

IRIS Public Record

Key Information

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Old MFlm Roll # **B0535** Audio Rec:

NUMPAGE **265**

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

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IN B.C. FIELD ORDER NO. 115-695BOX I, Flight 1 GROUP 416th DATE 2 January 1944 TARGET ATTACKED Simpson R/R Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 356°3. Was mercury erection system used? YES ☐ NO ☒4. Did entire ~~(bomb)~~ (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.5. Name of lead Bombardier: Lt. P.G. Royalty6. Name of lead Pilot: Lt. Col. D.L. Willette7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 214 Altitude: 120009. Length of bomb run: 45 Sec:10. Bomb Load and Fusing per A/O: A-20 x 4 = 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 4 x 500 = 2000 lb.A-20 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 ☒. 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 ☒. If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES ☐ NO ☒. 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:

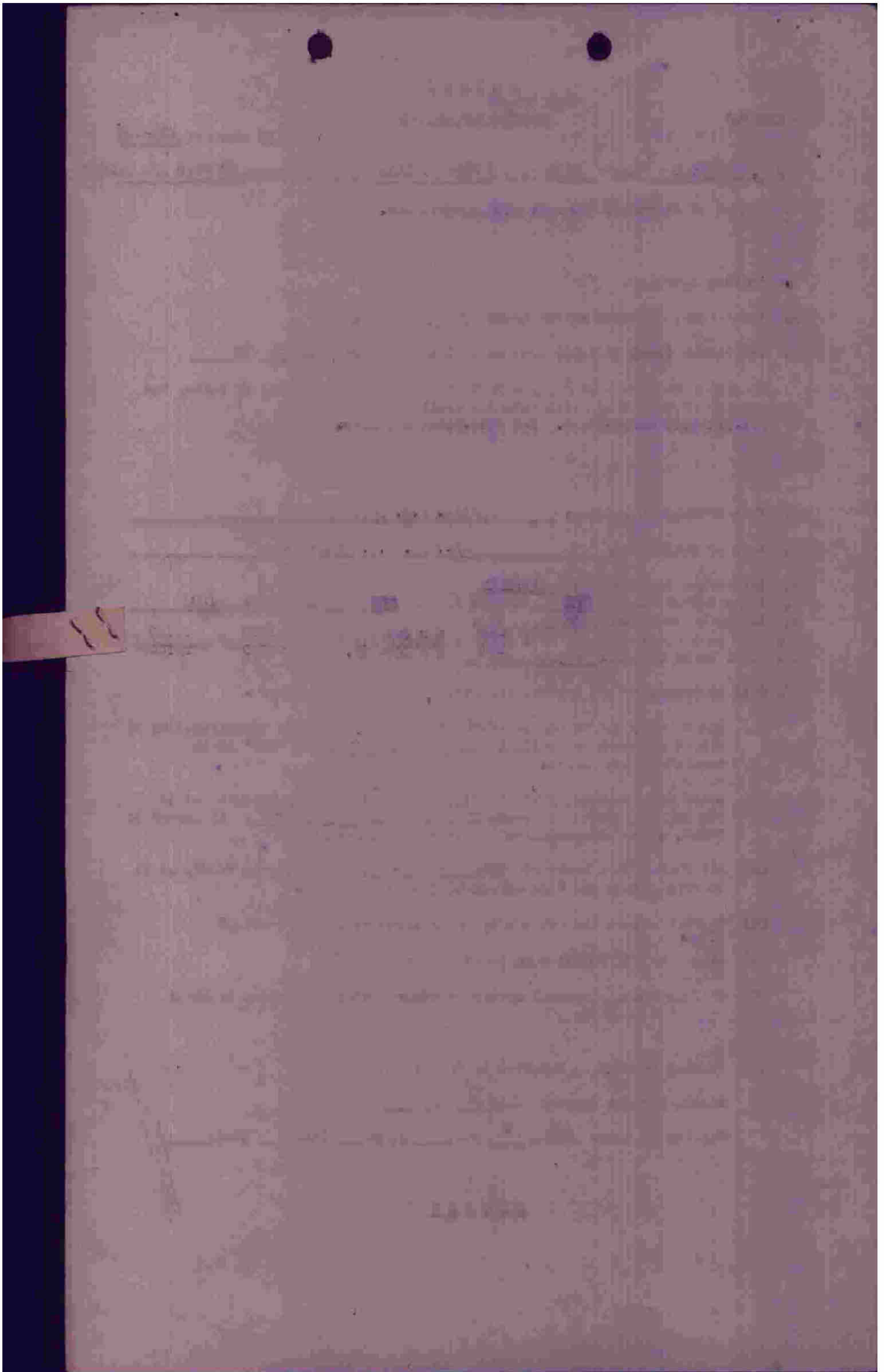
(f) Malfunctions, personnel errors or other factors affecting bombing:

(g) Bombing results as reported by crews:

Aimed at right Target: YES ☒ NO ☐Results claimed: EXCEL ☒ GOOD ☐ FAIR ☐ POOR ☐ GROSS ☐

S E C R E T

JAN 2 1944
#181



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 115-605BOX 1, Flight 2 GROUP 1169 DATE 2 January 1945 TARGET ATTACKED Stream R/R Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 356°3. Was mercury erection system used? YES _____ NO X4. Did entire (None) (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. Moore6. Name of lead Pilot: Capt. R.J. Morton7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 215 Altitude: 122009. Length of bomb run: 45 Sec:10. Bomb Load and Fusing per A/C: 4-25 x 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 4 x 500 4-25 4 x 1000 lb. 1/10 1/100
4 x 1000

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

(a) Did weather conditions or visibility adversely effect 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 effect bombing? YES _____ NO X. If answer is "YES", state to what extent did flak effect bombing or bomb run:

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

None.

(e) State any difficulties on bombing run:

None

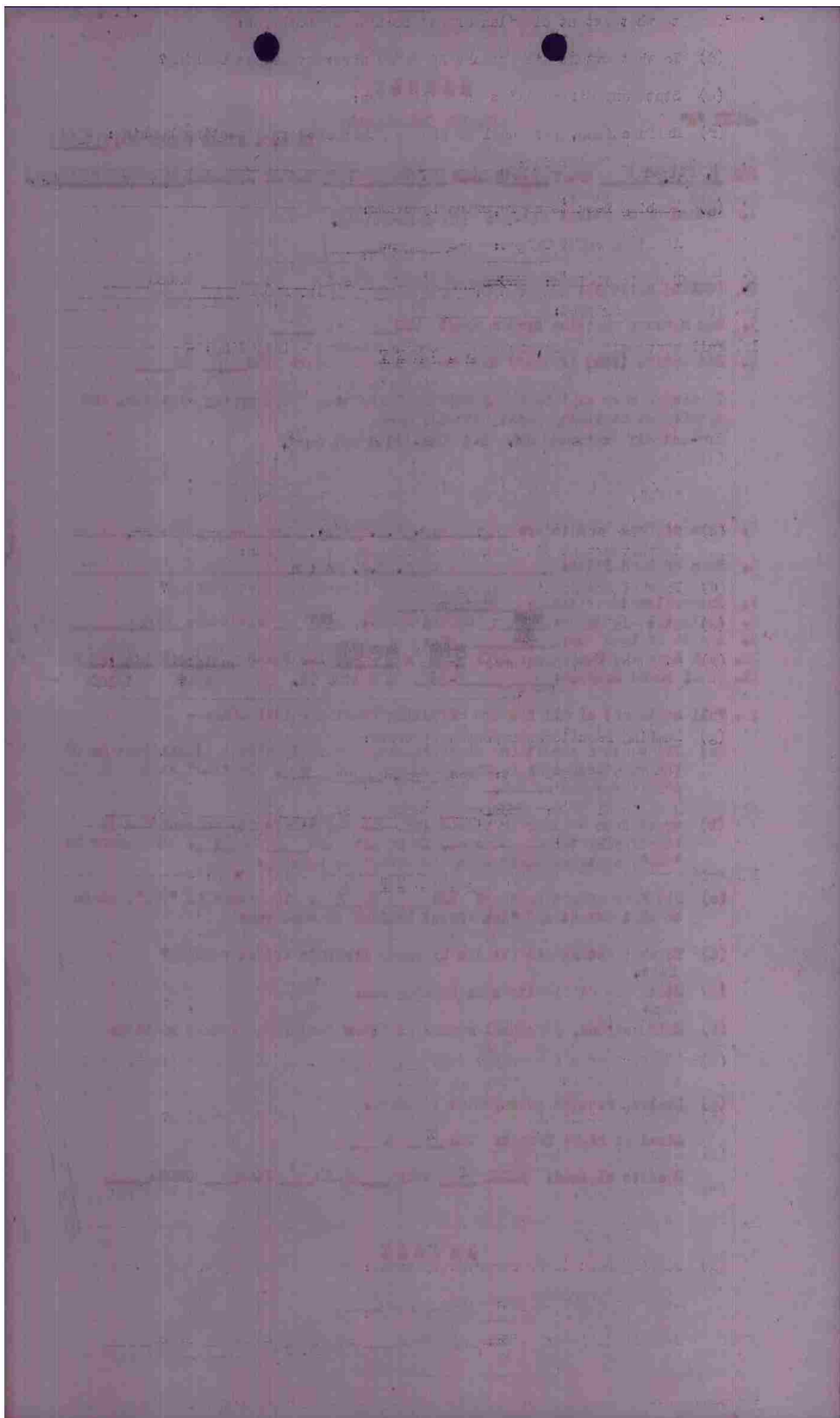
(f) Malfunctions, personnel errors or other factors affecting bombing:

None

(g) Bombing results as reported by crews:

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

S E C R E T



SECRET

ANNEX "A"

BOMBING INFORMATION

EX B.C. FIELD ORDER NO. 115-695BOX 3, Flight 3 GROUP A1624 DATE 2 January 1945 TARGET ATTACKED ~~Sumner B/A Bridge~~1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 70°3. Was mercury erection system used? YES NO X4. Did entire (bomb) (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. J.K. Connor6. Name of lead Pilot: Lt. E.L. Miller7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 212 Altitude: 116009. Length of bomb run: 50 Sec:10. Bomb Load and Fusing per A/C: A-20 x 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 4 x 500 A-24 4 x 1000 lb. 1/10 1/100
4 x 12 x 1000

