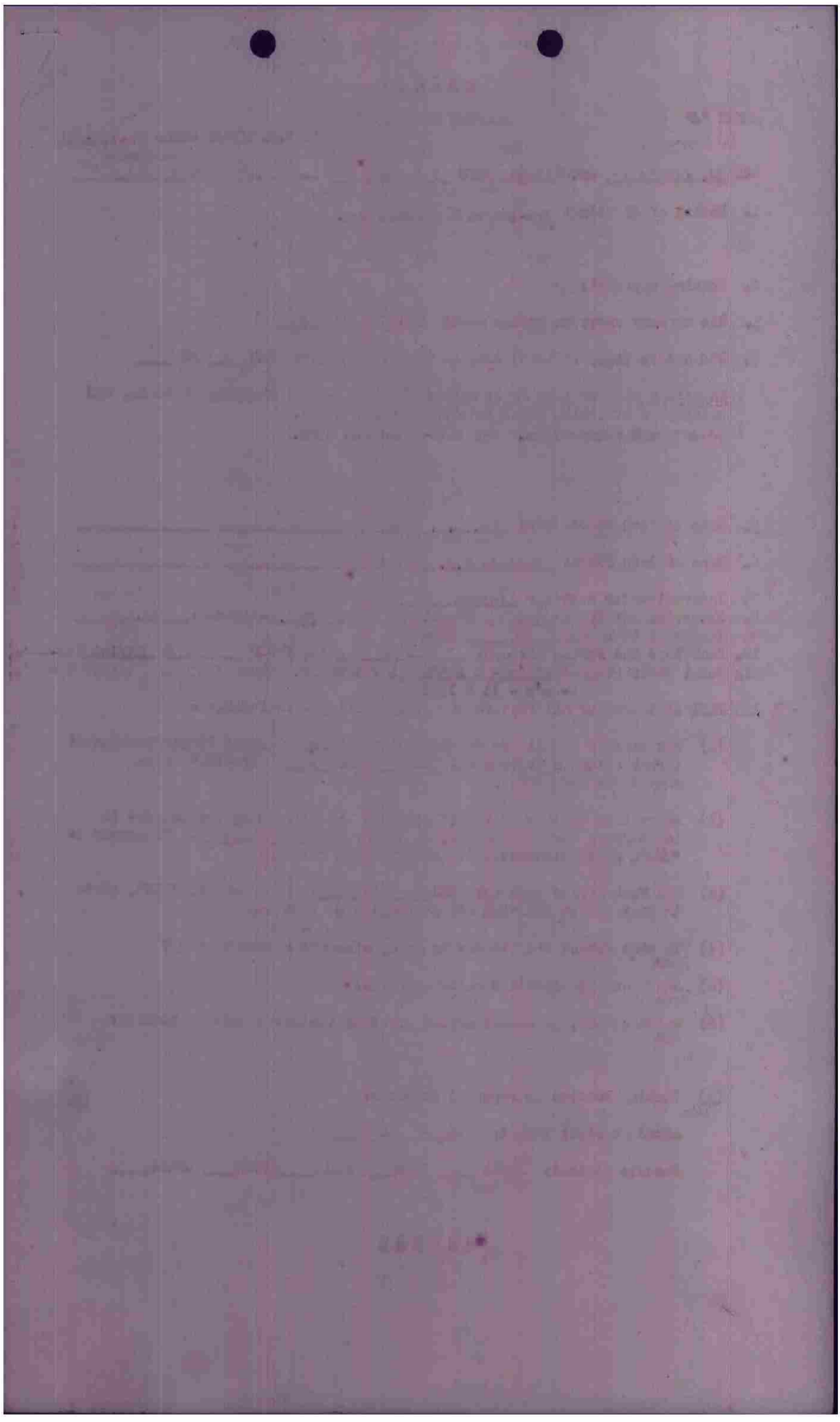
Aimed at right Target: YES X NO____

Results claimed: EXCEL____ GOOD____ FAIR____ POOR____ GROSS____
SUPERIOR

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ANNEX "A" BOMBING INFORMATION

IX B.C. FIELD ORDER NO.___

BOX II, Flight 2 GROUP 416th DATE 21 January 45 TARGET ATTACKED Munchrohen RR Bridge 194-714

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. G-1 Auto-Pilot not used.

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

6. Name of lead Pilot: Lt. J.E. Blomgren

7. Intervalometer setting: _____

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 N
A-26's 4 x 1000 " " T

11. Total Bombs Dropped: A-20's - 4 x 500 = 1/10
A-26's - 15 x 1000 = 1/100

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_____

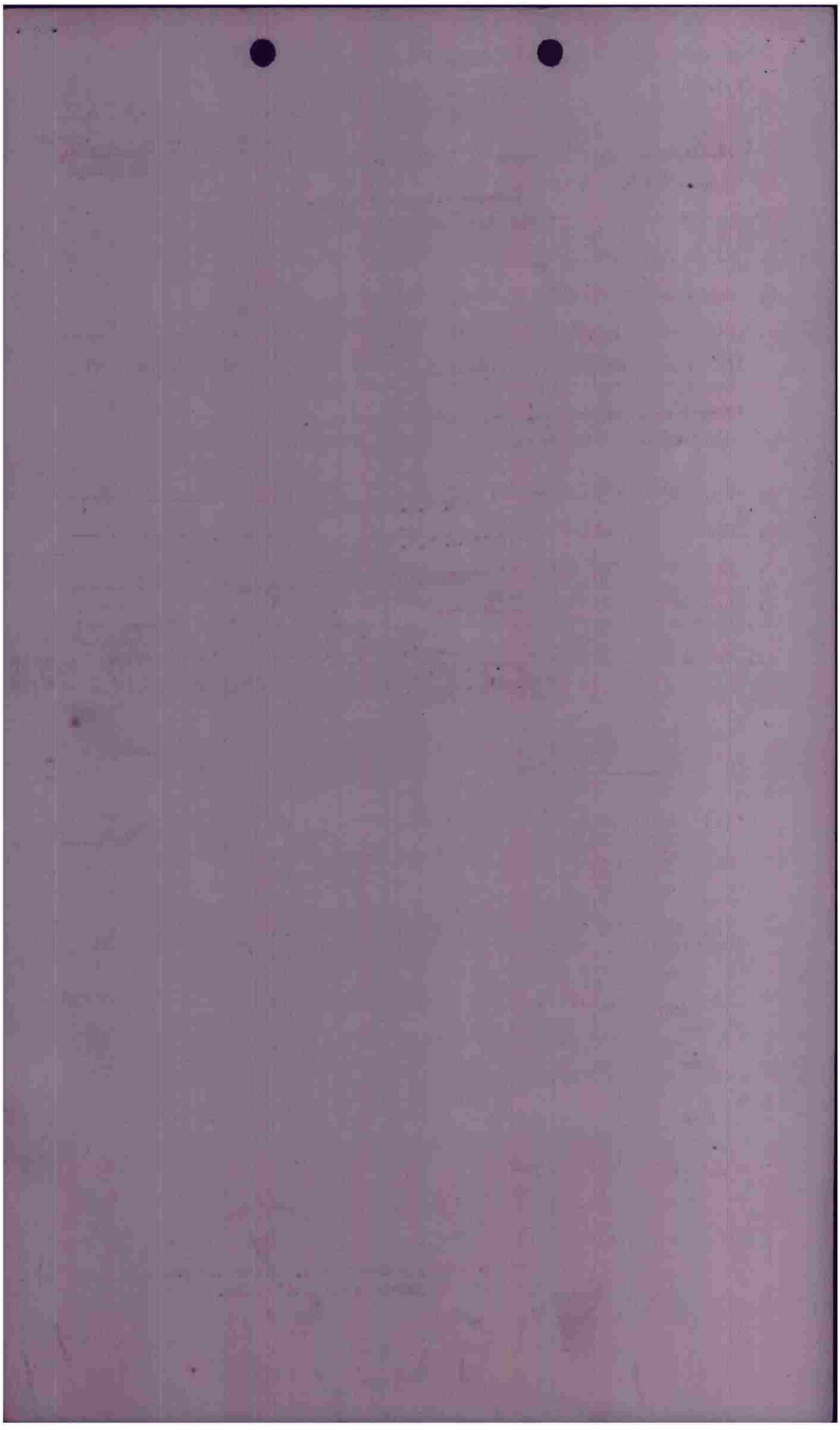
Results claimed: EXCEL ___ GOOD___ FAIR___ POOR___ GROSS___

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 Ruskirchen 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 (crew) (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:

