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GP-416-SU-0P-8
17 Nov 1944

A-26

MISSION REPORTS

FOLDER NO.1

MISSION NO.	F.O. NO.	DATE
159	634	17 NOV. 44
160	635	18 NOV. 44
161	636	19 NOV. 44
162	637	19 NOV. 44
163	649	29 NOV. 44
164	653	2 DEC. 44
165	656	5 DEC. 44
166	658	6 DEC. 44
167	661	8 DEC. 44
168	662	9 DEC. 44
169	663	9 DEC. 44
170	667	12 DEC. 44

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P.R.C.

SCANNED & INDEXED
2007-12DECLASSIFIED
R00 DIR 52009, 27 Sep 58

MICROFILMED

7386-14

U. S. AIR FORCE
 37th Bombardment Group (M)
 Office of the Commanding Officer

Form 100-10
 10, Dec 4-5
 7 Dec 1944.
 Int.

AFB 110, U. S. Army
 7 December 1944.

Subject: Report of Combat Mission.

To: Commanding General, 37th Bombardment Group, AFB 110, U. S. Army.

From: Lieutenant Colonel (M)
 37th Bombardment Group, 6 December 1944.
 AFM 110-10.

1. 11-1000
 11-1000

2. 11-1000
 11-1000

3. 11-1000
 11-1000

4. 11-1000
 11-1000

5. 11-1000
 11-1000

6. 11-1000
 11-1000
 Detached early - shortage in engine fuel causing fire in cockpit.

11-1000
 11-1000
 Detached early - while connecting engine to ship lights shorted out landing installation off wires and causing smoke in radio compartment.

11-1000
 11-1000
 1 bomb returned - pilot had weak engine & ditched in position.

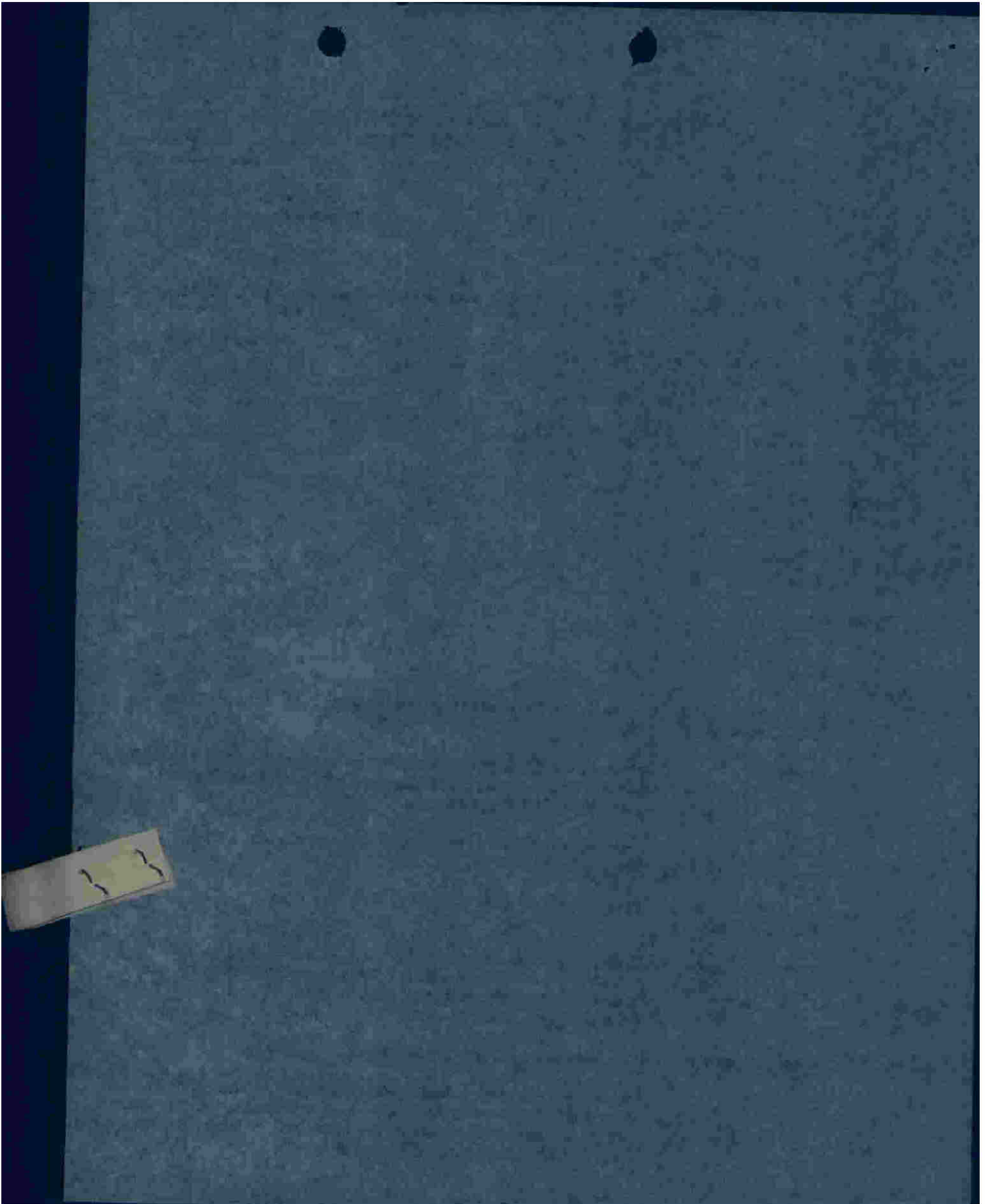
11-1000
 11-1000
 Flight leader (Lt. Stanley) did not drop.

11-1000
 11-1000
 Bomb released prematurely when it was not aimed. Pilot turned on bomb master switch and apparently had trouble on release button. Bomb armament and fuses to function properly.

7. Same as paragraph 6 in addition to the following:

11-1000
 11-1000
 Failed to release 3 bombs which began detached from bomb well hook during violent action of aircraft. Pilot came out of cockpit in violent manner and 3 bomb armaments tore up of bomb hook hook on AFM 110.

DEC 6 1944
 #166



Report of Combat Mission

(Continued)

41-39234

44. J. J. Smith

Station 34 failed to release. System checked and found to function properly. Possibility of moisture in A-1 release receptacle.

41-39234

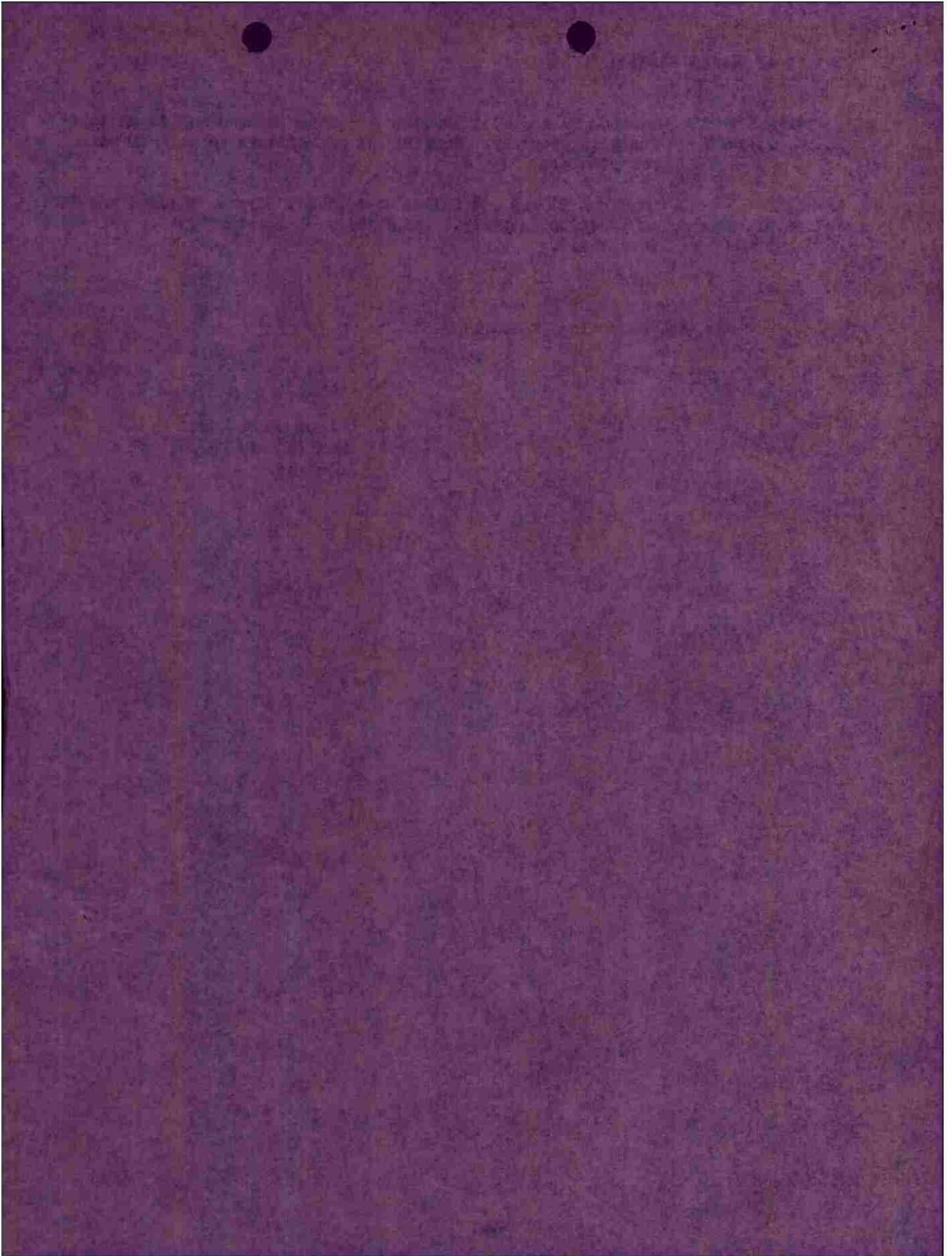
44. J. J. Smith

Stations 34 and 44 failed to release. System checked and found to function properly. Possibility of moisture in A-1 release receptacle.