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

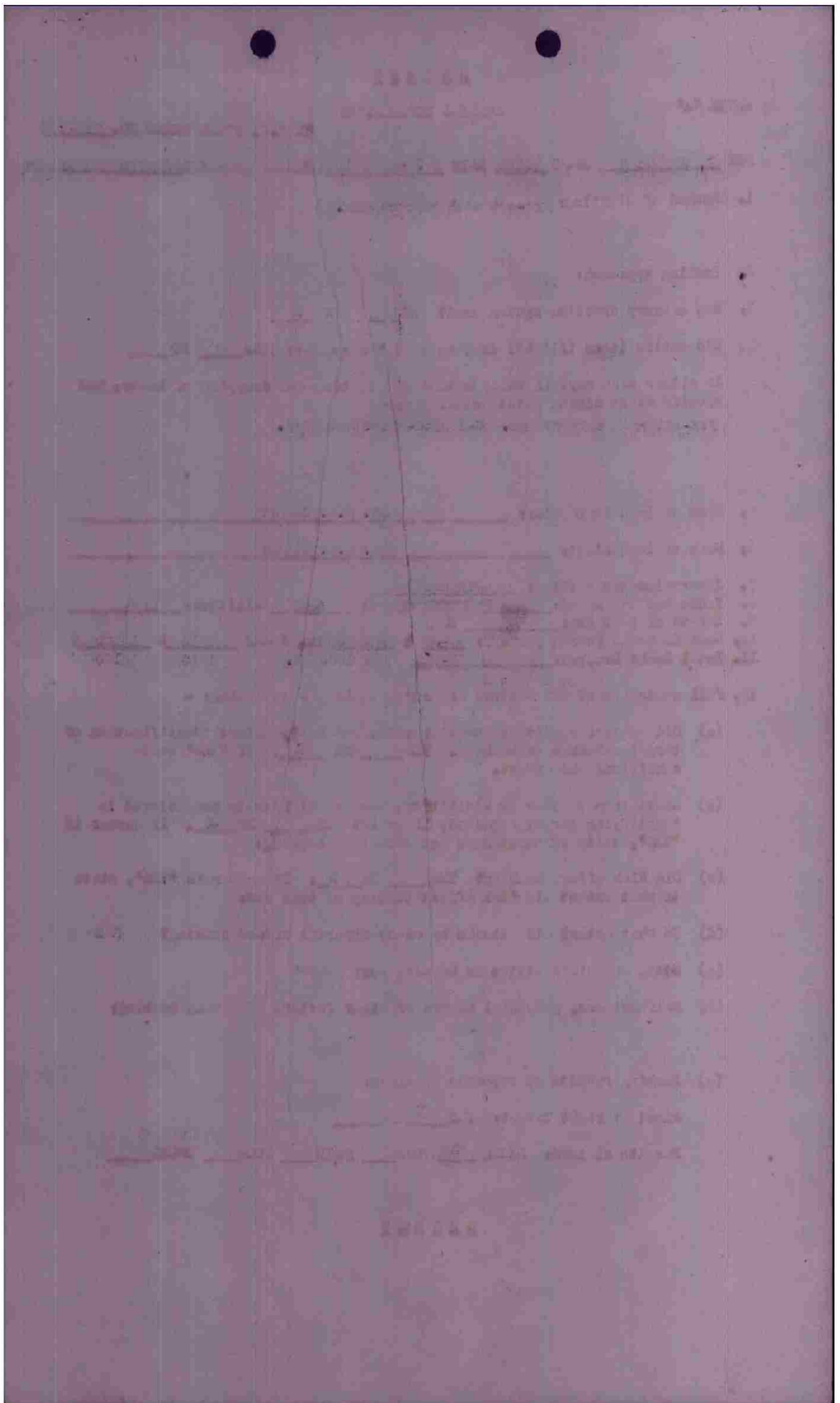
(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES NO X. If answer is "YES", state circumstances 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 X GOOD FAIR POOR GROSS SECRET



SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 115-695BOX II. Flight 1 GROUP A16th DATE 2 January 1945 TARGET ATTACKED Sumner R/R Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 356°3. Was mercury erection system used? YES NO X4. Did entire (~~EEEE~~) (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. F.L. Connor6. Name of lead Pilot: Lt. F.P. Pair7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 211 Altitude: 115009. Length of bomb run: 90 Sec:10. Bomb Load and Fusing per A/C: 4-20 x 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 12 x 500 A-26 4 x 1000 lb. 1/10 1/100
 A 12 x 1000

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

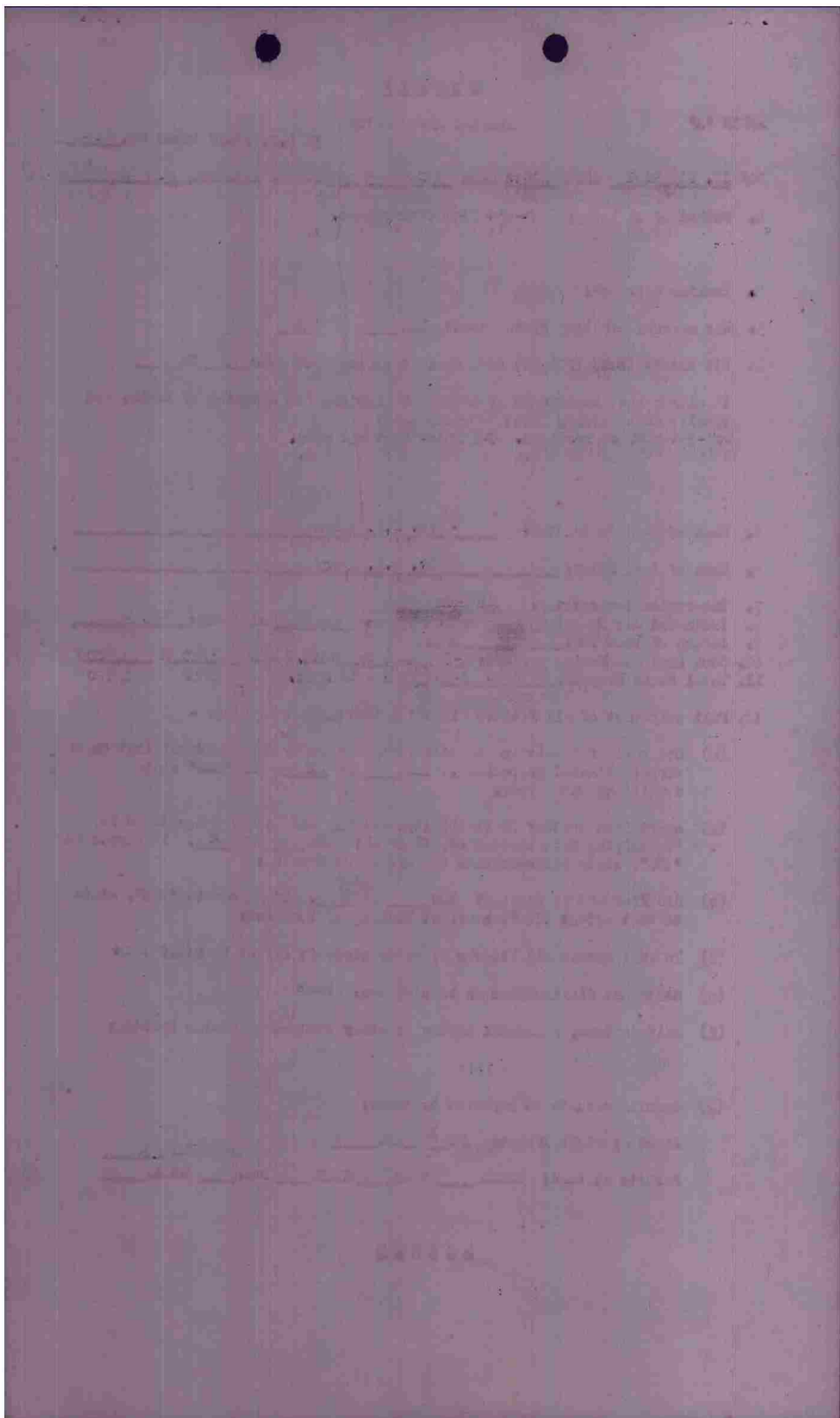
(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES NO X. If answer is "YES", state circumstances 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 SUPERIOR XResults claimed: EXCEL GOOD FAIR POOR GROSSSECRET



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 115-695BOX IX Flight 2 GROUP 116th DATE 2 January 1945 TARGET ATTACKED Siemera R/R Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 70°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.5. Name of lead Bombardier: P/O T.M. McPartney6. Name of lead Pilot: Lt. H.M. Evans7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 213 Altitude: 117009. Length of bomb run: 50 Sec: 10. Bomb Load and Fusing per A/C: 4-20 4 x 500 lb. FUSED 1/10 N
4-25 4 x 1000 lb. 1/100 T11. Total Bombs Dropped: 20 x 500 & 20 x 1000

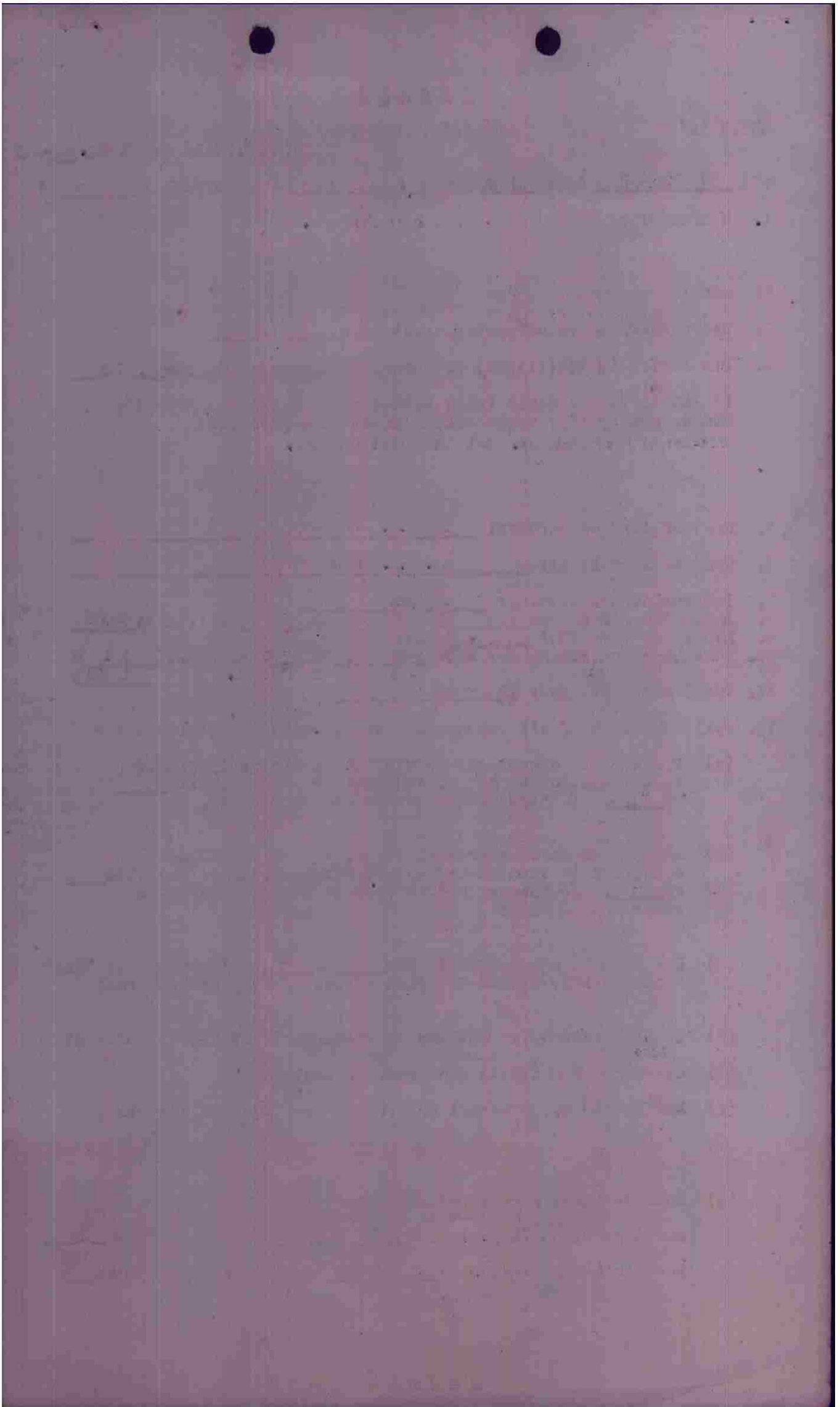
12. Full statement of all factors affecting bombing - including: -

(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 SUPERIOR XResults claimed: EXCEL GOOD FAIR POOR GROSS

S E C R E T



SECRET

AUTH: CO, A-65

5 Jan 45

INITIAL:

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

R-R-1

APD 140, U.S. Army.
5 January 1945.