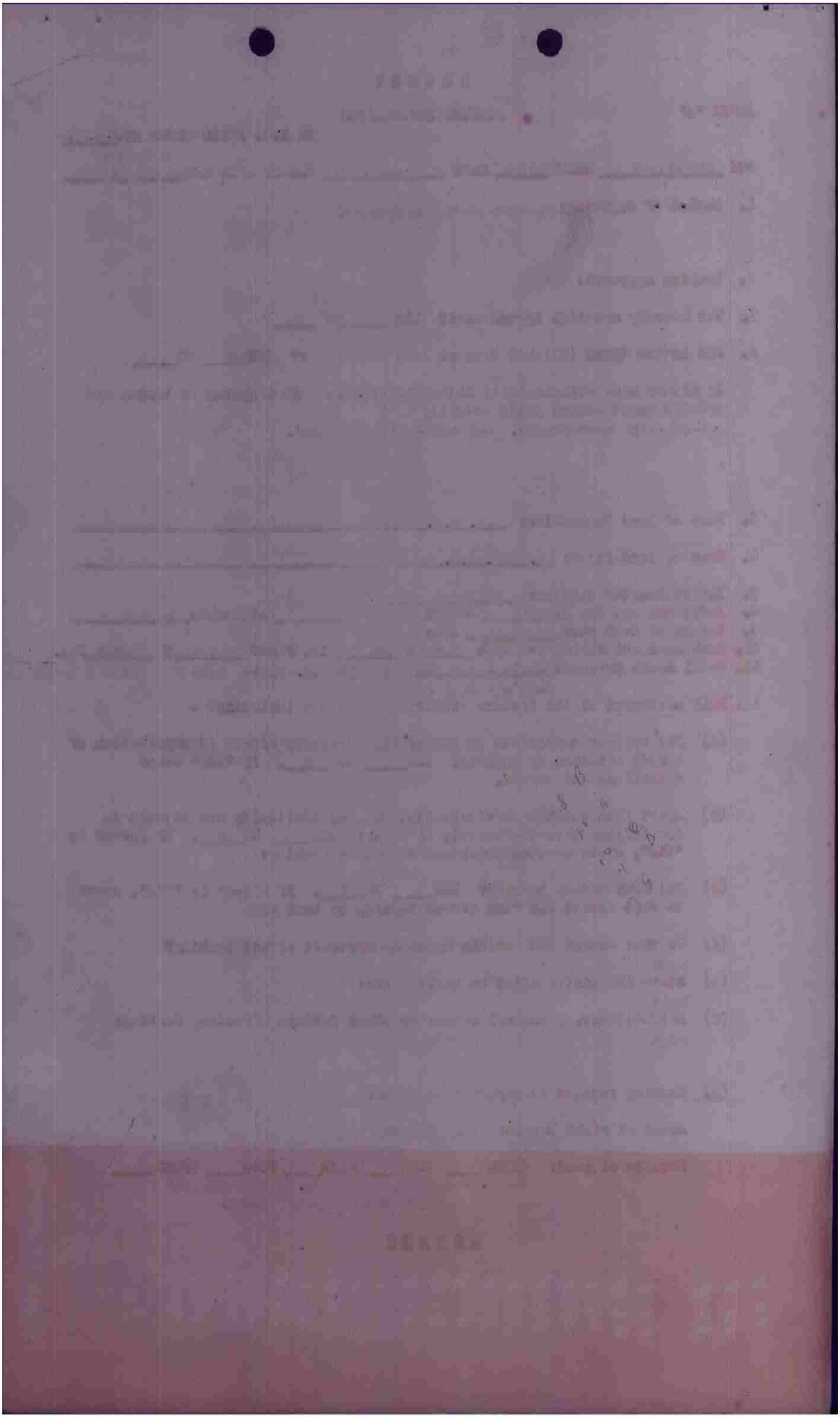
Aimed at right Target: YES X NO____

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

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

1. 073 J
Major L.F. Dunn
Lt. W.E. Brewer
S/S S.J. Mejewski
S/S L.C. Burger

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

3. 235 M
Lt. H. Popeney
Sgt H.G. Nowosielski

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

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

6. 224 K
Lt. E.O. Turner
S/S J. Sainkiewicz

FLIGHT II

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

2. 188 R
Lt. C.F. Jacobsen
Sgt H.I. Gooch

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

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

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

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

FLIGHT III

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

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

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

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

5. 208 L-2
Capt. L.C. Nielsen
M/Sgt K.W. Schmidt

6. 313 B
Lt. W.R. Jokinen
Cpl D.E. McNellis

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

WINDOW

1. 026 M
Lt. C.C. Mish
Lt. R.E. Shaft
S/S J.H. Roberts
Sgt R.P. Windisch

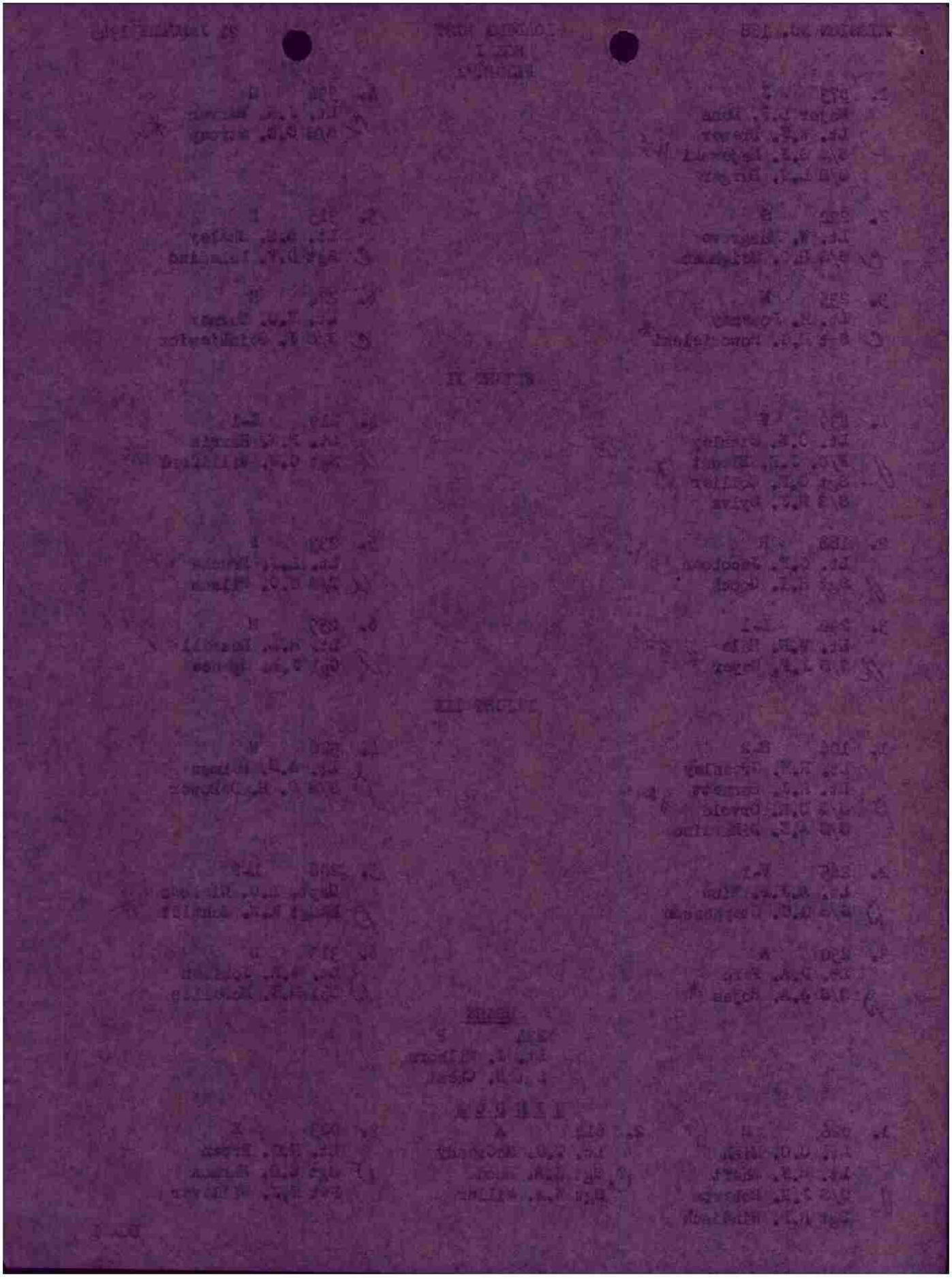
2. 614 A
Lt. T.D. McCready
Sgt A.R. Hood
Sgt W.A. Miller

3. 023 X
Lt. N.G. Brown
Sgt C.D. Harmon
Pvt E.J. Willever

BOX I

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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
C S/S W.L. Kidd
Cpl D.E. Neal

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

3. 337 O
Lt. P.P. Barausky
C S/S M. Hall

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

5. 223 B
Lt. A.R. Turmen
C Sgt H.T. Wright *

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

FLIGHT II

1. 024 E
Lt. J.E. Blomgren
Lt. G.G. Johnson
B S/S M. Bookach
S/S L.R. Fleming

2. 354 S
Lt. E.J. Renth
B S/S L. Moskowitz

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

4. 292 H
Lt. J.F. Smith
B S/S R.F. Basford

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

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

FLIGHT III

1. 069 A
Lt.Col. J.G. Napier
Lt. D.L. Moore
A S/S W.W. Donnelly *
Sgt C.J. Kruger

