

IRIS Public Record

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Title Extensions:

Abstract ATTACKED VARIOUS TARGETS IN EASTERN FRANCE AND WESTERN GERMANY. MARSHALLING YARDS WERE FREQUENT TARGETS.

Descriptive
Notes:

Title MISSION REPORTS: FOLDER NUMBER 2

Added

Entries

Author:

Subject:

Major Command:

Administrative Markings

No Administrative Markings Listed

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GP-416-SL-OP 5
113 DEC 1944

A-26

MISSION REPORTS

FOLDER NO. 2

MISSION NO.	F.O. NO.	DATE	
171	90 - 668	13 DECEMBER	44
172	92 - 671	15 "	44
173	100 - 679	23 "	44
174	101 - 680	23 "	44
175	102 - 681	24 "	44
176	103 - 682	25 "	44
177	104 - 683	25 "	44
178	108 - 686	27 "	44
179	111 - 689	29 "	44
180	114 - 694	1 JANUARY	45
181	115 - 695	2 "	45
182	118 - 698	5 "	45
183	124 - 704	11 "	45
184	126 - 706	13 "	45

P.R.C.

00001085

DECLASSIFIED
DOD DIR. 5104
21 Sep 58SCANNED BY ACD
2007

MICROFILMED

7386-48

SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 107-682BOX 1, Flight 1 GROUP 416th DATE 25 Dec. 1944 TARGET ATTACKED Prima Comm. Center1. Method of Sighting: Pre-set with corrections.

2. Bombing approach:

3. ^{110°} Was mercury erection system used? YES _____ NO X _____4. Did entire ~~flight~~ (flight) drop on lead bombardier? YES _____ 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.Could not locate primary target, bombed casual target at Krinn, aiming at town. (railway area).5. Name of lead Bombardier: Lt. P.O. Bynally6. Name of lead Pilot: Lt. Col. D.L. Willatts7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 210 Altitude: 120009. Length of bomb run: 35 Sec: 21010. Bomb Load and Fusing per A/C: A-26 4 x 250 lb. FUSED 1/20 N1/200 T11. Total Bombs Dropped: 28 A-26 14 x 250lb.

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?

(e) State any difficulties on bombing run:

(f) Malfunctions, personnel errors or other factors affecting bombing:

None

(g) Bombing results as reported by crews:

Aimed at right Target: YES _____ NO X _____Results claimed: EXCEL X GOOD FAIR POOR GROSSPNS X

SECRET

DEC 25 1944
4176



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 109-582BOX 1, Flight 2 GROUP A16th DATE 25 Dec. 1944 TARGET ATTACKED Monstereifel
(Communications & Rail Sidings)1. Method of Sighting: Pre-set with corrections.

2. Bombing approach:

3. ⁰ Was mercury erection system used? YES _____ NO X4. Did entire ~~(box)~~ (flight) drop on lead bombardier? YES X NO _____

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

Pre-set with corrections. G-1 Auto Pilot not used.Aimed at briefed aiming point on railway.5. Name of lead Bombardier: Lt. A.S. Galloway6. Name of lead Pilot: Capt. E.D. Stebbins7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 230 Altitude: 123009. Length of bomb run: 45 Sec:10. Bomb Load and Fusing per A/C: A-20 4 x 250 lb. FUSED 1/10 N
A-26 14 x 250 lb. 1/100 T11. Total Bombs Dropped: 30

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

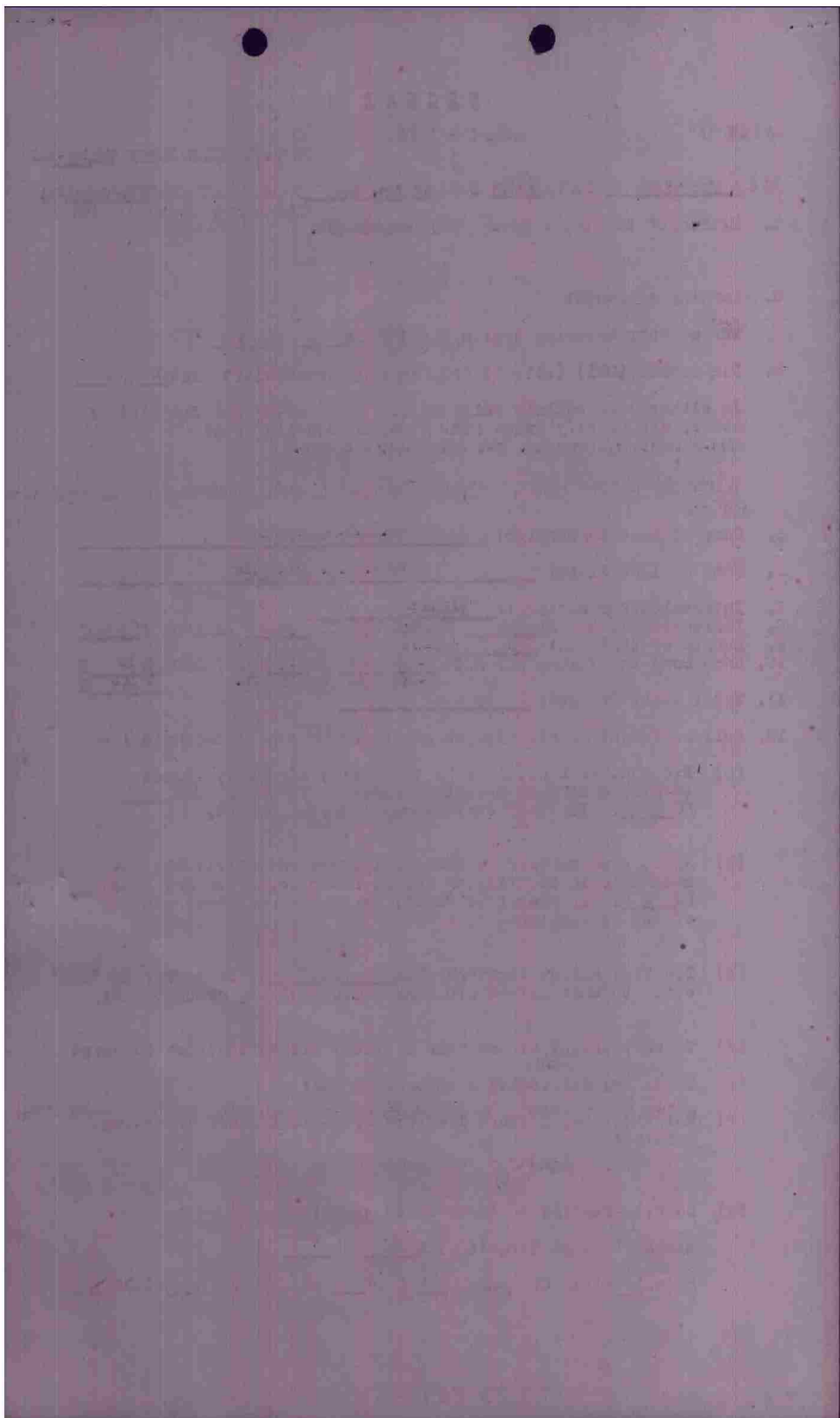
(e) State any difficulties on bombing run:

(f) Malfunctions, ^{None} 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 X

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO 103-682BOX 1. Flight 3 GROUP 416th DATE 25 Dec. 1944 TARGET ATTACKED Kronenburger-
hutte1. Method of Sighting: Pre-set with corrections. Communications Center

2. Bombing approach:

3. Was mercury erection system used? YES _____ NO X4. Did entire ~~box~~ (flight) drop on lead bombardier? YES X NO _____

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

Pre-set with corrections. G-1 Auto Pilot not used.Could not locate primary target. Bombed casual target at Kronenburger-
hutte.5. Name of lead Bombardier: Lt. G.G. Johnson6. Name of lead Pilot: Lt. J.E. Blongren7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 234 Altitude: 117009. Length of bomb run: 45 Sec:10. Bomb Load and Fusing per A/C: A-20 4 x 250 lb. FUSED 1/10 N
A-26 14 x 250 lb. 1/100 T11. Total Bombs Dropped: 103

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?