SUBJECT: Mission Report.

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

I. 2 January 1945, T.O. 0324, Simmern R.R. Bridge, P.O. 115-395.

II. 43-22300 Taxi accident.
(Lt. G.S. VanMeter)

Pilot taxied during heavy fog and was unable to see pile of rocks on edge of taxi strip which had been placed there by French workers repairing the taxiway. Although the Flying Control Officer checked the taxiways and found no obstructions, shortly before taxi time, the pile of rocks had been placed there after the taxiway had been checked. Pilot taxied into this pile of rocks and damaged one propeller.

41-35215 Pilot could not see to taxi.
(Lt. E.C. Martin)

The nature of the weather condition this day made frost removal very difficult as the frost would form as soon as it was removed by using alcohol and glycerin and heat.

43-22326 The pilot of aircraft No
(Lt. D.L. Eastman) 43-22326 was taxiing along
41-59208 the taxi strip to get to
(Lt. E. Monney) take-off position when he
41-35210 suddenly noticed the tail
(Lt. F.J. Jakinen) of another aircraft in
front of him. The pilot of
the other aircraft, No
41-59208, was temporarily
lost due to heavy fog and
frost on his windshield.
Aircraft No 41-59208 then
turned around and the two
aircraft, No 41-59208 and
No 43-22326 were then facing
each other head on and
neither one could move.

Poor visibility due to heavy fog and frost on the windshield. This was explained by the weatherman by the fact that the moisture in the fog was in a super cooled condition which froze as soon as it contacted anything.

II. Cont'd.

Aircraft No 41-39210 could not taxi by because the other two aircraft were blocking the taxi strip.

41-39219.
(Lt. F.R. Harris)

Pilot was instructed not to take-off.

Due to the difficulty with wing and windshield ice, the pilot had taxied too late. The formation had already taken off and has set course, so the control tower call pilot back.

41-39214
(Lt H.J. Inckner)

Pilot could not fly his aircraft.

Due to an accumulation of wing and propeller ice, which was picked up during taxi and take-off, the aircraft would not gain altitude and consequently made a belly landing. Pilot also reports his left engine dropped from 50" Hg down to about 10" Hg and lost power. As the engine was damaged upon impact with the ground it is difficult to determine the cause of the power loss, however, from conversation with the pilot and with what investigation was possible at the time of this report, it is believed that the power loss was due to ice formation in the carburetor.

43-22337
(Lt H.J. Rooney)

Insufficient visibility.

Frost formation which had accumulated during taxi. All known remedies had been used to remove and prevent formation of frost but nothing would prevent formation. Alcohol, P-15 solution, glycerin, heat and dry newspaper had been used but without success.

43-22315
(Lt M.G. Brown)

Called back by control tower.

A wrecked aircraft was too near the runway to allow take-off.

41-39188
(Lt J.M. Montrose)

Called back by control tower.

Pilot started to taxi too late to take-off and catch the formation due to ground crews trying to remove frost from wings and windshield.

41-39213
(Lt F.R. Roberts)

Crashed.

Pilot could not obtain enough airspeed to pull aircraft off the ground, due to an accumulation of ice on his propellers and wings.

II. Cont'd.

4S-22301
(Lt H.B. Clark)

Crashed.

It is the opinion of investigating personnel that the aircraft crashed on take-off due to ice formation on wings and propellers.

III. Bomb.

IV. 41-39233
(Lt R.C. Buchanan)

Pilot salvaged bombs over target when initial check of intervalometer showed it inoperative in "Train".

The wire from the contactor relay to the resistor R-5 in the intervalometer came unsoldered due to vibration breaking the hot lead to the contactor relay coil causing failure in train release.

41-39269
(Lt J.J. Chalmers)

Bomb on station 2A released safe.

Short between indicator light wire and lock valve solenoid circuit to station 2A causing lock valve solenoid to energize, blocking rotation of arming lever. The short was corrected to eliminate malfunction.

41-39241

All bombs returned.

The circuit breaker for the bomb door safety relay was tripped by armers during loading of aircraft by shorting the circuit in the bombay. This circuit was hot since an auxiliary power unit was attached to the aircraft electrical system.

V. 41-39211
(Lt H.R. Angus)

Both main tires blew out.

Pilot overshot runway and applied air brakes in order to stop, thereby blowing both tires.

41-39255
(Lt R.C. Buchanan)

Bomb door solenoid burned out.

It is the opinion of investigating personnel that this malfunction was caused by the pilot leaving his bomb door switch in the closed position too long.

VI. 1 - 4:10 - 670
2 - 4:40 - 700
3 - 4:05 - 590
4 - 4:40 - 790
5 - 4:30 - 750
6 - 4:40 - 725
7 - 4:20 - 650
8 - Not airborne
9 - Crashed
10 - 4:15 - 825
11 - 4:30 - 760
12 - 4:30 - 645

1 - 4:10 - 635
2 - 4:40 - 730
3 - Not airborne
4 - 4:00 - 650
5 - Not airborne
6 - Not airborne
7 - 4:00 - 690
8 - 4:00 - 660
9 - Crashed
10 - Not airborne
11 - Belly landed
12 - 4:00 - 700

VI. Cont'd.

13 - 4:50 - 750
 14 - 4:30 - 795
 15 - 5:00 - 780
 16 - Not airborne
 17 - Not returned to base

13 - 4:25 - 650
 14 - 4:10 - 550
 15 - Not airborne
 16 - 4:30 - 750
 17 - Not airborne
 18 - 5:15 - 550
 8 - Not airborne
 5 - 5:15 - 700
 8 - 5:15 - 750
 3 - 5:00 - 650
 3 - 4:50 - 750

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

MISSION NO. 181

LOADING LIST

2 JANUARY 1944

BOX I
FLIGHT I

1. ⁴⁴089 R
Lt. Col. D.L. Willetts
Lt. P.G. Royalty
S/Sgt. L.D. McElhattan
S/Sgt. G. Thompson

4. ⁴³⁻²²313 B
Lt. A. Remiszewski
S/Sgt. F. DiOrto

2. ⁴¹⁻³⁹211 K
Lt. W.H. Ames
S/Sgt. R.J. Brown

5. ⁴¹⁻³⁹237 D
Lt. J.B. Gocks
Cpl. R.P. Redding

3. ⁴¹⁻³⁹250 A
Lt. D.L. Withington
S/Sgt. C.F. Huss

6. ⁴¹⁻³⁹265 V
Lt. G.L. Milhorn
Sgt. D. Chest

1. ⁴⁴178 L
Captain R.J. Morton
Lt. D.L. Moore
S/Sgt. A.J. Burland
S/Sgt. K. Heath

4. ⁴¹⁻³⁹229 B-1
Lt. D.W. Sorrels
S/Sgt. V.A. Malara

2. ⁴³⁻²²300 P
Lt. G.G. Van Meter
Sgt. C.M. Kirik

5. ⁴¹⁻³⁹244 I
Lt. R.K. Johnson
Cpl. H.E. Brandt

3. ⁴³⁻²²301 O
Lt. H.E. Clark
S/Sgt. J.W. Sabadosh

6. ⁴¹⁻³⁹252 D-1
Lt. R.A. Willard
Cpl. C.V. Hinker

1. ⁴⁴085 T
Lt. E.L. Miller
Lt. J.K. Conner
S/Sgt. J.F. Malloy
S/Sgt. J.M. Pemberton

4. ⁴¹⁻³⁹224 E
Lt. M.W. DuBose
S/Sgt. D.L. Griffin Jr.

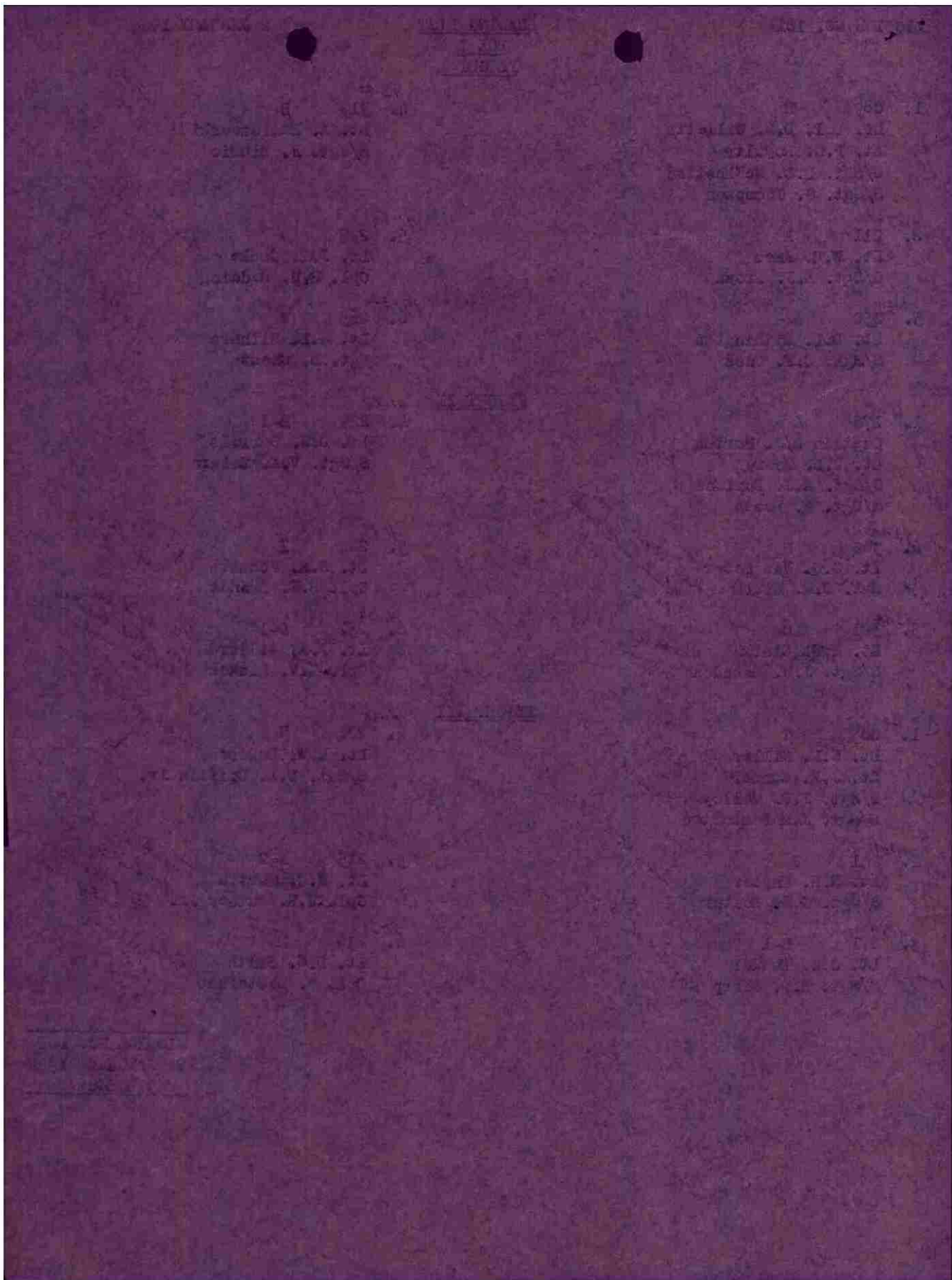
2. ⁴¹⁻³⁹241 F
Lt. E.R. Hayter
S/Sgt. G.E. Reiter

5. ⁴¹⁻³⁹215 R-2
Lt. E.C. Martin
Cpl. W.R. Sumner Jr.