4. June.

For the Commanding Officer:

GEORGE SCHWARTZ,
Captain, Air Corps,
Adjutant.



FORM 1
 EN: 30, A-55
 7 DEC 44
 INITIAL: *JS*

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

APC 140, U.S. Army,
 7 December 1944.

SUBJECT: Malfunction Report.

TO : Commanding General, IX Bombardment Division (L), APC 140, U.S. Army.
 (Attn: A-4 Section)

I. 6 December 1944, T.O. 1002, Target: Erkelenz (Defended village)

II. 43-39219 Brakes inoperative.

High pressure brake seal blew out of left inboard brake assembly. This is a more or less common occurrence and is apparently due to excessive clearance of the brake discs although brake action was satisfactory until malfunction occurred.

41-39234 Smoke and fire in pilot's compartment.

The cannon plug located directly behind the pilot's head which is used for the camera intervalometer shorted out when the pilot checked his camera circuit. Investigation by the squadron electrician proved this to be due to corrosion caused from water seeping into cannon plug connection. Pilot's canopy cover will not prevent water leaking into this compartment.

41-39264 Pilot reported throttles stuck while taxiing out for take-off.

The pilot reported that after taxiing to take-off position, he ran his engines up to 1500 RPM and could not pull his throttles back to idling. He taxied out of the way of aircraft behind him and shut his engines down. The control tower then called him and told him to move farther out of the way, so he started his engines again. This time both throttles worked O.K., however, he taxied

II. Cont'd

back to his hard standing. The ground crews checked the whole system for binding or foreign material between cables and pulley or fairleads and could find nothing wrong with the system. Cause unknown.

III. 41-39240 Fire in rear of fuselage.

The fire was traced to the camera circuit in the rear of the fuselage and was caused by a short circuit in the wiring between the camera and the cannon plug connection on the left side of station 352. The wiring had apparently become lodged between the camera and the mount and vibration of the mount pinched the wire causing the short circuit. In the future this wire will be tied up out of the way of the camera mount to prevent recurrence of this condition.

IV. 44-108 (A-20K) Four bombs returned

Pilot had rack selector switches in "train" position and racks will not function with switches in this position unless wing racks are installed.

41-39269 Six bombs returned

No attempt to drop as flight leader failed to release.

41-39244 Station 6A failed to release

Bombing system was checked upon return from mission and found to function properly and correctly. There is a possibility that moisture in the A-1 release receptacle shorted out the station.

43-82334 Station 3A and 4A failed to release

The system was ground checked and found to be functioning properly and no cause has been determined for the failure of these two stations. However, there exists the possibility of water or moisture shorting out the A-1 release receptacle for these two stations.

IV. Cont'd

41-39224

Bombs released prematurely when bomb doors were opened at I.P.

The system was checked and found to be operating correctly and no cause can be found for this premature release. It is possible that the pilot had his thumb on the release button when he turned on his bomb master switch.

41-39209

Three bombs failed to release at target.

Pilot came out of overcast in a violent maneuver and three bomb shackles tore out of the bomb rack hooks at the aft end. The bombs hung by the forward hooks.

V. 41-39218

Fuel selector valve difficult to turn.

Disassembly of fuel selector valve revealed that the ball bearing in the valve had become corroded due to moisture. The ball bearings were lubricated and the valve reinstalled with satisfactory operation.

41-39233

Right oil cooler leaking.

The hose clamp on the pressure side of the oil cooler had become loose due to vibration. The hose connection was inspected and found to be in a satisfactory condition.

43-22334

Oil pressure gage fluctuating.

Oil pressure gage line from pressure transmitter was refilled with fluid and instrument then checked O.K. Loss of fluid was apparently due to leaking, however, no leak could be located in the system.

41-39224

Cylinder head temperature gage would not indicate.

Malfunction was traced to a broken lead at the thermocouple unit directly behind number one cylinder. Breakage due to vibration.

VI. 1 - 2:50 - 460
 2 - 2:50 - 400
 3 - 2:50 - 470
 4 - 3:06 - 450
 5 - 2:50 - 475
 6 - 2:50 - 400
 7 - 3:20 - 590
 8 - 2:50 - 400
 9 - 2:50 - 375
 10 - 2:50 - 400
 11 - Not Airborne
 12 - 2:50 - 420
 13 - 2:50 - 470
 14 - 2:28 - 400
 15 - 2:55 - 500
 3 - 2:45 - 430
 Window - 2:35 - 320
 Window - 2:35 - 415
 Window - 2:35 - 440

1 - 2:55 - 445
 2 - 2:55 - 425
 3 - 2:55 - 425
 4 - Returned
 5 - 2:55 - 450
 6 - 2:55 - 440
 7 - 2:55 - 480
 8 - Not Airborne
 9 - 2:55 - 455
 10 - 2:55 - 500
 11 - 2:55 - 470
 12 - 3:05 - 400
 13 - 2:50 - 465
 14 - 2:50 - 400
 15 - 2:50 - 375
 16 - 2:45 - 450
 17 - 2:45 - 415
 18 - 2:45 - 500
 8 - 2:35 - 400

For the Commanding Officer:

GEORGE SCHENKIN,
 Captain, Air Corps,
 Adjutant.

6 December 1944

LOADING LIST
BOX I
FLIGHT I

MISSION NO. 166

1. 076 Q 460
LT. COL. W. J. MENG ✓
LT. V. H. POWELL ✓
S/S R. F. STOBERT 4*
S/S F. P. GLYNN

2. 075 J 400
Capt. W. A. PECK ✓
LT J. MADENFORD ✓
S/S R. P. SHARP
S/S R. W. CARSTENS

3. 271 R 470
LT R. M. CORNELL ✓
LT R. E. ENMAN ✓
CPL E. A. REID

FLIGHT II

1. 106 E
LT J. A. BUSKIRK ✓
LT R. C. HANNA ✓ 460
S/S C. H. CORBITT
PFC. RAPAGZ (4th CGU)

3. 284 C
LT J. H. MILLER ✓
S/SGT R. G. SCHROM 400

2. 210 J-1
LT A. REMISZEWSKI ✓ 475
SGT F. DI ORIO

4. 209 M
CAPT. R. J. TUTT ✓ 390
CPL D. SCHWARTZAPFEL

FLIGHT III

1. 089 R
LT C. J. BROWN ✓
LT J. E. KEANS ✓ 400
S/SGT. H. E. SUNDERLAND
SGT H. K. MILLER

3. 249 F
LT R. D. PERKINS ✓ 400
S/SGT A. E. DI MARTINO

2. 239 N
LT F. W. HENDERSON ✓
S/SGT P. E. COULOMBE 395

4. 234 P
LT M. ZUBON
CPL V. F. CROSS
*returned early -
shortage in sample
causing fire on
collected*

FLIGHT IV

1. 173 W 470
LT. D. F. SHEA ✓
LT O. R. KOCH ✓ H*
SGT F R URBANIC
CPL R. J. HAYES

3. 223 B 470
LT. P. P. BARAUSKY ✓
LT B. G. BISHOP ✓
S/SGT M. HALL

2. 212 E-1 470
LT J. R. WARREN ✓
S/SGT S. M. TURPIN

4. 307 N-1
LT H. POPENEY ✓
S/SGT H. C. S. CANDLER

1. 560 X 570
CAPT. C. R. JACKSON ✓
LT. A. H. MALBY ✓
S/S D. E. BURNS
CPL I. TORRES

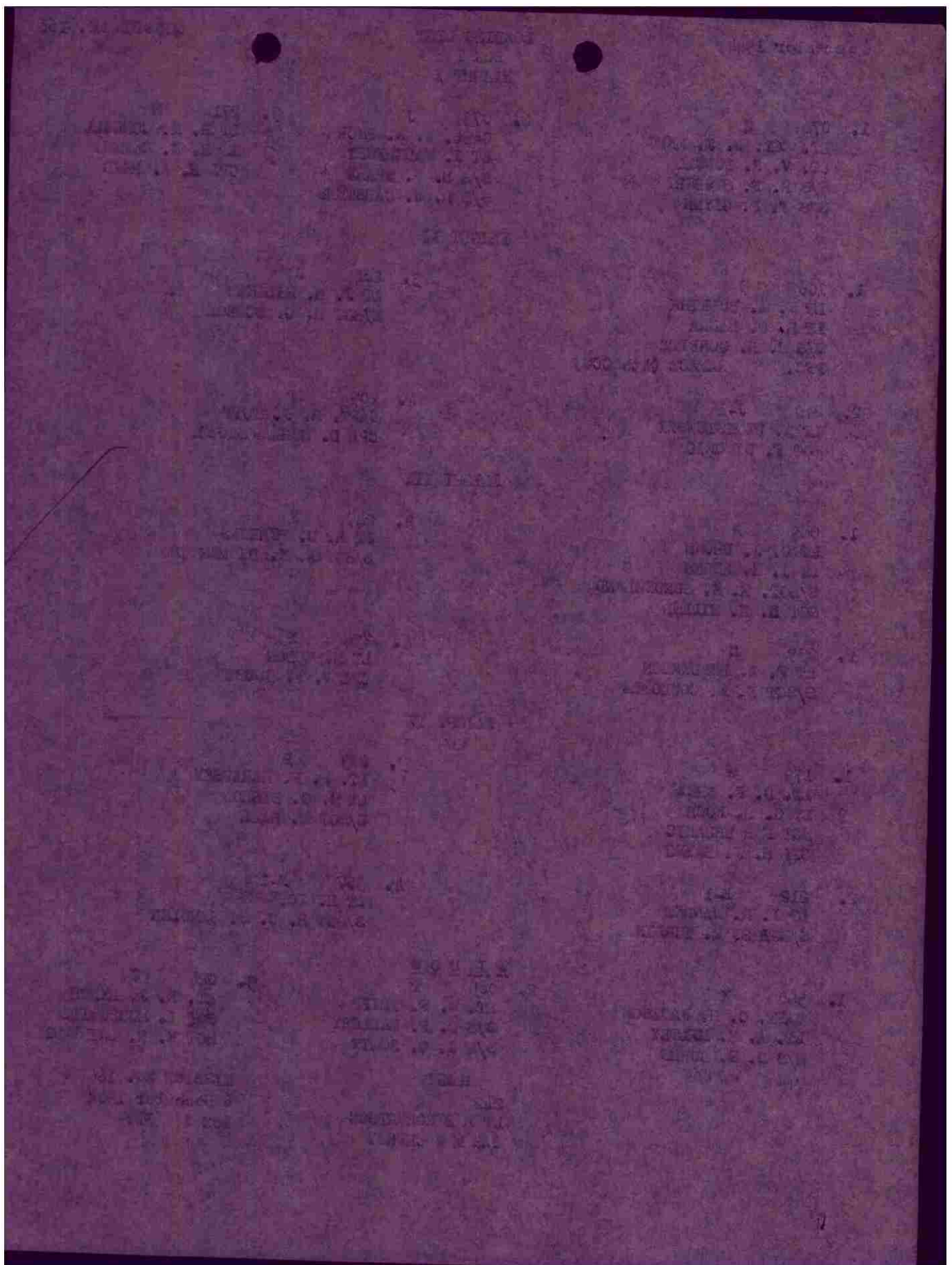
2. 085 T
LT. W. F. TRIPP ✓
S/S D. F. MALLORY
S/S J. O. SCOTT