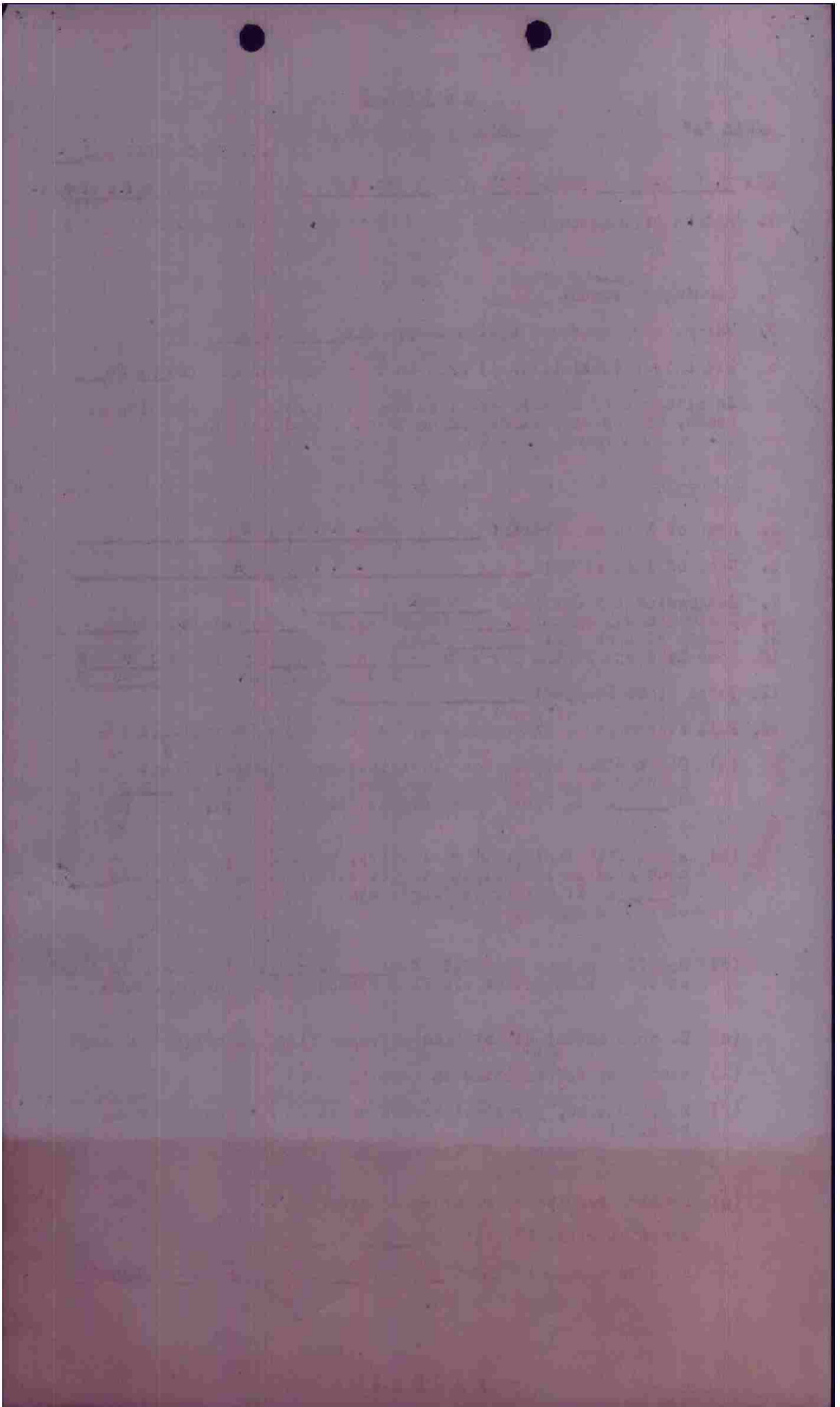
(e) State any difficulties on bombing run:

(f) Sight stem pin out on bombsight. Could not synchronize perfectly.
Malfunctions, personnel errors or other factors affecting bombing:Good synchronization difficult as sight stem pin was out. Pin jarred loose from sight. Neither mechanical nor personnel error.

(g) Bombing results as reported by crews:

Aimed at right Target: YES _____ NO XResults claimed: EXCEL X GOOD _____ FAIR _____ POOR _____ GROSS _____PNB X

S E C R E T



SECRET
 AUTH: 00, A-55
 26 Dec 44
 INITIAL:

HEADQUARTERS
 41ST BOMBARDMENT GROUP (L)
 Office of the Commanding Officer

APO 140, U. S. Army,
 26 December 1944.

SUBJECT: Mission Report.

TO : Commanding General, 9th Bombardment Division (M), APO 140, U. S. Army.
 (Attn: A-4 Section)

I. 26 December 1944, T.O. 0919, Munsterfeld, F.O. 103-382.

II. 41-39268 Windshield frosted up.

Every effort is being made to remove frost from windshield, but nothing has been found yet that will last long enough for taxi and take-off.

III. 41-39217 Landing gear failed to retract.

Micro switch on left landing gear was out of adjustment and would not make contact. It was readjusted and checked O.P. All other landing gear switches are being checked for adjustment to prevent recurrence.

41-39294 Pilot reported losing fuel.

Pilot changed fuel tanks and left cross feed on, thereby pumping fuel into bomb bay tank which overflowed.

IV. 43-22500 Released only 3 bombs.

Bombing system functioned on the ground and investigation of wiring has revealed nothing further. However, it is evident that there must be a loose connection, partial short or an improper ground in the bomb bay. It will be necessary to dis-assemble bomb rail and several junction boxes before a complete investigation has been conducted.

43-22513 All bombs returned.

Right bomb bay door safety switch failed to close when doors opened. Switch operating mechanism was not adjusted to close the switch under conditions where binding exists between the switch plunger and collar. Switch re-adjusted and placed back in service.

V. 41-80249

Power loss on right engine.

Flak had entered the top of the
airscoop to the carburetor and
went down into the blower section.
Engine impeller was damaged
causing loss of manifold pressure.

VI. 1 - 3:10 - 500

2 - 3:15 - 425

3 - 3:15 - 400

4 - 3:15 - 580

5 - Returned early

6 - Not airborne

7 - 3:15 - 520

8 - Landed away from base..

9 - Did not return to base.

10 - Landed away from base.

11 - 3:45 - 465

12 - 3:15 - 520

13 - 3:15 - 540

14 - 3:15 - 500

15 - 3:10 - 540

16 - 3:10 - 500

17 - 3:10 - 530

18 - 3:20 - 515

1 - 3:30 - 475

2 - 3:30 - 475

3 - 3:30 - 425

4 - 3:30 - 475

5 - 3:30 - 450

6 - 3:30 - 450

7 - Did not return to base.

8 - 3:35 - 500

9 - 3:10 - 500

10 - 3:10 - 515

11 - 3:10 - 575

12 - 3:30 - 500

13 - 3:10 - 500

14 - 3:05 - 480

15 - Returned early.

16 - 3:55 - 475

17 - 3:20 - 550

18 - 3:25 - 580

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

MISSION NO. 176

LOADING LIST

26 DECEMBER 1944

BOX I
FLIGHT I

1. 185 C 500
Lt. Col. D.L. Willetts
Lt. P.G. Royalty
S/S T. Connery
S/S H.R. Davis

2. 313 B 425
Lt. A. Remiszewski
S/S F. DiOrto

3. 349 F 400
Lt. A.E. Herman
S/S J.C. Young

4. 309 M 580
Lt. M. Zubov
S/S A.E. DiMartino

5. 284 C
Lt. J.B. Cocke
Cpl R.D. Redding

6. 286 V
Lt. M. Wallman
Cpl M.F. Herdman

FLIGHT II

1. 085 T
Capt. B.D. Stebbins
Lt. A.S. Callaway
S/S W.J. Brown
S/S J.J. McGuire

2. 344 C
Lt. G.C. Van Meter
Cpl S.J. Kirik

3. 240 K
Lt. K.W. Kehoe
Cpl R.F. Graham

4. 302 D
Lt. W.J. Greene
Lt. J.W. Britt
S/S K. Heath

5. 289 B
Lt. M.S. Street
S/S R.P. Sharp

6. 241 F
Lt. J.A. Willard
Cpl C.V. Hinker

FLIGHT III

1. 178 L
Lt. J.E. Blomgren
Lt. G.G. Johnson
S/S J.F. Malloy
S/S J.M. Pemberton

2. 301 O
Lt. W.F. Tripp
S/S A.J. Burland

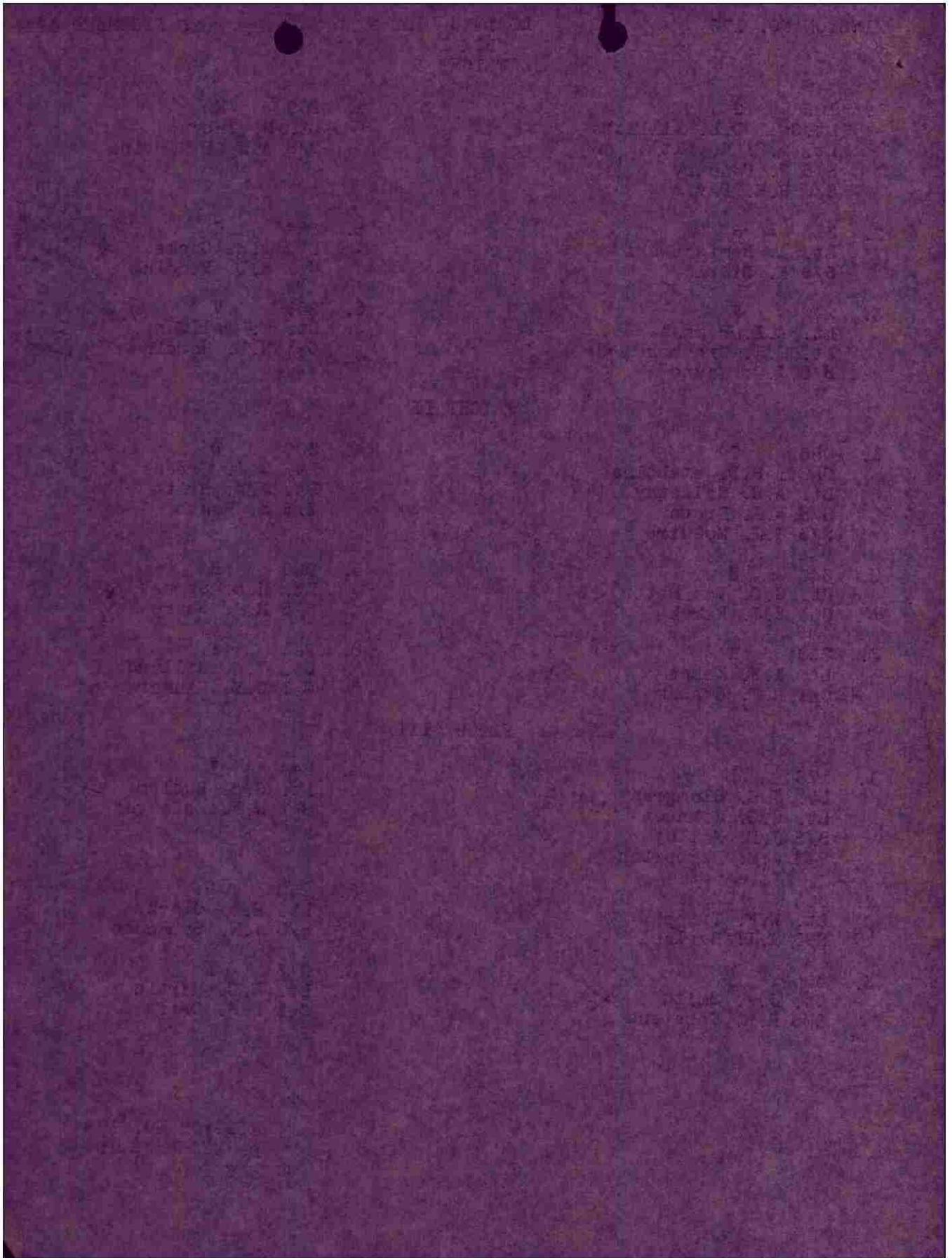
3. 300 P
Lt. J.F. Smith
S/S H.W. Carstens