3. ⁴¹⁻³⁹271 R-1
Lt. G.S. Butler
S/Sgt. R.P. Sharp

6. ⁴¹⁻³⁹239 N
Lt. D.E. Smith
Cpl. R. DeStefano

MISSION NO. 181
2 JANUARY 1944
3 BOXES



MISSION NO. 181

LOADING LIST

2 JANUARY 1944

BOX II
FLIGHT I

1. 185 G
Lt. H.F. Pair
Lt. J.L. Corum
S/Sgt. H.S. Fessler
S/Sgt. J.C. Young

2. 234 P
Lt. D.A. Fero
S/Sgt. T.W. Skelton

3. 326 W
Lt. D.L. Eastman
S/Sgt. A.E. Eaton

1. 139 J-1
Lt. C.S. Stanley
F/O J.H. Blount
Sgt. C.B. Collier
S/Sgt. C.J. Clark

2. 290 L-1
Lt. W.L. Hale
S/Sgt. J.F. Geyer

3. 218 C
Lt. W.H. Roberts
Sgt. R.P. Windisch

1. 173 W-1
Lt. D.F. Shea
Lt. O.R. Koch
Sgt. F.R. Urbanski
S/Sgt. D.S. Blackford

2. 222 S
Lt. E.L. Johnson
Sgt. C.D. Hammon

3. 467 W-2
Captain C.R. Jackson
Lt. M.C. McNutt
S/Sgt. D.E. Burns
Cpl. I. Torres

FLIGHT II

4. 106 E
Lt. J.J. Lackovich
Lt. R.C. Muir
S/Sgt. T. Connery
S/Sgt. R.J. Jones

5. 210 J
Lt. W.R. Jokinen
Sgt. E.J. Creedon

6. 208 L
Lt. S. Mooney
Sgt. W.G. Buckley

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

5. 214 B
Lt. R.J. Packmer
Sgt. A.J. Massarra

6. 233 F
Lt. R.C. Buchanan
Sgt. C.L. Calabrese

FLIGHT III

4. 337 O
Lt. R.J. Rooney
Sgt. S.R. Caudell

5. 334 G-1
Lt. J.C. Sewell
S/Sgt. J.A. Hummer

6. 315 I-2
Lt. N.G. Brown
S/Sgt. J.C. Ottaviano

BOX III

FLIGHT I

1. 063 A
Lt. H.M. Evans
F/O T.M. McCartney
Sgt. C.L. Skeens
S/Sgt. O.N. Merritt

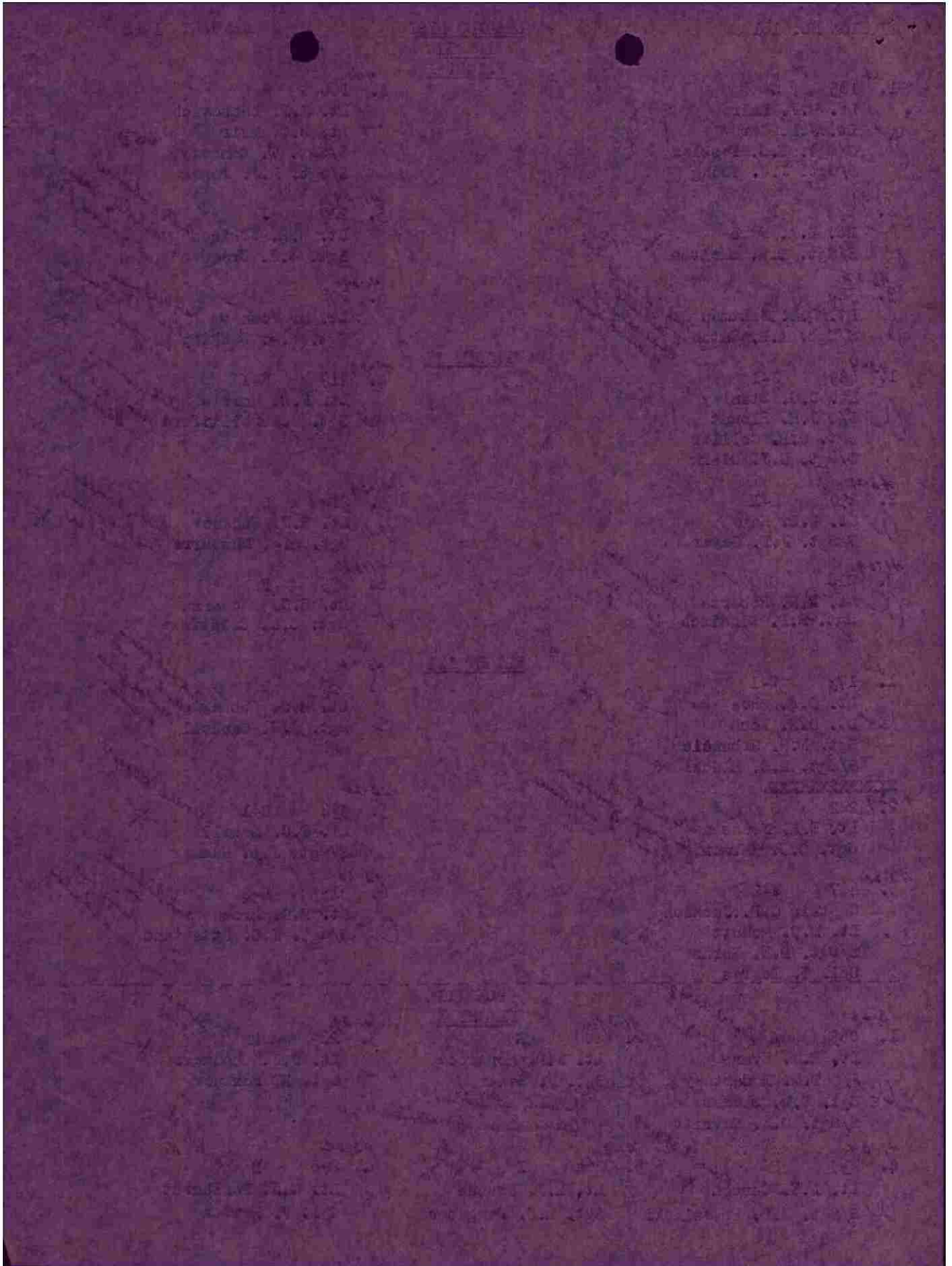
4. 259 H
Lt. L.E. Cannon
S/Sgt. E.P. Brzezinski

2. 188 R
Lt. J.H. Montrose
Sgt. E. Gentry

5. 264 I
Lt. L.J. Prucha
Sgt. L.C. Ferguson

3. 269 K
Lt. J.J. Chalmers
Sgt. K. Fortner

6. 296 D
Lt. G.J. Parkhurst
Cpl. F. Newman



POST MISSION REPORT

MISSION NO. 181DATE 2 Jan 19451. NUMBER OF MEN WOUNDED: Roberts, Macnamara & Lockner.

2. BOMBING MALFUNCTIONS:

221- Hayter - 1st & 2nd bombs. Reason undetermined.
 229- Cloness - Bomb failed to release when button
 pushed. Pilot released bomb in target
 area - on bomb with warning voice
 attached.

3. CAMERA MALFUNCTIONS: None4. PERCENT OF BATTLE DAMAGE: None

5. PLANES FAILING TO BECOME AIRBORNE OR RETURNING EARLY:

B-326 - Eastman - Visibility - could not see well enough to take
 210 - Johnson -
 208 - Macnamara -
 337 - Rooney - Plane blew up in front of him first time. Second time couldn't develop full power.
 315 - Brown, A. - Being on wheels.
 213 - Brown - Being on wheels.

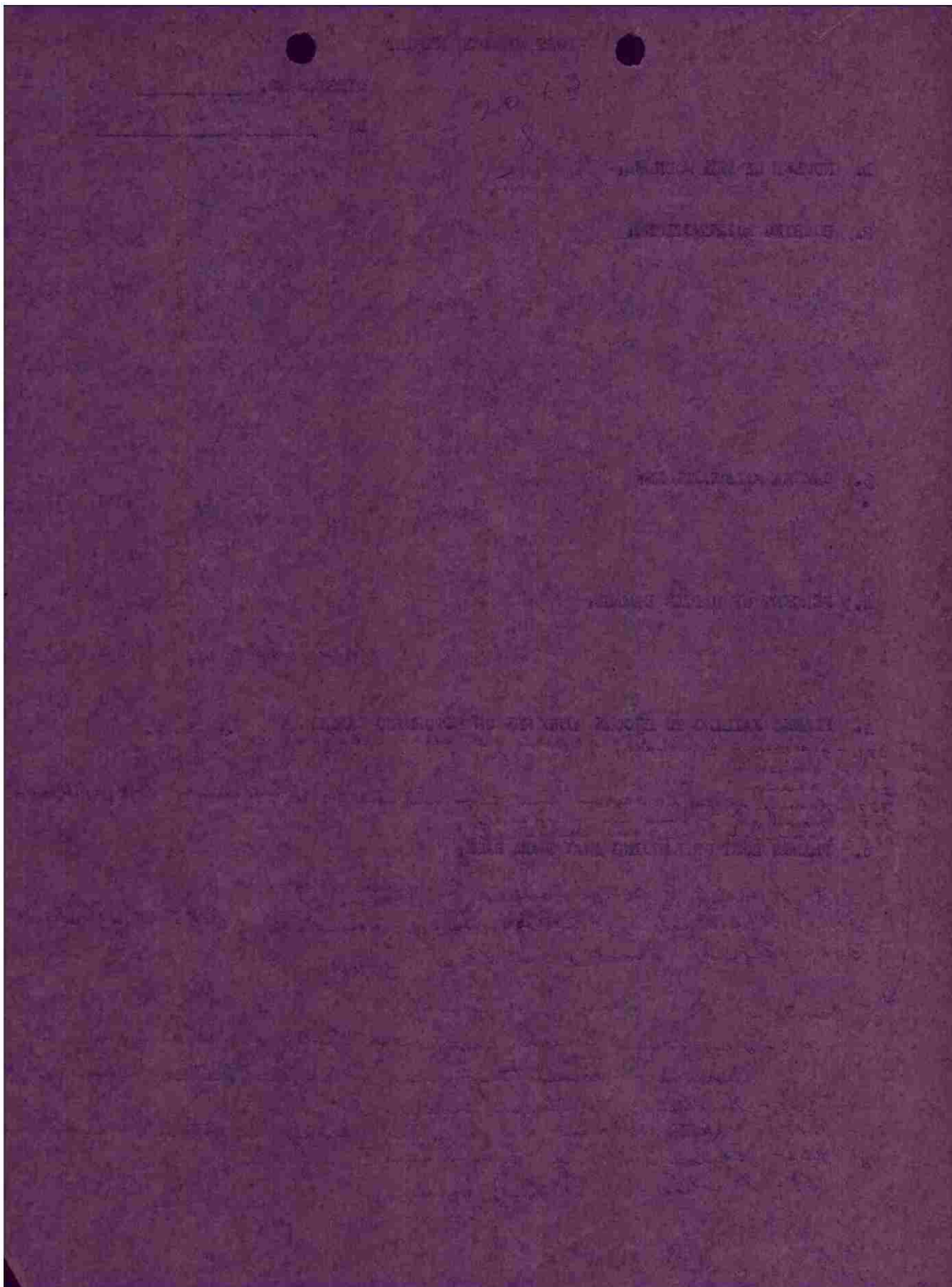
6. PLANES LOST OR LANDING AWAY FROM BASE:

218 - Roberts - Belly landed & blew up.
 214 - Lockner - ~~belly~~ Belly landed. Left engine failure.
 301 - Clark - Crashed & blew up.