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

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

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

5. 306 X
Lt. C.M. Anderson
B Cpl J.H. Deatherage *

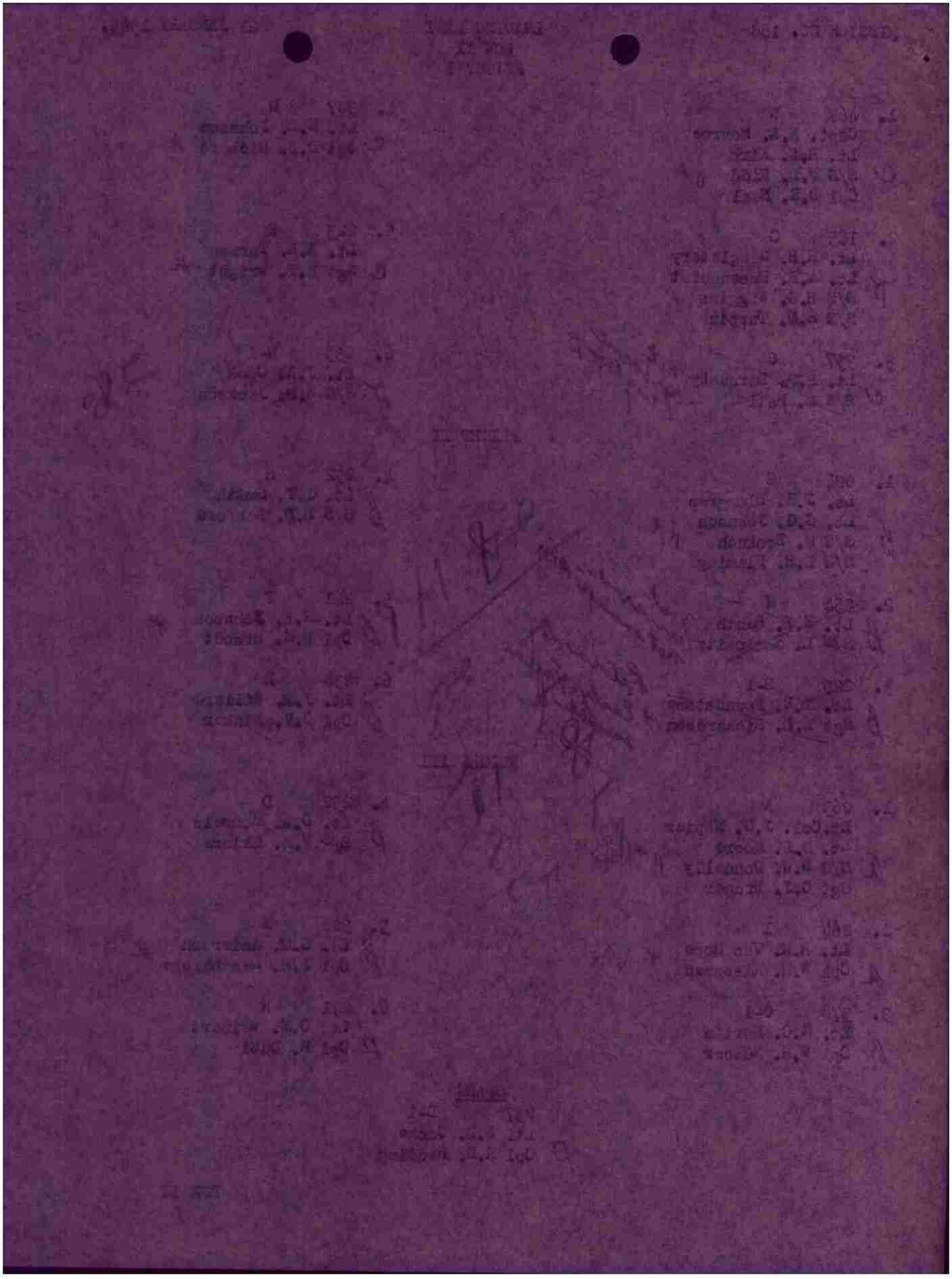
6. 271 R
Lt. C.E. Weinert
B Cpl R. Dubi

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

BOX II

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POST MISSION REPORT

MISSION NO. 189

DATE 21 Jan 1945

1. NUMBER OF MEN WOUNDED: None

2. BOMBING MALFUNCTIONS: 225- Turret on back fell on [illegible] became [illegible] [illegible] bombs could not be [illegible] other malfunctions not noticed at time of completing report

3. CAMERA MALFUNCTIONS: None

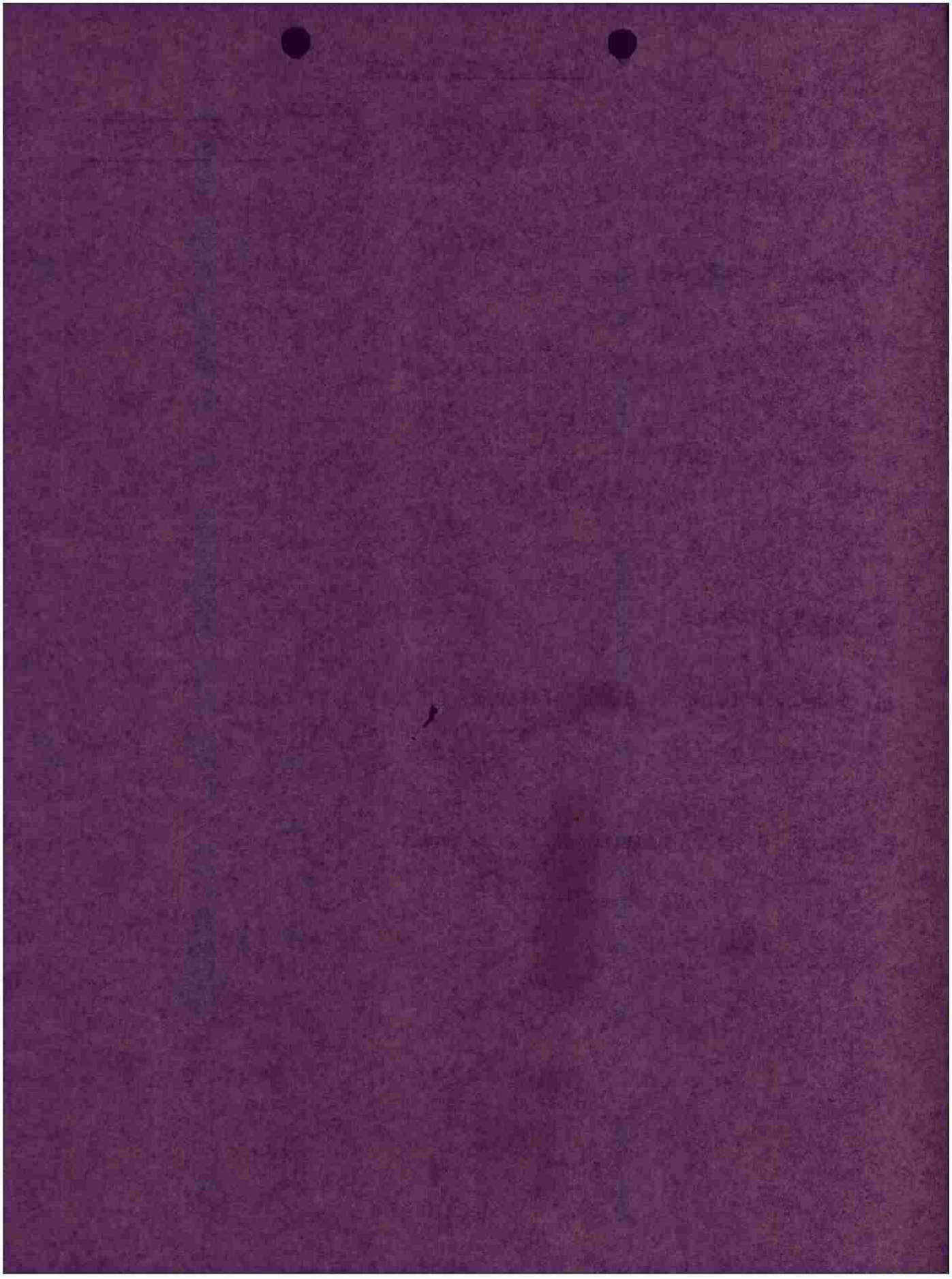
4. BATTLE DAMAGE: 12 a/c damaged category A (1 on ground) 1 a/c " " category A (A-2b).

5. PLANES FAILING TO BECOME AIRBORNE OR RETURNING EARLY: 337- Baroudy- Int Amplifier out for [illegible] 350- Rendt- Int Amplifier out for [illegible] RPM 229- Foundstone- Pilot Early Engine trouble

6. PLANES LOST OR LANDING AWAY FROM BASE: None

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FROM: 416TH BOMB GROUP (L).

TO : COMMANDING GENERAL, 9TH BOMBARDMENT DIVISION (M)
COMMANDING GENERAL, 97TH COMBAT BOMBARDMENT WING (L)
COMMANDING OFFICER, 1ST PATHFINDER SQUADRON (PROV.)

416 BG J _____ E CONFIDENTIAL (1345) 22 JANUARY 1945

PATHFINDER LEAD 21 JANUARY 1945 SATISFACTORY.

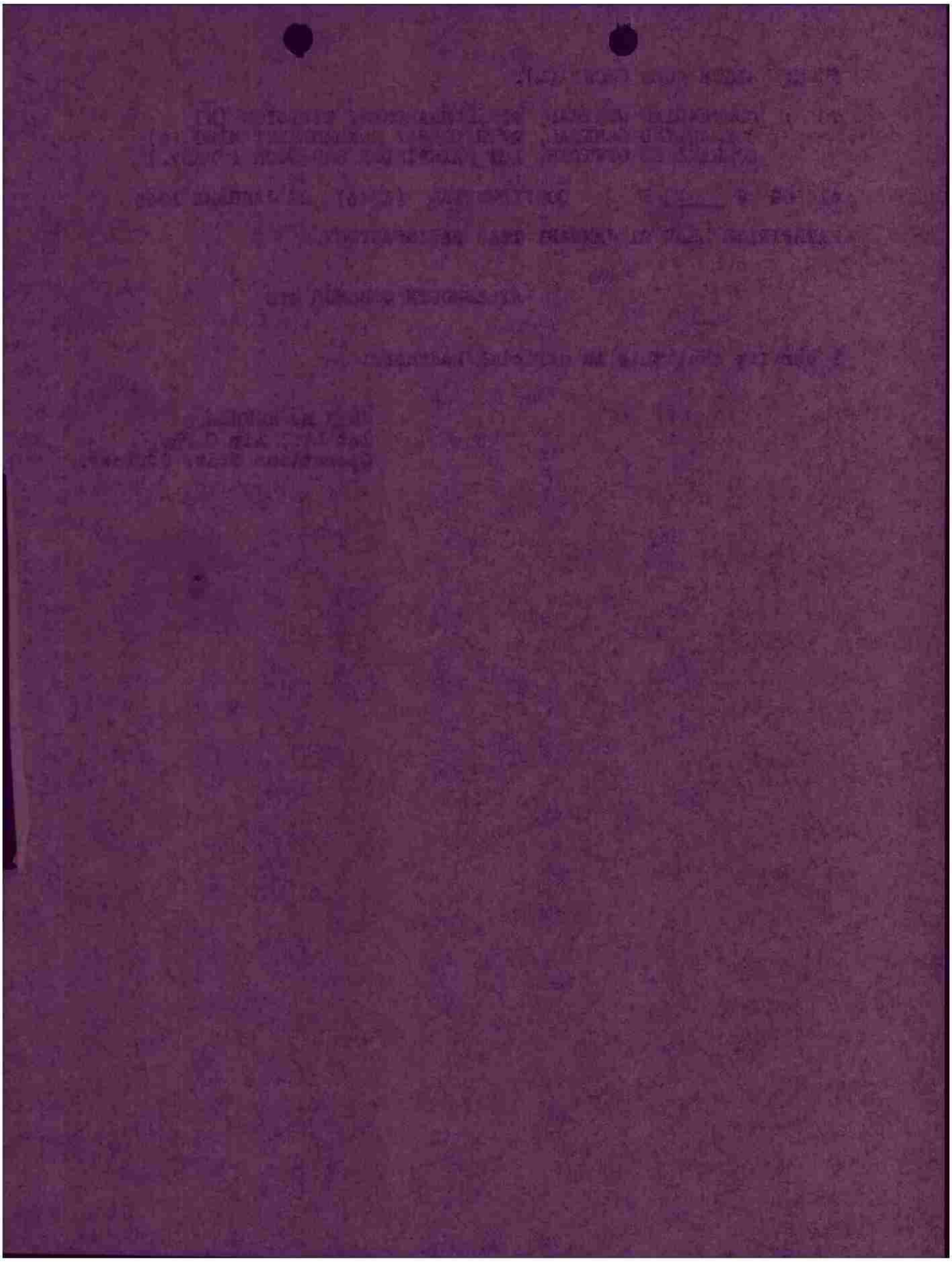
AYLESWORTH COBOMGR 416

I certify that this is official business:

JOHN M. BONURA,
1st Lt., Air Corps,
Operations Stat. Officer.