4. 244 I
Lt. G.S. Butler
Sgt W.F. McGaughy

5. 252 D
Lt. W.B. Clark
S/S J.W. Sabadosh

6. 277 A
Lt. E.C. Martin
Cpl L.B. Draft

MISSION NO. 176
26 DECEMBER 1944
BOX I



MISSION NO. 176

LOADING LIST
BOX II
FLIGHT I

25 DECEMBER 1944

1. 089 R 475
Lt. H.F. Boir ✓ H*
Lt. J.L. Corum ✓
Cpl K.W. Schmidt ✓
S/S A.H. Hinson ✓

2. 211 K 475
Lt. J.R. Miller ✓
S/S J. Calender ✓

3. 210 J 475
Lt. C.L. Estes ✓
S/S C.R. Orvold ✓

4. 250 A 475
Capt. R.J. Tuttle ✓
Cpl D. Schwartzapel ✓

5. 267 D 450
Lt. J.W. Spires ✓
Cpl R.W. Messinger ✓

6. 291 Z 450
Lt. S. Mooney ✓
Cpl R.G. Schumacher ✓

FLIGHT II

1. 108 M
Capt. R.V. Miracle ✓
Lt. J.J. Burg ✓
S/S A.F. Galloway ✓
S/S J.R. Simmonds ✓

2. 290 L
Lt. J.H. Montrose ✓
S/S R.S. Candy ✓

3. 319 E
Lt. J.J. Chalmers ✓
Sgt K. Fortner ✓

4. 269 H
Lt. C.F. Jacobsen ✓
S/S P.G. Fild ✓

5. 317 O
Lt. L.J. Frucha ✓
T/Sgt C.O. Wilson ✓

6. 264 I
Lt. R.J. Lackner ✓
Cpl A.J. Musarra ✓

FLIGHT III

1. 076 J
Lt. D.F. Shea ✓
Lt. O.R. Koch ✓
Sgt S.R. Caudell ✓
Sgt F.R. Urbancie ✓

2. 315 L
Lt. S.H. Shaley ✓
Sgt F.M. Tharp ✓

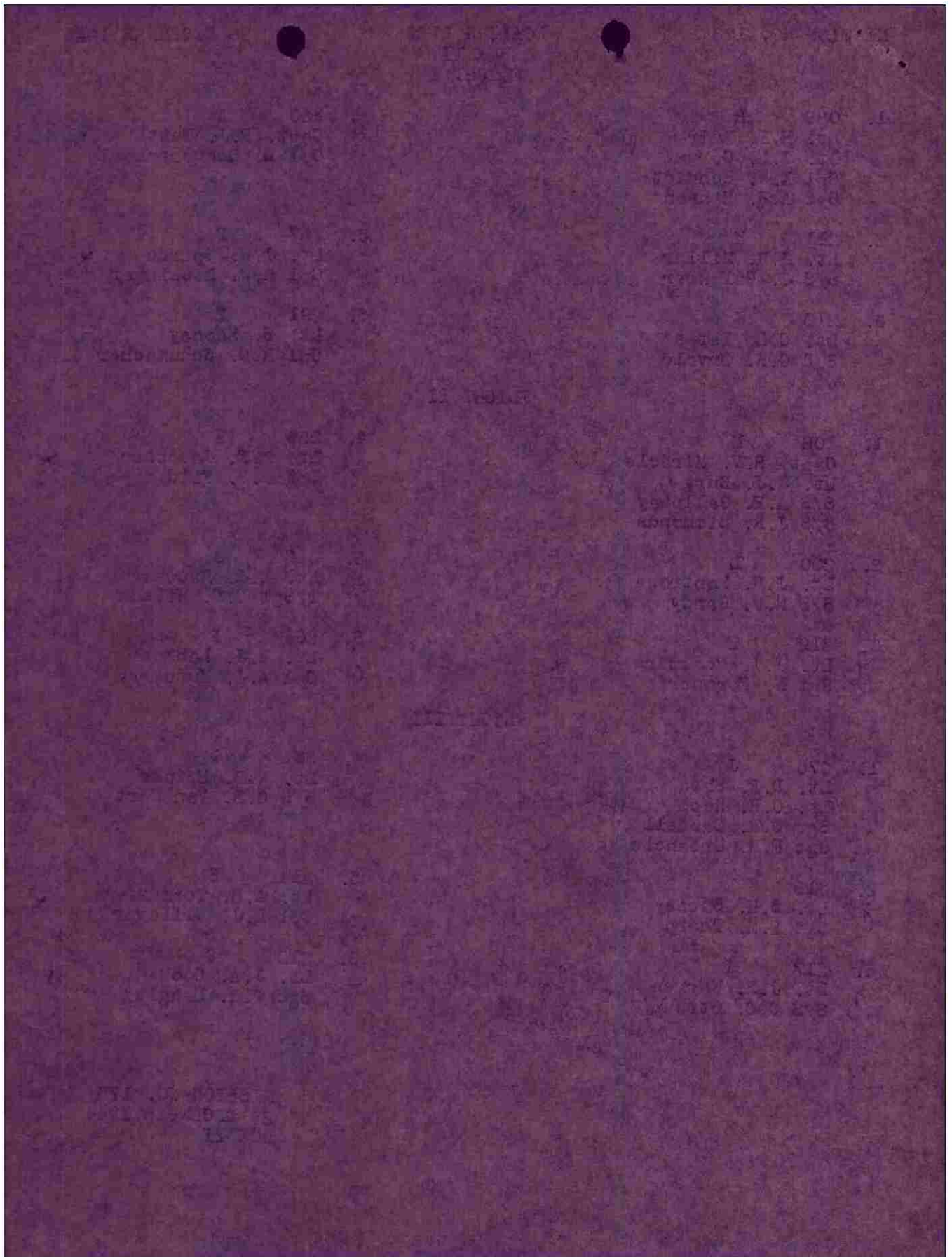
3. 217 I
Lt. J.R. Warren ✓
S/S C.C. Stroud ✓

4. 334 G
Lt. W.B. Heinke ✓
S/S G.R. Van Wert ✓

5. 214 B
Lt. A.R. Turman ✓
Cpl E.J. Willever ✓

6. 218 C
Lt. J.A. Cook ✓
Sgt T.R. Langley ✓

MISSION NO. 176
25 DECEMBER 1944
BOX II



POST MISSION REPORT

MISSION NO. 176DATE 15 Dec. 1944

1. NUMBER & OF MEN WOUNDED:

St. Lawrence & Co. Critt slightly wounded on face.

2. BOMBING MALFUNCTIONS:

313 - Remington - No bomb dropped - malfunction of
 300 - Smith - Mechanical.
 229 - Street - No bomb dropped. Hit in plane
 089 - Pair - Could not pull up to drop. 210-211 - Bomb
 did not drop.

3. CAMERA MALFUNCTIONS:

*Loss at time of preparation
 of report.*

217 - Reader did not drop
 076 - Bomb did not drop
 250 - Bomb did not drop
 209 - Bomb did not drop
 334 - Bomb did not drop
 214 - Bomb did not drop
 218 - Bomb did not drop