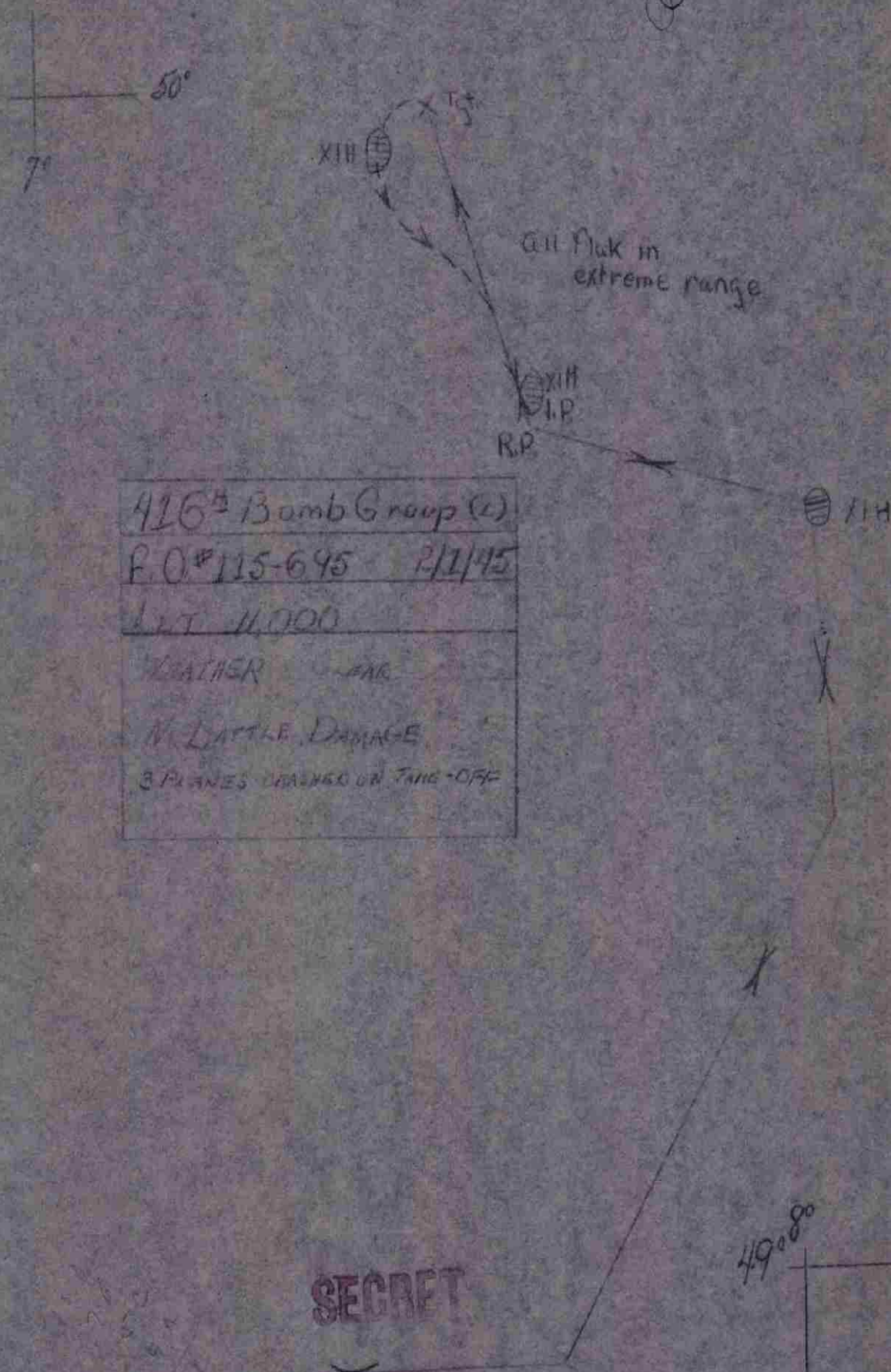
5. Contd -

300 - Van Meter - Took into rock pile on side of
 runway necessitating prop & right engine change.
 252 - Willard - Electrical trouble.
 215 - Martin - Trapped on ab. hit rocky at taxi time.
 222 - Johnson - Prop Governor.
 188 - Mentzer - Low fuel pressure.