3. 024 E 460
LT. B. J. RENTH ✓
SGT L. MOSKOWITZ
SGT E. R. BRINKMAN

SPARE

242 Q 450
LT R B ROBERTSON ✓
S/S M W CHENEY

MISSION NO. 166
6 December 1944
Box I PPT



6 December 1944

LOADING LIST
BOX II
FLIGHT I

MISSION NO. 166

1. 178 L 445
CAPT D A HULSE
LT R CONVE
S/S A J BURLAND
S/S D W STEPHENS

2. 240 K
LT J W KENOE
CPL L L RICHARDSON

*returns early -
arrives in office
immediately
and plans to
cancel flight
one during
the flight off
five
calls on duty
calls on duty
to ship units*

2. 614 A 450
CAPT HUGH A MONROE
LT R I KIRK
S/S W L KIDD
CPL R R RORBAKEN

5. 344 C
LT H B CLARK
S/S J W SABADOSH

3. 244 I 425
LT J F SMITH
S/S K HEATH

6. 300 P 440
LT R W VAN ROPE
CPL R F GRAHAM

FLIGHT II

1. 108 M
LT C. S. STANLEY
F/O JH BLOUNT
SGT C B COLLIER
S/S E P BREZELINSKI BREZELINSKI

4. 216 Q
LT R G MERRIDITH
T/S C C WILSON

2. 219 E
LT E B KREH
S/S P G PENNING

5. 214 B
LT W W ANNIN
SGT C J RIVARD

3. 233 F
LT J P KENNY
SGT J J SITTARICH

6. 269 K-1
LT L J PRUCHA
SGT L C FERGUSON

FLIGHT III

1. 334 G 445
MAJOR H F GONANT
CAPT C H LANE (97th WG)
CPL A KUBJALCO

4. 235 M-1
LT W B OSTRANDER
LT L G FRIEDRICH (97th WG)
CPL R J KAMISCHKE

2. 215 R 400
LT D B GRUNIG
SGT H J NOWOSIELSKI

5. 224 E-1 415
LT E O TURNER
SGT J O BELCAS

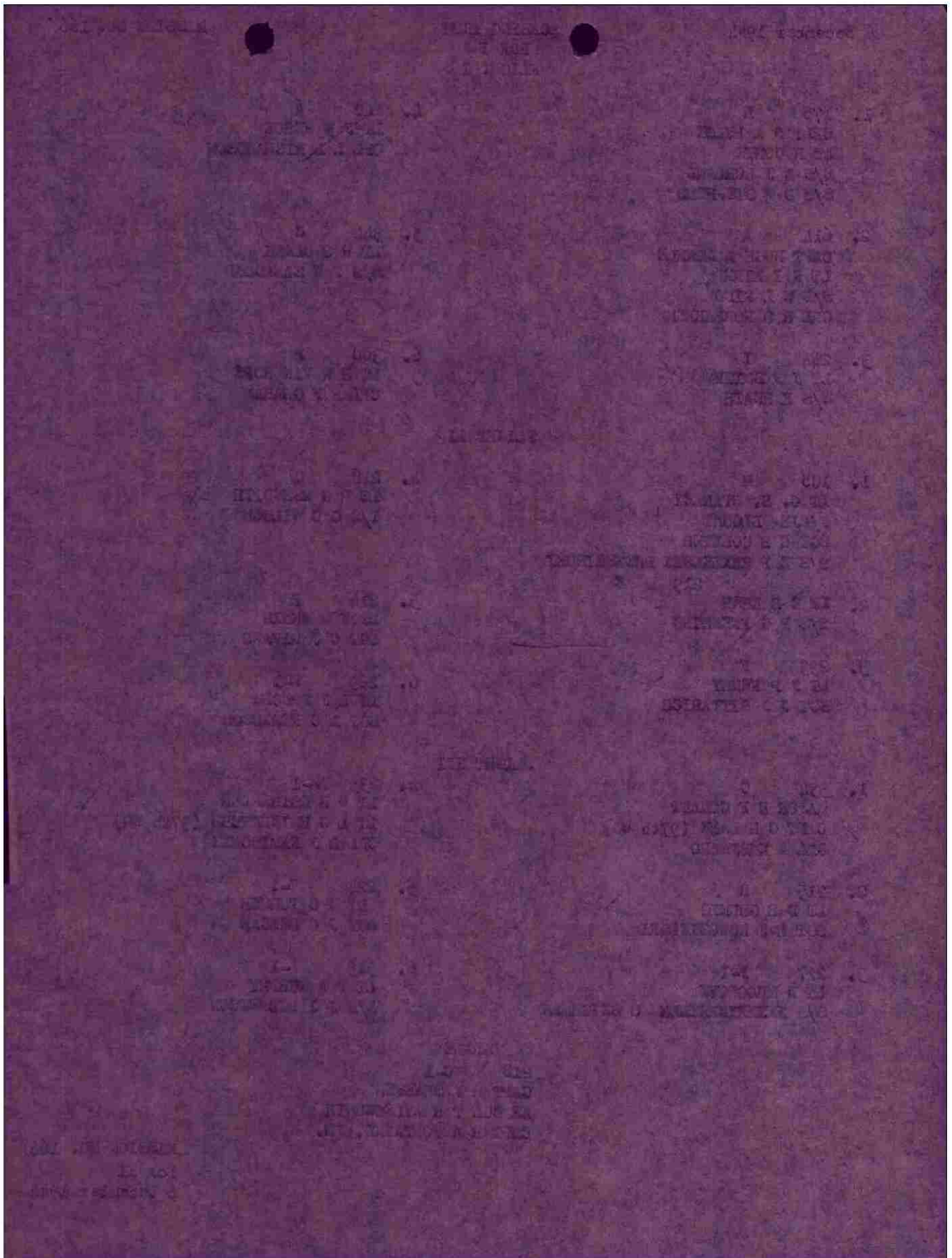
3. 227 F-1 315
LT W MUSCHROE
S/S J J RICKETSON O SEIGHMAN

6. 315 L-1 500
LT T A MURPHY
S/S J J RICKETSON

SPARE

218 C-1
CAPT R F SHAFFER
EX COL T R AYLESWORTH
CAPT R A FONTAINE, JR.

MISSION NO. 166
Box II
6 December 1944



POST MISSION REPORT

MISSION NO.

166

DATE

6 Dec. 44

1. NUMBER OF AIRCRAFT (JNTO - 16)

None

2. BOMBING MALFUNCTIONS (AIRMENT - 32)

0

3. CAMERA MALFUNCTIONS (JNTO LAB - 24.1)

234^{1st} Cannon plug way
 Carried causing short in wiring from
 ship to intervalometer. 240^{1st} Wire shorted out.