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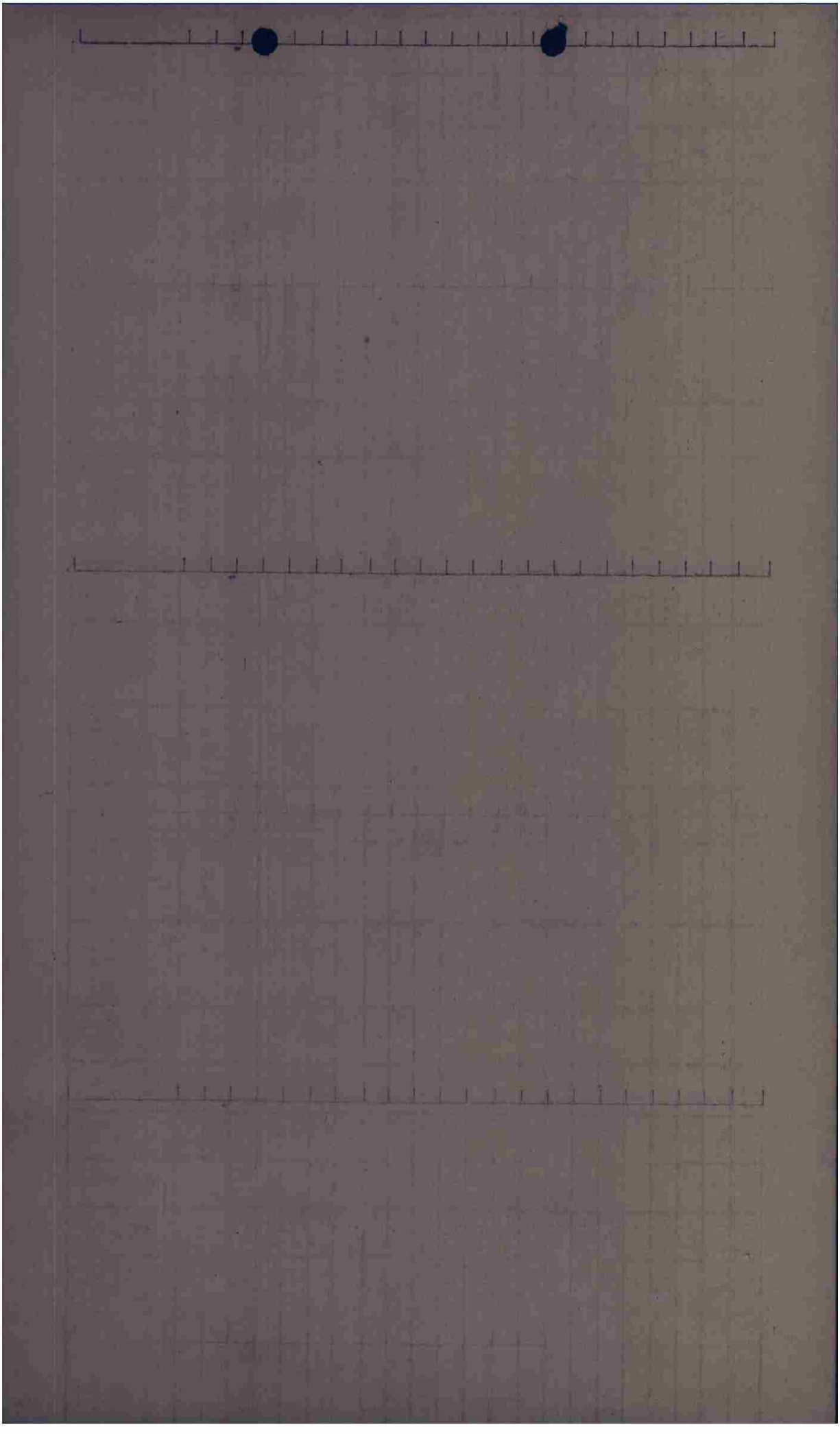
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Mission No. 188 — Box I — 21 January 1943

SQDN	A/C LTR	A/C NO.	PILOT	DISTANCE	TARGET	ATO	ENG. COAST OUT	ENEMY COAST IN	TOT	ENEMY COAST OUT	ENG. COAST IN	CAMERA	FUEL LOAD	BOMB LOAD	ENDUR	LAND TIME	REMARKS
C	J	073	Dixon			1219						H*				1541	3:15
C	S	222	Musgrave			1219										1531	3:15
C	M	235	Palfrey			1219						*				1533	3:15
C	G	334	Warren			1219						*				1532	3:15
C	L	315	Shelley			1220										1533	3:15
C	E	224	Turner			1220										1552	3:35
A	V	439	Stanley			1220						H*				1544	3:15
A	R	188	Jacobsen			1221										1534	3:15
A	L-1	290	Hall			1221						*				1543	3:25
A	E-1	219	Hanna			1221						*				1535	3:15
A	F	233	Trucha			1222										1536	3:15
A	H	259	Russell			1222										1535	3:15
D	E-2	106	Gormley			1222						H*				1537	3:15
D	V-1	365	Kinn			1223										1538	3:15
D	A	250	Zero			1223						*				1539	3:20
D	W	326	Herman			1223										1536	3:15
D	L-2	208	Nelson			1224						*				1541	3:20
D	B	313	Johnson			1224										1539	3:20
D	P	234	Mathews			1224										1540	3:20
							Window										
A	M	026	Misk			1234										1529	2:55
C	A	614	McCredy			1235										1527	2:55
D	X	023	Brannon, Jr			1234										1527	2:55

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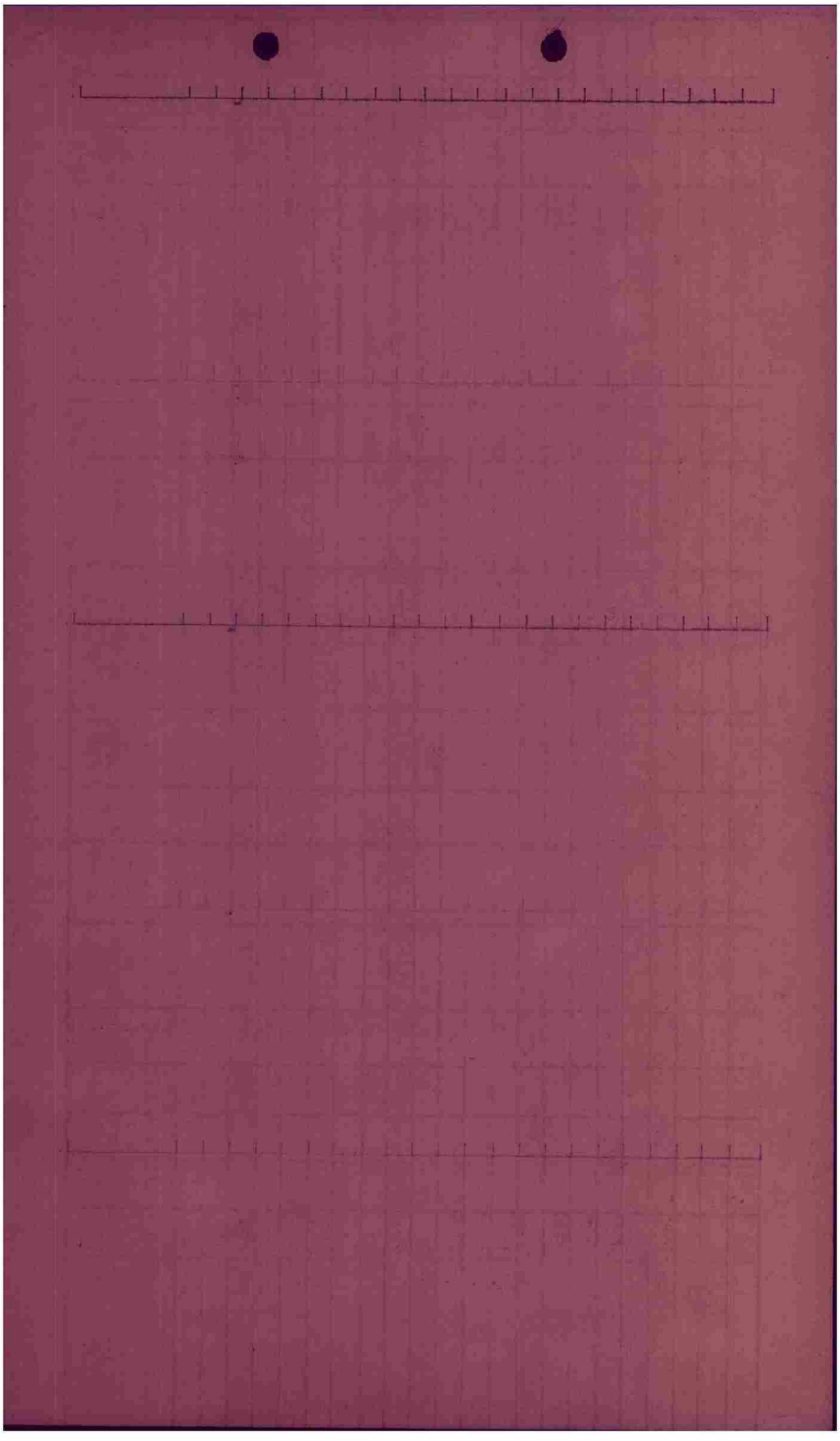
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Mission No. 188 — Lt Ltt — 21 January 1945