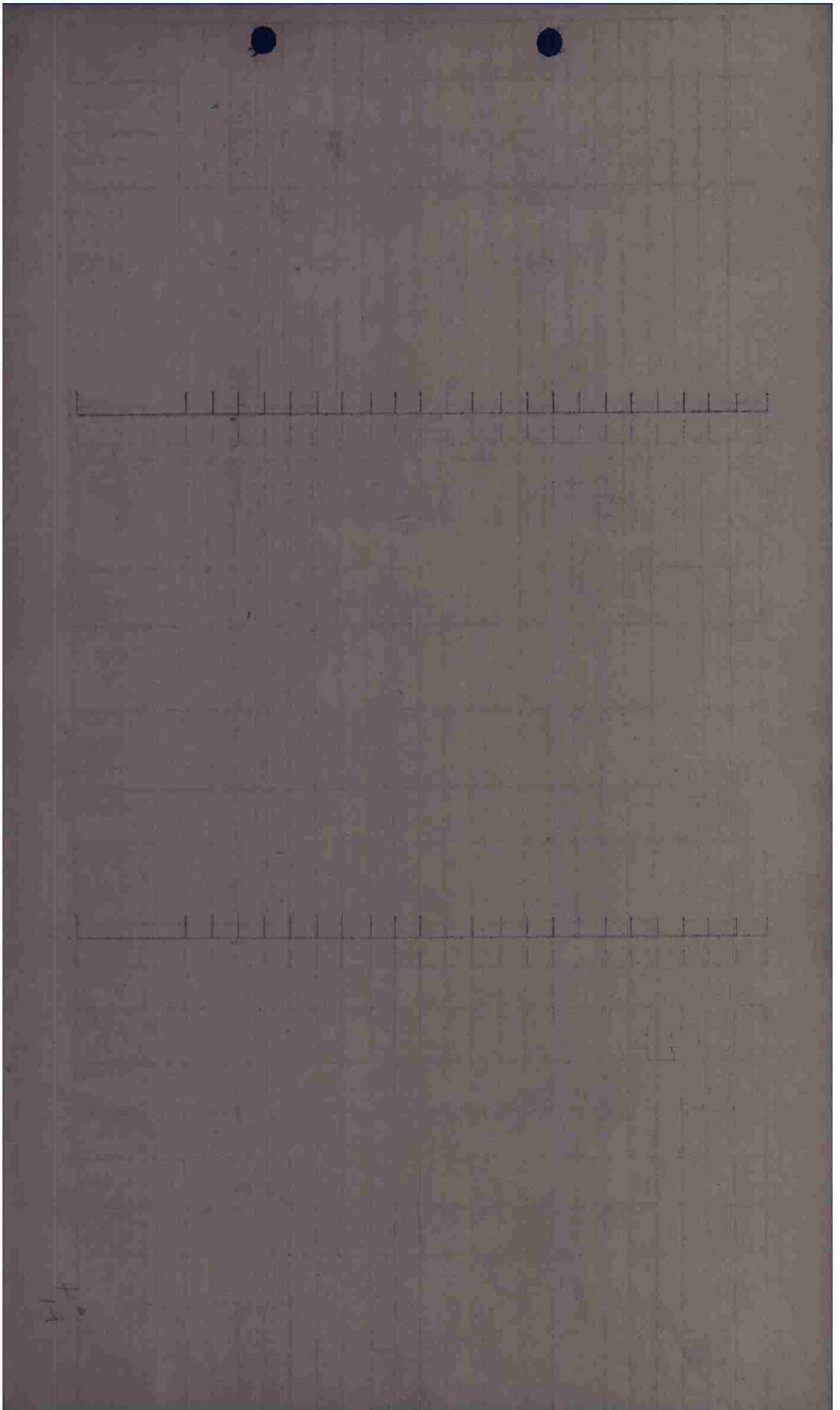
16 a/c Landing at A-48



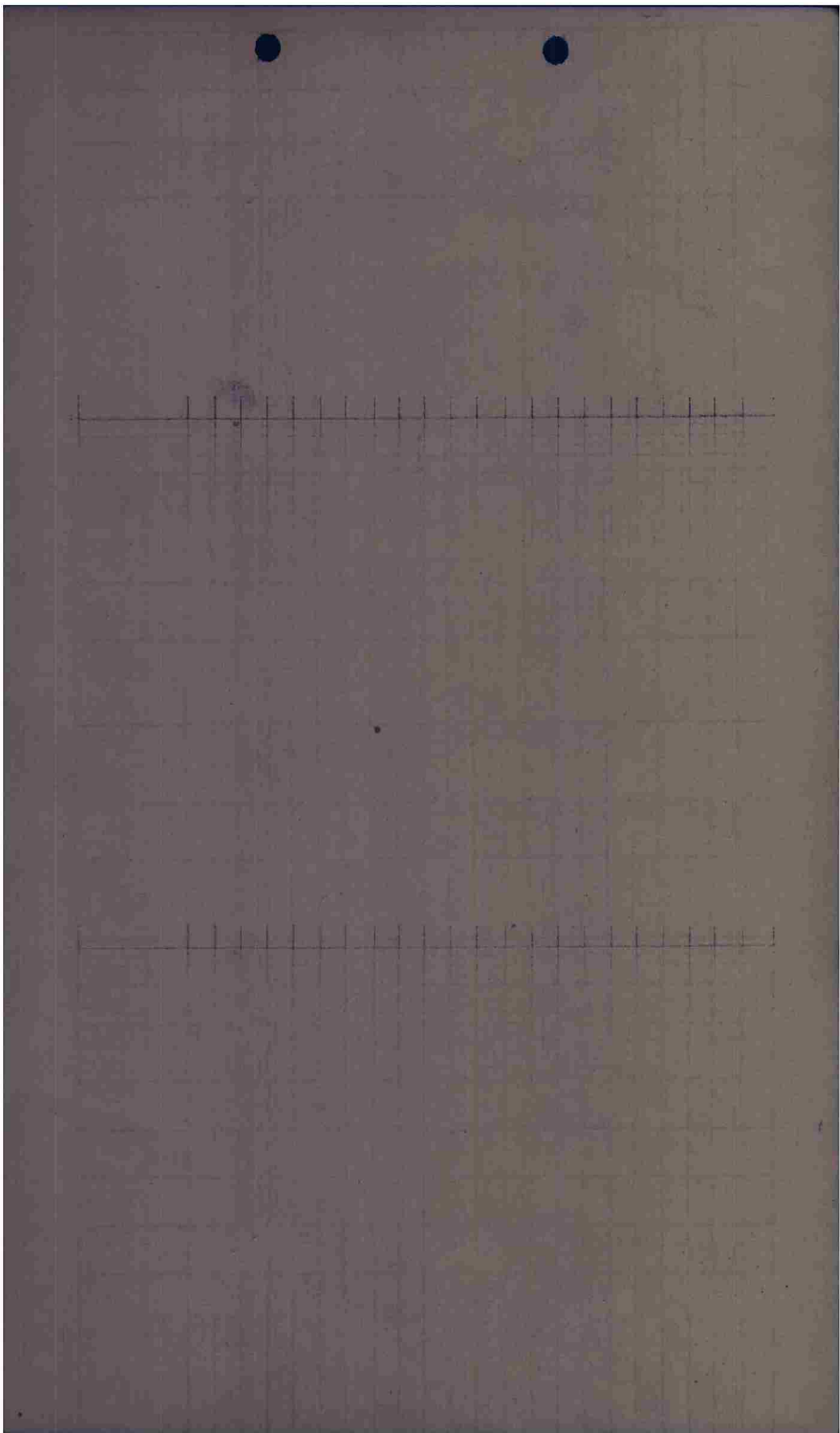
Europe 1: 500,000

SECRET

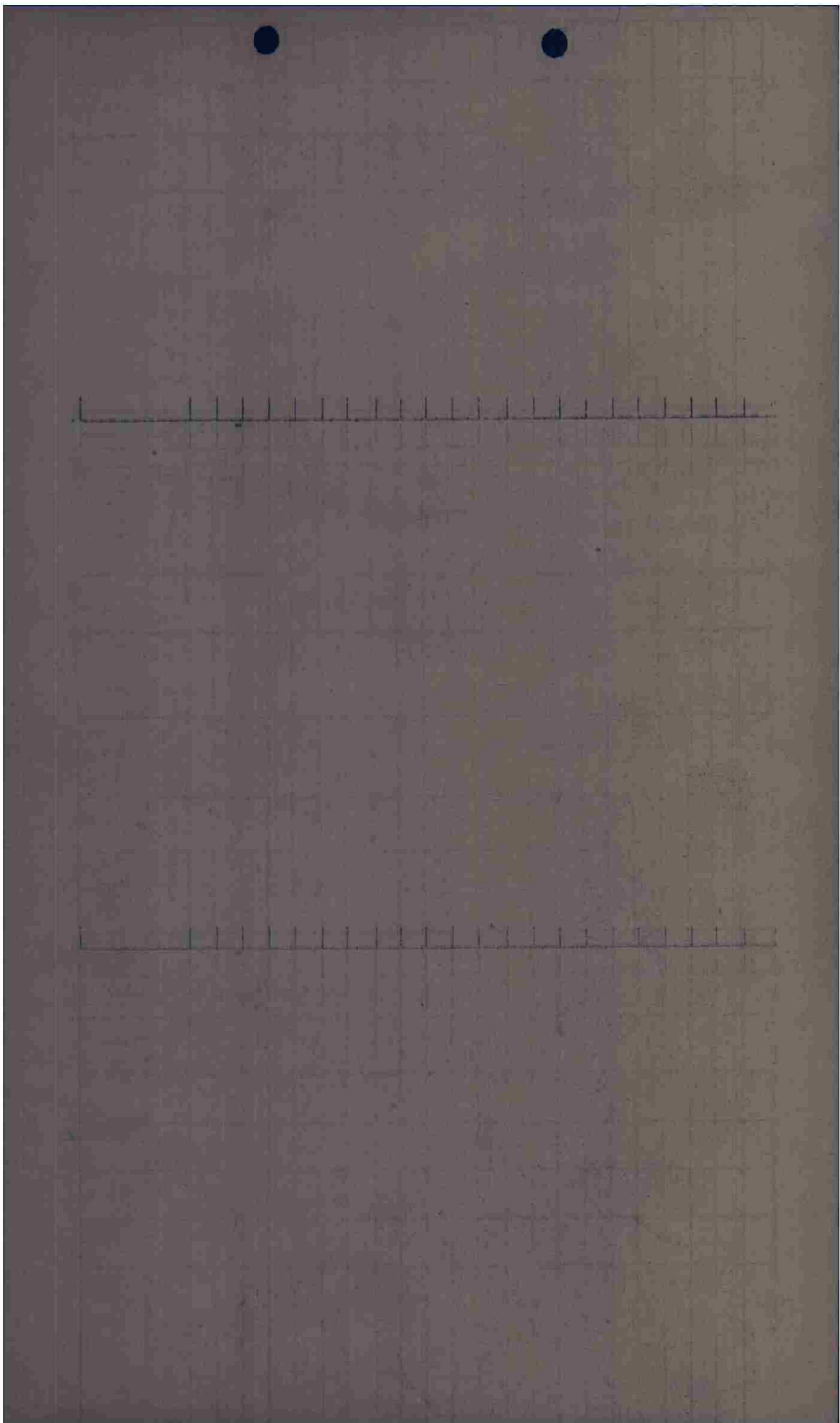
Mission No. 181														
Page 7														
2 Jan. 1944														
S Q D M	A / C LTR	A / C NO.	PILOT	D - S T A NCE	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L O L D A D	B O M B A D
2	R	089	Shultz	037		0224						HC	725	1234
2	K	216	Leary			0706							975	1244
2	A	250	Mytherton			0832							4100	1235
2	B	313	Hemphill			0824							4100	
2	2	237	Cock			0832						C		
2	2	265	William			0842						C		
2	2	178	Weston			0833						HC		
2	P	300	Tindal											
2	O	301	Clark											
2	B-1	229	James			0834								
2	4	244	Johnson			0838								
2	2	250	Weston											
2	T	085	Miller			0835								
2	F	241	Langley			0854								
2	K-1	271	Burton			0853								
2	E	224	Auger			0836								
2	K-2	215	Marion											
2	N	239	Smith			0855								



Mission No. 181												
Jan II												
10 Jan 1944												
S Q D M	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
A	185	185	Davis			0839						HC
A	234	234	Qua			0841						C
A	326	326	Eastman									
A	106	106	Eastman			0842						
A	210	210	Eastman									
A	208	208	Eastman									
A	439	439	Stanley			0843						HC
A	290	290	Stall			0843						
A	218	218	Roberts			0843						
A	219	219	Harvey			0843						
A	214	214	Harvey			0843						
A	233	233	Buchanan			0852						
A	173	173	Ther			0845						HC
A	222	222	Eastman									
A	467	467	Eastman			0845						
A	337	337	Harvey									
A	334	334	Qua			0845						
A	315	315	Brown, D									



[illegible]



OIITA OIJJF OIJES OIJPO OIJKI V OIJEA OIJEA 01/22 OP OP
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 02/0045A J-312-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
A P O 140
02 JANUARY 1944

FIELD ORDER NO. 112-695

MAPS: NORMAL

1. B. (1) REFER CURRENT BOMBLINE.
(2) 19TH T.A.C. WILL PROVIDE P-51 ESCORT FOR THE 409TH AND 416TH BOMB GROUPS.
AND T.A.F. WILL PROVIDE SPITFIRE AREA COVER FOR THE 416TH BOMB GROUP.