4. NUMBER PLANE OPERATIONS: DOSE GROUP

20's

26's

50's

20's

26's

WIND OFFICER

5. MEN ONT AND YES OF BATTLE DAMAGE (JNTO - 2)

None

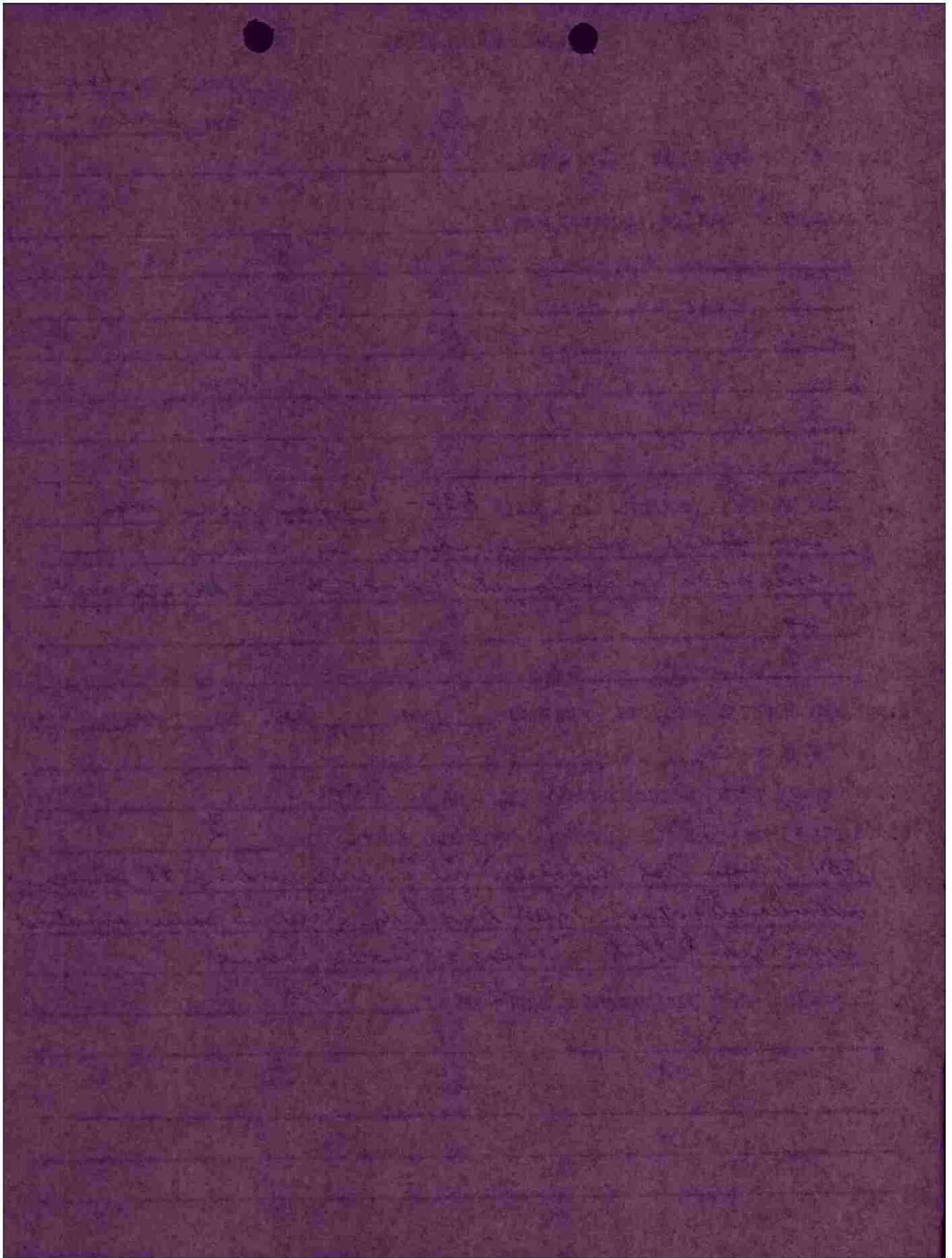
6. PLANE FAILED TO DEPART AIRCRAFT ON RETURNING EARLY - REASON

3

234-Zuhar - Not Airborne. Wire in wire leading to camera
 intervalometer. 240-Kehew - Ret'd Early. Wire in radio compartment
 219-Krek - Ret'd Airborne - Throttle locked.

7. PLANE LIFT OFF LANDING AWAY FROM BASE - REASON

None



HEADQUARTERS 416th BOMB GROUP
Office of the Operations Officer
APO 140, U.S. Army

Date 8 December 1944

SUBJECT: Interrogation of Group Box Leaders on PFF Lead.

TO : CO, 1st. Pathfinder Squadron Prov., APO 140, U.S. Army.

DATE OF MISSION 8 Dec '44 PFF PILOT Lt. Johnson

GROUP BOX LEADER Lt. Col. W.J. Mang

1. Was PFF lead entirely satisfactory? If not, why not?

Lead was entirely satisfactory with one exception.

PFF aircraft left bomb bay doors open on turn off target
and until bomb line was recrossed. The formation tended
to overshoot the leader.

2. Opinion of evasive action taken. Satisfactory

3. Comment on PFF Navigation. Very good

4. Suggestions. Lead PFF Aircraft close bomb bay doors before
commencing turn off target. In so doing, he will pick
up speed on the turn off, and the flights will not have
a tendency to overshoot the leader. Today, our flights
experienced this difficulty.

(OVER)

Second Box bombed on first box, both boxes being led by a single PFF aircraft.

2ND. BOX

PFF PILOT _____

GP. BOX LEADER Capt. D. A. Myles

1. Was PFF lead entirely satisfactory? If not, why not? _____

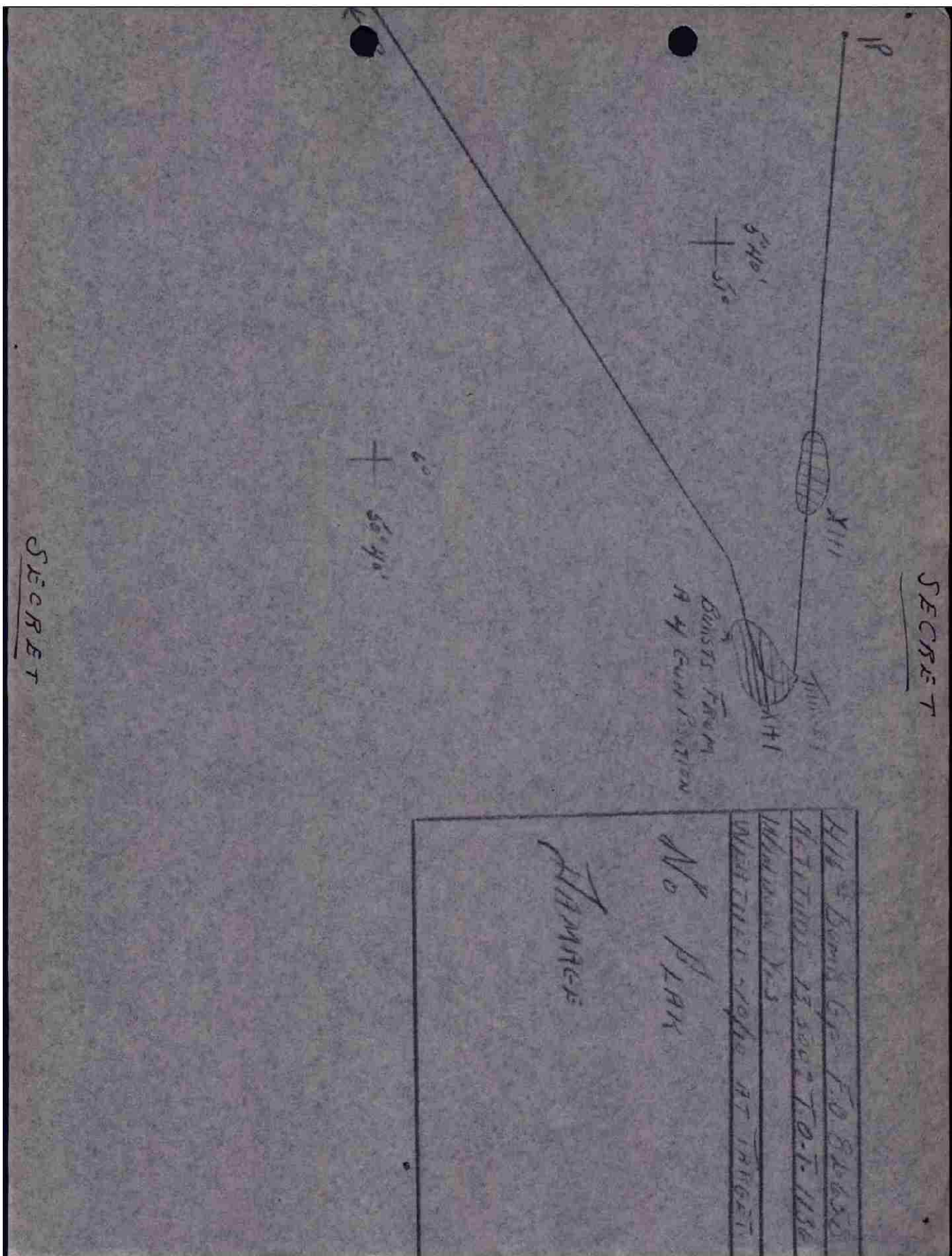
2. Opinion of evasive action taken. _____

3. Comment on PFF Navigation. _____

4. Suggestions. _____

Operations Officer

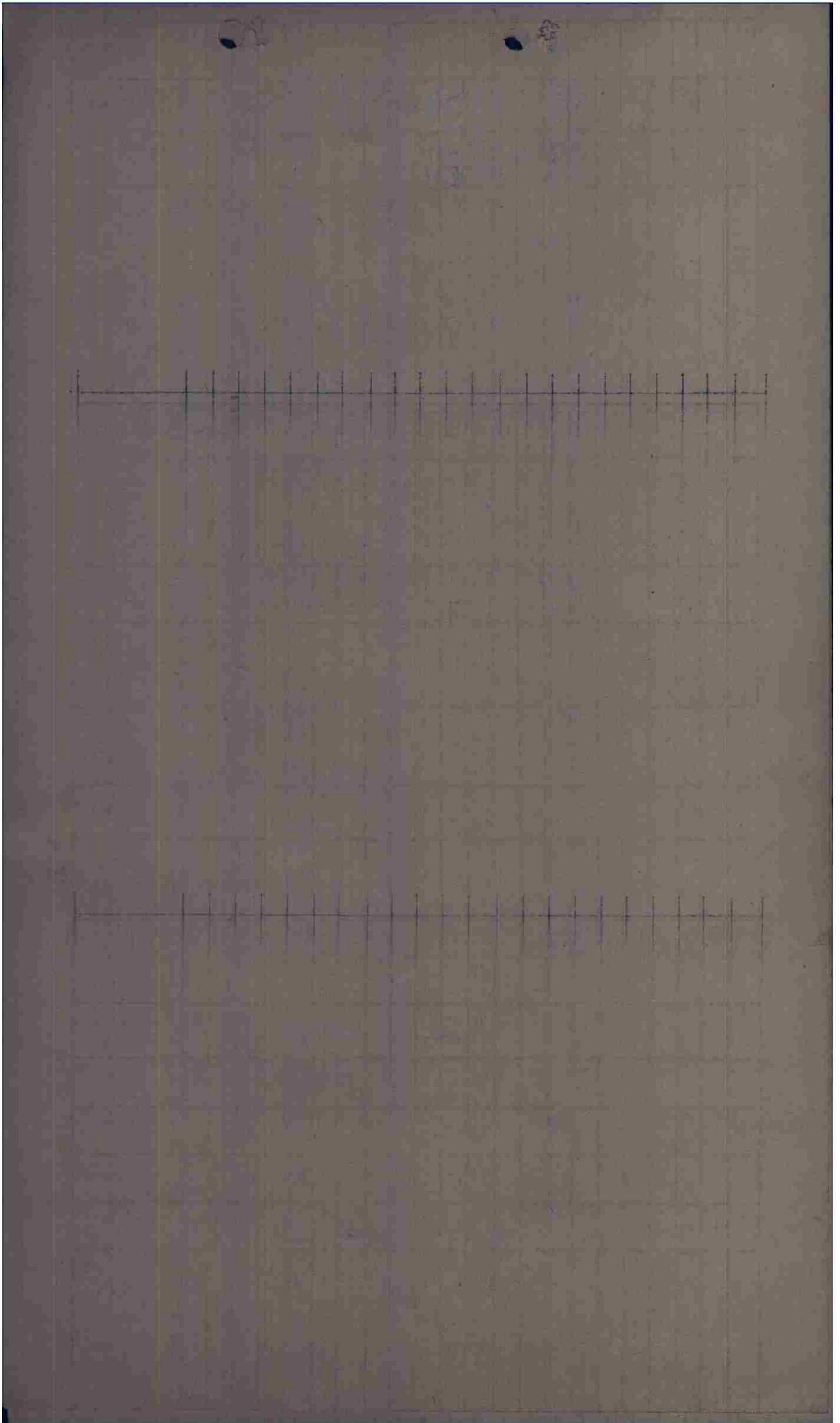
Bomb. Group.