SQDN	A/C LTR	A/C NO.	PILOT	DISTANCE	TARGET	ATO	ENG. COAST OUT	ENEMY COAST IN	TOT	ENEMY COAST OUT	ENG. COAST IN	CAMERA	FUEL LOAD	BOMB LOAD	ENDUR	LAND TIME	REMARKS
C	W	467	Lyons			1245						H*				1541	3:20
D	G	185	Singletary			1225										1540	3:15
C	O	337	Zakauskas		Not Airborne						Plug Change					[illegible]	
C	N	307	Johnson F/O			1226						*				1553	3:30
C	B	223	Turman			1227						*				1542	3:15
D	N-1	239	Cook			1227										1548	3:25
B	E	024	Hanagan			1227						H*				1543	3:20
B	S	354	Heath		Not Airborne K/Plug change												
B	B-1	229	Sundstrom		Returned 1238 Early Engine Trouble							*				[illegible]	
B	H	292	Smith H			1229										1546	3:20
B	F	241	Hakon KK			1229						*				1504	3:15
B	M	238	Willard			1230										1545	3:15
A	A	063	Napier			1230						H*				1546	3:20
C	T	264	VanRoe			1231						*				1551	3:20
C	O-1	378	Bartlett			1231										1553	3:25
B	D	252	Daniels			1231										1548	3:20
B	X	306	Andersen			1232						*				1548	3:20
B	R	271	Hurst			1233										1549	3:20
D	D-1	237	Locke			1233										1542	3:10

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Dist.
S-2
S-3
S-9

OIITA OIJES OIJKI OIJPO OIJJF V OIJEA OIJEA 17/20 OP-OP
T-(OIITA PASS TO OIJJF)

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

624

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

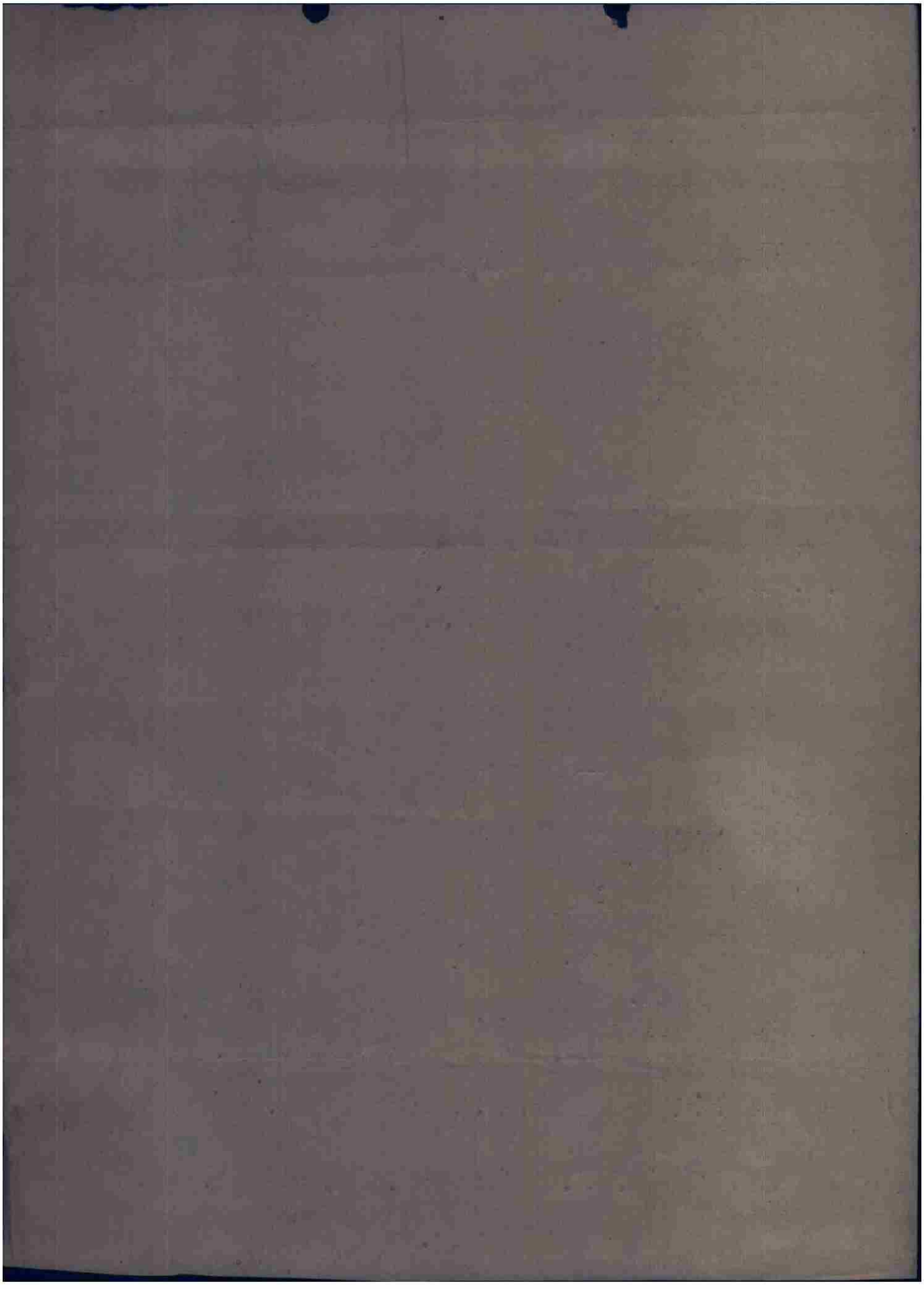
---PLAN "A"---

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 5,000 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.

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

X. (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"---

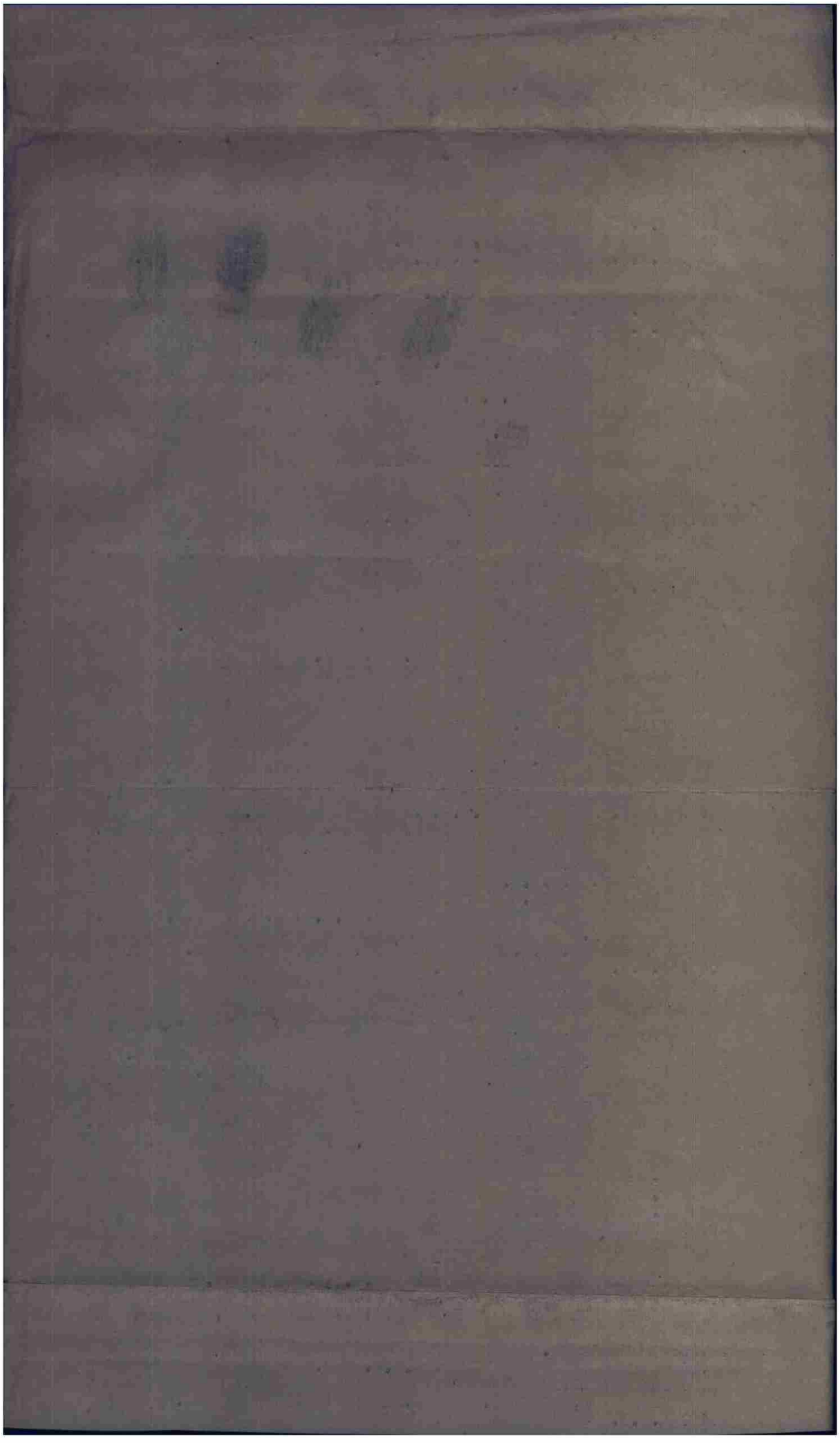
3. A. 409TH BOMB GROUP.
(2) 2 BOXES OF 18 A/C WITH 1 P.P.F. A/C FOR EACH BOX.
(6) BOMB AT 1ST BOX 13,500 FEET, 2ND BOX 13,000 FEET. MINIMIM ALTITUDE IF BOMBING IS VISUAL WILL BE 6,500 FEET. DROP 1,000 FEET AFTER BOMBING.
(12) T.O.T. ZERO PLUS 15 MINUTES.