4. PERCENT OF BATTLE DAMAGE:

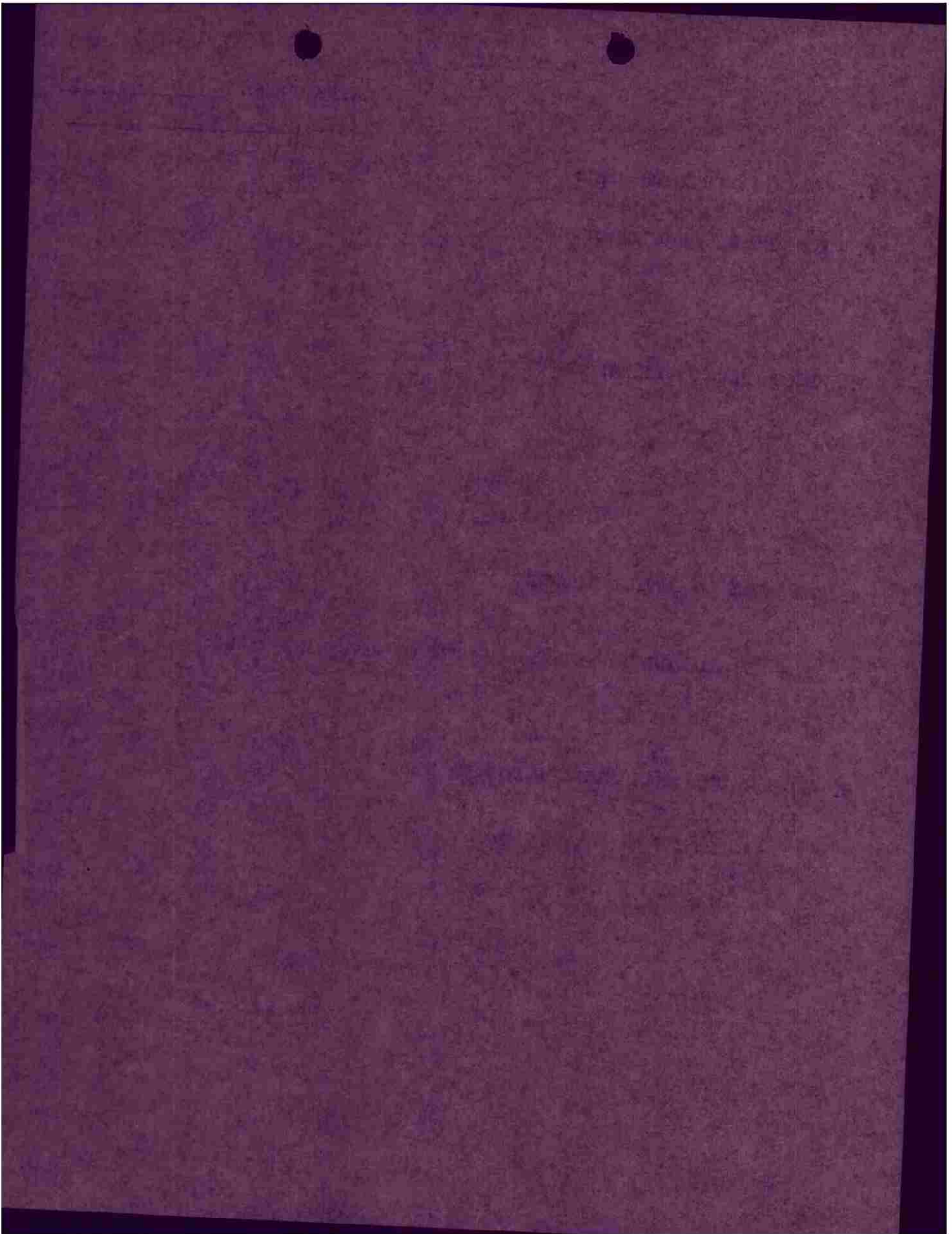
67%
 13 Category A
 8 Category AC
 1 Cat. B

5. PLANE'S FAILING TO BECOME AIRBORNE OR RETURNING EARLY:

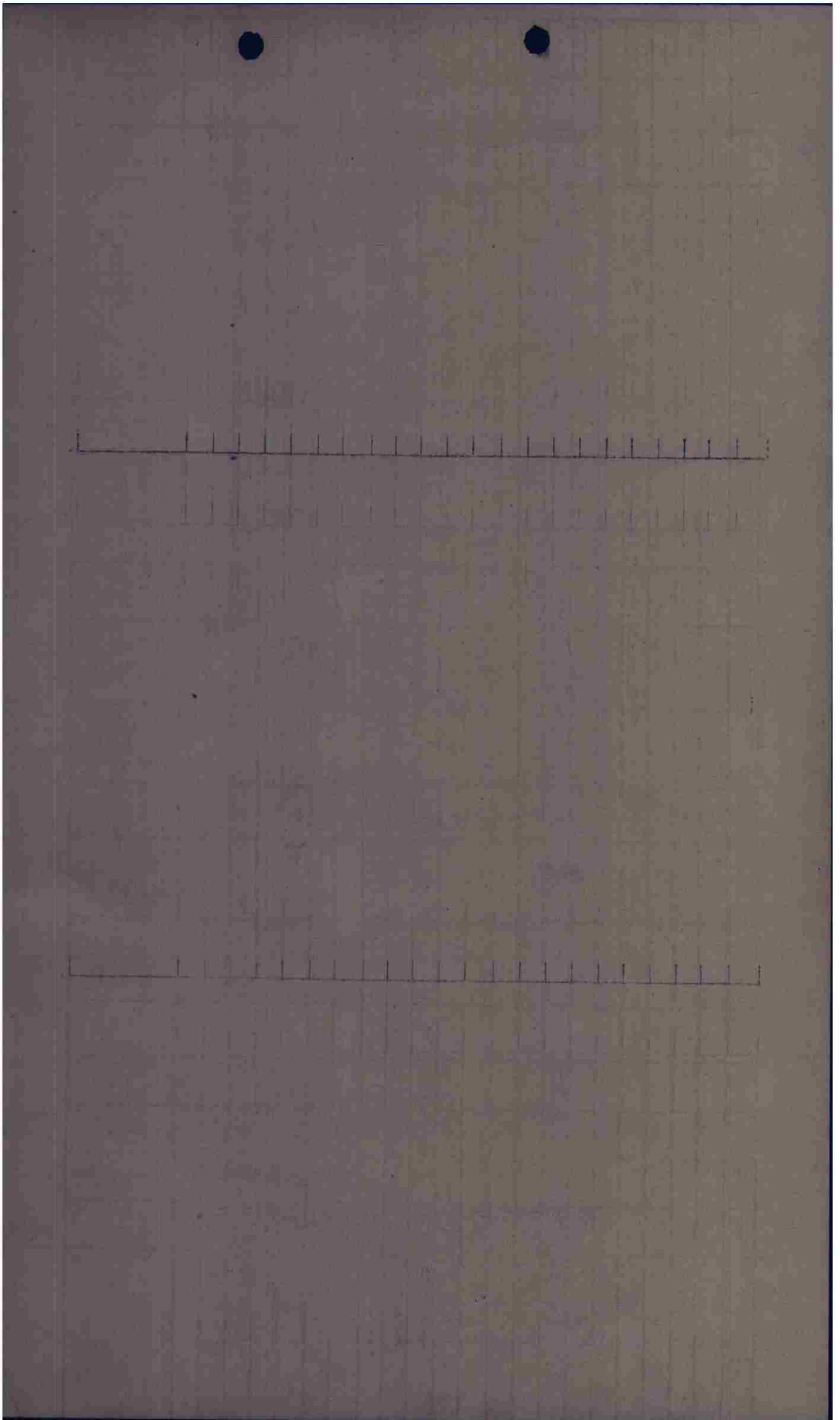
269 - Wallman - Not Airborne. See air windshield
 084 - Coaker - Left early - Not Airborne in landing
 217 - Weaver - Left early - Landing gear would not retract

6. PLANES LOST OR LANDING AWAY FROM BASE:

344 - Van Meter - ~~Lost~~ - Landed at A-82
 240 - Kahan - ~~Lost~~ - Landed at A-60 (Cat. B)
 302 - ~~Lost~~ - Landed at A-60 (Cat. B)
 108 - ~~Lost~~ - Landed at A-60 (Cat. B)



Mission 176											
Visual											
Box I											
25 Dec 1944											
S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN
B	G	185	Shellette	500		0912					HC
B	B	313	Romagnoli			0912					C
B	F	249	Wernan			0912					
B	M	209	Polson			0913					
B	C	284	Decker			0913					
B	V	265	Waltman			0914					
B	T	085	Stekline			0914					HC
B	C	344	Van Meter			0914					
B	N	240	Kilore			0914					
B	B	302	Breene			0914					
B	B-1	229	Shurt			0915					
B	F-1	241	Willsard			0915					
B	L	178	Bunguen			0915					HC
B	Q	301	Popeye			0916					C
B	P	300	Smith			0916					C
B	I	244	Buthin			0917					
B	B-1	252	Clark			0917					
B	A	213	Martin			0917					