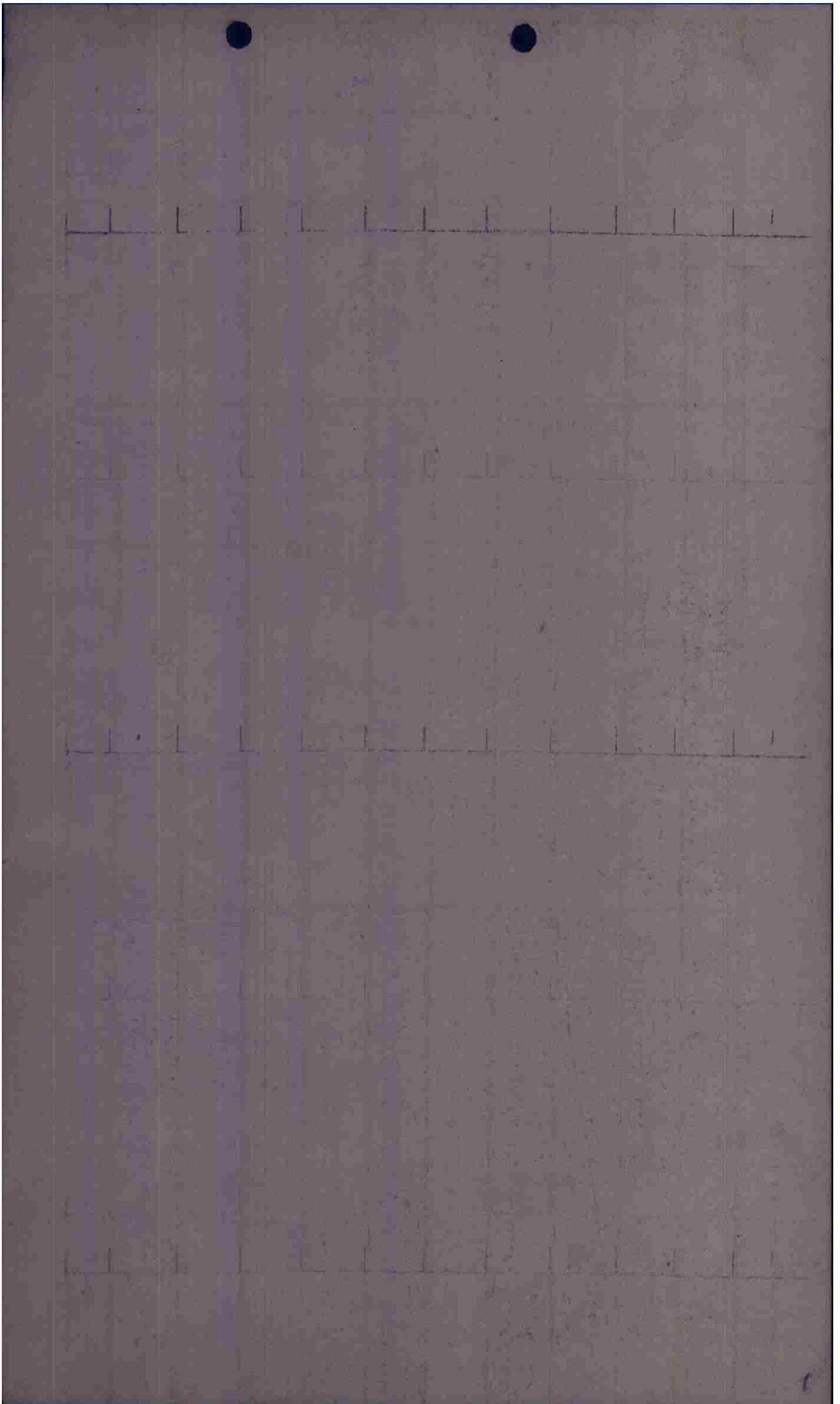
SECRET

SECRET

Mission No. 166														
Part II														
6 September 1944														
S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A NCE	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L O L O B A D	E N D U R
3	L	178	Holmes			1008						He		
3	A	614	McNamee			1008								
3	I	244	Smith P.J.			1008								
3	K	240	Stechel			1008								
3	C	344	Clark			1009								
3	P	300	Van Rake			1009								
3	M	108	Stanley			1009						He		
3	E	219	Stek			1009								
3	F	233	Forney			1009								
3	Q	216	Myers			1010								
3	B	214	Myers			1010								
3	K-1	269	Myers			1010								
3	G	334	Conant			1011								
3	R	215	Swaney			1011								
3	F-1	227	Myers			1011								
3	M-1	235	Bedford			1013								
3	F-1	224	Swaney			1013								
3	K-1	315	Myers			1014								
3	G-1	218	Conant			1014								



Mission 166 6 Dec, 44				
SHIP NO	SQUADRON	PILOT and/or BOMB/DIER	GUNNER	INSTRUCTIONS
108	A	STANLEY		4 Bombs returned (H-20K)
269	A	Trache		6 Bombs returned
244	B	Smith, J.E.		Station 6H failed to release -
334	C	CONANT		Station No. 3H and 4H failed to release -
224	C	Tennie		Bombs released but not released when doors opened at 100 ft.
209	D			3 Bombs became detached from bomb rail hook during violent action of aircraft. Failed to release at target.
CAUSES OF MALFUNCTIONS				INSTRUCTIONS
No attempt to drop - Flight leader failed to release -				Pilot had rack, selector, and switches in "aim" position, and switches not function with switches in this position unless wing racks are unclipped.
Ground check found detonating system & function properly and completely. Possible fault existing in H-1 release mechanism caused from starting out station with				
Some as above -				Pilot turned on Bomb Master after doors opened and apparently had trouble on release button. System checked and function properly -
Pilot came out of own GAT in violent maneuver and three bomb switches free and 3 bombs rack hooks on aft end.				Bombs hung by forward hook.
Capt. H.C.				William H. H. H.



.JKI AND JES STAND BY S FOR F.O. FROM
COME IN PLS KJES HERE JJJ KKK OK TICPLS
JKI ERE

EJ JEA

D110

DIST S-2, S-3, SIG

110

OIITA OIJES OIJKI OIJPO OIJJF V OIJE A OIJE A 14/05 OP - OP
T-(OIITA PASS TO OIJJF)

FROM: 97TH COMBAT BOMB WING 05/2235A D-42-E
TO : IX BOMBER DIV.
409TH BOMB GROUP. (INFO)
410TH BOMB GROUP.
416TH BOMB GROUP.
1ST PATHFINDER SQDN. (PROV.)