B. 410TH 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. 64729240. AND 65099221, 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 DETERMINIMG 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 ~~EXE~~ 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 0528E TO 5048N 0604E TO TARGET.
(7) ROUTE BACK: TARGET TURN RIGHT TO 5048N 0604E TO 5047N 0528E 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. G.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

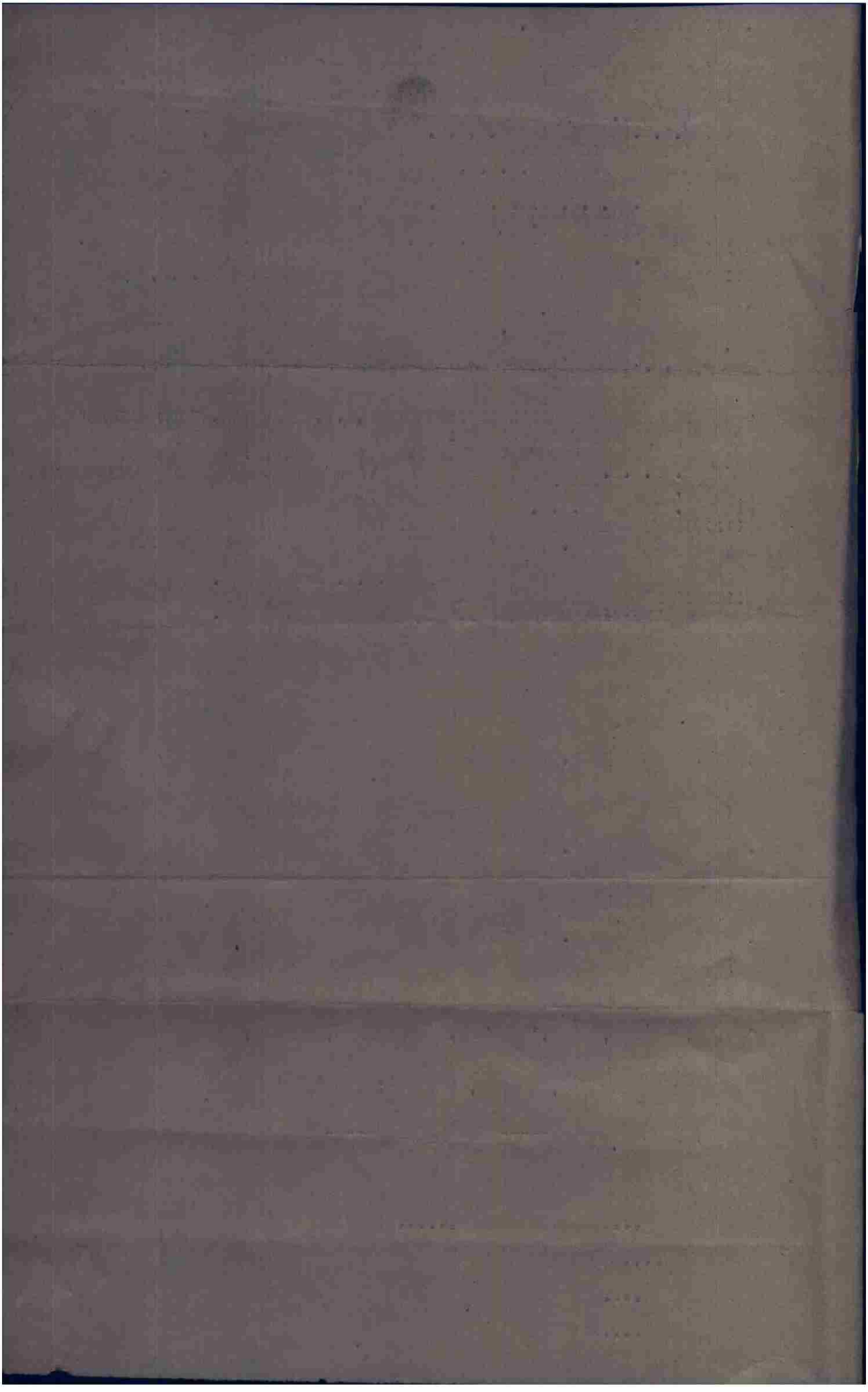
X. GENERAL INFORMATION.
(11) 'PROCTOR' AND 'CORNHILL' WILL CALL 'DECLINE' ON C/C 10 MINUTES PRIOR TO REACHING TROOP LINE AND REPORT IF ON TIME OR HOW MUCH EARLY OR LATE. NOTE: NOT NECESSARY TO REPORT TO 'DECLINE' WHEN LEAVING TARGET AREA.

-----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....2100I2A AK AR
OIJKI K WITH R
OIJKI / OIJEA R....21/0012 A JF AR

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J627

OIITA OIJJF OIJES OIJPO OIJKI V OIJEA OIJEA 01/02 OP OP
T (OIITA PASS OIJJF)

FROM 97TH COMBAT BOMB WING (L) 21/0950A
TO COMBOMDIV NINE
1ST PROV. PATHFINDER SQD.
409 COBOMGP
410 COBOMGP
416 COBOMGP

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 140
21 JANUARY 1945

ANNEX NO. 1 TO FIELD ORDER NO. 134-714 J-230-E

CANCEL PLAN "A"

PLAN "B" IN EFFECT

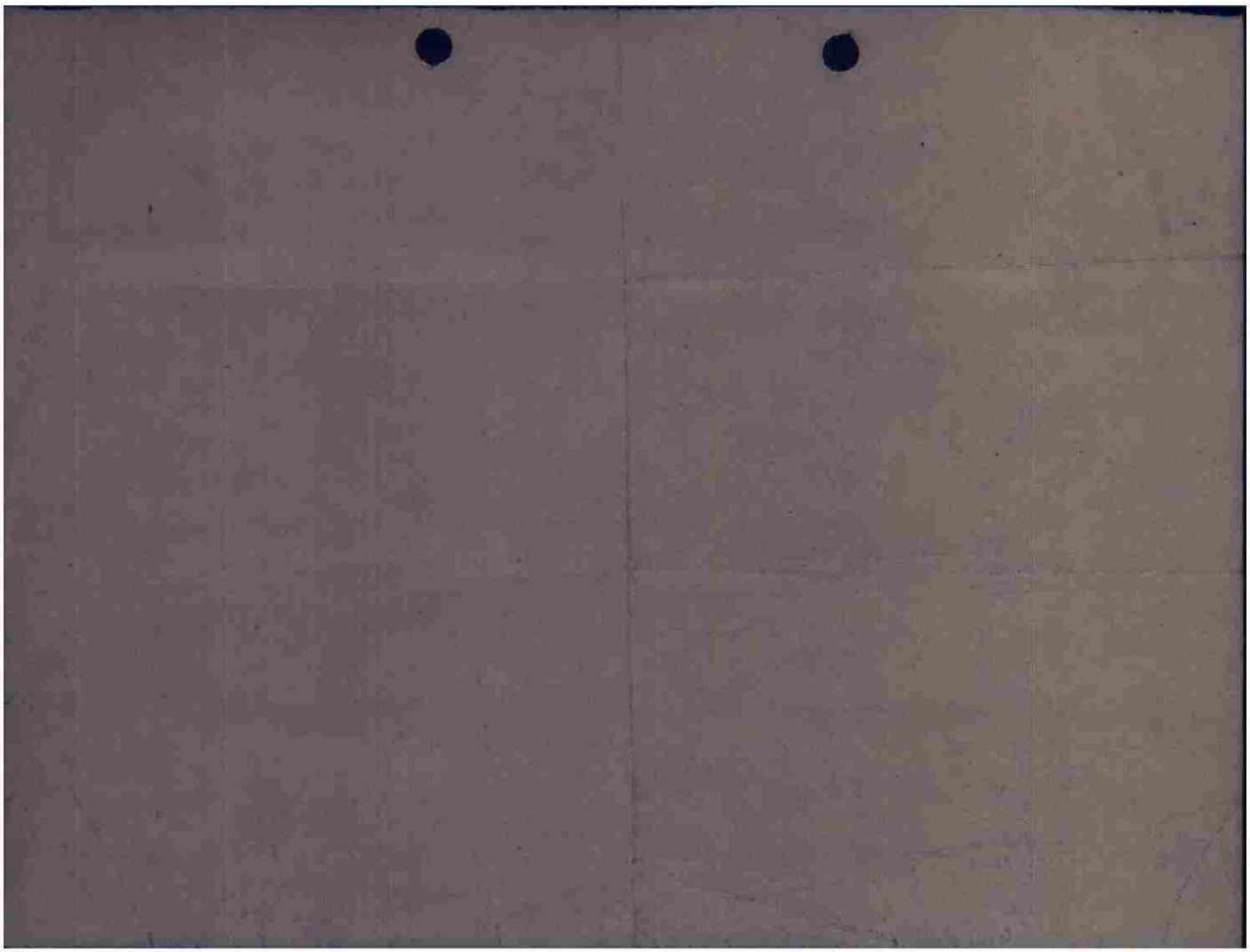
NEW ZERO HOUR PLAN "B" TO READ: 21/1330A