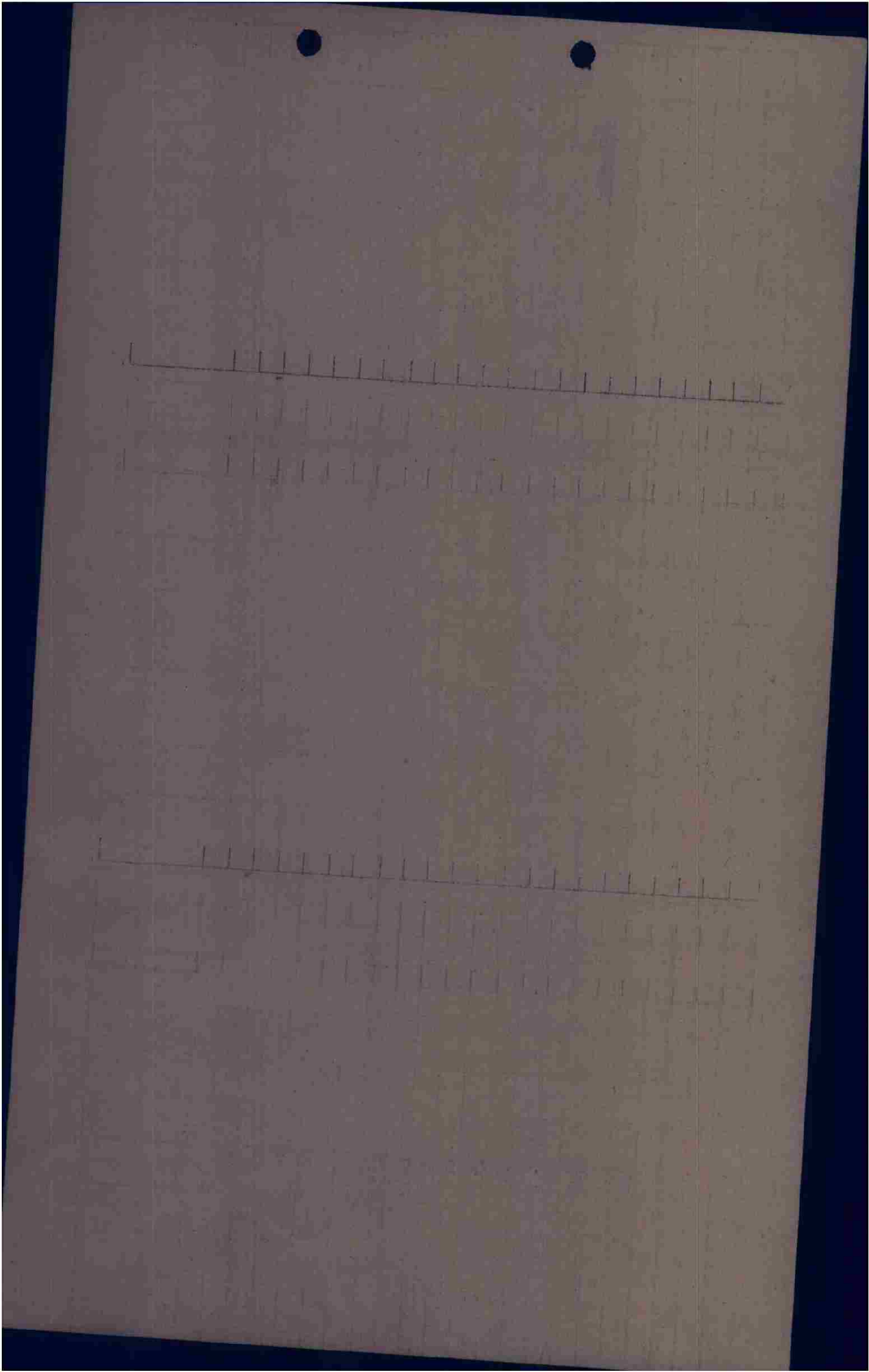
Measure 176

Unusual But II

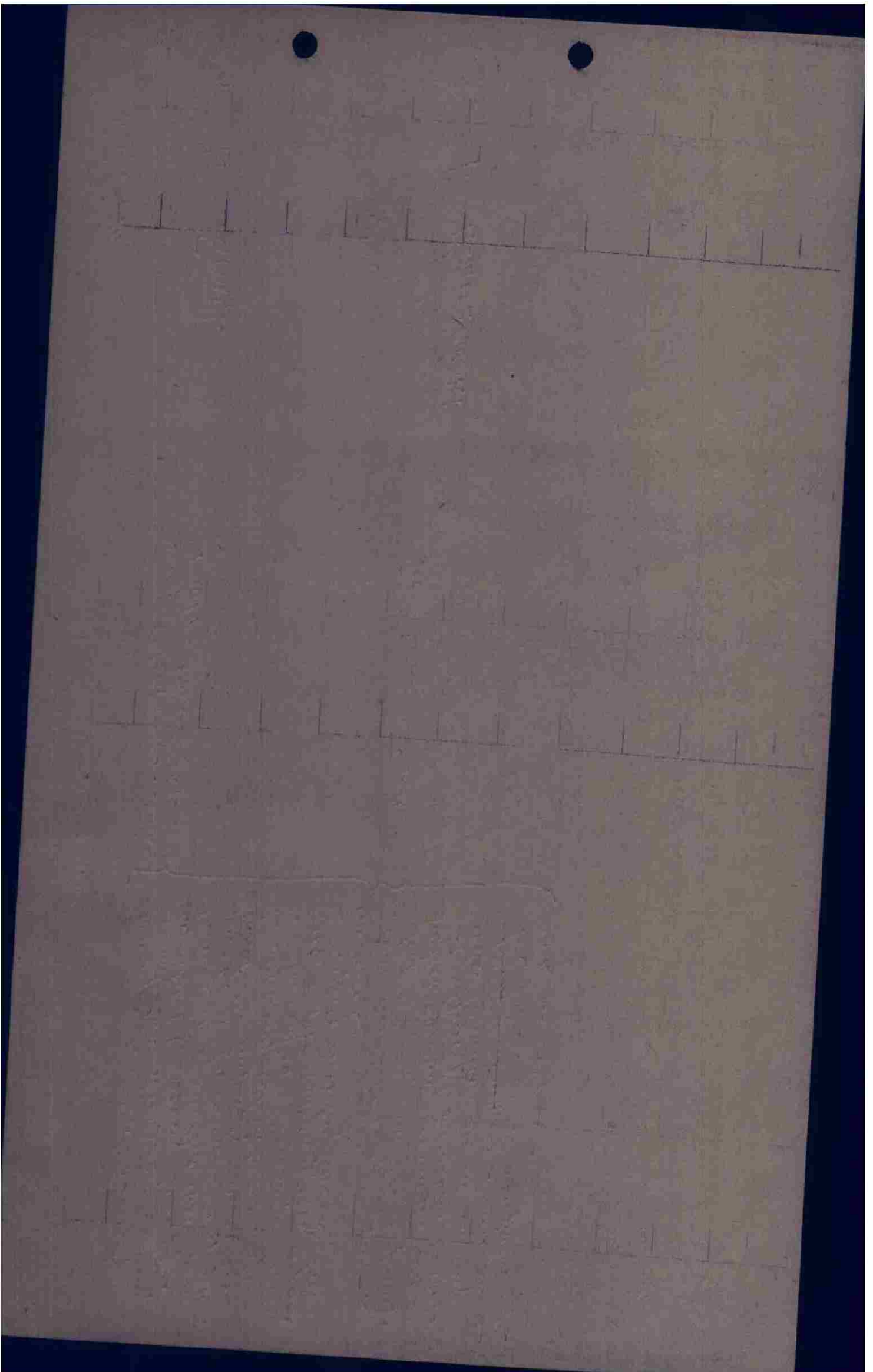
25 Dec 1940

S Q D N	A / C LTR	A / C NO.	PILOT	D - 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 A D	B O M B O A D	E N D U R	L A T I T U D E	R E M A R K S
D	P	089	Levin			0919						HC				1249	3:30
D	K	211	Weller			0920						C				1246	3:30
D	J	210	Bates			0919						C				1245	3:30
D	A	250	Walt			0920										1246	3:30
D	D	237	Spence			0920						HC				1247	3:30
D	Z	291	Wheeler			0920						HC				1253	3:35
D	M	108	Murphy			0920						C				1232	3:15
D	L	292	Murphy			0921						C				1230	3:10
D	E	219	Chambers			0921										1231	3:10
D	H	259	Wheeler			0922										1232	3:10
D	O	317	Wheeler			0922						HC				1252	3:30
D	I	264	Wheeler			0923										1254	3:05
D	J	076	Wheeler			0923										1254	3:35
D	L	315	Wheeler			0923										1254	3:30
D	I	217	Wheeler			0923						C				1254	3:30
D	G	334	Wheeler			0924						C				1254	3:30
D	B	214	Wheeler			0924										1254	3:30
D	C	218	Wheeler			0924										1254	3:30

add back - working from work and notes



SHIP NO	SQUADRON	PILOT and/or ROTCADIER	GUNNER'S	FUNCTIONS	CHIEF'S OF FUNCTIONS
300	B	Smith		intended three banks - 3rd and 4th - other field.	Barboursport functions on the ground and in vicinity of runway. Has intended patterns. These have shown it is evident that there must be a large runway pattern about the airport. It will be necessary to discontinue flight tests and ground operations here conducted.
313	D	HENRICH		Del. Henrich returned -	Flight tests done over airport. pattern of class under observation. Service operations were not adjusted to class the pattern under observation. While landing and taking off, the pattern changed and class in adjacent and back on runway.



OIITA OIJJF OIJES OIJKI OIJPO V OIJEA OIJEA 6723 OP OP
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 25/0633A D-188-E
TO COMBOMDIV NINE
COBOMGP 412
COBOMGP 409
COBOMGP 416
1ST PROV PATHFINDER SQDN,

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

97TH COMBAT BOMB WING
APO 142
25 DECEMBER 1944

FIELD ORDER NO. 103-682

MAPS : NORMAL

1. B. (1) REF. CURRENT BOMBLINE
(2) THE 2ND T.A.F. WILL FURNISH CLOSE ESCORT FOR THE 409TH AND 416TH BOMB GROUPS, AND AREA COVER FOR THE 410TH BOMB GROUP.
2. THIS WING WILL ATTACK TARGETS IN GERMANY.

ZERO HOUR PLAN "A" 25/1000A
ZERO HOUR PLAN "B" 25/1200A

PLAN "A"

3. A. 409TH BOMB GROUP
(3) WITH FIGHTERS AT 5028N 0452E AT 12,000 FEET AT ZERO HOUR PLUS 20 MIN.
(9) M.P.I. U.S. 109/1620 PRINT 5003. 4 FLIGHTS ON REF. 017050, 3 FLIGHTS ON REF. 08400404.