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

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

FIELD ORDER NO. 82-638

MAPS: NORMAL

1. B. (1) REF. CURRENT BOMBLINE.
(2) 29TH T.A.C. WILL FURNISH AREA COVER ON PLAN "A" AND PLAN "B".

2. THIS WING WILL ATTACK A TARGET IN GERMANY.

ZERO HOUR PLAN "A" 06/0930A
ZERO HOUR PLAN "B" 06/0930A

- - - PLAN "A" - - -

3. A. 410TH BOMB GROUP.

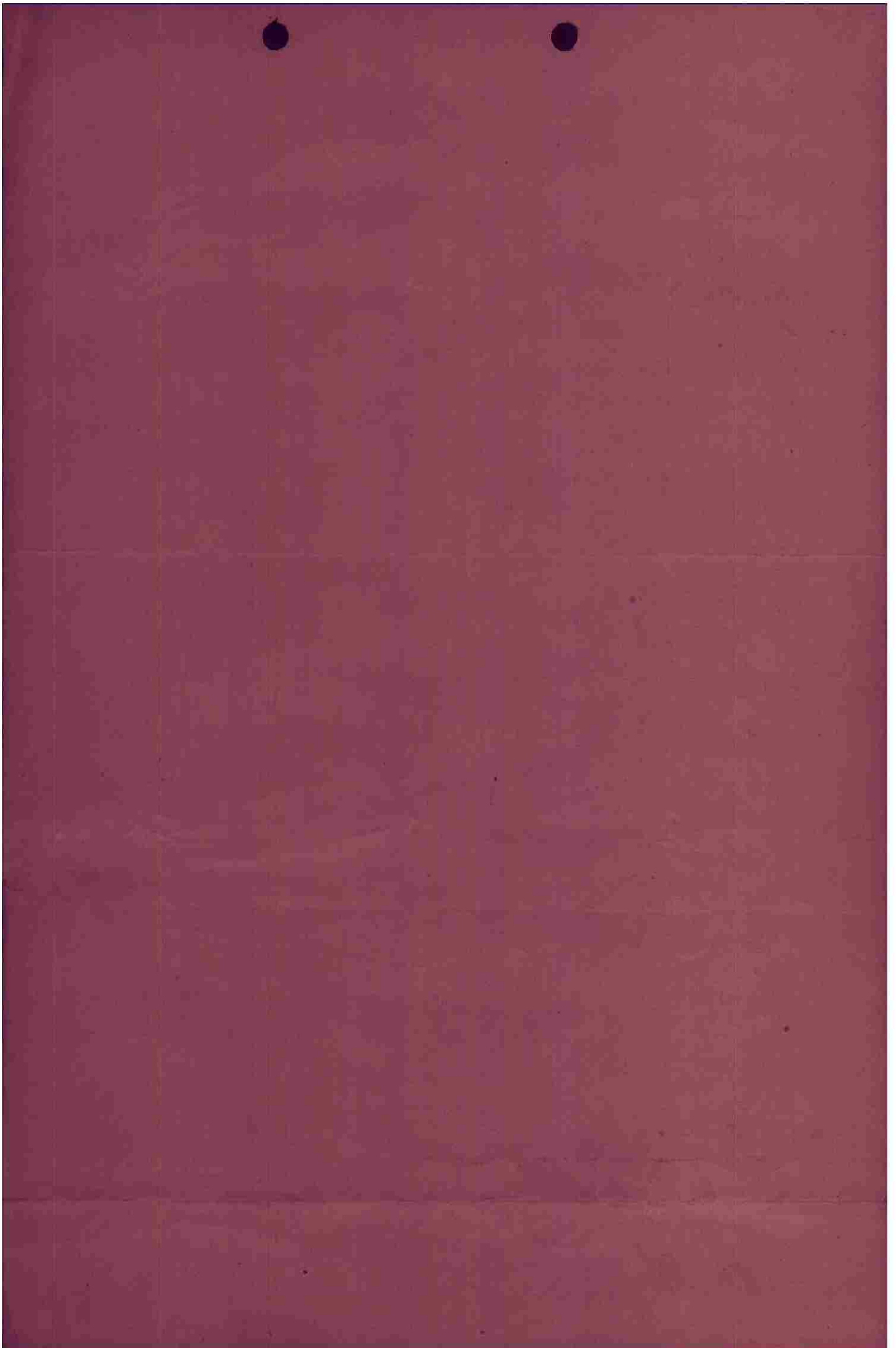
- (9) M.P.I. MAP SERIES 4414 SHEET 4903 ONE FLIGHT ON EACH OF THE FOLLOWING GRID. COORDINATES: 00607566, 00627586, 00817598, 00707615, 01007615, AND 00507643.
- (10) 6 X 500 G.P. FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL.
- (12) T.O.T. ZERO HOUR.

- B. 416TH BOMB GROUP.

- (9) M.P.I. MAP SERIES 4414 SHEET 4903 ONE FLIGHT ON EACH OF THE FOLLOWING GRID. COORDINATES: 002763, 00277656, 00337675, 00327692, 00567688 AND 006767.
- (10) 6 X 500 G.P. FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL. INTERVALOMETER SETTING MINIMUM.
- (12) T.O.T. ZERO PLUS 15 MIN.

- X. (1) - (4) NO CHANGE.

- (5) TARGET: ERKELENZ DEFENDED VILLAGE (F-006767)
- (6) A/C REQUIRED: 36 A/C BOMBING BY FLIGHTS OF 6 A/C.
- (7) ROUTE OUT: BASE TO I.P. TO TARGET.
- (8) ROUTE BACK: TARGET TURN LEFT TO R.P. TO BASE.
- (9) ALTITUDE: BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 5,000 FEET.
- (10) I.P. 5052N 0542E.
- (11) AXIS OF ATTACK GENERALLY SW TO NE.
- (12) R.P. 5052N 0542E.
- (13) NO ALTERNATE TARGETS WILL BE ATTACKED ON THIS MISSION.



- - - PLAN "B" (PATHFINDER) - - -

3. A. 41ST BOMB GROUP.

- (10) G X 500 G.P. FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL.
- (12) T.O.T. ZERO PLUS 90 MIN.

B. 416TH BOMB GROUP.

- (10) G X 500 G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
INTERVALOMETER SETTING MINIMUM
- (12) T.O.T. ZERO PLUS 95 MIN.

X. (1) - (4) NO CHANGE.

- (5) TARGET: ERKELENZ DEFENDED VILLAGE (F-206767)
- (6) A/C REQUIRED: ONE BOX OF 15 A/C AND ONE BOX OF 15 A/C WITH ONE P.P.F. A/C.
- (7) RENDEZVOUS: WITH P.P.F. A/C OVER THE FIELD.
- (8) ROUTE OUT: BASE TO 5028N 0451E TO 5108N 0522E TO TARGET.
- (9) ROUTE BACK: TARGET TURN RIGHT TO 5028N 0451E TO BASE.
- (10) ALTITUDE BOMB AT 13,500 FEET SECOND BOX AS CLOSE TO THE FIRST BOX AS POSSIBLE AND SLIGHTLY BELOW. MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 5,000 FEET.
- (11) AXIS OF ATTACK W TO E.
- (12) M.P.I. MAP SERIES 4414 SHEET 4903 ONE BOX ON EACH OF THE FOLLOWING GRID. COORDINATES: 008759 AND 005765 TO BE USED IF BOMBING IS VISUAL.
- (13) NO ALTERNATE TARGETS WILL BE ATTACKED ON THIS MISSION.
- (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 (41ST GRP.) AND A-26 (416TH GRP.) BOX LEADERS AND THEY WILL NOTIFY THE P.P.F. A/C OF THIS DECISION IF POSSIBLE.

4. NO CHANGE.

5. COMMUNICATIONS.

A. 41ST BOMB GROUP. (PLAN "A" AND "B")

- (2) MARGIN
- (3) JUDITH
- (4) ROSELEE

B. 416TH BOMB GROUP. (PLAN "A" AND "B")

- (2) QUICKSTART
- (3) JUDITH
- (4) ROSELEE

X. GENERAL INFORMATION.

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

- - - COMCBTWIG 97 - - -

BT 05/2235A

FK-AR

ALL STNS Q FOR R

OIITA K WITH R

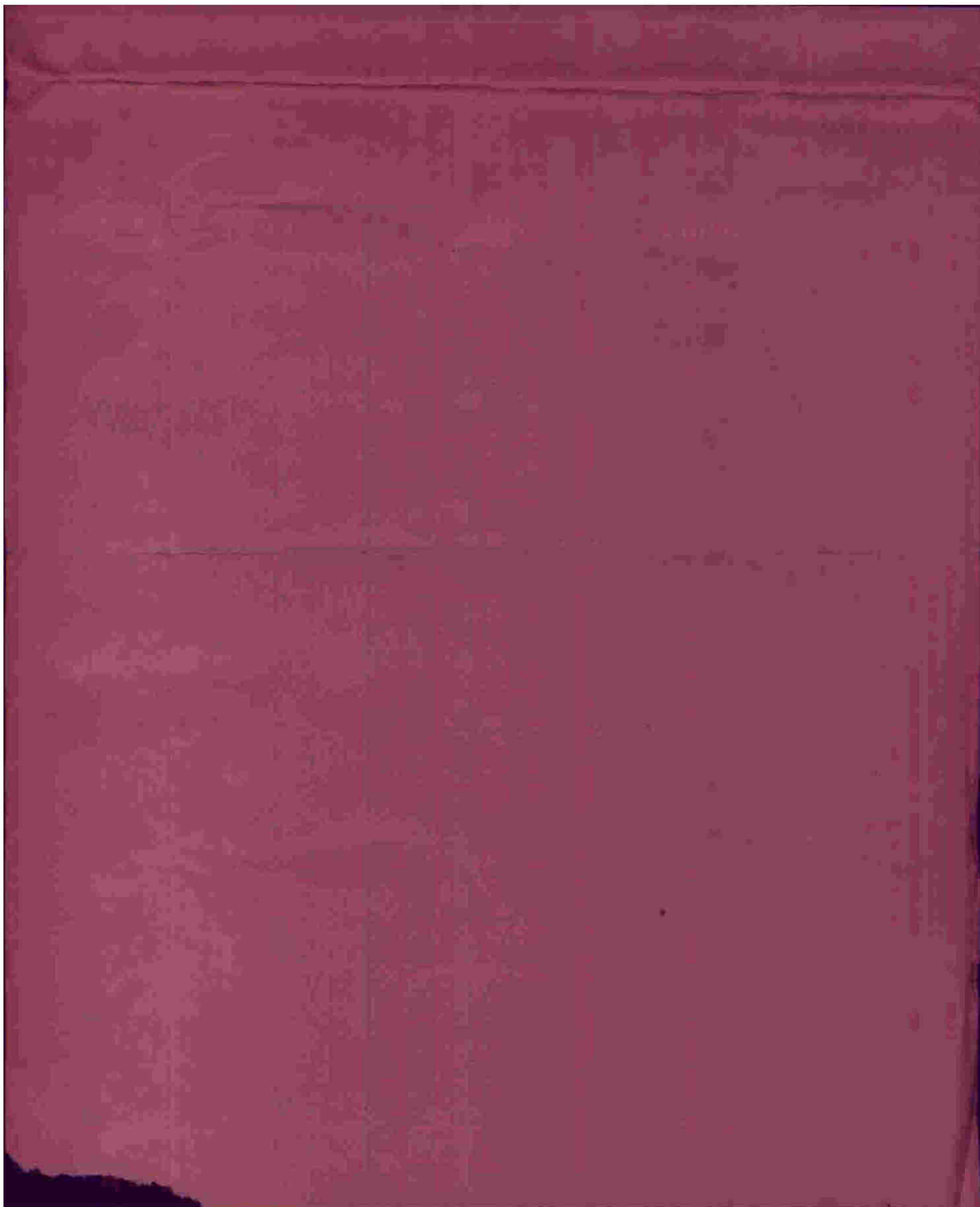
OIITA / OIJE R... (PASS TO OIJJF).....05/2340A MD AR

OIJES K WITH R

OIJES / OIJE R.....05/2340A EJK AR

OIJKI K WITH R

OIJKI / OIJE R.....05/2340A EW AR



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

JEA 01/06

OP OP

FROM 97TH COMBAT BOMB WING
TO COMBOMDIV NINE

06/0500A

D-43-E

COBOMGP 410

COBOMGP 416

COBOMGP 409 (INFO)

1ST PROV PATHFINDER SQDN,

OPERATIONAL PRIORITY BT

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

97TH COMBAT BOMB WING

APO 140

06 DECEMBER 1944

ANNEX NO. 1 TO FIELD ORDER NO. 82-658

CANCEL PLAN "A" REPEAT CANCEL PLAN "A"

PLAN "B" IN EFFECT REPEAT PLAN "B" IN EFFECT.