COMCBTWIC 97

BT 210950
CC 1ST LINE SH RD JEA 01/21
AR JMB
JKI R.....21/1050A VN AR

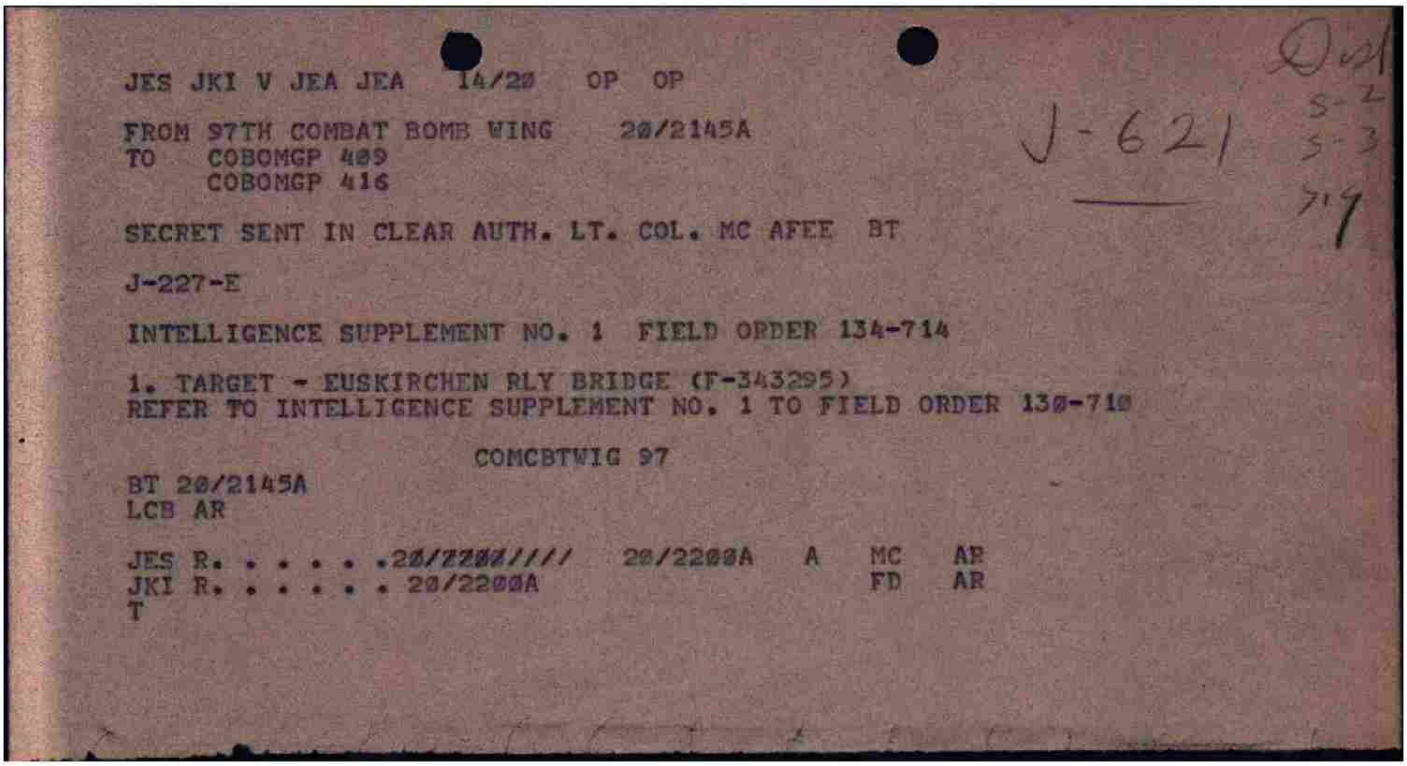
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JES JKI V JEA JEA 14/20 OP OP

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

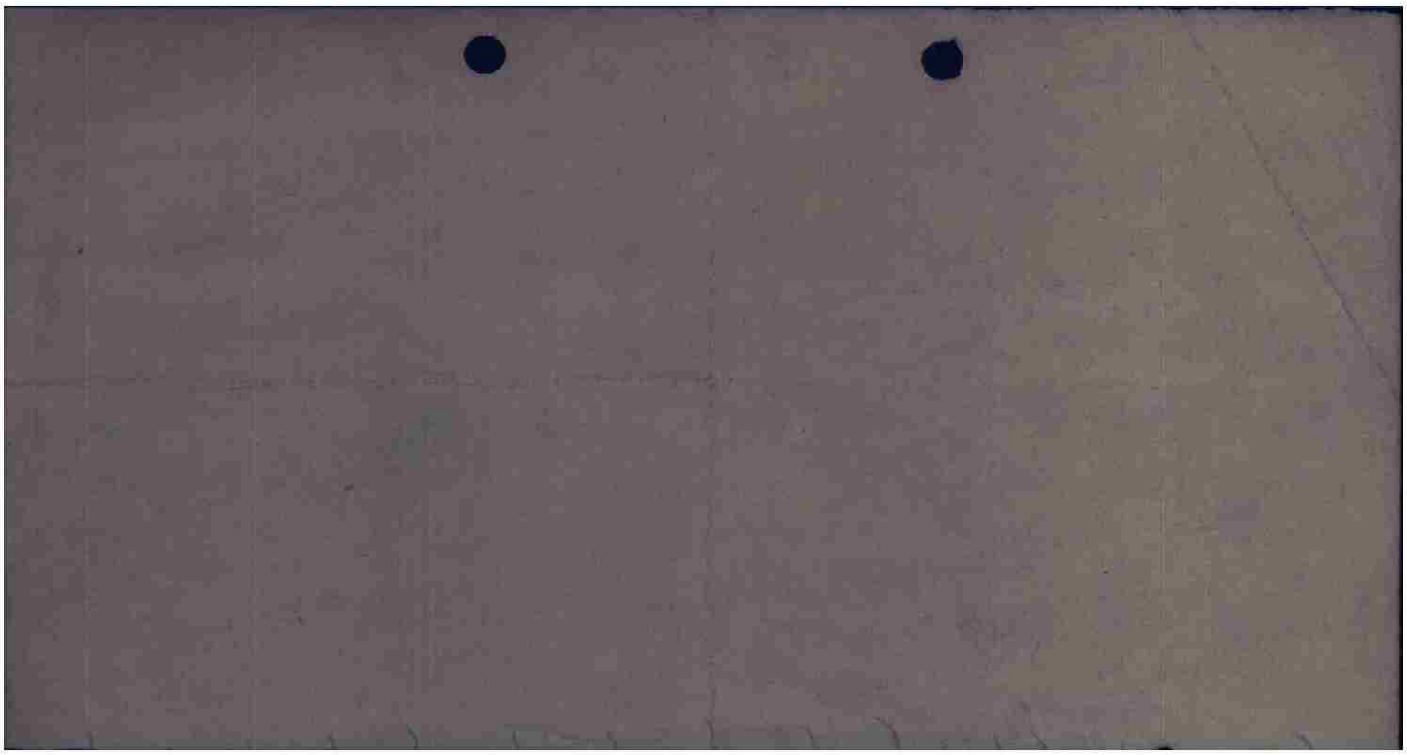
JES R. . . . . 20/2200//// 20/2200A A MC AR
JKI R. . . . . 20/2200A FD AR
T

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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

OPSELASH FOR 21 JANUARY 1945

CONFIDENTIAL BT

J-294-D

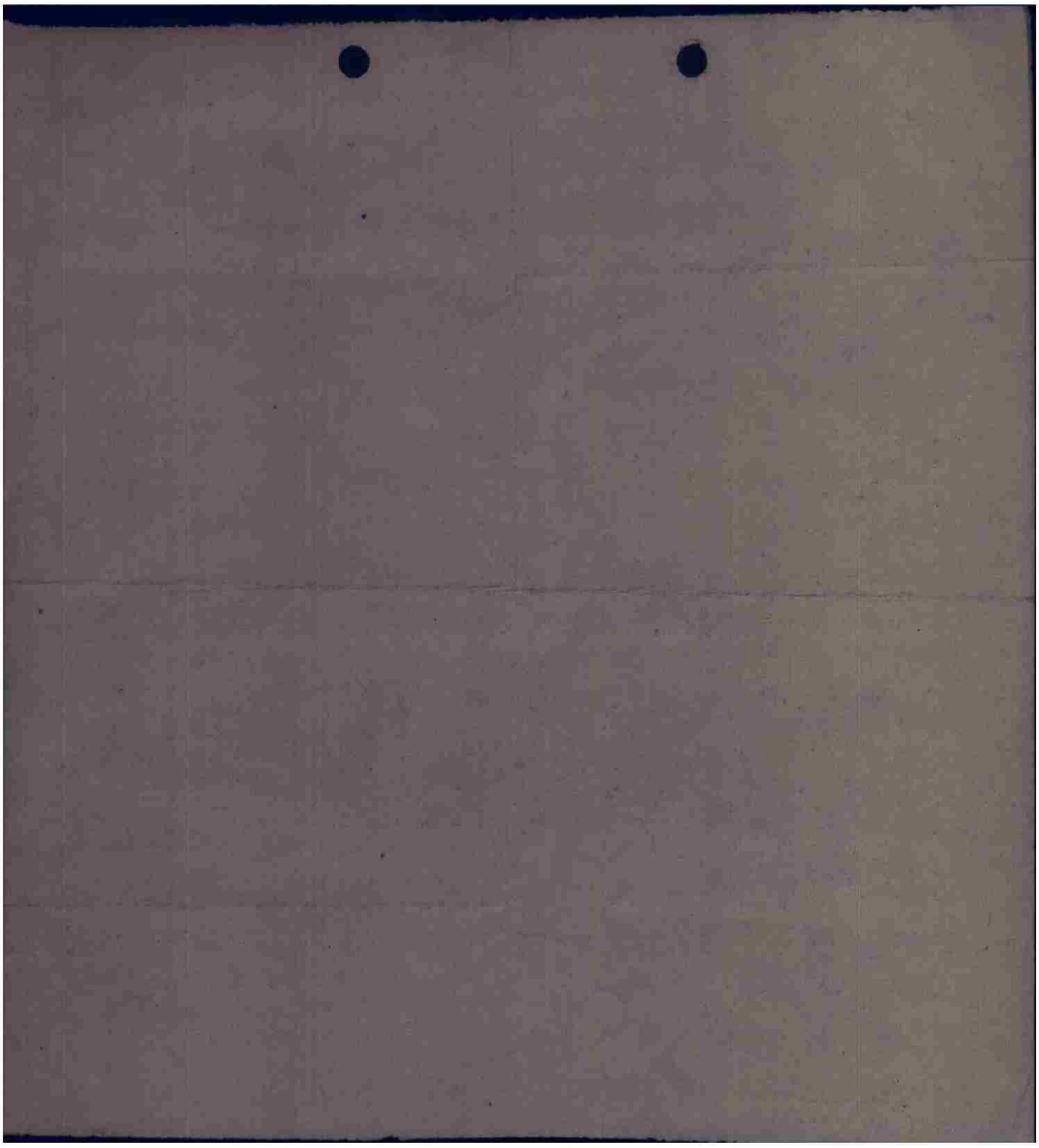
A. 416 BG
B. EUSKIRCHEN RAILROAD BRIDGE
C. 10 A-20'S AND 29 A-26'S
D. 7 A-20'S AND 28 A-26'S ATTACKED PRIMARY
E. 1 A-26 RETURNED EARLY DUE TO ENGINE TROUBLE.
3 A-20'S CARRIED WINDOW ONLY.
F. 28 X 500 GP'S ON PRIMARY BY 7 A-20'S
111 X 1000 GP'S ON PRIMARY BY 28 A-26'S
4 X 1000 GP'S RETURNED
1 X 1000 GP 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. 1X 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
N. 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 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 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.