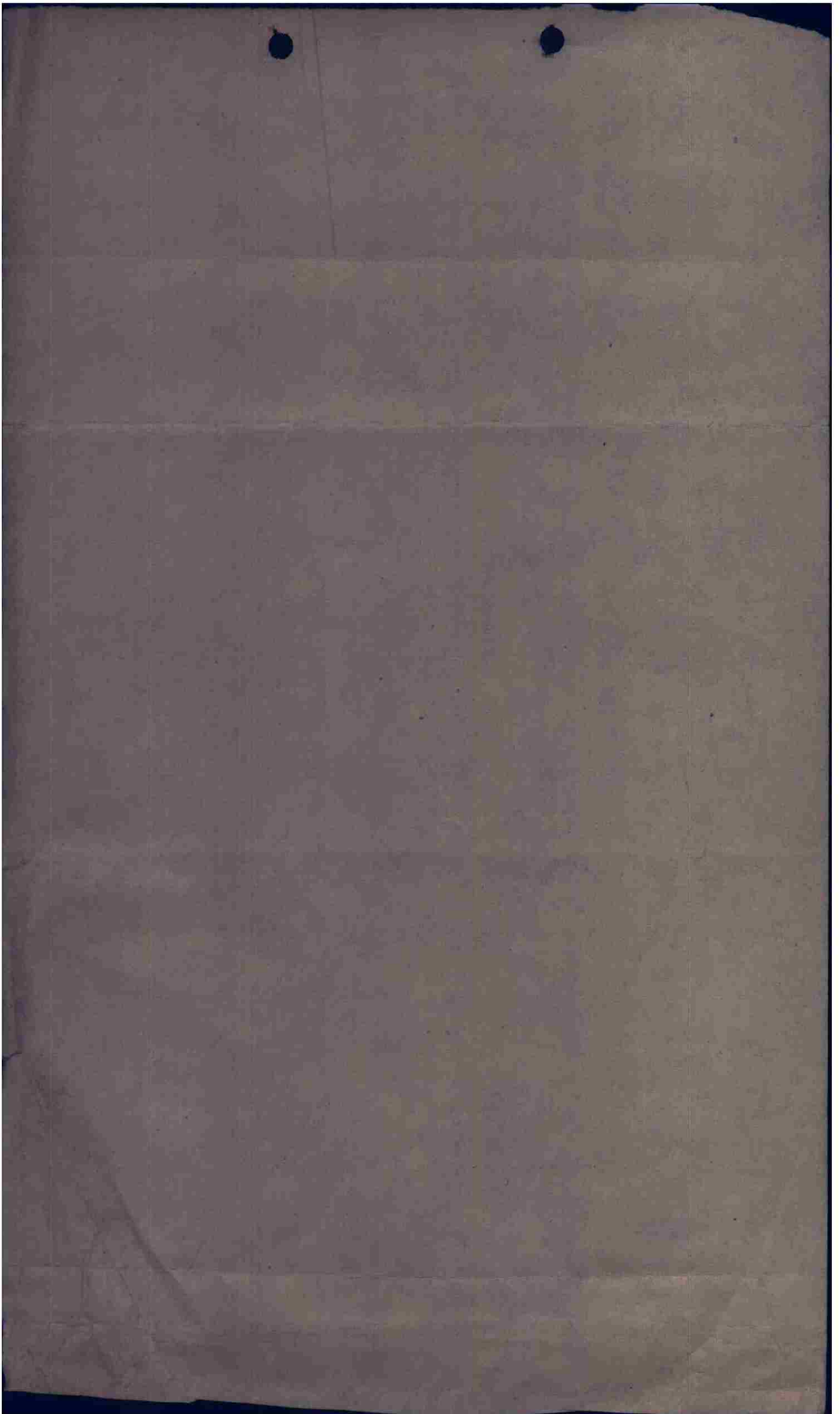
- B. 410TH BOMB GROUP
(1) WENGEROHR (COMMUNICATION CENTER) L-433530
(2) MAX. EFFORT BOMBING BY FLIGHTS OF 6.
(4) BASE TO 4932N 0522E TO 4939N 0608E TO I.P. TO TARGET.
(5) TARGET TURN LEFT TO R.P. AND RETRACE ROUTE TO BASE.
(6) BOMB 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 5,000 FEET.
(7) 4948N 0625E
(8) GENERALLY S W TO N E
(9) M.P.I. PHOTO 7/1442 PRINT NO 4044. REF. 02720153
(10) 6 X 500 LB G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
(11) 4948N 0625E
(12) IN THE EVENT PRIMARY TARGET CANNOT BE BOMBED VISUALLY, IT WILL BE BOMBED ON "GEE"
(13) T.90.T. ZERO HOUR PLUS 45 MIN.

- C. 416TH BOMB GROUP
(3) WITH FIGHTERS AT 5028N 0452E AT 12,000 FEET AT ZERO HOUR PLUS 30 MIN.
(9) M.P.I. U.S. 109/1620 PRINT NO. 5003. 3 FLIGHTS ON EACH OF THE FOLLOWING REF. 017050, 08400404

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

FOR 409TH AND 416TH BOMB GROUPS ONLY.

- (5) TARGET : MUNSTEREIFEL (COMMUNICATIONS AND RAIL SIDINGS) F-312172
(6) A/C REQ. MAX. EFFORT BOMBING BY FLIGHTS OF 6.
(7) ROUTE OUT : BASE TO 5028N 0452E TO I.P. TO TARGET.
(8) ROUTE BACK : TARGET TURN LEFT TO R.P. AND RETRACE ROUTE TO BASE.
(9) ALTITUDES : BOMB 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 5,000 FEET. LOSE 1000 FEET AFTER RELEASING BOMBS.
(10) I.P. : 5025N 0633E
(11) AXIS OF ATTACK : GENERALLY S W TO N E
(12) BOMB LOAD AND FUSING : 14 X 250 LB. G.P. FUSED 1/14 SEC. NOSE, 1/100 SEC. TAIL. INTERVALOMETER SETTING MINIMUM.
(13) R.P. 5025N 0633E
(14) IN THE EVENT PRIMARY TARGET CANNOT BE BOMBED VISUALLY IT WILL BE BOMBED ON "GEE".



PLAN "B" PATHFINDER

A. 409TH BOMB GROUP

- (3) WITH FIGHTERS AT 5028N 0452E AT 12,500 FEET AT ZERO HOUR PLUS 26 MIN. WITH P.P.F. A/C OVER FIELD.
- (9) M.P.I. U.S. 109/1628 PRINT 5003. ONE BOX ON EACH REF. 017030, 02400404. TO BE USED ONLY IF BOMBING IS VISUAL. P.P.F. M.P.I. GRID COORD. 312117.
- (12) T.O.T. ZERO HOUR PLUS 60 MIN.

B. 410TH BOMB GROUP.

- (1) WENGEROHR (COMMUNICATION CENTER) 1-433530
- (2) 1ST BOX 15 A/C WXXXXXXXXXX X 2ND BOX 18 A/C BOMBING ON ONE P.P.F. A/C
- (4) BASE TO 4943N 0457E TO 4953N 0621E TO TARGET.
- (5) TARGET TURN RIGHT TO 4953N 0621E TO 4927N 0537E TO BASE.
- (6) BOMB 12,500 FEET MINIMUM ALT. IF BOMBING IS VISUAL 5,000 FT.
- (9) M.P.I. P.P.F. M.P.I. GRID COORD 433530. PHOTO 7/1442 PRINT NO. 404A. REF. 02720153. TO BE USED ONLY IF BOMBING IS VISUAL.
- (10) 6 X 500 LB. G.P. FUSED 1/10 SEC, NOSE 1/100 SEC. TAIL.
- (12) T.O.T. ZERO HOUR PLUS 35 MIN.
- (13) IN THE EVENT 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 CONTACT THE P.P.F. A/C OR NOT. IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING GROUP WILL RETURN TO VISUAL I.P. TO BEGIN RUN.
- (14) IF PRIMARY TARGET CANNOT BE BOMBED ON P.P.F. "GEE" OR OTHER MEANS, GROUP WILL BOMB PRIMARY TARGET ON "GEE".

C. 416TH BOMB GROUP

- (3) WITH FIGHTERS AT 5028N 0452E AT 12,500 FEET AT ZERO HOUR PLUS 41 MIN. WITH P.P.F. A/C OVER BASE.
- (9) M.P.I. U.S. 109/1628 PRINT 5003. ONE BOX ON EACH REF. 014030, 02400404. TO BE USED ONLY IF BOMBING IS VISUAL. P.P.F. M.P.I. GRID COORD. 31261821.
- (12) T.O.T. ZERO HOUR PLUS 75 MIN.

E X. (1) TO (4) NO CHANGE

- FOR 409TH AND 416TH GROUPS ONLY.
- (5) TARGET: MUNSTEREIFEL (COMMUNICATIONS AND RAIL SIDINGS) F-312172.
- (6) A
XXXXXX
- (8) A/C REQ: 1ST BOX 15 A/C 2ND BOX 18 A/C BOMBING ON ONE P.P.F. A/C
- (7) ROUTE OUT: BASE TO 5028N 0452E TO 5047N 0528E TO 5040N 0612E TO TARGET.
- (8) ROUTE BACK: TARGET TURN RIGHT TO 5025N 0633E TO 5028N 0452E TO BASE.
- (9) ALTITUDES: BOMB 12,500 FEET MINIMUM ALTITUDE IF BOMBING IS VISUAL 5,000 FEET.
- (10) BOMB LOAD AND FUSING: 14 X 250 LB. G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL INTERVALOMETER SETTING MINIMUM.
- (11) IN THE EVENT VISUAL CONDITIONS EXIST AT TARGET, BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-26 GROUP LEADERS AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE P.P.F. A/C OR NOT. IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING GROUPS WILL RETURN TO VISUAL I.P. TO BEGIN RUN.
- (12) IF PRIMARY TARGET CANNOT BE BOMBED VISUALLY AND THE P.P.F. A/C DOES NOT BOMB ON P.P.F. "GEE" OR OTHER MEANS, GROUP WILL BOMB PRIMARY TARGET ON "GEE".