COMCBTWIG 97

BT 06/0500A

CES AR

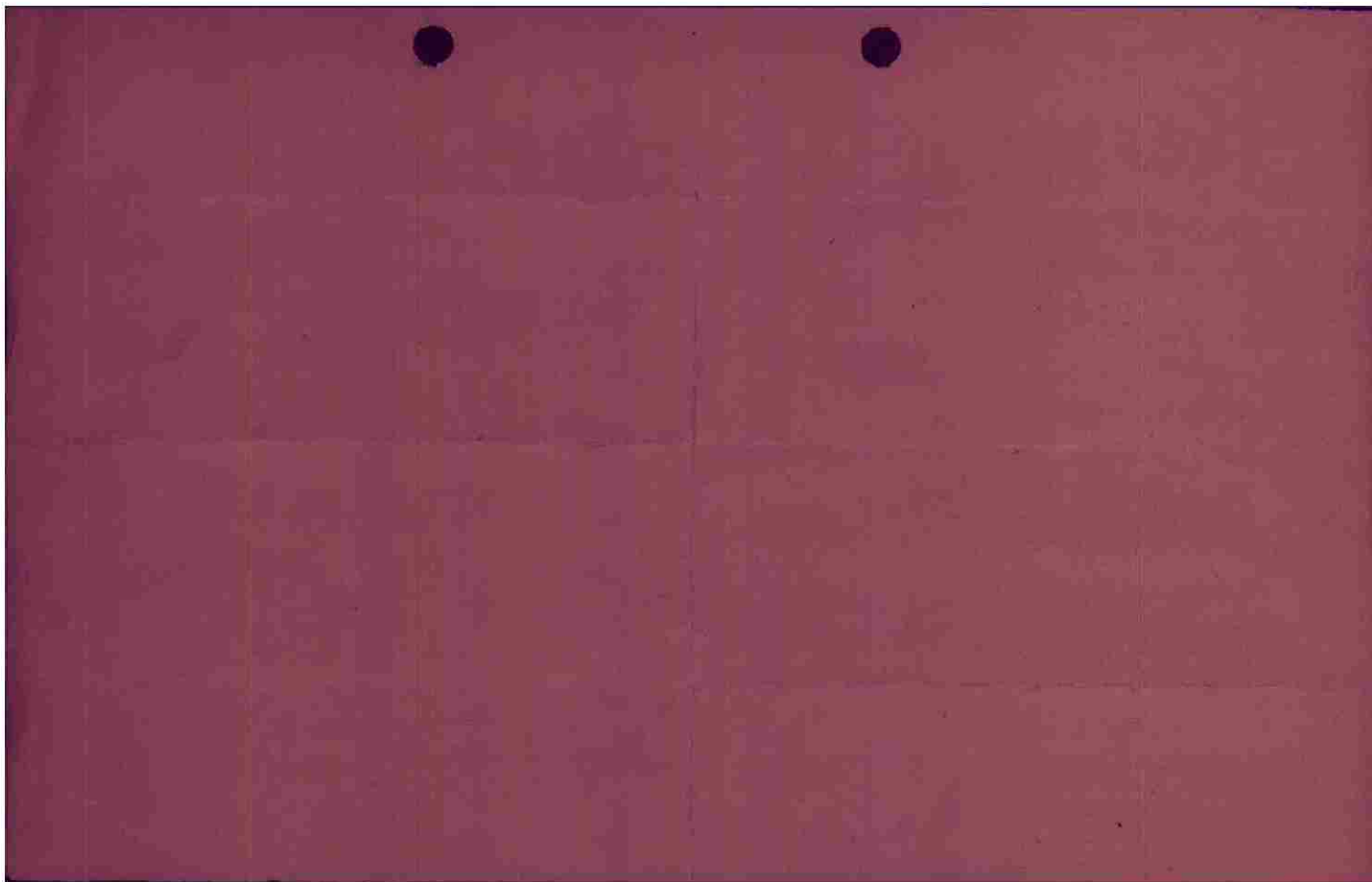
ITA R.....06/0513A HCB AR

JES R.....06/0513A IDR AR

JKI R.....06/0514A EW AR K

JPO R.....NO GOOD ERE K

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OIITA OIJJF OIJES OIJPO OIJKI V OIJE A OIJE A 02/06 OP OP
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 06/0805A D-44-E
TO COMBOMB DIV IX
COBOMGP 409 (INFO)
COBOMGP 410
COBOMGP 416
1ST PROV. PATHFINDER SQDN.

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

97TH COMBAT BOMB WING
APO 143
06 DECEMBER 1944

ANNEX NO. 2 TO FIELD ORDER NO. 82-658:

DELAY ZERO HOUR 30 MIN. ON PLAN "B".

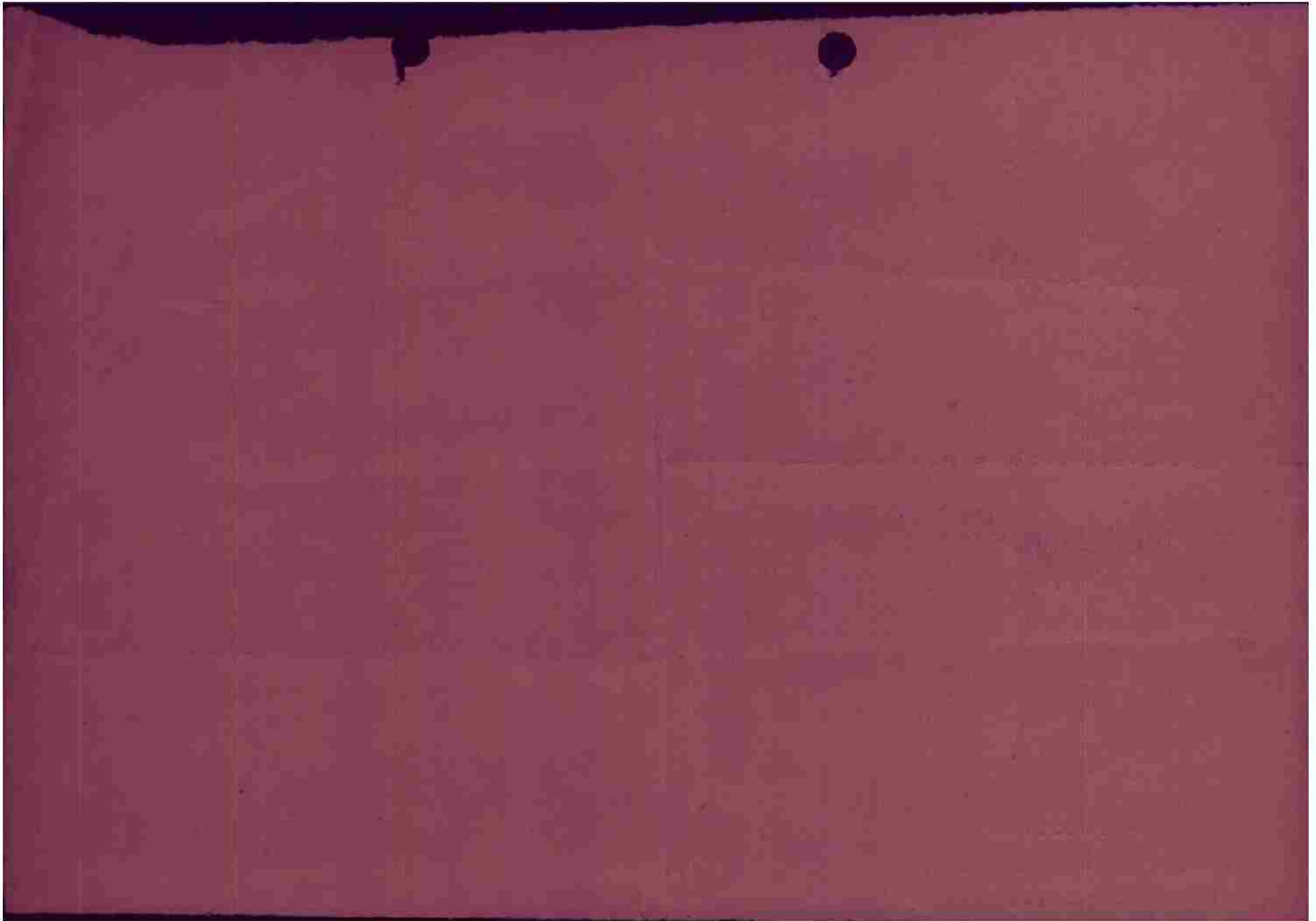
ZERO HOUR PLAN "B" IS NOW 06/1000A.