2. THIS WING WILL ATTACK TARGETS IN GERMANY AND BELGIUM.

PLAN "A" - ZERO HOUR: 02/1030A
PLAN "B" - ZERO HOUR: 02/1020A

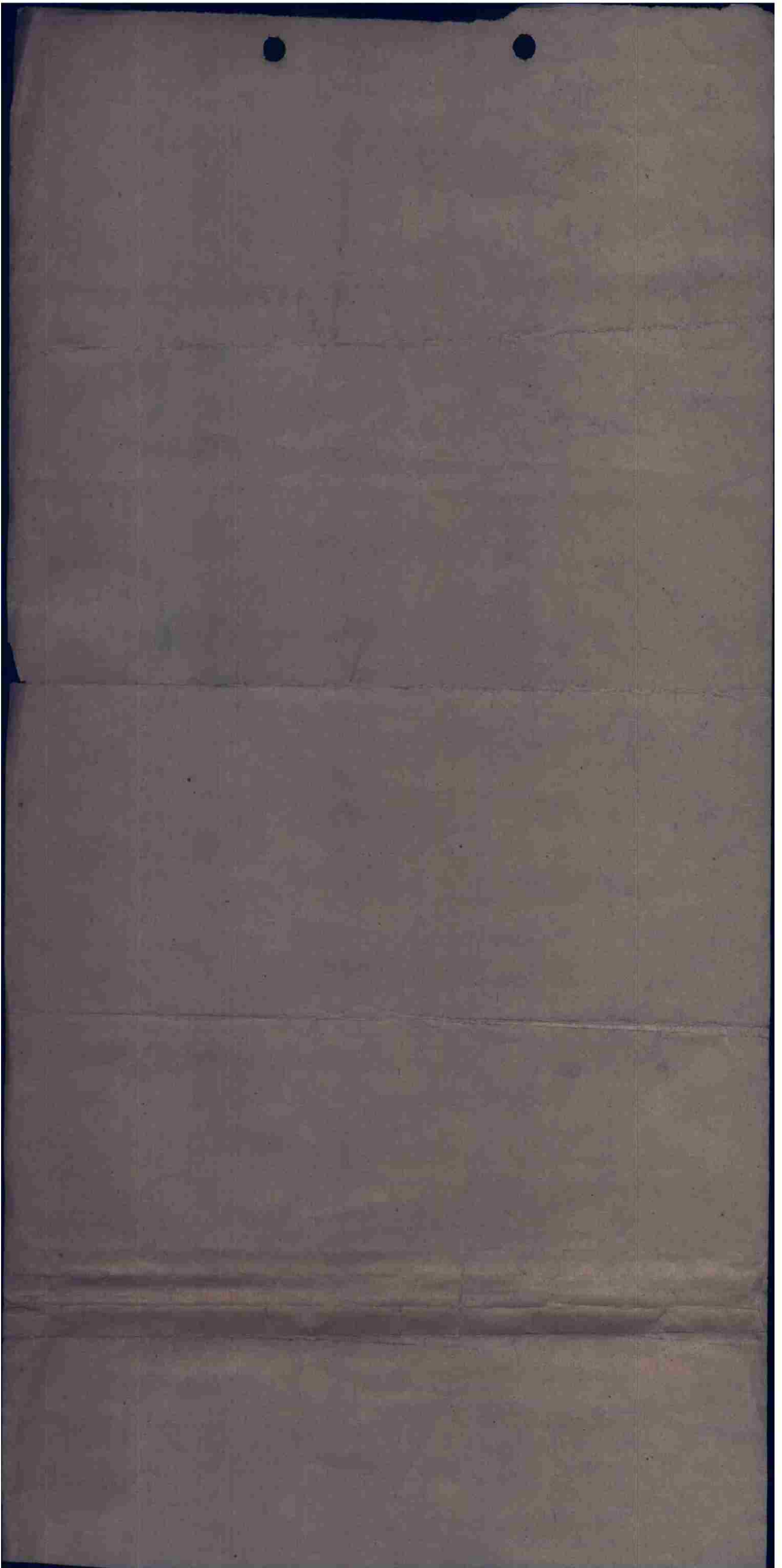
PLAN "A" VISUAL

3. A. 409TH BOMB GROUP.
(3) WITH FIGHTERS AT 4855N 0603E AT 12,000 FEET AT ZERO HOUR MINUS 40 MINUTES.
- B. 416TH BOMB GROUP.
(1) GOUVY ROAD JUNCTION (P-719770)
(2) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.
(3) AREA COVER
(4) BASE TO 5028N 0452E TO I.P. TO TARGET.
(5) TARGET TURN LEFT TO R.P. TO 5021N 0504E TO BASE.
(6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 5,000 FEET.
(7) 5022N 0530E
(8) GEN. NW TO SE
(9) M.P.I. MAP SERIES C.S.G.S. 4040, SHEET NO. 106. GRID. COORD. 719778.
(10) 6 X 500 G.P. FUSED: 1/10 SEC. NOSE, 1/40 SEC. TAIL.
(11) 5022N 0530E
(12) NO ALTERNATE TARGETS WILL BE ATTACKED.
(13) T.O.T. - ZERO HOUR PLUS 10 MINUTES.
(14) IF CLOUDS PREVENT VISUAL BOMBING, GROUP WILL RETURN BOMBS TO BASE.
- C. 416TH BOMB GROUP.
(3) WITH FIGHTERS AT 4855N 0603E AT 12,000 FEET AT ZERO HOUR MINUS 25 MINUTES.

- X. (1) - (4) NO CHANGE.
FOR 409TH AND 416TH BOMB GROUPS ONLY.
(5) TARGET: SIMMEREN RAILROAD BRIDGE (L-840531)
(6) A/C REQ: 54 A/C BOMBING BY FLIGHTS OF 6 A/C.
(7) ROUTE OUT: BASE TO F.R. TO 4856N 0740E TO 4923N 0804E TO 4938N 0802E TO I.P. TO TARGET.
(8) ROUTE BACK: TARGET TURN LEFT TO R.P. AND RETRACE ROUTE TO BASE.
(9) ALTITUDE: BOMB AT 12,000 FEET OR BELOW CLOUD BASE, DOWN TO BUT NOT BELOW 5,000 FEET. DROP 1,000 FEET AFTER LEAVING TARGET.
(10) I.P. - 4943N 0740E
(11) AXIS OF ATTACK: GEN. SE TO NW
(12) M.P.I. - IX AIR FORCE 2ND PHASE INTERPRETATION REPORT U.S. 10/1374. ANNOTATED AREA NO. 1 (CENTER OF BRIDGE)
(13) BOMBS: 6 X 1000 G.P. FUSED: 1/10 SEC. NOSE, 1/100 SEC. TAIL. INTERVALOMETER SETTING IS MINIMUM
(14) R.P. - 4943N 0740E
(15) IF CLOUDS PREVENT BOMBING, AND "GLE" EQUIPMENT FAILS, BOMBS WILL BE RELEASED ON TARGET F.T.A.

PLAN "B" - PATHFINDER

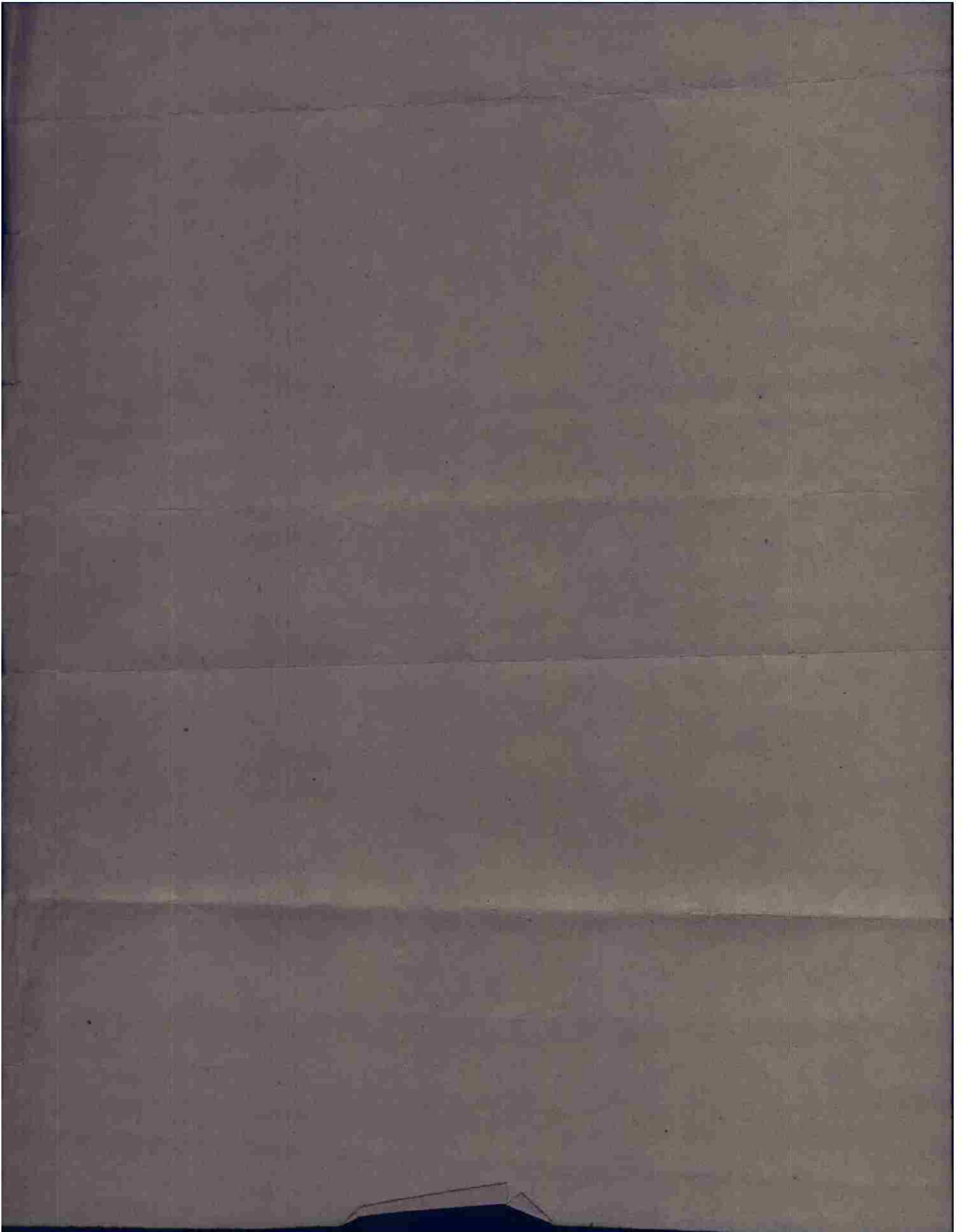
- A. 409TH BOMB GROUP.
(3) WITH FIGHTERS AT 4855N 0603E AT 13,500 FEET AT ZERO HOUR MINUS 21 MINUTES WITH TWO P.P.F. A/C OVER FIELD.
(12) T.O.T. - ZERO HOUR PLUS 30 MINUTES.
- B. 416TH BOMB GROUP.
(3) WITH FIGHTERS AT 4855N 0603E AT 13,500 FEET AT ZERO HOUR MINUS 6 MINUTES WITH TWO P.P.F. A/C OVER FIELD.
(12) T.O.T. - ZERO HOUR PLUS 45 MINUTES.



(2) BESTMAN
(3) PONTRE
(4) RIPSAN

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OIJES OIJKI V OIJEA OIJEA 12/01 OP OF
FROM 97TH COMBAT BOMB WING 01/2155A J-311-E
TO COBOMGP 409
COBOMGP 416

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

97TH COMBAT BOMB WING
APO 143
01 JANUARY 1945

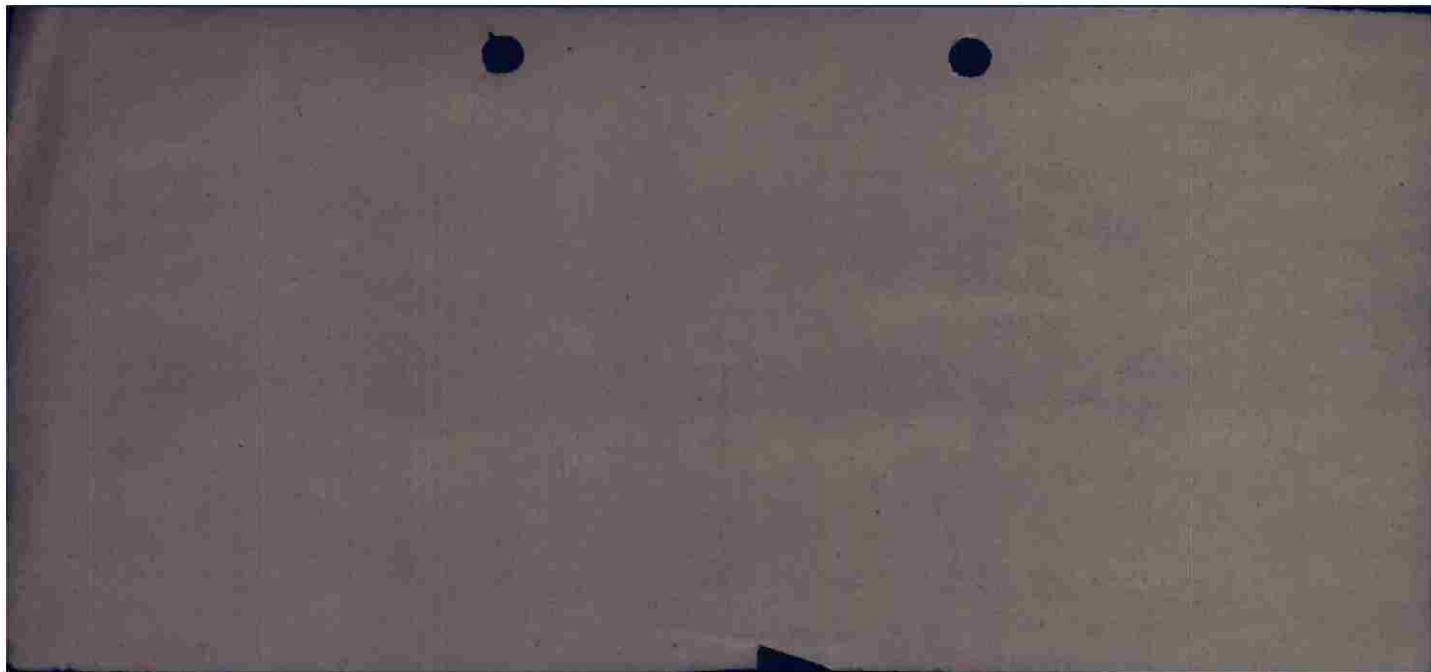
INTELLIGENCE SUPPLEMENT NO. 1 TO FIELD ORDER NO. 115-695

REFER TO - INTELLIGENCE SUPPLEMENT NO. 1 TO FIELD ORDER NO. 112-690.