4. NO CHANGE

5. COMMUNICATIONS

PLAN "A" OR "B"

A 409TH BOMB GROUP

- (2) PROCTOR
- (5) KENWAY

B 410TH BOMB GROUP

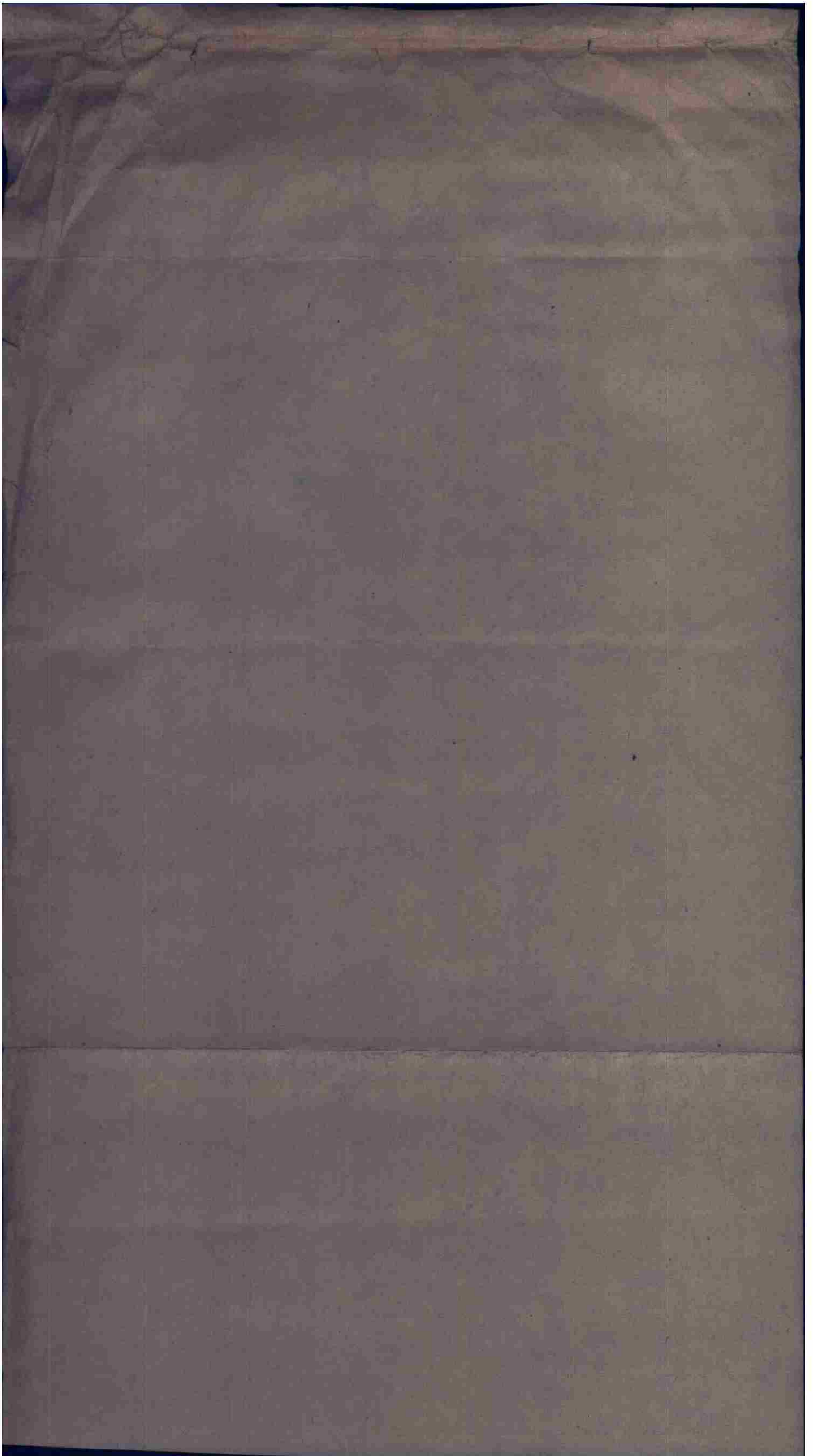
- (2) VISION
- (5) KENWAY

C 416TH BOMB GROUP

- (2) CORNHILL
- (5) KENWAY

COMCBTWIG 97

BT 25/0350A
CES WCB AR
ITA R.....AS



7
UNDER PLAN "B" PATHEINDER IMI B. (1)///// (2) PLS

(2) 1ST BOX 15 A/C 2ND BOX 18 A/C BOMBING ON ONE P.P.F. A/C

PERFEC TNX

T B F R

L DLRL

25/0740A

HCB

AR

PLS CHANGE THAT LAST TME GP TO READ 25/0630A

JES R.....25/0750A

JMB

AR

JKI R.....25/0750A

FAG

AR

JPO R.....25/750A

VM

AR

ARMT

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OIITA OIJJF OIJES OIJPO OIJKI V OIJE A 08/25 OP OP
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 25/1250A D-190-E
TO COMBOMDIV IX
COBOMGP 409
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 140
25 DECEMBER 1944

ANNEX NO. 1 TO FIELD ORDER NO. 103-682:

PLAN "A" IS IN EFFECT.

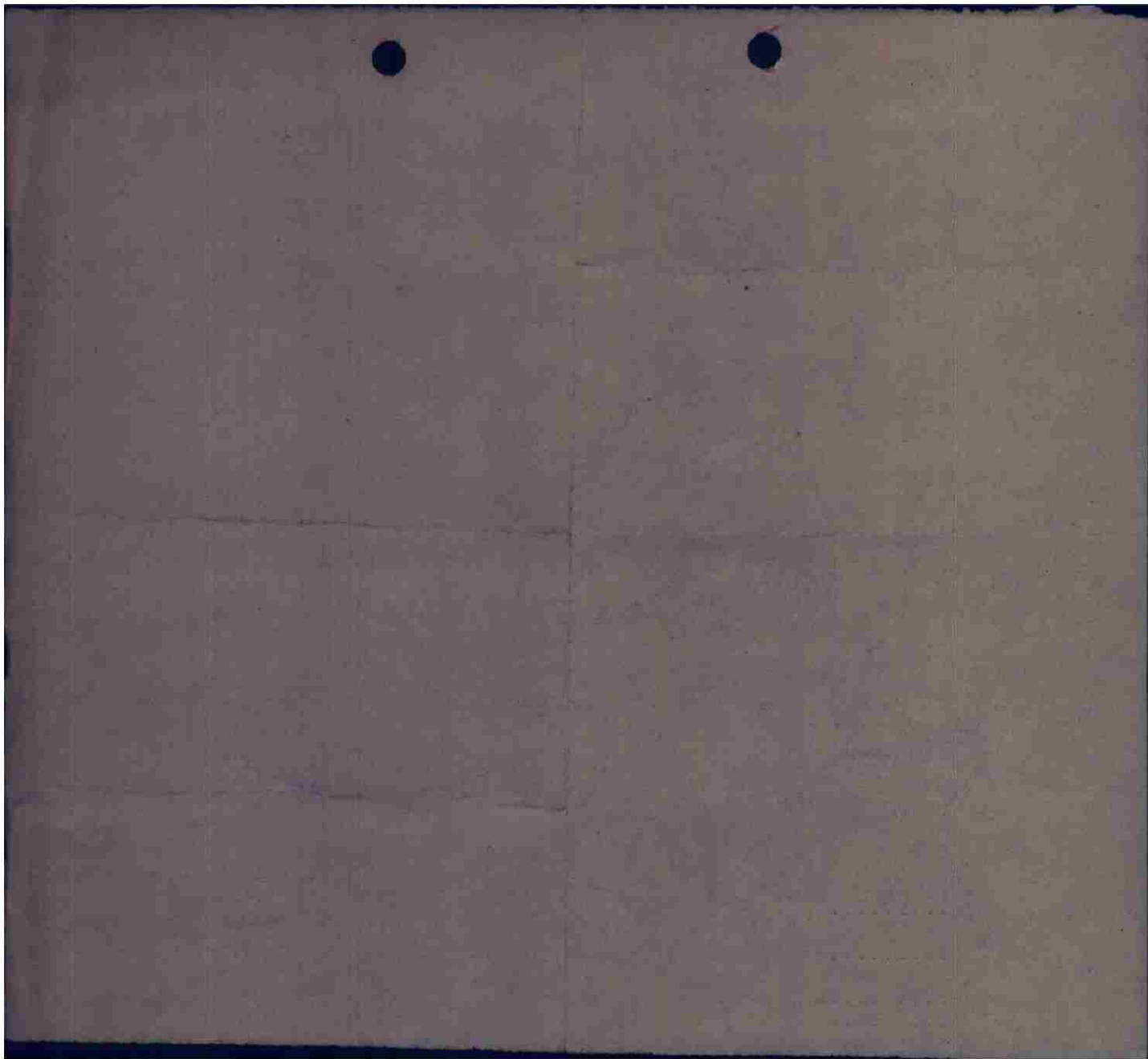
CANCEL PLAN "B"

FOR 409TH GROUP ONLY:
ZERO HOUR (PLAN "A") - 25/1200A

COMCBTWIG 97

BT 1250A
RL AR K
OIITA R.....2251300A DFD AR
OIJES R.....251300A EJK AR
OIJPO R.....251300A AK AR
OIJKI R.....25/1300A RSS AR

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OIJES OIJKI V OIJE A OIJE A 05/25 OP-OP