COMCBWIG 97

BT 0805A
RL AR K

JPO R.....06/0814A	AJB
REL AR	
JKI R.....06/0814A	FAG A
ITA RM.....06/0814A	SK AR

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24
1 1/2
JEA ITA V JKI JKI 6/26 OP - OP

FROM 416TH BOMB GROUP (L) 06/1510A D-99-D
TO CG 9TH BOMB DIVISION ATTN. A-2
CG 97TH BOMB WING ATTN. A-2
SECRET BT

OPFLASH FOR 6, DECEMBER 1944

- A. 416TH BOMB GROUP (L)
B. ERKELENZ DEFENDED AREA
C. 11 A-20'S AND 24 A-26'S
D. 7 A-20'S AND 21 A-26'S ON PRIMARY
E. 1 - A-26 DID NOT BOMB BECAUSE FLIGHT LEADER DID NOT BOMB
1 - A-20 DID NOT BOMB-HAD SWITCHES SET WRONG
1 - A-20 DID NOT BOMB-REASON NOT YET DETERMINED
1 A A-26 BOMBS FELL OUT AT K 4584, REASON UNKNOWN
3 - A-20 WINDOW AIRCRAFT

XXXXXXXXXXXXXXXXXXXX

- F. 150 X 500 G.P.'S ON PRIMARY
6 X 500 G.P.'S FELLOUT K4584
20 X 500 G.P.'S RETURNED

G. UNOBSERVED - BOMBED PPF

H. NIL

I. NIL

J. WEAK HEAVY INACCURATE AT TARGET
WEAK HEAVY INACCURATE NEAR BOMBLINE AT K7282

K. NIL

L. 13,000 - 13,500 FEET

M. 1135 1/2

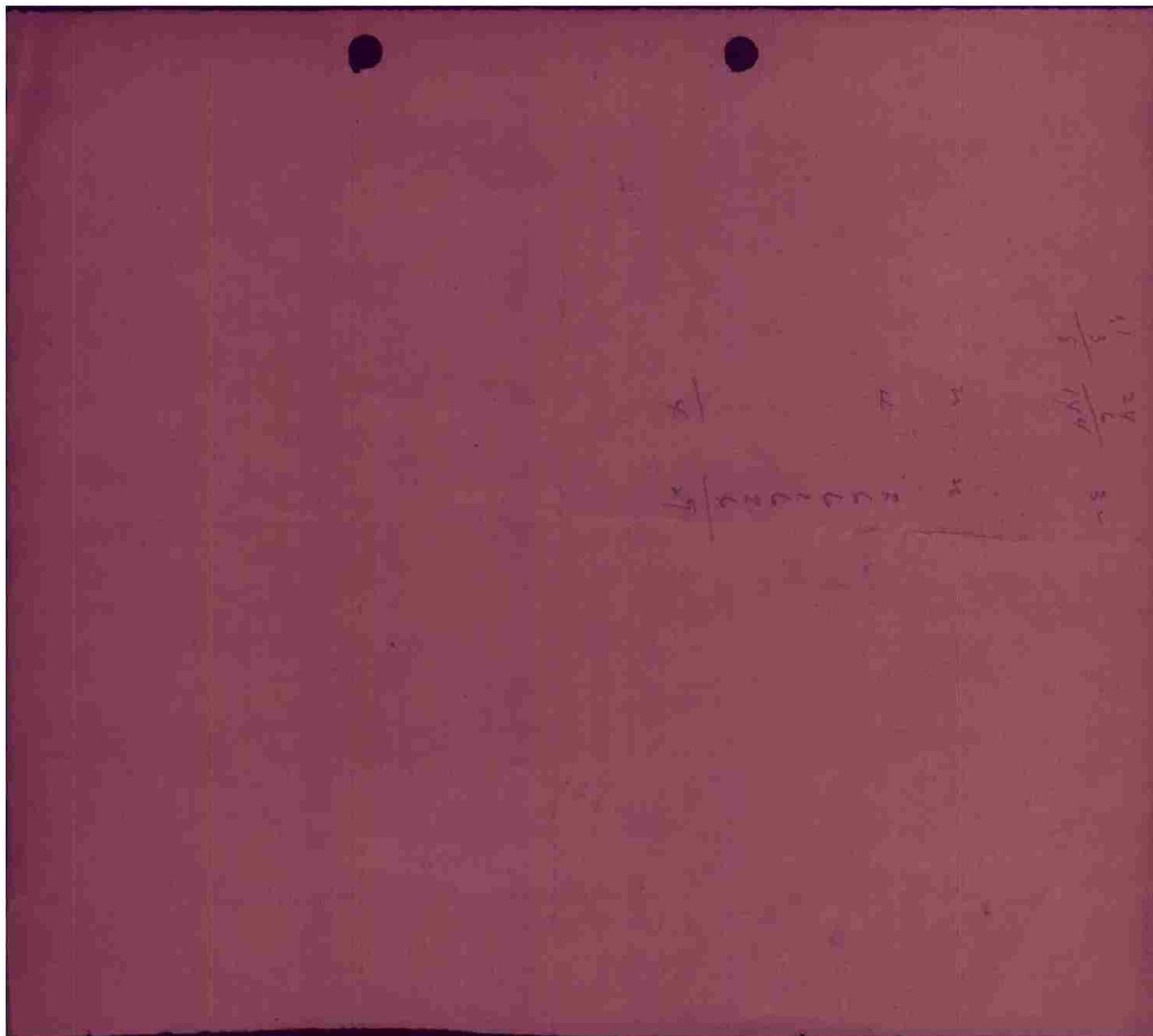
X. VAPOR TRAILS REPORTED HIGH (20,000 - 25,000) HEADED TOWARDS GERMANY, PLANE UNIDENTIFIED NEAR TARGET AREA.

BT 06/1510A

GP AR

JEA R.....06/1532A RL AR
ITA R.....061528A MB AR PLE CLR

V



JEA T

JEA ITA V JKI JKI 8/86 OP - OP

FROM HQ 416TH BOMBARDMENT GROUP (L) 86/1625A D-181-D
TO 9TH BOMBARDMENT DIVISION (M), A-2, P/I
97TH COMBAT WING A-2, DUTY OFFICER
SECRET BT

S/A REPORT

B. ERKELENZ

C. 1136

J. PPF MISSION. NO PHOTOS DUE TO CLOUD COVER.

BT 86/1625A

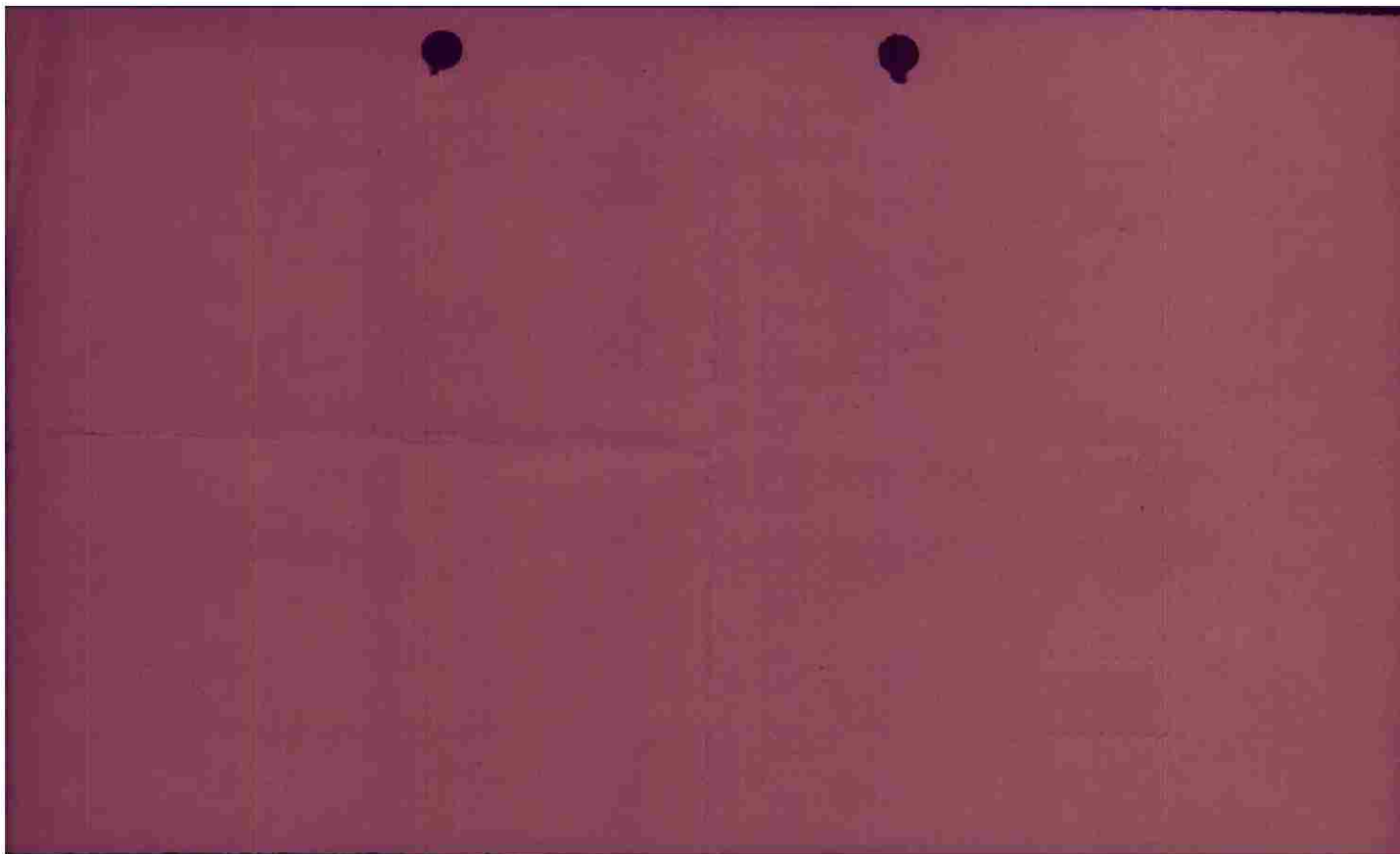
GP AR

JEA R.....86/1703A RL AR

ITA R.....86/1703A DC AR

O

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