L COMCBTWIG 97
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ITA JEA V JKI JKI 05/02 OP-OP

FROM 416TH BOMB GROUP (L) 02/1625A
TO COMMANDING GENERAL 9TH BOMB DIVISION
COMMANDING GENERAL 97TH COMBAT WING

ATTN: A-2
ATTN: A-2

CONFIDENTIAL BT

J-20-D OPFLASH FOR 2 JANUARY 1945

A - 416TH BOMB GROUP (L)

B - SIMMERN RAILROAD BRIDGE

C - 9 A-20'S AND 22 A-26'S

D - 9 A-20'S AND 18 A-26'S ON PRIMARY

E - 1 A-26 FAILED TO BOMB REASON UNKNOWN A/C LANDED AT A-43
2 A-26'S CRASHED ON TAKE OFF
1 A-26 MADE CRASHED LANDING ON TAKEOFF

F - 36 X 500 GP'S ON PRIMARY
72 X 1,000 GP'S ON PRIMARY
4 X 1,000 GP'S BY 1 A-26 RETURNED REASON UNKNOWN

G - I - A GOOD	II - A GOOD
I - B GOOD TO EXC.	II - B GOOD TO EXC.
I - C GOOD TO EXC.	

H - 2 A-26'S CRASHED ON TAKE OFF REASON UNKNOWN PENDING INVESTIGATION
1 A-26 MADE CRASHED LANDING ON TAKE OFF REASON UNKNOWN PENDING INVESTIGATION

I - 2 CREW MEMBERS KILLED WHEN 1 A-26 EXPLODED ON CRASHING

J - WEAK HEAVY INACCURATE ON LEFT TURN OFF TARGET
WEAK HEAVY INACCURATE AT I. P.
WEAK HEAVY INACCURATE AT R - 1000

K - 5 - 12 ME 109'S ATTEMPTED PASS AT FORMATION IN AREA M - 10
FIGHTER ESCORT STEERED THE ENEMY AWAY

L - 11,500 - 12,000

M - 11:06 - 11:21 1/2

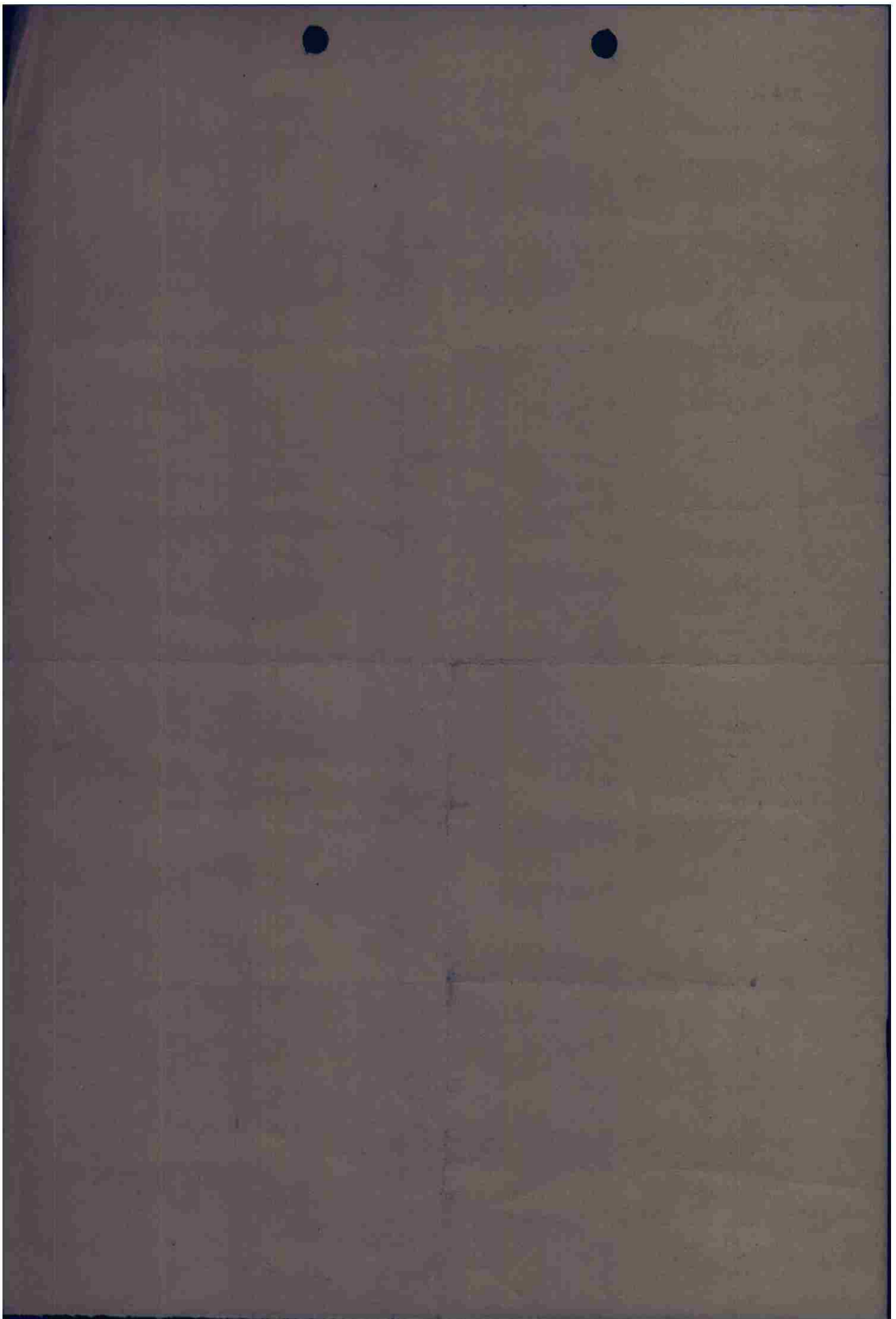
X - ~~EXH#23N~~ 6 A-26'S AND 6 A-20'S LANDED AT HOME BASE
3 A-20'S AND 13 A-26'S LANDED AT A-43

BT 02/1625A
FD AS BBBB
ITA R.....1. 02/1640A MILT

WILL GIVE YOU R AS SOON AS POSSIBLE

ITA R.....02/1640A MILT KKKKKK

JEA R.....021640A CW KK



ITA JEA V JKI JKI 2/2 R R

FROM COBOMGR 416 02/1536A

TO COBOMDIV NINE ATTN: COM OFFICER
COMCBTWIG 97 (INFO)

CONFIDENTIAL BT

J-17-J

A - YS - 14

B - 2 JAN 45 (0192-1219

C - R-ROGER AND G-GEORGE REPORTED MISSION RESULTS TO "PARADE".

D - R-ROGER AND G-GEORGE UNABLE TO CONTACT "RIPSAW" DUE TO HEAVY TRAFFIC.

E - NONE

F - NONE

G - NONE

H - NONE

I - NONE

J - NONE

K - NONE

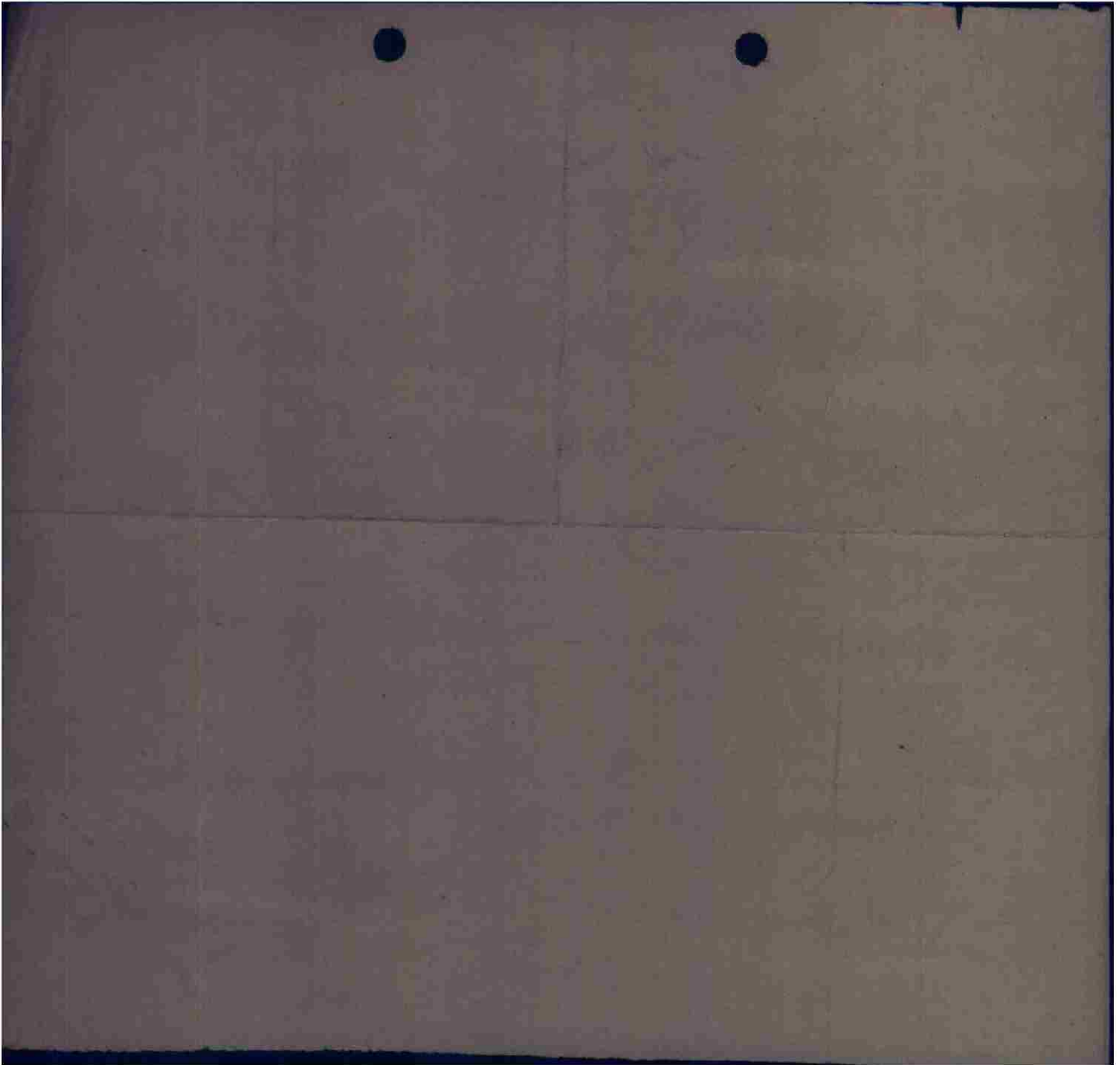
COBOMGR 416

BT 1536A
WFG BBBB

ITA R.....02/1542A
JEA R.....02/1642A

PETE AR KKKKKKK
LEB KKK

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