FROM: 97TH COMBAT BOMB WING 25/2530A D-127-E
TO : 409TH BOMB GROUP
416TH BOMB GROUP

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

97TH COMBAT BOMB WING
APO 140
25 DEC. 1944

1. INTELLIGENCE SUPPLEMENT TO FIELD ORDER NO. 103-662

- (A) TARGETS : MUNSTEREIFEL - A RAILHEAD ABOUT 10 MILES SOUTH OF EUSKIRCHEN, WHERE MATERIAL AND SUPPLIES ARE BEING UNLOADED IN SUPPORT OF THE ENEMY'S OFFENSIVE. ALSO AN IMPORTANT ROAD - CENTER, THE MAIN HIGHWAY RUNNING NORTH - SOUTH, WHICH IS OF GREAT VALUE TO THE ENEMY IN SHIFTING TROOPS, ATTACKED BY 322 B.G. 6 DEC. RESULTS UNOBSERVED
- (B) MAPS AND PHOTO COVER: SERIES G.S.G.S. 4414, SHEET 5406, IX T.A.C. T/230; US 109-1620, PRINTS NO. 5001 TO 5005. M.P.I.'S WILL BE ON PRINT NO. 5003.
- (C) ENEMY ORDER OF BATTLE - AIR SPECIAL ATTENTION IS DIRECTED TO SIGNAL NO. O.D.-1351-D FROM COMBAMDIV NINE, DATED 24/0019A REGARDING ATTACKS ON AIRCRAFT OF THIS DIVISION.
- (D) FLAK: IF PLAN "A" IS FLOWN FLAK MAYBE ENCOUNTERED AT ANY LOCATION OF ENEMY TROOPS WEST OF LATEST REPORTED BOMBLINE. HOWEVER THERE ARE NO PLOTTED GUN POSITIONS ALONG THIS ROUTE, BUT TARGET LIES IN OUTER EDGE OF EFFECTIVE RANGE OF 6 GUNS WHERE MODERATE EXPERIENCE IS RECORDED AS OF 28 NOV. IF PLAN "B" IS FLOWN, PLANES WILL BE WITHIN RANGE OF PLOTTED POSITIONS OF GUNS FROM 3 MILES EAST OF I.P. TO TARGET. ON TURN - OFF TARGET AND FOR ABOUT 6 MILES WEST ONLY, WILL BE OUTSIDE RANGE OF PLOTTED POSITIONS.

COMCBTWIG 97

BT 25/2530A

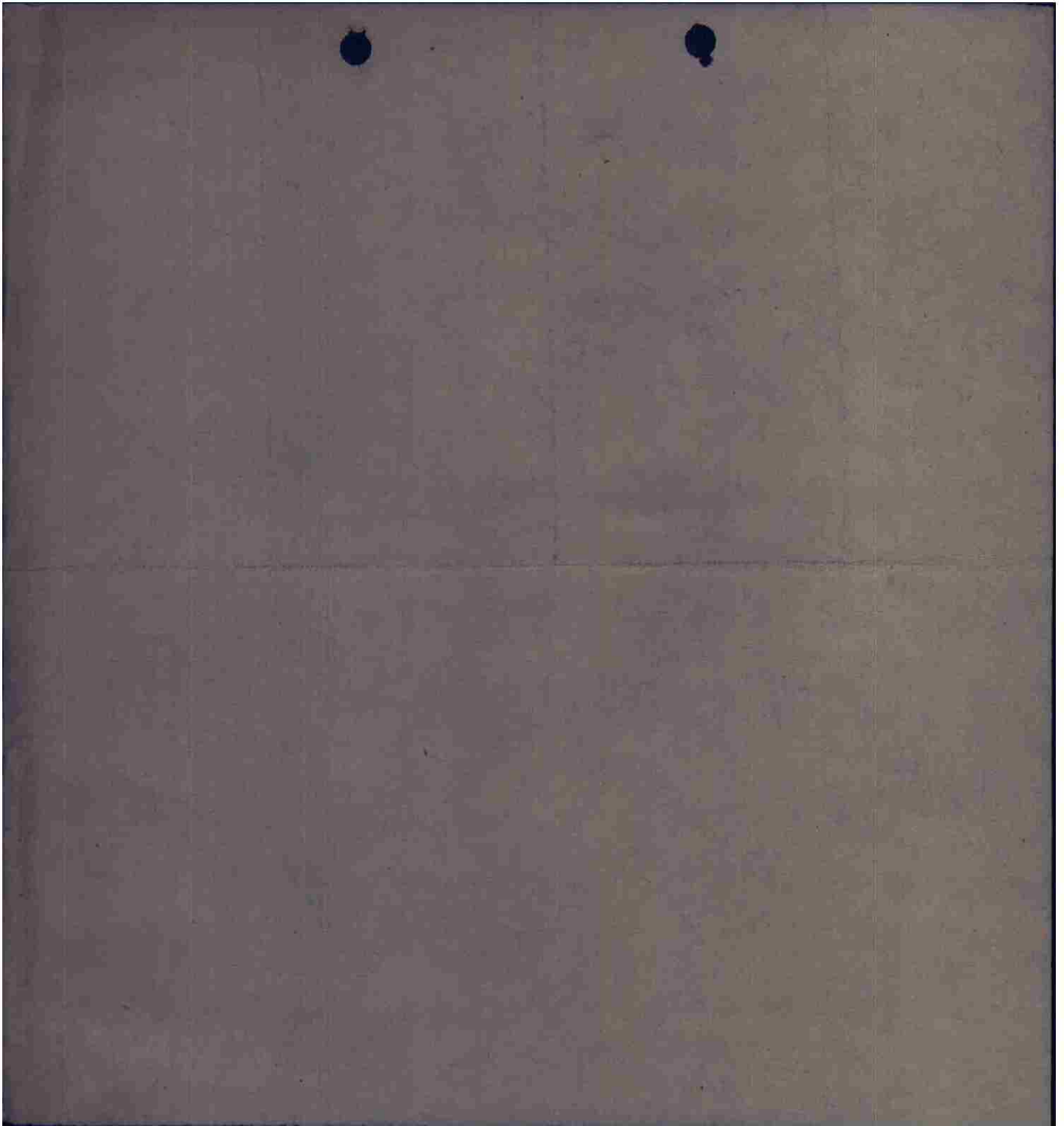
WCB AR

JKI R.....25/2625A EW AR

JES R.....25/2625A J MB AR

V;

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ITA JEA V JKI JKI 7/25 P P

FROM 416TH BOMB GROUP (L) 25/1630A D-388-D
 TO CG, 9TH BOMBARDMENT DIVISION ATTN: A-2
 CG, 97TH BOMB WING ATTN: A-2
 BT

OPSLASH FOR 25 DECEMBER 1944 (MORNING)

- A. 416 TH BOMB GROUP
 B. MUNSTERIEFIL (COMMUNICATION CENTER)
 C. 6 A-20 A/C 29 A-26 A/C
 D. 3 A-20 A/C 12 A-26 A/C
 E. 1 A-26 BOMB DOOR SAFETY SWITCH INOPERATIVE.
 1 A-26 RETURNED EARLY. LANDING GEAR COULD NOT RETRACT.
 1 A-26 RETURNED EARLY. PERSONNEL ERROR.
 1 A-26 RETURNED EARLY. DAMAGED BY FLAK AT IP. E A/C NOW CAT. AC.
 2 A-20 BOMBARDIER COULD NOT IDENTIFY TARGET.
 7 A-26 LEADER DID NOT DROP.
 2 A-26 LEADER SHOT DOWN BY FLAK ON BOMB RUN. OTHER A/C OF FLIGHT BOMBED WITH ANOTHER FLIGHT.
 1 A-26 LANDED AWAY FROM BASE. INFORMATION LACKING.
 1 A-20 SHOT DOWN BY FLAK BEFORE REACHING TARGET.
 1 A-26 SHOT DOWN BY FLAK BEFORE REACHING TARGET.
 F. 42 X 250 GP ON PRIMARY.
 32 X 250 GP ON ONE CASUAL TARGET IN AREA OF PRIMARY TARGET.
 EXACT LOCATION UNKNOWN.
 107 X 250 GP ON ANOTHER CASUAL TARGET ABOUT 4 MILES FROM PREVIOUS CASUAL TARGET.
 157 X 250 GP RETURNED.
 G. FLT. I - BOX 1. PNB. GEE XM EQUIPMENT FAILED. RAN OUT TIME AND BOMBED WY IN TARGET AREA.
 FLT. II - " 1. BOMBED PRIMARY WITH GOOD RESULTS.
 FLT. III - " 1. PNB. SIGHT STEM LOCKING PIN JARRED LOOSE FROM SIGHT CAUSING FALSE SIGHTING DATA.
 BOMBED APPROXIMATELY 4 MILES SHORT OF 1ST FLT.
 FLT. I - BOX 2. DID NOT BOMB. TARGET NOT POSITIVELY IDENTIFIED.
 FLT. II - " 2. DID NOT BOMB. LEADER SHOT DOWN BEFORE REACHING TARGET.
 FLT. XX III - BOX 2. DID NOT BOMB. TARGET NOT POSITIVELY IDENTIFIED.
 H. 1 A-20 SHOT DOWN. EXPLODED IN MID-AIR, 1 SHUTE ALLEN. SEEN TO EXPLODE AT F2305.
 1 A-26 SHOT DOWN. WAS SEEN BURNING ON K WAY DOWN. CRASHED AT F1895. NO CHUTES SEEN.
 13 A/C DAMAGED CAT. "A"
 8 A/C DAMAGED CAT. "AC"
 1 A/C DAMAGED CAT. "B"
 1 A/C LANDED AT A-80. INFORMATION LACKING.
 1 A/C LANDED AT A-82. INFORMATION ON EXTENT OF DAMAGE LACKING.
 I. 9 - 2 - 6 - 2
 J. MODERATE TO INTENSE HEAVY ACCURATE FLAK FROM K8403 TO F2303 TO F3280 (TARGET).
 K. NONE
 L. 12,000 FEET.
 M. 1110.

BT 25/1630A
 RSS AR

JEA R.....TIC....25/1723A SS AR
 ITA R.....25/1724A EG AR