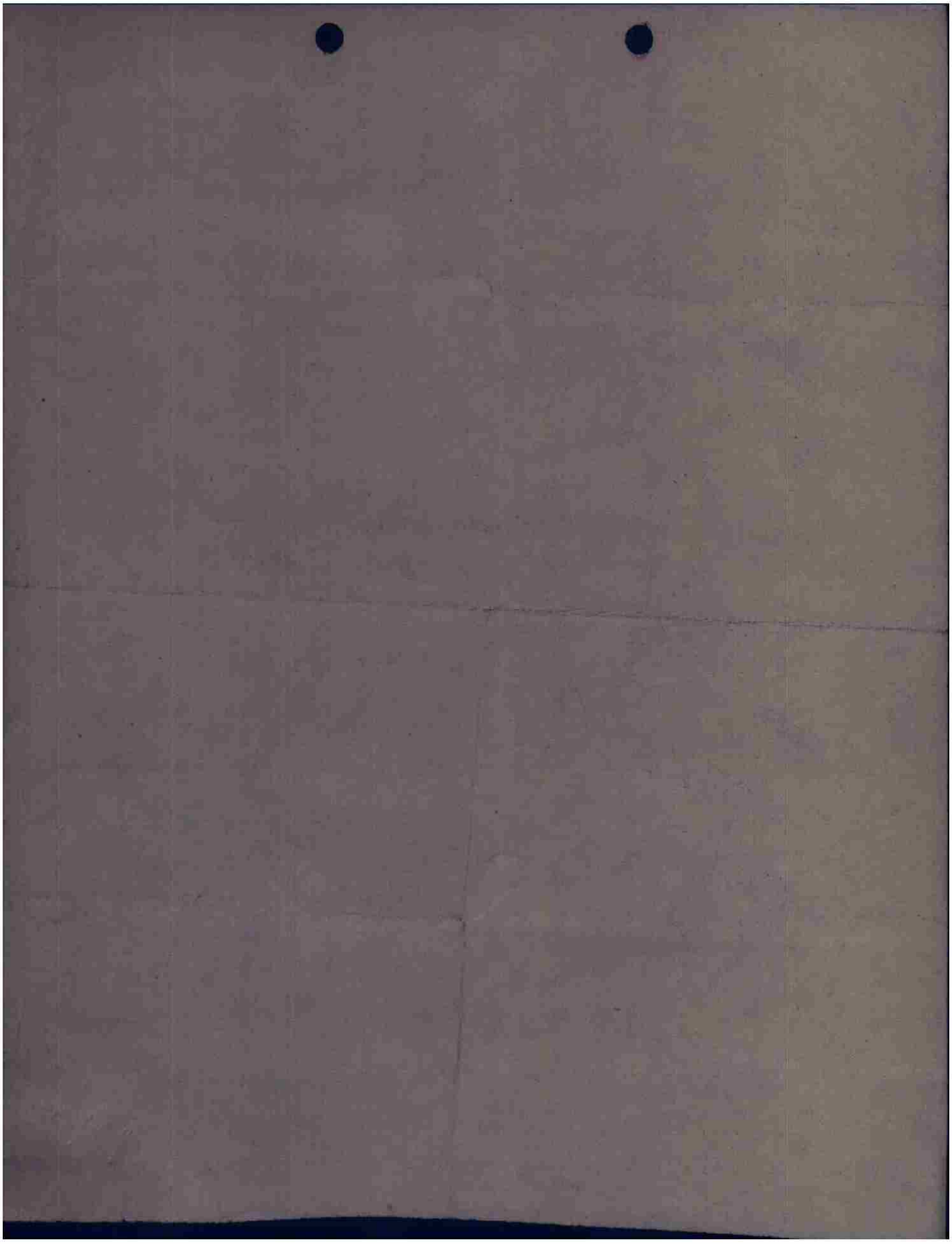
M. (1) 10 91 PERCENT
(2) 1 9 PERCENT
(3) 0 0 PERCENT

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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ITA JEA V JKI 10/21

FROM COBOMGR 416 217130A
TO COMBOMDIV NINE ATT/ COM. OFFICER
COMBTWIG 97 (FOR INFO)
CONFIDENTIAL BT
J-293-J

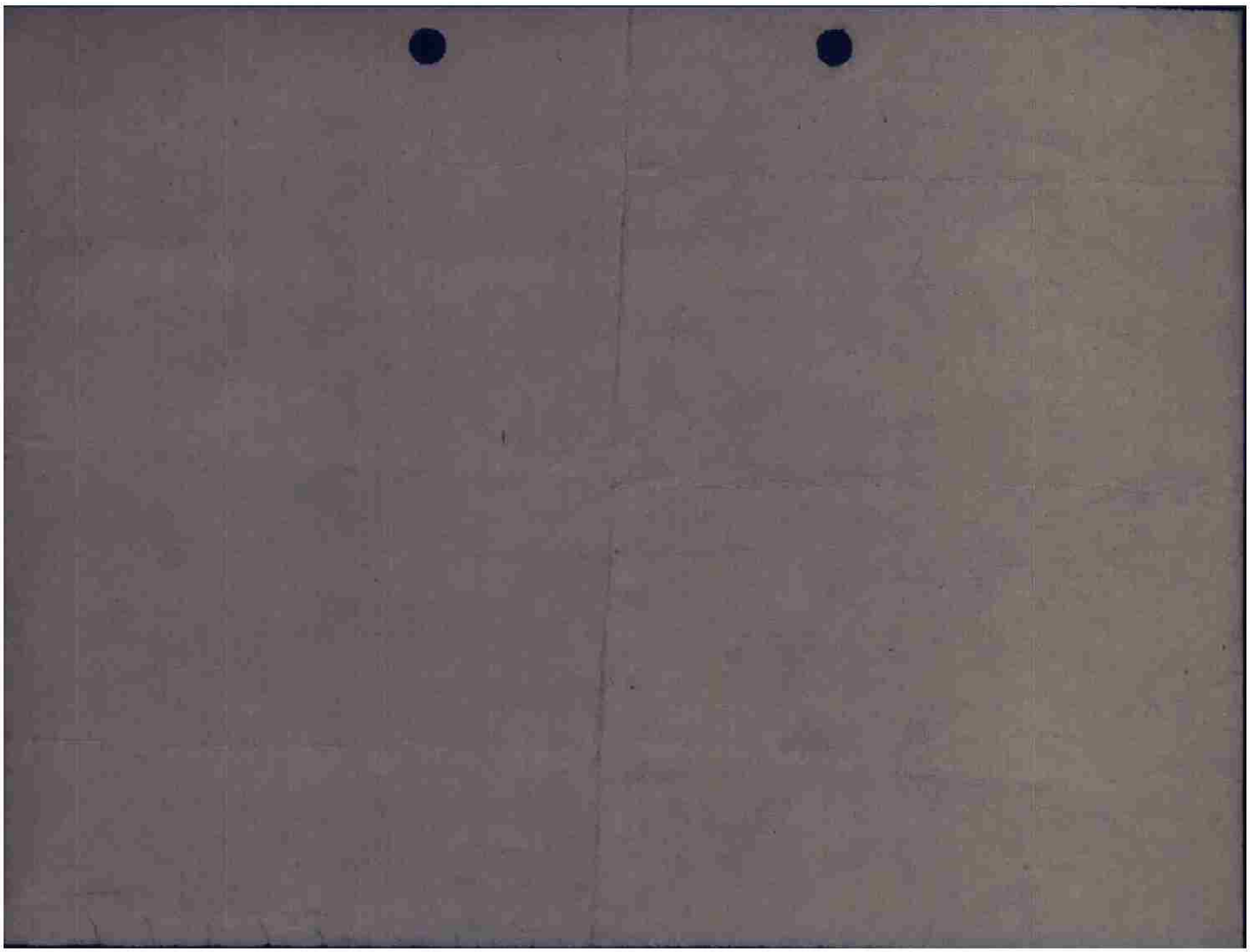
A. YS - 20
B. 21 JAN 45 (1215-1504)
C. J-JIG AND W-WILLIAM REPORTED RESULTS OF MISSION TO PARADE.
D. J-JIG CONTACTED BOTH SWEEPSTAKES AND DECLINE. W-WILLIAM COULD NOT MAKE SUCCESFUL CONTACT.
E. NONE
F. NONE
G. NONE
H. NONE
I. NONE
J. NONE
K. NONE

---AYLESWORTH COBOMGR 416---

BT 211730A
DM BBBB
BBB
JEA R.....21/1730A S S AR
BBBB
ITA R..QUERY21/- NLBC BBB
ITA R.....21/1730A L B C AR BBBBBBBB

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